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SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)



1926

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, April 4, 1926, 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,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager

T. F. ROWLANDS,
Superintendent.

EASTWARD

FIRST CLASS

Time Table No. 191

April 4, 1926

Capacity of sidings in our lengths	6	26	130	48	20	50	46	22	2	8	30	84	42	18	36	28	124	86	54	Distance from San Francisco.
	Nevada Express	Owl	San Francisco Martinez Passenger	El Dorado	Pacific Limited	San Francisco Fresno Passenger	San Francisco Sacramento Passenger	St. Louis Express	San Francisco Overland Limited	San Francisco Los Angeles Passenger	San Francisco Sacramento Passenger	San Francisco Fresno Passenger	San Francisco Calistoga, San Ramon Passenger	San Francisco Sacramento Passenger	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	San Francisco Avon Passenger	San Francisco Los Angeles Express	Oregonian	
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	
	6.20PM	6.00PM	5.20PM	5.00PM	4.00PM	3.40PM	2.40PM	1.00PM	11.00AM	10.40AM	10.00AM	8.40AM	8.00AM	7.40AM	6.40AM	6.00AM	6.00AM	11.40PM	11.40PM	0.0
	6.38	6.18	5.38	5.18	4.18	3.58	2.58	1.18	11.18	10.58	10.18	8.58	8.18	7.58	6.58	6.18	6.18	11.58PM	11.58PM	3.5
BKWI P	6.50PM	6.25PM	5.45PM	5.25PM	4.27PM	4.05PM	3.05PM	1.30PM	11.30AM	11.07AM	10.25AM	9.05AM	8.27AM	8.05AM	7.02AM	6.27AM	6.25AM	12.15AM	12.13AM	3.5
Yard BKWFITY P																				4.9
Interchange P	6.58	6.33	5.52	5.31	4.34	4.12	3.12	1.38	11.38	11.14	10.30	9.11	8.35	8.11	7.08	6.33	6.30	12.23	12.21	5.5
IP																				6.6
																				7.0
																				7.2
																				7.4
55 West P																				7.8
P	7.06	6.42	5.59	5.38	4.42	4.22	3.19	1.46	11.46	11.22	10.38	9.18	8.43	8.19	7.16	6.42	6.38	12.32	12.29	9.2
			f																	10.2
			f																	10.7
			f																	11.2
87 East P			f																	11.6
P	7.16	6.50	6.07	5.45	4.49	4.33	3.30	1.55	11.55AM	11.32	10.48	9.25	8.51	8.27	7.25	6.51	6.47	12.42	12.38	13.1
148 East WP Interchange			f 6.10				s 3.34						f 8.55			s 6.54	6.50			15.0
P			f				s						f		s					16.6
48 East 52 West P			f													f				18.9
			f																	19.8
74 West P	7.27	7.02	s 6.20	5.56	5.01	s 4.43	s 3.46	2.07	12.07PM	11.45	11.00	9.36	f 9.06	8.37	7.38	s 7.05	s 6.59	f 12.55	12.50	21.5
45 East P							f													23.0
P			s 6.24				s 3.52													23.8
69 East P			s			f	s				f								f	25.5
43 East W			f			f									f					26.4
46 West P			s				s						s		s	s	s			27.1
55 West P	7.37	7.12	s 6.33	6.05	5.11	s 5.00	s 4.04	s 2.17	12.17	s 11.57AM	11.12	9.45	s 9.20	8.47	s 7.50	s 7.20	s 7.10	1.05	1.00	27.5
210 West P			s 6.36			s 5.09	s				s 11.15		s 9.22		s 7.55	s	s 7.14	s 1.10		28.0
62 West P			f										f		f		f			29.0
Yard BKWFIT P	7.45PM	7.20PM	6.43PM	6.12PM	5.20PM	5.13PM	4.15PM	2.25PM	12.25PM	12.07PM	11.20AM	9.52AM	9.27AM	8.55AM	8.02AM	7.30AM	7.25AM	1.15AM	1.08AM	30.1
	8.20PM			6.35PM	5.55PM		4.35PM	3.00PM	1.00PM		11.45AM			9.15AM		8.00AM			1.43AM	31.1
	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	32.4

STATIONS

SAN FRANCISCO	0.0
OAKLAND PIER	3.5
(TO-R OAKLAND PIER	1.4
TO-E WEST OAKLAND	0.6
OAKLAND (16th Street	1.1
EMERYVILLE	0.4
SHELLMOUND	0.2
SEDAN	0.2
PARAFFIN	0.4
STOCK YARDS	1.4
BERKELEY (University Ave.)	1.0
CORBIN	0.5
FLEMING	0.5
NOBEL	0.4
VIGORIT	1.5
STEGE	1.9
RICHMOND	1.6
SAN PABLO	2.3
GIANT	0.9
SOBRANTE	1.7
KRIEGER	1.5
PINOLE	0.8
HERCULES	1.7
RODHO	0.9
OLEUM	0.7
TORMEY	0.4
SELBY	0.5
VALLEJO JOT.	1.0
CROCKETT	1.1
ECKLEY	1.0
(TO-R PORT COSTA	1.3
BENICIA	32.4

(27.0)

(0.55) (0.55) (0.58) (0.47) (0.53) (1.08) (1.10) 0.55 (0.85) (1.00) (0.55) (0.47) (1.00) (0.50) (1.00) (1.08) (1.00) (1.00) (0.55) Time over District
 30.11 30.11 28.55 35.23 31.25 24.35 23.65 (30.11) 30.11 27.60 30.11 35.23 27.60 33.12 27.60 26.28 27.60 27.60 30.11 Average speed per hour

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
 Track No. 1 between San Pablo and Shellmound Tower not protected by block signals.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
20	Any Station	Cheyenne
20	Any Station	Ogden
20	Any Station	Ogden
20	Richmond for passengers destined Reno.	
20	Reduce speed at Richmond to dispatch mail.	
26	Richmond	Fresno

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Train	At	To	For Passengers To or From
28	Certain-teeed Pro. Co.	Receive or Discharge	Any Station
42	Certain-teeed Pro. Co.	Discharge	Any Station

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
42	Oleum	Sunday only

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WESTWARD

FIRST CLASS

Time Table No. 191

April 4, 1926

STATIONS

Main table with columns for stations (SAN FRANCISCO, OAKLAND PIER, etc.) and train numbers (13, 87, 5, etc.) with arrival and departure times.

Summary table with columns for 'Time over District' and 'Average speed per hour' for various train numbers.

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa. Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

Table titled 'ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS' with columns for Train, At, and For Passengers From or Beyond.

Table titled 'ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS' with columns for Train, At, and For Passengers to or from.

Table titled 'ADDITIONAL REGULAR STOPS' with columns for Train, At, and Frequency.

Table titled 'ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS' with columns for Train, At, and For Passengers From or Beyond.

EASTWARD

Time Table No. 191

April 4, 1926

Capacity of sidings in car lengths.	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from San Francisco	STATIONS
			222 Sacramento, Ogden and Portland Fast Freight	302 Port Costa Local Freight				288 Fresno Freight				16 Oregon Express		
			Leave Daily	Leave Daily EX. SUNDAY			Leave Daily				Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily
											9.40PM	9.00PM	7.40PM	7.40PM
											9.58	9.18	7.58	7.58
											10.15PM	9.45PM	8.08PM	8.05PM
BKWI P														
Term Yard BKWFIT P			10.15PM	7.10AM			5.00PM							
Interchange P											s 10.22	s 9.52	s 8.15	s 8.12
IP														
55 West P														
87 East P														
148 East W P														
Interchange P														
48 East P														
52 West P														
74 West P														
45 East P														
69 East P														
43 East W														
46 West P														
55 West P														
210 West P														
62 West P														
Yard BKWFIT P			11.20PM	4.00PM			7.00PM							
			12.05AM											
			Arrive Daily	Arrive Daily EX. SUNDAY			Arrive Daily				Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily
			(1.05)	(8.50)		(2.00)					(1.00)	(1.00)	(1.02)	(0.50)
			24.18	2.97		13.80					27.60	27.60	26.70	33.12

STATIONS	Distance from San Francisco
SAN FRANCISCO	0.0
OAKLAND PIER	3.5
TO-R OAKLAND PIER	3.5
TO-R WEST OAKLAND	4.9
OAKLAND (16th Street)	5.5
EMERYVILLE	6.6
SHELLMOUND	7.0
SEDAN	7.2
PARAFFIN	7.4
STOCK YARDS	7.8
BERKELEY (University Ave.)	9.2
CORBIN	10.2
FLEMING	10.7
NOBEL	11.2
VIGORIT	11.6
STEEGE	13.1
RICHMOND	15.0
SAN PABLO	16.8
GIANT	18.9
SOBRANTE	19.8
KRIEGER	21.5
PINOLE	23.0
HERCULES	23.8
RODEO	25.5
OLEUM	26.4
TORMEY	27.1
SELBY	27.5
VALLEJO JCT.	28.0
CROCKETT	29.0
ECKLEY	30.1
TO-R PORT COSTA	31.1
BENICIA	32.4

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers To or Beyond
10	Any Station	Ogden
16	Any Station	Portland

Time	Station
A	SAN FRANCISCO
S	OAKLAND PIER
O	TO-R OAKLAND PIER
W	TO-R WEST OAKLAND
L	OAKLAND (16th Street)
E	EMERYVILLE
S	SHELLMOUND
H	SEDAN
P	PARAFFIN
S	STOCK YARDS
C	BERKELEY (University Ave.)
F	CORBIN
V	FLEMING
R	NOBEL
S	VIGORIT
A	STEEGE
R	RICHMOND
S	SAN PABLO
S	GIANT
C	SOBRANTE
K	KRIEGER
I	PINOLE
H	HERCULES
L	RODEO
C	OLEUM
T	TORMEY
V	SELBY
VAL	VALLEJO JCT.
C	CROCKETT
E	ECKLEY
P	TO-R PORT COSTA
B	BENICIA

Time Aver: See Tra

WESTWARD

Time Table No. 191

April 4, 1926

STATIONS

SAN FRANCISCO	Oakland Ferry	31.1
OAKLAND PIER		
TO R OAKLAND PIER	Oakland Ferry	27.6
TO-R WEST OAKLAND		
OAKLAND (16th Street)	Block Signals	25.6
EMERYVILLE		
SHELLMOUND	Block Signals	24.1
SEDAN		
PARAFFIN	Block Signals	23.7
STOCK YARDS		
BERKELEY (University Ave.)	Block Signals	21.9
CORBIN		
FLEMING	Block Signals	20.4
NOBEL		
VIGORIT	Block Signals	19.5
STEEGE		
RICHMOND	Block Signals	16.1
SAN PABLO		
GIANT	Block Signals	12.2
SOBRANTE		
KRIEGER	Block Signals	9.6
PINOLE		
HERCULES	Block Signals	7.3
RODEO		
OLEUM	Block Signals	4.7
TORMEY		
SELBY	Block Signals	2.6
VALLEJO JOT.		
CROCKETT	Block Signals	2.1
ECKLEY		
TO-R PORT COSTA	Benicia Ferry	0.0
BENICIA		
(27.6)		

Distance from Port Costa	FIRST CLASS				THIRD CLASS		
	209 San Francisco Passenger	51 Fresno San Francisco Passenger	27 Sacramento San Francisco Passenger	35 Tracy San Francisco Passenger	219 Freight	301 Port Costa Local Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY	
31.1	9.25PM	10.06PM	10.05PM	11.25PM			
27.6	9.07	9.47	9.47	11.07			
27.6	s 9.00PM	s 9.38PM	s 9.42PM	s 10.50PM			
26.2					5.00AM	3.00PM	
25.6	s 8.53	s 9.30	s 9.35	s 10.40			
24.5							
24.1							
23.9							
23.7							
23.3							
21.9	s 8.44	s 9.20	s 9.25	s 10.31			
20.9							
20.4							
19.9							
19.5							
18.0				f			
16.1	s 8.35	9.11	s 9.16	s 10.21			
14.5	f 8.33			f 10.18			
12.2				f			
11.8				f			
9.6							
8.1	f 8.23	9.00	9.05	s 10.05			
7.3				f			
5.6	f			s			
4.7	f			f			
4.0				f			
2.6	f			s			
2.1	8.13	8.51	8.56	f 9.53			
2.1	s 8.09			s 9.50			
1.0							
0.0	s 8.05PM	8.45PM	s 8.50PM	9.45PM	2.00AM	7.00AM	
0.0	7.40PM		8.25PM		1.00AM		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	EX. SUNDAY	

Time over District	(0.55)	(0.53)	(0.52)	(1.05)
Average speed per hour	30.11	31.25	31.85	25.47

(3.00)	(8.00)
8.73	3.27

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa. Track No. 1 between San Pablo and Shellmound tower not protected by block signals.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	
51	Richmond	

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
27	Vallejo Junction	Sunday

No. 191
1926
SUN
SAN FRANCISCO
PIER
AND PIER
OAKLAND
16th Street
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EASTWARD

Time Table No. 191

April 4, 1926

Capacity of sidings in car lengths	THIRD CLASS				FIRST CLASS																Distance from San Francisco
	304	272	274	222	16	10	12	6	48	20	46	68	22	2	66	30	18	28	62	54	
	Sacramento Local Freight	Gerber Freight	Local Freight	Sacramento Ogden & Portland Fast Frt.	Oregon Express	Atlantic Express	Shasta	Nevada Express	El Dorado	Pacific Limited	San Francisco Sacramento Passenger	Gerber Sacramento Passenger	St. Louis Express	San Francisco Overland Limited	Gerber Sacramento Passenger	San Francisco Sacramento Passenger	San Francisco Sacramento Passenger	San Francisco Sacramento Passenger	Marysville Sacramento Motor	Oregonian	
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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Yard WY P	9.15AM			1.00AM	s 11.50PM	s 11.20PM	s 9.25PM	s 8.20PM	s 6.35PM	s 5.55PM	s 4.35PM		s 3.00PM	1.00PM		s 11.45AM	s 9.15AM	s 8.00AM		1.43AM	32.4
P																					33.2
P											f							f			33.8
103 East P					11.59PM	11.29	9.35	8.29	6.44	6.04	f 4.45		3.09	1.09		11.54AM	9.24	f 8.09		1.52	38.0
103 West											f							f			39.0
P											f							f			40.1
											f							f			42.2
											f							f			43.2
											f							f			45.1
Yard BKWY P Interchange					s 12.18AM	s 11.48PM	9.54	s 8.49	s 7.00	6.23	s 5.15		s 3.28	1.26		s 12.13PM	s 9.38	s 8.40		2.10	48.9
48 East P Interchange											s 5.21							s 8.45			51.9
82 West P Interchange											f							f			53.8
											f							f			55.4
101 East P					12.33	12.03AM	10.09	9.05	7.15	6.39	s 5.37		3.43	1.40		12.28	9.52	s 9.05		2.26	59.4
101 West BKWY P											f							f			64.2
86 East P					12.45	12.15	10.21	f 9.17	s 7.25	6.50	s 5.57		f 3.55	1.50		s 12.40	10.01	s 9.23		2.37	67.5
86 West W											f							f			71.8
88 East											f							f			73.8
88 East 121 West WIY P	3.40PM	2.10PM	12.15PM	7.00	f 12.57	s 12.27	s 10.33PM	f 9.30	s 7.39	7.01	s 6.15	6.10PM	f 4.07	2.02	12.55PM	s 12.52	s 10.12	s 9.50	8.15AM	s 2.55AM	75.6
											f							f			77.1
114 East					1.04	12.34		9.37	7.46	7.08	f 6.22	6.17	4.14	2.09	f 1.02	12.59	10.17	9.57	f 8.22		80.4
114 West											f							f			86.3
I P											f							f			86.9
Term Yard BKWY P	4.20PM	2.40PM	12.55PM	7.30AM	s 1.20AM	s 12.50AM		s 9.55PM	s 8.00PM	s 7.25PM	s 6.45PM	s 6.35PM	s 4.30PM	s 2.25PM	s 1.20PM	s 1.15PM	s 10.30AM	s 10.15AM	s 8.40AM		88.3
Ar. Daily EX. SUNDAY	Ar. Daily EX. SUNDAY	Ar. Daily EX. SUNDAY	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
(7.05)	(0.30)	(0.40)	(6.30)	(1.30)	(1.30)	(1.08)	(1.35)	(1.25)	(1.30)	(2.10)	(0.25)	(1.30)	(1.25)	(0.25)	(1.30)	(1.15)	(2.15)	(0.25)	(1.12)		Time over District
7.96	36.40	19.80	8.68	37.60	37.60	38.12	35.62	39.81	37.60	26.03	31.68	37.60	39.81	31.68	37.60	45.12	25.07	31.68	36.00		Average speed per hour

STATIONS

TO-R BENIOIA	0.8
MAIL DOCK	0.6
ARMY POINT	4.2
GOODYEAR	1.0
HOYT	1.1
PIERCE	2.1
CYGNUS	1.0
TEAL	1.9
JACKSNIFE	3.8
TO SUISUN-FAIRFIELD	3.0
Sacramento Northern Ry. Crossing	
TOLENAS	1.9
VANDEN	1.6
CANNON	4.0
ELMIRA	4.8
BATAVIA	3.3
DIXON	4.3
TREMONT	2.0
BRIGGSTON	1.8
TO-R DAVIS	1.5
CHILES	2.0
SWINGLE	1.3
WEBSTER	5.9
MIKON	0.6
Sacramento Northern Ry. Crossing	1.4
WASHINGTON	0.5
TO-R SACRAMENTO	

(56.4)

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined to or beyond
2	Any Station	Cheyenne
10	Any Station	Ogden
16	Any Station	Portland
20	Any Station	Ogden
22	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
6	Goodyear, Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season
30	Goodyear	Wednesday and Saturday during hunting season
30	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season

No. 46 Stops at Broderick to exchange U. S. Mail.

ADDITIONAL REGULAR STOPS

Train	At	Frequency
6	Dixon	Sunday Only

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 Time over Di
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e No. 191

1926

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RAMENTO

Double Track

Time Table No. 191

April 4, 1926

WESTWARD

7

Distance from Sacramento	FIRST CLASS																		THIRD CLASS			
	13	5	19	53	9	21	45	47	11	59	1	29	23	17	209	27	65	67	271	303	273	219
STATIONS	San Francisco Express	Nevada Express	Pacific Limited	Oregonian	Fast Mail	St. Louis Express	Sacramento San Francisco Passenger	El Dorado	Shasta	Puget Sound Express	San Francisco Overland Limited	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger	Sacramento Special	San Francisco Passenger	Sacramento San Francisco Passenger	Sacramento Gerber Passenger	Sacramento Marysville Motor	Gerber Freight	Sacramento Local Freight	Local Freight	Freight
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R BENICIA 0.8	5.30AM	5.55AM	6.25AM	7.00AM	7.27AM	8.25AM	9.22AM	9.31AM	9.37AM		12.07PM	2.00PM	3.35PM	4.30PM	7.40PM	8.25PM						
MAIL DOCK 0.6							f					f		f								
ARMY POINT 1.2							f					f		f								
GOODYEAR 1.0	5.20	5.45	6.15	6.50	7.18	8.15	9.10	9.23	9.27		11.57AM	1.50	3.26	4.21	7.30	8.17						
HOYT 1.1							f					f		f								
PIERCE 2.1							f					f		f								
CYGNUS 1.0							f					f		f								
TEAL 1.9							f					f		f								
JACKSNIFE 2.8							f					f		f								
TO SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0	4.59	5.24	5.57	6.30	7.02	7.55	8.45	9.08	9.12		11.41	1.32	3.10	4.05	7.07	8.02						
TOLENAS 1.9							s 8.34								s							
VANDEN 1.6							f								f							
CANNON 4.0							f								f							
ELMIRA 4.8	4.43	5.08	5.43	6.13	6.50	7.40	8.22	8.53	8.57		11.28	1.15	2.56	3.51	6.43	7.50						
BATAVIA 3.3							f								f							
DIXON 4.3	4.31	4.56	5.32	6.01	6.41	7.28	8.02	8.41	8.45		11.17	1.01	2.45	3.40	6.26	7.41						
TREMONT 2.0							f								f							
BRIGGSTON 1.8																						
TO-R DAVIS 1.5	4.19	4.44	5.20	5.49AM	6.32	7.16	7.45	8.29	8.32AM	10.20AM	11.05	12.50	2.34	3.29	6.12	7.32	7.37PM	7.40PM	6.10AM	7.10AM	8.10AM	7.35
CHILES 2.0																						
SWINGLE 1.3							f								f							
WEBSTER 5.9	4.10	4.35	5.12		6.27	7.08	7.34	8.22		10.12	10.57	12.42	2.27	3.22	5.57	7.27	7.30	7.33				
MIKON 0.6															f							
Sacramento Northern Ry. Crossing 1.4																						
WASHINGTON 0.6							f								f							
TO-R SACRAMENTO 56.4	3.55AM	4.20AM	5.00AM		6.15AM	6.55AM	7.20AM	8.10AM		10.00AM	10.45AM	12.30PM	2.15PM	3.10PM	5.45PM	7.15PM	7.17PM	7.20PM	5.30AM	6.30AM	7.30AM	6.15PM
Time over District.....	(1.35)	(1.35)	(1.25)	(1.11)	(1.12)	(1.30)	(2.02)	(1.21)	(1.05)	(0.20)	(1.22)	(1.30)	(1.20)	(1.20)	(1.55)	(1.10)	(0.20)	(0.20)	(0.40)	(7.30)	(0.40)	(5.15)
Average speed per hour.....	35.62	35.62	39.81	36.50	47.00	37.60	27.73	41.78	39.87	39.60	41.27	37.60	42.30	42.30	29.43	48.34	39.60	39.60	19.80	7.52	19.80	10.74

Derail in westward main track just west of station building, Benicia.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
1	Any Station	Cheyenne
5	Any Station	Sacramento
13	Any Station	Gerber
18	Elmira	Roseville
23	Any Station	Roseville
19	Any Station	Sparks
21	Any Station	Sparks
47	Any Station	Davis

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Frequency
17	Jacksnife, Teal, Cygnus and Pierce	{ Sunday and Wednesday during hunting season
29	Jacksnife, Teal, Cygnus and Pierce	{ Sunday and Wednesday during hunting season
47	Jacksnife, Teal, Cygnus and Pierce	{ Sunday and Wednesday during hunting season

No. 45 Broderick daily for mail.

EASTWARD

Time Table No. 191

April 4, 1926

Capacity of Sidings in car Lengths.	THIRD CLASS		SECOND CLASS		FIRST CLASS													Distance from San Francisco	STATIONS
		250 Tracy Local Freight	288 Fresno Freight	132 San Francisco Martinez Passenger	26 Owl	130 San Francisco Martinez Passenger	50 San Francisco Fresno Passenger	8 San Francisco Los Angeles Passenger	84 San Francisco Fresno Passenger	40 San Francisco Avon Passenger	146 San Francisco San Ramon Mixed	36 San Francisco Stockton Passenger	126 Port Costa Avon Passenger	124 San Francisco Avon Passenger	120 Port Costa Martinez Passenger	86 San Francisco Los Angeles Express			
	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily			
Yard BKWFT P	8.27AM	7.30PM	9.15PM	7.22PM	6.44PM	5.15PM	12.10PM	9.52AM	9.30AM	9.30AM	8.05AM	7.25AM	7.25AM	6.25AM	1.17AM	31.1			
P			f		f				f	f				f		32.2			
80 WP	8.42	7.45	s 9.25PM	7.31	s 6.54PM	s 5.24	s 12.20	10.00	s 9.40	s 9.40	s 8.17	s 7.37	s 7.37	s 6.40AM	f 1.26	34.7			
111 P						f			f	f	f	f	f			36.0			
73 Y P	9.00	8.00		7.37	s 5.34	12.33	10.05	s 9.50AM	s 9.50AM	s 8.27	s 7.47AM	s 7.47AM			1.32	38.1			
Interchange 208 P	9.30	8.26		7.41	s 5.40	s 12.40	10.09			s 8.35					f 1.37	41.3			
70 P	9.35									f 8.40					f 1.40	43.0			
Interchange 56 P	10.14	8.37		7.46		5.46	12.46	10.14		f 8.45						1.43	44.8		
Interchange 74 WP	10.40	9.05		7.51	s 5.52	s 12.53	10.19			s 8.54					s 1.50	48.9			
										f						50.8			
56 P	11.10	9.30		7.57	f 6.00	s 1.01	10.25			s 9.05						1.57	53.6		
										f						55.1			
																56.0			
83	11.45AM	9.45		8.04		6.05	1.07	10.30		f 9.12						2.03	57.8		
154 WP	12.10PM	10.00		8.09	s 6.11	s 1.15	10.35			s 9.20						2.09	61.7		
95 P	12.40	10.20		8.15	s 6.19	s 1.25	10.41			s 9.30						2.16	66.9		
P					f	f				f						68.9			
51 P	12.55	10.35		8.20		6.27	1.34	10.47		f 9.40						2.22	71.6		
59 P	1.10	10.55		8.25	f 6.33	1.41	10.52			s 9.50						2.27	75.7		
47	1.25	11.15PM		8.30		6.38	1.48	10.57		f 10.00						2.32	79.1		
Term yard BKWFTY P	1.40PM	12.01AM		s 8.35PM	s 6.45PM	s 1.55PM	s 11.02AM			s 10.10AM						s 2.40AM	82.2		
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily			
	(5.13) 9.60	(4.31) 11.31	(0.10) 21.60	(1.13) 42.00	(0.10) 21.60	(1.30) 34.07	(1.45) 29.20	(1.10) 43.80	(0.20) 21.00	(0.20) 21.00	(2.05) 24.53	(0.22) 19.09	(0.22) 19.09	(0.15) 14.40	(1.23) 36.94	Time over District Average speed per hour			

Westward trains are superior to trains of the same class in the opposite direction.

AT AVON: Nos. 124, 126 and 40
 AT MARTINEZ: Nos. 120 and 130 } May occupy main track until ten minutes after schedule arriving time as shown above, but Rule 99 must be complied with.

ADDITIONAL FLAG STOPS		
Train	At	For Passengers to (or beyond)
50	Any Station	Tracy

Time Tab

April 4

STATION

TO-R PORT	1
NEVAL	0
OZ	1
TO-R MARTINEZ	1
MOCOCO	0
PEYTON	1
TO-R AVON	1
TO BAY POINT	3
NICHOLS	1
McAVOY	4
TO PITTSBURG	1
LOS MEDANOS	1
PRINCE	2
TO ANTIOCH	0
JERSEY	1
NEWLOVE	0
NEROLY	1
TO BRENTWOOD	4
TO BYRON	2
BYRON HOT SPRINGS	2
HERDLYN	2
TO BETHANY	4
JANNEY	3
TO-R TRACY	3

Time over D
Average speed

WESTWARD

Time Table No. 191

April 4, 1926

STATIONS	Distance from Tracy	FIRST CLASS											THIRD CLASS			
		87 Los Angeles San Francisco Express	123 Martinez San Francisco Passenger	25 Owl	81 Avon-Napa San Francisco Passenger	83 Fresno San Francisco Passenger	43 Avon San Francisco Passenger	7 Tehachapi	133 Martinez Port Costa Passenger	51 Fresno San Francisco Passenger	35 Tracy San Francisco Passenger	135 Martinez Port Costa Passenger	249 Tracy Local Freight			
		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			
TO-R PORT COSTA	51.1	s 6.25AM	s 7.04AM	s 7.25AM	s 8.27AM	s 12.29PM	s 4.20PM	s 5.15PM	s 8.31PM	8.45PM	s 9.44PM	s 9.50PM	12.40PM			
NEVADA DOCK	50.0		f		f		f		f							
TO-R MARTINEZ	47.5	s 6.15	6.55AM	7.17	s 8.17	s 12.20	s 4.10	s 5.05	8.20PM	8.35	s 9.35	9.38PM	12.20 12.10PM			
MOCO	46.2				f		f	f			f					
TO-R AVON	44.1	6.07		7.12	8.07AM	12.12	4.00PM	s 4.55		8.30	f 9.25		11.59AM			
TO BAY POINT	40.9	f 6.00		7.08		12.07		s 4.48		8.26	s 9.19		11.45			
NICHOLS	39.2	5.55									f 9.16		11.15			
TO PITTSBURG	37.4	f 5.47		7.03		12.02PM		4.42		8.21	f 9.13		11.10			
LOS MEDANOS	31.4			6.58		f 11.56AM		s 4.35		8.16	s 9.05		10.40 10.10			
PRINCE	29.1										f					
TO ANTIOCH	28.7	f 5.38		6.52		11.50		f 4.25		8.10	f 8.54		9.55			
JERSEY	27.1															
NEW LOVE	26.2															
NEROLY	24.9	5.31		6.47		11.45		4.18		8.04	f 8.47		9.40			
TO BRENTWOOD	20.5	s 5.24				11.39		s 4.10		7.58	s 8.39		9.20			
TO BYRON	15.3	s 5.14		6.35		f 11.32		s 4.00		7.52	s 8.29		8.25			
BYRON HOT SPRINGS	13.3							f			f					
HERDLYN	10.6	5.07		6.29		11.26		3.52		7.47	f 8.20		7.50			
TO BETHANY	6.5	5.01		6.24		11.21		f 3.45		7.42	f 8.07		7.30			
JANNEY	3.1	4.55		6.19		11.16		3.40			f 8.00		7.10			
TO-R TRACY	0.0	4.50AM		6.15AM		11.12AM		3.35PM		7.35PM	7.55PM		7.00AM			
(51.1)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			

Time over District	(1.35)	(0.09)	(1.10)	(0.20)	(1.17)	(0.20)	(1.40)	(0.11)	(1.10)	(1.49)	(0.12)	(5.40)
Average speed per hour	32.27	24.00	43.80	21.00	39.82	21.00	30.66	19.64	43.80	28.13	18.00	9.02

Westward trains are superior to trains of the same class in the opposite direction.

AT AVON Nos. 81 and 43 }
 AT MARTINEZ Nos. 123 and 133 } May occupy main track ten minutes before schedule leaving time as shown above, but Rule 99 must be complied with.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers from or beyond	Train	At	Frequency
7	Any Station	Los Angeles	25	Bay Point	Daily to Discharge Mail
			83	Avon	Saturday Only
			87	Byron Hot Springs	Monday Only

EASTWARD

Main train schedule table with columns for Train No., Class (Third, Second, First), Departure/Arrival Times, and Distance from San Francisco.

Time Table No. 191

April 4, 1926

STATIONS

List of stations from San Francisco to Tracy with associated mile markers and double-track notes.

(67.3)

Summary table for Time over District and Average speed per hour across various stations.

Table: ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS. Lists train numbers and locations like Bonita, Cherryland, etc.

Table: ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS. Lists train number 38 and location Farwell.

On single track westward trains are superior to trains of the same class in the opposite direction.

Table: ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS. Lists train numbers 38, 80 and locations San Leandro, San Jose.

April 4, 1926

STATIONS

Partial view of the station list from the adjacent page.

(67.)

Time over District

Average speed

On single track westward trains are superior to trains of the same class in the opposite direction.

On single track westward trains are superior to trains of the same class in the opposite direction.

WESTWARD

Time Table No. 191
April 4, 1926

STATIONS	Distance from Tracy	FIRST CLASS								SECOND CLASS			THIRD CLASS		FOURTH CLASS	
		89 San Jose San Francisco Passenger	91 San Jose San Francisco Passenger	73 Padre	79 Stockton Flyer	31 Sacramento Stockton San Francisco Passenger	501 Santa Cruz San Francisco Passenger	95 San Jose San Francisco Passenger	37 Stockton San Francisco Passenger	901 Stonehurst Local	903 Stonehurst Local	557 Santa Cruz San Francisco Passenger	253 Ogden Manifest Freight	279 San Jose Local Freight	277 Tracy Local Freight	801 San Jose Local Freight
		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
SAN FRANCISCO	70.8	7.10AM	8.10AM	9.30AM	9.50AM	2.30PM	5.30PM	6.30PM	7.10PM							
OAKLAND PIER	67.3	6.52	7.52	9.12	9.32	2.12	5.12	6.12	6.52							
(TO-R OAKLAND PIER)	67.3	s 6.42AM	s 7.42AM	s 9.02AM	s 9.28AM	2.05PM	s 5.05PM	s 6.02PM	s 6.40PM	s 8.25AM	s 4.55PM	s 9.29PM				
Cedar St. Crossing	65.9												9.10PM			
TO-R WEST OAKLAND	64.9															
Western Pacific Crossing	64.1	s 6.33	s 7.35	s 8.52	s 9.20	s 1.57	s 4.56	s 5.49	s 6.30	s 8.15	s 4.48	s 9.19				
OAKLAND (First St.)	64.0									f	f					
Webster Street Crossing	62.5	f														
EAST OAKLAND	61.1	s 6.25	s 7.26	f 8.42	f 9.11	s 1.49	s 4.48	s 5.39	s 6.22	s 8.05	s 4.38	s 9.09				
FRUITVALE	60.5															
Cala. Ry. Crossing	57.4	s 6.17	s 7.17	8.37AM	9.05	1.42	4.41PM	f 5.29	6.15	7.55AM	4.30PM	9.00PM				
TO-R ELMHURST	56.0	s 6.13	s 7.12		9.02	f 1.40		s 5.24	6.13				8.30		11.40AM	
TO SAN LEANDRO	55.3	f	f										8.20		11.25	
SOUTH SAN LEANDRO	54.3	f	f													
ESTUDILLO	53.8	s 6.06	s 7.04					s 5.09	6.07						11.10	
TO LORENZO	50.7	s 5.59	s 6.56		8.57	s 1.35		s 5.03	6.03						11.00	
TO HAYWARD	46.8	f 5.52	f 6.47		8.54	s 1.24		f 4.52	5.58						10.40	
HALVERN	44.3	f 5.47	s 6.42		8.46	f 1.20		s 4.48	5.55						10.20	
TO DECOTO	43.2		f					f								
PABRICO	41.6	5.42AM	6.37AM		s 8.42	s 1.15		4.42PM	s 5.51				7.30PM	6.59PM	10.05 9.35	
TO-R NILES	39.1				8.37	1.06			f 5.44				7.15		9.20	
FARWELL	37.2															
BRIGHTSIDE	35.2				f 8.31	s 12.59			s 5.38				6.57		9.05	
TO SUNOL	32.4															
VERONA	29.9				s 8.23	s 12.49			s 5.27				6.15		8.40	
TO PLEASANTON	28.8															
RADUM	28.4															
REMILLARD	27.8				8.19	12.43			f 5.21				5.51		8.19	
ELIOT	23.9				s 8.14	s 12.38			s 5.15				5.30		8.00	
TO LIVERMORE	22.4								f							
TREVARNO	20.8				8.08	12.31			f 5.07				5.07		6.35	
ULMAR	18.8				8.01	12.24			s 5.00				4.45		6.20	
TO ALTAMONT	11.8												4.20		6.00	
CAYLEY	7.7				7.52	12.14			4.50				4.00		5.40	
MIDWAY	2.1								f 4.43							
MEDAL	0.0				7.36AM	11.55AM			4.33PM				3.30PM		5.15AM	
TO-R TRACY																

Time over District	(1.00)	(0.25)	(0.25)	(1.52)	(2.10)	(0.24)	(1.20)	(2.07)	(0.30)	(0.25)	(0.29)	(4.00)	(2.40)	(7.05)	(0.35)
Average speed per hour	5.70	23.76	23.76	36.05	31.06	24.75	19.27	31.79	19.47	23.76	20.14	10.40	8.49	9.30	14.57

On single track westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
37	Any Station west of Niles	Sunol

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
89-91-95	Tennyson	Any Station
89-91-96	Harder	Any Station
89-91	Cherry	Any Station
901-903	Oakland (23rd Ave.)	Any Station

No. 191
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EASTWARD										WESTWARD																																		
Capacity of sidings in car lengths.	FIRST CLASS				Distance from San Francisco	Time Table No. 191										FIRST CLASS				SECOND CLASS		THIRD CLASS																						
	280					96				92				188				90				91				187				95				245		279								
	San Jose Local Freight					San Francisco San Jose Passenger				San Francisco San Jose Passenger				Niles San Jose Passenger				San Francisco San Jose Passenger				San Jose San Francisco Passenger				San Jose Niles Passenger				San Jose San Francisco Passenger				Freano Freight		San Jose Local Freight								
	Leave Daily EX. SUNDAY					Leave Daily				Leave Daily				Leave Daily				Leave Daily				Arrive Daily				Arrive Daily		Arrive Daily EX. SUNDAY																
Yard WYP	12.40PM					7.01PM				3.05PM				1.20PM				8.17AM				29.2	TO-R NILES				17.5	6.37AM				9.45AM				4.38PM					8.00PM		3.45PM	
IY																		29.7	W. P. Crossing				17.0																					
						f				f				f				30.6	OVERACKER				16.1	f				f				f												
37 P	1.00					s 7.07				s 3.12				s 1.27				s 8.24				32.8	IRVINGTON				18.9	s 6.29				f 9.37				s 4.29				7.45		3.35		
44 P	1.33					f 7.13				f 3.18				f 1.33				f 8.30				36.3	WARM SPRINGS				10.4	f 6.23				f 9.31				f 4.21				7.35		3.18		
42 P	1.55					s 7.20				s 3.26				s 1.40				s 8.37				40.7	TO MILPITAS				6.0	f 6.16				f 9.25				s 4.15				7.20		2.55		
38 P	2.10					f 7.24				f 3.31				f 1.45				f 8.42				43.3	WAYNE				3.4	f 6.10				9.20				f 4.10				7.00		2.45		
Interchange																		45.9	RURIC				0.8																					
Term. Yard BKWFT P	2.30PM					s 7.35PM				s 3.40PM				s 1.50PM				s 8.50AM				46.7	TO-R SAN JOSE				0.0	6.05AM				9.15AM				4.05PM				6.45PM		2.35PM		
	Arrive Daily EX. SUNDAY					Arrive Daily				Arrive Daily				Arrive Daily					(17.5)					Leave Daily				Leave Daily				Leave Daily				Leave Daily		Leave Daily EX. SUNDAY						
	(1.50) 9.54					(0.34) 30.88				(0.35) 30.00				(0.30) 35.00				(0.33) 31.82				Time over District										(0.32)	(0.30)	(0.33)	(1.15) 14.00		(1.10) 15.00							
	Average speed per hour					Average speed per hour				Average speed per hour				Average speed per hour				Average speed per hour										32.81	35.00	31.82	Average speed per hour		Average speed per hour											

EASTWARD					WESTWARD					EASTWARD					WESTWARD																	
Capacity of sidings in car lengths.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 191					THIRD CLASS			FIRST CLASS			Distance from Stonehurst	SECOND CLASS													
	242			504			April 4, 1926					253			904				902													
	Freano Merchandise Freight			San Jose San Francisco Passenger			STATIONS					Ogden Manifest Freight			Stonehurst Local				Stonehurst Local													
	Leave Daily EX. SUNDAY			Leave Daily EX. SUNDAY			Arrive Daily					Arrive Daily			Leave Daily			Leave Daily														
IWYP	8.00PM			12.15AM		26.2	TO-R REDWOOD JCT.					16.8	10.00PM			3.20PM			6.40AM			0.0	SAN FRANCISCO			14.8	8.50AM			5.30PM		
						27.5	(End of Double Track)					15.5				3.38			6.58			3.5	OAKLAND PIER			10.8	8.32			5.12		
						28.0	SWEENEY					15.0				4.15PM			7.35AM			18.4	TO ELMHURST			0.9	s 7.55AM			s 4.30PM		
58 P	8.10			12.25		29.6	Block Signals { HENDERSON					13.5	9.25			s 4.20PM			s 7.40AM			14.8	Western Pac Crossing. STONEHURST			0.0	7.50AM			4.25PM		
P						30.9	RAVENSWOOD					12.1				Arrive Daily			Arrive Daily				Leave Daily			Leave Daily						
56 P	8.20			12.35		33.9	DUMBARTON					9.1	8.55																			
Yard 108 WYP	8.30			1.00		37.2	Block Signals { TO-R NEWARK					6.8	8.30																			
						39.0	MATIOS					4.0																				
56 P	8.40			1.10		40.1	Block Signals { CENTERVILLE					2.9	7.55																			
IY						42.4	W. P. Crossing					0.5																				
Yard WYP	8.50PM			1.25AM		43.0	TO-R NILES					0.0	7.40PM																			
	Arrive Daily EX. SUNDAY			Arrive Daily EX. SUNDAY			(16.8)						Leave Daily																			
	(0.50) 20.16			(1.10) 14.40		(0.15) 23.20	Time over District					(2.20)	Average speed per hour			Average speed per hour			Average speed per hour			Average speed per hour										

On single track westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the end of double track at Redwood Jct.

The schedule of No. 504 originates at the passenger station at Newark.

The schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-College Park line at Newark.

Capacity of Sidings in car lengths	Class	Time
55	WP	
14		
18	P	
77	WP	1
26	P	1
9	Spur	
68	P	1
13		1
Yard WYP		1
9		
88	P	1
6	P	
18	P	1
59	P	1
Yard P		1
I P		1
Arri EX		
V		
T		
T		
C		

CLASS	THIRD CLASS
	279
	San Jose Local Freight
	Arrive Daily EX. SUNDAY
	3.45PM
	3.35
	3.18
	2.55
	2.45
	2.35PM
	Leave Daily EX. SUNDAY
	(1.10)
	15.00

RD
D CLASS
03
Elmhurst Local
Arrive Daily
3.30PM
12.30PM
12.25PM
Arrive Daily

EASTWARD							Time Table No. 191	WESTWARD										
Capacity of Sidings in car lengths	THIRD CLASS	FIRST CLASS					Distance from San Francisco	STATIONS	Distance from College Park	FIRST CLASS					SECOND CLASS	FOURTH CLASS		
	802 San Jose Local Freight					74 Padre				502 San Francisco Santa Cruz Passenger	503 San Jose San Francisco Passenger	73 Padre	501 Santa Cruz San Francisco Passenger				557 Santa Cruz San Francisco Passenger	801 San Jose Local Freight
	Leave Daily EX. SUNDAY					Leave Daily	Leave Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily				Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			
55 WP	9.40AM					9.10PM	9.29AM	13.4	TO-R ELMHURST 2.1	32.8		8.37AM	f 4.41PM				s 9.00PM	3.00PM
14	9.45						f 9.34	15.6	MULFORD 2.3	30.7			f 4.36				f 8.55	2.45
18 P	9.50						f 9.38	17.8	ROBERT 2.4	28.4			f 4.31				f 8.51	
77 WP	10.00					9.19	f 9.43	20.2	RUSSELL 1.3	26.0		8.27	f 4.26				f 8.46	2.30
28 P	10.15						s 9.46	21.6	MOUNT EDEN 1.5	24.7			s 4.23				s 8.43	2.00
9 Spur							f	23.0	BAUMBERG 2.3	23.2			f				f	
68 P	10.40					9.27	s 9.53	25.8	TO ALVARADO 0.9	20.9		8.19	s 4.17				s 8.37	1.30
							f	26.2	HALL 2.2	20.0			f				f 8.31	1.00
13	10.55						f 9.58	28.4	ARDEN 0.6	17.8			f 4.11					
								29.0	HILLARD 1.6	17.2	(See Note)							
Yard WYP	11.10					9.34	s 10.04	30.6	TO-R NEWARK 2.2	15.6	s 5.20AM	8.12	s 4.05				s 8.27	12.40PM
9							f	32.8	MOWRY 1.3	13.4	f		f					
88 P	11.45AM					9.39	f 10.12	34.1	ALBRAE 1.4	12.1	f 5.10		f 3.57				f 8.20	11.45AM
							f	35.6	MALLARD 1.0	10.7			f				f	
6 P							f	36.6	DRAWBRIDGE 2.6	9.7	f		f				f	
18 P	12.01PM						s 10.22	39.1	ALVISO 2.6	7.1	f 5.03		s 3.47				s 8.11	11.30
59 P	12.20					9.51	s 10.27	41.7	TO AGNEW 3.1	4.6	s 4.58	7.55	s 3.42				s 8.07	11.15
Yard P	12.35					9.56	s 10.35	44.8	SANTA OLARA 1.4	1.4	f 4.51	7.51	s 3.37				s 8.02	11.05
1 P	12.40PM					9.59PM	f 10.38AM	46.2	R COLLEGE PARK	0.0	4.48AM	7.48AM	3.30PM				7.59PM	10.55AM
	Arrive Daily EX. SUNDAY					Arrive Daily	Arrive Daily			32.8	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily				Leave SUNDAY ONLY	Leave Daily EX. SUNDAY

(3.00)	(0.49)	(1.09)	Time over District	(0.32)	(0.49)	(1.11)	(1.01)	(4.05)
10.93	40.16	28.52	Average speed per hour	29.25	40.16	27.72	32.94	8.03

Westward trains are superior to trains of the same class in the opposite direction.
 The schedule of No. 503 terminates at the passenger station at Newark.
 The schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-College Park line at Newark.

EASTWARD

FIRST CLASS

THIRD CLASS

Capacity of sidings in car lengths.	THIRD CLASS						FIRST CLASS						Distances from San Francisco
	262 Calistoga Local Freight						158	156	170	154	152	166	
	Leave Daily EX. SUNDAY						San Francisco Napa Passenger	San Francisco Santa Rosa MOTOR	Vallejo Suisun Fairfield MOTOR	San Francisco Calistoga MOTOR	San Francisco Santa Rosa MOTOR	Vallejo Suisun Fairfield MOTOR	
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	
							5.25PM	5.15PM	3.25PM	9.45AM	9.35AM	7.40AM	30.0
Yard BKWFT							s 5.28	s 5.18	s 3.30	s 9.50	s 9.40	s 7.43	31.1
							f	f	f	f	f	f	31.8
							f	f	f	f	f	f	32.3
24							f 5.36	f 5.26	f 3.36	f 9.55	f 9.45	f 7.49	34.4
													36.9
Yard WY P						7.10AM	s 5.45	s 5.35PM	s 3.45PM	s 10.05	s 9.55AM	s 7.57AM	37.3
													38.0
							f			f			38.9
							f 5.54			f 10.12			41.0
							f			f			41.7
							f			f			44.2
Yard 30 BKW 6						7.40	s 6.05PM			s 10.24			45.5
						8.15				f 10.29			47.8
12										f 10.35			50.2
9										f			51.7
22 W						8.35				s 10.45			54.0
27						9.10				s 10.52			57.5
19						9.25				s 10.57			59.4
20						9.35				f 11.02			61.2
													62.1
22										f			62.4
22						9.45				s 11.07			63.6
11										f			64.5
13										f 11.12			65.3
7 W										f			67.5
16										f 11.20			68.3
10 W										f			69.0
10 WT						10.30AM				s 11.33AM			71.7
						Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	

(3.20)
10.32

(0.40) (0.20) (0.20) (1.48) (0.20) (0.17)
23.25 21.90 21.90 21.09 21.90 25.76

Time over District
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

Capacity of sidings in car lengths.	FROM 27 and 132	FROM 130	FROM 43 and 50	FROM 29 and 22	FROM 83	FROM 45	FROM 81 and 42	FROM 123 and 124	Distances from San Francisco								
										SUNDAY ONLY	Daily EX. SUNDAY	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily EX. SUNDAY
										WF	9.00PM	6.35PM	5.00PM	2.30PM	12.40PM	10.35AM	9.20AM
			5.13				9.35	7.31	30.0								
	9.25PM	7.00PM	5.30PM	3.00PM	1.05PM	11.00AM	10.00AM	7.50AM	31.6								

Time Table No. 191

April 4, 1926

STATIONS

TO-R SOUTH VALLEJO	1.1
NORTH VALLEJO	0.7
LOUISIANA ST.	0.5
HILLOREST	2.1
FLOSDEN	2.5
STANDARD	0.4
TO-R NAPA JUNCTION	0.7
Napa Valley Ry. Crossing	0.9
MIDDLETON	2.1
RATTO	0.7
SUSCOL	2.5
IMOLA	1.2
Napa Valley Ry. Crossing	0.1
TO-R NAPA	2.3
UNION	2.4
OAK KNOLL	1.5
TRUBODY	2.3
TO YOUNTVILLE	3.5
TO OAKVILLE	1.9
TO RUTHERFORD	1.8
ZINFANDEL	0.9
THOMANN	0.3
CRANE	1.2
ST. HELENA	0.9
KRUG	0.8
BARRO	2.2
BALE	0.8
LARKMEAD	0.7
MAPLE	2.7
TO-R CALISTOGA	
(91.7)	

Steamer

Time Table No. 191

April 4, 1926

STATIONS

VALLEJO JOT.	28.0
SOUTH VALLEJO	30.0
NORTH VALLEJO WHF.	31.6

April 4,

STATI

TO-R SOUTE	1.1
NORTH V	0.7
LOUISIANA	0.5
HILLOREST	2.1
FLOSDEN	2.5
STANDARD	0.4
TO-R NAPA	0.7
Napa Valley R	0.9
MIDDLE	2.1
RATTO	0.7
SUSCOL	2.5
IMO	1.2
Napa Valley R	0.1
TO-R NAI	2.3
UNIC	2.4
OAK K	1.5
TRUB	2.3
TO YOUNTV	3.5
TO OAKV	1.9
TO RUTHE	1.8
ZINFAI	0.9
THOM	0.3
CRA	1.2
ST. HE	0.9
KRU	0.8
BAR	2.2
BAI	0.8
LARKM	0.7
MAP	2.7
TO-R CALI	
(91.7)	

Time over Distri
Average speed pe

Steair

Time Tabl

April 4,

STAT

VALLEJ	28.0
SOUTH V	30.0
NORTH VAL	31.6

STATIONS

TO R VALLEJO	1.1
H VALLEJO	0.7
SIANA ST.	0.5
LLOREST	2.1
FLOSDEN	2.5
STANDARD	0.4
NAPA JUNCTION	0.7
Napa Ry. Crossing	0.9
MIDDLETON	2.1
RATTO	0.7
SUSCOL	2.5
IMOLA	1.2
Napa Ry. Crossing	0.1
NAPA	2.5
UNION	2.4
OAK KNOLL	1.5
TRUBODY	2.2
YOUNTVILLE	3.5
OAKVILLE	1.9
RUTHERFORD	1.8
ZINFANDEL	0.9
THOMANN	0.3
CRANE	1.2
HELENA	0.9
KRUG	0.8
BARRO	2.2
BALE	0.8
LARKMEAD	0.7
MAPLE	2.7
LISTOGA	(41.7)

per District
Average speed per hour

Time Table No. 191
April 4, 1926

STATIONS

TO-R SOUTH VALLEJO	41.7
NORTH VALLEJO	40.6
LOUISIANA ST.	39.9
HILLOREST	39.4
FLOSDEN	37.3
STANDARD	34.8
TO-R NAPA JUNCTION	34.4
Napa Valley Ry. Crossing	33.7
MIDDLETON	32.8
RATTO	30.7
SUSCOL	30.0
IMOLA	27.5
Napa Valley Ry. Crossing	26.3
TO-R NAPA	26.2
UNION	23.9
OAK KNOLL	21.5
TRUBODY	20.0
TO YOUNTVILLE	17.7
TO OAKVILLE	14.2
TO RUTHERFORD	12.3
ZINFANDEL	10.5
THOMANN	9.6
CRANE	9.3
ST. HELENA	8.1
KRUG	7.2
BARRO	6.4
BALE	4.2
LARKMEAD	3.4
MAPLE	2.7
TO-R CALISTOGA	0.0

Time over District
Average speed per hour

Distance from Calistoga	FIRST CLASS				SECOND CLASS		FOURTH CLASS										
	151 Napa San Francisco Passenger	153 Santa Rosa San Francisco MOTOR	155 Santa Rosa San Fran. MOTOR	157 Calistoga San Francisco MOTOR	169 Suisun- Fairfield Vallejo MOTOR	173 Suisun- Fairfield Vallejo MOTOR	263 Calistoga Local Freight										
STATIONS	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY										
TO-R SOUTH VALLEJO	s 8.12AM	s 8.22AM	s 4.00PM	s 4.10PM	s 10.35AM	s 6.02PM											
NORTH VALLEJO	s 8.08	s 8.18	s 3.56	s 4.06	s 10.28	s 5.58											
LOUISIANA ST.	f	f	f	f	f	s											
HILLOREST	f	f	f	f	f	f											
FLOSDEN	f 8.02	f 8.12	3.50	f 4.00	f 10.15	f 5.50											
STANDARD																	
TO-R NAPA JUNCTION	s 7.57	8.07AM	3.45PM	s 3.55 s 3.50	10.05AM	5.45PM	2.30PM										
Napa Valley Ry. Crossing																	
MIDDLETON	f			f													
RATTO	f 7.47			f 3.40													
SUSCOL	f			f													
IMOLA	f			f													
Napa Valley Ry. Crossing																	
TO-R NAPA	7.40AM			s 3.32			2.00										
UNION				f 3.22			1.30										
OAK KNOLL				f 3.15													
TRUBODY				f													
TO YOUNTVILLE				s 3.08			1.15										
TO OAKVILLE				s 3.01			12.45										
TO RUTHERFORD				s 2.57			12.35										
ZINFANDEL				f 2.52			12.15										
THOMANN																	
CRANE				f													
ST. HELENA				s 2.47			12.05PM										
KRUG				f													
BARRO				f 2.43													
BALE				f													
LARKMEAD				f 2.37													
MAPLE				f													
TO-R CALISTOGA				2.30PM			11.33AM										
(41.7)	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY										

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

Westward trains are superior to trains of the same class in the opposite direction.

Steamer

Table No. 191
April 4, 1926

STATIONS

VALLEJO JOT.
H VALLEJO
VALLEJO WHF.

Time Table No. 191
April 4, 1926

VALLEJO JOT.
SOUTH VALLEJO
NORTH VALLEJO WHF.

Distance from No. Vallejo Wharf	WESTWARD																				
	TO 123-124 and 28	TO 81 and 42	TO 45	TO 83	TO 29 and 22	TO 43 and 50	TO 130	Light	TO 27 and 132	Light											
STATIONS	Daily EX. SUNDAY	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily EX. SUNDAY	Daily EX. SUNDAY	SUNDAY ONLY	SUNDAY ONLY											
VALLEJO JOT.	3.6	7.05AM	8.42AM	10.30AM	12.30PM	2.15PM	4.35PM	6.30PM	8.45PM												
SOUTH VALLEJO	1.6	6.50AM	8.24				4.15		7.15PM	9.45PM											
NORTH VALLEJO WHF.	0.0		8.05AM	10.05AM	12.01PM	1.45PM	4.00PM	6.00PM	7.05PM	8.15PM	9.30PM										

EASTWARD

WESTWARD

Time Table No. 191

April 4, 1926.

Capacity of Sidings in Car Lengths	EASTWARD								Distance from San Francisco via Vallejo	STATIONS	Distance from Santa Rosa	FIRST CLASS				FOURTH CLASS			
	THIRD CLASS			FIRST CLASS								153 Santa Rosa San Francisco MOTOR	155 Santa Rosa San Francisco MOTOR	167 Vallejo Suisun Fairfield MOTOR	171 Vallejo Suisun Fairfield MOTOR	291 Schellville Freight	263 Calistoga Freight	293 Santa Rosa Local Freight	
	290 Schellville Freight	292 Santa Rosa Local Freight	262 Calistoga Freight	172 Suisun Fairfield Vallejo MOTOR	168 Suisun Fairfield Vallejo MOTOR	156 San Francisco Santa Rosa MOTOR	152 San Francisco Santa Rosa MOTOR	Arrive Daily											Arrive SUNDAY ONLY
Yard BKWFYP	9.30AM	7.00AM	6.20AM	5.00PM	9.10AM				50.5	TO-R SUISUN-FAIRFIELD 2.6	49.9						2.00PM	4.00PM	4.10PM
33	9.40	7.08	6.28	f	f				47.9	SUBEET 1.7	47.3								
27W	9.45	7.12	6.32	s 5.12	s 9.22				46.2	THOMASSON 1.4	45.6						1.40	3.45	3.55
60	10.00	7.25	6.45	f 5.20	f 9.30				44.8	TO CORDELIA 3.8	44.2						1.25	3.35	3.45
Yard 70WYP	10.50	8.05	7.00AM	s 5.30PM	s 9.40AM	5.37PM	9.57AM		41.0	CRESTON 3.7	40.4						1.10	3.20	3.30
74									37.2	TO-R NAPA JUNCTION 0.4	36.7	s 8.05AM	s 3.45PM	8.10AM	4.00PM		12.55	3.00PM	3.10
									37.6	Napa Valley Ry. Crossing 0.4	36.4								
									38.0	LOMBARD 2.7	34.9								
									40.7	BRAZOS 1.5	33.3	f	f						
	11.05	8.20							42.2	BUCHLI 2.2	31.8	f 7.54	f 3.34				12.40		2.50
									44.4	MERAZO 1.3	29.6	f	f						
	11.15	8.30							45.7	RAMAL 0.7	28.3	f 7.48	f 3.28				12.30		2.40
									46.4	DONOVAN 0.9	27.6								
									47.3	TULE VISTA 0.2	26.7								
									47.5	WECHICKA 1.3	26.5	f	f						
									48.8	N. W. Pac. Ry. Crossing 0.4	25.2								
19 Interchange	11.40AM	8.40				s 6.00	s 10.20		49.2	R SCHELLVILLE 3.1	24.8	s 7.40	s 3.20				12.05PM		2.25
									52.3	SNYDER 1.4	21.7	f	f						
74 W		9.00				s 6.08	s 10.27		53.7	TO EL VERANO 0.7	20.3	s 7.32	s 3.12						2.05
									54.4	BOYES SPRINGS 1.0	19.6	f	f						
									55.4	AGUA CALIENTE 0.9	18.6	f	f						
									56.3	SOBRE VISTA 0.3	17.7	f	f						
									56.6	N. W. Pac. Ry. Crossing 0.2	17.4								
11						f 6.17	f 10.36		56.8	YULUPA 0.7	17.2	f 7.22	f 3.02						
2						s 6.19	s 10.38		57.5	ELDRIDGE 1.5	16.5	s 7.20	s 3.00						
						s 6.22	s 10.41		59.0	GLEN ELLEN 0.6	15.0	s 7.17	s 2.57						
									59.6	WARFIELD 1.4	14.4	f	f						
3						f 6.26	f 10.45		61.0	BELTANE 0.7	13.0	f 7.13	f 2.53						
									61.7	FELICE 0.9	12.3	f	f						
									62.6	WILDWOOD 0.8	11.4	f	f						
21		9.45				s 6.32	s 10.50		63.4	TO KENWOOD 1.4	10.6	s 7.07	s 2.47						1.15
									64.8	LAWDALE 0.7	9.2	f	f						
2									65.5	LOS GUILICOS 1.3	8.6	f	f						
20						f 6.40	f 10.57		66.8	ANNADEL 1.6	7.2	f 7.00	f 2.40						
									68.4	OLESON 0.9	5.6								
15									69.3	MELITTA 1.9	4.7	f	f						
12 Spur									71.2	BAKU 2.8	2.8	f	f						
22 WTY Interchange		10.20AM				s 7.00PM	s 11.15AM		74.0	TO-R SANTA ROSA	0.0	6.45AM	2.25PM						12.15PM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		49.9			Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY

(2.10) (3.20) (0.40) (0.30) (0.30) (1.23) (1.18) Time over District (1.20) (1.20) (0.30) (0.30) (1.55) (1.00) (3.55)
 11.58 14.97 19.80 26.40 26.40 26.53 28.49 Average speed per hour 27.52 27.52 26.40 26.40 13.04 13.20 12.74

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
152-153 155-156	Hillview	Any Station

Capacity of sidings in car lengths
45 Y
80 W
Interchange Track
24
18
57
29 T
71
31
I Y P

SS
 93
 a Room
 coal
 eight
 e Daily
 SUNDAY
 .10PM
 .55
 .45
 .30
 .10
 .50
 .40
 .25
 .05
 1.15
 2.15PM
 ave Daily
 SUNDAY
 (3.55)
 12.74

EASTWARD										WESTWARD															
Capacity of sidings in car lengths	FIRST CLASS									Distance from San Francisco	SECOND CLASS														
											146 San Ramon Mixed										145 San Ramon Mixed				
										Leave Daily EX. SUNDAY											Arrive Daily EX. SUNDAY				
45 Y										10.05AM	38.1	TO-R	AVON	29.7	s	3.40PM									
											39.6		HAPRESS	28.2	f										
											41.0		GALINDO	26.8											
80 W										s 10.15	42.5	TO	CONCORD	25.3	s	3.25									
										f	43.2		NACIO	24.6											
										s 10.20	45.1		HOOKESTON	22.7	f	1.50									
Interchange Track										f 10.25	45.8		LAS JUNTAS S. F. and S. Crossing	22.0	f	1.40									
											47.3		OXLEY	20.5											
24										s 10.35	48.2	TO	WALNUT CREEK	19.6	s	1.30									
										f	50.6		WIDBERO	17.2											
18										f 10.50	52.6		ALAMO	15.2	f	1.10									
57										s 11.00	54.8	TO	DANVILLE	13.0	s	1.00PM									
										f	56.4		OSAGE	11.4											
29 T										s 11.10AM	57.7	R	SAN RAMON	10.1	s	11.30AM									
											61.3		FOREST HOME	6.6											
71											63.6		DOUGHERTY	4.2											
31											66.4		ASCO	1.4											
IY P											67.8		Western Pac. Crossing RADUM	0.0											
										Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY										

(1.05) Time over District (4.10)
 18.09 Average speed per hour 4.70

Westward trains are superior to trains of the same class in the opposite direction.

18 EASTWARD		WESTWARD	
Capacity of sidings in car lengths.		Distance from Union	
18		8.6	
24 WT		7.0	
6		5.4	
		2.0	
		0.7	
		0.0	

Time Table No. 191

April 4, 1926.

STATIONS

BUHLI
1.6
CARNEROS
1.6
STANLEY
3.4
WEST NAPA
1.3
Napa Valley Ry. Crossing
0.7
UNION
0.0

(8.6)

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

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

EASTWARD		WESTWARD	
Capacity of sidings in car lengths.		Distance from Wingo	
18		2.0	
24 WT		0.0	
6			

Time Table No. 191

April 4, 1926.

STATIONS

RAMAL
2.0
WINGO
0.0

(2.0)

(0.12) Time over District (0.12)
10.00 Average speed per hour 10.00

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.

EASTWARD		WESTWARD	
Capacity of sidings in car lengths.		Distance from Rumsey	
18		51.1	
24 WT		46.8	
6		44.9	
		42.0	
		40.2	
		36.5	
		34.5	
		30.2	
		26.9	
		23.7	
		20.6	
		18.6	
		13.9	
		11.6	
		9.8	
		7.2	
		6.2	
		4.9	
		4.3	
		2.6	
		0.0	

Time Table No. 191

April 4, 1926.

STATIONS

TO-R ELMIRA
4.3
Block Signals TO VACAVILLE
1.9
VIOLET
2.9
HARTLEY
1.8
ALLENDALE
3.7
WOLFSKILL
2.0
TO-R WINTERS
4.3
NORTON
3.3
CITRONA
3.2
MADISON
3.1
TO ESPARTO
2.0
CAPAY
4.7
CADANASSA
2.3
ECKHARD
1.8
TANORED
2.6
BERWICK
1.0
AMARANTH
1.3
TO GUINDA
0.6
SAUTERNE
1.7
CASHMERE
2.6
R RUMSEY
0.0

(51.1)

Leave Daily Leave Daily

(3.25) (0.50) Time over District (0.35) (4.05)
14.96 19.92 Average speed per hour 28.46 12.51

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon (m. p. 67½) on signal.

Westward trains are superior to trains of the same class in the opposite direction.

THE FOI

RULE
S. A. Pope,
Oakland...
Alameda...
Berkeley...
Richmond...
Crockett...
Vallejo...
Napa...
Santa Rosa

RULE 1
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RULE
of Elmhurst
Pablo, incl
Electric line

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Street.
Whistle
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window to



THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:
 S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco
 Oakland.....H. Bullard, 1788 Seventh Street and 433 Fourteenth Street
 Alameda.....A. O. Gott Winters.....C. E. Wyatt
 Berkeley.....W. R. Burke Sacramento.....H. T. Harger, 1008 K St.
 Richmond.....O. A. Poulsen Roseville.....H. T. Harger
 Crockett.....C. R. Smith Martinez.....F. L. Roseborough
 Vallejo.....G. E. Bangle Co. Tracy.....R. Von Dack & Son
 Napa.....E. A. Oppliger Livermore.....C. Harlie Power
 Santa Rosa.....John Hood Co. San Jose.....R. Kocher & Son
 San Jose.....Cheney & Cheney

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains between Oakland Pier and Elmhurst will move irrespective of superiority, when moving with the current of traffic. Freight trains must 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.

RULE 83 (A)
 At the following stations, only trains originating and terminating will register:
 Davis Avon Schellville
 Martinez Winters

At College Park, only No.'s 501 and 502 will register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
 Elmhurst.....Regular trains
 Niles.....Nos. 79 and 80
 Newark.....Nos. 73 and 74
 Redwood Junction.....All trains
 Port Costa.....No. 51

RULE 83 (C)
 Extra trains will register at Niles, Newark, Port Costa, Benicia, Napa Junction.

RULE 83 (D). Trains must obtain a clearance card before leaving:
 Port Costa.....(except eastward trains via Benicia)
 Benicia.....eastward trains
 Niles }all trains.
 Newark }
 Napa Junction.....when such station is an open train-order office.
 Schellville.....No. 291.....when such station is an open train-order office.

RULE 93. Oakland Yard: Between Oakland Pier and yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; and East Bay Electric lines.

Yard limits are defined by yard limit signs at the following stations:

PORT COSTA	BENICIA	SUISUN-FAIRFIELD
DAVIS	SOUTH VALLEJO	NAPA JUNCTION
NAPA	NILES	NEWARK

RULE D 97 (A). On double track trains may run extra, moving with the current of traffic without running orders between Oakland Pier and Sacramento; Oakland Pier and Elmhurst.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Elmhurst (end of double track)—For Eastward track.

Whistle signals:—One long and one short for College Park line.
 One long, one short and one long for Tracy line.
 One short and two long for Stonehurst line.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED:

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 Buchli-Union Line, STOP.

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

San Francisco & Sacramento Railway, 4000 feet east of Hookston on Avon-Radum Line, STOP.

Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

DRAWBRIDGES INTERLOCKED WITH OR GOVERNED BY SEMAPHORE SIGNALS:

Sacramento	Sacramento River.
Cygnus	Cordelia Slough.
Avon	Pacheco Slough.
Dumbarton	San Francisco Bay.
West of Newark	Newark Slough.
Between Albrae and Alviso	{ Warm Springs Creek. Coyote Creek.
Brazos	Napa River.

DRAWBRIDGES NOT INTERLOCKED:

700 feet east of Napa.—Napa River, STOP.
 1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

RULE D-152. Within block signal limits, after switches of a cross-over are thrown, wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. That portion of Rule 221 reading “Train-order office hours will be shown in the time-table” is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:

Ramal (2000 feet east)	Westward trains.
Bay Point	Eastward trains.
Newark (500 feet west of east switch, S. P. C. Line)	Westward trains.
Nichols (150 ft. east of west switch)	Eastward trains.
Dumbarton	Eastward trains.
Wayne (Highway Crossing)	Eastward trains.
Santa Clara (1600 feet west of east switch)	Eastward trains.

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

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

Before entering 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.”

RULE 873. DESCENDING LONG GRADES: This applies between Midway and Ulmar, Pleasanton and Niles, Cordelia and Napa Junction.

RULE 875. Running air brake test must be made:

One mile east of Benicia	Westward trains.
Oakland, 16th St.	Westward trains for Oakland Pier.
Also Equipment being handled between Oakland Pier and West Oakland.	

RULE 876. Standing air brake test must be made at:

Oakland Pier	Equipment for West Oakland
West Oakland	Equipment for Oakland Pier.
Altamont	All trains except passenger trains that do not stop.
Napa Junction	Trains via Cordelia.
Cordelia	Eastward trains that stop.
Creston	All trains except passenger trains that do not stop.

AUTOMATIC BLOCK SYSTEM

Between Buchli and Ramal train must wait ten minutes before following flagman. When stopped by a block signal which governs movement over a draw-bridge train must be preceded by flagman.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes. On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone 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.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4; and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.
 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 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 track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.
 Yard engines must obtain permission from signalman before doing work on Cedar Street.
 Whistle signal for movement to West Oakland yard: — o.
 Enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.
 Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: — o.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge 112.
 Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing; on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127.

PORT COSTA TOWER—End of double track—Port Costa

Limits extend from home signal 50 feet east of double track junction switch to dwarf signal 400 feet on westward track and to home signal 600 feet on eastward main track.

DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower; on Davis-Tehama line to signal bridge 1200 feet north of tower.
 Whistle signal to and from Sacramento, for the Davis-Tehama line, — o.

MIKON TOWER—Crossing Sacramento-Northern Railway

Limits extend from home signal 500 feet west of crossing to home signal 500 feet east of crossing.

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

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.
 No signalman at Radum Tower.
 Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.
 If necessary to make a train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal maintainer who resides on opposite side of track from the tower. He will operate signals and switches for such movements.
 If a train on the Niles-Tracy line should find the interlocking signals in the “stop” position, it will flag through the plant.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from home signal 1000 feet west of Western Pacific crossing to home signal at Wye switches on Niles-San Jose and Dumbarton lines respectively.
 Whistle signals:
 For San Jose, — o.
 For Centerville — o — o.
 For Niles o — o.

SPECIAL INSTRUCTIONS.

MISCELLANEOUS.

Electric trains have preference over main line trains at Fruitvale.

SIDINGS

- 1. BAY POINT.—Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.
2. NEWARK.—The siding of the College Park line is east of the station building. The siding of the Dumbarton line is west of the crossing of the College Park line.
3. SANTA CLARA.—The siding is the short track opposite the station building.
4. 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.
5. Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street interlocking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains.
6. 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.
7. 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.
8. Trains on Track No. 2, between 16th Street Station and Shellmound Tower, when calling in flagman from the west will give four long and one short sounds of the whistle.
9. 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.
10. 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.
11. 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.
12. At Elmhurst, trains on the South Pacific Coast Line, when calling in flagman from the east will give six long sounds of the whistle.
13. At Niles. Trains on the Milpitas Line when calling in flagman from the East will give six long sounds of the whistle.
14. 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.
15. At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.
16. At Suisun-Fairfield, Trains via Napa Junction Line when calling in flagman from the east will give six long sounds of the whistle.
17. At Davis, trains via Davis-Tehama Line, when calling in flagman from the east will give six long sounds of the whistle.
18. Trains must not pass the switchtender's cabin at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.
19. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield Line and go around via the Calistoga Line.
20. 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.
21. Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until tower has been passed.
22. 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. 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.
23. Whistle signal 14 (I) must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.
30. When loading or unloading steamer at Port Costa or Benicia, engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply as soon as cars or engine commence moving on apron, and when unloading not to be exceeded until cars or engine are clear of apron.
31. Engines standing at end of apron awaiting transfer on steamer must have headlights concealed whenever reflection is directly over apron into slip.

32. While engines are standing on steamer, driving wheels must be blocked, and injector must not be opened. Engines must not be placed over the hatches to engine room.

PASSENGER TRAINS

33. Head brakeman must ride rear end of first cut onto steamer and set brakes, when rear car is a coach or a sleeper. Rear brakeman must ride head end of second cut onto steamer and set brakes. Yardmen must ride head ends of third and fourth cuts, and set brakes. However, if head cut consists entirely of head-end cars, head brakeman will ride head end of second cut, rear brakeman will ride head end of third cut, and yardmen will ride head end of fourth cut.

34. When each cut has stopped on steamer, trainmen must open vestibule doors and traps and keep them in that position until steamer has landed. Passengers must be cautioned against leaning out of windows or vestibule doors and must be kept off platform while trains are moving on or off steamer. Vestibule tail gates must be kept in proper position.

Before trains are moved on or off steamer air test must be made as follows:

When yard engine couples to second, third or fourth cuts of a train to push on steamer, tail hose must be attached to leading car and a reduction of air must be made through tail hose—engine men to observe reduction of air before releasing brakes. Rear end test not necessary for head portion of train handled on and off steamer by road engine. In moving off the steamer 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 pushed off by yard engine.

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

FREIGHT TRAINS

36. Before pushing 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 pushing cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

37. Yard engine when pushing cut of cars onto steamer must stop the forward end of cut two car lengths from the further end of steamer, when yardman must apply pilot hose. They will then push as 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.

38. Brakemen must assist deck hands in setting hand brakes when loading steamer and will see that hand brakes are released when unloading. Yardmen are not required to set hand brakes, except in emergency.

MAIN TRACKS

39. Main tracks between Oakland Pier and Bay Street (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 San Pablo numbering from the Bay, are designated as 1, 2, and 3, 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.

Trains using track No. 1 between San Pablo and Shellmound 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.

SPEED RESTRICTIONS.

SPEED OF PASSENGER TRAINS IS RESTRICTED TO 50 MILES PER HOUR EXCEPT: BETWEEN SACRAMENTO AND CYGNUS AND BETWEEN KRIEGER AND BERKELEY UNIVERSITY AVENUE AND BETWEEN TRACY AND MARTINEZ SPEED OF PASSENGER TRAINS IS RESTRICTED TO 60 MILES PER HOUR. SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR. Trains will not exceed the speed in miles per hour shown below:

Table with columns: Page, BETWEEN, Passenger, Freight, Run'g Back'd. Rows include various locations like Through interlocking limits, Oakland Pier and Berkeley, University Ave. except, Berkeley, University Ave., Curves M. P. 19 and 21 Giant and Krieger, Krieger and Port Costa, No. 9 passing Richmond, Benicia and M. P. 35, M. P. 35 and Cygnus, On curve 1/2 mile east of M. P. 35, On westward track 1/4 mile west of M. P. 35 to M. P. 34, Cygnus drawbridge, Suisun-Fairfield and Davis Yards, Trestles 81-A, 83-A, 83-B and 84-A Webster and Mikon, Washington, within city limits, Sacramento drawbridge, Sacramento, within city limits, Port Costa and Martinez, Martinez, within city limits, Avon drawbridge, Pittsburg, within city limits, Oakland Pier and Niles, except, Oakland, within city limits, over, along or upon any of the public streets or highways, Oakland, 23rd Avenue, Oakland, 29th Ave., Halvern to Alvarado, Niles and M. P. 34.5, except, Between Curve Warning Signs, Mile Post 34.5 and Mile Post 52, except, Between City Limits Pleasanton, Between City Limits Livermore, Mile Post 52 and Mile Post 53.5, Mile Post 53.5 and Mile Post 55.5, Mile Post 55.5 and Mile Post 58.5, Mile Post 58.5 and Mile Post 61, except, 8° Curve West end Cayley Siding, Mile Post 61 and Midway, Midway and Tracy, Niles and Redwood City, except, Ravenswood Spur, Dumbarton Salt Spur, Dumbarton and Newark Slough drawbridges, Niles and San Jose, San Jose Yard, Elmhurst and College Park, except, Newark Yard, Curve 1/4 mile east M. P. 29, Alviso, within city limits, Distillery Spur, Agnews, Warm Springs and Coyote drawbridges, South Vallejo and Napa Jet, Napa Junction and Napa, Napa, within city limits, Napa and Calistoga, except, St. Helena, within city limits, Napa Junction and Cordelia, Cordelia and Suisun-Fairfield, Cordelia Winery Spur, Napa Junction and Santa Rosa, except, Santa Rosa city limits, Ramal, around curve, Eldridge and Warfield 10° curves, Annadel and Santa Rosa 10° curves, Napa River drawbridge, Avon and San Ramon, San Ramon and Radum, Elmira and Violet, Violet and Rumsey, except, Capay, within city limits, Buchli and Union, Ramal and Wingo.

Relief Trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions. Approach crossing of Seventh Street, near Roundhouse, Oakland, carefully to make sure gates are down and vehicle traffic stopped.

(Except a page

Engine 3600 Pacific Type Mikado. Eight Wheel Ten Wheels

Engine miles per h

Class Eng

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T-6.....

T-28.....

TW-2...

TW-4...

MM-2...

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RATINGS OF LOCOMOTIVES—WESTERN DIVISION
In Ms of 1,000 pounds back of Tender.

Revised February, 1926

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 Calistoga, Napa Jct. to Santa Rosa Calistoga to Napa Jct., Oakland and Tracy via Antioch and Oakland and Santa Clara.

WEIGHT OF PASSENGER TRAIN CARS. Table with columns: KIND OF CAR, AVERAGE WEIGHTS, POUNDS (Wood, Steel, C. M. St. P., Steel Underframe).

MILEAGE. MAIN LINES. BRANCHES. Table listing routes and distances.

Allowance for Empty and Underloaded Cars—Ms. CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers "T"—Ten-wheelers "TW"—Twelve-wheelers "MM"—Mallet Mogul Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

RULING GRADES. Table with columns: DISTRICT, Per Cent Grade, Degree Maximum Curve, Per Cent Equivalent Grade.

TRAINMASTERS. G. D. WRIGHT, Suisun-Fairfield D. BLAKE, Chief Dispatcher, Oakland Pier H. L. KENT, Oakland C. C. DAVISON, Asst. Chief Dispatcher, Oakland Pier F. E. YOAKUM, Oakland T. R. GRIMSHAW, Asst. Chief Dispatcher, Oakland Pier

ROAD FOREMAN OF ENGINES W. R. PARKER DIVISION EXAMINER AND SUPERVISOR OF TOWERMEN AND CROSSING WATCHMEN C. W. PERKINS B. A. CAMPBELL, Assistant Superintendent.

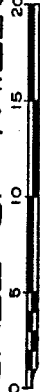
MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923.

J.F.M.

SCALE OF MILES



REVISED, 9-24-24

