

INTERURBAN ELECTRIC RAILWAY COMPANY

TIME TABLE

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To Take Effect Sunday, March 26, 1939, at 4:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

R. E. HALLAWELL,
Manager

ROSTERS

Trainmen and enginemen must report five (5) minutes before starting time shown for initial trip, except on runs where roster specifies direct relief, or on runs starting at Bridge Yard where crews will report as follows:

Run	Time	Train	Report
12	6.08 a.m.	162	15 minutes before starting time
13	6.12 a.m.	164	" " " "
14	6.31 a.m.	166	" " " "
13	12.55 p.m.	1158	" " " "
16	4.55 p.m.	165	" " " "
17	5.03 p.m.	167	" " " "
18	5.19 p.m.	169	" " " "
61	5.06 p.m.	559	" " " "
36-137	5.14 p.m.	341	" " " "
35-134	4.53 p.m.	389	" " " "
34-136	2.50 p.m.	286	" " " "
128	5.34 p.m.	241	" " " "

Trainmen and enginemen must be at their train not less than two (2) minutes before scheduled leaving time to make air tests and direct passengers.

Enginemen must confer with conductor before making relief at any point other than that shown on roster. Conductor must make record on reverse side of Form 2804 of all such cases. No relief to be made between stations or at stations at which train is not scheduled to stop, or between crews moving in opposite directions.

On all runs changing to a lower or alternate number each day, crew standing for a run not scheduled to operate, will be off duty on that day, and take the next lower or alternate number the following day.

CONDUCTORS' AND ENGINEERS' ROSTERS

SEVENTH STREET LINE

Run 8 to 1 change to next lower number each day

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SUNDAYS AND HOLIDAYS					
8	1.14 p.m.	Melrose	55	9.42 p.m.	94
		On Saturday released at	8.15 p.m.		91
7	12.34 p.m.	Melrose	51	9.02 p.m.	92
		On Saturday released at	7.35 p.m.		89
6	1.34 p.m.	Melrose	57	8.55 p.m.	93
4	12.14 p.m.	Melrose	53	8.14 p.m.	183
3	5.37 a.m.	Melrose	156	1.14 p.m.	55
2	5.17 a.m.	Melrose	154	12.54 p.m.	53
1	4.57 a.m.	Melrose	152	12.34 p.m.	51

SUNDAYS AND HOLIDAYS

8	8.15 p.m.	Melrose	1051	12.42 a.m.	1060
	12.42 a.m.	Dutton Avenue	3	2.55 a.m.	155
7	3.02 p.m.	Melrose	1032	11.39 p.m.	1159
6		Off Duty			
5	12.55 p.m.	Melrose	1029	8.55 p.m.	1053
4	6.58 a.m.	Melrose	1156	12.55 p.m.	1029
	1.35 p.m.	Melrose	1031	3.02 p.m.	1032
3		Off Duty			
2	6.18 a.m.	Melrose	1154	1.42 p.m.	1028
1		Off Duty			

Runs 9 and 10—Alternate Runs Daily

DAILY EXCEPT SUNDAYS AND HOLIDAYS					
9	4.36 a.m.	Melrose	150	12.14 p.m.	49
10	5.57 a.m.	Melrose	158	1.34 p.m.	57

SUNDAYS AND HOLIDAYS

9	4.58 a.m.	Melrose	1150	12.22 p.m.	1024
10	5.38 a.m.	Melrose	1152	11.35 a.m.	1025
	12.22 p.m.	Melrose	1024	1.35 p.m.	1031

Runs 11 and 12—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
11	6.05 a.m.	East Oakland	160	11.34 a.m.	45
		Deadhead Melrose to Bridge Yard		4.23 p.m.	71
	4.43 p.m.	Bridge Yard	163	6.24 p.m.	171
12	6.08 a.m.	Bridge Yard	162	1.21 p.m.	50

SEVENTH STREET LINE—Continued

Run	Start	Place	Train	Released	Train
SATURDAYS					
11	6.05 a.m.	East Oakland	160	1.54 p.m.	59
12	6.08 a.m.	Bridge Yard	162	11.54 a.m.	47

SUNDAYS AND HOLIDAYS

11	11.35 a.m.	Melrose	1025	7.35 p.m.	1049
12		Off Duty			

Runs 13 and 14—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
13	6.12 a.m.	Bridge Yard	164	8.15 a.m.	168
		Deadhead Bridge Yard to Melrose		9.01 a.m.	24
	11.34 a.m.	Melrose	45	1.01 p.m.	48
	1.21 p.m.	Melrose	50	3.41 p.m.	64
14	6.31 a.m.	Bridge Yard	166	8.35 a.m.	170
		Deadhead Bridge Yard to Melrose		9.21 a.m.	26
	1.01 p.m.	Melrose	48	6.45 p.m.	173

SATURDAYS

13	6.12 a.m.	Bridge Yard	164	8.15 a.m.	168
		Deadhead Bridge Yard to Melrose		9.01 a.m.	24
	11.54 a.m.	Melrose	47	3.41 p.m.	64
14	6.31 a.m.	Bridge Yard	166	8.35 a.m.	170
		Deadhead Bridge Yard to Melrose		9.21 a.m.	26
	1.54 p.m.	Melrose	59	6.45 p.m.	173

SUNDAYS AND HOLIDAYS

13	12.55 p.m.	Bridge Yard	1158	1.13 p.m.	1158
		Deadhead East Oakland to Melrose		1.42 p.m.	1028
	1.42 p.m.	Melrose	1028	8.15 p.m.	1051
14		Off Duty			

Runs 15 and 16—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
15	3.41 p.m.	Melrose	64	11.39 p.m.	185
16	4.55 p.m.	Bridge Yard	165	6.49 p.m.	175
		Deadhead Bridge Yard to Melrose		7.21 p.m.	86
	9.02 p.m.	Melrose	92	2.15 a.m.	153

SATURDAYS

15	3.41 p.m.	Melrose	64	11.39 p.m.	185
16	7.35 p.m.	Melrose	89	12.02 a.m.	400
	12.02 a.m.	Dutton Avenue	1001	2.15 a.m.	1153

SUNDAYS AND HOLIDAYS

15		Off Duty			
16	7.35 p.m.	Melrose	1049	12.02 a.m.	1058
	12.02 a.m.	Dutton Avenue	1	2.15 a.m.	153

Runs 17 and 18—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
17	5.03 p.m.	Bridge Yard	167	6.54 p.m.	177
		Deadhead Bridge Yard to Melrose		7.41 p.m.	88
	9.42 p.m.	Melrose	94	2.55 a.m.	155
18	5.19 p.m.	Bridge Yard	169	6.49 p.m.	179
	8.55 p.m.	Melrose	93	3.35 a.m.	157

SATURDAYS

17	8.15 p.m.	Melrose	91	12.42 a.m.	102
	12.42 a.m.	Dutton Avenue	1003	2.55 a.m.	1155
18	8.55 p.m.	Melrose	93	12.22 a.m.	101
	12.22 a.m.	San Francisco	100	3.35 a.m.	1157

SEVENTH STREET LINE—Continued

Run	Start	Place	Train	Released	Train
SUNDAYS AND HOLIDAYS					
18	8.55 p.m.	Melrose	1053	12.22 a.m.	1061
	12.22 a.m.	San Francisco	2	3.35 a.m.	157
17		Off Duty			

SHATTUCK AVENUE LINE

Runs 53 to 51 inclusive—Change to next lower number each day

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SUNDAYS AND HOLIDAYS					
53	6.33 a.m.	Berryman	558	10.05 a.m.	433
	1.18 p.m.	Berryman	446	4.39 p.m.	466
52	6.13 a.m.	Berryman	556	2.18 p.m.	452
51	5.53 a.m.	Berryman	554	1.58 p.m.	450

SUNDAYS AND HOLIDAYS

53	6.43 a.m.	Berryman	1556	2.54 p.m.	1433
52	6.03 a.m.	Berryman	1554	2.14 p.m.	1431
51		Off Duty			

Runs 59 to 54—Change to next lower number each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
59	4.39 p.m.	Berryman	466	6.30 p.m.	563
	8.15 p.m.	Berryman	489	2.15 a.m.	555

SATURDAYS

59	7.38 p.m.	Berryman	484	12.16 a.m.	499
	12.16 a.m.	San Francisco	1400	2.15 a.m.	1555

DAILY EXCEPT SUNDAYS AND HOLIDAYS

58	12.25 p.m.	Berryman	447	8.55 p.m.	491
57	11.45 a.m.	Berryman	443	8.15 p.m.	489
		Saturday released at Berryman at	7.38 p.m.		484
56	10.05 a.m.	Berryman	433	11.45 a.m.	443
	1.58 p.m.	Berryman	450	7.10 p.m.	565
55	5.13 a.m.	Berryman	550	1.18 p.m.	446
54	5.33 a.m.	Berryman	552	12.25 p.m.	447

SUNDAYS AND HOLIDAYS

59	6.14 p.m.	Berryman	1443	12.16 a.m.	1459
	12.16 a.m.	San Francisco	400	2.15 a.m.	555
58	2.14 p.m.	Berryman	1431	6.14 p.m.	1443
	6.55 p.m.	Berryman	1445	10.19 p.m.	1557
57	1.34 p.m.	Berryman	1429	9.35 p.m.	1453
56		Off Duty			
55	5.23 a.m.	Berryman	1552	1.34 p.m.	1429
54		Off Duty			

Runs 61 and 60—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
61	5.06 p.m.	Bridge Yard	559	6.20 p.m.	561
		Deadhead Bridge Yard to Berryman		6.59 p.m.	480
	8.55 p.m.	Berryman	491	1.35 a.m.	553
60	2.18 p.m.	Berryman	452	10.59 p.m.	567

SATURDAYS

61	4.39 p.m.	Berryman	466	6.30 p.m.	563
	8.55 p.m.	Berryman	491	12.13 a.m.	498
	12.13 a.m.	Thousand Oaks	1401	1.35 a.m.	1553
60	2.18 p.m.	Berryman	452	10.59 p.m.	567

SUNDAYS AND HOLIDAYS

61	2.54 p.m.	Berryman	1433	6.55 p.m.	1445
	9.35 p.m.	Berryman	1453	12.13 a.m.	1458
	12.13 a.m.	Thousand Oaks	401	1.35 a.m.	553
60		Off Duty			

NINTH STREET LINE

Runs 80 to 71 inclusive—Change to next lower number each day

Run	Start	Place	Train	Released	Train
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DAILY EXCEPT SUNDAYS AND HOLIDAYS

80	4.00 p.m.	Thousand Oaks	767	7.17 p.m.	857
		Deadhead Berryman to Thous. Oaks		7.24 p.m.	482
	9.20 p.m.	Thousand Oaks	791	1.55 a.m.	853
		On Saturday—to 12.33 a.m. at Thous. Oaks then—			
	12.33 a.m.	Thousand Oaks	1701	1.55 a.m.	1853
79	5.20 p.m.	Thousand Oaks	775	1.15 a.m.	851
		On Saturday—to 12.36 a.m. at San Fran. then—			
	12.36 a.m.	San Francisco	1700	1.15 a.m.	1851
78	1.40 p.m.	Thousand Oaks	753	9.57 p.m.	859
77	12.50 p.m.	Thousand Oaks	747	2.30 p.m.	750
	2.35 p.m.	Thousand Oaks	759	9.20 p.m.	788
76	11.35 a.m.	Thousand Oaks	741	6.17 p.m.	855
75	6.43 a.m.	Berryman	860	11.35 a.m.	734
	1.55 p.m.	Thousand Oaks	755	5.20 p.m.	768
74	6.23 a.m.	Berryman	858	2.35 p.m.	752
73	6.03 a.m.	Berryman	856	12.50 p.m.	740
	2.30 p.m.	Thousand Oaks	757	4.00 p.m.	760
72	5.43 a.m.	Berryman	854	1.55 p.m.	748
71	5.23 a.m.	Berryman	852	1.40 p.m.	746

SUNDAYS AND HOLIDAYS

80	5.50 p.m.	Thousand Oaks	1739	12.33 a.m.	1756
	12.33 a.m.	Thousand Oaks	701	1.55 a.m.	853
79	3.10 p.m.	Thousand Oaks	1731	7.00 p.m.	1738
	9.10 p.m.	Thousand Oaks	1749	12.36 a.m.	1757
	12.36 a.m.	San Francisco	702	1.15 a.m.	851
78	2.00 p.m.	Thousand Oaks	1729	9.57 p.m.	1855
77	1.45 p.m.	Thousand Oaks	1727	5.50 p.m.	1734
	7.00 p.m.	Thousand Oaks	1743	9.10 p.m.	1744
76		Off Duty			
75	7.03 a.m.	Berryman	1856	3.10 p.m.	1726
74	6.23 a.m.	Berryman	1854	2.00 p.m.	1724
73		Off Duty			
72	5.43 a.m.	Berryman	1852	1.45 p.m.	1722
71		Off Duty			

ALAMEDA LINES—CONDUCTORS' ROSTER

Run 36—Hold same run each day

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
36	5.14 p.m.	Bridge Yard	341	5.32 p.m.	341
	5.32 p.m.	San Francisco	342-244	6.22 p.m.	342
	6.25 p.m.	West Alameda	393	6.37 p.m.	393
	9.27 p.m.	High Street	351	2.09 a.m.	385

ALAMEDA LINES—CONDUCTORS' ROSTER—Continued

Run	Start	Place	Train	Released	Train
SUNDAYS AND HOLIDAYS					
35	2.17 p.m.	High Street	1316	6.17 p.m.	1324
	8.27 p.m.	High Street	1333	12.01 a.m.	1238
	12.01 a.m.	West Alameda	381	12.13 a.m.	381

Run 34—Hold same run each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
34	2.50 p.m.	Bridge Yard	286	4.00 p.m.	283
	4.34 p.m.	Bridge Yard	339	4.52 p.m.	339
	4.52 p.m.	San Francisco	240-338	5.42 p.m.	338
	5.45 p.m.	West Alameda	391	5.57 p.m.	391
	9.17 p.m.	High Street	350	1.45 a.m.	383

SATURDAYS

34	5.08 p.m.	High Street	336	12.41 a.m.	255
	12.41 a.m.	San Francisco	1300	1.45 a.m.	1353

SUNDAYS AND HOLIDAYS

34	7.17 p.m.	High Street	1326	12.41 a.m.	1239
	12.41 a.m.	San Francisco	300	1.45 a.m.	383

Runs 33, 32 and 31—Change to next lower number each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS						
33	7.32 a.m.	West Alameda	313	8.44 a.m.	214	
		Deadhead Bridge Yard to High St.		9.48 a.m.	314	
		1.48 p.m.	High Street	326	5.58 p.m.	242
32	6.52 a.m.	West Alameda	309	8.04 a.m.	210	
		8.30 a.m.	Bridge Yard	284	9.00 a.m.	284
		Deadhead West Alameda to High St.		9.28 a.m.	319	
		12.08 p.m.	High Street	327	5.38 p.m.	240
31	4.58 a.m.	High Street	382	1.28 p.m.	331	

SATURDAYS

33	7.32 a.m.	West Alameda	313	8.44 a.m.	214
		Deadhead Bridge Yard to High St.		9.48 a.m.	314
	1.08 p.m.	High Street	324	5.08 p.m.	336
32	6.52 a.m.	West Alameda	309	8.04 a.m.	210
	8.30 a.m.	Bridge Yard	284	9.00 a.m.	284
		Deadhead West Alameda to High St.		9.28 a.m.	319
	11.48 a.m.	High Street	320	3.48 p.m.	332
31	4.58 a.m.	High Street	382	11.28 a.m.	325

SUNDAYS AND HOLIDAYS

33	5.30 a.m.	High Street	1354	1.17 p.m.	1314
32	4.55 a.m.	High Street	1352	11.27 a.m.	1315
31		Off Duty			

Runs 30 and 29—Alternate Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
30	6.59 a.m.	High Street	392	8.25 a.m.	308
		Deadhead Bridge Yard to High St.		9.08 a.m.	310
	2.28 p.m.	High Street	328	4.28 p.m.	334
		Deadhead High St. to Bridge Yard		5.14 p.m.	341
	5.34 p.m.	Bridge Yard	241	5.52 p.m.	241
	5.52 p.m.	San Francisco	344-246	6.39 p.m.	246
	6.41 p.m.	West Alameda	395	6.53 p.m.	395
29	6.33 a.m.	High Street	390	2.28 p.m.	328

SATURDAYS

30	6.59 a.m.	High Street	392	8.25 a.m.	308
		Deadhead Bridge Yard to High St.		9.08 a.m.	310
	12.48 p.m.	High Street	329	4.48 p.m.	341
29	6.33 a.m.	High Street	390	12.28 p.m.	322
		Deadhead High St. to West Alameda		2.02 p.m.	326
	2.10 p.m.	West Alameda	281	3.20 p.m.	286

ALAMEDA LINES—CONDUCTORS' ROSTER—Continued

Run	Start	Place	Train	Released	Train
SUNDAYS AND HOLIDAYS					
30	12.27 p.m.	High Street	1317	8.27 p.m.	1333
29		Off Duty			

Run 28—Hold same run each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
28	4.28 p.m.	High Street	334	1.09 a.m.	380

—SATURDAYS—

28	4.48 p.m.	High Street	341	6.37 p.m.	393
	8.17 p.m.	High Street	348	12.40 a.m.	356
	12.40 a.m.	West Alameda	1301	1.09 a.m.	1350

SUNDAYS AND HOLIDAYS

28	6.17 p.m.	High Street	1324	12.40 a.m.	1336
	12.40 a.m.	West Alameda	301	1.09 a.m.	380

Run 27—Hold same run each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
27	1.28 p.m.	High Street	331	9.27 p.m.	351

SATURDAYS

27	11.28 a.m.	High Street	325	7.27 p.m.	347
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SUNDAYS AND HOLIDAYS

27	1.17 p.m.	High Street	1314	7.17 p.m.	1326
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Runs 26 to 21—Change to next lower number each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
26	1.08 p.m.	High Street	324	9.17 p.m.	350
25	7.59 a.m.	West Alameda	213	9.05 a.m.	312
		Deadhead Bridge Yard to High St.		9.48 a.m.	314
	12.48 p.m.	High Street	329	6.19 p.m.	244
24	5.52 a.m.	High Street	387	1.48 p.m.	326
23	6.14 a.m.	High Street	388	12.48 p.m.	329
22	5.23 a.m.	High Street	384	1.08 p.m.	324
21	5.38 a.m.	High Street	386	12.08 p.m.	327

SATURDAYS

26	12.28 p.m.	High Street	322	8.17 p.m.	348
25	7.59 a.m.	West Alameda	213	9.05 a.m.	312
		Deadhead Bridge Yard to High St.		9.48 a.m.	314
	12.08 p.m.	High Street	327	5.57 p.m.	391
24	5.52 a.m.	High Street	387	11.48 p.m.	320
23	6.14 a.m.	High Street	388	12.48 p.m.	329
22	5.23 a.m.	High Street	384	1.08 p.m.	324
21	5.38 a.m.	High Street	386	12.08 p.m.	327

SUNDAYS AND HOLIDAYS

26		Off Duty			
25	11.27 a.m.	High Street	1315	7.27 p.m.	1331
24		Off Duty			
23	6.30 a.m.	High Street	1358	2.17 p.m.	1316
22	5.55 a.m.	High Street	1356	12.27 p.m.	1317
21		Off Duty			

ALAMEDA LINES—ENGINEERS' ROSTER

Runs 137, 136 and 135—
Change to next lower number each day

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
137	5.14 p.m.	Bridge Yard	341	5.32 p.m.	341
	5.32 p.m.	San Francisco	342	6.37 p.m.	393
Engineer 137 to operate consolidated train 342/244					
	9.27 p.m.	High Street	351	2.09 a.m.	385
136	2.50 p.m.	Bridge Yard	286	4.00 p.m.	283
	4.34 p.m.	Bridge Yard	339	4.52 p.m.	339
	4.52 p.m.	San Francisco	338	5.57 p.m.	391
Engineer 136 to operate consolidated train 338/240					
	9.17 p.m.	High Street	350	1.45 a.m.	383
135	1.08 p.m.	High Street	324	9.17 p.m.	350

SATURDAYS

137	7.27 p.m.	High Street	347	12.11 a.m.	355
	12.11 a.m.	San Francisco	1200	2.09 a.m.	1355
136	4.48 p.m.	High Street	341	6.37 p.m.	393
	9.17 p.m.	High Street	350	12.41 a.m.	255
	12.41 a.m.	San Francisco	1300	1.45 a.m.	1353
135	3.08 p.m.	High Street	330	9.17 p.m.	350

SUNDAYS AND HOLIDAYS

137	7.27 p.m.	High Street	1331	12.11 a.m.	1339
	12.11 a.m.	San Francisco	200	2.09 a.m.	385
136	7.17 p.m.	High Street	1326	12.41 a.m.	1239
	12.41 a.m.	San Francisco	300	1.45 a.m.	383
135		Off Duty			

Runs 134 and 133—Alternate Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
134	4.53 p.m.	Bridge Yard	389	6.01 p.m.	340
	6.13 p.m.	West Alameda	345	12.13 a.m.	381
133	12.28 p.m.	High Street	322	8.17 p.m.	348
Engineer 133 to operate consolidated train 344/246 San Francisco to Fruitvale.					

SATURDAYS

134	5.47 p.m.	High Street	340	12.01 a.m.	258
	12.01 a.m.	West Alameda	1351	12.13 a.m.	1351
133	12.28 p.m.	High Street	322	8.17 p.m.	348

SUNDAYS AND HOLIDAYS

134	6.27 p.m.	High Street	1329	12.01 a.m.	1238
	12.01 a.m.	West Alameda	381	12.13 a.m.	381
133		Off Duty			

Runs 132 and 131—Alternate each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
132	6.59 a.m.	High Street	392	8.25 a.m.	308
		Deadhead Bridge Yard to High St.		9.08 a.m.	310
	11.48 a.m.	High Street	320	5.58 p.m.	242
131	4.58 a.m.	High Street	382	11.28 a.m.	325

SATURDAYS

132	6.59 a.m.	High Street	392	8.25 a.m.	308
		Deadhead Bridge Yard to High St.		9.08 a.m.	310
	12.08 p.m.	High Street	327	4.08 p.m.	339
131	4.58 a.m.	High Street	382	11.28 a.m.	325

SUNDAYS AND HOLIDAYS

132	4.55 a.m.	High Street	1352	11.27 a.m.	1315
131		Off Duty			

ALAMEDA LINES—ENGINEERS' ROSTER—Continued

Runs 130 and 129—Alternate Daily

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
130	6.52 a.m.	West Alameda	309	8.04 a.m.	210
	8.30 a.m.	Bridge Yard	284	9.00 a.m.	284
		Deadhead West Alameda to High St.		9.28 a.m.	319
	11.28 a.m.	High Street	325	3.28 p.m.	337
129	6.33 a.m.	High Street	390	12.28 p.m.	322

SATURDAYS

130	6.52 a.m.	West Alameda	309	8.04 a.m.	210
	8.30 a.m.	Bridge Yard	284	9.00 a.m.	284
		Deadhead West Alameda to High St.		9.28 a.m.	319
	11.08 a.m.	High Street	318	3.08 p.m.	330
129	6.33 a.m.	High Street	390	12.28 p.m.	322
		Deadhead High St. to W. Alameda		2.02 p.m.	326
	2.10 p.m.	West Alameda	281	3.20 p.m.	286

SUNDAYS AND HOLIDAYS

130	6.30 a.m.	High Street	1358	12.17 p.m.	1312
129		Off Duty			

Runs 128 to 121—Change to next lower number each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
128	5.34 p.m.	Bridge Yard	241	5.52 p.m.	241
	5.52 p.m.	San Fran. to Fruitvale on Train 344-246			
	6.23 p.m.	Fruitvale	246	6.53 p.m.	395
	8.17 p.m.	High Street	348	1.09 a.m.	380
127	3.28 p.m.	High Street	337	9.27 p.m.	351
126	7.59 a.m.	West Alameda	213	9.05 a.m.	312
		Deadhead Bridge Yard to High St.		9.48 a.m.	314
	12.48 p.m.	High Street	329	6.19 p.m.	244
125	7.32 a.m.	West Alameda	313	8.44 a.m.	214
		Deadhead Bridge Yard to High St.		9.48 a.m.	314
	12.08 p.m.	High Street	327	5.38 p.m.	240
124	6.14 a.m.	High Street	388	12.48 p.m.	329
123	5.52 a.m.	High Street	387	11.48 a.m.	320
122	5.23 a.m.	High Street	384	1.08 p.m.	324
121	5.38 a.m.	High Street	386	12.08 p.m.	327

SATURDAYS

128	4.08 p.m.	High Street	339	5.57 p.m.	391
	8.17 p.m.	High Street	348	12.40 a.m.	356
	12.40 a.m.	West Alameda	1301	1.09 a.m.	1350
127	11.28 a.m.	High Street	325	7.27 p.m.	347
126	7.59 a.m.	West Alameda	213	9.05 a.m.	312
	Deadhead	Bridge Yard to High St.	9.48 a.m.		314
	1.48 p.m.	High Street	326	5.47 p.m.	340
125	7.32 a.m.	West Alameda	313	8.44 a.m.	214
	Deadhead	Bridge Yard to High St.	9.48 a.m.		314
	12.48 p.m.	High Street	329	4.48 p.m.	329
124	6.14 a.m.	High Street	388	12.43 p.m.	341
123	5.52 a.m.	High Street	387	1.48 p.m.	326
122	5.23 a.m.	High Street	384	11.08 a.m.	318
121	5.38 a.m.	High Street	386	12.08 p.m.	327

Location of Interlocking Plants, Telephones	FIRST CLASS																				Distance from San Francisco	SHATTUCK AVE. LINE				
	428	426	424	422	420	418	416	414	412	410	408	406	558	556	554	552	550	404	402	400		Time Table No. 2	March 26, 1939			
	Leave daily except Sundays and Holidays																					STATIONS				
BKI P	9.46 AM	9.26 AM	9.06 AM	8.46 AM	8.26 AM	8.06 AM	7.46 AM	7.26 AM	7.06 AM	6.46 AM	6.26 AM	6.06 AM									1.36 AM	12.56 AM	12.16 AM	0.00	SAN FRANCISCO	
I P																									6.11	EAST JUNCTION
																									6.18	Key System Crossing
I P																									6.89	26th ST JUNCTION
I P																									7.25	34th ST JUNCTION
I P	10.03	9.43	9.23	9.04	8.44	8.24	8.04	7.44	7.24	7.04	6.44	6.24									1.52	1.12	12.32		8.07	9th ST JUNCTION
I P																									8.89	AT&SF & Key Crossing
P	10.08	9.48	9.28	9.09	8.49	8.29	8.09	7.49	7.29	7.09	6.49	6.29									1.56	1.16	12.36		9.41	SOUTH BERKELEY
P	10.14	9.54	9.34	9.15	8.55	8.35	8.15	7.55	7.35	7.15	6.55	6.35									2.01	1.21	12.41		10.95	BERKELEY
P	10.18	9.58	9.38	9.19	8.59	8.39	8.19	7.59	7.39	7.19	6.59	6.39	6.33 AM	6.13 AM	5.53 AM	5.33 AM	5.13 AM	2.05	1.25	12.45					11.89	BERRYMAN
	10.22	10.02	9.42	9.23	9.03	8.43	8.23	8.03	7.43	7.23	7.03	6.43	6.36	6.16	5.56	5.36	5.16	2.08	1.28	12.48					12.48	CONTRA COSTA End of Double Track
P	10.23 AM	10.03 AM	9.43 AM	9.24 AM	9.04 AM	8.44 AM	8.24 AM	8.04 AM	7.44 AM	7.24 AM	7.04 AM	6.44 AM	6.37 AM	6.17 AM	5.57 AM	5.37 AM	5.17 AM	2.09 AM	1.29 AM	12.49 AM					12.70	THOUSAND OAKS
	54	55	53	52	51	54	55	53	52	51	54	55	53	52	51	54	55	59	61	59					Run Numbers Monday to Friday	
	54	55	53	52	51	54	55	53	52	51	54	55	53	52	51	54	55	59	61	59					Run Numbers Saturday	
	B	A	E	D	C	B	A	E	D	C	B	A	E	D	C	B	A	E	B	E					Equipment	

Location of Inter-Locking Plants, Telephones	FIRST CLASS																				Distance from San Francisco		
	468	466	464	462	460	458	456	454	452	450	448	446	444	442	440	438	436	434	432	430			
	Leave daily except Sundays and Holidays																						
BKI P	4.26 PM	4.06 PM	3.46 PM	3.26 PM	3.06 PM	2.46 PM	2.26 PM	2.06 PM	1.46 PM	1.26 PM	1.06 PM	12.46 PM	12.26 PM	12.06 PM	11.46 AM	11.26 AM	11.06 AM	10.46 AM	10.26 AM	10.06 AM	0.00	STATIONS	
I P																					6.11	SAN FRANCISCO	
																					6.18	EAST JUNCTION	
I P																					6.89	Key System Crossing	
I P																					7.25	26th ST JUNCTION	
I P	4.44	4.24	4.03	3.43	3.23	3.03	2.43	2.23	2.03	1.43	1.23	1.03	12.43	12.23	12.03 PM	11.43	11.23	11.03	10.43	10.23	8.07	34th ST JUNCTION	
I P																					8.89	9th ST JUNCTION	
P	4.49	4.29	4.08	3.48	3.28	3.08	2.48	2.28	2.08	1.48	1.28	1.08	12.48	12.28	12.08	11.48	11.28	11.08	10.48	10.28	9.41	AT&SF & Key Crossing	
P	4.55	4.35	4.14	3.54	3.34	3.14	2.54	2.34	2.14	1.54	1.34	1.14	12.54	12.34	12.14	11.54	11.34	11.14	10.54	10.34	10.95	SOUTH BERKELEY	
P	4.59	4.39	4.18	3.58	3.38	3.18	2.58	2.38	2.18	1.58	1.38	1.18	12.58	12.38	12.18	11.58 AM	11.38	11.18	10.58	10.38	11.89	BERKELEY	
	5.03	4.43	4.22	4.02	3.42	3.22	3.02	2.42	2.22	2.02	1.42	1.22	1.02	12.42	12.22	12.02 PM	11.42	11.22	11.02	10.42	12.48	BERRYMAN	
P	5.04 PM	4.44 PM	4.23 PM	4.03 PM	3.43 PM	3.23 PM	3.03 PM	2.43 PM	2.23 PM	2.03 PM	1.43 PM	1.23 PM	1.03 PM	12.43 PM	12.23 PM	12.03 PM	11.43 AM	11.23 AM	11.03 AM	10.43 AM	12.70	CONTRA COSTA End of Double Track	
																						THOUSAND OAKS	
	58	53-59	57	60	56	58	53	57	52-60	51-56	58	55-53	57	52	51	54	55	56	52	51		Run Numbers Monday to Friday	
	58	53-61	57	60	56	58	53	57	52-60	51-56	58	55-53	57	52	51	54	55	56	52	51		Run Numbers Saturday	
	B	A	E	D	C	B	A	E	D	C	B	A	E	D	C	B	A	E	D	C		Equipment	

See pages 5 to 9 inclusive, for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.

See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.

Rule S-72—Between Contra Costa and Thousand Oaks westward trains are superior to trains in the opposite direction except:

No. 400 is superior to No. 403.	No. 402 is superior to No. 553.	No. 480 is superior to No. 565.
No. 404 is superior to No. 555.	No. 552 is superior to No. 407.	No. 494 is superior to No. 567.
No. 550 is superior to No. 405.	No. 556 is superior to No. 411.	No. 496 is superior to No. 499.
No. 554 is superior to No. 409.	No. 560 is superior to No. 481.	No. 498 is superior to No. 401 and No. 1401.
No. 558 is superior to No. 413.	No. 476 is superior to No. 563.	No. 1458 is superior to No. 401.

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.
See pages 6 and 7 for additional special instructions.

PASSENGER STOPS—(See Page 6).

BERKELEY—Shattuck Avenue Line

Westward 5

SHATTUCK AVE. LINE
Time Table No. 2
March 26, 1939

STATIONS

Distance from
Thousand Oaks

FIRST CLASS

		401	403	553	555	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433	435
SAN FRANCISCO	12.91	12.51 AM	1.31 AM			6.01 AM	6.21 AM	6.41 AM	7.01 AM	7.21 AM	7.41 AM	8.01 AM	8.21 AM	8.41 AM	9.01 AM	9.21 AM	9.41 AM	10.01 AM	10.21 AM	10.41 AM	11.01 AM
WEST JUNCTION	7.71																				
26th ST JUNCTION	5.81																				
34th ST JUNCTION	5.45																				
9th ST JUNCTION	4.63	12.32	1.12			5.41	6.01	6.21	6.41	7.01	7.21	7.41	8.01	8.21	8.41	9.02	9.22	9.42	10.02	10.22	10.42
AT&SF & Key Crossing	3.81																				
SOUTH BERKELEY	3.29	12.27	1.07			5.36	5.56	6.16	6.36	6.56	7.16	7.36	7.56	8.16	8.36	8.57	9.17	9.37	9.57	10.17	10.37
BERKELEY	1.75	12.21	1.01			5.29	5.49	6.09	6.29	6.49	7.09	7.29	7.49	8.09	8.29	8.50	9.10	9.30	9.50	10.10	10.30
BERRYMAN	0.81	12.17	12.57	1.35 AM	2.15 AM	5.24	5.44	6.04	6.24	6.44	7.04	7.24	7.44	8.04	8.24	8.45	9.05	9.25	9.45	10.05	10.25
CONTRA COSTA End of Double Track	0.22	12.14	12.54	1.32	2.12	5.21	5.41	6.01	6.21	6.41	7.01	7.21	7.41	8.01	8.21	8.42	9.02	9.22	9.42	10.02	10.22
THOUSAND OAKS	0.00	12.13 AM	12.53 AM	1.31 AM	2.11 AM	5.20 AM	5.40 AM	6.00 AM	6.20 AM	6.40 AM	7.00 AM	7.20 AM	7.40 AM	8.00 AM	8.20 AM	8.41 AM	9.01 AM	9.21 AM	9.41 AM	10.01 AM	10.21 AM

Leave daily except Sundays and Holidays.

Run Numbers Monday to Friday		61	59	61	59	55	54	51	52	53	55	54	51	52	53	55	54	51	52	53-56	55
Run Numbers Saturday		61	59	61	59	55	54	51	52	53	55	54	51	52	53	55	54	51	52	53-56	55
Equipment		B	E	B	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A

STATIONS

Distance from
Thousand Oaks

FIRST CLASS

		437	439	441	443	445	447	449	451	453	455	457	459	461	463	465	467	469	471		
SAN FRANCISCO	12.91	11.21 AM	11.41 AM	12.01 PM	12.21 PM	12.41 PM	1.01 PM	1.21 PM	1.41 PM	2.01 PM	2.21 PM	2.41 PM	3.01 PM	3.21 PM	3.41 PM	4.01 PM	4.21 PM	4.41 PM	5.01 PM		
WEST JUNCTION	7.71																				
26th ST JUNCTION	5.81																				
34th ST JUNCTION	5.45																				
9th ST JUNCTION	4.63	11.02	11.22	11.42 AM	12.02 PM	12.22	12.42	1.02	1.22	1.42	2.02	2.22	2.42	3.02	3.22	3.42	4.01	4.21	4.41		
AT&SF & Key Crossing	3.81																				
SOUTH BERKELEY	3.29	10.57	11.17	11.37	11.57 AM	12.17	12.37	12.57	1.17	1.37	1.57	2.17	2.37	2.57	3.17	3.37	3.56	4.16	4.36		
BERKELEY	1.75	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.49	4.09	4.29		
BERRYMAN	0.81	10.45	11.05	11.25	11.45	12.05	12.25	12.45	1.05	1.25	1.45	2.05	2.25	2.45	3.05	3.25	3.44	4.04	4.24		
CONTRA COSTA End of Double Track	0.22	10.42	11.02	11.22	11.42	12.02	12.22	12.42	1.02	1.22	1.42	2.02	2.22	2.42	3.02	3.22	3.41	4.01	4.21		
THOUSAND OAKS	0.00	10.41 AM	11.01 AM	11.21 AM	11.41 AM	12.01 PM	12.21 PM	12.41 PM	1.01 PM	1.21 PM	1.41 PM	2.01 PM	2.21 PM	2.41 PM	3.01 PM	3.21 PM	3.40 PM	4.00 PM	4.20 PM		

Leave daily except Sundays and Holidays.

Run Numbers Monday to Friday		54	51	52	56-57	55	54-58	51	52	57	53	58	56	60	57	53	58	56	60		
Run Numbers Saturday		54	51	52	56-57	55	54-58	51	52	57	53	58	56	60	57	53	58	56	60		
Equipment		B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D		

See pages 4, 6, 7, 8 and 9 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.

See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.

RULE S-72—Between Contra Costa and Thousand Oaks westward trains are superior to trains in the opposite direction except:

No. 400 is superior to No. 403. No. 402 is superior to No. 553. No. 480 is superior to No. 565.
 No. 404 is superior to No. 555. No. 552 is superior to No. 407. No. 494 is superior to No. 567.
 No. 550 is superior to No. 405. No. 556 is superior to No. 411. No. 496 is superior to No. 499.
 No. 554 is superior to No. 409. No. 560 is superior to No. 481. No. 498 is superior to No. 401 and No. 1401.
 No. 558 is superior to No. 413. No. 476 is superior to No. 563. No. 1458 is superior to No. 401.

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

See pages 6 and 7 for additional special instructions.

PASSENGER STOPS—(See page 6).

Location of Interlocking Plant, Telephone	FIRST CLASS																		Distance from San Francisco	SHATTUCK AVE. LINE	
				498	496	494	492	490	488	486	484	482	480	478	476	474	Express 560 Ex. Saturday	472		470	Time Table No. 2 March 26, 1939
	Leave daily except Sundays and Holidays																			No. 560 leave daily except Saturdays, Sundays and Holidays	
BKI P				11.36 PM	10.56 PM	10.16 PM	9.36 PM	8.56 PM	8.16 PM	7.36 PM	7.06 PM	6.46 PM	6.26 PM	6.06 PM	5.46 PM	5.26 PM	5.24 PM	5.06 PM	4.46 PM	0.00	SAN FRANCISCO
I P																				6.11	EAST JUNCTION
																				6.18	Key System Crossing
I P																				6.89	26th ST. JUNCTION
I P																				7.25	34th ST. JUNCTION
I P				11.52	11.12	10.33	9.53	9.13	8.33	7.53	7.23	7.04	6.44	6.24	6.04	5.44	5.41	5.24	5.04	8.07	9th ST. JUNCTION
I P																				8.89	AT&SF & Key Crossing
P				11.56 PM	11.16	10.38	9.58	9.18	8.38	7.58	7.28	7.09	6.49	6.29	6.09	5.49	5.45	5.29	5.09	9.41	SOUTH BERKELEY
P				12.01 AM	11.21	10.44	10.04	9.24	8.44	8.04	7.34	7.15	6.55	6.35	6.15	5.55	5.50	5.35	5.15	10.95	BERKELEY
P				12.05	11.25	10.48	10.08	9.28	8.48	8.08	7.38	7.19	6.59	6.39	6.19	5.59	5.55	5.39	5.19	11.89	BERRYMAN
				12.08	11.28	10.52	10.12	9.32	8.52	8.12	7.42	7.23	7.03	6.43	6.23	6.03	5.58	5.43	5.23	12.48	CONTRA COSTA End of Double Track
P				12.09 AM	11.29 PM	10.53 PM	10.13 PM	9.33 PM	8.53 PM	8.13 PM	7.43 PM	7.24 PM	7.04 PM	6.44 PM	6.24 PM	6.04 PM	5.59 PM	5.44 PM	5.24 PM	12.70	THOUSAND OAKS
				61	59	60	61	59	60	58	57	60	56	58	59	57	61	60	56		Run Numbers Monday to Friday
				61	59	60	61	59	60	58	57-59	60	56	58	61	57		60	56		Run Numbers Saturday
				B	E	D	B	E	D	B	E	D	C	B	A	E	F	D	C		Equipment

See pages 4, 5, 7, 8 and 9 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.
See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.

Rule S-72—Between Contra Costa and Thousand Oaks westward trains are superior to trains in the opposite direction except:

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No. 404 is superior to No. 555.	No. 402 is superior to No. 553.	No. 480 is superior to No. 565.
No. 550 is superior to No. 405.	No. 552 is superior to No. 407.	No. 496 is superior to No. 499.
No. 554 is superior to No. 409.	No. 556 is superior to No. 411.	No. 498 is superior to No. 401 and No. 1401.
No. 558 is superior to No. 413.	No. 560 is superior to No. 481.	No. 1458 is superior to No. 401.

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.
All eastward trains approach station platform South Berkeley with caution to avoid personal injury to those who may be entraining or detraining from Key System trains.
All trains must approach Thousand Oaks with caution expecting to find main track occupied. Shattuck Avenue trains may occupy main track at Thousand Oaks without flag protection.
Ninth Street trains moving to and from Berryman must make safety stop before crossing Colusa Street in either direction, and at Contra Costa eastward.

See page 7 for additional special instructions.

PASSENGER STOPS

Bridge Yard κ 5.75 (On signal). All trains westward except Nos. 417, 419 and 421.
All trains Eastward Monday to Friday inclusive except Nos. 560, 472, 474 and 476.
Green St. κ 8.17 (On signal).
San Pablo Ave. κ 8.51 (See note).
Los Angeles St. κ 8.75 (On signal).
***South Berkeley, Alcatraz Ave. κ 9.41.
Ashby Avenue. κ 9.79.
***Ward St. κ 10.17 (North side).
Dwight Way. κ 10.46.
**Bancroft Way. κ 10.72.
††Berkeley, University Ave. κ 10.95.
*Virginia St. κ 11.34.
*Vine St. κ 11.59.
†††Berryman. κ 11.89.
Northbrae. κ 12.23 (Eastward stop east end clear of Del Norte St.).
Contra Costa Ave. κ 12.48. Eastward stop.
†Thousand Oaks, Pole 3759. κ 12.70.

Nos. 403 and 404 will stop on signal at all stations west of South Berkeley.
No. 560 stops only for passengers between Bancroft Way and Thousand Oaks, inclusive.
Nos. 851, 853, 855, 857 and 859 stop on signal Contra Costa and Northbrae to discharge passengers.
Nos. 852, 854, 856, 858 and 860 stop on signal Contra Costa and Northbrae to receive passengers.
NOTE: Cross street before making passenger stop at San Pablo Ave.
*Stop on near side. Trains not scheduled to stop, approach and pass over with caution.
**Make safety stop before crossing.
***With three or less cars clear Ward Street crossing.
***Stop clear of Alcatraz, except with five or more cars may block Alcatraz but must clear Grove Street.
†Trains with more than four cars stop with west end clear of Fresno Street. When east end of train blocks northbound traffic on Colusa Avenue, a trainman will be stationed at east end of train to prevent accidents to vehicles turning out.
††No. 560 stop head end at University Avenue. Eastward trains, except No. 560, make station stop before passing pole 3590.
†††With one or two cars westward trains stop before passing pole 3686.

Eastward—FIRST CLASS					Distance from San Francisco	STATIONS	Distance from Thousand Oaks	Westward—FIRST CLASS				
860	858	856	854	852				851	853	855	857	859
Leave daily except Sundays and Holidays												
6.43 AM	6.23 AM	6.03 AM	5.43 AM	5.23 AM	11.89	A. B. S. } BERRYMAN CONTRA COSTA End of Double Track THOUSAND OAKS	0.81	1.15 AM	1.55 AM	6.17 PM	7.17 PM	9.57 PM
6.46	6.26	6.06	5.46	5.26	12.48		0.22	1.12	1.52	6.14	7.14	9.54
6.47 AM	6.27 AM	6.07 AM	5.47 AM	5.27 AM	12.70		0.00	1.11 AM	1.51 AM	6.13 PM	7.13 PM	9.53 PM
Leave daily except Sundays and Holidays												
75	74	73	72	71		Run Numbers		79	80	76	80	78
E	D	C	B	A		Equipment		B	D	E	C	A

BERKELEY—Shattuck Avenue Line

Westward 7

SHATTUCK AVE. LINE Time Table No. 2 March 26, 1939		FIRST CLASS																	
STATIONS		559 Ex. Saturday	473	475	477	479	481	483	563	485	565	487	489	491	493	495	497	567	499
T.O. A. B. S.	SAN FRANCISCO	12.91	5.19 PM	5.21 PM	5.41 PM	6.01 PM	6.21 PM	6.41 PM	7.01 PM		7.31 PM		8.11 PM	8.51 PM	9.31 PM	10.11 PM	10.51 PM	11.31 PM	12.11 AM
	WEST JUNCTION	7.71	5.06 PM																
	26th ST. JUNCTION	5.81																	
	34th ST. JUNCTION	5.45																	
	9th ST. JUNCTION	4.63	5.01	5.21	5.41	6.01	6.21	6.41		7.12		7.52	8.32	9.12	9.52	10.32	11.12		11.52 PM
	AT&SF & Key Crossing	3.81																	
	SOUTH BERKELEY	3.29	4.56	5.16	5.36	5.56	6.16	6.36		7.07		7.47	8.27	9.07	9.47	10.27	11.07		11.47
	BERKELEY	1.75	4.49	5.09	5.29	5.49	6.09	6.29		7.00		7.40	8.20	9.00	9.40	10.20	11.00		11.41
	BERRYMAN	0.81	4.44	5.04	5.24	5.44	6.04	6.24	6.30 PM	6.55	7.10 PM	7.35	8.15	8.55	9.35	10.15	10.55	10.59 PM	11.37
	CONTRA COSTA End of Double Track	0.22	4.41	5.01	5.21	5.41	6.01	6.21	6.27	6.52	7.07	7.32	8.12	8.52	9.32	10.12	10.52	10.56	11.34
	THOUSAND OAKS	0.00	4.40 PM	5.00 PM	5.20 PM	5.40 PM	6.00 PM	6.20 PM	6.26 PM	6.51 PM	7.06 PM	7.31 PM	8.11 PM	8.51 PM	9.31 PM	10.11 PM	10.51 PM	10.55 PM	11.33 PM
Leave daily except Sundays and Holidays		No. 559 leave daily except Saturdays, Sundays and Holidays																	
Run Numbers—Monday to Friday		61	57	59	58	56	60	57	59	58	56	60	57-59	58-61	60	59	61	60	59
Run Numbers—Saturday			57	61	58	56	60	57	61	58	56	60	59	58-61	60	59	61	60	59
Equipment		F	E	A	B	C	D	E	A	B	C	D	E	B	D	E	B	D	E

PASSENGER STOPS—(See Page 6)

See pages 4, 5, 6, 8 and 9, for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.
See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.

RULE S-72—Between Contra Costa and Thousand Oaks westward trains are superior to trains in the opposite direction except:

No. 400 is superior to No. 403.	No. 494 is superior to No. 567.	No. 476 is superior to No. 563.
No. 404 is superior to No. 555.	No. 402 is superior to No. 553.	No. 480 is superior to No. 565.
No. 550 is superior to No. 405.	No. 552 is superior to No. 407.	No. 496 is superior to No. 499.
No. 554 is superior to No. 409.	No. 556 is superior to No. 411.	No. 498 is superior to No. 401 and No. 1401.
No. 558 is superior to No. 413.	No. 560 is superior to No. 481.	No. 1458 is superior to No. 401.

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

Switch at end of double track Contra Costa-Shattuck Line will be normally set for westward movement. It is equipped with spring and may be split by electric equipment. Switch at end of double track (Berryman end of wye) will be normally set for movement to stem of wye. This switch is also equipped with spring and may be split by electric equipment.

Trains and engines must approach crossover Berryman, poles 3687-3688 with caution expecting to find main track occupied. Red light and siren are located in front of fire engine house at Vine and Shattuck, as warning while fire apparatus is leaving fire station.

See page 6 for additional special instructions.

Traffic light signals at Stanford and San Pablo Avenues are operated in connection with two position light type signals located on Trolley Poles 3394 and 3395. These signals require fifteen seconds from the time the signal indicates Stop as train enters track circuit until signal indicates Proceed as authority for train to move over San Pablo Avenue. In case there is a Red light displayed in these signals, or in the absence of a light where a light should be displayed, train will stop and then proceed with caution, being governed by traffic light signals.

Traffic light signals Shattuck and University Ave. are track circuit controlled for I.E. Ry. Co. trains. Trains will approach signals with caution not exceeding 15 M.P.H. In absence of light, stop and proceed over crossing with caution. When fire siren at this location sounds, stop and wait until siren stops. In case signal is out of order, be preceded over crossing by flagman. Trains turning back without crossing University Ave. should push the button on pole 3590 until rear of car has passed the insulated joint opposite pole 3590. Eastward trains use 20 seconds between pole 3590 and University Avenue.

AUTOMATIC BLOCK SIGNALS

Contra Costa and Thousand Oaks:—Eastward light signal on pole 3736, Contra Costa, normally at proceed, governs movements through single track to westward signal 3755, Thousand Oaks. Westward light signal 3755, end of double track Thousand Oaks Wye, normally in stop position, governs movements over single track to signal 3736, Contra Costa. To place signal 3755 in proceed position, press lever of time release (located on pole near signal) down gently as far as it will freely move, which will cause eastward signal 3736 to indicate stop and after approximately 15 seconds will cause westward signal to indicate proceed providing block is unoccupied. Indicator located above time release is for information of trainmen, indicating stop if block is occupied. Time release must not be operated for a following movement until indicator shows proceed. In use of time release good judgment must be used to avoid delay to other trains. Trains stopped by signals 3736 or 3755 must be preceded by a flagman through the block, but will wait two (2) minutes before following flagman through the block.

Location of Interlocking Plants, Telephone		FIRST CLASS																			Distance from San Francisco	NINTH ST. LINE Time Table No. 2 March 26, 1939		
		740	738	736	734	732	730	728	726	724	722	720	718	716	714	712	710	708	706	704				702
		Leave daily except Sundays and Holidays																						
BKT	P	11.56 AM	11.36 AM	11.16 AM	10.56 AM	10.36 AM	10.16 AM	9.56 AM	9.36 AM	9.16 AM	8.56 AM	8.36 AM	8.16 AM	7.56 AM	7.36 AM	7.16 AM	6.56 AM	6.36 AM	6.16 AM	1.16 AM	12.36 AM	0.00	T.C.	SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION
I	P																					6.11		
I	P																					6.18		
I	P																					6.89		
I	P																					7.25		
I	P	12.13 PM	11.53 AM	11.33	11.13	10.53	10.33	10.13	9.53	9.33	9.13	8.53	8.33	8.13	7.53	7.33	7.13	6.53	6.33	1.32	12.52	8.07	T.C.	9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS
I	P	12.26	12.06 PM	11.46	11.26	11.06	10.46	10.26	10.06	9.46	9.26	9.06	8.46	8.26	8.06	7.46	7.26	7.06	6.46	1.44	1.04	11.90		
I	P																					12.21		
I	P																					12.39		
P		12.31 PM	12.11 PM	11.51 AM	11.31 AM	11.11 AM	10.51 AM	10.31 AM	10.11 AM	9.51 AM	9.31 AM	9.11 AM	8.51 AM	8.31 AM	8.11 AM	7.51 AM	7.31 AM	7.11 AM	6.51 AM	1.49 AM	1.09 AM	12.98		
		73	72	71	75	74	73	72	71	75	74	73	72	71	75	74	73	72	71	80	79		Run Numbers Equipment	
		C	B	A	E	D	C	B	A	E	D	C	B	A	E	D	C	B	A	D	B			
Location of Interlocking Plants, Telephone		FIRST CLASS																			Distance from San Francisco	STATIONS		
		780	778	776	774	772	770	768	766	764	762	760	758	756	754	752	750	748	746	744				742
		Leave daily except Sundays and Holidays																						
BKT	P	6.36 PM	6.16 PM	5.56 PM	5.36 PM	5.16 PM	4.56 PM	4.36 PM	4.16 PM	3.56 PM	3.36 PM	3.16 PM	2.56 PM	2.36 PM	2.16 PM	1.56 PM	1.36 PM	1.16 PM	12.56 PM	12.36 PM	12.16 PM	0.00	T.C.	SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS
I	P																					6.11		
I	P																					6.18		
I	P																					6.89		
I	P																					7.25		
I	P	6.53	6.33	6.13	5.53	5.33	5.13	4.53	4.33	4.13	3.53	3.33	3.13	2.53	2.33	2.13	1.53	1.33	1.13	12.53	12.33	8.07	T.C.	9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS
I	P	7.06	6.46	6.26	6.06	5.46	5.26	5.06	4.46	4.26	4.06	3.46	3.26	3.06	2.46	2.26	2.06	1.46	1.26	1.06	12.46	11.90		
I	P																					12.21		
I	P																					12.39		
P		7.11 PM	6.51 PM	6.31 PM	6.11 PM	5.51 PM	5.31 PM	5.11 PM	4.51 PM	4.31 PM	4.11 PM	3.51 PM	3.31 PM	3.11 PM	2.51 PM	2.31 PM	2.11 PM	1.51 PM	1.31 PM	1.11 PM	12.51 PM	12.98		
		80	79	78	76	77	80	75	78	76	77	73	75	78	76	74	77	72	71	76	74		Run Numbers Equipment	
		C	B	A	E	D	C	B	A	E	D	C	B	A	E	D	C	B	A	E	D			

PASSENGER STOPS

Bridge Yard (On Signal). All trains Westward except Nos. 713, 715, and 717.

All trains Eastward Monday to Friday inc. except Nos. 770, 772 and 774.

34th St. (On signal) A 7.26

Emeryville A 7.52

Shellmound Tower (On signal)

*9th and Powell KA 8.22

Folsom (South Side) KA 8.49

*Dalton Ave. KA 8.75

**Ashby KA 9.06

Heinz (North Side) KA 9.21

*Carlton Street KA 9.47

*Stops on near side of street in direction moving. Trains not stopping approach and pass over crossing with caution.

**SAFETY STOPS—All trains and engines must make safety stop on near side of crossing at the following points:
Ninth and Ashby; Ninth and University; Solano and San Pablo.

Ninth Street trains moving to and from Berryman must make safety stop before crossing Colusa St. in either direction and at Contra Costa eastward.

See pages 4, 5, 6, 7 and 9 for additional trains between San Francisco and 9th Street Junction.

See pages 10 to 17 inclusive for additional trains between San Francisco and 26th Street Junction.

Automatic signals Ninth Street Junction to Heinz and Harrison Street to Buchanan.

Use of single track between end of double track Albany and Thousand Oaks controlled by Masonic Tower.

Approach Ninth and Cedar Streets with caution. Watch carefully for fire apparatus.

Channing Way (North Side) KA 9.91

**University Avenue KA 10.27

*Virginia Street KA 10.58

Gilman (South Side) KA 10.94

Harrison (On signal) KA 11.20

*Buchanan (On signal) KA 11.65

**Albany KA 11.90

Evelyn Ave. (On signal) KA 12.12

Ramona Ave. KA 12.39

*Peralta Avenue KA 12.64

Thousand Oaks KA 12.98

FIRST CLASS										Distance from San Francisco	STATIONS	
798	796	794	792	790	788	786	784	782				
Leave daily except Sundays and Holidays												
11.56 PM	11.16 PM	10.36 PM	9.56 PM	9.16 PM	8.36 PM	7.56 PM	7.26 PM	6.56 PM	0.00		T.C.	SAN FRANCISCO
									6.11			EAST JUNCTION
									6.18			Key System Crossing
									6.89			26th ST. JUNCTION
									7.25			34th ST. JUNCTION
12.12 AM	11.32	10.52	10.12	9.33	8.53	8.13	7.43	7.13	8.07		9th ST. JUNCTION	
12.24	11.44	11.04	10.24	9.46	9.06	8.26	7.56	7.26	11.90		End of Double Track ALBANY	
									12.21	AT&SF Crossing		
									12.39	RAMONA		
12.29 AM	11.49 PM	11.09 PM	10.29 PM	9.51 PM	9.11 PM	8.31 PM	8.01 PM	7.31 PM	12.98	THOUSAND OAKS		
80	79	80	79	78	77	79	78	77	Run Numbers			
D	B	D	B	A	D	B	A	D	Equipment			

BERKELEY—Ninth Street Line

Westward 9

NINTH ST. LINE
Time Table No. 2
March 26, 1939

FIRST CLASS

T.C.	STATIONS	Distance from Thousand Oaks	701	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737	739
			1.11 AM	6.11 AM	6.31 AM	6.51 AM	7.11 AM	7.31 AM	7.51 AM	8.11 AM	8.31 AM	8.51 AM	9.11 AM	9.31 AM	9.51 AM	10.11 AM	10.31 AM	10.51 AM	11.11 AM	11.31 AM	11.51 AM	12.11 PM
T.C.	SAN FRANCISCO	13.19																				
	WEST JUNCTION	7.99																				
	26th ST. JUNCTION	6.09																				
	34th ST. JUNCTION	5.73																				
	9th ST. JUNCTION	4.91	12.51	5.51	6.11	6.31	6.51	7.11	7.31	7.51	8.11	8.31	8.51	9.11	9.31	9.51	10.11	10.31	10.51	11.11	11.31	11.51 AM
	End of Double Track ALBANY	1.13	12.38	5.36	5.56	6.16	6.36	6.56	7.16	7.36	7.56	8.16	8.36	8.56	9.16	9.36	9.56	10.16	10.36	10.56	11.16	11.36
	AT&SF Crossing	0.77																				
	RAMONA	0.59																				
	THOUSAND OAKS	0.00	12.33 AM	5.31 AM	5.51 AM	6.11 AM	6.31 AM	6.51 AM	7.11 AM	7.31 AM	7.51 AM	8.11 AM	8.31 AM	8.51 AM	9.11 AM	9.31 AM	9.51 AM	10.11 AM	10.31 AM	10.51 AM	11.11 AM	11.31 AM
			Leave daily except Sundays and Holidays																			
Run Numbers			80	71	72	73	74	75	71	72	73	74	75	71	72	73	74	75	71	72	73	74
Equipment			D	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D

FIRST CLASS

T.C.	STATIONS	Distance from Thousand Oaks	741	743	745	747	749	751	753	755	757	759	761	763	765	767	769	771	773	775	777	561
			12.31 PM	12.51 PM	1.11 PM	1.31 PM	1.51 PM	2.11 PM	2.31 PM	2.51 PM	3.11 PM	3.31 PM	3.51 PM	4.11 PM	4.31 PM	4.51 PM	5.11 PM	5.31 PM	5.51 PM	6.11 PM	6.31 PM	No Passengers
T.C.	SAN FRANCISCO	13.19																				6.20 PM
	WEST JUNCTION	7.99																				
	26th ST. JUNCTION	6.09																				
	34th ST. JUNCTION	5.73																				
	9th ST. JUNCTION	4.91	12.11 PM	12.31	12.51	1.11	1.31	1.51	2.11	2.31	2.51	3.11	3.31	3.51	4.11	4.31	4.51	5.11	5.31	5.51	6.11	6.14
	End of Double Track ALBANY	1.13	11.56 AM	12.16	12.36	12.56	1.16	1.36	1.56	2.16	2.36	2.56	3.16	3.36	3.56	4.16	4.36	4.56	5.16	5.36	5.56	6.04
	AT&SF Crossing	0.77																				
	RAMONA	0.59																				
	THOUSAND OAKS	0.00	11.51 AM	12.11 PM	12.31 PM	12.51 PM	1.11 PM	1.31 PM	1.51 PM	2.11 PM	2.31 PM	2.51 PM	3.11 PM	3.31 PM	3.51 PM	4.11 PM	4.31 PM	4.51 PM	5.11 PM	5.31 PM	5.51 PM	6.01 PM
			Leave daily except Sundays and Holidays																			
Run Numbers			76	71	72	77	74	76	78	75	73	77	76	78	75	80	77	76	78	79	80	61
Equipment			E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	F

No. 561 leave daily except Saturdays, Sundays and Holidays

FIRST CLASS

T.C.	STATIONS	Distance from Thousand Oaks	779	781	783	785	787	789	791	793	795	797
			6.51 PM	7.21 PM	7.51 PM	8.31 PM	9.11 PM	9.51 PM	10.31 PM	11.11 PM	11.51 PM	12.31 AM
T.C.	SAN FRANCISCO	13.19										
	WEST JUNCTION	7.99										
	26th ST. JUNCTION	6.09										
	34th ST. JUNCTION	5.73										
	9th ST. JUNCTION	4.91	6.31	7.01	7.31	8.11	8.51	9.31	10.11	10.51	11.31	12.11 AM
	End of Double Track ALBANY	1.13	6.16	6.46	7.16	7.56	8.36	9.16	9.56	10.38	11.18	11.58 PM
	AT&SF Crossing	0.77										
	RAMONA	0.59										
	THOUSAND OAKS	0.00	6.11 PM	6.41 PM	7.11 PM	7.51 PM	8.31 PM	9.11 PM	9.51 PM	10.33 PM	11.13 PM	11.53 PM
			Leave daily except Sundays and Holidays									
Run Numbers			77	78	79	77	78	79	80	79	80	79
Equipment			D	A	B	D	A	B	D	B	D	B

For passenger stops and additional Special Instructions, see page 8.

See pages 4, 5, 6, 7 and 8 for additional trains between San Francisco and 9th street Junction.

Automatic signals Ninth Street Junction to Heinz and Harrison Street to Buchanan.

Use of single track between end of double track Albany and Thousand Oaks controlled by Masonic Tower.

Location of Interlocking Telephones	FIRST CLASS																				Distance from San Francisco	SEVENTH ST. LINE Time Table No. 2 March 26, 1939							
	22	20	18	16	14	12	166	10	164	162	160	158	156	154	152	150	8	6	4	2									
	Leave daily except Sundays and Holidays																												
BKI P	8.01 AM	7.41 AM	7.21 AM	7.01 AM	6.41 AM	6.21 AM	No Passengers	6.01 AM	No Passengers	No Passengers	Flag Stops	Flag Stops	Flag Stops	Flag Stops	Flag Stops	Flag Stops	2.22 AM	1.42 AM	1.02 AM	12.22 AM	0.00	T.C. A. B. S. Automatic Block System	SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 22nd St. Junction OAKLAND (16th St.) West Oakland Junction BROADWAY W. P. Crossing EAST OAKLAND FRUITVALE W. P. Crossing MELROSE SEMINARY HAVENSCOURT 82nd AVENUE 103rd Ave. (Jct. Sw.) DUTTON AVENUE						
I P							6.31 AM		6.12 AM	6.08 AM																			6.11
I P																													6.89
I																													7.23
I P	8.18	7.58	7.38	7.18	6.58	6.38	6.35	6.18	6.16	6.12							2.38	1.58	1.18	12.38	7.53								
																					8.12								
P	8.28	8.08	7.48	7.28	7.08	6.48		6.28									2.47	2.07	1.27	12.47	10.09								
I P																					11.28								
P	8.33	8.13	7.53	7.33	7.13	6.53	6.47	6.33	6.28	6.23	6.05 AM						2.52	2.12	1.32	12.52	11.67								
YI P	8.37	8.17	7.57	7.37	7.17	6.57	6.52	6.37	6.32	6.27	6.09						2.56	2.16	1.36	12.56	13.20								
I																					14.12								
P	8.41	8.21	8.01	7.41	7.21	7.01	6.57	6.41	6.36	6.31	6.13	5.57 AM	5.37 AM	5.17 AM	4.57 AM	4.36 AM	3.00	2.20	1.40	1.00	14.27								
P	8.46	8.26	8.06	7.46	7.26	7.06	7.02	6.46	6.39	6.34	6.16						3.04	2.24	1.44	1.04	15.39								
P	8.48	8.28	8.08	7.48	7.28	7.08	7.04	6.48	6.41	6.36	6.18	6.02	5.42	5.22	5.02	4.41	3.06	2.26	1.46	1.06	16.01								
P	8.52	8.32	8.12	7.52	7.32	7.12	7.06	6.52	6.44	6.39	6.20	6.04	5.44	5.24	5.04	4.43	3.09	2.29	1.49	1.09	16.94								
P																					18.26								
P	9.00 AM	8.40 AM	8.20 AM	8.00 AM	7.40 AM	7.20 AM	7.15 AM	7.00 AM	6.55 AM	6.48 AM	6.28 AM	6.10 AM	5.50 AM	5.30 AM	5.10 AM	4.49 AM	3.17 AM	2.37 AM	1.57 AM	1.17 AM	19.03								

No. 4 connect with No. 202 at Fruitvale.

12	11	10	3	2	1	14	9	13	12	11	10	3	2	1	9	18	8	16	18	Run Numbers—Monday	
12	11	10	3	2	1	14	9	13	12	11	10	3	2	1	9	18	17	16	18	Run Numbers—Tuesday to Friday	
12	11	10	3	2	1	14	9	13	12	11	10	3	2	1	9	18	17	16	18	Run Numbers—Saturday	
G	F	E	D	C	B	I	A	H	G	F	E	D	C	B	A	E	D	B	E	Equipment	

	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	170	24	168	Distance from San Francisco	STATIONS			
	Leave daily except Sundays and Holidays																								
	FIRST CLASS																			No Passengers	No Passengers	Automatic Block System	T.C. A. B. S.		
BKI P	2.01 PM	1.41 PM	1.21 PM	1.01 PM	12.41 PM	12.21 PM	12.01 PM	11.41 AM	11.21 AM	11.01 AM	10.41 AM	10.21 AM	10.01 AM	9.41 AM	9.21 AM	9.01 AM	8.41 AM	8.22 AM	8.21 AM					8.02 AM	0.00
I P																		8.35 AM						8.15 AM	6.11
I P																									6.89
I																									7.23
I P	2.18	1.58	1.38	1.18	12.58	12.38	12.18	11.58 AM	11.38	11.18	10.58	10.38	10.18	9.58	9.38	9.18	8.58		8.38						7.53
																									8.12
P	2.28	2.08	1.48	1.28	1.08	12.48	12.28	12.08 PM	11.48	11.28	11.08	10.48	10.28	10.08	9.48	9.28	9.08		8.48						10.09
I P																									11.28
P	2.33	2.13	1.53	1.33	1.13	12.53	12.33	12.13	11.53	11.33	11.13	10.53	10.33	10.13	9.53	9.33	9.13		8.53						11.67
YI P	2.37	2.17	1.57	1.37	1.17	12.57	12.37	12.17	11.57 AM	11.37	11.17	10.57	10.37	10.17	9.57	9.37	9.17		8.57						13.20
I																									14.12
P	2.41	2.21	2.01	1.41	1.21	1.01	12.41	12.21	12.01 PM	11.41	11.21	11.01	10.41	10.21	10.01	9.41	9.21		9.01						14.27
P	2.46	2.26	2.06	1.46	1.26	1.06	12.46	12.26	12.06	11.46	11.26	11.06	10.46	10.26	10.06	9.46	9.26		9.06						15.39
P	2.48	2.28	2.08	1.48	1.28	1.08	12.48	12.28	12.08	11.48	11.28	11.08	10.48	10.28	10.08	9.48	9.28		9.08						16.01
P	2.52	2.32	2.12	1.52	1.32	1.12	12.52	12.32	12.12	11.52 AM	11.32	11.12	10.52	10.32	10.12	9.52	9.32		9.12						16.94
P																									18.26
P	3.00 PM	2.40 PM	2.20 PM	2.00 PM	1.40 PM	1.20 PM	1.00 PM	12.40 PM	12.20 PM	12.01 PM	11.40 AM	11.20 AM	11.00 AM	10.40 AM	10.20 AM	10.00 AM	9.40 AM		9.20 AM		19.03				

SAN FRANCISCO
EAST JUNCTION Key System Crossing
26th ST. JUNCTION
22nd St. Junction
OAKLAND (16th St.)
West Oakland Junction
BROADWAY
W. P. Crossing
EAST OAKLAND
FRUITVALE
W. P. Crossing
MELROSE
SEMINARY
HAVENSCOURT
82nd AVENUE
103rd Ave. (Jct. Sw.)
DUTTON AVENUE

8	5	7	4	12-13	13-14	10	3	2	1	9	12	11	10	3	2	1	14	9	13	Run Numbers—Monday	
8	5	7	4	12-13	13-14	10	3	2	1	9	12	11	10	3	2	1	14	9	13	Run Numbers—Tuesday to Friday	
8	5	7	4	13	11	10	3	2	1	9	12	11	10	3	2	1	14	9	13	Run Numbers—Saturday	
D	C	B	A	G	F	E	D	C	B	A	G	F	E	D	C	B	I	A	H	Equipment	

See pages 12 and 13 for Special Instructions and Passenger Stops.
See pages 4 to 9 inclusive for additional trains between San Francisco and 26th St. Junction.

See pages 11, 12 and 13 for additional trains between San Francisco and Dutton Avenue.
See pages 14 to 17 incl. for additional trains between San Francisco and Fruitvale.

SEVENTH STREET LINE

Westward 11

SEVENTH ST. LINE
Time Table No. 2
March 26, 1939

FIRST CLASS

STATIONS

SAN FRANCISCO
WEST JUNCTION
26th ST. JUNCTION
22nd St. Junction
OAKLAND (16th St.)
West Oakland Junction
BROADWAY
W. P. Crossing
EAST OAKLAND
FRUITVALE
W. P. Crossing
MELROSE
SEMINARY
HAVENSCOURT
82nd AVENUE
103rd Ave. (Jct. Sw.)
DUTTON AVENUE

Distance from Dutton Avenue	1	3	5	153	155	157	7	9	11	13	15	17	19	159 Express	21	161 Express	23	25	27	29
19.24	12.57 AM	1.37 AM	2.17 AM				5.56 AM	6.16 AM	6.36 AM	6.56 AM	7.16 AM	7.36 AM	7.56 AM	7.57 AM	8.16 AM	8.17 AM	8.36 AM	8.56 AM	9.16 AM	9.36 AM
14.04																				
12.14																				
11.80																				
11.50	12.41	1.21	2.01				5.38	5.58	6.18	6.38	6.58	7.18	7.38	7.40	7.58	8.00	8.18	8.38	8.58	9.18
10.91																				
8.94	12.31	1.11	1.51				5.28	5.48	6.08	6.28	6.48	7.06	7.26		7.46		8.06	8.26	8.48	9.08
7.75																				
7.36	12.26	1.06	1.46				5.22	5.42	6.02	6.22	6.42	7.00	7.20	7.29	7.40	7.49	8.00	8.20	8.42	9.02
5.83	12.23	1.03	1.43				5.18	5.38	5.58	6.18	6.38	6.56	7.16	7.26	7.36	7.46	7.56	8.16	8.38	8.58
4.91																				
4.76	12.19	12.59	1.39	2.15 AM	2.55 AM	3.35 AM	5.14	5.34	5.54	6.14	6.34	6.52	7.12	7.22	7.32	7.42	7.52	8.12	8.34	8.54
3.64	12.15	12.55	1.35	2.11	2.51	3.31	5.09	5.29	5.49	6.09	6.29	6.47	7.07	7.18	7.27	7.38	7.47	8.07	8.29	8.49
3.02	12.13	12.53	1.33	2.09	2.49	3.29	5.07	5.27	5.47	6.07	6.27	6.45	7.05	7.16	7.25	7.36	7.45	8.05	8.27	8.47
2.09	12.10	12.50	1.30	2.06	2.46	3.26	5.03	5.23	5.43	6.03	6.23	6.41	7.01	7.13	7.21	7.33	7.41	8.01	8.23	8.43
0.77																				
0.00	12.02 AM	12.42 AM	1.22 AM	1.59 AM	2.39 AM	3.19 AM	4.55 AM	5.15 AM	5.35 AM	5.55 AM	6.15 AM	6.33 AM	6.53 AM	7.05 AM	7.13 AM	7.25 AM	7.33 AM	7.53 AM	8.15 AM	8.35 AM

Leave daily except Sundays and Holidays

No. 3 connect with No. 301 and No. 5 connect with No. 201 at Fruitvale.

Run Numbers—Monday	16	8	18	16	8	18	9	1	2	3	10	11	12	13	9	14	1	2	3	10
Run Numbers—Tuesday to Friday	16	17	18	16	17	18	9	1	2	3	10	11	12	13	9	14	1	2	3	10
Run Numbers—Saturday	16	17	18	16	17	18	9	1	2	3	10	11	12	13	9	14	1	2	3	10
Equipment	B	D	E	B	D	E	A	B	C	D	E	F	G	H	A	I	B	C	D	E

Distance from Dutton Avenue	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	65	67	69
19.24	9.56 AM	10.16 AM	10.36 AM	10.56 AM	11.16 AM	11.36 AM	11.56 AM	12.16 PM	12.36 PM	12.56 PM	1.16 PM	1.36 PM	1.56 PM	2.16 PM	2.36 PM	2.56 PM	3.16 PM	3.36 PM	3.56 PM	4.16 PM
14.04																				
12.14																				
11.80																				
11.50	9.38	9.58	10.18	10.38	10.58	11.18	11.38	11.58 AM	12.18	12.38	12.58	1.18	1.38	1.58	2.18	2.38	2.58	3.18	3.38	3.58
10.91																				
8.94	9.28	9.48	10.08	10.28	10.48	11.08	11.28	11.48	12.08	12.28	12.48	1.08	1.28	1.48	2.08	2.28	2.48	3.08	3.28	3.48
7.75																				
7.36	9.22	9.42	10.02	10.22	10.42	11.02	11.22	11.42	12.02 PM	12.22	12.42	1.02	1.22	1.42	2.02	2.22	2.42	3.02	3.22	3.42
5.83	9.18	9.38	9.58	10.18	10.38	10.58	11.18	11.38	11.58 AM	12.18	12.38	12.58	1.18	1.38	1.58	2.18	2.38	2.58	3.18	3.38
4.91																				
4.76	9.14	9.34	9.54	10.14	10.34	10.54	11.14	11.34	11.54	12.14	12.34	12.54	1.14	1.34	1.54	2.14	2.34	2.54	3.14	3.34
3.64	9.09	9.29	9.49	10.09	10.29	10.49	11.09	11.29	11.49	12.09	12.29	12.49	1.09	1.29	1.49	2.09	2.29	2.49	3.09	3.29
3.02	9.07	9.27	9.47	10.07	10.27	10.47	11.07	11.27	11.47	12.07	12.27	12.47	1.07	1.27	1.47	2.07	2.27	2.47	3.07	3.27
2.09	9.03	9.23	9.43	10.03	10.23	10.43	11.03	11.23	11.43	12.03 PM	12.23	12.43	1.03	1.23	1.43	2.03	2.23	2.43	3.03	3.23
0.77																				
0.00	8.55 AM	9.15 AM	9.35 AM	9.55 AM	10.15 AM	10.35 AM	10.55 AM	11.15 AM	11.35 AM	11.55 AM	12.15 PM	12.35 PM	12.55 PM	1.15 PM	1.35 PM	1.55 PM	2.15 PM	2.35 PM	2.55 PM	3.15 PM

Leave daily except Sundays and Holidays

Run Numbers—Monday	11	12	9	1	2	3	10	11-13	12	9-4	1-7	2-5	3-8	10-6	14	13	4	7	5	8
Run Numbers—Tuesday to Friday	11	12	9	1	2	3	10	11-13	12	9-4	1-7	2-5	3-8	10-6	14	13	4	7	5	8
Run Numbers—Saturday	11	12	9	1	2	3	10	11	12-13	9-4	1-7	2-5	3-8	10-6	11-14	13	4	7	5	8
Equipment	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D

See pages 12 and 13 for special instructions and Passenger Stops.
See pages 4 to 9 incl. for additional trains between San Francisco and 26th St. Junction.See pages 10, 12 and 13 for additional trains between San Francisco and Dutton Avenue.
See pages 14 to 17 incl. for additional trains between San Francisco and Fruitvale.

1 1 1

SEVENTH STREET LINE

Westward 13

SEVENTH ST. LINE
Time Table No. 2
March 26, 1939

SEVENTH ST. LINE Time Table No. 2 March 26, 1939		Distance Dutton Avenue	FIRST CLASS																							
71	163 Ex. Saturday		73	165 Ex. Saturday	167 Ex. Saturday	75	169 Ex. Saturday	77	79	81	83	85	171 Ex. Saturday	173	175 Ex. Saturday	177 Ex. Saturday	179 Ex. Saturday	87	181	89						
STATIONS																										
T.O. A. B. S. Automatic Block System	SAN FRANCISCO	19.24	4.36 PM	4.56 PM	4.57 PM	5.08 PM	5.16 PM	5.17 PM	5.32 PM	5.36 PM	5.56 PM	6.16 PM	6.36 PM	6.56 PM	No Passengers	Flag Stops	No Passengers	No Passengers	No Passengers	7.36 PM	Flag Stops	8.17 PM				
	WEST JUNCTION	14.04		4.43 PM		4.55 PM	5.03 PM		5.19 PM							6.45 PM	6.49 PM	6.54 PM								
	26th ST. JUNCTION	12.14																								
	22nd St. Junction	11.80																								
	OAKLAND (16th St.)	11.50	4.18		4.39					5.18	5.38	5.58	6.18	6.38		6.42	6.44	6.49					7.19	7.59		
	West Oakland Junction	10.91																								
	BROADWAY	8.94	4.08		4.28					5.08	5.28	5.48	6.08	6.28		6.32	6.36						7.09	7.49		
	W. P. Crossing	7.75																								
	EAST OAKLAND	7.36	4.02		4.22					5.02	5.22	5.42	6.02	6.22	6.24 PM	6.27	6.31	6.39					7.03	7.43		
	FRUITVALE	5.83	3.58		4.18					4.58	5.18	5.38	5.58	6.18	6.20	6.23	6.28	6.36					6.59	7.39		
	W. P. Crossing	4.91																								
	MELROSE	4.76	3.54		4.14					4.54	5.14	5.34	5.54	6.14	6.16	6.19	6.24	6.32					6.49 PM	6.55	6.58 PM	7.35
	SEMINARY	3.64	3.49		4.09					4.49	5.09	5.29	5.49	6.09	6.12	6.16	6.21	6.29					6.44	6.50	6.54	7.30
	HAVENSCOURT	3.02	3.47		4.07					4.47	5.07	5.27	5.47	6.07	6.10	6.14	6.19	6.27					6.42	6.48	6.52	7.28
	82nd AVENUE	2.09	3.43		4.03					4.43	5.03	5.23	5.43	6.03	6.08	6.12	6.17	6.25					6.40	6.44	6.50	7.24
	103rd Ave. (Jct. Sw.)	0.77																								
	DUTTON AVENUE	0.00	3.35 PM		3.55 PM					4.35 PM	4.55 PM	5.15 PM	5.35 PM	5.55 PM	6.00 PM	6.05 PM	6.10 PM	6.18 PM					6.34 PM	6.36 PM	6.44 PM	7.16 PM

Leave daily except Sundays and Holidays

Nos. 163, 165, 167, 169, 171, 175, 177 and 179 leave daily except Saturdays, Sundays and Holidays

Run Numbers—Monday		6	11	14	16	17	15	18	4	7	5	8	6	11	14	16	17	18	15	4	7
Run Numbers—Tuesday to Friday		6	11	14	16	17	15	18	4	7	5	8	6	11	14	16	17	18	15	4	7
Run Numbers—Saturday		6		14			15		4	7	5	8	6		14				15	4	7-16
Equipment		E	J	F	K	L	G	M	A	B	C	D	E	J	F	K	L	M	G	A	B

		FIRST CLASS										
		Distance from Dutton Avenue	+183	91	93	95	97	99	101	185		
STATIONS												
T.C. A. B. S. Automatic Block System	SAN FRANCISCO	19.24	Flag Stops	8.57 PM	9.36 PM	10.17 PM	10.57 PM	11.36 PM	12.17 AM	Flag Stops		
	WEST JUNCTION	14.04										
	26th ST. JUNCTION	12.14										
	22nd St. Junction	11.80										
	OAKLAND (16th St.)	11.50		8.39	9.19	9.59	10.39	11.19	11.59 PM			
	West Oakland Junction	10.91										
	BROADWAY	8.94		8.29	9.09	9.49	10.29	11.09	11.49			
	W. P. Crossing	7.75										
	EAST OAKLAND	7.36		8.23	9.03	9.43	10.23	11.03	11.43			
	FRUITVALE	5.83		8.19	8.59	9.39	10.19	10.59	11.39			
	W. P. Crossing	4.91										
	MELROSE	4.76		8.14 PM	8.15	8.55	9.35	10.15	10.55		11.35	11.39 PM
	SEMINARY	3.64		8.09	8.10	8.50	9.30	10.10	10.50		11.30	11.34
	HAVENSCOURT	3.02		8.07	8.08	8.48	9.28	10.08	10.48		11.28	11.32
	82nd AVENUE	2.09		8.03	8.04	8.44	9.24	10.04	10.44		11.24	11.30
	103rd Ave. (Jct. Sw.)	0.77										
	DUTTON AVENUE	0.00		7.55 PM	7.56 PM	8.36 PM	9.16 PM	9.56 PM	10.36 PM		11.16 PM	11.23 PM

Leave daily except Sundays and Holidays

Run Numbers—Monday		5	8	6-18	15	16	17	18	15
Run Numbers—Tuesday to Friday		5	8	6-18	15	16	17	18	15
Run Numbers—Saturday		5	8-17	6-18	15	16	17	18	15
Equipment		C	D	E	G	B	D	E	G

PASSENGER STOPS—(See Page 12).

SPECIAL INSTRUCTIONS APPLYING TO PAGES 10, 11, 12, 13, 22 AND 23

See pages 10, 11 and 12 for additional trains between San Francisco and Dutton Avenue.
See pages 14 to 17, inclusive, for additional trains between San Francisco and Fruitvale.
See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th Street Junction.
Trains must approach Melrose and Havenscourt, and move between Broadmoor and Dutton Ave., with caution, expecting to find main track occupied.

SWITCHING MOVEMENTS—CHEVROLET

Attention is called to yard engines working on eastward and westward tracks between Havenscourt and 82nd Ave. Trains from Melrose or trains to and from Dutton Ave. must approach such points with caution as tracks may be obstructed. Switching crews in the Chevrolet District may use westward track for switching purposes as far as 82nd Avenue under flag protection.

Telephones are installed at Chevrolet, 73rd Ave., and 82nd Ave. for use of yard crews. When used for train movement in case of singling track, before moving trains yardmen must know track to be singled is clear of opposing trains. Movements made against current of traffic to be as authorized by signal indication. Care must be taken by yard crews to avoid delays to westward trains.

During the periods from 4:50 A.M. to 8:15 A.M., and from 5:15 P.M. to 7:30 P.M., eastward and westward tracks between Seminary and Dutton Avenues must be kept clear.

For additional Special Instructions see page 12.

†No. 183 and No. 91 Consolidate Dutton Ave. to Melrose.

Location of Interlocking Plants Telephone	FIRST CLASS																						Distance from San Francisco	ENCINAL AVE. LINE Time Table No. 2 March 26, 1939									
	328	326	324	322	320	318	316	314	312	310	308	306	304	302	392	390	388	386	384	382	300	380		STATIONS									
	Leave daily except Sundays and Holidays																																
BKI P	1.52 PM	1.12 PM	12.32 PM	11.52 AM	11.12 AM	10.32 AM	9.52 AM	9.12 AM	8.52 AM	8.32 AM	8.12 AM	7.52 AM	7.32 AM	6.32 AM	Flag Stops	Flag Stops	Flag Stops	Flag Stops	Flag Stops	Flag Stops	12.41 AM	No Passengers	0.00'	T. C. A. B. S. A. B. S. A. B. S.	SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 22nd St. Junction OAKLAND (16th Street) West Oakland Junction BROADWAY W. P. Crossing EAST OAKLAND FRUITVALE Fruitvale Bridge BLANDING JUNCTION SOUTH HIGH STREET PACIFIC JUNCTION WEST ALAMEDA								
I P									9.05 AM		8.25 AM																					6.11	
I P																																6.89	
I P																																7.23	
I P	2.09	1.29	12.49	12.09 PM	11.29	10.49	10.09	9.29		8.49		8.09	7.49	6.49																	12.58		7.53
																																8.12	
P																																10.09	
I P																																11.28	
P	2.20	1.40	1.00	12.20	11.40	11.00	10.20	9.40		9.00		8.20	8.00	7.00																	1.09		11.67
VI P	2.22	1.42	1.02	12.22	11.42	11.02	10.22	9.42		9.02		8.22	8.02	7.02																	1.11	1.03 AM	13.20
I																							13.65										
I P	2.23	1.43	1.03	12.23	11.43	11.03	10.23	9.43		9.03		8.23	8.03	7.03							1.12	1.05	13.72										
P	2.28	1.48	1.08	12.28	11.48	11.08	10.28	9.48		9.08		8.28	8.08	7.08	6.59 AM	6.33 AM	6.14 AM	5.38 AM	5.23 AM	4.58 AM	1.17	1.09 AM	15.22										
I P	2.40	2.00	1.20	12.40	11.59 AM	11.20	10.40	10.00		9.20		8.40	8.20	7.20	7.10	6.44	6.25	5.49	5.34	5.09	1.29		18.92										
P	2.42 PM	2.02 PM	1.22 PM	12.42 PM	12.02 PM	11.22 AM	10.42 AM	10.02 AM		9.22 AM		8.42 AM	8.22 AM	7.22 AM	7.12 AM	6.46 AM	6.27 AM	5.51 AM	5.36 AM	5.11 AM	1.31 AM		19.76										
	29-30	24-33	22-26	29	24	22	29	24	25	22	30	29	23	22	30	29	23	21	22	31	34	28	Con. —										
	133	132	122-135	129-133	123-132	122	129	123	126	122	132	129	124	122	132	129	124	121	122	131	136	128	Engr.—Run No.—Monday to Friday										
	26	32	22-33	29-26	24-32	22	29	24	25	22	30	29	23	22	30	29	23	21	22	31	34	28	Con. —										
	133	123-126	130	129-133	123	122-130	129	123	126	122	132	129	124	122	132	129	124	121	122	131	136	128	Engr.—Run No.—Saturday										
	F	D	B	F	D	B	F	D	J	B	H	F	E	B	H	F	E	C	B	A	B	F	Equipment										

PASSENGER STOPS

Bridge Yard (on signal) All trains westward except Nos. 309, 311 and 313, & 5.75

All trains eastward Monday to Friday inclusive except No. 340.

Oakland 16th St., (on signal) Westward trains to detrain passengers from Alameda and Eastward trains to entrain passengers for Alameda.

*Fernside Power House (on signal) & 13.60 ††South Park MA 15.91

††Fernside MA 13.88 Chestnut MA 16.57

††North High MA 14.29 Morton MA 17.03

Lincoln MA 14.78 Caroline MA 17.47

††South High MA 15.22 †Webster MA 17.88

Versailles MA 15.58 Fifth St. MA 18.17

Walnut MA 16.21 Pacific Ave. (on signal) MA 18.84

†Stop on near side. Trains not stopping approach and pass over with caution.

*Except Nos. 309, 311, 313, 338, 340 and 342.

††SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing:

North High Street and Fernside Blvd.

South High Street and Encinal Avenue

South Park Street and Encinal Avenue

See pages 15, 16 and 17 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th St. Junction.

Trains and engines must approach crossover South High St., poles 537-539 with caution, expecting to find main track occupied.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

FIRST CLASS															Distance from San Francisco	STATIONS															
356	354	352	350	348	346	344	342 Ex. Saturday	340	338 Ex. Saturday	336	334	332	330																		
Leave daily Ex. Sundays and Holidays.																Nos. 338 and 342 leave daily Ex. Saturdays, Sundays and Holidays.															
11.41 PM	10.41 PM	9.41 PM	8.41 PM	7.41 PM	6.41 PM	5.52 PM	Consolidated with No. 244 San Francisco to Fruitvale	5.11 PM	Consolidated with No. 340 San Francisco to Fruitvale	4.32 PM	3.52 PM	3.12 PM	2.32 PM	0.00	T. C. A. B. S. A. B. S.	SAN FRANCISCO															
																6.11	EAST JUNCTION Key System Crossing														
																6.89	26th ST. JUNCTION														
																7.23	22nd St. Junction														
11.58 PM	10.58	9.58	8.58	7.58	6.58	6.09		5.28		4.49	4.09	3.29	2.49	7.53		OAKLAND (16th Street)															
													8.12	West Oakland Junction																	
													10.09	BROADWAY																	
													11.28	W. P. Crossing																	
12.09 AM	11.09	10.09	9.09	8.09	7.09	6.20	5.39	5.00	4.20	3.40	3.00	11.67	EAST OAKLAND																		
12.11	11.11	10.11	9.11	8.11	7.11	6.22	6.02 PM	5.41	5.22 PM	5.02	4.22	3.42	3.02	13.20	FRUITVALE																
													13.65	Fruitvale Bridge																	
12.12	11.12	10.12	9.12	8.12	7.12	6.23	6.03	5.42	5.23	5.03	4.23	3.43	3.03	13.72	BLANDING JUNCTION																
12.17	11.17	10.17	9.17	8.17	7.17	6.28	6.08	5.47	5.28	5.08	4.28	3.48	3.08	15.22	SOUTH HIGH STREET																
12.29	11.29	10.29	9.29	8.29	7.29	6.40	6.20	5.59	5.40	5.20	4.40	4.00	3.20	18.92	PACIFIC JUNCTION																
12.31 AM	11.31 PM	10.31 PM	9.31 PM	8.31 PM	7.31 PM	6.42 PM	6.22 PM	6.01 PM	5.42 PM	5.22 PM	4.42 PM	4.02 PM	3.22 PM	19.76	WEST ALAMEDA																
28	34	28	26-34	28	26	28	36	35	34	26	30-28	33	26		Con. —																
128	136	128	135-136	133-128	135	133	137	134	136	135	133	132	135		Engr.—Run No.—Monday to Friday																
28	34	28	34	26-28	34	26		35		33-34	26	32-35	33		Con.—																
128	136	128	135-136	133-128	135	133		126-134		135	133	126	130-135		Engr.—Run No.—Saturday																
F	B	F	B	F	B	F	E	K-D	C	B	F	D	B		Equipment																

ALAMEDA—Encinal Avenue Line

Westward 15

ENCINAL AVE. LINE Time Table No. 2 March 26, 1939			FIRST CLASS																							
STATIONS			381	301	383	385	387	303	305	307	309	311	313	315	317	319	321	323	325	327	329	331				
A. P. S. T. O.	Double Track	SAN FRANCISCO	19.97	Flag Stops	Connect with No. 3	Flag Stops	Flag Stops	6.07 AM	6.47 AM	7.27 AM	7.46 AM	8.06 AM	8.26 AM	8.46 AM	9.27 AM	10.07 AM	10.47 AM	11.27 AM	12.07 PM	12.47 PM	1.27 PM	2.07 PM				
		WEST JUNCTION	14.77																							
		26th ST. JUNCTION	12.87																							
		22nd St. Junction	12.53																							
		OAKLAND (18th St.)	12.23					5.49	6.29	7.09	7.28	7.48	8.08	8.28	9.09	9.49	10.29	11.09	11.49 AM	12.29	1.09	1.49				
		West Oakland Junction	11.64																							
		BROADWAY	9.67																							
		W. P. Crossing	8.48																							
		EAST OAKLAND	8.09					5.38	6.18	6.58	7.17	7.37	7.57	8.17	8.58	9.38	10.18	10.58	11.38	12.18	12.58	1.38				
		FRUITVALE	6.56					5.35	6.15	6.55	7.14	7.34	7.54	8.14	8.55	9.35	10.15	10.55	11.35	12.15	12.55	1.35				
A. P. S. Double Track	Fruitvale Bridge	6.11	Flag Stops	Connect with No. 3	Flag Stops	Flag Stops																				
	BLANDING JUNCTION	6.04					12.59	5.57 AM	5.33	6.13	6.53	7.12	7.32	7.52	8.12	8.53	9.33	10.13	10.53	11.33	12.13	12.53	1.33			
	SOUTH HIGH STREET	4.54					12.13 AM	12.54	1.45 AM	2.09 AM	5.52 AM	5.28	6.08	6.48	7.07	7.27	7.47	8.07	8.48	9.28	10.08	10.48	11.28	12.08 PM	12.48	1.28
	PACIFIC JUNCTION	0.84					12.03	12.42	1.35	1.59		5.16	5.56	6.36	6.54	7.14	7.34	7.54	8.35	9.16	9.56	10.36	11.16	11.56 AM	12.36	1.16
	WEST ALAMEDA	0.00					12.01 AM	12.40 AM	1.33 AM	1.57 AM		5.14 AM	5.54 AM	6.34 AM	6.52 AM	7.12 AM	7.32 AM	7.52 AM	8.33 AM	9.14 AM	9.54 AM	10.34 AM	11.14 AM	11.54 AM	12.34 PM	1.14 PM

Leave daily except Sundays and Holidays

—Con.	35	28	34	36	24	31	21	23	31	33	21	23	31	21	23	31	21-32	23-25	31-27
Run No.—Monday to Friday—Engr.	134	128	136	137	123	131	121	124	130	131	125	124	131	121	124	131-130	121-125	124-126	130
—Con.	35	28	34	36	24	31	21	23	32	31	33	21	23	31	21	23	31-27	121-132	124-125
Run No.—Saturday—Engr.	134	128	136	137	123	131	121	124	130	131	125	124	131	121	124	131-127	121-132	124-125	127
—Equipment	D	F	B	A	D	A	C	E	G	A	I	C	E	A	C	E	A	E	A

		Distance from West Alameda	FIRST CLASS																		
			333	335	337	339	389 Ex. Saturday	341	343	391	345	393	395 Ex. Saturday	347	349	351	353	355			
STATIONS																					
T. O. A. P. S.	Double Track	SAN FRANCISCO	19.97	2.47 PM	3.27 PM	4.07 PM	4.47 PM	5.06 PM	5.27 PM	6.07 PM	Flag Stops	7.06 PM	Flag Stops	Flag Stops	8.06 PM	9.06 PM	10.06 PM	11.06 PM	12.06 AM		
		WEST JUNCTION	14.77					4.53 PM													
		26th St. Junction	12.87																		
		22nd St. Junction	12.53																		
		OAKLAND (16th St.)	12.23	2.29	3.09	3.49	4.29		5.09	5.49		6.48			7.48	8.48	9.48	10.48	11.48 PM		
		West Oakland Junction	11.64																		
		BROADWAY	9.67																		
		W. P. Crossing	8.48																		
		EAST OAKLAND	8.09	2.18	2.58	3.38	4.18		4.58	5.38		6.37			7.37	8.37	9.37	10.37	11.37		
		FRUITVALE	6.56	2.15	2.55	3.35	4.15		4.55	5.35		6.34			7.34	8.34	9.34	10.34	11.34		
A. P. S.	Double Track	Fruitvale Bridge	6.11																		
		BLANDING JUNCTION	6.04	2.13	2.53	3.33	4.13		4.53	5.33	6.32	7.32	8.32	9.32	10.32	11.32					
		SOUTH HIGH STREET	4.54	2.08	2.48	3.28	4.08		4.48	5.28	5.57 PM	6.27	6.37 PM	7.27	8.27	9.27	10.27	11.27			
		PACIFIC JUNCTION	0.84	1.56	2.36	3.16	3.56		4.36	5.16	5.47	6.15	6.27	6.43	7.15	8.15	9.15	10.15	11.15		
		WEST ALAMEDA	0.00	1.54 PM	2.34 PM	3.14 PM	3.54 PM		4.34 PM	5.14 PM	5.45 PM	6.13 PM	6.25 PM	6.41 PM	7.13 PM	8.13 PM	9.13 PM	10.13 PM	11.13 PM		

Leave daily except Sundays and Holidays

Nos. 389 and 395 Leave daily except Saturday, Sunday and Holidays

—Con.	32	25	27	32	35	25	27	34	35	36	30	27	35	27-36	35	36
Run No.—Monday to Friday—Engr.	125	126	130-127	125	134	126	127	136	134	137	128	127	134	127-137	134	137
—Con.	25	30	27	25		30-28	27	25	35	28		27-36	35	36	35	36
Run No.—Saturday—Engr.	132	125	127	132-128		125-136	127	128	134	136		127-137	134	137	134	137
—Equipment	C	E	A	C	K	E	A	C	D	E	FY	A	D	A	D	A

PASSENGER STOPS (See Page 14).

SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing:

North High St. and Farnside Blvd.
South High St. and Encinal Ave.
South Park St. and Encinal Ave.

See pages 14, 16 and 17 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th St. Junction

Trains and engines must approach crossover South High St., poles 537-539 with caution expecting to find main track occupied.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

Location of Interlocking Plants, Telephone	FIRST CLASS																					Distance from San Francisco	LINCOLN AVE. LINE Time Table No. 2 March 26, 1939								
	236	234	286	232	230	228	226	224	222	220	218	216	214	284	212	210	208	206	204	282	202				200						
	Leave daily except Sundays and Holidays																														
BKI P	3.32 PM	2.52 PM	No Passengers	2.12 PM	1.32 PM	12.52 PM	12.12 PM	11.32 AM	10.52 AM	10.12 AM	9.32 AM	8.51 AM	No Passengers	8.31 AM	No Passengers	8.11 AM	7.51 AM	7.12 AM	6.52 AM	6.12 AM	Flag Stops	Connect with No. 4	12.11 AM	0.00	A. B. S. T. U.	SAN FRANCISCO		Double Track			
I P			2.50 PM											8.44 AM	8.30 AM		8.04 AM										6.11		EAST JUNCTION Key System Crossing		
I P																											6.89		26th ST. JUNCTION		
I P																											7.23		22nd St. Junction		
I P	3.49	3.09	2.54	2.29	1.49	1.09	12.29	11.48	11.09	10.29	9.49	9.08			8.34	8.28			7.29	7.09			6.29				12.28		7.53	OAKLAND (16th St.)	
P																													8.12	West Oakland Junction	
I P																													10.09	BROADWAY	
P																													11.28	W. P. Crossing	
P	4.00	3.20	3.05	2.40	2.00	1.20	12.40	11.59 AM	11.20	10.40	10.00	9.19			8.45	8.39			7.40	7.20			6.40				12.39		11.67	EAST OAKLAND	
YI P	4.02	3.22	3.07	2.42	2.02	1.22	12.42	12.02 PM	11.22	10.42	10.02	9.21			8.47	8.41			7.42	7.22			6.42			1.40 AM	12.41		13.20	FRUITVALE	
I																								13.65	Fruitvale Bridge						
I P	4.03	3.23	3.08	2.43	2.03	1.23	12.43	12.03	11.23	10.43	10.03	9.22		8.48	8.42			7.43	7.23	6.43	5.58 AM	1.42	12.42	13.72	BLANDING JUNCTION		Double Track				
P	4.05	3.25	3.09	2.45	2.05	1.25	12.45	12.05	11.25	10.45	10.05	9.24		8.49	8.44			7.45	7.25	6.45	5.59	1.43	12.44	14.21	ALAMEDA (Nor. Park)						
	4.12	3.32	3.15	2.52	2.12	1.32	12.52	12.12	11.32	10.52	10.12	9.31		8.55	8.51			7.52	7.32	6.52	6.05	1.50	12.51	16.09	MASTICK						
I P	4.16	3.36	3.17	2.56	2.16	1.36	12.56	12.16	11.36	10.56	10.16	9.35		8.57	8.55			7.56	7.36	6.56	6.09	1.54	12.55	17.18	PACIFIC JUNCTION						
P	4.18 PM	3.38 PM	3.20 PM	2.58 PM	2.18 PM	1.38 PM	12.58 PM	12.18 PM	11.38 AM	10.58 AM	10.18 AM	9.37 AM		9.00 AM	8.57 AM			7.58 AM	7.38 AM	6.58 AM	6.11 AM	1.56 AM	12.57 AM	18.02	WEST ALAMEDA						
	25	32	34	27	25	32	31	23	21	31	23	21	33	32	31	32	24	21	31	24	36	36			Con. —						
	126	125	136	130	126	125	130	124	121	131	124	121	125	130	131	130	123	121	131	123	137	137			Engr.—Run No.—Monday to Friday						
	30	25	29	27	30	25	27	23	21	31	23	21	33	32	31	32	24	21	31	24	36	36			Con. —						
	125	132	129	127	125	132	127	124	121	131	124	121	125	130	131	130	123	121	131	123	137	137			Engr.—Run No.—Saturday						
	E	C	SX	A	E	C	A	E	C	A	E	C	I	SX	A	G	D	C	A	D	A	A			Equipment						

PASSENGER STOPS

Bridge Yard (on signal) all trains Westward Except Nos. 207, 209 and 211.

All trains eastward Monday to Friday inc., except Nos. 240, 242 and 244 K 5.75.

Oakland 16th St. (on signal) Westward trains to detrain passengers from Alameda and Eastward trains to entrain passengers for Alameda.

*Fernside Power House (on signal) n 13.60

Encinal Terminals n 15.40

**Pearl St. (on signal) n 13.81

††Bay n 15.69

North Park (Clear Park St.) n 14.21

††Mastick n 16.09

Willow n 14.75

††Webster St. n 16.34

Grand n 15.14

Fifth St. n 16.71

Third St. n 16.99

*Except Nos. 207, 209, 211, 213, 240, 242, 244 and 246

**Except Nos. 207, 209, 211, 213, 240, 242, 244 and 246

††SAFETY STOPS—At Webster Street and Lincoln Avenue trains and engines must make Safety Stop on near side of crossing.

See Pages 14, 15 and 17 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th Street Junction.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

FIRST CLASS												Distance from San Francisco		
258	256	254	252	250	248	246 Ex. Saturday	244	242 Ex. Saturday	240	238				
Leave daily except Sundays and Holidays Nos. 242 and 246 leave daily except Saturdays, Sundays and Holidays													STATIONS	
11.11 PM	10.11 PM	9.11 PM	8.11 PM	7.11 PM	6.12 PM	Consolidated with No. 344 San Francisco to Fruitvale	5.32 PM	5.12 PM	4.52 PM	4.12 PM	0.00	SAN FRANCISCO		
											6.11	EAST JUNCTION Key System Crossing		
											6.89	26th ST. JUNCTION		
											7.23	22nd St. Junction		
11.28	10.28	9.28	8.28	7.28	6.29			5.49	5.29	5.09	4.29	7.53	OAKLAND (18th St.)	
												8.12	West Oakland Junction	
												10.09	BROADWAY	
												11.28	W. P. Crossing	
11.39	10.39	9.39	8.39	7.39	6.40			6.00	5.40	5.20	4.40	11.67	EAST OAKLAND	
11.41	10.41	9.41	8.41	7.41	6.43		6.23 PM	6.03	5.42	5.22	4.42	13.20	FRUITVALE	
											13.65	Fruitvale Bridge		
11.42	10.42	9.42	8.42	7.42	6.44	6.24	6.04	5.43	5.23	4.43	13.72	BLANDING JUNCTION		
11.44	10.44	9.44	8.44	7.44	6.46	6.26	6.06	5.45	5.25	4.45	14.21	ALAMEDA (Nor. Park)		
11.51	10.51	9.51	8.51	7.51	6.53	6.33	6.13	5.52	5.32	4.52	16.09	MASTICK		
11.55	10.55	9.55	8.55	7.55	6.57	6.37	6.17	5.56	5.36	4.56	17.18	PACIFIC JUNCTION		
11.57 PM	10.57 PM	9.57 PM	8.57 PM	7.57 PM	6.59 PM	6.39 PM	6.19 PM	5.58 PM	5.38 PM	4.58 PM	18.02	WEST ALAMEDA		
35	36	35	27	35	27	30	25	33	32	27		Con. —		
134	137	134	127	134	127	128	126	132	125	127		Engr.—Run No.—Monday to Friday		
35	36	35	36	35	27		28		25	27		Con. —		
134	137	134	137	134	127		136		128	127		Engr.—Run No.—Saturday		
D	A	D	A	D	A	FY	EY	D	CY	A		Equipment		

ALAMEDA—Lincoln Avenue Line

Westward 17

LINCOLN AVE. LINE
Time Table No. 2
March 26, 1939Distance
from
Alameda

FIRST CLASS																					
201	203	205	207	209	211	213	215	217	219	221	223	225	227	229	231	281 Saturday Only	233	235			
Connect with No. 5	6.27 AM	7.07 AM	7.47 AM	8.07 AM	8.27 AM	8.47 AM	9.07 AM	9.47 AM	10.27 AM	11.07 AM	11.47 AM	12.27 PM	1.07 PM	1.47 PM	2.27 PM	No Passengers	3.07 PM	3.47 PM			
																2.45 PM					
	6.09	6.49	7.29	7.49	8.09	8.29	8.49	9.29	10.09	10.49	11.29	12.09 PM	12.49	1.29	2.09	2.40	2.49	3.29			
	5.58	6.38	7.18	7.38	7.58	8.18	8.38	9.18	9.58	10.38	11.18	11.58 AM	12.38	1.18	1.58	2.24	2.38	3.18			
1.38 AM	5.55	6.35	7.15	7.35	7.55	8.15	8.35	9.15	9.55	10.35	11.15	11.55	12.35	1.15	1.55	2.22	2.35	3.15			
1.36	5.53	6.33	7.13	7.33	7.53	8.13	8.33	9.13	9.53	10.33	11.13	11.53	12.33	1.13	1.53	2.21	2.33	3.13			
1.35	5.52	6.32	7.12	7.32	7.52	8.12	8.32	9.12	9.52	10.32	11.12	11.52	12.32	1.12	1.52	2.20	2.32	3.12			
1.28	5.45	6.25	7.04	7.24	7.44	8.05	8.25	9.05	9.45	10.25	11.05	11.45	12.25	1.05	1.45	2.15	2.25	3.05			
1.24	5.41	6.21	7.00	7.20	7.40	8.01	8.21	9.01	9.41	10.21	11.01	11.41	12.21	1.01	1.41	2.12	2.21	3.01			
1.22 AM	5.39 AM	6.19 AM	6.58 AM	7.18 AM	7.38 AM	7.59 AM	8.19 AM	8.59 AM	9.39 AM	10.19 AM	10.59 AM	11.39 AM	12.19 PM	12.59 PM	1.39 PM	2.10 PM	2.19 PM	2.59 PM			

Leave daily except Sundays and Holidays No. 281 leave Saturday only

— Con.	36	22	24	29	30	22	25	24	29	22	24	29	22	24	29	26		33	30
Run No.—Monday to Friday —Engr.	137	122	123	129	132	122	126	123	129	122	123	129	122	132	133	135		132	133
— Con.	36	22	24	29	30	22	25	24	29	22	24	29	22	24	29	26	29	32	26
Run No.—Saturday —Engr.	137	122	123	129	132	122	126	123	129	122	123	129	130	123	133	130	129	126	133
Equipment	A	B	D	F	H	B	J	D	F	B	D	F	B	D	F	B	SX	D	F

		Distance from West Alameda	FIRST CLASS										
			283	237	239	241	243	245	247	249	251	253	255
			Ex. Saturday										
STATIONS													
T. C. A. B. S.	SAN FRANCISCO	18.23	No Passengers	4.27 PM	5.07 PM	5.47 PM	6.36 PM	7.37 PM	8.36 PM	9.37 PM	10.36 PM	11.37 PM	12.36 PM
	WEST JUNCTION	13.03	4.00 PM										
	26th ST. JUNCTION	11.13											
	22nd Street Junction	10.79											
	OAKLAND (16th Street)	10.49	3.55	4.09	4.49	5.29	6.18	7.20	8.18	9.20	10.18	11.20	12.18
	West Oakland Junction	9.90											
	BROADWAY	7.93											
	W. P. Crossing	6.74											
	EAST OAKLAND	6.35	3.44	3.58	4.38	5.18	6.07	7.07	8.07	9.07	10.07	11.07	12.07
	FRUITVALE	4.82	3.42	3.55	4.35	5.15	6.04	7.04	8.04	9.04	10.04	11.04	12.04
A. B. S.	Fruitvale Bridge	4.37											
	BLANDING JUNCTION	4.30	3.41	3.53	4.33	5.13	6.02	7.02	8.02	9.02	10.02	11.02	12.02
	ALAMEDA (Nor. Park)	3.81	3.40	3.52	4.32	5.12	6.01	7.01	8.01	9.01	10.01	11.01	12.01 AM
	MASTICK	1.93	3.35	3.45	4.25	5.05	5.54	6.54	7.54	8.54	9.54	10.54	11.54 PM
	PACIFIC JUNCTION	0.84	3.32	3.41	4.21	5.01	5.50	6.50	7.50	8.50	9.50	10.50	11.50
	WEST ALAMEDA	0.00	3.30 PM	3.39 PM	4.19 PM	4.59 PM	5.48 PM	6.48 PM	7.48 PM	8.48 PM	9.48 PM	10.48 PM	11.48 PM

Leave daily except Sundays and Holidays No. 283 leave daily except Saturdays, Sundays and Holidays

— Con.	34	26	33	28	26	28	26	28	28	34	28	34
Run No.—Monday to Friday —Engr.	136	135	132	133	135	133	135	128	136	128	136	
— Con.		33	35	26	34	26	34	28	34	28	34	
Run No.—Saturday —Engr.		135	126	133	135	133	135	128	136	128	136	
Equipment	SX	B	D	F	B	F	B	F	B	F	B	

PASSENGER STOPS (See Page 16).

SAFETY STOPS—At Webster Street and Lincoln Avenue trains and engines must make Safety Stop on near side of crossing.

See pages 14, 15 and 16 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th Street Junction.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

BERKELEY—Shattuck Avenue Line

SPECIAL INSTRUCTIONS (See Pages 4 to 7).

See pages 20 and 21 for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.

See pages 22 to 27 inclusive, for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—at Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

Rule S-72—Between Contra Costa and Thousand Oaks westward trains are superior to trains in the opposite direction except:

No. 498 is superior to No. 1401.
No. 1400 is superior to No. 1403.
No. 1404 is superior to No. 1555.
No. 1554 is superior to No. 1407.
No. 1452 is superior to No. 1557.
No. 1456 is superior to No. 1459.

No. 1402 is superior to No. 1553.
No. 1552 is superior to No. 1405.
No. 1556 is superior to No. 1409.
No. 1454 is superior to No. 1457.
No. 1458 is superior to No. 401.

PASSENGER STOPS (See Page 6).

BERKELEY—Shattuck Avenue Line

Westward 19

SHATTUCK AVE. LINE
Time Table No. 2
March 26, 1939

STATIONS

FIRST CLASS

Distance From Thousand Oaks	1401	1403	1553	1555	1405	1407	1409	1411	1413	1415	1417	1419	1421	1423	1425	1427	1429	1431	1433	1435
12.91	12.51 AM	1.31 AM			6.11 AM	6.51 AM	7.31 AM	8.11 AM	8.51 AM	9.31 AM	10.11 AM	10.51 AM	11.31 AM	12.11 PM	12.51 PM	1.31 PM	2.11 PM	2.51 PM	3.31 PM	4.11 PM
7.71																				
5.81																				
5.45																				
4.63	12.32	1.12			5.51	6.31	7.11	7.51	8.31	9.11	9.51	10.31	11.11	11.51 AM	12.31	1.11	1.51	2.31	3.11	3.51
3.81																				
3.29	12.27	1.07			5.46	6.26	7.06	7.46	8.26	9.06	9.46	10.26	11.06	11.46	12.26	1.06	1.46	2.26	3.06	3.46
1.75	12.21	1.01			5.39	6.19	6.59	7.39	8.19	8.59	9.39	10.19	10.59	11.39	12.19	12.59	1.39	2.19	2.59	3.39
0.81	12.17	12.57	1.35 AM	2.15 AM	5.34	6.14	6.54	7.34	8.14	8.54	9.34	10.14	10.54	11.34	12.14	12.54	1.34	2.14	2.54	3.34
0.22	12.14	12.54	1.32	2.12	5.31	6.11	6.51	7.31	8.11	8.51	9.31	10.11	10.51	11.31	12.11	12.51	1.31	2.11	2.51	3.31
0.00	12.13 AM	12.53 AM	1.31 AM	2.11 AM	5.30 AM	6.10 AM	6.50 AM	7.30 AM	8.10 AM	8.50 AM	9.30 AM	10.10 AM	10.50 AM	11.30 AM	12.10 PM	12.50 PM	1.30 PM	2.10 PM	2.50 PM	3.30 PM

Leave Sundays and Holidays only

Run Numbers	61	59	61	59	55	52	53	55	52	53	55	52	53	55	52	53	55-57	52-58	53-61	57
Equipment	B	E	B	E	B	E	A	B	E	A	B	E	A	B	E	A	B	E	A	B

FIRST CLASS

Distance from Thousand Oaks	1437	1439	1441	1443	1445	1447	1449	1451	1453	1455	1557	1457	1459
12.91	4.51PM	5.31PM	6.11PM	6.51PM	7.31PM	8.11PM	8.51PM	9.31PM	10.11PM	10.51PM		11.31PM	12.11AM
7.71													
5.81													
5.45													
4.63	4.31	5.11	5.51	6.31	7.12	7.52	8.32	9.12	9.52	10.32		11.12	11.52PM
3.81													
3.29	4.26	5.06	5.46	6.26	7.07	7.47	8.27	9.07	9.47	10.27		11.07	11.47
1.75	4.19	4.59	5.39	6.19	7.00	7.40	8.20	9.00	9.40	10.20		11.01	11.41
0.81	4.14	4.54	5.34	6.14	6.55	7.35	8.15	8.55	9.35	10.15	10.19PM	10.57	11.37
0.22	4.11	4.51	5.31	6.11	6.52	7.32	8.12	8.52	9.32	10.12	10.16	10.54	11.34
0.00	4.10PM	4.50PM	5.30PM	6.10PM	6.51PM	7.31PM	8.11PM	8.51PM	9.31PM	10.11PM	10.15PM	10.53PM	11.33PM

Leave Sundays and Holidays only

Run Numbers	58	61	57	58-59	61-58	57	59	58	57-61	59	58	61	59
Equipment	E	A	B	E	A	B	E	A	B	E	A	B	E

PASSENGER STOPS (See Page 6).

SPECIAL INSTRUCTIONS (See Pages 4 to 7).

See pages 20 and 21 for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.

See pages 22 to 27 inclusive, for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—at Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

Rule S-72—Between Contra Costa and Thousand Oaks westward trains are superior to trains in the opposite direction except:

No. 498 is superior to No. 1401.
No. 1400 is superior to No. 1403.
No. 1404 is superior to No. 1555.
No. 1554 is superior to No. 1407.
No. 1452 is superior to No. 1557.
No. 1456 is superior to No. 1459.

No. 1402 is superior to No. 1553.
No. 1552 is superior to No. 1405.
No. 1556 is superior to No. 1409.
No. 1454 is superior to No. 1457.
No. 1458 is superior to No. 401.

Location of Interlocking Signals, Telephones	FIRST CLASS																			Distance from San Francisco	NINTH ST. LINE Time Table No. 2 March 26, 1939		
	1736	1734	1732	1730	1728	1726	1724	1722	1720	1718	1716	1714	1712	1710	1708	1706	1704	1702	1700				
	Leave Sundays and Holidays Only																						
BKI P		5.16 PM	4.36 PM	3.56 PM	3.16 PM	2.36 PM	1.56 PM	1.16 PM	12.36 PM	11.56 AM	11.16 AM	10.36 AM	9.56 AM	9.16 AM	8.36 AM	7.56 AM	7.16 AM	6.36 AM	1.16 AM	12.36 AM	0.00	T.C.	SAN FRANCISCO
I P																					6.11		EAST JUNCTION
																					6.18		Key System Crossing
I P																					6.89		26th ST. JUNCTION
I P																					7.25		34th ST. JUNCTION
I P		5.33	4.53	4.13	3.33	2.53	2.13	1.33	12.53	12.13 PM	11.33	10.53	10.13	9.33	8.53	8.13	7.33	6.53	1.32	12.52	8.07		9th ST. JUNCTION
		5.46	5.06	4.26	3.46	3.06	2.26	1.46	1.06	12.26	11.46	11.06	10.26	9.46	9.06	8.26	7.46	7.06	1.44	1.04	11.90		End of Double Track ALBANY
I P																					12.21		AT&SF Crossing
																					12.39		RAMONA
P		5.51 PM	5.11 PM	4.31 PM	3.51 PM	3.11 PM	2.31 PM	1.51 PM	1.11 PM	12.31 PM	11.51 AM	11.11 AM	10.31 AM	9.51 AM	9.11 AM	8.31 AM	7.51 AM	7.11 AM	1.49 AM	1.09 AM	12.98		THOUSAND OAKS
		78 A	77 D	79 B	78 A	77 D	75 B	74 A	72 D	75 B	74 A	72 D	75 B	74 A	72 D	75 B	74 A	72 D	80 D	79 B		Run Numbers	
																						Equipment	

FIRST CLASS											Distance from San Francisco	STATIONS	
1756	1754	1752	1750	1748	1746	1744	1742	1740	1738				
Leave Sundays and Holidays Only													
11.56 PM	11.16 PM	10.36 PM	9.56 PM	9.16 PM	8.36 PM	7.56 PM	7.16 PM	6.36 PM	5.56 PM	0.00		T.C.	SAN FRANCISCO
										6.11			EAST JUNCTION
										6.18			Key System Crossing
										6.89			26th ST. JUNCTION
										7.25			34th ST. JUNCTION
12.12 AM	11.32	10.52	10.12	9.33	8.53	8.13	7.33	6.53	6.13	8.07		9th ST. JUNCTION	
12.24	11.44	11.04	10.24	9.46	9.06	8.26	7.46	7.06	6.26	11.90		End of Double Track ALBANY	
										12.21	AT&SF Crossing		
										12.39	RAMONA		
12.29 AM	11.49 PM	11.09 PM	10.29 PM	9.51 PM	9.11 PM	8.31 PM	7.51 PM	7.11 PM	6.31 PM	12.98	THOUSAND OAKS		
80	79	80	79	78	80	77	78	80	79		Run Numbers		
D	B	D	B	A	D	B	A	D	B		Equipment		

SPECIAL INSTRUCTIONS (See Pages 8 and 9).

See pages 18 and 19 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.

See pages 22 to 27 inclusive for additional trains between San Francisco and 26th Street Junction.

SAFETY STOPS—All trains and engines must make safety stop on near side of crossing at the following points:

Ninth and Ashby; Ninth and University; Solano and San Pablo.

Automatic signals Ninth Street Junction to Heinz and Harrison Street to Buchanan.

Use of single track between end of double track Albany and Thousand Oaks controlled by Masonic Tower.

PASSENGER STOPS.—(See Page 8.)

BERKELEY, Ninth Street Line

Westward 21

NINTH STREET LINE
Time Table No. 2
March 26, 1939

FIRST CLASS

Time Table No. 2 March 26, 1939		Distance to Thousand Oaks	1701	1703	1705	1707	1709	1711	1713	1715	1717	1719	1721	1723	1725	1727	1729	1731	1733	1735	1737	1739
STATIONS																						
T.O. Double Track	R SAN FRANCISCO	13.19	1.11 AM	6.31 AM	7.11 AM	7.51 AM	8.31 AM	9.11 AM	9.51 AM	10.31 AM	11.11 AM	11.51 AM	12.31 PM	1.11 PM	1.51 PM	2.31 PM	3.11 PM	3.51 PM	4.31 PM	5.11 PM	5.51 PM	6.31 PM
	WEST JUNCTION	7.99																				
	26th ST. JUNCTION	6.09																				
	34th ST. JUNCTION	5.73																				
	9th ST. JUNCTION	4.91	12.51	6.11	6.51	7.31	8.11	8.51	9.31	10.11	10.51	11.31	12.11 PM	12.51	1.31	2.11	2.51	3.31	4.11	4.51	5.31	6.11
	End of Double Track ALBANY	1.13	12.38	5.56	6.36	7.16	7.56	8.36	9.16	9.56	10.36	11.16	11.56 AM	12.36	1.16	1.56	2.36	3.16	3.56	4.36	5.16	5.56
	AT&SF Crossing	0.77																				
	RAMONA	0.59																				
THOUSAND OAKS		0.00	12.33 AM	5.51 AM	6.31 AM	7.11 AM	7.51 AM	8.31 AM	9.11 AM	9.51 AM	10.31 AM	11.11 AM	11.51 AM	12.31 PM	1.11 PM	1.51 PM	2.31 PM	3.11 PM	3.51 PM	4.31 PM	5.11 PM	5.51 PM

Leave Sundays and Holidays Only

Run Numbers	Equipment	80	72	74	75	72	74	75	72	74	75	72	74	75	77	78	79	77	78	79	80
		D	D	A	B	D	A	B	D	A	B	D	A	B	D	A	B	D	A	B	D

		Distance from Thousand Oaks	FIRST CLASS									
			1741	1743	1745	1747	1749	1751	1753	1755	1757	
STATIONS												
T.O.	R SAN FRANCISCO	Double Track	13.19	7.11 PM	7.51 PM	8.31 PM	9.11 PM	9.51 PM	10.31 PM	11.11 PM	11.51 PM	12.31 AM
	WEST JUNCTION		7.99									
	26th ST. JUNCTION		6.09									
	34th ST. JUNCTION		5.73									
	9th ST. JUNCTION		4.91	6.51	7.31	8.11	8.51	9.31	10.11	10.51	11.31	12.11 AM
	End of Double Track ALBANY		1.13	6.36	7.16	7.56	8.36	9.16	9.56	10.38	11.18	11.58 PM
	AT&SF Crossing		0.77									
	RAMONA		0.59									
THOUSAND OAKS			0.00	6.31 PM	7.11 PM	7.51 PM	8.31 PM	9.11 PM	9.51 PM	10.33 PM	11.13 PM	11.53 PM

Leave Sundays and Holidays Only

Run Numbers	Equipment	78	77	80	78	79	80	79	80	79
		A	B	D	A	B	D	B	D	B

Eastward—FIRST CLASS			Distance from San Francisco			Distance from Thousand Oaks	Westward—FIRST CLASS				
1856	1854	1852					1851	1853	1855		
Leave Sundays and Holidays only							STATIONS				
7.03 AM	6.23 AM	5.43 AM					11.89	A. B. S. } B. P. BERRYMAN		0.81	1.15 AM
7.06	6.26	5.47	12.48	A. B. S. } B. P. CONTRA COSTA End of Double Track		0.22	1.12	1.52	9.54		
7.07 AM	6.27 AM	5.48 AM	12.70	A. B. S. } B. P. THOUSAND OAKS		0.00	1.11 AM	1.51 AM	9.53 PM		
Leave Sundays and Holidays only											
75	74	72	Run Numbers				79	80	78		
B	A	D	Equipment				B	D	A		

Nos. 1851, 1853 and 1855 stop on signal Contra Costa and Northbrae to discharge passengers.
Nos. 1852, 1854 and 1856 stop on signal Contra Costa and Northbrae to receive passengers.
Trains and engines must approach crossover Berryman, poles 3687-3688, with caution, expecting to find main track occupied.
Ninth Street trains moving to and from Berryman must make safety stop before crossing Colusa Street in either direction, and at Contra Costa eastward.
For instructions covering automatic block signals between Contra Costa and Thousand Oaks, see page 7.

SPECIAL INSTRUCTIONS (See Pages 8 and 9).

PASSENGER STOPS (See Page 8).

See pages 18 and 19 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.

See pages 22 to 27, inclusive, for additional trains between San Francisco and 26th Street Junction.

SAFETY STOPS—All trains and engines must make safety stop on near side of crossing at the following points:
Ninth and Ashby; Ninth and University; Solano and San Pablo.

Automatic signals Ninth Street Junction to Heinz, and Harrison Street to Buchanan.

Use of single track between end of double track Albany and Thousand Oaks controlled by Masonic Tower.

SEVENTH STREET LINE

		FIRST CLASS																		Distance from San Francisco	SEVENTH ST. LINE Time Table No. 2 March 26, 1939				
		1158	1026	1024	1022	1020	1018	1016	1014	1012	1010	1008	1156	1154	1152	1150	1006	1004	1002				1000		
		Leave Sundays and Holidays only																							
BKI P		12.22 PM	11.42 AM	11.02 AM	10.22 AM	9.42 AM	9.02 AM	8.22 AM	7.42 AM	7.02 AM	6.22 AM	Flag Stops	Flag Stops	Flag Stops	Flag Stops	2.22 AM	1.42 AM	1.02 AM	12.22 AM	0.00	T.O.				
I P	12.55 PM																								6.11
																									6.18
I P																									6.89
I																									7.23
I P	12.59	12.39	11.59 AM	11.19	10.39	9.59	9.19	8.39	7.59	7.19	6.39									2.38		1.58	1.18	12.38	7.53
																									8.12
P		12.49	12.09 PM	11.29	10.49	10.09	9.29	8.49	8.09	7.29	6.49									2.47		2.07	1.27	12.47	10.09
I P																									11.28
P	1.13 PM	12.54	12.14	11.34	10.54	10.14	9.34	8.54	8.14	7.34	6.54									2.52		2.12	1.32	12.52	11.67
YIP		12.58	12.18	11.38	10.58	10.18	9.38	8.58	8.18	7.38	6.58					2.56	2.16	1.36	12.56	13.20					
I																				14.12					
P	No Passengers	1.02	12.22	11.42	11.02	10.22	9.42	9.02	8.22	7.42	7.02	6.58 AM	6.18 AM	5.38 AM	4.58 AM	3.00	2.20	1.40	1.00	14.27	Automatic Block System				
P		1.07	12.27	11.47	11.07	10.27	9.47	9.07	8.27	7.47	7.07	7.01	6.21	5.41	5.01	3.04	2.24	1.44	1.04	15.39					
P		1.09	12.29	11.49	11.09	10.29	9.49	9.09	8.29	7.49	7.09	7.03	6.23	5.43	5.03	3.06	2.26	1.46	1.06	16.01					
P		1.13	12.33	11.53 AM	11.13	10.33	9.53	9.13	8.33	7.53	7.13	7.05	6.25	5.45	5.05	3.09	2.29	1.49	1.09	16.94					
P																						18.26			
P																									
P			1.21 PM	12.41 PM	12.01 PM	11.21 AM	10.41 AM	10.01 AM	9.21 AM	8.41 AM	8.01 AM	7.21 AM	7.11 AM	6.31 AM	5.51 AM	5.11 AM	3.17 AM	2.37 AM	1.57 AM	1.17 AM		19.03			

Double Track

No. 1002 connect with No. 1202 at Fruitvale.

13	11	9-10	4	2	10	9	4	2	10	9	4	2	10	9	18	17	16	18		Run Numbers
J	B	A	E	D	B	A	E	D	B	A	E	D	B	A	E	D	E	E		Equipment

		FIRST CLASS																	Distance from San Francisco	STATIONS										
		1060	1058	1056	1054	1052	1050	1048	1046	1044	1042	1040	1038	1036	1034	1032	1030	1028												
		Leave Sundays and Holidays only																												
PASSENGER STOPS—(See Page 12)	11.42 PM	11.02 PM	10.22 PM	9.42 PM	9.02 PM	8.22 PM	7.42 PM	7.02 PM	6.22 PM	5.42 PM	5.02 PM	4.22 PM	3.42 PM	3.02 PM	2.22 PM	1.42 PM	1.02 PM	0.00	T.O.	SAN FRANCISCO										
																		6.11			A. B. S.	EAST JUNCTION								
																		6.18					Automatic Block System	Key System Crossing						
																		6.89							26th ST. JUNCTION					
																		7.23								22nd St. Junction				
																		7.53									OAKLAND (16th St.)			
																		8.12										West Oakland Junction		
																		10.09											BROADWAY	
																		11.28												W. P. Crossing
																		11.67												
SPECIAL INSTRUCTIONS—(See Pages 12 and 13)	11.58 PM	11.18	10.39	9.59	9.19	8.39	7.59	7.19	6.39	5.59	5.19	4.39	3.59	3.19	2.39	1.59	1.19	7.53	Automatic Block System	FRUITVALE										
																		8.12			W. P. Crossing									
																		10.09				MELROSE								
																		11.28					SEMINARY							
																		11.67						HAVENSCOURT						
																		13.20							82nd AVENUE					
																		14.12								103rd Ave. (Jct. Sw.)				
																		14.27									DUTTON AVENUE			
																		15.39										Run Numbers		
																		16.01											Equipment	
See pages 24 to 27, inclusive, for additional trains between San Francisco and Fruitvale.	12.07 AM	11.27	10.49	10.09	9.29	8.49	8.09	7.29	6.49	6.09	5.29	4.49	4.09	3.29	2.49	2.09	1.29	10.09	Automatic Block System	Run Numbers										
																		11.28			Equipment									
																		11.67				Run Numbers								
																		13.20					Equipment							
																		14.12						Run Numbers						
																		14.27							Equipment					
																		15.39								Run Numbers				
																		16.01									Equipment			
																		16.94										Run Numbers		
																		18.26											Equipment	
																	19.03	Run Numbers												
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SEVENTH STREET LINE

Westward

23

SEVENTH ST. LINE
Time Table No. 2
March 26, 1939

FIRST CLASS

STATIONS																								
T.O.	SAN FRANCISCO	19.24	12.57AM	1.37AM	2.17AM				6.17AM	6.57AM	7.36AM	8.17AM	8.57AM	9.36AM	10.17AM	10.57AM	11.36AM	12.17PM	12.57PM	1.36PM	2.17PM	2.57PM		
	WEST JUNCTION	14.04																						
A. B. S.	26th ST. JUNCTION	12.14																						
	22nd St. Junction	11.80																						
	OAKLAND (16th St.)	11.50	12.41	1.21	2.01		5.59	6.39	7.19	7.59	8.39	9.19	9.59	10.39	11.19	11.59AM	12.39	1.19	1.59	2.39				
	West Oakland Junction	10.91																						
Automatic Block System	BROADWAY	8.94	12.31	1.11	1.51	Flag Stops	Flag Stops	Flag Stops	5.49	6.29	7.09	7.49	8.29	9.09	9.49	10.29	11.09	11.49	12.29	1.09	1.49	2.29		
	W. P. Crossing	7.75																						
	EAST OAKLAND	7.36	12.26	1.06	1.46		5.43	6.23	7.03	7.43	8.23	9.03	9.43	10.23	11.03	11.43	12.23	1.03	1.43	2.23				
	FRUITVALE	5.83	12.23	1.03	1.43		5.39	6.19	6.59	7.39	8.19	8.59	9.39	10.19	10.59	11.39	12.19	12.59	1.39	2.19				
	W. P. Crossing	4.91																						
	MELROSE	4.76	12.19	12.59	1.39	2.15AM	2.55AM	3.35AM	5.35	6.15	6.55	7.35	8.15	8.55	9.35	10.15	10.55	11.35	12.15	12.55	1.35	2.15		
	SEMINARY	3.64	12.15	12.55	1.35	2.11	2.51	3.31	5.30	6.10	6.50	7.30	8.10	8.50	9.30	10.10	10.50	11.30	12.10	12.50	1.30	2.10		
	HAVENSCOURT	3.02	12.13	12.53	1.33	2.09	2.49	3.29	5.28	6.08	6.48	7.28	8.08	8.48	9.28	10.08	10.48	11.28	12.08	12.48	1.28	2.08		
	82nd AVENUE	2.09	12.10	12.50	1.30	2.06	2.46	3.26	5.24	6.04	6.44	7.24	8.04	8.44	9.24	10.04	10.44	11.24	12.04PM	12.44	1.24	2.04		
		103rd Ave. (Jct. Sw.)	0.77																					
	DUTTON AVENUE	0.00	12.02AM	12.42AM	1.22AM	1.59AM	2.39AM	3.19AM	5.16AM	5.56AM	6.36AM	7.16AM	7.56AM	8.36AM	9.16AM	9.56AM	10.36AM	11.16AM	11.56AM	12.36PM	1.16PM	1.56PM		

No. 1003 connect with No. 1301 and No. 1005 connect with No. 1201 at Fruitvale.

Leave Sundays and Holidays only

Run Numbers	16	17	18	16	17	18	9	10	2	4	9	10	2	4	9	10-11	2	4-5	10-4	11
Equipment	B	D	E	B	D	E	A	B	D	E	A	B	D	E	A	B	D	E	A	B

		1035	1037	1039	1041	1043	1045	1047	1049	1051	1053	1055	1057	1059	1061	1159
T.O.	SAN FRANCISCO *	19.24	3.36 PM	4.17 PM	4.57 PM	5.36 PM	6.17 PM	6.57 PM	7.36 PM	8.17 PM	8.57 PM	9.36 PM	10.17 PM	10.57 PM	11.36 PM	12.17 AM
	WEST JUNCTION	14.04														
A. B. S.	26th ST. JUNCTION	12.14														
	22nd St. Junction	11.80														
Automatic Block System	OAKLAND (16th St.)	11.50	3.19	3.59	4.39	5.19	5.59	6.39	7.19	7.59	8.39	9.19	9.59	10.39	11.19	11.59 PM
	West Oakland Junction	10.91														
Double Track	BROADWAY	8.94	3.09	3.49	4.29	5.09	5.49	6.29	7.09	7.49	8.29	9.09	9.49	10.29	11.09	11.49
	W. P. Crossing	7.75														
	EAST OAKLAND	7.36	3.03	3.43	4.23	5.03	5.43	6.23	7.03	7.43	8.23	9.03	9.43	10.23	11.03	11.43
	FRUITVALE	5.83	2.59	3.39	4.19	4.59	5.39	6.19	6.59	7.39	8.19	8.59	9.39	10.19	10.59	11.39
	W. P. Crossing	4.91														
	MELROSE	4.76	2.55	3.35	4.15	4.55	5.35	6.15	6.55	7.35	8.15	8.55	9.35	10.15	10.55	11.35
	SEMINARY	3.64	2.50	3.30	4.10	4.50	5.30	6.10	6.50	7.30	8.10	8.50	9.30	10.10	10.50	11.30
	HAVENSCOURT	3.02	2.48	3.28	4.08	4.48	5.28	6.08	6.48	7.28	8.08	8.48	9.28	10.08	10.48	11.28
	82nd AVENUE	2.09	2.44	3.24	4.04	4.44	5.24	6.04	6.44	7.24	8.04	8.44	9.24	10.04	10.44	11.24
	103rd Ave. (Jct. Sw.)	0.77														
	DUTTON AVENUE	0.00	2.36 PM	3.16 PM	3.56 PM	4.36 PM	5.16 PM	5.56 PM	6.36 PM	7.16 PM	7.56 PM	8.36 PM	9.16 PM	9.56 PM	10.36 PM	11.16 PM

Flag Stops

PASSENGER STOPS—(See Page 12)

SPECIAL INSTRUCTIONS — (See
Pages 12 and 13)

See pages 24 to 27, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 18 to 21, inclusive, for additional trains between San Francisco and 26th St. Junction.

Leave Sundays and Holidays only

Run Numbers	13	5	7	11	13	5	7	11-16	13-8	5-18	7	16	8	18	7
Equipment	D	E	A	B	D	E	A	B	D	E	A	B	D	E	A

Location of Inter- locking Plants, Telephone	FIRST CLASS																		Distance from San Francisco	ENCINAL AVE. LINE Time Table No. 2 March 26, 1939							
	1326	1324	1322	1320	1318	1316	1314	1312	1310	1308	1306	1304	1302	1358	1356	1354	1352	1300				1350					
	Leave Sundays and Holidays Only																										
BKI P	6.41 PM	5.41 PM	4.41 PM	3.41 PM	2.41 PM	1.41 PM	12.41 PM	11.41 AM	10.41 AM	9.41 AM	8.41 AM	7.41 AM	6.41 AM	Flag Stops	Flag Stops	Flag Stops	Flag Stops	12.41 AM	No Passengers	0.00	T. O. A. B. S. A. B. S.	JOURNAL TRACK	SAN FRANCISCO				
I P																									6.11	EAST JUNCTION	
I P																									6.18	Key System Crossing	
I P																									6.89	26th ST. JUNCTION	
I P	6.58	5.58	4.58	3.58	2.58	1.58	12.58	11.58 AM	10.58	9.58	8.58	7.58	6.58												12.58	7.23	22nd Street Junction
I P																									7.53	OAKLAND (16th Street)	
																									8.12	West Oakland Junction	
P																									10.09	BROADWAY	
I P																									11.28	W. P. Crossing	
P	7.09	6.09	5.09	4.09	3.09	2.09	1.09	12.09 PM	11.09	10.09	9.09	8.09	7.09												1.09	11.67	EAST OAKLAND
YI P	7.11	6.11	5.11	4.11	3.11	2.11	1.11	12.11	11.11	10.11	9.11	8.11	7.11											1.11	1.03 AM	13.20	FRUITVALE
I																									13.65	Fruitvale Bridge	
I P	7.12	6.12	5.12	4.12	3.12	2.12	1.12	12.12	11.12	10.12	9.12	8.12	7.12											1.12	1.05	13.72	BLANDING JUNCTION
P	7.17	6.17	5.17	4.17	3.17	2.17	1.17	12.17	11.17	10.17	9.17	8.17	7.17	6.30 AM	5.55 AM	5.30 AM	4.55 AM	1.17	1.09 AM	15.22	SOUTH HIGH STREET						
I P	7.29	6.29	5.29	4.29	3.29	2.29	1.29	12.29	11.29	10.29	9.29	8.29	7.29	6.41	6.06	5.41	5.06	1.29		18.92	PACIFIC JUNCTION						
P	7.31 PM	6.31 PM	5.31 PM	4.31 PM	3.31 PM	2.31 PM	1.31 PM	12.31 PM	11.31 AM	10.31 AM	9.31 AM	8.31 AM	7.31 AM	6.43 AM	6.08 AM	5.43 AM	5.08 AM	1.31 AM		19.76	WEST ALAMEDA						
	27-34	35-28	27	35	27	23-35	33-27	23	33	23	33	23	33	23	22	33	32	34	28		Con. —						
	126-136	124-128	126	124	126	124	126	130-124	122-126	130	122	130	122	130	123	122	132	136	128		Engr.—Run Numbers						
	B	F	B	F	B	F	B	F	B	F	B	F	B	F	D	B	A	B	F		Equipment						

PASSENGER STOPS (See Page 14).

SPECIAL INSTRUCTIONS (See Pages 14 and 15).

See pages 26 and 27 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 22 and 23 for additional trains between San Francisco and Fruitvale.

See pages 18 to 21 for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing:

North High Street and Fernside Boulevard

South Park Street and Encinal Avenue

South High Street and Encinal Avenue

Trains and engines must approach crossover South High St., poles 537-539 with caution, expecting to find main track occupied.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

FIRST CLASS						Distance from San Francisco	STATIONS
1336	1334	1332	1330	1328			
Leave Sundays and Holidays Only							
11.41 PM	10.41 PM	9.41 PM	8.41 PM	7.41 PM	0.00	A. B. S. T. U.	SAN FRANCISCO
					6.11		EAST JUNCTION
					6.18		Key System Crossing
					6.89		26th ST. JUNCTION
					7.23		22nd Street Junction
11.58 PM	10.58	9.58	8.58	7.58	7.53		OWALKD (16th Street)
					8.12		West Oakland Junction
					10.09		BROADWAY
					11.28		W. P. Crossing
12.09 AM	11.09	10.09	9.09	8.09	11.67		EAST OWALKD
12.11	11.11	10.11	9.11	8.11	13.20	FRUITVALE	
					13.65	Fruitvale Bridge	
12.12	11.12	10.12	9.12	8.12	13.72	A. B. S. T. U.	BLANDING JUNCTION
12.17	11.17	10.17	9.17	8.17	15.22		SOUTH HIGH STREET
12.29	11.29	10.29	9.29	8.29	18.92		PACIFIC JUNCTION
12.31 AM	11.31 PM	10.31 PM	9.31 PM	8.31 PM	19.76		WEST ALAMEDA
28	34	28	34	28			Con. —
128	136	128	136	128			Engr.—Run Numbers
F	B	F	B	F			Equipment

ALAMEDA—Encinal Avenue Line

Westward 25

ENCINAL AVE. LINE Time Table No. 2 March 26, 1939		Distance from West Alameda	FIRST CLASS																						
STATIONS			1351	1301	1353	1355	1303	1305	1307	1309	1311	1313	1315	1317	1319	1321	1323	1325	1327	1329	1331	1333			
T. C. A. B. S. Automatic Block System	SAN FRANCISCO	19.97	Flag Stops Connect with No. 1003	Flag Stops	Flag Stops	Flag Stops	6.06 AM	7.06 AM	8.06 AM	9.06 AM	10.06 AM	11.06 AM	12.06 PM	1.06 PM	2.06 PM	3.06 PM	4.06 PM	5.06 PM	6.06 PM	7.06 PM	8.06 PM	9.06 PM			
	WEST JUNCTION	14.77																							
	26th ST. JUNCTION	12.87																							
	22nd Street Junction	12.53																							
	OAKLAND (16th Street)	12.23					5.48	6.48	7.48	8.48	9.48	10.48	11.48 AM	12.48	1.48	2.48	3.48	4.48	5.48	6.48	7.48	8.48			
	West Oakland Junction	11.64																							
	BROADWAY	9.67																							
	W. P. Crossing	8.48																							
	EAST OAKLAND	8.09																							
	FRUITVALE	6.56					1.01 AM	5.34	6.34	7.34	8.34	9.34	10.34	11.34	12.34	1.34	2.34	3.34	4.34	5.34	6.34	7.34	8.34		
	Fruitvale Bridge	6.11																							
	BLANDING JUNCTION	6.04					12.59	5.32	6.32	7.32	8.32	9.32	10.32	11.32	12.32	1.32	2.32	3.32	4.32	5.32	6.32	7.32	8.32		
	SOUTH HIGH STREET	4.54	12.13 AM	12.54	1.45 AM	2.09 AM	5.27	6.27	7.27	8.27	9.27	10.27	11.27	12.27	1.27	2.27	3.27	4.27	5.27	6.27	7.27	8.27			
	PACIFIC JUNCTION	0.84	12.03	12.42	1.35	1.59	5.15	6.15	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15	7.15	8.15			
	WEST ALAMEDA	0.00	12.01 AM	12.40 AM	1.33 AM	1.57 AM	5.13 AM	6.13 AM	7.13 AM	8.13 AM	9.13 AM	10.13 AM	11.13 AM	12.13 PM	1.13 PM	2.13 PM	3.13 PM	4.13 PM	5.13 PM	6.13 PM	7.13 PM	8.13 PM			
Leave Sundays and Holidays Only																									
— Con.		35	28	34	36	32	22	32	22	32	22	32-25	22-30	25	30	25	30	25	30	25-36	30-35				
Run Numbers — Engr.		134	128	136	137	132	123	132	123	132	123	132-127	123-125	127	125	127	125	127	125-134	127-137	134				
Equipment		D	F	B	A	A	D	A	D	A	D	A	D	A	D	A	D	A	D	A	D				

		Distance from West Alameda	FIRST CLASS			
			1335	1337	1339	
STATIONS						
T. C. A. B. S. Automatic Block System	Double Track	SAN FRANCISCO	19.97	10.06 PM	11.06 PM	12.06 AM
		WEST JUNCTION	14.77			
		26th ST. JUNCTION	12.87			
		22nd Street Junction	12.53			
		OAKLAND (16th Street)	12.23	9.48	10.48	11.48 PM
		West Oakland Junction	11.64			
		BROADWAY	9.67			
		W. P. Crossing	8.48			
		EAST OAKLAND	8.09	9.37	10.37	11.37
		FRUITVALE	6.56	9.34	10.34	11.34
		Fruitvale Bridge	6.11			
	Double Track	BLANDING JUNCTION	6.04	9.32	10.32	11.32
		SOUTH HIGH STREET	4.54	9.27	10.27	11.27
		PACIFIC JUNCTION	0.84	9.15	10.15	11.15
		WEST ALAMEDA	0.00	9.13 PM	10.13 PM	11.13 PM

Leave Sundays and Holidays Only				
— Con.		36	35	36
Run Numbers—Engr.		137	134	137
Equipment		A	D	A

PASSENGER STOPS (See Page 14).

SPECIAL INSTRUCTIONS (See Pages 14 and 15).

See pages 26 and 27 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 22 and 23 for additional trains between San Francisco and Fruitvale.

See pages 18 to 21 for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing.

North High Street and Fernside Boulevard

South High Street and Encinal Avenue

South Park Street and Encinal Avenue

Trains and engines must approach crossover South High St., poles 537-539 with caution, expecting to find main track occupied.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

Location of Interlocking Plant, Responses	FIRST CLASS																				Distance from San Francisco	LINCOLN AVE. LINE Time Table No. 2 March 26, 1939	
	1238	1236	1234	1232	1230	1228	1226	1224	1222	1220	1218	1216	1214	1212	1210	1208	1206	1204	1202	1200			
	Leave Sundays and Holidays Only																						
BKI P	11.11 PM	10.11 PM	9.11 PM	8.11 PM	7.11 PM	6.11 PM	5.11 PM	4.11 PM	3.11 PM	2.11 PM	1.11 PM	12.11 PM	11.11 AM	10.11 AM	9.11 AM	8.11 AM	7.11 AM	6.11 AM	Connect with No. 1003	12.11 AM	0.00	T. O. A. B. S.	Double Track
I P																				6.11			
																				6.18			
I P																				6.89			
I P																				7.23			
I P	11.28	10.28	9.28	8.28	7.28	6.28	5.28	4.28	3.28	2.28	1.28	12.28	11.28	10.28	9.28	8.28	7.28	6.28		12.28	7.53		
																				8.12			
P																				10.09			
I P																				11.28			
P	11.39	10.39	9.39	8.39	7.39	6.39	5.39	4.39	3.39	2.39	1.39	12.39	11.39	10.39	9.39	8.39	7.39	6.39	12.39	11.67			
YIP	11.41	10.41	9.41	8.41	7.41	6.41	5.41	4.41	3.41	2.41	1.41	12.41	11.41	10.41	9.41	8.41	7.41	6.41	1.40 AM	12.41	13.20		
I																					13.65		
IP	11.42	10.42	9.42	8.42	7.42	6.42	5.42	4.42	3.42	2.42	1.42	12.42	11.42	10.42	9.42	8.42	7.42	6.42	1.42	12.42	13.72		
P	11.44	10.44	9.44	8.44	7.44	6.44	5.44	4.44	3.44	2.44	1.44	12.44	11.44	10.44	9.44	8.44	7.44	6.44	1.43	12.44	14.21		
	11.51	10.51	9.51	8.51	7.51	6.51	5.51	4.51	3.51	2.51	1.51	12.51	11.51	10.51	9.51	8.51	7.51	6.51	1.50	12.51	16.09		
IP	11.55	10.55	9.55	8.55	7.55	6.55	5.55	4.55	3.55	2.55	1.55	12.55	11.55	10.55	9.55	8.55	7.55	6.55	1.54	12.55	17.18		
P	11.57 PM	10.57 PM	9.57 PM	8.57 PM	7.57 PM	6.57 PM	5.57 PM	4.57 PM	3.57 PM	2.57 PM	1.57 PM	12.57 PM	11.57 AM	10.57 AM	9.57 AM	8.57 AM	7.57 AM	6.57 AM	1.56 AM	12.57 AM	18.02		
	35	36	35	36	30	25	30	25	30	25	30	25	22	32	22	32	22	32	36	36			
	134	137	134	137	134	127	125	127	125	127	125	127	123	132	123	132	123	132	137	137			
	D	A	D	A	D	A	D	A	D	A	D	A	D	A	D	A	D	A	A	A			
																					Con. —		
																					Engr.—Run Numbers		
																					Equipment		

SPECIAL INSTRUCTIONS (See Pages 16 and 17).

See pages 24 and 25 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 22 and 23 for additional trains between San Francisco and Fruitvale.

See pages 18 to 21 for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—At Webster Street and Lincoln Ave. trains and engines must make safety stop on near side of crossing.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

PASSENGER STOPS—(See page 16).

ALAMEDA—Lincoln Avenue Line

Westward 27

LINCOLN AVE. LINE
Time Table No. 2
March 26, 1939

STATIONS

S. F. C.
A. B. S.

A. B. S.

Distance
from West
Alameda

Double Track

Double Track

FIRST CLASS

1201	1203	1205	1207	1209	1211	1213	1215	1217	1219	1221	1223	1225	1227	1229	1231	1233	1235	1237	1239
	6.36 AM	7.37 AM	8.36 AM	9.37 AM	10.36 AM	11.37 AM	12.36 PM	1.37 PM	2.36 PM	3.37 PM	4.36 PM	5.37 PM	6.36 PM	7.37 PM	8.36 PM	9.37 PM	10.36 PM	11.37 PM	12.36 AM
	6.18	7.20	8.18	9.20	10.18	11.20	12.18	1.20	2.18	3.20	4.18	5.20	6.18	7.20	8.18	9.20	10.18	11.20	12.18
	6.07	7.07	8.07	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	6.07	7.07	8.07	9.07	10.07	11.07	12.07
1.38 AM	6.04	7.04	8.04	9.04	10.04	11.04	12.04	1.04	2.04	3.04	4.04	5.04	6.04	7.04	8.04	9.04	10.04	11.04	12.04
1.36	6.02	7.02	8.02	9.02	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.02	9.02	10.02	11.02	12.02
1.35	6.01	7.01	8.01	9.01	10.01	11.01	12.01 PM	1.01	2.01	3.01	4.01	5.01	6.01	7.01	8.01	9.01	10.01	11.01	12.01 AM
1.93	5.54	6.54	7.54	8.54	9.54	10.54	11.54 AM	12.54	1.54	2.54	3.54	4.54	5.54	6.54	7.54	8.54	9.54	10.54	11.54 PM
0.84	5.50	6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50
1.22 AM	5.48 AM	6.48 AM	7.48 AM	8.48 AM	9.48 AM	10.48 AM	11.48 AM	12.48 PM	1.48 PM	2.48 PM	3.48 PM	4.48 PM	5.48 PM	6.48 PM	7.48 PM	8.48 PM	9.48 PM	10.48 PM	11.48 PM

Leave Sundays and Holidays Only

— Con.	36	33	23	33	23	33	23	33	23	27	35	27	35	27	28	34	28	34	28	34
Run Numbers — Engr.	137	122	130	122	130	122	130	126	124	126	124	126	124	126	128	136	128	136	128	136
Equipment	A	B	F	B	F	B	F	B	F	B	F	B	F	B	F	B	F	B	F	B

PASSENGER STOPS (See Page 16).

SPECIAL INSTRUCTIONS (See Pages 16 and 17).

See pages 24 and 25 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 22 and 23 for additional trains between San Francisco and Fruitvale.

See pages 18 to 21 for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—At Webster Street and Lincoln Ave. trains and engines must make safety stop on near side of crossing.

Single track over Fruitvale Bridge, trains will be governed by interlocking signals.

COMPANY SURGEONS

San Francisco... Dr. C. A. Walker..... Chief Surgeon.
 San Francisco... Dr. H. B. Graham..... Aurist.
 San Francisco... Dr. W. F. Swett..... Oculist.
 San Francisco... Dr. J. C. Williams..... Assistant Oculist.
 Oakland... Dr. O. D. Hamlin..... Division Surgeon.
 Oakland... Dr. F. H. Tebbe..... District Surgeon.
 Oakland... Dr. Milton H. Shutes..... Oculist and Aurist.
 Oakland... Dr. Geo. F. Mainwaring... District Surgeon.
 Oakland... Dr. Geo. V. Potter..... District Surgeon.
 Oakland... Dr. N. P. Dunne..... District Surgeon.
 Oakland... Dr. W. Crane..... District Surgeon.
 East Oakland... Dr. C. P. Higgins..... District Surgeon.
 East Oakland... Dr. W. H. C. Hatteroth... District Surgeon.

COMPANY SURGEONS—Continued

West Oakland... Dr. J. I. Vickerson..... District Surgeon.
 Berkeley... Dr. A. M. McIntosh..... District Surgeon.
 Berkeley... Dr. J. R. Masterson..... District Surgeon.
 Berkeley... Dr. C. E. Hass..... Oculist.
 Albany... Dr. Douglas Ream..... District Surgeon.
 Fruitvale... Dr. J. W. Scamell..... District Surgeon.
 Fruitvale... Dr. L. E. Lacey..... District Surgeon.
 Fruitvale... Dr. G. W. Dygert..... Assistant District Surgeon.
 Fruitvale... Dr. O. T. Leftwich..... Oculist and Aurist.
 Elmhurst... Dr. M. F. Frandy..... District Surgeon.
 San Leandro... Dr. Geo. T. Honaker..... District Surgeon.
 Alameda... Dr. A. L. Guerra..... District Surgeon.
 Alameda... Dr. Douglas D. Stafford... District Surgeon.

HOSPITALS

Southern Pacific General Hospital, Fell Street near Baker, San Francisco.
 Emergency Hospital, West Oakland.

STRETCHERS

San Francisco Terminal, Bridge Yard, Alameda, Fruitvale, Berkeley and
 East Oakland.

SPECIAL INSTRUCTIONS.

“SAFETY”

Except as the Rules and Regulations of the Transportation Department, Southern Pacific Company, (Pacific Lines), effective June 15, 1930, Rules and Regulations governing Care and Operation of Air Brake and Air Signal Apparatus, Southern Pacific Company, (Pacific Lines), effective May 1, 1928 and Rules and Regulations for the Operation of Trains under Continuous Automatic Cab Signal and Speed Control System, Interurban Electric Ry. Co., effective January 1, 1930, may be modified, supplemented or superseded, those Rules and Regulations remain in full force and effect for the government of the railroad operated by the Interurban Electric Railway Company.

The operation of that portion of the railroad comprising the westward main track from West Junction to San Francisco, the eastward main track from San Francisco to East Junction, crossovers between main tracks within those limits, and all tracks within San Francisco Terminal is assigned to the supervision of the Superintendent—Bridge Railway at San Francisco.

RULE 2. Designated Watch Inspectors:
S. A. Pope, Manager of Time Service..... 65 Market St., San Francisco
Oakland..... Don J. Alphin, 5836 Foothill Blvd.
Oakland..... E. S. Griffin, 214 Easton Building
Oakland..... E. W. Becker, 3357 East 14th Street
Oakland..... H. Bullard, 1194 Seventh Street
Alameda..... A. O. Gott, 1363 Park Street
Berkeley..... W. R. Burke, 2199 Shattuck Avenue
Berkeley..... Ernest L. Dorrett, 1823 Solano Avenue

RULE 3. Conductors and engineers must compare their watches with a standard clock at first convenient opportunity during their tour of duty and register the time compared on prescribed form at Bridge Yard or San Francisco.

RULE 4. Designated Holidays—
New Year's Day, January 1st. Washington's Birthday, February 22nd.
Decoration Day, May 30th. Independence Day, July 4th.
Labor Day, First Monday in Sept. Thanksgiving Day, Last Thursday in
Christmas Day, December 25th. November.

When any of these holidays falls on Sunday, the time table schedules authorized for holidays will apply on the Monday following.

RULE 11. Outside of block system limits or train control territory a train finding an unattended fusee burning on or near its track must stop. It may then proceed, but must run with caution not exceeding 15 miles per hour for a distance of one-half mile.

Within train control territory, a train finding an unattended fusee burning on or near its track may proceed without stopping, but must run with caution, not exceeding 15 miles per hour, for a distance of 1000 feet.

RULE 17 (C). When the rules require headlights to be displayed, they will be dimmed in the following territory:

- (a) Seventh Street Line—between Pine Street and Fallon Street.
- (b) Shattuck Avenue Line—between Ward Street and Vine Street.
- (c) Ninth Street Line—between Albany and Thousand Oaks.

RULE 19. Electric cars are equipped with red bulls-eye lights on ends of car. They will serve as markers and, except in foggy weather, will not be lighted during daylight hours. Figures 8 and 8-A will not apply.

RULE 30. The gong must be sounded before equipment is moved. Engineers must, at all times, place themselves in a position in the cab which will assure them the best vision of the track ahead and the approach of pedestrians and vehicles, and must assume a standing position before moving equipment and remain standing until equipment has moved at least 30 feet.

RULE 32. Time table schedules, unless fulfilled, are in effect for two hours after their time at each station.

Regular trains more than two hours late on either their schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only when authorized by proper official.

RULE 33. Will not apply.

RULE 33 (A). Will not apply.

RULE 33 (D). Will not apply.

RULE 33 (E). Will not apply.

RULE S-83. Will not apply.

RULE 91. Outside of block system limits or train control territory, trains in the same direction must keep not less than 1200 feet apart, except when closing up at stations.

RULE 92. Within train control territory time-table schedules are informative only. Trains will enter and operate through train control territory in accordance with applicable Interlocking and Cab Signal Rules, irrespective of time-table superiority or schedules, except that a train must not leave San Francisco in advance of its scheduled leaving time unless authorized to do so by the proper official.

RULE 93. Will not apply.

All tracks of Interurban Electric Ry. Co., are within yard limits.

Within yard limits main track may be used, protecting as prescribed by Rule 99.

RULE 95. Will not apply.

RULE D-97 (A). On double track, trains may run extra, or work extra, moving with the current of traffic without running orders and need not obtain clearance before commencement of trip.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED.
Southern Pacific Company at Parker Street on Ninth Street Line between Carlton Street and Channing Way. Southern Pacific trains and engines using crossing will protect.

Southern Pacific Company at Pacific Avenue on Encinal Avenue Line at Pacific Junction. Southern Pacific trains and engines using crossing will protect.

DRAWBRIDGES INTERLOCKED

Fruitvale Ave., Drawbridge—Tidal Canal, Oakland Inner Harbor.

RULE 99. At points specified below, FIRST-CLASS TRAINS need not comply with Rule 99, except in foggy weather.

All trains will move with caution between these points.

- (a) Shattuck Avenue Line—Between University Avenue and Bancroft Way.
- (b) Seventh Street Line—Between Broadway and Washington.
- (c) Seventh Street Line—1000 feet east and west of Seminary Avenue.
- (d) Lincoln Avenue Line—Between North Park Street and Foley Street.
- (e) Encinal Avenue Line—Between High Street and Pole 540 east of High Street crossover.

(f) Encinal Avenue Line—Between West Alameda and crossover 1150 feet west.

RULE 99 (A). Will not apply.

RULE 103. When trains or cars are being moved into or out of set-out tracks, or when cars are being moved on tracks in Bridge Yard, an employee must be stationed on the front end of leading car in direction of movement and remain there until the movement is completed.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing, unless it is known that signals are operating.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

Location	Normal Position
Alameda-Mastick Junction.....	For Lincoln Avenue Main Track
Alameda-Pacific Junction.....	For Lincoln Avenue Main Track
Oakland-103rd Avenue Junction.....	For Dutton Avenue Main Track

RULE 107. When a train is at a station, trains on the other track must not enter the station until the first train starts to move, or while passengers are between the first named train and the approaching train.

Westward trains have preference to stations between 12:01 A.M. and 12:01 P.M., and eastward trains have preference between 12:01 P.M. and 12:01 A.M. On the Seventh Street Line an ordinance prohibits two trains occupying tracks at the same time between a point 100 feet east of Broadway and a point 100 feet west of Washington Street. If necessary for two trains to occupy this territory simultaneously, only one train should be moving.

Electric trains have preference over Southern Pacific trains at Fruitvale.

RULE 206 (A). Will not apply.

First class schedules will be assumed at initial point by trainmen and engineers in accordance with Rosters, as shown on Pages 2 and 3, or as amended.

RULE 880. Engineers who have had less than 610 days actual experience in freight service, and less than 60 days experience on Western Division, Southern Pacific Co., and who have not qualified in the handling of trains in Continuous Automatic Cab Signal and Speed Control System, must not be used in passenger service of Interurban Electric Ry. Co.

RULE 1001 (A) (Cab Signal Rules). In that portion of train control territory between the easterly interlocking limits of San Francisco Tower and westerly interlocking limits of Bridge Yard Tower, Rule 1001 (A) is modified as follows: Acknowledge and proceed with caution, not exceeding 11 M.P.H., stopping at least 400 feet back of the rear end of a standing preceding train, but in no case stopping foul of the entrance switch to a crossover or in such position as would prevent a movement being made through the crossover. A train so stopped by a preceding train may proceed upon receipt of a Yellow 17 cab signal indication or upon receipt of proper hand signal.

RULE 1007 (Cab Signal Rules). Rule 99 will not apply to trains moving with the current of traffic within train control territory, except:

- (a) Westward trains within that portion of train control territory extending from its initial point on the 26th Street elevated structure to the west end of that structure at catenary bridge No. 65 must be protected as prescribed by Rule 99.
- (b) In event of derailment within train control territory the train must be protected as prescribed by Rule 99.
- (c) Motors or engines not equipped with Cab Signal and Speed Control apparatus must be protected as prescribed by Rule 99 at all times while operating within limits of train control territory and will enter and operate through train control territory with caution, not exceeding eleven miles per hour.

RULE 1008 (Cab Signal Rules). Movement against current of traffic within that portion of train control territory assigned to supervision of Superintendent—Bridge Railway must not be made except on receipt of written instructions, on prescribed form, issued by authority and over the signature of Superintendent—Bridge Railway; this form to be made in triplicate, copy to be given to

conductor and engineer of each train so authorized to move against current of traffic, third copy to be returned to Superintendent—Bridge Railway by the employee issuing same.

RULE 1014 (Cab Signal Rules). Limits of train control territory on westward main tracks extend from fixed signal on 7th Street Line 600 feet east of 26th Street Junction, and from fixed signal on Shattuck Avenue Line 520 feet east of 26th Street Junction to 26th Street Junction, thence via Tracks "E," "C," and "A" to San Francisco.

Limits of train control territory on eastward main track extends from San Francisco via Track "B" to fixed signal 65 feet west of 26th Street Junction. Limits of train control territory include all tracks in San Francisco Terminal, westbound set-out tracks "A" and "D" and eastbound set-out tracks "E" and "C."

Entrance to train control territory, via reverse traffic route on 7th Street Line, is at dwarf signal 14La 320 feet east of 26th Street Junction and, on Shattuck Avenue Line, at dwarf signal 14Lb 434 feet east of 26th Street Junction.

RULE 1025 (Cab Signal Rules). Will not apply to interlocking signals governing westward movements located at entrances to train control territory on the 26th Street elevated structure. Rule 678 of the Rules and Regulations of the Transportation Department, Southern Pacific Company (Pacific Lines), effective June 15, 1930, will govern.

AUTOMATIC BLOCK SYSTEM

RULE 509. Following block signals equipped with a triangular number plate include in their control limits a special protective device. When these signals indicate "STOP," careful inspection must be made of track or structure, as indicated below, and it must be known that it is safe for passage of trains before proceeding:

No. 3755: Protection for oil buffer switch at end of double track at Contra Costa.

No. 4201: Protection for oil buffer switch at end of double track at Albany.

RULE 511. When one switch of a crossover is equipped with spring, the rigid switch must be left lined for crossover movement until movement is completed.

CROSSOVERS ON THE SAN FRANCISCO-OAKLAND BAY BRIDGE

There are five pairs of emergency crossovers on the Bridge structure. Each pair consists of one left and one right hand turnout. They are identified and located as follows:

- (a) Rincon Located at the west end of the Bridge where it passes over Rincon Hill.
- (b) Anchorage Located immediately east and west of the Center Anchorage.
- (c) Island Located on Yerba Buena Island.
- (d) Cantilever Located on the East Bay crossing approximately 1500 feet east of the Cantilever Span.
- (e) Mole Located at the east end of Bridge.

Switches of these crossovers are manually operated and must not be thrown, or the crossovers used except under direction of the Superintendent—Bridge Railway.

If it becomes necessary to use these crossovers, flag protection, in both directions, as prescribed by Rule 99, must first be provided on the main track to be used; and the switch taking out of track upon which the train to be crossed over is standing must then be thrown, and at least one minute elapse before switch in the opposite track is thrown and crossover movement commenced.

CROSSOVERS AND SWITCHES EQUIPPED WITH SPRINGS

Location	Normal Position
West end of crossover Addison Street, Berkeley, Shattuck Avenue Line.....	Main track
West end of crossover, Melrose, Seventh Street Line.....	Main track
West end of crossover, Seminary Avenue, Seventh Street Line.....	Crossover movement
West end of crossover, Broadmoor, Seventh Street Line.....	Crossover movement
West end of crossover, 3rd and Pacific Avenue, Alameda Lincoln Avenue Line.....	Main track.
East end of crossover located between poles 326 and 327, 1150 feet west of West Alameda, Encinal Avenue line.....	Crossover movement

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP" careful examination must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand must not be used while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Location	Normal Position	M.P.H.
East end of crossover, Seminary Ave.		
Seventh Street Line.....	Crossover movement	East 15
East end of siding, Ramona, Ninth Street		West 15
Line.....	Westward Movement	East 15

OIL BUFFER SPRING SWITCHES—Continued

West end of siding, Ramona, Ninth Street	West 15
Line..... Eastward movement	East 15
End of double track, Albany, Ninth Street	West 15
Line..... Westward movement	East 15
End of double track, Thousand Oaks, Ninth Street Line..... Eastward movement	West 15
End of double track, Contra Costa, Shattuck Avenue Line..... Westward movement	East 15

These switches should be split only by electric equipment and only when in their normal position, as they are equipped with single acting buffers.

SPECIAL SIGNALS

Two indication dwarf signals are located between main tracks at each end of each pair of crossovers comprising Rincon, Island, and Cantilever crossovers, and at each end of each crossover comprising the Anchorage and Mole crossovers. The signals indicate the position of crossover switches.

A Proceed indication will be displayed when all switches in both main tracks located between each pair of signals are lined for movement on main track.

A Stop indication will be displayed when one or more switches in either or both main tracks is lined for crossover movement, or some other condition exists which might affect safe movement on main track.

A train, operating either with or against the current of traffic and finding a signal displaying a Stop indication, unless otherwise provided, must stop before passing the signal and careful inspection made of crossover switches. It must be known that they are lined for proper route and safe for passage of trains before proceeding.

When the light fails in a signal, train may proceed without stopping provided cab signal indication is more favorable than "Red 11", but report must be made from first convenient point of communication. If cab signal indication is "Red 11", the special signal must be regarded as displaying its most restrictive indication.

CONSOLIDATION OF TRAINS

When required by schedule or other cause, trains may be consolidated. If dome and marker lights are displayed when trains are consolidated, they will continue to be displayed on both trains after consolidation. When consolidating trains or when making fills, the following procedure will govern:—Engineer on leading train will move brake valve handle to service position until brake cylinder gage registers approximately 30 pounds, then lap the valve, leaving it there until 15 seconds have elapsed following the coupling when brake valve handle should be moved to release position. Engineer may then proceed after receiving communicating signal 16(a), after rear train or out of cars has been coupled to leading train, the engineer or hostler handling same, should immediately place brake valve handle in service position and, after 12 seconds have elapsed, close cut-out valve and remove handle, then remove brake handle.

Conductor or brakemen must promptly station himself on rear platform of last car in following train or out of cars, and immediately the coupling has been made, will note that brake cylinder gage registers approximately 80 pounds. He will continue to observe the gage and when the gage indicates that brakes have released, the conductor will signal engineer with communicating signal 16(a).

At points of consolidation trainmen will afford whatever assistance is required to facilitate the movement of trains. Engineer of the leading train will handle the consolidated train. Conductor of the leading train will have charge of the consolidated train and be responsible for collection of transportation in those cars which comprised his train prior to consolidation. Conductor of the rear train will be responsible for collection of transportation in those cars which comprised his train prior to consolidation. Care must be taken to observe that passengers are not on platforms or entraining or detraining while trains are being coupled or uncoupled. Consolidated trains must make stops scheduled for both trains.

OPERATION OF TRAIN CONTROL EQUIPMENT, RULE 4

Enginemen and trainmen must make test of cab signal and speed control equipment as described in Rule (4) of "Instructions for the Operation of Cab Signal and Speed Control Equipment" before leaving Bridge Yard on first trip of trains originating at that point, before leaving outside terminals on each trip, or when engineer changes operating cabs.

That portion of the rule requiring that test be made within the five minutes immediately prior to departure is modified to permit it being made at any time after train is made up and ready to move or after engineer has changed operating cabs.

At points where operating cabs are changed, and an inspector is on duty, the inspector may be substituted for the conductor in observing engineer depress pedal of Acknowledging Switch until a train control application occurs. Trainmen may use communicating signal 16(1) to notify engineer that he is in proper position to observe test.

AIR BRAKE RULE 16

Except on eastward trains from San Francisco, running air brake test must be made immediately after leaving initial station; after make-up of train has been changed; when brake pipe has been broken; when engineer changes operating cabs and where station stop or running test has not been made with brakes in good working condition within one mile of railroad crossing at grade or drawbridge.

Westward trains must make running test immediately after passing off of the 26th Street elevated structure.

Trains operating through set-out tracks must make running test before entering main track after any change is made in consist. A trainman will observe test from rear end of rear car and acknowledge by communicating signal 16(j). Less than 20 pounds pressure on brake cylinder gage will not be considered a successful running test.

Running tests are not to be made while working power.

AIR BRAKE RULE 17

(a) Procedure described under captions "Consolidation of Trains" and "Operation of Train Control Equipment, Rule 4" will comprise standing test of the air brake system. At all points where departure test of Train Control Equipment is made, no further standing test of the air brake system need be made.

(b) When making tests of air brakes in handling freight cars in residential districts, as required by Rule 17 of Air Brake Rules, substitute hand signals as given in Rule 12 (f) and 12 (g) of Book of Rules, Transportation Department for whistle signals where latter required. Hand signals will be given by yardman nearest engine and on instruction from engineer.

(c) Yard engines and work trains operating on electrified main tracks must have automatic air brakes coupled and operative. Air must be used where cuts of cars are handled on main track, except when actually involved in switching.

USE OF MAIN TRACKS

(a) Main tracks between Oakland (Sixteenth Street) and 22nd Street Junction, numbering from the Bay, are designated as 1, 2, 3, 4, 5 and 6 and used as follows:

No. 5—Eastward trains of Interurban Electric Ry. Co., via Oakland (Sixteenth Street).

No. 6—Westward trains of Interurban Electric Ry. Co., via Oakland (Sixteenth Street).

(b) Main tracks between 34th Street Junction and Shellmound Tower numbering from the Bay, are designated as 1, 2, 3, 4, 5 and 6 and used as follows:

No. 5—Westward trains of Interurban Electric Ry. Co., via Shellmound.

No. 6—Eastward trains of Interurban Electric Ry. Co., via Shellmound.

(c) Main tracks between East Oakland and Sather, numbering from north, are designated 1, 2, 3, 4 and used as follows:

No. 1—Westward trains of Interurban Electric Ry. Co.

No. 2—Eastward trains of Interurban Electric Ry. Co.

(d) Main tracks between West Alameda and Alameda Airport, numbering from north, are designated 1, 2, 3, 4 and used as follows:

No. 3—Eastward trains of Interurban Electric Ry. Co.

No. 4—Westward trains of Interurban Electric Ry. Co.

(e) Main tracks between 26th Street Junction and San Francisco are lettered and used as follows:

Track "P"—Westward trains 26th Street Junction to West Junction.

Track "C"—Westward trains West Junction to west switch of westbound set-out tracks. Used jointly with Key System and Sacramento Northern.

Track "A"—Westward trains west switch of westbound set-out tracks to San Francisco. Used jointly with Key System and Sacramento Northern.

Track "B"—Eastward trains San Francisco to 26th Street Junction. Used jointly with Key System and Sacramento Northern, San Francisco to East Junction.

(f) Tracks in San Francisco Terminal, numbering from the north (Mission Street) are designated 1, 2, 3, 4, 5 and 6 and used as follows:

Nos. 1, 2 and 3—Trains of Interurban Electric Ry. Co.

Nos. 4, 5 and 6—Trains of Key System and Sacramento Northern.

SET-OUT TRACKS—BRIDGE YARD

(a) Westbound Set-Out Tracks are lettered and, from the north, are designated "A" and "D".

(b) Eastbound Set-Out Tracks are lettered and, from the south, are designated "H" and "T".

MISCELLANEOUS

1. Employees must guard against coming in contact with overhead wires or their connections or, when riding on side or top of cars, against striking automatic or interlocking signals attached to center trolley poles.

Jointly operated portions of the railroad on the San Francisco-Oakland Bay Bridge and Tracks 1 to 6 in San Francisco Terminal are equipped with power rail. Employees must exercise care to avoid contacting it. Should a train become disabled within power rail limits and, in order to proceed, require engineman or trainman to go beneath car, great care must be exercised to avoid contacting the power rail. When, in the judgment of engineman or trainman, the situation respecting proximity of power rail precludes the possibility of his going beneath car with safety to himself, he must not go beneath it or attempt to do so. In such circumstances conductor must immediately report to proper official from nearest point of communication.

2. When anyone suffers from an electrical shock, the prone method of resuscitation should be started at once, as any delay in starting this treatment may prove fatal. Get the mouth open, remove false teeth or anything in the mouth, pull the tongue out, support the patient's head on one of his arms, turn face down and start artificial respiration, using about 12 or 15 movements per minute. Send for a doctor at once, but keep up treatment for hours if necessary.

3. Train gates must be kept closed at all times while train is moving on San Francisco-Oakland Bay Bridge. If, for any reason, it becomes necessary to open gates while train is standing on the Bridge, they must be opened only by the conductor or under his direction, and the following will govern:

(a) Gates must not be opened to permit detraining between tracks, except in case of accident or other cause which would make it impossible to do otherwise. Should it become necessary to permit detraining between tracks, flag protection must first be provided and train movements on the opposite track stopped short of the point of detraining.

(b) Under all other conditions, except as specified in paragraph (a), gates on trains standing on eastward track must be opened on the south side only and, when standing on westward track, on the north side only. In the case of a train standing on either track, employees may detrain over the end of car through the vestibule at head end or rear end of train, but in doing so must alight on the track upon which train is standing.

(c) If a gate is opened to permit detraining of an employee, it must be closed promptly after he has alighted to prevent detraining of passengers.

(d) Trainmen and gatemen on westward trains must observe train gates after passing Bridge Yard station and before entering upon the San Francisco-Oakland Bay Bridge to insure that gates are in proper position and securely latched.

4. During non-peak periods, trainmen and enginemen will treat all stations on the following lines as flag stops:

(a) Ninth Street Line—except at Ashby, University Avenue, and Albany Stations, at which stops must be made;

(b) Shattuck Avenue Line—east of University Avenue;

(c) Seventh Street Line—east of Havenscourt.

5. Trainmen and enginemen must familiarize themselves with location of crossovers, the use of which may be required in emergency.

6. In case of power interruption signal operator may display "S" sign, in which case trains must not exceed series position of controller. When signs are removed, normal speed may be resumed.

7. When electric trains are switching at outside terminals or starting mornings, or tying up nights, enginemen must operate electric equipment from the front end of leading car in direction moving.

8. Trains must stop clear of street intersections to allow safe and uninterrupted passage of ambulances, police patrols and fire apparatus. When fire siren is sounded, trains must be stopped.

9. Enginemen must watch for and respect traffic signals and signals of traffic officers.

10. Trainmen will note if all motor cars in service in their train are operating, and notify engineman in case of failure.

11. Station stops should be made with middle of train under or opposite station sign, unless instructions on schedule page indicate otherwise.

12. Except in emergency or foggy weather, torpedoes must not be used on improved public streets.

13. When necessary to lower pantographs to coast under line breaks, etc., the following procedure should be followed:

When stopped, all pantographs should be promptly tested to ascertain if in proper working order. On trains of 3 cars or less, leave all pantographs down except on car with control. If lowering valve is located at other than in cab from which engineer is operating, a trainman must be stationed at valve and when signalled by one long blast of the alarm whistle, lowering valve must be held down until train has again been brought to a stop and engineer sounds two long blasts of alarm whistle.

On trains of four or more cars, in addition to the pantograph on car with control, one additional pantograph, preferably on opposite end of train, should be put up after being tested and operated by a member of the train crew as above.

Do not depend on the electric lowering switch to operate pantographs except in emergency. In raising pantographs, care must be taken to see that they are not directly under trolley cross-arms and they must not be raised until train has stopped.

14. Push button located on side of relay case on east side of Twelfth Street Melrose should be used to operate wigwag while switching.

15. Trains entering terminals must move with caution, as tracks may be occupied. Responsibility for accidents rests with train entering terminal. All switching movements at any point must be made with caution.

16. On Shattuck Ave. Line between University Ave. and Ward St. at all times, and in residential districts during night hours, the use of crossing warning whistle signals should be avoided as much as possible consistent with safe operation.

17. In case of serious delays or accidents, conductors should, when possible, notify the office of the proper official by telephone. In cases involving movement on joint track, between West Junction and San Francisco and between San Francisco and East Junction, communicate with Superintendent—Bridge Railway, at San Francisco. In all other cases communicate with the Trainmaster.

18. In addition to those telephones located as shown on schedule pages, others are installed at each set of crossovers on the Bridge, at both ends of Eastbound and Westbound Set-Out Tracks, and in crotch of wye at top of elevated structure at 26th Street Junction.

19. In case of delay to eastward trains enroute, they may turn back short of outside terminals, if necessary to do so to protect return schedule.

SPECIAL INSTRUCTIONS (Continued.)

20. When opposing trains approach on double track on a public street, speed of both must be reduced and gongs must be sounded until the head end of each passes the rear end of the other.
21. Outside of Train Control Territory, when moving against current of traffic, move with caution. Rule 1008 (Cab Signal Rules) governs movements against the current of traffic within Train Control Territory.
22. Engineers must not permit anyone to ride in cab without permission of Manager.
23. To reduce automobile accidents, special care should be used when approaching grade crossings known to be obscured or hazardous. Where vehicles are moving in public streets in the same direction as train and are not clear of the track on which the train is operating, speed should be so controlled as to permit train being stopped in case a vehicle makes a sudden or unexpected stop or turn. When about to pass a vehicle moving in the same direction as train, the engineer should satisfy himself that the driver is aware of approach of the train.
24. On all trains engineer's cab at rear of train must be folded and gate closed.
25. (a) Tonnage of electric work trains operated by one motor car must not exceed 600 Ms on all lines, except:
- | | |
|---|---|
| (1) Between Farnside or Lincoln Junction Alameda and Fruitvale, including east and west legs of wye at Fruitvale..... | 450 Ms |
| (2) Between 9th Street Junction and University Ave., Shattuck Avenue Line..... | |
| (3) Between University Ave. and Thousand Oaks, Shattuck Avenue Line..... | 150 Ms |
| (4) Between Albany and Thousand Oaks, Ninth Street Line..... | |
| (5) Over elevated structures at 16th Street, 26th Street, in Bridge Yard and on the San Francisco-Oakland Bay Bridge..... | One motor car work trains must not be operated. |
- (b) Electric work trains working on or over elevated structures at 16th Street, 26th Street, in Bridge Yard or the San Francisco-Oakland Bay Bridge must include two motors per 160 Ms, or fraction thereof, handled.
- (c) When handling loaded cars, controller must not be moved beyond the series position. In switching loads under no circumstances must controller be moved beyond the switching point or HELD IN THAT POSITION LONGER THAN TEN SECONDS at a time so that the grids will not be damaged.
- (d) WHEN PLOWING BALLAST USE TWO (2) MOTORS.
- Gross weights of cars vary, depending upon commodity therein. As a general average see below:
- | | |
|---|-------------|
| Gross weight loaded Rodger Ballast Car average..... | 80,000 lbs. |
| "Hart Convertible" Cars loaded average..... | 150,000 " |
| Gondolas loaded with gravel..... | 160,000 " |
| Box cars and flats loaded with steel..... | 165,000 " |
26. If train is stopped within limits of Train Control Territory at a point other than a station stop and engineer sounds warning whistle signal 14 (g), the conductor may sound communicating signal 16 (a) without ascertaining cause for the stop, provided that no gates have been opened.
27. Inspectors and others will not go between the cars without first having an understanding with the party handling controller. They must advise this same party promptly when they are through. After sunset or when weather conditions make it desirable, a white lantern must be set on the ground opposite the point where employee is between cars. Lantern must be set so as to be plainly visible to party handling controller. When equipment is to be picked up or set out and there is a trainman in charge of such movement, inspectors and carmen will not, except in emergency, pass signals. Those passing signals must assure themselves there is no one between cars.
28. At the following places vehicles parked at curb will not clear passing trains: Stanford Ave., east of Shellmound Tower on both tracks. Central Ave., Alameda, between Fourth St. and Pacific Junction on eastward track. Between Alameda Belt Line Crossing and Pacific Junction on westward track. Encinal Ave., between South High St. and Briggs Ave. on westward track. Shattuck Ave., eastward track between Addison and University Avenue.
- Trains will approach with caution when vehicles are parked at these locations, and engineers must assure themselves that such automobiles are clear of train.
29. Controller must never be locked while train is in motion. When an emergency stop is made by use of the pilot valve, brake valve handle should immediately be placed in emergency position and remain there until train has stopped. With "UC" valve allow 8 seconds before making release.
30. The following motor cars are equipped with two brake cylinders: Nos. 362 to 367, inclusive. Nos. 373 to 387, inclusive.
- The following motor cars are equipped with brake lever stops: Nos. 352 to 361 inclusive and No. 368.
- Only motor cars equipped with two brake cylinders may be regularly operated single on the San Francisco-Oakland Bay Bridge. Motor cars equipped with brake lever stops may be operated single on the Bridge only in case of emergency and, when so operated, must be withdrawn and a proper car substituted at first opportunity.

In all cases where conductor or engineer find they are due to leave eastern terminal of any line with a single car, other than one equipped with two brake cylinders, for a trip across the Bridge, and unless scheduled to fill at Bridge Yard, they will telephone trainmasters office for instructions.

31. All concerned are warned that insufficient clearance exists on the San Francisco-Oakland Bay Bridge to clear a man between the side of train on westward track and the collision wall separating the railroad right-of-way from the vehicular roadway. Under no condition should a person attempt to stand between the collision wall and the westward track to permit passage of train on that track. Engineers operating westward trains and observing a person standing between collision wall and the westward track must bring train to stop before reaching the point where the person is standing. Persons whose duties require their working on or about the railroad or attendant facilities on the Bridge must take position on planked walk at the south side of the Bridge, standing close against girders during passage of train on either track.

32. LOCATIONS OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

Employees are warned that it is dangerous to stand erect on top of cars, or to ride on side of cars while passing these points, and they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Shattuck Avenue Line:

F. M. Umphred Warehouse between Park and Shellmound..... Side

Western Union Pole Line between Park and Shellmound..... Side

Northbrae Tunnel (trolley 18' 04")..... Overhead and Side

Overhead bridge, between Emeryville and Shellmound..... Overhead

tower, westward trolley 21' 07"..... Overhead

Emeryville spurs No. 1 and 2..... Overhead

Spur No. 1 trolley 20' 04"..... Overhead

Spur No. 2 trolley 20' 11"..... Overhead

Seventh Street Line:

Clorox Chemical fence and building..... Overhead and Side

L. A. Young Spring Company..... Side

Chevrolet Spurs, platforms and cars..... Side

U. S. L. Battery Corp., fence..... Side

Alameda-Fruitvale Line:

Estuary Bridge (trolley 19' 00")..... Overhead and Side

Ninth Street Line:

W. H. Ford Spur, trees, fence and building..... Side

Lincoln Avenue Line:

Boyle Mfg. Co., platform..... Side

Clark Pottery, platform and trees..... Side

Signal Oil Company..... Side

West Alameda car shops, doors on tracks entering building..... Side

San Francisco-Oakland Bay Bridge:

(trolley 19' 07")..... Overhead and Side

33. Steam engines are permitted to operate over portions of the Interurban Electric Railway Lines as shown below. Movements outside of these limits must not be made with steam engines.

Encinal Avenue Line: Both tracks South High to Alameda Airport.

Lincoln Avenue Line: Both tracks Fruitvale to Mastick Junction. Eastward track 5th and Lincoln to Pacific Junction.

Westward track Pacific Junction to crossover Pole 780.

Seventh Street Line: 103rd Ave., Junction to 68th Ave., Havenscourt.

Fallon Street to Melrose. Both tracks east end of

16th Street elevated structure to 22nd Street

Junction.

Shattuck Avenue Line: Both tracks 34th Street Junction to University Ave.

Eastward track University Ave. to Vine Street.

Ninth Street Line: Both tracks Ninth Street Junction to a point 500

feet east of north line of Heinz Avenue.

34. DISC SIGNS, DOME LIGHTS AND WHISTLE SIGNALS

	Disc. No.	Dome Signals	Whistle Signals
(a) Seventh Street Line			
(1) Local Trains.....	2	Green and Green	0 0 — 0
(2) Express Trains.....	7	Yellow and Yellow	0 0 — 0
(b) Shattuck Avenue Line			
(1) Local Trains.....	3	Red and Red	0 — — —
(2) Express Trains.....	9	Yellow and Yellow	0 — — —
(c) Encinal Avenue Line			
(1) Westward.....	6	Green and Red	— 0 — 0
(2) Eastward.....	4	Green and Yellow	— 0 — 0
(d) Lincoln Avenue Line			
(1) Westward.....	4	Green and Yellow	0 0 — 0
(2) Eastward.....	6	Green and Red	0 0 — 0
(e) Ninth Street Line.....			
(1) Red and White.....	5	Red and White	0 0 — 0

Trainmen and enginemust see that the proper disc signs and dome lights are displayed and that alarm whistle signals are sounded for information of signal men when necessary.

35. (a) ROUTE SIGNS—(displayed over side windows)

Position on Roll	Wording	To Be Displayed
1	SAN FRANCISCO.....	Not to be used.
2	SAN FRANCISCO EXPRESS.....	On westward express trains destined San Francisco.
3	OAKLAND.....	All eastward and westward locals via 7th St. Line.
4	FRUITVALE, 7 ST	Not to be used.
5	MELROSE, 7 ST	Not to be used.
6	DUTTON AVE. EXPRESS.....	On eastward express trains via 7th St. Line destined Dutton Avenue.
7	SEMINARY AVE, 7 ST	Not to be used.
8	SPECIAL SERVICE.....	On special movements.
9	BERKELEY.....	On all eastward and westward locals via Shattuck Ave. Line.
10	SHATTUCK AVE. EXPRESS.....	On eastward express trains via Shattuck Ave. Line.
11	BERKELEY, 9 ST	On all eastward and westward locals via 9th St. Line.
12	NINTH STREET EXPRESS.....	Not to be used.
13	ALAMEDA.....	Not to be used.
14	ALAMEDA, LINCOLN AVE.....	On all eastward and westward Alameda trains via Lincoln Ave. Line.
15	ALAMEDA, ENCINAL AVE.....	On all eastward and westward Alameda trains via Encinal Ave. Line.
16	OUT OF SERVICE.....	On cars which are out of service.
17	FOOTBALL SPECIAL.....	Football service.

(b) DESTINATION SIGNS—(displayed on ends of cars)

Position on Roll	Wording	To Be Displayed
1	SAN FRANCISCO.....	On all westward trains destined San Francisco except express trains.
2	SAN FRANCISCO EXPRESS.....	On westward express trains destined San Francisco.
3	OAKLAND.....	All eastward locals via 7th Street Line.
4	FRUITVALE, 7 ST	Not to be used.
5	MELROSE, 7 ST	Not to be used.
6	DUTTON AVE. EXPRESS.....	On eastward express trains via 7th Street Line destined Dutton Ave.
7	SEMINARY AVENUE, 7 ST	Not to be used.
8	SPECIAL SERVICE.....	On special movements.
9	BERKELEY.....	On all eastward locals via Shattuck Avenue Line.
10	SHATTUCK AVE. EXPRESS.....	On eastward express trains via Shattuck Avenue Line.
11	BERKELEY, 9 ST	On all eastward locals via 9th Street Line.
12	NINTH ST. EXPRESS.....	Not to be used.
13	ALAMEDA.....	Not to be used.
14	ALAMEDA, LINCOLN AVE.....	On all eastward Alameda trains via Lincoln Avenue Line.
15	ALAMEDA, ENCINAL AVE.....	On all eastward Alameda trains via Encinal Avenue Line.
16	OUT OF SERVICE.....	On cars which are out of service.
17	FOOTBALL SPECIAL.....	Football service.

(c) Proper route and destination signs must be displayed on all westward trains before departure from east terminal. Route and destination signs on westward trains approaching San Francisco must be changed to the correct wording for the eastward move while train is passing over the Bridge and before arrival San Francisco. Trainmen and train gatemen will see that signs in cars to which they are assigned are properly displayed. Conductors should see that their crews understand the proper handling of signs.

36. Traffic light signals 7th and Harrison Streets, Oakland, governing movements on Seventh St., will be operated by track circuit approach. Eastward circuit starts at Webster St., westward at Alice St. Trains will not exceed ten (10) miles per hour crossing Webster St., and will approach and pass over Harrison St. with caution, not exceeding ten (10) miles per hour. Enginemust keep a careful watch for vehicular and pedestrian traffic. Eastward trains may increase speed after head end of train passes Harrison St. In case of failure traffic light signals, trains will stop before crossing Harrison St. and proceed over crossing with caution.
37. Westward trains and engines, including switching movements, must not exceed eight (8) miles per hour between Pole 2674 and 12th St. crossing, Melrose, to provide proper time interval for operation of wigwag signals. Westward trains five cars or less making Melrose station stop, stop with west end of train just east of Pole 2674.
38. Eastward trains of four cars or less making safety or station stop at Melrose stop at marker located between Poles 2676 and 2675, and not exceed eight (8) miles per hour from the stop until head end of train is across 14th St. Eastward trains of five or more cars will make station or safety stop at Pole 2677 near 14th St., and move with caution not exceeding eight (8) miles per hour until head end of train is across 14th St. Westward movement over this crossing to be made with caution not exceeding eight (8) miles per hour.

39. Eastward Seventh St. trains with four or less cars scheduled to stop at Sather will stop with head end of train west of Pole 2627. Those not scheduled to stop, use not less than twenty (20) seconds between Pole 2627 and High St.
40. Care should be used while operating electric equipment during hot weather to observe the condition of trolley wires, especially in the vicinity of curves and crossovers. When there is any unusual amount of slack in the trolley wire, speed of train should be reduced to a point where pantographs or overhead structure will not be damaged. Any unsafe condition should promptly be reported.
41. Three position light type signal located opposite Pole 836 Mastick, governs eastward movements from Tynan. Semaphore type indicator near this signal is for information of yardmen and will indicate trains approaching from the west as far as Pole 796, and from the east Pole 716. Both derailer and junction switch must be reversed before starting a movement from Tynan route.
42. To prevent obstructing view of auto drivers of approaching trains, cars must not be left within 300 feet of eastward Encinal Ave. track at Pacific Ave., Pacific Junction.
43. A clock equipped with sweep hand registering seconds, a push button type electric switch and a telephone, all mounted together, are located at the west end of each platform and at approximately the mid-point of each platform in the train shed at San Francisco. These facilities are for the purpose of starting trains from the Terminal and will be referred to as "Starting Stations". The push button switches when depressed, illuminate an indicator light in the Interlocking Tower and those at the west end only simultaneously illuminate a yellow starting light located above the platform at the west end of the train shed. On platform serving Track 1 there is one push button switch at each location. On platform serving Tracks 2 and 3 there are two push button switches at each location, the one nearest Track 2 applying to trains on that track, and the one nearest Track 3, applying to trains on that track. The telephone is for communicating with the Interlocking Tower.
- At least one minute before scheduled departure time of a train, conductor will station himself at Starting Station nearest the head-end of his train and, when the sweep hand on clock at that location indicates fifteen seconds in advance of departure time, he will depress the proper push button switch and at the same time raise his hand vertically above his head. Brake-men and gatemen will station themselves on station platform immediately adjacent to steps of car platform to which assigned, being alert to observe yellow starting light or hand signal and, when that light becomes illuminated or hand signal given, will relay the hand signal toward rear of train and then each brakeman or gateman except the one at the opening nearest the head end will board train and close train gates. After gates have once been closed they must not again be opened except on direction of conductor. After having depressed push button switch, conductor will board train at first opening and gates will be closed. When gates on rear car have been closed, the usual starting hand signal will be initiated by employee assigned to that car and this signal will be relayed through the train toward the conductor who, when he receives it, will sound communicating signal 16(a). Upon receipt of communicating signal 16(a) engineer will proceed, provided indication of interlocking signal governing movement out of train shed is other than "Stop".
- Success of the operation on close headways out of San Francisco depends upon utmost alertness of all concerned. All employees must be at their proper stations on or about the train at least two minutes before its scheduled departure time and when train crew consists of more than conductor only, at least one employee must stay with the train at all times while it is standing in San Francisco Terminal.
44. Should a condition arise where a train is compelled to remain standing for an appreciable length of time on the San Francisco-Oakland Bay Bridge, and there is a possibility that the air brake will not continue to hold the train, sufficient hand brakes must be set to hold the train.

SPEED RESTRICTIONS

Pages	City	Limits of Restriction	Speed M.P.H.
All	All	Through crossovers and turnouts	10
All	All	Through all spring switches	15
All	All	Through all facing point girder rail switches	8
All	All	Passing schools during school hours	With caution
All	All	Around all curves, unless further restricted	25
All	All	Through interlocking limits	With caution
All	All	Passing station when no stop is made	15
10-17 & 22-27	Oakland	Between West Oakland Junction and Pine, unless further restricted	15
10-17 & 22-27	Oakland	Crossing vehicular lane on 7th Street between Bay and Cedar Streets	10
10-17 & 22-27	Oakland	Crossing Cypress Street	With caution
10-17 & 22-27	Oakland	Crossing Washington, Broadway and Franklin	15
10-17 & 22-27	Oakland	Crossing Webster St. and Harrison St.	10
10-17 & 22-27	Oakland	23rd Ave.—Westward trains not scheduled to stop	10

SPEED RESTRICTIONS—Continued

Pages	City	Limits of Restriction	Speed M.P.H.
10-17 & 22-27	Oakland	Crossing 29th Ave.	20
10-17 & 22-27	Oakland	Approaching Melrose	With caution
10-13 & 22-25	Oakland	Between Pole 2674, Melrose and 12th Street Westward	8
10-13 & 22-25	Oakland	Crossing 14th St., Melrose	8
10-13 & 22-25	Oakland	Crossing 46th Ave., 47th Ave., 48th Ave., and 50th Ave.	20
10-13 & 22-25	Oakland	Approaching Seminary Avenue	With caution
10-13 & 22-25	Oakland	Crossing Seminary Ave. and 60th Ave. westward	8
10-13 & 22-25	Oakland	Approaching Havenscourt	With caution
10-13 & 22-25	Oakland	Between Church St. and 73rd Ave.	15
10-13 & 22-25	Oakland	Crossing 73rd Ave. (make safety stop when moving against current traffic if no flagman on crossing)	8
10-13 & 22-25	Oakland	Crossing 94th Ave.	15
10-13 & 22-25	Oakland	Approaching Dutton Ave.	With caution
4-9 & 18-21	Emeryville	Crossing Park Ave.—Eastward trains only	15
4-9 & 18-21	Emeryville	Around curve Shellmound tower	20
4-9 & 18-21	Oakland	Crossing San Pablo Ave. at Stanford	15
4-7 & 18-19	Berkeley	Crossing Ward St. (beginning 60 ft. from near side)	15
4-7 & 18-19	Berkeley	Between Ward St. and University Ave.	25
4-7 & 18-19	Berkeley	Crossing Addison St.	8
4-7 & 18-19	Berkeley	Approaching University Ave. (between Pole 3590 and University Ave. crossing eastward trains use 20 seconds)	15
4-7 & 18-19	Berkeley	Vine and Shattuck—passing fire house	15
4-9 & 18-21	Berkeley	Berryman—approaching crossover between Poles 3687-3688	With caution
4-9 & 18-21	Berkeley	Through Northbrae tunnel	15
4-9 & 18-21	Berkeley	Crossing The Alameda	15
8-9 & 20-21	Berkeley	Crossing Dwight Way (Ninth St. Line)	15
8-9 & 20-21	Berkeley	Crossing 9th and Cedar	With caution
8-9 & 20-21	Albany	Crossing San Pablo Ave.	15
8-9 & 20-21	Berkeley	Through girder rail switch end of double track Ninth St. Line, Thousand Oaks	8
14-17 & 24-27	Oakland	Crossing Fruitvale Ave. Drawbridge	8
14-17 & 24-27	Oakland	Around curve east leg wye Fruitvale	15
14-17 & 24-27	Alameda	Around curve between Fernside Junction and Blanding Junction	8
14-17 & 24-27	Alameda	Around curve, Lincoln Ave. Line, Pacific Jct.	15
14-17 & 24-27	Alameda	Crossing Pacific Ave. between Mastick-Tynan	6
14-17 & 24-27	Alameda	Crossing Buena Vista between Mastick-Tynan	6
14-17 & 24-27	Alameda	Crossing Willow St. and Park St. on Lincoln Ave.	15
14-17 & 24-27	Alameda	Crossing Park St. on Encinal Ave.	15
14-17 & 24-27	Alameda	Around curve Encinal Ave. Line east of Pacific Jct.	20
14-17 & 24-27	Alameda	Crossing steam tracks Encinal Line Pacific Jct. main track	25
14-17 & 24-27	Alameda	Yard engines on Lincoln Ave. between Park and Pacific Jct. (make safety stop Lincoln and Webster)	15
14-17 & 24-27	Alameda	During season beaches open, operate with caution between 4th St. and 8th St.	With caution
14-17 & 24-27	Alameda	South High St., approaching crossover between Poles 537 and 539	With caution

The speed of all trains and engines is restricted to fifteen (15) miles per hour beginning at a point not less than sixty (60) feet from the nearest rail of the following street railway crossings to and until the head end of train shall have reached and passed over the crossing.

Seventh St. Line:
Washington St.
Broadway

Shattuck Ave. Line:
San Pablo and Stanford
(Also watch carefully for fire apparatus.)
Grove and Adeline
University Avenue

INTERLOCKING

(a) 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.

(b) On double track within yard limits, except within Train Control Territory, signal operator 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 signal operator must know that track to be used is clear of opposing engines and trains.

(c) When trains are operated against current of traffic, trains must not cross over between towers and use the track with the current of traffic without authority of signal operator. This does not apply within Train Control Territory where Rule 1008 (Cab Signal Rules) governs.

(d) At all interlocking plants, when route lined up is not to be used, following signal will be sounded by engineers: Two short, one long, two short.

(e) Signal operators must keep each other and the trainmaster's office advised when trains are late and furnish any other information that will assist in prompt movement of trains.

Sixteenth Street Tower—Oakland

(a) Limits extend from trolley Pole 3249 to signal bridge 204 and to two-unit light type signal located 65 feet west of 26th Street Junction. Upper unit of signal located 65 feet west of 26th Street Junction governs movements on eastward track toward 22nd Street Junction, and lower unit governs movements on eastward track toward 34th Street Junction.

(b) Enginemen and trainmen on electric trains and yard engines on electric tracks may accept hand signal from tower window to move against fixed signals. Shellmound Tower:

Limits extend from signal bridge 204 to trolley pole 3387 on Shattuck Avenue line and high two-arm home and distant signal at Powell Street 625 feet east of junction switch on Ninth Street line.

West Oakland Tower—First and Cedar Streets, Oakland:

Limits extend from trolley pole 3222 to trolley pole 2169 and to signal bridge 199.

Push button located on pole 2169 Pine Street to call attention of signal operator in case of delay.

Fruitvale Tower—Fruitvale:

Limits extend from signal bridge 123 to signal bridge 127 on Melrose line and to signal bridge 124 on Alameda line.

Golden Gate Tower—Stanford Avenue Crossing of A. T. & S. F., Key System

Railways and Shattuck Avenue line:

Limits extend from trolley pole 3408 to trolley pole 3459 on Shattuck line.

Masonic Avenue Tower—Albany. Crossing of Ninth Street and Santa Fe lines:

Limits extend from trolley pole 4284, Albany, to pole 1900 at Thousand Oaks.

Magneto telephones are located on pole 4285, Albany, Masonic Tower and at end of double track Thousand Oaks and are to be used to confer with signal operator in cases signals are inoperative. Telephone instructions to move against an inoperative fixed signal will apply to the first block only and careful examination must be made of oil buffer switches within such block before passing over them.

Clinton Tower—Oakland. Crossing of Western Pacific and Seventh Street line near Clinton Station:

Limits extend from one-arm signal between trolley poles 2431 and 2433 to signal bridge 119.

Melrose Tower—Melrose. Crossing of Western Pacific and Seventh Street line.

Limits extend from light signal near trolley pole 2648 to light signal near trolley pole 2664.

Blanding Tower—Alameda:

Limits extend from signal bridge 125 to trolley pole 4601 on Encinal Avenue line and to two-arm high signal located 76 feet east of trolley pole 6048 on Lincoln Avenue line.

Pacific Junction Tower—Alameda:

Limits extend from light signal on trolley pole 340 to trolley pole 786 on Lincoln Avenue line and trolley pole 356 on Encinal Avenue line.

The use of crossover between poles 346 and 347 will be governed by signal operator at Pacific Junction. To use this crossover, confer with signal operator, who will release electric lock. When indicator on electric lock indicates Proceed, crossover switches may be thrown.

There is a telephone located in box containing electric lock on Belt line opposite pole 344-A that may be used to confer with signal operator, Pacific Junction.

San Francisco Tower:

Limits extend from Signal No. 80 located to the right of westward track at the initial switch at San Francisco, through all tracks in the Terminal, to Signal No. 72 governing movements on reverse traffic route on eastward track and located to the left of that track midway between Folsom and Harrison Street viaducts.

Bridge Yard Tower:

Limits extend from Signal No. 100 located to the right of westward track at east switch of westbound set-out tracks to Signal No. 124 governing movements on reverse traffic route on westward track and located to the left of that track at west switch of westbound set-out tracks, and from Signal No. 98 located to the right of eastward track at west switch of eastbound set-out tracks to Signal No. 36 governing movements on reverse traffic route on eastward track and located to the left of that track 97 feet east of Oakland Terminal Ry. crossing.

S. L. DOLAN, Trainmaster

J. H. LEOPOLD, Asst. Trainmaster

F. E. SULLIVAN, Superintendent—Bridge Railway

INTERURBAN ELECTRIC RAILWAY CO.

MAP OF OAKLAND, ALAMEDA AND BERKELEY ELECTRIC LINES

JANUARY 1939

4 F.M.

SCALE:

0 1000 2000 4000 6000 8000 FEET

