SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

SUPPLEMENT "A" TO TIME TABLE No. 23

(SUPERSEDING PAGES 10, 11, 12 AND 13--SEVENTH STREET LINE)

FOR THE

WESTERN DIVISION FERRIES

AND SUBURBAN TRAINS.

To Take Effect Wednesday, December 13, 1911, at 5:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. M. DAVIS,
General Superintendent.

Eastward.

FROM SAN FRANCISCO—Melrose Electric Shuttle Train, Via Seventh Street.

FIRST CLASS

Location Interlocking Towers and Telephones.	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	Distance from San Francisco	SUBURBAN TRAINS Supplement "A" to Time Table No. 23 December 13, 1911 — STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
	11.40AM	11.20AM	11.00AM	10.40AM	10.20AM	10.00AM	9.40AM	9.20AM	9.00AM	8.40AM	8.20AM	8.00AM	7.40AM	7.20AM	7.00AM	6.40AM	6.20AM	6.00AM	No San Francisco connection.	0.0	Via Oak. Ferry — DN **SAN FRANCISCO**
	11.58	11.38	11.18	10.58	10.38	10.18	9.58	9.38	9.18	8.58	8.38	8.18	7.58	7.38	7.18	6.58	6.38	6.18		3.5	3.5 — DN **OAKLAND PIER**
I P	11.59AM	11.40AM	11.20AM	11.00AM	10.40AM	10.20AM	10.00AM	9.40AM	9.20AM	9.00AM	8.40AM	8.20AM	8.00AM	7.40AM	7.20AM	7.00AM	6.40AM	6.20AM	6.00AM	3.5	DNR **OAKLAND PIER**
	s 12.04PM	s 11.44	s 11.24	s 11.04	s 10.44	s 10.24	s 10.04	s 9.44	s 9.24	s 9.04	s 8.44	s 8.24	s 8.04	s 7.44	s 7.24	s 7.04	s 6.44	s 6.24	s 6.04	4.9	1.4 — Auto. Block — Cedar-street Crossing PINE
I P	s 12.11	s 11.51	s 11.31	s 11.11	s 10.51	s 10.31	s 10.11	s 9.51	s 9.31	s 9.11	s 8.51	s 8.31	s 8.11	s 7.51	s 7.31	s 7.11	s 6.51	s 6.31	s 6.11	6.7	1.8 — BROADWAY Webster-street Crossing
P	s 12.17	s 11.57AM	s 11.37	s 11.17	s 10.57	s 10.37	s 10.17	s 9.57	s 9.37	s 9.17	s 8.57	s 8.37	s 8.17	s 7.57	s 7.37	s 7.17	s 6.57	s 6.37	s 6.17	8.3	1.6 — W. P. Crossing EAST OAKLAND
I P	s 12.21	s 12.01PM	s 11.41	s 11.21	s 11.01	s 10.41	s 10.21	s 10.01	s 9.41	s 9.21	s 9.01	s 8.41	s 8.21	s 8.01	s 7.41	s 7.21	s 7.01	s 6.41	s 6.21	9.6	1.3 — FRUITVALE
I P	**12.25PM**	**12.05PM**	**11.45AM**	**11.25AM**	**11.05AM**	**10.45AM**	**10.25AM**	**10.05AM**	**9.45AM**	**9.25AM**	**9.05AM**	**8.45AM**	**8.25AM**	**8.05AM**	**7.45AM**	**7.25AM**	**7.05AM**	**6.45AM**	**6.25AM**	10.8	1.2 — W. P. Crossing **MELROSE** — Double Track
	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 Ex. Sunday		10.8
	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1		Run Daily Except Saturday and Sunday
	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1	4	3	2	1		Run Saturday and Sunday Only

Location Interlocking Towers and Telephones.	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	Distance from San Francisco	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		
	4.40PM	4.20PM	4.00PM	3.40PM	3.20PM	3.00PM	2.40PM	2.20PM	2.00PM	1.40PM	1.20PM	1.00PM	12.40PM	12.20PM	NOON 12.00	0.0	Via Oak. Fer.y — DN **SAN FRANCISCO**
	4.58	4.38	4.18	3.58	3.38	3.18	2.58	2.38	2.18	1.58	1.38	1.18	12.58	12.38	12.18PM	3.5	3.5 — DN **OAKLAND PIER**
I P	5.00PM	4.40PM	4.20PM	4.00PM	3.40PM	3.20PM	3.00PM	2.40PM	2.20PM	2.00PM	1.40PM	1.20PM	1.00PM	12.40PM	12.20PM	3.5	DNR **OAKLAND PIER**
	s 5.04	s 4.44	s 4.24	s 4.04	s 3.44	s 3.24	s 3.04	s 2.44	s 2.24	s 2.04	s 1.44	s 1.24	s 1.04	s 12.44	s 12.24	4.9	1.4 — Auto. Block — Cedar-street Crossing PINE
I P	s 5.11	s 4.51	s 4.31	s 4.11	s 3.51	s 3.31	s 3.11	s 2.51	s 2.31	s 2.11	s 1.51	s 1.31	s 1.11	s 12.51	s 12.31	6.7	1.8 — BROADWAY Webster-street Crossing
P	s 5.17	s 4.57	s 4.37	s 4.17	s 3.57	s 3.37	s 3.17	s 2.57	s 2.37	s 2.17	s 1.57	s 1.37	s 1.17	s 12.57	s 12.37	8.3	1.6 — W.P. Crossing EAST OAKLAND
I P	s 5.21	s 5.01	s 4.41	s 4.21	s 4.01	s 3.41	s 3.21	s 3.01	s 2.41	s 2.21	s 2.01	s 1.41	s 1.21	s 1.01	s 12.41	9.6	1.3 — FRUITVALE
I P	**5.25PM**	**5.05PM**	**4.45PM**	**4.25PM**	**4.05PM**	**3.45PM**	**3.25PM**	**3.05PM**	**2.45PM**	**2.25PM**	**2.05PM**	**1.45PM**	**1.25PM**	**1.05PM**	**12.45PM**	10.8	1.2 — W.P. Crossing **MELROSE** — Double Track
	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		10.8
	7	8	6	5	7	8	6	5	2	8	6	3	2	1	4		Run Daily Except Saturday and Sunday
	7	5	6	8	7	5	6	3	2	5	4	3	2	1	4		Run Saturday and Sunday Only

See pages 36 to 45, inclusive, of Supplement B for additional trains between Oakland Pier, Fruitvale and Melrose.

ADDITIONAL STOPS:

All Trains will Stop—
Center St., Clinton,
Adeline St., 23d Avenue,
Market St., Sather.
Oak St.,

Excepting 148 and 150.
Exception—No. 148 and 150 will stop at 23rd Avenue and Sather.

SUBURBAN TRAINS
Supplement "A" to
Time Table No. 23
December 13, 1911

FIRST CLASS

STATIONS	Distance from Melrose	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37
		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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO — Via Oak. Ferry — 3.5	10.8	Steamer Trip 6.10AM	6.10AM	6.30AM	6.50AM	7.10AM	7.30AM	7.50AM	8.10AM	8.30AM	8.50AM	9.10AM	9.30AM	9.50AM	10.10AM	10.30AM	10.50AM	11.10AM	11.30AM	11.50AM
DN OAKLAND PIER	7.3	5.50AM	5.49	6.09	6.29	6.49	7.09	7.29	7.49	8.09	8.29	8.49	9.09	9.29	9.49	10.09	10.29	10.49	11.09	11.29
DNR OAKLAND PIER — 1.4	7.3		5.46AM	6.06AM	6.26AM	6.46AM	7.06AM	7.26AM	7.46AM	8.06AM	8.26AM	8.46AM	9.06AM	9.26AM	9.46AM	10.06AM	10.26AM	10.46AM	11.06AM	11.26AM	
Auto Block: Cedar-street Crossing. PINE — 1.8	5.9		s 5.42	s 6.02	s 6.22	s 6.42	s 7.02	s 7.22	s 7.42	s 8.02	s 8.22	s 8.42	s 9.02	s 9.22	s 9.42	s 10.02	s 10.22	s 10.42	s 11.02	s 11.22	
BROADWAY Webster-street Crossing — 1.6	4.1		s 5.35	s 5.55	s 6.15	s 6.35	s 6.55	s 7.15	s 7.35	s 7.55	s 8.15	s 8.35	s 8.55	s 9.15	s 9.35	s 9.55	s 10.15	s 10.35	s 10.55	s 11.15	
Double Track: W. P. Crossing EAST OAKLAND — 1.3	2.5		s 5.29	s 5.49	s 6.09	s 6.29	s 6.49	s 7.09	s 7.29	s 7.49	s 8.09	s 8.29	s 8.49	s 9.09	s 9.29	s 9.49	s 10.09	s 10.29	s 10.49	s 11.09	
FRUITVALE — 1.2	1.2		s 5.25	s 5.45	s 6.05	s 6.25	s 6.45	s 7.05	s 7.25	s 7.45	s 8.05	s 8.25	s 8.45	s 9.05	s 9.25	s 9.45	s 10.05	s 10.25	s 10.45	s 11.05	
W. P. Crossing MELROSE	0.0		5.22AM	5.42AM	6.02AM	**6.22AM**	**6.42AM**	**7.02AM**	**7.22AM**	**7.42AM**	**8.02AM**	**8.22AM**	**8.42AM**	**9.02AM**	**9.22AM**	**9.42AM**	**10.02AM**	**10.22AM**	**10.42AM**	**11.02AM**
(10.8 Miles)		Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Run Daily except Saturday and Sunday			1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2
Run Saturday and Sunday only			1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2

STATIONS	Distance from Melrose	39	41	43	45	47	49	51	53	55	57	59	61	63	65	67	69	71	73	75
		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 — Via Oak Ferry — 3.5	10.8	12.10PM	12.30PM	12.50PM	1.10PM	1.30PM	1.50PM	2.10PM	2.30PM	2.50PM	3.10PM	3.30PM	3.50PM	4.10PM	4.30PM	4.50PM	5.10PM	5.30PM	5.50PM	6.10PM
DN OAKLAND PIER	7.3	11.49AM	12.09	12.29	12.49	1.09	1.29	1.49	2.09	2.29	2.49	3.09	3.29	3.49	4.09	4.29	4.49	5.09	5.29	5.49
DNR OAKLAND PIER — 1.4	7.3	11.46AM	12.06PM	12.26PM	12.46PM	1.06PM	1.26PM	1.46PM	2.06PM	2.26PM	2.46PM	3.06PM	3.26PM	3.46PM	4.06PM	4.26PM	4.46PM	5.06PM	5.26PM	5.46PM
Auto Block: Cedar Street Crossing PINE — 1.8	5.9	s 11.42	s 12.02PM	s 12.22	s 12.42	s 1.02	s 1.22	s 1.42	s 2.02	s 2.22	s 2.42	s 3.02	s 3.22	s 3.42	s 4.02	s 4.22	s 4.42	s 5.02	s 5.22	s 5.42
BROADWAY Webster Street Crossing — 1.6	4.1	s 11.35	s 11.55AM	s 12.15	s 12.35	s 12.55	s 1.15	s 1.35	s 1.55	s 2.15	s 2.35	s 2.55	s 3.15	s 3.35	s 3.55	s 4.15	s 4.35	s 4.55	s 5.15	s 5.35
Double Track: W. P. Crossing EAST OAKLAND — 1.3	2.5	s 11.29	s 11.49	s 12.09	s 12.29	s 12.49	s 1.09	s 1.29	s 1.49	s 2.09	s 2.29	s 2.49	s 3.09	s 3.29	s 3.49	s 4.09	s 4.29	s 4.49	s 5.09	s 5.29
FRUITVALE — 1.2	1.2	s 11.25	s 11.45	s 12.05	s 12.25	s 12.45	s 1.05	s 1.25	s 1.45	s 2.05	s 2.25	s 2.45	s 3.05	s 3.25	s 3.45	s 4.05	s 4.25	s 4.45	s 5.05	s 5.25
W. P. Crossing MELROSE	0.0	**11.22AM**	**11.42AM**	**12.02PM**	**12.22PM**	**12.42PM**	**1.02PM**	**1.22PM**	**1.42PM**	**2.02PM**	**2.22PM**	**2.42PM**	**3.02PM**	**3.22PM**	**3.42PM**	**4.02PM**	**4.22PM**	**4.42PM**	**5.02PM**	**5.22PM**
(10.8 Miles)		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
Run Daily except Saturday and Sunday		3	4	1	2	3	6	8	2	5	6	8	7	5	6	8	7	5	6	8
Run Saturday and Sunday only		3	4	1	2	3	4	5	2	3	6	5	7	8	6	5	7	8	6	5

See pages pages 36 to 45, inclusive, of Supplement B, for additional trains between Oakland Pier, Fruitvale and Melrose.

ADDITIONAL STOPS:
All trains will stop—

Center St.,
Adeline St.,
Market St.,
Oak St.,
Except 149 and 151.

Clinton,
23d Avenue,
Sather.

FROM SAN FRANCISCO—Melrose Electric Shuttle Trains, Via Seventh Street.

FIRST CLASS

Location Telephones, Interlocking Towers	98	156	96	154	94	152	92	90	88	86	84	82	80	78	76 (xx)	150	74 (xx)	148	72 (xx)	Distance from San Francisco	SUBURBAN TRAINS Supplement "A" to Time Table No. 23 December 13, 1911 — STATIONS
	Leave Daily	Leave SATURDAY & SUNDAY ONLY	Leave Daily	Leave SATURDAY & SUNDAY ONLY	Leave Daily	Leave SATURDAY & SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily		
	10.20PM	10.00PM	9.40PM	9.20PM	9.00PM	8.40PM	8.20PM	8.00PM	7.40PM	7.20PM	7.00PM	6.40PM	6.20PM	6.00PM	5.40PM	5.40PM	5.20PM	5.20PM	5.00PM	0.0	Via Oak. Ferry — DN **SAN FRANCISCO**
	10.38	10.18	9.58	9.38	9.18	8.58	8.38	8.18	7.58	7.38	7.18	6.58	6.38	6.18	5.58	5.58	5.38	5.38	5.18	3.5	DN **OAKLAND PIER**
I P	10.40PM	10.20PM	10.00PM	9.40PM	9.20PM	9.00PM	8.40PM	8.20PM	8.00PM	7.40PM	7.20PM	7.00PM	6.40PM	6.20PM	6.00PM	5.58PM	5.40PM	5.38PM	5.20PM	3.5	DNR **OAKLAND PIER**
	s 10.44	s 10.24	s 10.04	s 9.44	s 9.24	s 9.04	s 8.44	s 8.24	s 8.04	s 7.44	s 7.24	s 7.04	s 6.44	s 6.24	s 6.04	6.02	s 5.44	5.42	s 5.24	4.9	1.4 — Auto. Block — Cedar-street Crossing PINE
I P	s 10.51	s 10.31	s 10.11	s 9.51	s 9.31	s 9.11	s 8.51	s 8.31	s 8.11	s 7.51	s 7.31	s 7.11	s 6.51	s 6.31	s 6.11	6.08	s 5.51	5.48	s 5.31	6.7	1.8 — BROADWAY Webster-street Crossing
P	s 10.57	s 10.37	s 10.17	s 9.57	s 9.37	s 9.17	s 8.57	s 8.37	s 8.17	s 7.57	s 7.37	s 7.17	s 6.57	s 6.37	s 6.17	6.12	s 5.58	5.52	s 5.37	8.3	1.6 — W. P. Crossing EAST OAKLAND
P	s 11.01	s 10.41	s 10.21	s 10.01	s 9.41	s 9.21	s 9.01	s 8.41	s 8.21	s 8.01	s 7.41	s 7.21	s 7.01	s 6.41	s 6.21	s 6.15	s 6.02	s 5.55	s 5.41	9.6	1.3 — FRUITVALE
I P	**11.05PM**	**10.45PM**	**10.25PM**	**10.05PM**	**9.45PM**	**9.25PM**	**9.05PM**	**8.45PM**	**8.25PM**	**8.05PM**	**7.45PM**	**7.25PM**	**7.05PM**	**6.45PM**	**6.25PM**	**6.18PM**	**6.05PM**	**5.58PM**	**5.45PM**	10.8	1.2 — W. P. Crossing **MELROSE** — Double Track
	Arrive Daily	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily		(10.8 Miles)
	7		9		7		9	6	5	7	8	6	5	7	8	9	6	(H.S. 76)	5		Run Daily Except Saturday and Sunday
	8	7	9	6	8	7	9	6	8	7	5	6	8	7	5		6		8		Run Saturday and Sunday Only

SECOND CLASS

Location Telephones, Interlocking Towers	2272	2270	106	104	102	160	100	158	Distance from San Francisco	STATIONS
	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY & SUNDAY ONLY	Leave Daily	Leave SATURDAY & SUNDAY ONLY		
			1.20AM	12.20AM	11.40PM	11.20PM	11.00PM	10.40PM	0.0	Via Oak. Ferry — DN **SAN FRANCISCO**
			1.38	12.38	11.58PM	11.38	11.18	10.58	3.5	DN **OAKLAND PIER**
I P			1.40AM	12.40AM	12.01AM	11.40PM	11.20PM	11.00PM	3.5	DNR **OAKLAND PIER**
			s 1.44	s 12.44	s 12.05	s 11.44	s 11.24	s 11.04	4.9	1.4 — Auto. Block — Cedar-street Crossing PINE
I P			s 1.51	s 12.51	s 12.11	s 11.51	s 11.31	s 11.11	6.7	1.8 — BROADWAY Webster-street Crossing
P	5.25AM	5.00AM	s 1.57	s 12.57	s 12.17	s 11.57PM	s 11.37	s 11.17	8.3	1.6 — W. P. Crossing EAST OAKLAND
I P	5.28	5.03	s 2.01	s 1.01	s 12.21	s 12.01AM	s 11.41	s 11.21	9.6	1.3 — FRUITVALE
P	5.32AM	5.07AM	2.05AM	1.05AM	12.25AM	**12.05AM**	11.45PM	**11.25PM**	10.8	1.2 — W. P. Crossing **MELROSE** — Double Track
	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY AND MONDAYONLY	Arrive Daily	Arrive SATURDAY & SUNDAY ONLY		(10.8 Miles)
		70	9	9	7		9			Run Daily Except Saturday and Sunday
	73	70	9	9	8	7	9	6		Run Saturday and Sunday Only

See pages 36 to 45 inclusive, of Supplement "B," for additional trains between Oakland Pier, Fruitvale and Melrose.

(xx)—Indicates no Baggage handled on such trips.

ADDITIONAL STOPS:

All trains will stop

At Center St., Clinton,
Adeline St., 23d Avenue,
Market St., Sather.
Oak St.,

Exception—Nos. 148 and 150 will stop at 23d Avenue and Sather.

No. 2270 and 2272 will stop at 23rd and Fruitvale to pick up employees.

Nos. 72, 148, 74, 150 after discharging passengers at Melrose must take westward track at station, cross over complying with rule 99, so eastward trains can pull up to station on eastward track.

SUBURBAN TRAINS
Supplement "A" to
Time Table No. 23
December 13, 1911

FIRST CLASS

STATIONS	Distance from Melrose	77	79	149	81	151	83	85	87	89	91	93	153	155	95	157	159	97	161
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SATURDAY & SUNDAY ONLY	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily Ex. Saturday and Sunday	Arrive SATURDAY & SUNDAY ONLY	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily Ex. Saturday and Sunday	Arrive SATURDAY & SUNDAY ONLY
DN SAN FRANCISCO (Via Oak. Ferry)	10.8	6.30	6.50PM		7.10PM		7.30PM	7.50PM	8.10PM	8.30PM	8.50PM	9.10PM	9.30PM	9.50PM	10.00PM	10.10PM	10.30PM	10.40PM	10.50PM
3.5																			
DN OAKLAND PIER	7.3	6.09	6.29		6.49		7.09	7.29	7.49	8.09	8.29	8.49	9.09	9.29	9.39	9.49	10.09	10.19	10.29
DNR OAKLAND PIER	7.3	6.06PM	6.26PM	6.31PM	6.46PM	6.51PM	7.06PM	7.26PM	7.46PM	8.06PM	8.26PM	8.46PM	9.06PM	9.26PM	9.36PM	9.46PM	10.06PM	10.16PM	10.26PM
1.4																			
Auto Block — Cedar-street Crossing PINE	5.9	s 6.02	s 6.22		s 6.42		s 7.02	s 7.22	s 7.42	s 8.02	s 8.22	s 8.42	s 9.02	s 9.22	s 9.32	s 9.42	s 10.02	s 10.12	s 10.22
1.8																			
BROADWAY Webster-street Crossing	4.1	s 5.55	s 6.15	No Stops	s 6.35	No Stops	s 6.55	s 7.15	s 7.35	s 7.55	s 8.15	s 8.35	s 8.55	s 9.15	s 9.25	s 9.35	s 9.55	s 10.05	s 10.15
1.6																			
W. P. Crossing EAST OAKLAND	2.5	s 5.49	s 6.09		s 6.29		s 6.49	s 7.09	s 7.29	s 7.49	s 8.09	s 8.29	s 8.49	s 9.09	s 9.19	s 9.29	s 9.49	s 9.59	s 10.09
1.3																			
FRUITVALE	1.2	s 5.45	s 6.05		s 6.25		s 6.45	s 7.05	s 7.25	s 7.45	s 8.05	s 8.25	s 8.45	s 9.05	s 9.15	s 9.25	s 9.45	s 9.55	s 10.05
1.2																			
W. P. Crossing MELROSE (Double Track)	0.0	5.42PM	6.02PM	6.07PM	6.22PM	6.27PM	6.42PM	7.02PM	7.22PM	7.42PM	8.02PM	8.22PM	8.42PM	9.02PM	9.12PM	9.22PM	9.42PM	9.52PM	10.02PM
(10.8 Miles)		Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY & SUNDAY ONLY	Leave SATURDAY & SUNDAY ONLY	Leave Daily Ex. Saturday and Sunday	Leave SATURDAY & SUNDAY ONLY	Leave SATURDAY & SUNDAY ONLY	Leave Daily Ex. Saturday and Sunday	Leave SATURDAY & SUNDAY ONLY
Run Daily except Saturday and Sunday		7	5	(H.S. 76)	6	9	8	7	5	6	9	7			9			7	
Run Saturdays and Sundays only		7	8		6		5	7	8	6	9	7	8	6		9	7		8

SECOND CLASS

STATIONS	Distance from Melrose	163	99	165	167	101	169	103	105	2271
		Arrive SATURDAY & SUNDAY ONLY	Arrive Daily Ex. Saturday and Sunday	Arrive SATURDAY & SUNDAY ONLY	Arrive SATURDAY & SUNDAY ONLY	Arrive Daily Ex. Saturday and Sunday	Arrive SUNDAY AND MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily
N SAN FRANCISCO (Via Oak. Ferry)	10.8	11.10PM	11.20PM	11.30PM	11.50PM	11.59PM	12.10AM	12.45AM	2.05AM	
3.5										
N OAKLAND PIER	7.3	10.49	10.59	11.09	11.29	11.39	11.49PM	12.24	1.44	
DNR OAKLAND PIER	7.3	10.46PM	10.56PM	11.06PM	11.26PM	11.36PM	11.46PM	12.22AM	1.30AM	
1.4										
Auto Block — Cedar-street Crossing PINE	5.9	s 10.42	s 10.52	s 11.02	s 11.22	s 11.32	s 11.42	s 12.17	s 1.25	
1.8										
BROADWAY Webster-street Crossing	4.1	s 10.35	s 10.45	s 10.55	s 11.15	s 11.25	s 11.35	s 12.10	s 1.19	Tie up
1.6										
W. P. Crossing EAST OAKLAND	2.5	s 10.29	s 10.39	s 10.49	s 11.09	s 11.19	s 11.29	s 12.04	s 1.13	2.27AM
1.3										
FRUITVALE	1.2	s 10.25	s 10.35	s 10.45	s 11.05	s 11.15	s 11.25	s 12.01AM	s 1.10	2.23
1.2										
W. P. Crossing MELROSE (Double Track)	0.0	10.22PM	10.32PM	10.42PM	11.02PM	11.12PM	11.22PM	11.57PM	1.07AM	2.20AM
(10.8 Miles)		Leave SATURDAY & SUNDAY ONLY	Leave Daily Ex. Saturday and Sunday	Leave SATURDAY & SUNDAY ONLY	Leave SATURDAY & SUNDAY ONLY	Leave Daily Ex. Saturday and Sunday	Leave SATURDAY & SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily
Run Daily except Saturday and Sunday			9			7		9	9	76
Run Saturday and Sunday only		6		9	7		8	9	9	76

See pages 36 to 45, inclusive, of Supplement "B," for additional trains between Oakland Pier, Fruitvale and Melrose.

ADDITIONAL STOPS:
All trains will stop—

Center St., Clinton,
Adeline St., 23d Avenue,
Market St., Sather.
Oak St.,
except 149 and 151.

No. 2271 will stop at Fruitvale and 23rd avenue to let off employees.

Westward trains must give Nos. 148 and 150 preference to stations.

Nos. 149 and 151 must give Eastward trains preference to stations. Such train if necessary must wait 5 minutes at Fruitvale to allow Westward Horseshoe train which is scheduled to leave ahead.

INSTRUCTIONS

Main tracks between Oakland Pier and Cedar Street, looking east, numbering from north, are designated 1, 2, 3, 4, 5, 6, 7 and 8, and used as follows:

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

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

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

Trains of Seventh St. Line will run on right hand double track between Oakland Pier and Melrose.

Trainmen and motormen must familiarize themselves with location of new "Crossovers" on Seventh Street Line, which are to be used in an emergency, against current of traffic complying with Rule 99.

Trains entering depot tracks at Terminals must move under control, as other trains or cars may be occupying same track. Responsibility for accident rests with inward train.

When 20 minute schedule is in operation, in case westward Seventh Street train becomes late, and a westward Horse-shoe train is closely following, connecting with same boat, Seventh Street train may omit stops Fruitvale, Twenty-third Avenue and East Oakland. This regulation will not be effective 6.05 a. m. to 8.05 a. m. In case such trains should consolidate stops scheduled for both trains must be made.

INTERLOCKING PLANTS.

During reconstruction of Oakland Pier, Sixteenth Street and West Oakland towers enginemen, trainmen, yardmen and all concerned must be alert and watch carefully for signals, as location of same may be changed at any time by special instruction.

WEST OAKLAND TOWER—Near roundhouse, West Oakland.

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

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

Eastward movements on track No. 6 on Seventh Street line must be governed by dwarf signal just west of Bay Street, good over Cedar Street crossing, through interlocking limits.

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

East Oakland Tower discontinued.

FRUITVALE TOWER—Fruitvale.

Westward movements on main track No. 3 must be governed by one-arm stub bracket post on right of track No. 1, 1100 feet east of tower, good to one-arm stub bracket post on right of track No. 1, 630 feet west of tower, which signal is good through interlocking limits.

Eastward movements on main track No. 4 must be governed by one-arm post 950 feet west of tower, good through interlocking limits.

Crossover switches from No. 1 track to No. 4 track near tower will be handled by switchtenders under towerman's instructions.

All train and yard movements must receive a signal from switchtender with yellow flag or lamp before moving over these switches. It will not be necessary for flagman to precede the train after receiving the hand signal.

Trains of this line must approach Fruitvale crossing under control and must receive an "allright" signal from switchtender. Stop until such signal is received.

Trains of this line will use following blasts of alarm whistle: Two short, one lone and one short, thus: o o——— o, as a signal to switchtenders and towermen.

If an eastward train for Melrose and a westward Horseshoe train from Blanding Junction arrive at the "crossing" at the same time, Horseshoe train must be given the preference.

Exception—Nos. 148 and 150 will have preference over other horseshoe trains.

ROSTER OF CREWS.

DAILY EXCEPT SATURDAY AND SUNDAY

Run 1	starts Melrose	5.22 a.m.,	closes	1.05 p.m.
2	" "	5.42 a.m.,	"	2.45 p.m.
3	" "	6.02 a.m.,	"	1.45 p.m.
4	" "	6.22 a.m.,	"	12.45 p.m.
5	relieves Run 3 and starts Melrose	2.02 p.m.,	"	8.25 p.m.
6	" " 4 " " "	1.02 p.m.,	"	8.45 p.m.
7	" " 2 " " "	3.02 p.m.,	"	12.25 a.m.
8	" " 1 " " "	1.22 p.m.,	"	7.45 p.m.

9 D. H. to Oak. Pier, and take trains 150 and 151 D. H. back to Melrose, then relieves Run 8 at 8.02 p.m.,closes 2.05 a.m. Crew 9 must D.H. Oakland Pier on train No. 73. for train 150.

SATURDAYS AND SUNDAYS ONLY

No. 1	starts Melrose Saturdays	5.22 a.m.,			
	(On Sundays No. 1 starts 6.42 a. m.)		closes	1.05 p.m.
2	" "	5.42 a.m.,	"	2.45 p.m.
3	" "	6.02 a.m.,	"	3.05 p.m.
4	" "	6.22 a.m.,	"	2.05 p.m.
5	relieves No. 1 and starts Melrose	1.22 p.m.,	"	7.45 p.m.
6	" " 4 " " "	2.22 p.m.,	"	11.25 p.m.
7	" " 2 " " "	3.02 p.m.,	"	12.05 a.m.
8	" " 3 " " "	3.22 p.m.,	"	12.25 a.m.
9	" " 5 " " "	8.02 p.m.,	"	2.05 a.m.

Runs change daily at Melrose as per above Roster, going from higher to a lower number.

NOTE.—All train and motormen standing for morning runs from Melrose must D. H. from East Oakland on Train 2270 Week Days, and 2272 on Sundays.
Crews tieing up at Melrose on late runs may D. H. to East Oakland on No. 2271.
Melrose Storage Spur Tracks will be known as Spur No. 1, which is next to eastward main line; then Spur No. 2. Holding 5 electric cars each.

SEVENTH STREET TRAINS WILL TIE UP AS DIRECTED BELOW:

DAILY EXCEPT SATURDAYS AND SUNDAYS

Run 5 tie up on eastward end of westward track at Melrose.
Run 6 tie up on westward main line.
Run 7 tie up on spur track No. 2.
Run 9 tie up on east end of eastward main line.

SATURDAYS AND SUNDAYS ONLY

Run 6 tie up on east end of westward main line.
Run 7 tie up on westward main line.
Run 8 tie up on spur track No. 2.
Run 9 tie up on east end of eastward main line.

MORNINGS—DAILY EXCEPT SUNDAY

Run 1 will take cars from east end of eastward main line.
Run 2 will take cars from westward main line.
Run 3 will take cars from spur track No. 2.
Run 4 will take cars from east end of westward track.

MORNINGS—SUNDAY ONLY

Run 2 will take cars from eastward main line.
Run 3 will take cars from westward main line.
Run 4 will take cars from east end of westward track.
Run 1 will take cars from spur track No. 2.

W. A. WHITNEY, *Superintendent.*
C. H. KETCHAM, *Asst. Superintendent.*
W. H. NORTON, *Asst. Superintendent.*
A. C. BRADLEY, *Train Master.*
W. G. CROCKER, *Asst. Train Master.*