

San Francisco, Napa & Calistoga Railway



TIME TABLE

TO TAKE EFFECT SUNDAY, APRIL 20, 1924 AT 12:01 A. M.

Superseding and Annuling All Prior Issues

PACIFIC STANDARD TIME

For the Government and Information of Employees Only and not Intended for the use of the Public.

This Company Reserves the Right to Vary from this Time Table as

Circumstances May Require.

C. E. BROWN, Vice-Pres. & Gen'l. Manager.

A. E. CASTRO, Trainmaster

CALISTOGA TO VALLEJO													Southward	Time Table No. 38 Effective April 20, 1924			
FIRST CLASS													MILES FROM CALISTOGA				
			25	21	19	17	15	13	9	7	5	3				1	
			DAILY	DAILY p. m.	DAILY ex. Sun.	DAILY p. m.	DAILY ex. Sun.	DAILY p. m.	DAILY	DAILY a. m.	DAILY a. m.	San Fran. Limited DAILY a. m.				Com'ut'rs DAILY	
				6 35		3 55		<u>1 15</u> ⁸		10 25	7 40	5 50		0.0	L	CALISTOGA	R-P-X
				f6 41		f4 01		f1 21		f10 31	f7 46	f5 56		3.3		SALMINA	P-SD
				<u>f6 49</u> ¹⁶		<u>f4 09</u> ¹²		f1 27		f10 38	f7 53	f6 02		6.7		YORK	P-SD
				s6 56		s4 16		s1 34		s10 46	s8 01	s6 09		8.6		ST. HELENA	R-P-X
				f6 58		f4 18		f1 36		<u>f10 48</u> ⁶	f8 03	6 11		9.7		SUTTER	P-X
				7 03		4 25		1 42		10 54	8 09	6 16		12.5		RUTHERFORD	P-SD
				s7 07		s4 29		s1 46		s10 59	s8 14	s6 20		14.4		OAKVILLE	P-SD
				s7 13		s4 36		s1 52		s11 06	s8 21	s6 26		17.5		YOUNTVILLE	P-SD
				7 20		4 44		2 00		11 14	8 29	6 32		20.7		DRY CREEK	P-X
				7 23		4 47		2 03		11 17	<u>8 34</u> ⁴	6 34		21.8		MELONE	P-SD
				f7 27	p. m.	f4 51		f2 08	p. m.	f11 22	f8 38	f6 37	a. m.	24.0		UNION	P-SD
			p. m.	f7 31	<u>6 19</u> ¹⁴	f4 55	p. m.	f2 12	<u>1 22</u> ¹⁰	f11 26	f8 42	f6 41	<u>6 30</u> ²	25.5		LIMITS	R-P-SD
			9 20	s7 44	s6 30	s5 08	4 00	s2 26	s1 34	s11 39	s8 55	s6 54	s6 42	27.1		NAPA	R-P-SD
			s9 25	s7 49	p. m.	s5 13	s4 05	s2 30	s1 39	s11 44	s9 00	s6 58	s6 47	28.6		STATE HOSPITAL	P-O
			9 30	7 54		5 18	4 10	2 35	1 44	11 49	9 05	7 02	6 52	31.0		SOSCOL	P-SD
			f9 35	f7 59		f5 23	f4 15	f2 40	f1 49	<u>f11 55</u> ⁸	f9 10	7 06	f6 57	33.6		KELLY	P-SD
			9 39	8 03		<u>5 30</u> ¹⁶	4 19	2 44	1 53	12 00	9 14	7 10	7 02	34.9		TRANSFER	P-Yd
			9 43	8 05		5 33	4 23	<u>2 49</u> ¹²	1 56	12 03	9 17	7 13	7 05	35.9		LOWELL	P-SD
			f9 47	<u>f8 09</u> ¹⁸		<u>f5 38</u> ¹⁴	f4 27	f2 54	f2 00	f12 07	f9 21	7 16	f7 09	38.1		FLOSDEN	P-SD
			9 50	8 12		5 41	4 30	2 57	2 03	12 10	<u>9 26</u> ⁶	7 18	7 12	39.7		MARSH	P-SD
			s10 00	s8 22		s5 51	s4 40	s3 08	s2 14	s12 20	s9 36	s7 28	s7 24	41.6	A	VALLEJO	R-P-SD
			p. m. Daily	p. m. Daily	Daily Ex. Sun.	p. m. Daily	p. m. Daily Ex. Sun.	p. m. Daily	p. m. Daily	p. m. Daily	a. m. Daily	a. m. Daily	a. m. Daily				
			25	21	19	17	15	13	9	7	5	3	1				

NORTHWARD TRAINS WILL TAKE SIDING AT MEETING POINTS FOR OPPOSING TRAINS OF SAME CLASS UNLESS OTHERWISE DIRECTED BY TRAIN ORDER
 NO. 8 IS SUPERIOR TO NO. 13. NO. 7 TAKE SIDING FOR NO. 8. NO. 17 WILL PULL BY AND BACK IN AT TRANSFER TO MEET NO. 16. NO. 21 WILL TAKE SIDING FOR NO. 16
 NOTE—SD—Siding. S—Stop. P—Telephone. R—Register. O—No Siding. X—Spur. F—Flag Stop. Yd—Yard.

NOTE—No. 3 will make following stops on Signal in addition to those shown above: Salvador, Oak Knoll, Trubody, Zinfandel, Crane and all stations between St. Helena and Calistoga.

No. 2 is superior to No. 1.
 No. 10 is superior to No. 9.

No. 14 is superior to No. 19.

Additional Regular Stops—All Regular Trains:—Veterans' Home; Main Street, Napa; Louisiana and Marin Streets, Vallejo; and all trains will stop before taking curve at Sonoma and Georgia Streets, and all south bound trains before crossing Capitol and Branciforte Streets, Vallejo.

No. 8 Will Stop on Signal in addition to those shown above: Oak Knoll, Trubody, Zinfandel, Crane, Lodi Road and Bell. And on Sundays only will make all local stops to discharge passengers only.

Island Junction is located .4 Mile South of Marsh Siding. Gravel Pit Spur located .2 Mile South of St. Helena.

Time Table No. 38 Effective April 20, 1924		MILES FROM VALLEJO	VALLEJO TO CALISTOGA											
			Northward											
			FIRST CLASS											
			2	4	6	8	10	12	14	16	18	20	22	
			DAILY	DAILY	DAILY	Resorter Limited DAILY	DAILY	DAILY	Com'ut'rs DAILY ex. Sun.	Calistoga Limited DAILY	DAILY	DAILY	DAILY	
				a. m.	a. m.	p. m.		p. m.		p. m.	p. m.			
A	CALISTOGA R—P—X	41.6		s9 25	s11 13	¹³ s1 14		s4 22		s7 02	s9 45			
	SALMINA P—SD	38.3		f9 18	f11 06	f1 08		f4 15		f6 56	f9 39			
	YORK P—SD	34.9		f9 11	f11 00	1 02		¹⁷ f4 09		²¹ f6 49	f9 32			
	ST. HELENA R—P—X	33.0		s9 04	s10 52	s12 55		s4 02		s6 42	s9 25			
	SUTTER P—X	31.9		f9 01	⁷ f10 48	12 52		f4 00		f6 40	f9 22			
	RUTHERFORD P—SD	29.1		8 55	10 41	12 47		3 53		6 34	9 17			
	OAKVILLE P—SD	27.2		s8 51	s10 37	s12 44		s3 49		s6 28	s9 13			
	YOUNTVILLE P—SD	24.1		s8 45	s10 31	s12 38		s3 43		s6 21	s9 06			
	DRY CREEK P—X	20.9		8 37	10 23	12 31		3 35		6 12	8 59			
	MELONE P—SD	19.8		⁵ 8 34	10 21	12 29		3 32		6 09	8 56			
	UNION P—SD	17.6	a. m.	f8 30	f10 16	f12 25	p. m.	f3 27	p. m.	f6 04	f8 52			
	LIMITS R—P—SD	16.1	¹ s6 30	f8 26	f10 12	f12 21	⁹ s1 22	f3 23	¹⁹ s6 19	f6 00	f8 48	p. m.	p. m.	
	NAPA R—P—SD	14.5	6 15	8 15	s10 00	s12 10	s1 11	s3 12	s6 07	s5 48	s8 36	s9 10	s10 55	
	STATE HOSPITAL P—O	13.0	a. m.	8 07	s9 53	s12 04	s1 06	s3 06	s6 02	s5 43	s8 31	s9 05	s10 50	
	SOSCOL P—SD	10.6		8 02	9 48	12 00	1 01	3 01	5 57	5 39	8 26	9 00	10 45	
	KELLY P—SD	8.0		f7 57	f9 43	⁷ 11 55	f12 56	f2 56	f5 51	5 34	f8 21	f8 55	f10 40	
	TRANSFER P—Yd	6.7		7 53	9 38	11 51	12 52	2 51	5 46	¹⁷ 5 30	8 17	8 50	10 35	
	LOWELL P—SD	5.7		7 50	9 34	11 48	12 49	¹³ 2 49	5 43	5 27	8 14	8 47	10 32	
	FLOSDEN P—SD	3.5		f7 47	f9 30	11 45	f12 45	f2 45	¹⁷ f5 38	5 24	²¹ f8 09	f8 43	f10 28	
	MARSH P—SD	1.9		7 44	⁵ 9 26	11 42	12 42	2 42	5 35	5 21	8 05	8 40	10 25	
L	VALLEJO R—P—SD	0.0		7 35	9 17	11 33	12 32	2 32	5 25	5 12	7 55	8 30	10 15	
			Daily	a. m. Daily	a. m. Daily	a. m. Daily	p. m. Daily	p. m. Daily	p. m. Daily Ex. Sun.	p. m. Daily	p. m. Daily	p. m. Daily	p. m. Daily	
			2	4	6	8	10	12	14	16	18	20	22	

NORTHWARD TRAINS WILL TAKE SIDING AT MEETING POINTS FOR OPPOSING TRAINS OF SAME CLASS UNLESS OTHERWISE DIRECTED BY TRAIN ORDER
 NO. 8 IS SUPERIOR TO NO. 13. NO. 7 TAKE SIDING FOR NO. 8. NO. 17 WILL PULL BY AND BACK IN AT TRANSFER TO MEET NO. 16. NO. 21 WILL TAKE SIDING FOR NO. 16
 NOTE—SD-Siding. S-Stop. P-Telephone. R-Register. O-No Siding. X-Spur. F-Flag Stop. Yd-Yard.

No. 16 on Sunday will stop on signal in addition to those shown above at all stations between Vallejo and Napa and Daily at all stations between Napa and Calistoga, except at La Rue.

No. 2 is superior to No. 1.
 No. 10 is superior to No. 9.
 No. 14 is superior to No. 19.

Additional Regular Stops—All Regular Trains:—Veterans' Home; Main Street, Napa; Louisiana and Marin Streets, Vallejo; and all trains will stop before taking curve at Sonoma and Georgia Streets, and all south bound trains before crossing Capitol and Branciforte Streets, Vallejo.

No. 8 Will Stop on Signal in addition to those shown above: Oak Knoll, Trubody, Zinfandel, Crane, Lodi Road and Bell. And on Sundays only will make all local stops to discharge passengers only.

Equipment of train 22 will be operated through Napa Yard Limits until all passengers are discharged, when necessary to operate to LIMITS trainmen in charge will report to dispatcher from that station but will not receive clearance unless necessary.

Island Junction is located .4 Mile South Marsh Siding. Gravel Pit Spur located .2 Mile South of St. Helena.



Special Rules and Regulations

1. All trains must come to a stop at railroad crossings and must be flagged over by conductor excepting S. P. Sutter Spur, S. P. gravel spur. All trains will stop at Agricultural Park Crossing and proceed after conductor and motorman have carefully observed same is clear and proceed signal is given by conductor.
2. BULLETIN STATIONS: Vallejo, Napa and Calistoga.
3. REGISTERING STATIONS: Vallejo, Island Junction, Napa, Limits, St. Helena and Calistoga.
4. Only those trains originating and terminating at Napa, Limits and St. Helena, will register at those points.
5. Full-faced type underlined denotes meeting points.
6. Freight trains will NOT carry passengers.
7. Where only one time is shown it denotes leaving time.
8. Vallejo Yard Limits extend from the south end of wharf to Yard Limit sign on Marsh.
9. Napa Yard Limits extend from Yard Limit sign on Soscol Avenue to North Napa Limits sign.
10. St. Helena Yard Limits extend from Yard Limit sign south of Gravel-pit spur to Yard Limit sign at York Creek.
11. Calistoga Yard Limits extend from Yard Limit sign to end of Line.
12. When running within yard limits all trains must be under control and be prepared to stop within a car length.
13. By ordinance the rate of speed of trains must not exceed eight (8) miles per hour within the city limits of Vallejo, Napa and St. Helena.
14. Derailing switches are located at Crossing at S. P. Co. Santa Rosa branch and S. P. Co. Napa branch located North of Napa Junction and S. P. Co. Crossing at Napa.
15. A standard clock is located in the Dispatcher's office at Napa and trainmen's attention is directed to rule 62 of the Book of Rules.
16. Air brakes must be tested before leaving terminals or when a car is added or when changing operating end of train. Also see rule No. 303 of the Book of Rules.
17. The attention of trainmen is directed to rule No. 231 of the Book of Rules in reference to restricted rights.
18. In all cases of doubt take the safe way and run no risks.
19. Trains must obtain Clearance Cards before leaving initial stations.
20. Train Order Semaphore Boards are located at Napa and St. Helena.
21. No trains will be operated outside Yard Limits without 100 per cent operative air brakes unless authorized by the Trainmaster or General Manager. No freight train will leave Vallejo wharf without 100 per cent operative air brakes.
22. Freight trains must not exceed a speed of 25 miles per hour and work trains must not exceed a speed of 20 miles per hour.
23. Brakeman must ride hand brake end of rear car of all freight trains between Nebraska Street and Wharf, Vallejo, prepared to set brake immediately.

Chief Surgeon, DR. D. H. MURRAY, Migliavacca Building, Napa

Asst. Surgeons, DR. E. A. PETERSON, 321 Georgia St., Vallejo

DR. L. H. BUTKA, St. Helena

DR. D. E. OSBORN, Alternate, St. Helena

DR. WALTER E. BLODGETT, Calistoga

Train Dispatchers, E. E. RETZER, W. G. BENNINGER

Watch Inspectors, A. G. PROUTY, Napa; M. K. GIANT, Vallejo.

WORK SAFE—Treat all electrical wires as your deadly enemy.—STAY AWAY