

# INTERURBAN ELECTRIC RAILWAY COMPANY

## TIME TABLE

# 3



To Take Effect Monday, February 26, 1940, 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
8	5.50 a.m.	158	10 minutes before starting time
9	6.04 a.m.	160	" " " "
10	6.30 a.m.	162	" " " "
11	6.35 a.m.	164	" " " "
73	6.45 a.m.	856	" " " "
51	7.05 a.m.	556	" " " "
52	7.19 a.m.	558	" " " "
74	7.25 a.m.	858	" " " "
8	12.05 p.m.	159	" " " "
23/133	1.04 p.m.	323	" " " "
8	4.39 p.m.	167	" " " "
51	4.48 p.m.	155	" " " "
25/125	4.53 p.m.	381	" " " "
27/127	5.14 p.m.	331	" " " "
14	5.15 p.m.	173	" " " "
23/126	5.34 p.m.	231	" " " "

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 2604 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.

## ENGINEERS' ROSTERS

### SEVENTH STREET LINE

Run 6 to 1—Change to next lower number each day

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
6	2.45 p.m.	Melrose	47	11.32 p.m.	191
5	1.20 p.m.	Melrose	41	9.29 p.m.	72
4	11.15 a.m.	Melrose	30	2.45 p.m.	47
Deadhead Melrose to Bridge Yard 4.41 p.m. 55					
	5.01 p.m.	Bridge Yard	171	8.49 p.m.	71
3	5.30 a.m.	Melrose	154	10.50 a.m.	31
	2.15 p.m.	Melrose	42	4.37 p.m.	52
2	4.30 a.m.	Melrose	150	8.41 a.m.	18
	10.50 a.m.	Melrose	31	1.20 p.m.	41
1	5.00 a.m.	Melrose	152	11.45 a.m.	32

### SATURDAYS

6	2.15 p.m.	Melrose	45	6.35 p.m.	183
	8.44 p.m.	Melrose	70	11.32 p.m.	191
5	1.20 p.m.	Melrose	41	9.29 p.m.	72
4	11.45 a.m.	Melrose	32	2.15 p.m.	42
	3.25 p.m.	Melrose	On duty		
	3.30 p.m.	Melrose	174	8.49 p.m.	71
3	5.30 a.m.	Melrose	154	10.50 a.m.	31
	2.15 p.m.	Melrose	42	4.37 p.m.	52
2	4.30 a.m.	Melrose	150	8.41 a.m.	18
	10.50 a.m.	Melrose	31	1.20 p.m.	41
1	5.00 a.m.	Melrose	152	11.45 a.m.	32

### SUNDAYS AND HOLIDAYS

6	8.04 p.m.	Melrose	1045	12.17 a.m.	1054
	12.17 a.m.	Dutton Avenue	1	2.25 a.m.	151
5	4.14 p.m.	Melrose	1034	11.32 p.m.	1155
4	11.44 a.m.	Melrose	1022	4.14 p.m.	1034
	5.44 p.m.	Melrose	1038	8.49 p.m.	1047
3		Off Duty			
2	4.30 a.m.	Melrose	1150	10.59 a.m.	1020
1		Off Duty			

Runs 9, 8 and 7—Change to next lower number each day

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
9	6.04 a.m.	Bridge Yard	160	8.15 a.m.	166
Deadhead Bridge Yard to Melrose 9.01 a.m. 20					
	12.45 p.m.	Melrose	36	6.22 p.m.	175
8	5.50 a.m.	Bridge Yard	158	10.19 a.m.	28
	12.05 p.m.	Bridge Yard	159	1.57 p.m.	163
7	5.52 a.m.	Melrose	156	12.45 p.m.	36

### SEVENTH STREET LINE—Continued

Run	Start	Place	Train	Released	Train
SATURDAYS					
9	6.04 a.m.	Bridge Yard	160	8.15 a.m.	166
Deadhead Bridge Yard to Melrose 9.01 a.m. 20					
	12.45 p.m.	Melrose	36	6.22 p.m.	175
8	5.50 a.m.	Bridge Yard	158	10.19 a.m.	28
	12.05 p.m.	Bridge Yard	159	1.57 p.m.	163
7	5.52 a.m.	Melrose	156	12.45 p.m.	36

### SUNDAYS AND HOLIDAYS

9		Off Duty			
8	5.55 a.m.	Melrose	1154	12.29 p.m.	1024
7	5.10 a.m.	Melrose	1152	11.44 a.m.	1022

Runs 12, 11 and 10—Change to next lower number each day  
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

12	12.18 p.m.	Bridge Yard	35	7.04 p.m.	185
11	6.35 a.m.	Bridge Yard	164	8.35 a.m.	168
Deadhead Bridge Yard to Melrose 9.20 a.m. 22					
	11.45 a.m.	Melrose	32	2.15 p.m.	42
Deadhead Melrose to Bridge Yard 4.25 p.m. 53					
	4.51 p.m.	Bridge Yard	169	6.42 p.m.	181
10	6.30 a.m.	Bridge Yard	162	11.15 a.m.	30
	3.25 p.m.	Melrose	On duty		
	3.30 p.m.	Melrose	174	6.37 p.m.	179

### SATURDAYS

12	12.20 p.m.	Melrose	37	8.44 p.m.	70
11	6.35 a.m.	Bridge Yard	164	8.35 a.m.	168
	10.19 a.m.	Bridge Yard	28	2.15 p.m.	45
10	6.30 a.m.	Bridge Yard	162	12.20 p.m.	37
Deadhead Melrose to Bridge Yard 12.48 p.m. 37					
	1.05 p.m.	Bridge Yard	161	2.57 p.m.	165

### SUNDAYS AND HOLIDAYS

12	12.29 p.m.	Melrose	1024	8.04 p.m.	1045
11	10.59 a.m.	Melrose	1020	5.44 p.m.	1038
10		Off Duty			

Runs 13 and 14—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
13	4.37 p.m.	Melrose	52	7.20 p.m.	189
	9.29 p.m.	Melrose	72	2.25 a.m.	151
14	5.15 p.m.	Bridge Yard	173	6.41 p.m.	187
	8.49 p.m.	Melrose	71	3.30 a.m.	153

### SATURDAYS

13	4.37 p.m.	Melrose	52	7.20 p.m.	189
	9.29 p.m.	Melrose	72	12.17 a.m.	78
	12.17 a.m.	Dutton Avenue	1001	2.25 a.m.	1151
14	8.49 p.m.	Melrose	71	12.20 a.m.	77
	12.20 a.m.	San Francisco	1002	3.30 a.m.	1153

### SUNDAYS AND HOLIDAYS

13		Off Duty			
14	8.49 p.m.	Melrose	1047	12.20 a.m.	1053
	12.20 a.m.	San Francisco	2	3.30 a.m.	153

### SHATTUCK AVENUE LINE

Runs 51 and 52—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
51	7.05 a.m.	Bridge Yard	556	12.59 p.m.	430
	4.48 p.m.	Bridge Yard	555	6.07 p.m.	559
52	7.19 a.m.	Bridge Yard	558	8.47 a.m.	562
	12.59 p.m.	Bridge Yard	430	4.31 p.m.	451
Deadhead Berryman to Bridge Yard 4.55 p.m. 451					
	5.08 p.m.	Bridge Yard	557	6.27 p.m.	561

### SATURDAYS

51	7.05 a.m.	Bridge Yard	556	1.58 p.m.	439
52	7.19 a.m.	Bridge Yard	558	8.47 a.m.	562
	1.58 p.m.	Bridge Yard	439	5.45 p.m.	450

### SUNDAYS AND HOLIDAYS

51	1.08 p.m.	Berryman	1422	8.38 p.m.	1442
52		Off Duty			

### SHATTUCK AVENUE LINE—Continued

Runs 58 to 53—Change to next lower number each day

Run	Start	Place	Train	Released	Train
DAILY EXCEPT SUNDAYS AND HOLIDAYS					
58	3.48 p.m.	Berryman	440	6.54 p.m.	563
	9.23 p.m.	Berryman	464	2.09 a.m.	553
On Saturday—to 12.38 a.m. at Thousand Oaks then—					
	12.38 a.m.	Thousand Oaks	1401	2.09 a.m.	1553

### DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

57	4.31 p.m.	Berryman	451	1.17 a.m.	551
SATURDAYS					
57	5.45 p.m.	Berryman	450	12.36 a.m.	473
	12.36 a.m.	San Francisco	1402	1.17 a.m.	1551

### DAILY EXCEPT SUNDAYS AND HOLIDAYS

56	1.48 p.m.	Berryman	432	9.23 p.m.	464
55	6.52 a.m.	Berryman	554	11.18 a.m.	422
	1.06 p.m.	Berryman	437	3.48 p.m.	440
54	5.43 a.m.	Berryman	552	8.17 a.m.	560
Deadhead Bridge Yard to Berryman 8.52 a.m. 412					
	9.36 a.m.	Berryman	423	1.48 p.m.	432
53	5.06 a.m.	Berryman	550	9.36 a.m.	423
	11.18 a.m.	Berryman	422	1.06 p.m.	437

### SUNDAYS AND HOLIDAYS

58	6.23 p.m.	Berryman	1436	12.38 a.m.	1452
	12.38 a.m.	Thousand Oaks	401	2.09 a.m.	553
57	3.23 p.m.	Berryman	1428	6.23 p.m.	1436
	8.38 p.m.	Berryman	1442	12.36 a.m.	1451
	12.36 a.m.	San Francisco	400	1.17 a.m.	551
56		Off Duty			
55	6.30 a.m.	Berryman	1554	3.23 p.m.	1428
54	5.45 a.m.	Berryman	1552	1.08 p.m.	1422
53		Off Duty			

### NINTH STREET LINE

Run 76 to 71—Change to next lower number each day

DAILY EXCEPT SUNDAYS AND HOLIDAYS					
76	4.49 p.m.	Thousand Oaks	741	1.20 a.m.	851
On Saturday—to 12.05 a.m. Thousand Oaks then—					
	12.05 a.m.	Thousand Oaks	1701	1.20 a.m.	1851
75	4.10 p.m.	Thousand Oaks	739	11.22 p.m.	853
74	7.25 a.m.	Bridge Yard	858	8.49 a.m.	860
Deadhead Bridge Yd. to Thous. Oaks 12.17 p.m. 720					
	12.26 p.m.	Thousand Oaks	729	4.50 p.m.	732
Deadhead Thous. Oaks to Bridge Yd. 5.18 p.m. 741					
	5.38 p.m.	Bridge Yard	857	6.52 p.m.	861
Saturday released at Thous. Oaks at 4.50 p.m. 732					
73	6.45 a.m.	Bridge Yard	856	9.30 a.m.	862
Deadhead Bridge Yd. to Thous. Oaks 1.02 p.m. 722					
	1.11 p.m.	Thousand Oaks	731	4.10 p.m.	730
Deadhead Thous. Oaks to Bridge Yd. 4.38 p.m. 739					
	4.58 p.m.	Bridge Yard	855	6.12 p.m.	859
Saturday released at Thous. Oaks at 4.10 p.m. 730					
72	6.04 a.m.	Berryman	854	1.11 p.m.	722
71	5.24 a.m.	Berryman	852	12.26 p.m.	720

### SUNDAYS AND HOLIDAYS

76	6.13 p.m.	Thousand Oaks	1735	12.05 a.m.	1748
	12.05 a.m.	Thousand Oaks	701	1.20 a.m.	851
75	3.58 p.m.	Thousand Oaks	1729	11.22 p.m.	1853
74	10.43 a.m.	Thousand Oaks	1715	6.13 p.m.	1732
73	6.12 a.m.	Berryman	1852	10.43 a.m.	1712
	12.58 p.m.	Thousand Oaks	1721	3.58 p.m.	1726
72	6.57 a.m.	Berryman	1854	12.58 p.m.	1718
71		Off Duty			

### ALAMEDA LINES

Runs 126 to 121—Change to next lower number each day.

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS					
126	5.34 p.m.	Bridge Yard	231	5.52 p.m.	231
	5.52 p.m.	San Francisco	336	6.45 p.m.	336
Engineer 126 to operate consolidated train 336/236.					
	7.12 p.m.	West Alameda	337	1.10 a.m.	281

### ALAMEDA LINES—Continued

Run	Start	Place	Train	Released	Train
125	4.53 p.m.	Bridge Yard	381	12.37 a.m.	301

ALAMEDA LINES—Continued

Runs 135 to 132—Change to next lower number each day

Run	Start	Place	Train	Released	Train
<b>DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS</b>					
135	4.51 p.m.	Fruitvale	328	6.44 p.m.	238
	6.44 p.m.	Fruitvale	338	7.06 p.m.	338
	9.10 p.m.	Fruitvale	344	2.28 a.m.	283
134	2.58 p.m.	West Alameda	227	5.52 p.m.	231
	5.52 p.m.	San Francisco	236	8.31 p.m.	342
133	7.51 a.m.	West Alameda	313	9.05 a.m.	382
	9.05 a.m.	Bridge Yard to Fruitvale		9.51 a.m.	314
	12.15 p.m.	Fruitvale	221	2.15 p.m.	225
	4.04 p.m.	Fruitvale to Bridge Yd.		4.04 p.m.	329
	4.34 p.m.	Bridge Yard	229	4.52 p.m.	229
	4.52 p.m.	San Francisco	330	5.44 p.m.	330
Engineer 133 to operate consolidated train 330/230					
	6.01 p.m.	Deadhead W. Alameda to Fruitvale		6.01 p.m.	233
	6.44 p.m.	Fruitvale	238	7.01 p.m.	238
132	6.29 a.m.	West Alameda	305	12.13 p.m.	318

SATURDAYS

135	4.51 p.m.	Fruitvale	328	6.44 p.m.	238
	9.10 p.m.	Fruitvale	344	12.31 a.m.	243
	12.31 a.m.	San Francisco	1302	2.28 a.m.	1283
134	2.58 p.m.	West Alameda	227	5.52 p.m.	231
	5.52 p.m.	San Francisco	336	8.31 p.m.	342
133	7.51 a.m.	West Alameda	313	9.05 a.m.	382
	1.04 p.m.	Bridge Yard	323	1.22 p.m.	323
	1.22 p.m.	San Francisco	322	6.18 p.m.	234
Engineer 133 to operate consolidated train 322/222					
132	6.29 a.m.	West Alameda	305	12.13 p.m.	318

SUNDAYS AND HOLIDAYS

135	7.11 p.m.	Fruitvale	1330	12.31 a.m.	1239
	12.31 a.m.	San Francisco	302	2.28 a.m.	283
134	2.41 p.m.	West Alameda	1321	9.54 p.m.	1382
133		Off Duty			
132		Off Duty			

CONDUCTORS' ROSTERS

Except as otherwise indicated, conductors will work tour of duty prescribed for corresponding run number as listed under Engineers' Rosters, but runs for conductors will be pooled as follows, and rotate in order listed:

SEVENTH STREET LINE

POOL A—DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Run 6	Start at Melrose at	2.45 p.m.
" 5	" " " "	1.20 p.m.
" 12	" " Bridge Yard at	12.18 p.m.
" 3	" " Melrose at	5.30 a.m.
" 2	" " " "	4.30 a.m.
" 1	" " " "	5.00 a.m.

SATURDAYS

Run 6	Start at Melrose at	2.15 p.m.
" 5	" " " "	1.20 p.m.
" 12	" " " "	12.20 p.m.
" 3	" " " "	5.30 a.m.
" 2	" " " "	4.30 a.m.
" 1	" " " "	5.00 a.m.

SUNDAYS AND HOLIDAYS

Run 6	Start at Melrose at	7.14 p.m.
" 5	" " " "	4.14 p.m.
" 11	" " " "	10.59 a.m.
" 3	Off Duty	
" 2	Start at Melrose at	4.30 a.m.
" 1	Off Duty	

POOL B—DAILY EXCEPT SUNDAYS AND HOLIDAYS

Run 9	Start at Bridge Yard at	6.04 a.m.
" 8	" " " "	5.50 a.m.
" 7	" " Melrose at	5.52 a.m.

SEVENTH STREET LINE—Continued

SUNDAYS AND HOLIDAYS

Run 9	Off Duty
" 8	Start at Melrose at 5.55 a.m.
" 7	" " " " 5.10 a.m.

POOL C—DAILY EXCEPT SUNDAYS AND HOLIDAYS

Run 11	Start at Bridge Yard at 6.35 a.m.
" 10	" " " " 6.30 a.m.

SUNDAYS AND HOLIDAYS

Run 12	Start at Melrose at 12.29 p.m.
" 10	Released at Melrose at 7.14 p.m.
" 10	Off Duty

Assignment D—Hold same assignment each day.

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Run 4	Start at Melrose at 11.15 a.m.
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SATURDAYS

Run 4	Start at Melrose at 11.45 a.m.
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SUNDAYS AND HOLIDAYS

POOL E—DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Run 4	Start at Melrose at 11.44 a.m.
Run 14	Start at Bridge Yard at 5.15 p.m.
" 13	" " Melrose at 4.37 p.m.

SATURDAYS

Run 14	Start at Melrose at 8.49 p.m.
" 13	" " " " 4.37 p.m.

SUNDAYS AND HOLIDAYS

Run 14	Start at Melrose at 8.49 p.m.
" 13	Off Duty

SHATTUCK AVENUE LINE

Run Start Place Train Released Train

POOL F—DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Run 58	3.48 p.m.	Berryman tr.	440	6.54 p.m.	563
	8.12 p.m.	Berryman tr.	463	2.09 a.m.	553
" 57	Start at Berryman at	4.31 p.m.			
" 56	1.48 p.m.	Berryman tr.	432	8.12 p.m.	463
" 55	Start at Berryman at	6.52 a.m.			
" 54	" " " "	5.43 a.m.			
" 53	" " " "	5.06 a.m.			

SATURDAYS

Run 58	3.48 p.m.	Berryman tr.	440	6.54 p.m.	563
	8.12 p.m.	Berryman tr.	463	12.38 a.m.	472
	12.38 a.m.	Thousand Oaks	1401	2.09 a.m.	1553
" 57	Start at Berryman at	4.31 p.m.			
" 56	1.48 p.m.	Berryman tr.	432	8.12 p.m.	463
" 55	Start at Berryman at	6.52 a.m.			
" 54	" " " "	5.43 a.m.			
" 53	" " " "	5.06 a.m.			

SUNDAYS AND HOLIDAYS

Run 58	Start at Berryman at	6.23 p.m.
" 57	" " " "	3.23 p.m.
" 56	Off Duty	
" 55	Start at Berryman at	6.30 a.m.
" 54	" " " "	5.45 a.m.
" 53	Off Duty	

POOL G—DAILY EXCEPT SUNDAYS AND HOLIDAYS

Run 52	Start at Bridge Yard at 7.19 a.m.
" 51	" " " " 7.05 a.m.

SUNDAYS AND HOLIDAYS

Run 52	Off Duty
" 51	Start at Berryman at 1.08 p.m.

NINTH STREET LINE

POOL H—DAILY EXCEPT SUNDAYS AND HOLIDAYS

Run 74	Start at Bridge Yard at 7.25 a.m.
" 73	" " " " 6.45 a.m.
" 72	Start at Berryman at 6.04 a.m.
" 71	" " " " 5.24 a.m.

NINTH STREET LINE—Continued

SUNDAYS AND HOLIDAYS

Run 74	Start at Thousand Oaks at 10.43 a.m.
" 73	Start at Berryman at 6.12 a.m.
" 72	" " " " 6.57 a.m.
" 71	Off Duty

Assignment I—Hold same assignment each day.

DAILY EXCEPT SUNDAYS AND HOLIDAYS

Run 75	Start at Thousand Oaks at 4.10 p.m.
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SUNDAYS AND HOLIDAYS

Run 75	Start at Thousand Oaks at 3.58 p.m.
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Assignment J—Hold same assignment each day.

DAILY EXCEPT SUNDAYS AND HOLIDAYS

Run 76	Start at Thousand Oaks at 4.49 p.m.
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SUNDAYS AND HOLIDAYS

Run 76	Start at Thousand Oaks at 6.13 p.m.
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ALAMEDA LINES

Run Start Place Train Released Train

Runs 26 to 21—Change to next lower number each day.

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

26	5.34 p.m.	Bridge Yard	231	5.52 p.m.	231
	5.52 p.m.	San Francisco	336	6.45 p.m.	336
	7.12 p.m.	West Alameda	337	1.10 a.m.	281
25	4.53 p.m.	Bridge Yard	381	12.37 a.m.	301
24	2.15 p.m.	Fruitvale	225	9.10 p.m.	344
23	7.51 a.m.	West Alameda	313	9.05 a.m.	382
	9.51 a.m.	Deadhead Bridge Yd. to Fruitvale		9.51 a.m.	314
	2.15 p.m.	Fruitvale	221	2.15 p.m.	225
	4.04 p.m.	Deadhead Fruitvale to Bridge Yd.		4.04 p.m.	329
	4.34 p.m.	Bridge Yard	229	4.52 p.m.	229
	4.52 p.m.	San Francisco	330	5.44 p.m.	330
	6.01 p.m.	Deadhead W. Alameda to Fruitvale		6.01 p.m.	233
	7.01 p.m.	Fruitvale	238	7.01 p.m.	238
22	5.50 a.m.	Fruitvale	284	12.15 p.m.	221
21	4.55 a.m.	Fruitvale	282	12.51 p.m.	320

SATURDAYS

26	6.44 p.m.	Fruitvale	238	12.10 a.m.	343
	12.10 a.m.	San Francisco	1200	1.10 a.m.	1281
25	4.53 p.m.	Bridge Yard	381	12.16 a.m.	348
	12.16 a.m.	West Alameda	1301	12.37 a.m.	1301
24	3.21 p.m.	Fruitvale	226	9.10 p.m.	344
23	7.51 a.m.	West Alameda	313	9.05 a.m.	382
	1.04 p.m.	Bridge Yard	323	1.22 p.m.	323
	1.22 p.m.	San Francisco	322	6.18 p.m.	234
22	5.50 a.m.	Fruitvale	284	12.15 p.m.	221
21	4.55 a.m.	Fruitvale	282	12.51 p.m.	218

SUNDAYS AND HOLIDAYS

26	6.41 p.m.	Fruitvale	1226	12.10 a.m.	1337
	12.10 a.m.	San Francisco	200	1.10 a.m.	281
25	4.34 p.m.	Fruitvale	1225	12.16 a.m.	1338
	12.16 a.m.	West Alameda	301	12.37 a.m.	301
24	11.34 a.m.	Fruitvale	1215	6.41 p.m.	1226
23	10.17 a.m.	West Alameda	1213	4.34 p.m.	1225
22	4.55 a.m.	Fruitvale	1282	11.34 a.m.	1215
21		Off Duty			

Runs 27 and 28—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

27	6.56 a.m.	West Alameda	207	11.34 a.m.	219
	5.14 p.m.	Bridge Yard	331	5.32 p.m.	331
	5.32 p.m.	San Francisco	334	6.25 p.m.	334
28	7.31 a.m.	West Alameda	311	8.44 a.m.	292
	11.34 a.m.	Bridge Yard	219	2.37 p.m.	224
	3.30 p.m.	West Alameda	285	4.05 p.m.	285
	4.54 p.m.	Bridge Yard	287	5.58 p.m.	232

SATURDAYS

27	6.56 a.m.	West Alameda	207	11.34 a.m.	219
	12.04 p.m.	Bridge Yard	321	1.13 p.m.	320
28	7.31 a.m.	West Alameda	311	8.44 a.m.	292
	11.34 a.m.	Bridge Yard	219	2.37 p.m.	224

ALAMEDA LINES—Continued

Run Start Place Train Released Train

<b>SUNDAYS AND HOLIDAYS</b>					
27	6.41 a.m.	West Alameda	1305	12.32 p.m.	1316
28		Off Duty			

Runs 29 and 30—Alternate Runs Daily

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

29	6.29 a.m.	West Alameda	305	12.13 p.m.	318
30	7.11 a.m.	West Alameda	309	8.25 a.m.	380
	8.30 a.m.	Bridge Yard	290	9.03 a.m.	290
	2.22 p.m.	West Alameda	327	6.18 p.m.	234

SATURDAYS

29	6.29 a.m.	West Alameda	305	12.13 p.m.	318
30	7.11 a.m.	West Alameda	309	8.25 a.m.	380
	8.30 a.m.	Bridge Yard	29		

Location of Interlocking Plants, Telephones	FIRST CLASS																			Distance from San Francisco	SHATTUCK AVE. LINE			
	420	418	416	414	562	412	560	410	408	558	556	406	554	404	854	552	852	550	402		400	Time Table No. 3	February 26, 1940	
	Leave daily except Sundays and Holidays																				<b>STATIONS</b>			
BKI P	10.16 AM	9.46 AM	9.16 AM	8.49 AM	8.34 AM	8.19 AM	8.04 AM	7.46 AM	7.16 AM			6.36 AM								1.21 AM	12.36 AM	0.00	T.C.	SAN FRANCISCO
I P	10.29	9.59	9.29	9.02	8.47 AM	8.32	8.17 AM	7.59	7.29	7.19 AM	7.05 AM	6.49								1.34	12.49	6.11		EAST JUNCTION
I																						6.18		Key System Crossing
I P																						6.89		26th ST JUNCTION
I P																						7.25		34th ST JUNCTION
I P	10.33	10.03	9.33	9.06		8.37		8.04	7.34	7.24	7.09	6.54								1.37	12.52	8.07		9th ST JUNCTION
I P																						8.89		AT&SF & Key Crossing
P	10.38	10.08	9.38	9.11		8.42		8.09	7.39	7.28	7.13	6.59								1.41	12.56	9.41		SOUTH BERKELEY
P	10.44	10.14	9.44	9.17		8.48		8.15	7.45	7.34	7.19	7.05								1.47	1.02	10.95		BERKELEY
P	10.48	10.18	9.48	9.21		8.52		8.19	7.49	7.38	7.23	7.09	6.52 AM	6.24	6.04 AM	5.43 AM	5.24 AM	5.06 AM	1.51	1.06	11.89	BERRYMAN		
	10.52	10.22	9.52	9.25		8.56		8.23	7.53	7.42	7.27	7.13	6.55	6.27	6.07	5.46	5.27	5.09	1.55	1.10	12.48	CONTRA COSTA End of Double Track		
P	10.53 AM	10.23 AM	9.53 AM	9.26 AM		8.57 AM		8.24 AM	7.54 AM	7.43 AM	7.28 AM	7.14 AM	6.56 AM	6.28 AM	6.08 AM	5.47 AM	5.28 AM	5.10 AM	1.56 AM	1.11 AM	12.70	THOUSAND OAKS		
	54	51	55	53	52	51	54	55	53	52	51	54	55	53	72	54	71	53	58	57		Run Numbers Monday to Friday		
	54	51	55	53	52	51	54	55	53	52	51	54	55	53	72	54	71	53	58	57		Run Numbers Saturday		
	A	D	C	A	E	D	B	C	A	E	D	B	C	A	5-B	B	5-A	A	A	D		Equipment		

Location of Interlocking Plants, Telephones	FIRST CLASS																			Distance from San Francisco	SHATTUCK AVE. LINE		
	460	458	456	454	452	450§	448	446	444	442	440	438	436	434	432	430	428	426	424		422	Time Table No. 3	February 26, 1940
	Leave daily except Sundays and Holidays. EXCEPTION—Nos. 448 and 452 leave daily except Saturdays, Sundays and Holidays																				<b>STATIONS</b>		
BKI P	7.21 PM	6.41 PM	6.11 PM	5.46 PM	5.26 PM	5.13 PM	5.06 PM	4.46 PM	4.16 PM	3.46 PM	3.16 PM	2.46 PM	2.16 PM	1.46 PM	1.16 PM	12.46 PM	12.16 PM	11.46 AM	11.16 AM	10.46 AM	0.00	T.C.	SAN FRANCISCO
I P	7.34	6.54	6.24	5.59	5.39	5.26	5.19	4.59	4.29	3.59	3.29	2.59	2.29	1.59	1.29	12.59	12.29	11.59 AM	11.29	10.59	6.11		EAST JUNCTION
I																					6.18		Key System Crossing
I P																					6.89		26th ST JUNCTION
I P																					7.25		34th ST JUNCTION
I P	7.38	6.58	6.28	6.03	5.43	5.30	5.23	5.03	4.33	4.03	3.33	3.03	2.33	2.03	1.33	1.03	12.33	12.03 PM	11.33	11.03	8.07		9th ST JUNCTION
I P																					8.89		AT&SF & Key Crossing
P	7.43	7.03	6.33	6.08	5.48	5.34	5.28	5.08	4.38	4.08	3.38	3.08	2.38	2.08	1.38	1.08	12.38	12.08	11.38	11.08	9.41		SOUTH BERKELEY
P	7.49	7.09	6.40	6.15	5.55	5.41	5.35	5.14	4.44	4.14	3.44	3.14	2.44	2.14	1.44	1.14	12.44	12.14	11.44	11.14	10.95		BERKELEY
P	7.53	7.13	6.44	6.19	5.59	5.45	5.39	5.18	4.48	4.18	3.48	3.18	2.48	2.18	1.48	1.18	12.48	12.18	11.48	11.18	11.89		BERRYMAN
	7.57	7.17	6.48	6.23	6.03	5.49	5.43	5.22	4.52	4.22	3.52	3.22	2.52	2.22	1.52	1.22	12.52	12.22	11.52	11.22	12.48	CONTRA COSTA End of Double Track	
P	7.58 PM	7.18 PM	6.49 PM	6.24 PM	6.04 PM	5.50 PM	5.44 PM	5.23 PM	4.53 PM	4.23 PM	3.53 PM	3.23 PM	2.53 PM	2.23 PM	1.53 PM	1.23 PM	12.53 PM	12.23 PM	11.53 AM	11.23 AM	12.70	THOUSAND OAKS	
	56	57	58	56	52	57	51	58	56	52	55-58	56	52	55	54-56	51-52	53	54	51	55-53		Run Numbers Monday to Friday	
	56	57	58	56		52-57		58	56	52	55-58	56	52	55	54-56	51	53	54	51	55-53		Run Numbers Saturday	
	A	D	C	A	G	D	F	C	A	D	C	A	D	C	A	D	C	A	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.

**SAFETY STOPS**—At the following crossings trains and engines must make safety stop on near side of crossing:

- Ashby Avenue and Adeline Street
- Bancroft Way and Shattuck Avenue

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 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. 3  
February 26, 1940

FIRST CLASS

STATIONS	Distance from Thousand Oaks	401	551	851	553	403	405	407	409	411	413	415	417	419	421	423	425	427	429	431	433
		SAN FRANCISCO	12.91	1.16 AM				5.51 AM	6.31 AM	7.11 AM	7.41 AM	7.59 AM	8.14 AM	8.29 AM	8.44 AM	9.11 AM	9.41 AM	10.11 AM	10.41 AM	11.11 AM	11.41 AM
WEST JUNCTION	7.71	1.03				5.38	6.18	6.58	7.28	7.46	8.01	8.16	8.31	8.58	9.28	9.58	10.28	10.58	11.28	11.58 AM	12.28
26th ST JUNCTION	5.81																				
34th ST JUNCTION	5.45																				
9th ST JUNCTION	4.63	12.57				5.32	6.11	6.51	7.21	7.39	7.54	8.09	8.24	8.51	9.21	9.51	10.21	10.51	11.21	11.51	12.21
AT&SF & Key Crossing	3.81																				
SOUTH BERKELEY	3.29	12.53				5.28	6.06	6.46	7.16	7.34	7.49	8.04	8.19	8.46	9.17	9.47	10.17	10.47	11.17	11.47	12.17
BERKELEY	1.75	12.47				5.22	6.00	6.40	7.09	7.27	7.42	7.57	8.12	8.39	9.11	9.41	10.11	10.41	11.11	11.41	12.11
BERRYMAN	0.81	12.42	1.17 AM	1.20 AM	2.09 AM	5.18	5.55	6.35	7.04	7.22	7.37	7.52	8.07	8.34	9.06	9.36	10.06	10.36	11.06	11.36	12.06
CONTRA COSTA End of Double Track	0.22	12.39	1.14	1.18	2.06	5.15	5.52	6.32	7.01	7.19	7.34	7.49	8.04	8.31	9.03	9.33	10.03	10.33	11.03	11.33	12.03
THOUSAND OAKS	0.00	12.38 AM	1.13 AM	1.17 AM	2.05 AM	5.14 AM	5.51 AM	6.31 AM	7.00 AM	7.18 AM	7.33 AM	7.48 AM	8.03 AM	8.30 AM	9.02 AM	9.32 AM	10.02 AM	10.32 AM	11.02 AM	11.32 AM	12.02 PM

Leave daily except Sundays and Holidays

Run Numbers Monday to Friday	58	57	76	58	53	54	53	55	54	51	52	53	55	51	53-54	55	51	54	53	51
Run Numbers Saturday	58	57	76	58	53	54	53	55	54	51	52	53	55	51	53-54	55	51	54	53	51
Equipment	A	D	5-A	A	A	B	A	C	B	D	E	A	C	D	A	C	D	A	C	D

STATIONS	Distance from Thousand Oaks	435	437	439	441	443	445	447	449	555	451	557	453	455	559	457	561	459	563	461	463
		SAN FRANCISCO	12.91	1.11 PM	1.41 PM	2.11 PM	2.41 PM	3.11 PM	3.41 PM	4.11 PM	4.41 PM	5.01 PM	5.08 PM	5.21 PM	5.41 PM	6.06 PM		6.36 PM		7.16 PM	
WEST JUNCTION	7.71	12.58	1.28	1.58	2.28	2.58	3.28	3.58	4.28	4.48 PM	4.55	5.08 PM	5.28	5.53	6.07 PM	6.23	6.27 PM	7.03		7.48	8.33
26th ST JUNCTION	5.81																				
34th ST JUNCTION	5.45																				
9th ST JUNCTION	4.63	12.51	1.21	1.51	2.21	2.51	3.21	3.51	4.20		4.47		5.20	5.46	6.02	6.16	6.22	6.57		7.42	8.27
AT&SF & Key Crossing	3.81																				
SOUTH BERKELEY	3.29	12.47	1.17	1.47	2.17	2.47	3.17	3.47	4.16		4.43		5.16	5.42	5.59	6.12	6.19	6.53		7.38	8.23
BERKELEY	1.75	12.41	1.11	1.41	2.11	2.41	3.11	3.41	4.09		4.36		5.09	5.36	5.54	6.06	6.14	6.47		7.32	8.17
BERRYMAN	0.81	12.36	1.06	1.36	2.06	2.36	3.06	3.36	4.04		4.31		5.04	5.31	5.50	6.01	6.10	6.42	6.54 PM	7.27	8.12
CONTRA COSTA End of Double Track	0.22	12.33	1.03	1.33	2.03	2.33	3.03	3.33	4.01		4.28		5.01	5.28	5.47	5.58	6.07	6.39	6.52	7.24	8.09
THOUSAND OAKS	0.00	12.32 PM	1.02 PM	1.32 PM	2.02 PM	2.32 PM	3.02 PM	3.32 PM	4.00 PM		4.27 PM		5.00 PM	5.27 PM	5.46 PM	5.57 PM	6.06 PM	6.38 PM	6.51 PM	7.23 PM	8.08 PM

Leave daily except Sundays and Holidays.

EXCEPTION—Nos. 555, 557, 559 and 561 leave daily except Saturdays, Sundays and Holidays

Run Numbers Monday to Friday	54	53-55	52	56	55	52	56	58	51	52-57	52	56	58	51	57	52	56	58	57	E56/C56-58
Run Numbers Saturday	54	53-55	51-52	56	55	52	56	58		52		56	58		57		56	58	57	E56/C56-58
Equipment	A	C	D	A	C	D	A	C	F	D	G	A	C	F	D	G	A	C	D	A

PASSENGER STOPS—(See page 6).

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.

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

Ashby Avenue and Adeline Street  
Bancroft Way and Shattuck Avenue

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 6 and 7 for additional special instructions.

Location of Interlocking Plants, Telephones	FIRST CLASS						Distance from San Francisco	SHATTUCK AVE. LINE Time Table No. 3 February 26, 1940						
	472	470	468	466	464	462								
	Leave daily except Sundays and Holidays													
BKI P							11.51 PM	11.06 PM	10.21 PM	9.36 PM	8.51 PM	8.06 PM	0.00	T. C. } A. B. S. } Double Track
I P							12.04 AM	11.19	10.34	9.49	9.04	8.19	6.11	
I													6.18	
I P													6.89	
I P													7.25	
I P							12.08	11.23	10.38	9.53	9.08	8.23	8.07	
I P													8.89	
P							12.13	11.28	10.43	9.58	9.13	8.28	9.41	
P							12.19	11.34	10.49	10.04	9.19	8.34	10.95	
P							12.23	11.38	10.53	10.08	9.23	8.38	11.89	
							12.27	11.42	10.57	10.12	9.27	8.42	12.48	
P							12.28 AM	11.43 PM	10.58 PM	10.13 PM	9.28 PM	8.43 PM	12.70	
							58	57	58	57	E56-58/C58	57		
							58	57	58	57	E56-58/C58	57		
							A	D	A	D	A	D		
													Run Numbers Monday to Friday	
													Run Numbers Saturday	
													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.

**SAFETY STOPS**—At the following stations trains and engines must make safety stop on near side of crossing:  
Ashby Avenue and Adeline Street  
Bancroft Way and Shattuck Avenue

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

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.

See page 7 for additional special instructions.

**PASSENGER STOPS**

- Bridge Yard κ 5.75 (On signal). All trains westward except Nos. 411, 413 and 415.
- All trains Eastward except Nos. 448, 450 and 452, Monday to Friday inclusive.
- Green St. κ 8.17 (On signal).
- San Pablo Ave. κ 8.51 (Cross street before making passenger stop)
- Los Angeles St. κ 8.75 (On signal).
- \*\*\*South Berkeley, Alcatraz Ave. κ 9.41.
- \*\*Ashby Avenue. κ 9.79 (Clear pedestrian way).
- Ward St. κ 10.17 (North side—clear crossing).
- §No. 450, Monday to Friday, inclusive will operate as Express, stopping only at South Berkeley and stations east thereof. On Saturdays operate as local making all stops.
- Nos. 401 and 402 will stop on signal at all stations west of South Berkeley.
- No. 851 and 853 stop on signal Contra Costa and Northbrae to discharge passengers.
- No. 852 and 854 stop on signal Contra Costa and Northbrae to receive passengers.
- \*Stop on near side. Trains not scheduled to stop, approach and pass over with caution.
- \*\*Make safety stop before crossing.
- \*\*\*Stop clear of Alcatraz, except with five or more cars may block Alcatraz but must clear Grove Street.
- †Trains 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.
- ††Nos. 448, 450 and 452 daily except Saturdays, Sundays and Holidays, stop head end at University Avenue. Other eastward trains make station stop before passing pole 3590.
- †††With one or two cars westward trains stop before passing pole 3686.
- 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 11.59 — 11.89
- Northbrae. κ 12.23 (Eastward Stop east end clear of Del Norte St.)
- Contra Costa Ave. κ 12.48.
- †Thousand Oaks, Pole 3759. κ 12.70.

SHATTUCK AVE. LINE Time Table No. 3 February 26, 1940		Distance from Thousand Oaks	FIRST CLASS															
STATIONS			465	467	469	471	853	473										
T.C.	SAN FRANCISCO	12.91	9.31 PM	10.16 PM	11.01 PM	11.46 PM			12.31 AM									
	WEST JUNCTION	7.71	9.18	10.03	10.48	11.33			12.18									
	26th ST. JUNCTION	5.81																
	34th ST. JUNCTION	5.45																
	9th ST. JUNCTION	4.63	9.12	9.57	10.42	11.27			12.12									
	AT&SF & Key Crossing	3.81																
	SOUTH BERKELEY	3.29	9.08	9.53	10.38	11.23			12.08									
	BERKELEY	1.75	9.02	9.47	10.32	11.17			12.02 AM									
	BERRYMAN	0.81	8.57	9.42	10.27	11.12	11.22 PM		11.57 PM									
	CONTRA COSTA End of Double Track	0.22	8.54	9.39	10.24	11.09	11.20		11.54									
A. B. S.	THOUSAND OAKS	0.00	8.53 PM	9.38 PM	10.23 PM	11.08 PM	11.19 PM		11.53 PM									

Leave daily except Sundays and Holidays

Run Numbers—Monday to Friday	57	58	57	58	75	57												
Run Numbers—Saturday	57	58	57	58	75	57												
Equipment	D	A	D	A	5-B	D												

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.

**SAFETY STOPS**—At the following crossings trains and engines must make safety stop on near side of crossing:  
Ashby Avenue and Adeline Street  
Bancroft Way and Shattuck Avenue

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

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.

BERKELEY—Ninth Street Line

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	NINTH ST. LINE Time Table No. 3 February 26, 1940			
	728	726	724	722	720	718	716	714	862	712	860	710	708	706	858	704	856	702		548	700	T.C.	STATIONS
	Leave daily except Sundays and Holidays																						
BKI P	2.42 PM	1.57 PM	1.12 PM	12.27 PM	11.42 AM	10.57 AM	10.17 AM	9.38 AM	9.17 AM	8.56 AM	8.36 AM	8.16 AM	7.56 AM	7.31 AM		6.51 AM		6.08 AM		12.44 AM	0.00	Double Track	SAN FRANCISCO
I P	2.55	2.10	1.25	12.40	11.55	11.10	10.30	9.51	9.30 AM	9.09	8.49 AM	8.29	8.09	7.44	7.25 AM	7.04	6.45 AM	6.21		12.57	6.11		EAST JUNCTION
I																					6.18		Key System Crossing
I P																					6.89		26th ST. JUNCTION
I P																					7.25		34th ST. JUNCTION
I P	2.59	2.14	1.29	12.44	11.59 AM	11.14	10.34	9.55		9.13		8.33	8.13	7.48	7.30	7.08	6.50	6.25		1.01	8.07		9th ST. JUNCTION
I P	3.12	2.27	1.42	12.57	12.12 PM	11.27	10.47	10.08		9.26		8.46	8.26	8.01	7.41	7.21	7.01	6.38	2.01 AM	1.12	11.90		End of Double Track ALBANY
I P																					12.21		AT&SF Crossing
I P																					12.39		RAMONA
P	3.17 PM	2.32 PM	1.47 PM	1.02 PM	12.17 PM	11.32 AM	10.52 AM	10.13 AM		9.31 AM		8.51 AM	8.31 AM	8.06 AM	7.46 AM	7.26 AM	7.06 AM	6.43 AM	2.05 AM	1.17 AM	12.98		THOUSAND OAKS

74 A	73 B	74 A	72 B	71 A	72 B	71 A	72 B	73 C	71 A	74 D	72 B	73 C	71 A	74 D	72 B	73 C	71 A	58 3-A	76 A	Run Numbers	Equipment
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	--------	------	-------------	-----------

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	STATIONS			
	Leave daily except Sundays and Holidays. EXCEPTION—Nos. 736 and 740 leave daily except Saturdays, Sundays and Holidays																			T.C.	STATIONS		
	756	754	752	750	748	746	744	742	740 Ex. Sat.	738	736 Ex. Sat.	734	732	730	T.C.	STATIONS							
BKI P																							0.00
I P																					6.11	EAST JUNCTION	
I																					6.18	Key System Crossing	
I P																					6.89	26th ST. JUNCTION	
I P																					7.25	34th ST. JUNCTION	
I P																					8.07	9th ST. JUNCTION	
I P																					11.90	End of Double Track ALBANY	
I P																					12.21	AT&SF Crossing	
I P																					12.39	RAMONA	
P																					12.98	THOUSAND OAKS	

76 A	75 B	76 A	75 B	76 A	75 B	76 A	75 B	76 A	75 B	74 F	76 A	73 E	75 B	74 A	73 B	Run Numbers	Equipment
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	-------------	-----------

PASSENGER STOPS

Bridge Yard (On Signal). All trains Westward except Nos. 709 and 711. κ 5.75  
 All trains Eastward except Nos. 734 and 736 Monday to Friday, inclusive.  
 34th St. (On signal) A 7.26  
 Emeryville A 7.52  
 Shellmound Tower (On signal)  
 \*9th and Powell κA 8.22  
 Folsom (South Side) κA 8.49  
 \*Dalton Ave. κA 8.75  
 \*\*Ashby κA 9.06  
 Heinz (North Side) κA 9.21  
 \*Carlton Street κA 9.47  
 \*Stops on near side of street in direction moving. Trains not stopping approach and pass over crossing with caution.

Channing Way (North Side) κA 9.91  
 \*\*University Avenue κA 10.27  
 \*Virginia Street κA 10.58  
 Gilman (South Side) κA 10.94  
 Harrison (On signal) κA 11.20  
 \*Buchanan (On signal) κA 11.65  
 \*\*Albany κA 11.90  
 Evelyn Ave. (On signal) κA 12.12  
 Ramona Ave. κA 12.39  
 \*Peralta Avenue κA 12.64  
 Thousand Oaks κ 12.98

\*\*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.



BERKELEY—Ninth Street Line

**NINTH ST. LINE**  
Time Table No. 3  
February 26, 1940

**FIRST CLASS**

STATIONS	Distance from Thousand Oaks	701	549	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737
		T.C. { SAN FRANCISCO WEST JUNCTION 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS	13.19 7.99 6.09 5.73 4.91 1.13 0.77 0.59 0.00	12.40AM		6.06AM	6.46AM	7.26AM	7.51AM	8.11AM	8.31AM	8.51AM	9.12AM	9.33AM	10.12AM	10.52AM	11.37AM	12.22PM	1.07PM	1.52PM	2.37PM
		12.27		5.53	6.33	7.13	7.38	7.58	8.18	8.38	8.59	9.20	9.59	10.39	11.24	12.09	12.54	1.39	2.24	3.09	3.54
		12.21		5.46	6.26	7.06	7.31	7.51	8.11	8.31	8.52	9.13	9.52	10.32	11.17	12.02PM	12.47	1.32	2.17	3.02	3.47
		12.10	2.00AM	5.35	6.15	6.53	7.16	7.36	7.56	8.16	8.41	9.02	9.41	10.21	11.06	11.51AM	12.36	1.21	2.06	2.51	3.36
		12.05AM	1.56AM	5.30AM	6.10AM	6.48AM	7.11AM	7.31AM	7.51AM	8.11AM	8.36AM	8.57AM	9.36AM	10.16AM	11.01AM	11.46AM	12.31PM	1.16PM	2.01PM	2.46PM	3.31PM

Leave daily except Sundays and Holidays

Run Numbers	76	58	71	72	71	73	72	74	71	73	72	71	72	71	72	74	73	74	73	74
Equipment	A	3-A	A	B	A	C	B	D	A	C	B	A	B	A	B	A	B	A	B	A

**FIRST CLASS**

STATIONS	Distance from Thousand Oaks	739	855	741	857	743	859	745	861	747	749	751	753	755	757						
		T.C. { SAN FRANCISCO WEST JUNCTION 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS	13.19 7.99 6.09 5.73 4.91 1.13 0.77 0.59 0.00	4.51 PM	5.11 PM	5.31 PM	5.51 PM	6.19 PM		6.54 PM		7.39 PM	8.24 PM	9.09 PM	9.54 PM	10.39 PM	11.24 PM				
		4.38	4.58 PM	5.18	5.38 PM	6.06	6.12 PM	6.41	6.52 PM	7.26	8.11	8.56	9.41	10.26	11.11						
		4.31		5.10		5.57	6.07	6.34	6.47	7.19	8.04	8.49	9.34	10.19	11.04						
		4.20		4.59		5.45	5.57	6.23	6.37	7.08	7.53	8.38	9.23	10.08	10.53						
		4.15 AM		4.54 PM		5.40 PM	5.53 PM	6.18 PM	6.33 PM	7.03 PM	7.48 PM	8.33 PM	9.18 PM	10.03 PM	10.48 PM						

Leave daily except Sundays and Holidays. EXCEPTION—Nos. 855, 857, 859 and 861 leave daily except Saturdays, Sundays and Holidays.

Run Numbers	75	73	76	74	75	73	76	74	75	76	75	76	75	76							
Equipment	B	E	A	F	B	E	A	F	B	A	B	A	B	A							

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.

Switch at end of double track, Thousand Oaks, Ninth Street Line, is of special design, and can be split regardless of position, but will remain in the position to which last moved. Switch can be operated by hand, if necessary, using bar strapped to trolley pole No. 4923. Eastward trains must approach switch with caution prepared to stop short of switch if not lined for track desired. Speed for eastward trains moving through this switch restricted to 10 M.P.H., and for westward trains 15 M.P.H. Switch is connected with signal system so that when point fits tightly against stock rail in either position signals can display proceed indication. If obstruction or other cause prevents point fitting properly it will be impossible to secure proceed indication.

**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.

SEVENTH STREET LINE

Location of Interlocking Plants, Telephone	FIRST CLASS																		Distance from San Francisco	STATIONS		
	168	20	166	18	16	14	12	10	164	162	8	160	158	156	154	152	150	6			4	2
	Leave daily except Sundays and Holidays																					
BKI P	8.22 AM	8.21 AM	8.02 AM	8.01 AM	7.41 AM	7.21 AM	6.53 AM	6.23 AM			5.52 AM							2.25 AM	1.20 AM	12.20 AM	0.00	T.C. SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 22nd St. Junction A. B. S. OAKLAND (16th St.) PINE BROADWAY W. P. Crossing EAST OAKLAND FRUITVALE W. P. Crossing MELROSE SEMINARY HAVENSCOURT 82nd AVENUE 103rd Ave. (Jct. Sw.) DUTTON AVENUE
I P	8.35 AM	8.34	8.15 AM	8.14	7.54	7.34	7.06	6.36	6.35 AM	6.30 AM	6.05	6.04 AM	5.50 AM					2.38	1.33	12.33	6.11	
I P																					6.89	
I																					7.23	
I P		8.38		8.18	7.58	7.38	7.10	6.40	6.38	6.33	6.10	6.08	5.53					2.40	1.35	12.36	7.53	
		8.41		8.21	8.01	7.40	7.13	6.43	6.40	6.35	6.13	6.10	5.55					2.42	1.37	12.38	8.45	
P		8.48		8.28	8.08	7.47	7.20	6.50	6.46	6.41	6.20	6.16	6.01					2.48	1.43	12.45	10.09	
I P																					11.28	
P		8.53		8.33	8.13	7.52	7.25	6.55	6.50	6.45	6.25	6.20	6.05					2.53	1.48	12.50	11.67	
YI P		8.57		8.37	8.17	7.56	7.29	6.59	6.54	6.49	6.29	6.24	6.09					2.57	1.52	12.54	13.20	
I																					14.12	
P		9.01		8.41 AM	8.21	8.00	7.33	7.03	6.57	6.52	6.33	6.27	6.12	5.52 AM	5.30 AM	5.00 AM	4.30 AM	3.00	1.55	12.58	14.27	
P		9.06			8.26	8.05	7.38	7.08	7.01	6.56	6.38	6.31	6.16					3.05	2.00	1.03	15.39	
P		9.09			8.28	8.07	7.40	7.10	7.03	6.58	6.40	6.33	6.18	5.58	5.36	5.06	4.36	3.07	2.02	1.05	16.01	
P		9.13			8.32	8.11	7.44	7.14	7.06	7.01	6.44	6.36	6.21	6.01	5.39	5.09	4.39	3.10	2.05	1.08	16.94	
P																					18.26	
P		9.20 AM			8.39 AM	8.18 AM	7.51 AM	7.21 AM	7.13 AM	7.08 AM	6.51 AM	6.43 AM	6.28 AM	6.07 AM	5.45 AM	5.15 AM	4.45 AM	3.16 AM	2.11 AM	1.15 AM	19.03	

No. 4 connect with No. 304 at Fruitvale.

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

Location of Interlocking Plants, Telephone	54	52	50	48	174	46	44	42	Express 172 Saturday Only	40	38	Express 170 Saturday Only	36	34	32	30	28	26	24	22	Distance from San Francisco	STATIONS
	FIRST CLASS																					
	Leave daily except Sundays and Holidays. EXCEPTION—Nos. 170 and 172 leave Saturdays only.																					
BKI P	4.23 PM	3.58 PM	3.31 PM	3.01 PM		2.31 PM	2.06 PM	1.36 PM	1.23 PM	1.06 PM	12.36 PM	12.23 PM	12.06 PM	11.36 AM	11.06 AM	10.36 AM	10.06 AM	9.36 AM	9.06 AM	8.41 AM	0.00	T.C. SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 22nd St. Junction A. B. S. OAKLAND (16th St.) PINE BROADWAY W. P. Crossing EAST OAKLAND FRUITVALE W. P. Crossing MELROSE SEMINARY HAVENSCOURT 82nd AVENUE 103rd Ave. (Jct. Sw.) DUTTON AVENUE
I P	4.36	4.11	3.44	3.14		2.44	2.19	1.49	1.36	1.19	12.49	12.36	12.19	11.49	11.19	10.49	10.19	9.49	9.19	8.54	6.11	
I P																					6.89	
I																					7.23	
I P	4.39	4.14	3.47	3.17		2.47	2.22	1.52	1.39	1.22	12.52	12.39	12.22	11.52	11.22	10.52	10.22	9.52	9.22	8.57	7.53	
	4.42	4.17	3.50	3.20		2.50	2.25	1.55	1.41	1.25	12.55	12.41	12.25	11.55 AM	11.25	10.55	10.25	9.55	9.25	9.00	8.45	
P	4.49	4.24	3.57	3.27		2.57	2.32	2.02	1.47	1.32	1.02	12.47	12.32	12.02 PM	11.32	11.02	10.32	10.02	9.32	9.07	10.09	
I P																					11.28	
P	4.54	4.29	4.02	3.32		3.02	2.37	2.07	1.51	1.37	1.07	12.51	12.37	12.07	11.37	11.07	10.37	10.07	9.37	9.12	11.67	
YI P	4.58	4.33	4.06	3.36		3.06	2.41	2.11	1.55	1.41	1.11	12.55	12.41	12.11	11.41	11.11	10.41	10.11	9.41	9.16	13.20	
I																					14.12	
P	5.02	4.37	4.10	3.40	3.30 PM	3.10	2.45	2.15	1.58	1.45	1.15	12.58	12.45	12.15	11.45	11.15	10.45	10.15	9.45	9.20	14.27	
P	5.07	4.42	4.15	3.45	3.36	3.15	2.50	2.20	2.02	1.50	1.20	1.02	12.50	12.20	11.50	11.20	10.50	10.20	9.50	9.25	15.39	
P	5.09	4.44	4.17	3.47	3.38	3.17	2.52	2.22	2.04	1.52	1.22	1.04	12.52	12.22	11.52	11.22	10.52	10.22	9.52	9.27	16.01	
P	5.13	4.48	4.21	3.51	3.42	3.21	2.56	2.26	2.08	1.56	1.26	1.08	12.56	12.26	11.56 AM	11.26	10.56	10.26	9.56	9.31	16.94	
P																					18.26	
P	5.20 PM	4.55 PM	4.28 PM	3.58 PM	3.48 PM	3.28 PM	3.03 PM	2.33 PM	2.15 PM	2.03 PM	1.33 PM	1.15 PM	1.03 PM	12.33 PM	12.03 PM	11.33 AM	11.03 AM	10.33 AM	10.03 AM	9.38 AM	19.03	

5	3-13	6	12	10	9	5	11-3		4	12		7-9	2	1-11	10-4	8	7	3	1	Run Numbers—Monday
5	3-13	6	12	10	9	5	11-3		4	12		7-9	2	1-11	10-4	8	7	3	1	Run Numbers—Tuesday to Friday
5	3-13	12	6	4	9	5	4-3	10	12	11	8	7-9	2	1-4	10	8-11	7	3	1	Run Numbers—Saturday
C	B	G	E	AA	D	C	B	M	G	E	L	D	C	B	G	E	D	C	B	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. 3  
February 26, 1940

FIRST CLASS

STATIONS	Distance from Dutton Avenue	1	3	151	153	5	7	9	11	13	15	155 Express	17	157 Express	19	21	23	25	27	29	31
		T. C.	19.24	1.15 AM	2.20 AM			5.50 AM	6.21 AM	6.51 AM	7.16 AM	7.36 AM	7.56 AM	7.57 AM	8.16 AM	8.17 AM	8.36 AM	9.01 AM	9.31 AM	10.01 AM	10.31 AM
WEST JUNCTION	14.04	1.02	2.07			5.37	6.08	6.38	7.03	7.23	7.43	7.44	8.03	8.04	8.23	8.48	9.18	9.48	10.18	10.48	11.18
26th St. Junction	12.14																				
22nd St. Junction	11.80																				
A. B. S. OAKLAND (16th St.)	11.50	12.57	2.02			5.32	6.03	6.33	6.58	7.17	7.37	7.40	7.57	8.00	8.17	8.40	9.10	9.40	10.13	10.43	11.13
PINE	10.58	12.55	2.00			5.30	6.00	6.30	6.55	7.14	7.34	7.38	7.54	7.58	8.14	8.37	9.07	9.37	10.11	10.41	11.11
BROADWAY	8.94	12.48	1.53			5.23	5.53	6.23	6.48	7.07	7.27		7.47		8.07	8.30	9.00	9.30	10.04	10.34	11.04
W. P. Crossing	7.75																				
Automatic Block System EAST OAKLAND	7.36	12.42	1.47			5.17	5.47	6.17	6.42	7.01	7.21	7.29	7.41	7.49	8.01	8.24	8.54	9.24	9.58	10.28	10.58
FRUITVALE	5.83	12.38	1.43			5.13	5.43	6.13	6.38	6.57	7.17	7.26	7.37	7.46	7.57	8.20	8.50	9.20	9.54	10.24	10.54
W. P. Crossing	4.91																				
MELROSE	4.76	12.35	1.40	2.25 AM	3.30 AM	5.09	5.39	6.09	6.34	6.53	7.13	7.23	7.33	7.44	7.53	8.16	8.46	9.16	9.50	10.20	10.50
SEMINARY	3.64	12.30	1.35			5.04	5.34	6.04	6.29	6.47	7.07	7.19	7.27	7.40	7.47	8.11	8.41	9.11	9.45	10.15	10.45
HAVENSCOURT	3.02	12.28	1.33	2.20	3.25	5.02	5.32	6.02	6.27	6.45	7.05	7.17	7.25	7.38	7.45	8.09	8.39	9.09	9.43	10.13	10.43
82nd AVENUE	2.09	12.24	1.29	2.17	3.22	4.57	5.28	5.58	6.23	6.41	7.01	7.13	7.21	7.34	7.41	8.05	8.35	9.05	9.38	10.08	10.38
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00	12.17 AM	1.22 AM	2.12 AM	3.17 AM	4.50 AM	5.20 AM	5.50 AM	6.15 AM	6.33 AM	6.53 AM	7.05 AM	7.13 AM	7.26 AM	7.33 AM	7.58 AM	8.28 AM	8.58 AM	9.31 AM	10.01 AM	10.31 AM

Leave daily except Sundays and Holidays.

No. 1 connect with No. 301 and No. 3 connect with No. 201 at Fruitvale.

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

STATIONS	Distance from Dutton Avenue	33	159 Saturday Only	35	37	161 Saturday Only	39	41	163 Saturday Only	43	45	165 Saturday Only	47	49	51	53	167 Ex. Saturday	55	169 Ex. Saturday	171 Ex. Saturday	57
		T. C.	19.24	12.01 PM	12.18 PM	12.31 PM	1.01 PM	1.18 PM	1.31 PM	2.01 PM		2.26 PM	2.56 PM		3.26 PM	3.53 PM	4.16 PM	4.38 PM	4.52 PM	4.54 PM	5.04 PM
WEST JUNCTION	14.04	11.48 AM	12.05 PM	12.18	12.48	1.05 PM	1.18	1.48	1.57 PM	2.13	2.43	2.57 PM	3.13	3.40	4.03	4.25	4.39 PM	4.41	4.51 PM	5.01 PM	5.02
26th St. Junction	12.14																				
22nd St. Junction	11.80																				
A. B. S. OAKLAND (16th St.)	11.50	11.43		12.13	12.43		1.13	1.43	1.53	2.08	2.38	2.53	3.08	3.35	3.57	4.18		4.35			4.57
PINE	10.58	11.41		12.11	12.41		1.11	1.41	1.51	2.06	2.36	2.51	3.06	3.33	3.55	4.15		4.33			4.55
BROADWAY	8.94	11.34		12.04 PM	12.34		1.04	1.34	1.45	1.59	2.29	2.45	2.59	3.26	3.48	4.08		4.26			4.48
W. P. Crossing	7.75																				
Automatic Block System EAST OAKLAND	7.36	11.28		11.58 AM	12.28		12.58	1.28	1.40	1.53	2.23	2.40	2.53	3.20	3.42	4.02		4.20			4.42
FRUITVALE	5.83	11.24		11.54	12.24		12.54	1.24	1.37	1.49	2.19	2.37	2.49	3.16	3.38	3.58		4.16			4.38
W. P. Crossing	4.91																				
MELROSE	4.76	11.20		11.50	12.20		12.50	1.20	1.34	1.45	2.15	2.34	2.45	3.12	3.34	3.54		4.12			4.34
SEMINARY	3.64	11.15		11.45	12.15		12.45	1.15	1.31	1.40	2.10	2.31	2.40	3.07	3.29	3.49		4.07			4.29
HAVENSCOURT	3.02	11.13		11.43	12.13		12.43	1.13	1.29	1.38	2.08	2.29	2.38	3.05	3.27	3.47		4.05			4.27
82nd AVENUE	2.09	11.08		11.38	12.08		12.38	1.08	1.26	1.33	2.03	2.26	2.33	3.00	3.22	3.42		4.00			4.22
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00	11.01 AM		11.31 AM	12.01 PM		12.31 PM	1.01 PM	1.19 PM	1.26 PM	1.56 PM	2.19 PM	2.26 PM	2.53 PM	3.15 PM	3.35 PM		3.53 PM			4.15 PM

Leave daily except Sundays and Holidays.

EXCEPTION—Nos. 159, 161, 163 and 165 leave Saturday only; Nos. 167, 169 and 171 leave daily except Saturdays, Sundays and Holidays.

Run Numbers—Monday	7		8-12	4		11	2-5		9	12		4-6	3	5	9	8	10	11	4	12
Run Numbers—Tuesday to Friday	7		8-12	4		11	2-5		9	12		4-6	3	5	9	8	10	11	4	12
Run Numbers—Saturday	7	8	11	10-12	10	4	2-5	8	9	11-6	10	12	3	5	9		4			6
Equipment	D	L	E	G	M	B	C	L	D	E	M	G	B	C	D	I	AA	J	A	E

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.

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	SEVENTH ST. LINE Time Table No. 3 February 26, 1940		
	78	76	74	72	70	68	66	64	62	Express 182 Ex. Saturday	60	Express 180 Ex. Saturday	Express 178 Ex. Saturday	58	Express 176 Ex. Saturday	56						
	Leave daily except Sundays and Holidays.										EXCEPTION—Nos. 176, 178, 180 and 182 leave daily except Saturdays, Sundays and Holidays.											
BKI P																			0.00	A. B. S. Automatic Block System	SAN FRANCISCO	
I P																			6.11		EAST JUNCTION Key System Crossing	
I P																			6.89		26th ST. JUNCTION	
I																			7.23		22nd St. Junction	
I P																			7.53		OAKLAND (18th St.)	
																			8.45		PINE	
P																			10.09		BROADWAY	
I P																			11.28		W. P. Crossing	
P																			11.67		EAST OAKLAND	
YI P																			13.20		FRUITVALE	
I																			14.12		W. P. Crossing	
P																			14.27		MELROSE	
P																			15.39		SEMINARY	
P																			16.01		HAVENSCOURT	
P																			16.94		82nd AVENUE	
P																			18.26		103rd Ave. (Jct. Sw.)	
P																			19.03		DUTTON AVENUE	
																						Run Numbers—Monday
																						Run Numbers—Tuesday to Friday
																						Run Numbers—Saturday
																					Equipment	

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

PASSENGER STOPS—For all 7th Street trains (Except Express trains as noted below).

Bridge Yard (On signal) All trains westward except Nos. 15, 17, 155 and 157.  
 All trains eastward except Nos. 58 and 60, Monday to Friday, inclusive, and Nos. 170, 172, 176, 178, 180 and 182.

Oakland-16th St., (head end near Pole 3265 for eastward trains) A 7.53  
 Pine G 8.45  
 Center Street G 8.85  
 Adeline Street G 9.22  
 Market Street G 9.57  
 7th & Broadway G 10.09  
 Oak St. G 10.60  
 Clinton G 11.18  
 East Oakland D 11.67  
 19th Ave. D 12.15  
 †23rd Avenue D 12.53  
 Fruitvale D 13.20  
 Sather D 13.67  
 Melrose G 14.27  
 Fremont Way G 14.59

Fairfax G 14.92  
 55th Ave. G 15.14  
 Seminary Ave. (West Side) G 15.39  
 Havenscourt G 16.01  
 73rd Ave. G 16.41 (On signal)  
 Parker Ave. G 16.67  
 †82nd Ave. G 16.94 (On signal)  
 †86th Ave. G 17.18 (On signal)  
 †Sequoiah (90th Ave.) G 17.47  
 †94th Ave. G 17.63 (On signal)  
 †98th Ave. G 17.87 (On signal)  
 101st Ave. G 18.15 (On signal)  
 108th Ave. G 18.50 (On signal)  
 Broadmoor G 18.78  
 ††Dutton Ave. G 19.03

No. 155 will stop at Broadmoor, 108th Ave., 98th Ave., 90th Ave., 82nd Ave., Parker Ave., 73rd Ave., Havenscourt, Seminary, Fairfax, Melrose, Fruitvale and 23rd Ave.  
 No. 157 will stop at Broadmoor, 108th Ave., 98th Ave., 90th Ave., 82nd Ave., Parker Ave., 73rd Ave., Havenscourt, Seminary, Fairfax and Melrose.  
 Nos. 170, 172 and 182 will stop at Broadway, East Oakland, 23rd Ave., Fruitvale, Melrose, Fairfax, Seminary, Havenscourt, 73rd Ave., Parker Ave., 82nd Ave., 90th Ave., 98th Ave., 108th Ave., and Broadmoor.  
 Nos. 176 and 178 will stop at 23rd Ave., Fruitvale, Melrose, Fairfax, Seminary, Havenscourt, 73rd Ave., Parker Ave., 82nd Ave., 90th Ave., 98th Ave., 108th Ave., and Broadmoor.  
 No. 180 will stop at East Oakland, 23rd Ave., Fruitvale, Melrose, Fairfax, Seminary, Havenscourt, 73rd Ave., Parker Ave., 82nd Ave., 90th Ave., 98th Ave., 108th Ave., and Broadmoor.

†Stop on near side of street in direction moving. Trains not stopping, approach and pass over crossing with caution.  
 ††Westward trains making passenger stop will stop before reaching east sidewalk line.  
 †††Stop 50 feet west of west curb Dutton Ave.

SAFETY STOPS—At 23rd Avenue trains and engines will make safety stop on near side of crossing if crossing gates are not down. When gates are down trains not scheduled to stop will run with caution.

See pages 10, 11 and 13 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 St. Junction.  
 For additional Special Instructions see page 13.

Double Track

SEVENTH STREET LINE

Westward 13

SEVENTH ST. LINE  
Time Table No. 3  
February 26, 1940

FIRST CLASS

STATIONS	Distance from Dutton Avenue	173	59	61	63	175	177	179	181	65	183	185†	187‡	67	189	69	71	73	75	77	191
		Ex. Saturday					Ex. Saturday	Ex. Saturday	Ex. Saturday	Ex. Saturday		Saturday Only	Ex. Saturday	Ex. Saturday							
SAN FRANCISCO	19.24	5.28 PM	5.38 PM	6.03 PM	6.33 PM					7.15 PM				8.00 PM		8.45 PM	9.30 PM	10.15 PM	11.16 PM	11.45 PM	
WEST JUNCTION	14.04	5.15 PM	5.25	5.50	6.20	6.22 PM	6.28 PM	6.37 PM	6.42 PM	7.02		7.04 PM		7.47		8.32	9.17	10.02	11.03	11.32	
26th ST. JUNCTION	12.14																				
22nd St. Junction	11.80																				
OAKLAND (16th St.)	11.50		5.20	5.45	6.14	6.18	6.24	6.34	6.39	6.57		7.00		7.42		8.27	9.12	9.57	10.57	11.27	
PINE	10.58		5.18	5.43	6.12	6.16	6.22	6.32	6.37	6.55		6.58		7.40		8.25	9.10	9.55	10.55	11.25	
BROADWAY	8.94		5.11	5.36	6.05	6.10	6.16	6.26	6.31	6.48		6.52		7.33		8.18	9.03	9.48	10.48	11.18	
W. P. Crossing	7.75																				
EAST OAKLAND	7.36		5.05	5.30	5.59	6.05	6.11	6.21	6.26	6.42		6.47		7.27		8.12	8.57	9.42	10.42	11.12	
FRUITVALE	5.83		5.01	5.26	5.55	6.02	6.08	6.18	6.23	6.38		6.44		7.23		8.08	8.53	9.38	10.38	11.08	
W. P. Crossing	4.91																				
MELROSE	4.76		4.57	5.22	5.51	5.58	6.05	6.15	6.20	6.34	6.35 PM	6.41	6.41 PM	7.19	7.20 PM	8.04	8.49	9.34	10.34	11.04	11.32 PM
SEMINARY	3.64		4.52	5.17	5.46	5.54	6.01	6.11	6.16	6.29	6.31	6.37	6.37	7.14		7.59	8.44	9.29	10.29	10.59	
HAVENSCOURT	3.02		4.50	5.15	5.44	5.52	5.59	6.09	6.14	6.27	6.29	6.35	6.35	7.12	7.15	7.57	8.42	9.27	10.27	10.57	11.27
82nd AVENUE	2.09		4.45	5.10	5.39	5.49	5.56	6.04	6.09	6.22	6.26	6.32	6.32	7.07	7.12	7.52	8.37	9.22	10.22	10.52	11.24
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00		4.38 PM	5.03 PM	5.32 PM	5.43 PM	5.50 PM	5.58 PM	6.03 PM	6.15 PM	6.19 PM	6.26 PM	6.26 PM	7.00 PM	7.07 PM	7.45 PM	8.30 PM	9.15 PM	10.15 PM	10.45 PM	11.19 PM

Leave daily except Sundays and Holidays.

EXCEPTION—Nos. 173, 177, 179, 181, 185 and 187 leave daily except Saturdays, Sundays and Holidays; No. 183 leave Saturdays only.

Run Numbers—Menday	14	6	13	5	9	8	10	11	4		12	14	6	13	5	4-14	6	13	14	6
Run Numbers—Tuesday to Friday	14	6	13	5	9	8	10	11	4		12	14	6	13	5	4-14	6	13	14	6
Run Numbers—Saturday		12	13	5	9				4	6			12	13	5	4-14	6	13	14	6
Equipment	K	G	B	C	D	I	AA	J	A	E	E	K	G	B	C	A	G	C	A	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 trains.

During the periods from 4:50 A.M. to 8:15 A.M., and from 4:45 P.M. to 7:30 P.M., eastward and westward tracks between Seminary and Dutton Avenues must be kept clear. Also from 1:00 P.M. to 2:30 P.M., Saturdays.

SAFETY STOPS—At 23rd Avenue trains and engines will make safety stop on near side of crossing if crossing gates are not down. When gates are down trains not scheduled to stop will run with caution.

For additional Special Instructions see page 12.

†No. 185 and No. 187 Consolidate Dutton Ave. to Melrose.

Location of Interlocking Plants, Telephones	FIRST CLASS																				Distance from San Francisco	ENCINAL AVE. LINE Time Table No. 3 February 26, 1940						
	340	338	336	334	332	330	328	326	324	322	320	318	316	314	382	312	380	310	308	306		304	302	STATIONS				
	Leave daily except Sundays and Holidays. EXCEPTION—Nos. 330, 334 and 338 leave daily except Saturdays, Sundays and Holidays																											
BKI P	6.39 PM		5.52 PM		5.11 PM		4.22 PM	3.22 PM	2.22 PM	1.22 PM	12.22 PM	11.22 AM	10.22 AM	9.22 AM	8.52 AM	8.32 AM	8.12 AM	7.51 AM	7.28 AM	6.39 AM		12.31 AM	0.00	SAN FRANCISCO				
I P	6.52	Consolidated with No. 238 San Francisco to Fruitvale	6.05	Consolidated with No. 234 San Francisco to Fruitvale	5.24	Consolidated with No. 230 San Francisco to Fruitvale	4.35	3.35	2.35	1.35	12.35	11.35	10.35	9.35	9.05 AM	8.45	8.25 AM	8.04	7.41	6.52		12.44	6.11	EAST JUNCTION Key System Crossing				
I P																										6.89	26th ST. JUNCTION	
I P																											7.23	22nd St. Junction
I P	6.55				6.08			5.27		4.38	3.38	2.38	1.38	12.38	11.38	10.38	9.38		8.48		8.07	7.44	6.55		12.47	7.53	OAKLAND (16th Street)	
	6.57				6.10			5.29		4.40	3.40	2.40	1.40	12.40	11.40	10.40	9.40		8.50		8.09	7.46	6.57		12.49	8.45	PINE	
P											3.45	2.45	1.45	12.45	11.45	10.45	9.45									12.54	10.09	BROADWAY
I P																											11.28	W. P. Crossing
P	7.06				6.19			5.38		4.49	3.49	2.49	1.49	12.49	11.49	10.49	9.49		8.59		8.18	7.55	7.06		12.58	11.67	EAST OAKLAND	
YI P	7.08		6.44 PM		6.21		6.01 PM	5.40	5.21 PM	4.51	3.51	2.51	1.51	12.51	11.51	10.51	9.51		9.01		8.20	7.57	7.08	1.53 AM	1.00	13.20	FRUITVALE	
I																											13.65	Fruitvale Bridge
I P	7.09	6.46	6.23	6.03	5.41	5.23	4.52	3.52	2.52	1.52	12.52	11.52	10.52	9.52		9.02		8.21	7.58	7.09	1.54	1.01	13.72	BLANDING JUNCTION				
P	7.15	6.52	6.29	6.09	5.47	5.29	4.58	3.58	2.58	1.58	12.58	11.58 AM	10.58	9.58		9.08		8.27	8.04	7.15	1.59	1.07	15.22	SOUTH HIGH STREET				
I P	7.27	7.04	6.42	6.22	5.59	5.42	5.10	4.11	3.11	2.11	1.11	12.11 PM	11.11	10.11		9.21		8.40	8.16	7.27	2.11	1.18	18.92	PACIFIC JUNCTION				
P	7.29 PM	7.06 PM	6.45 PM	6.25 PM	6.02 PM	5.44 PM	5.12 PM	4.13 PM	3.13 PM	2.13 PM	1.13 PM	12.13 PM	11.13 AM	10.13 AM		9.23 AM		8.42 AM	8.18 AM	7.29 AM	2.13 AM	1.20 AM	19.76	WEST ALAMEDA				
	24	35	26	27	25	23	33-35	30	33	31	21-33	29	21	29	23	31	30	27	29	31	35	35		Con. —				
	124	135	126	127	125	133	123-135	130	123	131	122-123	132	122	132	133	131	130	127	132	131	135	135		Engr.—Run No.—Monday to Friday				
	24		34		25		33-35	23	33	23	27	29	21	29	23	31	30	27	29	31	35	35		Con. —				
	124		134		125		123-135	133	123	133	127	132	122	132	133	131	130	127	132	131	135	135		Engr.—Run No.—Saturday				
	C	AY	EY	DY	J	CY	A	D	A	D	A	D	A	D	I	B	G	E	D	B	C	C		Equipment				

PASSENGER STOPS

Bridge Yard (on signal) All trains westward except Nos. 307, 309 and 311 κ 5.75  
All trains eastward except Nos. 330, 332 and 334 Monday to Friday inclusive.

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

7th & Broadway a 10.09. Eastward for Nos. 314 to 326 inclusive, and 342, 344, 346, 348 and 302.  
Westward for Nos. 317 to 329 inclusive, and 335 to 343, inclusive.

- \*Fruitvale d 13.20
- \*\*Fernside Power House (on signal) h 13.60
- ††North High MA 14.29
- Lincoln MA 14.78
- ††South High MA 15.22
- Versailles MA 15.58
- ††South Park MA 15.91
- Walnut MA 16.21
- Chestnut MA 16.57
- Morton MA 17.03
- Caroline MA 17.47
- †Webster MA 17.88
- Fifth St. MA 18.17
- Pacific Ave. (on signal) MA 18.84
- West Alameda h 18.02 (Clear shop crossing)

†Stop on near side. Trains not stopping approach and pass over with caution.  
\*Except Nos. 330, 332, 334 and 336, Monday to Friday inclusive, Nos. 320 and 322 Saturdays, and Nos. 307, 309, 311 and 313.  
\*\*Except Nos. 330, 332, 334, 336 and 338, Monday to Friday, inclusive, Nos. 320 and 322 Saturdays, and Nos. 307, 309, 311 and 313.

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

- 23rd Avenue—if gates are not down. When gates are down trains will run with caution.
- 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.

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

Location of Interlocking Plants, Telephones	FIRST CLASS				Distance from San Francisco	ENCINAL AVE. LINE Time Table No. 3 February 26, 1940		
	348	346	344	342		STATIONS		
	Leave daily except Sundays and Holidays.							
			11.11 PM	9.56 PM	8.41 PM	7.41 PM	0.00	SAN FRANCISCO
			11.24	10.09	8.54	7.54	6.11	EAST JUNCTION Key System Crossing
							6.89	26th ST. JUNCTION
							7.23	22nd St. Junction
			11.27	10.12	8.57	7.57	7.53	OAKLAND (16th Street)
			11.29	10.14	8.59	7.59	8.45	PINE
			11.34	10.19	9.04	8.04	10.09	BROADWAY
							11.28	W. P. Crossing
			11.38	10.23	9.08	8.08	11.67	EAST OAKLAND
			11.40	10.25	9.10	8.10	13.20	FRUITVALE
							13.65	Fruitvale Bridge
			11.41	10.26	9.11	8.11	13.72	BLANDING JUNCTION
			11.47	10.32	9.17	8.17	15.22	SOUTH HIGH STREET
			11.59 PM	10.44	9.29	8.29	18.92	PACIFIC JUNCTION
			12.01 AM	10.46 PM	9.31 PM	8.31 PM	19.76	WEST ALAMEDA
			25	26	24-35	34		Con. —
			125	126	124-135	134		Engr.—Run No.—Monday to Friday
			25	26	24-35	34		Con. —
			125	126	124-135	134		Engr.—Run No.—Saturday
			J	A	C	E		Equipment

ALAMEDA—Encinal Avenue Line

ENCINAL AVE. LINE Time Table No. 3 February 26, 1940		Distance from West Alameda	FIRST CLASS																					
			301	303	305	307	309	311	313	315	317	319	321	323	325	327	329	381	331	333	335	337		
T. C.	A. B. S.	Double Track	SAN FRANCISCO	19.97	6.34 AM	7.24 AM	7.47 AM	8.07 AM	8.27 AM	8.47 AM	9.17 AM	10.17 AM	11.17 AM	12.17 PM	1.17 PM	2.17 PM	3.17 PM	4.17 PM	5.06 PM	5.27 PM	6.10 PM	7.06 PM	8.06 PM	
			WEST JUNCTION	14.77	6.21	7.11	7.34	7.54	8.14	8.34	9.04	10.04	11.04	12.04 PM	1.04	2.04	3.04	4.04	4.53 PM	5.14	5.57	6.53	7.53	
			26th ST. JUNCTION	12.87																				
			22nd St. Junction	12.53																				
			OAKLAND (16th St.)	12.23	6.16	7.06	7.29	7.49	8.09	8.29	8.59	9.59	10.59	11.59 AM	12.59	1.59	2.59	3.59		5.07	5.52	6.48	7.48	
			PINE	11.31	6.14	7.04	7.27	7.47	8.07	8.27	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57		5.05	5.50	6.46	7.46	
			BROADWAY	9.67								9.52	10.52	11.52	12.52	1.52	2.52	3.52				6.41	7.41	
			W. P. Crossing	8.48																				
			EAST OAKLAND	8.09	6.05	6.55	7.18	7.38	7.58	8.18	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48		4.56	5.41	6.37	7.37	
			FRUITVALE	6.56	12.37 AM	6.02	6.52	7.15	7.35	7.55	8.15	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45		4.53	5.38	6.34	7.34
A. B. S.	Double Track	Fruitvale Bridge	6.11																					
		BLANDING JUNCTION	6.04	12.36	6.01	6.50	7.13	7.33	7.53	8.13	8.43	9.43	10.43	11.43	12.43	1.43	2.43	3.43		4.51	5.36	6.32	7.32	
		SOUTH HIGH STREET	4.54	12.31	5.56	6.45	7.07	7.27	7.47	8.07	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38		4.46	5.31	6.27	7.27	
		PACIFIC JUNCTION	0.84	12.18	5.43	6.32	6.54	7.14	7.34	7.54	8.25	9.25	10.25	11.25	12.25	1.25	2.25	3.25		4.33	5.18	6.14	7.14	
		WEST ALAMEDA	0.00	12.16 AM	5.40 AM	6.29 AM	6.51 AM	7.11 AM	7.31 AM	7.51 AM	8.22 AM	9.22 AM	10.22 AM	11.22 AM	12.22 PM	1.22 PM	2.22 PM	3.22 PM		4.30 PM	5.16 PM	6.12 PM	7.12 PM	

Leave daily except Sundays and Holidays

—Con.	25	31	29	33	30	28	23	29	21	29	21	31	33	30	33	25	30	35	25	26
Run No.—Monday to Friday—Engr.	125	131	132	123	130	128	133	132	122	132	122	131	123	130	123	125	130	135	125	126
—Con.	25	31	29	33	30	28	23	29	21	29	21	31	33	30	33	25	30	35	25	26
Run No.—Saturday—Engr.	125	131	132	123	130	128	133	132	122	132	122	131	123	133	123	125	133	135	125	126
—Equipment	J	B	D	F	G	H	I	D	A	D	A	D	A	D	A	J	D	A	J	A

ENCINAL AVE. LINE Time Table No. 3 February 26, 1940		Distance from West Alameda	FIRST CLASS				
			339	341	343		
T. C.	A. B. S.	Double Track	SAN FRANCISCO	19.97	9.11 PM	10.31 PM	11.47 PM
			WEST JUNCTION	14.77	8.58	10.18	11.34
			26th ST. JUNCTION	12.87			
			22nd St. Junction	12.53			
			OAKLAND (16th St.)	12.23	8.53	10.13	11.28
			PINE	11.31	8.51	10.11	11.26
			BROADWAY	9.67	8.46	10.06	11.21
			W. P. Crossing	8.48			
			EAST OAKLAND	8.09	8.42	10.02	11.17
			FRUITVALE	6.56	8.39	10.00	11.15
A. B. S.	Double Track	Fruitvale Bridge	6.11				
		BLANDING JUNCTION	6.04	8.37	9.58	11.13	
		SOUTH HIGH STREET	4.54	8.32	9.53	11.08	
		PACIFIC JUNCTION	0.84	8.19	9.40	10.55	
		WEST ALAMEDA	0.00	8.17 PM	9.38 PM	10.53 PM	

Leave daily except Sundays and Holidays

—Con.	25	35	26
Run No.—Monday to Friday—Engr.	125	135	126
—Con.	25	35	26
Run No.—Saturday—Engr.	125	135	126
—Equipment	J	C	A

PASSENGER STOPS (See Page 14).

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

- 23rd Avenue—if gates are not down. When gates are down trains will run with caution.
- North High Street and Fernside Blvd.
- South High Street and Encinal Avenue
- South Park Street and Encinal Avenue

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.

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

ALAMEDA—Lincoln Avenue Line

Location of Interlocking Plants, Telephone	FIRST CLASS																				Distance from San Francisco	STATIONS		
	230	228	226	224	222 Sat. Only	220	218 Sat. Only	216 Ex. Sat.	214 Sat. Only	212	210	208	292	290	206	288	204	202	286	284			282	200
	Leave daily except Sundays and Holidays. EXCEPTION—Nos. 214, 218 and 222 leave Saturdays only. No. 216 leave daily except Saturdays, Sundays and Holidays																							
BKI P	4.52 PM	3.52 PM	2.52 PM	1.52 PM		12.52 PM		12.05 PM	11.52 AM	10.52 AM	9.52 AM	8.51 AM	8.31 AM	No Passengers	8.11 AM	7.52 AM	7.07 AM	6.12 AM				12.10 AM	0.00	SAN FRANCISCO
I P	5.05	4.05	3.05	2.05		1.05		12.18	12.05 PM	11.05	10.05	9.04	8.44 AM	8.30 AM	8.24	8.05 AM	7.20	6.25				12.23	6.11	EAST JUNCTION Key System Crossing
I P																							6.89	26th ST. JUNCTION
I P																							7.23	22nd St. Junction
I P	5.08	4.08	3.08	2.08		1.08		12.21	12.08	11.08	10.08	9.07			8.34	8.27		7.23	6.28			12.26	7.53	OAKLAND (16th St.)
	5.10	4.10	3.10	2.10		1.10		12.23	12.10	11.10	10.10	9.09			8.36	8.29		7.25	6.30			12.28	8.45	PINE
P		4.15	3.15	2.15		1.15		12.28	12.15	11.15	10.15											12.33	10.09	BROADWAY
I P																							11.28	W. P. Crossing
P	5.19	4.19	3.19	2.19		1.19		12.32	12.19	11.19	10.19	9.18		8.45	8.38		7.34	6.39				12.37	11.67	EAST OAKLAND
YI P	5.21	4.21	3.21	2.21	1.51 PM	1.21	12.51 PM	12.34	12.21	11.21	10.21	9.20		8.48	8.40		7.36	6.41	6.25 AM	5.50 AM	4.55 AM	12.39	13.20	FRUITVALE
I																							13.65	Fruitvale Bridge
I P	5.24	4.22	3.22	2.22	1.53	1.22	12.53	12.35	12.22	11.22	10.22	9.21		8.49	8.41		7.37	6.42	6.27	5.52	4.57	12.40	13.72	BLANDING JUNCTION
P	5.25	4.24	3.24	2.24	1.55	1.24	12.55	12.37	12.24	11.24	10.24	9.23		8.51	8.43		7.39	6.44	6.29	5.54	4.58	12.42	14.21	ALAMEDA (Nor. Park)
	5.32	4.31	3.31	2.31	2.02	1.31	1.02	12.44	12.31	11.31	10.31	9.30		8.57	8.50		7.46	6.51	6.35	6.00	5.04	12.49	16.09	MASTICK
I P	5.36	4.35	3.35	2.35	2.06	1.35	1.06	12.48	12.35	11.35	10.35	9.34		9.01	8.54		7.50	6.55	6.39	6.04	5.08	12.53	17.18	PACIFIC JUNCTION
P	5.38 PM	4.37 PM	3.37 PM	2.37 PM	2.08 PM	1.37 PM	1.08 PM	12.50 PM	12.37 PM	11.37 AM	10.37 AM	9.36 AM		9.03 AM	8.56 AM		7.52 AM	6.57 AM	6.41 AM	6.06 AM	5.10 AM	12.55 AM	18.02	WEST ALAMEDA

24	34	24	28		23		28		22	27	22	28	30	21	33	22	21	33	22	21	26	Con. —
124	134	124	128		133		128		121	127	121	128	130	122	123	121	122	123	121	122	126	Engr.—Run No.—Monday to Friday
24	34	30-24	28		31		21-33		28	22	27	28	30	21	33	22	21	33	22	21	26	Con. —
124	134	130-124	128		131		122-123		128	121	127	121	128	130	122	123	121	122	123	121	122	Engr.—Run No.—Saturday
C	E	C	E		DY		C		AY	E	E	C	H	SX	A	F	C	A	F	C	A	Equipment

**PASSENGER STOPS**

Bridge Yard (on signal) all trains westward except Nos. 207, 209 and 211.  
 All trains eastward except Nos. 230, 232 and 234 Monday to Friday, inc., κ 5.75.  
 Oakland 16th St. (on signal) Westward trains to detrain passengers from Alameda and Eastward trains to entrain passengers for Alameda.  
 7th and Broadway g 10.09 Eastward for Nos. 210 to 228 inclusive and 240, 242, 244, 246 and 200. Westward for Nos. 215 to 227 inclusive and 235 to 243 inclusive.

\*Fruitvale d 13.20  
 \*\*Fernside Power House (on signal) n 13.60 Bay n 15.69  
 \*\*\*Pearl St. (on signal) n 13.81 Mastick n 16.09  
 North Park (Clear Park St.) n 14.21 ††Webster St. n 16.34  
 Willow n 14.75 Fifth St. n 16.71  
 Grand n 15.14 Third St. n 16.99  
 Encinal Terminals n 15.40 West Alameda n 18.02 (Clear shop crossing)

\*Except Nos. 230, 232, 234 and 236 Monday to Friday inclusive, and Nos. 207, 209, 211, 213, 218 and 222.  
 \*\*Except Nos. 230, 232, 234, 236 and 238 Monday to Friday inclusive, and Nos. 207, 209, 211 and 213.  
 \*\*\*Except Nos. 230, 232, 234, 236 and 238 Monday to Friday inclusive, and Nos. 207, 209, 211, 213, 218 and 222.

††SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing:  
 23rd Avenue—if gates are not down. When gates are down trains will run with caution.  
 Webster Street and Lincoln Avenue.

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.

Location of Interlocking Plants, Telephone	FIRST CLASS								Distance from San Francisco	STATIONS
	246	244	242	240	238 Ex. Saturday	236 Ex. Saturday	234	232 Ex. Saturday		
	Leave daily except Sundays and Holidays Nos. 232 and 236 leave daily except Saturdays, Sundays and Holidays									
	10.36 PM	9.16 PM	8.11 PM	7.11 PM	6.15 PM		5.32 PM	5.12 PM	0.00	SAN FRANCISCO
	10.49	9.29	8.24	7.24	6.28		5.45	5.25	6.11	EAST JUNCTION Key System Crossing
									6.89	26th ST. JUNCTION
									7.23	22nd St. Junction
	10.52	9.32	8.27	7.27	6.31		5.48	5.28	7.53	OAKLAND (16th St.)
	10.54	9.34	8.29	7.29	6.33		5.50	5.30	8.45	PINE
	10.59	9.39	8.34	7.34					10.09	BROADWAY
									11.28	W. P. Crossing
	11.03	9.43	8.38	7.38	6.42		5.59	5.39	11.67	EAST OAKLAND
	11.05	9.45	8.41	7.41	6.44	6.21 PM	6.01	5.41	13.20	FRUITVALE
									13.65	Fruitvale Bridge
	11.06	9.46	8.42	7.42	6.47	6.24	6.04	5.44	13.72	BLANDING JUNCTION
	11.08	9.48	8.43	7.43	6.48	6.25	6.05	5.45	14.21	ALAMEDA (Nor. Park)
	11.15	9.55	8.50	7.50	6.55	6.32	6.12	5.52	16.09	MASTICK
	11.19	9.59	8.54	7.54	6.59	6.36	6.16	5.56	17.18	PACIFIC JUNCTION
	11.21 PM	10.01 PM	8.56 PM	7.56 PM	7.01 PM	6.38 PM	6.18 PM	5.58 PM	18.02	WEST ALAMEDA

35	25	26	25	35-23	34	30	28	Con. —
135	125	126	125	135-133	134	130	128	Engr.—Run No.—Monday to Friday
35	25	26	25	35-26		23		Con. —
135	125	126	125	135-126		133		Engr.—Run No.—Saturday
C	J	A	J	A	E	D	K	Equipment



ALAMEDA—Lincoln Avenue Line

LINCOLN AVE. LINE Time Table No. 3 February 26, 1940		Distance from West Alameda	FIRST CLASS																		
STATIONS			281	201	283	203	205	207	209	211	213	215	217	219	221	223	225	227	285 Ex. Saturday	229	287 Ex. Saturday
T. C.	SAN FRANCISCO	18.23				6.07 AM	7.04 AM	7.46 AM	8.06 AM	8.26 AM	8.46 AM	9.47 AM	10.47 AM	11.47 AM	12.47 PM	1.47 PM	2.47 PM	3.47 PM	No Passengers	4.47 PM	5.07 PM
	WEST JUNCTION	13.03				5.54	6.51	7.33	7.53	8.13	8.33	9.34	10.34	11.34	12.34	1.34	2.34	3.34	4.05 PM	4.34	4.54 PM
	26th ST. JUNCTION	11.13																			
A. B. S.	22nd Street Junction	10.79																			
	OAKLAND (16th St.)	10.49				5.49	6.46	7.28	7.48	8.08	8.28	9.29	10.29	11.29	12.29	1.29	2.29	3.29	4.00	4.29	
	PINE	9.57				5.47	6.44	7.26	7.46	8.06	8.26	9.27	10.27	11.27	12.27	1.27	2.27	3.27	3.58	4.27	
A. B. S.	BROADWAY	7.93										9.22	10.22	11.22	12.22	1.22	2.22	3.22			
	W. P. Crossing	6.74																			
	EAST OAKLAND	6.35				5.38	6.35	7.17	7.37	7.57	8.17	9.18	10.18	11.18	12.18	1.18	2.18	3.18	3.49	4.18	
A. B. S.	FRUITVALE	4.82	1.10 AM	1.42 AM	2.28 AM	5.35	6.32	7.14	7.34	7.54	8.14	9.15	10.15	11.15	12.15	1.15	2.15	3.15	3.46	4.15	
	Fruitvale Bridge	4.37																			
	BLANDING JUNCTION	4.30	1.08	1.40	2.26	5.33	6.30	7.12	7.32	7.52	8.12	9.13	10.13	11.13	12.13	1.13	2.13	3.13	3.44	4.13	
A. B. S.	ALAMEDA (Nor. Park)	3.81	1.07	1.39	2.25	5.32	6.29	7.11	7.31	7.51	8.11	9.12	10.12	11.12	12.12	1.12	2.12	3.12	3.42	4.12	
	MASTICK	1.93	1.01	1.33	2.19	5.25	6.21	7.03	7.23	7.43	8.03	9.05	10.05	11.05	12.05	1.05	2.05	3.05	3.36	4.05	
	PACIFIC JUNCTION	0.84	12.58	1.29	2.16	5.21	6.17	6.59	7.19	7.39	7.59	9.01	10.01	11.01	12.01 PM	1.01	2.01	3.01	3.33	4.01	
A. B. S.	WEST ALAMEDA	0.00	12.56 AM	1.26 AM	2.14 AM	5.18 AM	6.14 AM	6.56 AM	7.16 AM	7.36 AM	7.56 AM	8.58 AM	9.58 AM	10.58 AM	11.58 AM	12.58 PM	1.58 PM	2.58 PM	3.30 PM	3.58 PM	

Leave daily except Sundays and Holidays. EXCEPTION—Nos. 285 and 287 leave daily except Saturdays, Sundays and Holidays

Run No.—Monday to Friday	—Con.	26	35	35	21	22	27	21	31	22	27	22	27-28	22-23	28	23-24	34	28	24	28
—Engr.		126	135	135	122	121	127	122	131	121	127	121	127-128	121-133	128	133-124	134	128	124	128
—Con.		26	35	35	21	22	27	21	31	22	27	22	27-28	22-30	28	30	34		24	
Run No.—Saturday	—Engr.	126	135	135	122	121	127	122	131	121	127	121	127-128	121-130	128	130	134		124	
Equipment		A	C	C	A	C	E	A	B	C	E	C	E	C	E	C	E	SX	C	K

STATIONS		Distance from West Alameda	FIRST CLASS						
STATIONS			231	233	235	237	239	241	243
T. C.	SAN FRANCISCO	18.23	5.47 PM	6.34 PM	7.36 PM	8.36 PM	9.51 PM	11.06 PM	12.26 AM
	WEST JUNCTION	13.03	5.34	6.21	7.23	8.23	9.38	10.53	12.13
	26th ST. JUNCTION	11.13							
A. B. S.	22nd Street Junction	10.79							
	OAKLAND (16th Street)	10.49	5.29	6.15	7.18	8.18	9.33	10.48	12.08
	PINE	9.57	5.27	6.13	7.16	8.16	9.31	10.46	12.06
A. B. S.	BROADWAY	7.93			7.11	8.11	9.26	10.41	12.01 AM
	W. P. Crossing	6.74							
	EAST OAKLAND	6.35	5.18	6.04	7.07	8.07	9.22	10.37	11.57 PM
A. B. S.	FRUITVALE	4.82	5.15	6.01	7.04	8.04	9.19	10.34	11.54
	Fruitvale Bridge	4.37							
	BLANDING JUNCTION	4.30	5.13	5.59	7.02	8.02	9.17	10.32	11.52
A. B. S.	ALAMEDA (Nor. Park)	3.81	5.12	5.58	7.01	8.01	9.16	10.31	11.51
	MASTICK	1.93	5.05	5.51	6.54	7.54	9.09	10.24	11.44
	PACIFIC JUNCTION	0.84	5.01	5.47	6.50	7.50	9.05	10.20	11.40
A. B. S.	WEST ALAMEDA	0.00	4.58 PM	5.45 PM	6.47 PM	7.47 PM	9.02 PM	10.17 PM	11.37 PM

Leave daily except Sundays and Holidays

Run No.—Monday to Friday	—Con.	34	24	34	24	26	25	35
—Engr.		134	124	134	124	126	125	135
—Con.		34	24	34	24	26	25	35
Run No.—Saturday	—Engr.	134	124	134	124	126	125	135
Equipment		E	C	E	C	A	J	C

PASSENGER STOPS (See Page 16).

**SAFETY STOPS**—At the following crossings trains and engines must make Safety Stop on near side of crossing:  
23rd Avenue—if gates are not down. When gates are down trains will run with caution.  
Webster Street and Lincoln Avenue.

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.

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	SHATTUCK AVE. LINE		
	1430	1428	1426	1424	1422	1420	1418	1416	1414	1412	1410	1408	1406	1854	1554	1852	1552	1404		1402	Time Table No. 3 February 26, 1940	
	Leave Sundays and Holidays only																			STATIONS		
BKI P	3.36 PM	2.51 PM	2.06 PM	1.21 PM	12.36 PM	11.51 AM	11.06 AM	10.21 AM	9.36 AM	8.51 AM	8.06 AM	7.21 AM	6.36 AM					1.21 AM	12.36 AM	0.00	T.O. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S.	SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION AT&SF & Key Crossing SOUTH BERKELEY BERKELEY BERRYMAN CONTRA OOSTA End of Double Track THOUSAND OAKS
I P	3.49	3.04	2.19	1.34	12.49	12.04 PM	11.19	10.34	9.49	9.04	8.19	7.34	6.49					1.34	12.49	6.11		
I																				6.18		
I P																				6.89		
I P																				7.25		
I P	3.53	3.08	2.23	1.38	12.53	12.08	11.23	10.38	9.53	9.08	8.23	7.38	6.53					1.37	12.52	8.07		
I P																				8.89		
P	3.58	3.13	2.28	1.43	12.58	12.13	11.28	10.43	9.58	9.13	8.28	7.43	6.58					1.41	12.56	9.41		
P	4.04	3.19	2.34	1.49	1.04	12.19	11.34	10.49	10.04	9.19	8.34	7.49	7.04					1.47	1.02	10.95		
P	4.08	3.23	2.38	1.53	1.08	12.23	11.38	10.53	10.08	9.23	8.38	7.53	7.08	6.57 AM	6.30 AM	6.12 AM	5.45 AM	1.51	1.06	11.89		
P	4.12	3.27	2.42	1.57	1.12	12.27	11.42	10.57	10.12	9.27	8.42	7.57	7.12	7.00	6.33	6.15	5.48	1.55	1.10	12.48		
P	4.13 PM	3.28 PM	2.43 PM	1.58 PM	1.13 PM	12.28 PM	11.43 AM	10.58 AM	10.13 AM	9.28 AM	8.43 AM	7.58 AM	7.13 AM	7.01 AM	6.34 AM	6.16 AM	5.49 AM	1.56 AM	1.11 AM	12.70		
	51	55-57	51	55	54-51	55	54	55	54	55	54	55	54	72	55	73	54	58	57	Run Numbers		
	D	A	D	A	D	A	D	A	D	A	D	A	D	5-B	A	5-A	D	A	D	Equipment		

Location of Interlocking Plants, Telephones	FIRST CLASS												Distance from San Francisco	SHATTUCK AVE. LINE									
	1452	1450	1448	1446	1444	1442	1440	1438	1436	1434	1432	Time Table No. 3 February 26, 1940											
	Leave Sundays and Holidays only													STATIONS									
																					0.00	T.O. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S. A. B. S.	SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION AT&SF & Key Crossing SOUTH BERKELEY BERKELEY BERRYMAN CONTRA OOSTA End of Double Track THOUSAND OAKS
																					6.11		
																					6.18		
																					6.89		
																					7.25		
																					8.07		
																					8.89		
																					9.41		
																					10.95		
																					11.89		
																					12.48		
																					12.70		
																					Run Numbers		
																					Equipment		

**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 the following crossings trains and engines must make safety stop on near side of crossing:

- Ashby Avenue and Adeline Street
- Bancroft Way and Shattuck Avenue

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

**PASSENGER STOPS (See Page 6).**

Nos. 1401, 1403, 1404 and 1406 will stop on signal at all stations west of South Berkeley.

Nos. 1851 and 1853 stop on signal Contra Costa and Northbrae to discharge passengers.

Nos. 1852 and 1854 stop on signal Contra Costa and Northbrae to receive passengers.

BERKELEY—Shattuck Avenue Line

Westward 19

SHATTUCK AVE. LINE  
Time Table No. 3  
February 26, 1940

FIRST CLASS

STATIONS	Distance from Thousand Oaks	1401	1551	1851	1553	1403	1405	1407	1409	1411	1413	1415	1417	1419	1421	1423	1425	1427	1429	1431	1433
		SAN FRANCISCO	12.91	1.16 AM				6.31 AM	7.16 AM	8.01 AM	8.46 AM	9.31 AM	10.16 AM	11.01 AM	11.46 AM	12.31 PM	1.16 PM	2.01 PM	2.46 PM	3.31 PM	4.16 PM
WEST JUNCTION	7.71	1.03				6.18	7.03	7.48	8.33	9.18	10.03	10.48	11.33	12.18	1.03	1.48	2.33	3.18	4.03	4.48	5.33
26th ST. JUNCTION	5.81																				
34th ST. JUNCTION	5.45																				
9th ST. JUNCTION	4.63	12.57				6.12	6.57	7.42	8.27	9.12	9.57	10.42	11.27	12.12	12.57	1.42	2.27	3.12	3.57	4.42	5.27
AT&SF & Key Crossing	3.81																				
SOUTH BERKELEY	3.29	12.53				6.08	6.53	7.38	8.23	9.08	9.53	10.38	11.23	12.08	12.53	1.38	2.23	3.08	3.53	4.38	5.23
BERKELEY	1.75	12.47				6.02	6.47	7.32	8.17	9.02	9.47	10.32	11.17	12.02 PM	12.47	1.32	2.17	3.02	3.47	4.32	5.17
BERRYMAN	0.81	12.42	1.17 AM	1.20 AM	2.09 AM	5.57	6.42	7.27	8.12	8.57	9.42	10.27	11.12	11.57 AM	12.42	1.27	2.12	2.57	3.42	4.27	5.12
CONTRA COSTA End of Double Track	0.22	12.39	1.14	1.18	2.06	5.54	6.39	7.24	8.09	8.54	9.39	10.24	11.09	11.54	12.39	1.24	2.09	2.54	3.39	4.24	5.09
THOUSAND OAKS	0.00	12.38 AM	1.13 AM	1.17 AM	2.05 AM	5.53 AM	6.38 AM	7.23 AM	8.08 AM	8.53 AM	9.38 AM	10.23 AM	11.08 AM	11.53 AM	12.38 PM	1.23 PM	2.08 PM	2.53 PM	3.38 PM	4.23 PM	5.08 PM

Leave Sundays and Holidays only

Run Numbers	58	57	76	58	54	55	54	55	54	55	54	55	54	55	51	55	51	57	51	57
Equipment	A	D	5-A	A	D	A	D	A	D	A	D	A	D	A	D	A	D	A	D	A

STATIONS	Distance from Thousand Oaks	FIRST CLASS												
		1435	1437	1439	1441	1443	1445	1447	1449	1853	1451			
SAN FRANCISCO	12.91	6.31 PM	7.16 PM	8.01 PM	8.46 PM	9.31 PM	10.16 PM	11.01 PM	11.46 PM		12.31 AM			
WEST JUNCTION	7.71	6.18	7.03	7.48	8.33	9.18	10.03	10.48	11.33		12.18			
26th ST. JUNCTION	5.81													
34th ST. JUNCTION	5.45													
9th ST. JUNCTION	4.63	6.12	6.57	7.42	8.27	9.12	9.57	10.42	11.27		12.12			
AT&SF & Key Crossing	3.81													
SOUTH BERKELEY	3.29	6.08	6.53	7.38	8.23	9.08	9.53	10.38	11.23		12.08			
BERKELEY	1.75	6.02	6.47	7.32	8.17	9.02	9.47	10.32	11.17		12.02 AM			
BERRYMAN	0.81	5.57	6.42	7.27	8.12	8.57	9.42	10.27	11.12	11.22 PM	11.57 PM			
CONTRA COSTA End of Double Track	0.22	5.54	6.39	7.24	8.09	8.54	9.39	10.24	11.09	11.20	11.54			
THOUSAND OAKS	0.00	5.53 PM	6.38 PM	7.23 PM	8.08 PM	8.53 PM	9.38 PM	10.23 PM	11.08 PM	11.19 PM	11.53 PM			

Leave Sundays and Holidays only

Run Numbers	51	58	51	58	57	58	57	58	75	57				
Equipment	D	A	D	A	D	A	D	A	5-B	D				

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 the following crossings trains and engines must make safety stop on near side of crossing:

- Ashby Avenue and Adeline Street
- Bancroft Way and Shattuck Avenue

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

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	NINTH ST. LINE Time Table No. 3 February 26, 1940		
	1736	1734	1732	1730	1728	1726	1724	1722	1720	1718	1716	1714	1712	1710	1708	1706	1704	1550		1702	STATIONS	
	Leave Sundays and Holidays Only																					
BKI P	6.59 PM	6.14 PM	5.29 PM	4.44 PM	3.59 PM	3.14 PM	2.29 PM	1.44 PM	12.59 PM	12.14 PM	11.29 AM	10.44 AM	9.59 AM	9.14 AM	8.29 AM	7.44 AM	6.59 AM		12.44 AM	0.00	T.C. } Double Track	SAN FRANCISCO
I P	7.12	6.27	5.42	4.57	4.12	3.27	2.42	1.57	1.12	12.27	11.42	10.57	10.12	9.27	8.42	7.57	7.12		12.57	6.11		EAST JUNCTION
I																				6.18		Key System Crossing
I P																				6.89		26th ST. JUNCTION
I P																				7.25		34th ST. JUNCTION
I P	7.16	6.31	5.46	5.01	4.16	3.31	2.46	2.01	1.16	12.31	11.46	11.01	10.16	9.31	8.46	8.01	7.16		1.01	8.07		9th ST. JUNCTION
	7.29	6.44	5.59	5.14	4.29	3.44	2.59	2.14	1.29	12.44	11.59 AM	11.14	10.29	9.44	8.59	8.14	7.29	2.01 AM	1.12	11.90		End of Double Track ALBANY
I P																				12.21		AT&SF Crossing
																				12.39		RAMONA
P	7.34 PM	6.49 PM	6.04 PM	5.19 PM	4.34 PM	3.49 PM	3.04 PM	2.19 PM	1.34 PM	12.49 PM	12.04 PM	11.19 AM	10.34 AM	9.49 AM	9.04 AM	8.19 AM	7.34 AM	2.05 AM	1.17 AM	12.98		THOUSAND OAKS
	76	75	74	75	74	73	74	73	74	72	74	72	73	72	73	72	73	58	76	Run Numbers		
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	3-A	A	Equipment		

	FIRST CLASS								Distance from San Francisco	STATIONS		
	1748	1746	1744	1742	1740	1738						
	Leave Sundays and Holidays Only											
										0.00	T.C. } Double Track	SAN FRANCISCO
										6.11		EAST JUNCTION
										6.18		Key System Crossing
										6.89		26th ST. JUNCTION
										7.25		34th ST. JUNCTION
										8.07		9th ST. JUNCTION
										11.90		End of Double Track ALBANY
										12.21		AT&SF Crossing
										12.39		RAMONA
										12.98		THOUSAND OAKS
	76	75	76	75	76	75			Run Numbers			
	A	B	A	B	A	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.

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

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

NINTH STREET LINE Time Table No. 3 February 26, 1940		Distance from Thousand Oaks	FIRST CLASS																				
STATIONS			1701	1551	1703	1705	1707	1709	1711	1713	1715	1717	1719	1721	1723	1725	1727	1729	1731	1733	1735	1737	
T.O. TO	SAN FRANCISCO	13.19	12.40 AM		6.54 AM	7.39 AM	8.24 AM	9.09 AM	9.54 AM	10.39 AM	11.24 AM	12.09 PM	12.54 PM	1.39 PM	2.24 PM	3.09 PM	3.54 PM	4.39 PM	5.24 PM	6.09 PM	6.54 PM	7.39 PM	
	WEST JUNCTION	7.99	12.27		6.41	7.26	8.11	8.56	9.41	10.26	11.11	11.56 AM	12.41	1.26	2.11	2.56	3.41	4.26	5.11	5.56	6.41	7.26	
	26th ST. JUNCTION	6.09																					
	34th ST. JUNCTION	5.73																					
	9th ST. JUNCTION	4.91	12.21		6.34	7.19	8.04	8.49	9.34	10.19	11.04	11.49	12.34	1.19	2.04	2.49	3.34	4.19	5.04	5.49	6.34	7.19	
	End of Double Track ALBANY	1.13	12.10	2.00 AM	6.23	7.08	7.53	8.38	9.23	10.08	10.53	11.38	12.23	1.08	1.53	2.38	3.23	4.08	4.53	5.38	6.23	7.08	
	AT&SF Crossing	0.77																					
	RAMONA	0.59																					
	THOUSAND OAKS	0.00	12.05 AM	1.56 AM	6.18 AM	7.03 AM	7.48 AM	8.33 AM	9.18 AM	10.03 AM	10.48 AM	11.33 AM	12.18 PM	1.03 PM	1.48 PM	2.33 PM	3.18 PM	4.03 PM	4.48 PM	5.33 PM	6.18 PM	7.03 PM	
	Leave Sundays and Holidays Only																						
Run Numbers		76	58	73	72	73	72	73	72	74	72	74	73	74	73	74	75	74	75	76	75		
Equipment		A	3-A	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B		

STATIONS		Distance from Thousand Oaks	FIRST CLASS								
STATIONS			1739	1741	1743	1745	1747				
T.O. TO	SAN FRANCISCO	13.19	8.24 PM	9.09 PM	9.54 PM	10.39 PM	11.24 PM				
	WEST JUNCTION	7.99	8.11	8.56	9.41	10.26	11.11				
	26th ST. JUNCTION	6.09									
	34th ST. JUNCTION	5.73									
	9th ST. JUNCTION	4.91	8.04	8.49	9.34	10.19	11.04				
	End of Double Track ALBANY	1.13	7.53	8.38	9.23	10.08	10.53				
	AT&SF Crossing	0.77									
	RAMONA	0.59									
	THOUSAND OAKS	0.00	7.48 PM	8.33 PM	9.18 PM	10.03 PM	10.48 PM				
	Leave Sundays and Holidays Only										
Run Numbers		76	75	76	75	76					
Equipment		A	B	A	B	A					

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

Location of Interlocking Plants, Telephones	FIRST CLASS																	Distance from San Francisco	SEVENTH ST. LINE			
	1032	1030	1028	1026	1024	1022	1020	1018	1016	1014	1012	1010	1008	1154	1152	1150	1006		1004	1002	Time Table No. 3 February 26, 1940	
	Leave Sundays and Holidays only																		STATIONS			
BKI P	2.50 PM	2.05 PM	1.20 PM	12.35 PM	11.50 AM	11.05 AM	10.20 AM	9.35 AM	8.50 AM	8.05 AM	7.20 AM	6.35 AM	5.52 AM				2.25 AM	1.20 AM	12.20 AM	0.00	T.C.	SAN FRANCISCO
I P	3.03	2.18	1.33	12.48	12.03 PM	11.18	10.33	9.48	9.03	8.18	7.33	6.48	6.05				2.38	1.33	12.33	6.11		EAST JUNCTION
I																				6.18	A. B. S.	Key System Crossing
I P																				6.89		26th ST. JUNCTION
I																				7.23	Automatic Block System	22nd St. Junction
I P	3.06	2.21	1.36	12.51	12.06	11.21	10.36	9.51	9.06	8.21	7.36	6.51	6.10				2.40	1.35	12.36	7.53		OAKLAND (18th St.)
	3.09	2.24	1.39	12.54	12.09	11.24	10.39	9.54	9.09	8.24	7.39	6.54	6.13				2.42	1.37	12.38	8.45	PINE	
P	3.16	2.31	1.46	1.01	12.16	11.31	10.46	10.01	9.16	8.31	7.46	7.01	6.20				2.48	1.43	12.45	10.09	BROADWAY	
I P																				11.28	W. P. Crossing	
P	3.21	2.36	1.51	1.06	12.21	11.36	10.51	10.06	9.21	8.36	7.51	7.06	6.25				2.53	1.48	12.50	11.67		EAST OAKLAND
YIP	3.25	2.40	1.55	1.10	12.25	11.40	10.55	10.10	9.25	8.40	7.55	7.10	6.29				2.57	1.52	12.54	13.20	Automatic Block System	FRUITVALE
I																				14.12		W. P. Crossing
P	3.29	2.44	1.59	1.14	12.29	11.44	10.59	10.14	9.29	8.44	7.59	7.14	6.33	5.55 AM	5.10 AM	4.30 AM	3.00	1.55	12.58	14.27	MELROSE	
P	3.34	2.49	2.04	1.19	12.34	11.49	11.04	10.19	9.34	8.49	8.04	7.19	6.38				3.05	2.00	1.03	15.39	SEMINARY	
P	3.36	2.51	2.06	1.21	12.36	11.51	11.06	10.21	9.36	8.51	8.06	7.21	6.40	6.01	5.16	4.36	3.07	2.02	1.05	16.01	HAVENSCOURT	
P	3.40	2.55	2.10	1.25	12.40	11.55 AM	11.10	10.25	9.40	8.55	8.10	7.25	6.44	6.04	5.19	4.39	3.10	2.05	1.08	16.94	82nd AVENUE	
P																				18.26	103rd Ave. (Jct. Sw.)	
P	3.47 PM	3.02 PM	2.17 PM	1.32 PM	12.47 PM	12.02 PM	11.17 AM	10.32 AM	9.47 AM	9.02 AM	8.17 AM	7.32 AM	6.51 AM	6.10 AM	5.25 AM	4.45 AM	3.16 AM	2.11 AM	1.15 AM	19.03	DUTTON AVENUE	

No. 1004 connect with No. 1304 at Fruitvale.

11	12	4	11	8-12	7-4	2-11	8	7	2	8	7	2	8	7	2	14	13	14		Run Numbers
A	C	G	A	C	G	A	C	G	A	C	G	A	C	G	A	A	C	A		Equipment

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.

SAFETY STOPS—At 23rd Avenue trains and engines will make Safety Stop on near side of crossing if crossing gates are not down. When gates are down trains not scheduled to stop will run with caution.

	FIRST CLASS											Distance from San Francisco	SEVENTH ST. LINE	
	1054	1052	1050	1048	1046	1044	1042	1040	1038	1036	1034		Time Table No. 3 February 26, 1940	
	Leave Sundays and Holidays only												STATIONS	
	11.21 PM	10.20 PM	9.35 PM	8.50 PM	8.05 PM	7.20 PM	6.35 PM	5.50 PM	5.05 PM	4.20 PM	3.35 PM	0.00	T.C.	SAN FRANCISCO
	11.34	10.33	9.48	9.03	8.18	7.33	6.48	6.03	5.18	4.33	3.48	6.11		EAST JUNCTION
												6.18	A. B. S.	Key System Crossing
												6.89		26th ST. JUNCTION
												7.23	Automatic Block System	22nd St. Junction
	11.37	10.36	9.51	9.06	8.21	7.36	6.51	6.06	5.21	4.36	3.51	7.53		OAKLAND (16th St.)
	11.39	10.39	9.54	9.09	8.24	7.39	6.54	6.09	5.24	4.39	3.54	8.45	PINE	
	11.45	10.46	10.01	9.16	8.31	7.46	7.01	6.16	5.31	4.46	4.01	10.09	BROADWAY	
												11.28	W. P. Crossing	
	11.50	10.51	10.06	9.21	8.36	7.51	7.06	6.21	5.36	4.51	4.06	11.67		EAST OAKLAND
	11.54	10.55	10.10	9.25	8.40	7.55	7.10	6.25	5.40	4.55	4.10	13.20	Automatic Block System	FRUITVALE
												14.12		W. P. Crossing
	11.58 PM	10.59	10.14	9.29	8.44	7.59	7.14	6.29	5.44	4.59	4.14	14.27	MELROSE	
	12.03 AM	11.04	10.19	9.34	8.49	8.04	7.19	6.34	5.49	5.04	4.19	15.39	SEMINARY	
	12.05	11.06	10.21	9.36	8.51	8.06	7.21	6.36	5.51	5.06	4.21	16.01	HAVENSCOURT	
	12.08	11.10	10.25	9.40	8.55	8.10	7.25	6.40	5.55	5.10	4.25	16.94	82nd AVENUE	
												18.26	103rd Ave. (Jct. Sw.)	
	12.15 AM	11.17 PM	10.32 PM	9.47 PM	9.02 PM	8.17 PM	7.32 PM	6.47 PM	6.02 PM	5.17 PM	4.32 PM	19.03	DUTTON AVENUE	

6	5	14	6	5	4	E12/C12-6	5	11-4	12	4-5		Run Numbers
C	G	A	C	G	A	C	G	A	C	G		Equipment

SEVENTH STREET LINE

SEVENTH ST. LINE  
Time Table No. 3  
February 26, 1940

FIRST CLASS

STATIONS	Distance from Dutton Avenue	1001	1003	1151	1153	1005	1007	1009	1011	1013	1015	1017	1019	1021	1023	1025	1027	1029	1031	1033	1035
		T.C.	19.24	1.15 AM	2.20 AM			5.50 AM	6.30 AM	7.15 AM	8.00 AM	8.45 AM	9.30 AM	10.15 AM	11.00 AM	11.45 AM	12.30 PM	1.15 PM	2.00 PM	2.45 PM	3.30 PM
WEST JUNCTION	14.04	1.02	2.07			5.37	6.17	7.02	7.47	8.32	9.17	10.02	10.47	11.32	12.17	1.02	1.47	2.32	3.17	4.02	4.47
26th ST. JUNCTION	12.14																				
22nd St. Junction	11.80																				
A. B. S. OAKLAND (16th St.)	11.50	12.57	2.02			5.32	6.12	6.57	7.42	8.27	9.12	9.57	10.42	11.27	12.12	12.57	1.42	2.27	3.12	3.57	4.42
PINE	10.58	12.55	2.00			5.30	6.10	6.55	7.40	8.25	9.10	9.55	10.40	11.25	12.10	12.55	1.40	2.25	3.10	3.55	4.40
BROADWAY	8.94	12.48	1.53			5.23	6.03	6.48	7.33	8.18	9.03	9.48	10.33	11.18	12.03 PM	12.48	1.33	2.18	3.03	3.48	4.33
W. P. Crossing	7.75																				
EAST OAKLAND	7.36	12.42	1.47			5.17	5.57	6.42	7.27	8.12	8.57	9.42	10.27	11.12	11.57 AM	12.42	1.27	2.12	2.57	3.42	4.27
FRUITVALE	5.83	12.38	1.43			5.13	5.53	6.38	7.23	8.08	8.53	9.38	10.23	11.08	11.53	12.38	1.23	2.08	2.53	3.38	4.23
W. P. Crossing	4.91																				
MELROSE	4.76	12.35	1.40	2.25 AM	3.30 AM	5.09	5.49	6.34	7.19	8.04	8.49	9.34	10.19	11.04	11.49	12.34	1.19	2.04	2.49	3.34	4.19
SEMINARY	3.64	12.30	1.35			5.04	5.44	6.29	7.14	7.59	8.44	9.29	10.14	10.59	11.44	12.29	1.14	1.59	2.44	3.29	4.14
HAVENSCOURT	3.02	12.28	1.33	2.20	3.25	5.02	5.42	6.27	7.12	7.57	8.42	9.27	10.12	10.57	11.42	12.27	1.12	1.57	2.42	3.27	4.12
82nd AVENUE	2.09	12.24	1.29	2.17	3.22	4.57	5.37	6.22	7.07	7.52	8.37	9.22	10.07	10.52	11.37	12.22	1.07	1.52	2.37	3.22	4.07
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00	12.17 AM	1.22 AM	2.12 AM	3.17 AM	4.50 AM	5.30 AM	6.15 AM	7.00 AM	7.45 AM	8.30 AM	9.15 AM	10.00 AM	10.45 AM	11.30 AM	12.15 PM	1.00 PM	1.45 PM	2.30 PM	3.15 PM	4.00 PM

No. 1001 connect with No. 1301 and No. 1003 connect with No. 1201 at Fruitvale.

Leave Sundays and Holidays only

Run Numbers	13	14	13	14	2	7	8	2	7	8	2	7	8	11	4	12	11	4	12	11
Equipment	C	A	C	A	A	G	C	A	G	C	A	G	C	A	G	C	A	G	C	A

STATIONS	Distance from Dutton Avenue	FIRST CLASS																			
		1037	1039	1041	1043	1045	1047	1049	1051	1053	1155										
T.C. SAN FRANCISCO	19.24	5.45 PM	6.30 PM	7.15 PM	8.00 PM	8.45 PM	9.30 PM	10.15 PM	11.16 PM	11.45 PM											
WEST JUNCTION	14.04	5.32	6.17	7.02	7.47	8.32	9.17	10.02	11.03	11.32											
26th ST. JUNCTION	12.14																				
22nd St. Junction	11.80																				
A. B. S. OAKLAND (16th St.)	11.50	5.27	6.12	6.57	7.42	8.27	9.12	9.57	10.57	11.27											
PINE	10.58	5.25	6.10	6.55	7.40	8.25	9.10	9.55	10.55	11.25											
BROADWAY	8.94	5.18	6.03	6.48	7.33	8.18	9.03	9.48	10.48	11.18											
W. P. Crossing	7.75																				
EAST OAKLAND	7.36	5.12	5.57	6.42	7.27	8.12	8.57	9.42	10.42	11.12											
FRUITVALE	5.83	5.08	5.53	6.38	7.23	8.08	8.53	9.38	10.38	11.08											
W. P. Crossing	4.91																				
MELROSE	4.76	5.04	5.49	6.34	7.19	8.04	8.49	9.34	10.34	11.04	11.32 PM										
SEMINARY	3.64	4.59	5.44	6.29	7.14	7.59	8.44	9.29	10.29	10.59											
HAVENSCOURT	3.02	4.57	5.42	6.27	7.12	7.57	8.42	9.27	10.27	10.57	11.27										
82nd AVENUE	2.09	4.52	5.37	6.22	7.07	7.52	8.37	9.22	10.22	10.52	11.24										
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00	4.45 PM	5.30 PM	6.15 PM	7.00 PM	7.45 PM	8.30 PM	9.15 PM	10.15 PM	10.45 PM	11.19 PM										

Leave Sundays and Holidays only

Run Numbers	5	12	4	5	E12-6/C6	4-14	5	6	14	5											
Equipment	G	C	A	G	C	A	G	C	A	G											

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.

SAFETY STOPS—At 23rd Avenue trains and engines will make Safety Stop on near side of crossing if crossing gates are not down. When gates are down trains not scheduled to stop will run with caution.

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	ENCINAL AVE. LINE Time Table No. 3 February 26, 1940					
	1338	1336	1382	1334	1332	1330	1328	1326	1324	1322	1320	1318	1316	1314	1312	1310	1308	1306		1304	1302	STATIONS			
	Leave Sundays and Holidays Only																								
BKI P	11.11 PM	9.56 PM	9.41 PM	8.41 PM	7.41 PM	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		12.31 AM	0.00	SAN FRANCISCO		Double Track	
I P	11.24	10.09	9.54 PM	8.54	7.54	6.54	5.54	4.54	3.54	2.54	1.54	12.54	11.54	10.54	9.54	8.54	7.54	6.54		12.44	6.11	EAST JUNCTION			
I																					6.18	Key System Crossing			
I P																					6.89	26th ST. JUNCTION			
I P																					7.23	22nd Street Junction			
I P	11.27	10.12		8.57	7.57	6.57	5.57	4.57	3.57	2.57	1.57	12.57	11.57	10.57	9.57	8.57	7.57	6.57		12.47	7.53	OAKLAND (16th Street)			
	11.29	10.14		8.59	7.59	6.59	5.59	4.59	3.59	2.59	1.59	12.59	11.59 AM	10.59	9.59	8.59	7.59	6.59		12.49	8.45	PINE			
P	11.34	10.19		9.04	8.04	7.04	6.04	5.04	4.04	3.04	2.04	1.04	12.04 PM	11.04	10.04	9.04	8.04	7.04		12.54	10.09	BROADWAY			
I P																					11.28	W. P. Crossing			
P	11.38	10.23		9.08	8.08	7.08	6.08	5.08	4.08	3.08	2.08	1.08	12.08	11.08	10.08	9.08	8.08	7.08		12.58	11.67	EAST OAKLAND			
YI P	11.40	10.25		9.11	8.11	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	1.53 AM	1.00	13.20	FRUITVALE			
I																					13.65	Fruitvale Bridge			
I P	11.41	10.26		9.12	8.12	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	1.54	1.01	13.72	BLANDING JUNCTION			
P	11.47	10.32		9.17	8.17	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	1.59	1.07	15.22	SOUTH HIGH STREET			
I P	11.59 PM	10.44		9.29	8.29	7.30	6.30	5.30	4.30	3.30	2.30	1.30	12.30	11.30	10.30	9.30	8.30	7.30	2.11	1.18	18.92	PACIFIC JUNCTION			
P	12.01 AM	10.46 PM		9.31 PM	8.31 PM	7.32 PM	6.32 PM	5.32 PM	4.32 PM	3.32 PM	2.32 PM	1.32 PM	12.32 PM	11.32 AM	10.32 AM	9.32 AM	8.32 AM	7.32 AM	2.13 AM	1.20 AM	19.76	WEST ALAMEDA			
	25	26	34	35	34	31-35	34	31	34	31	29	31	27	33	27	33	27	33	35	35		Con. —			
	125	126	134	135	134	131-135	134	131	134	131	130	131	127	123	127	123	127	123	135	135		Engr.—Run Numbers			
	J	A	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	C	C		Equipment			

PASSENGER STOPS (See Page 14).  
7th and Broadway at 10.09—All trains.

**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:**

- 23rd Avenue—if gates are not down. When gates are down trains will run with caution.
- North High Street and Fernside Boulevard
- South High Street and Encinal Avenue
- South Park Street and Encinal Avenue

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



ENCINAL AVE. LINE Time Table No. 3 February 26, 1940		FIRST CLASS																			
STATIONS		1301	1303	1305	1307	1309	1311	1313	1315	1317	1319	1321	1323	1325	1327	1329	1331	1333	1335	1337	
T. O. A. B. S. Automatic Block System	SAN FRANCISCO	19.97	6.36 AM	7.36 AM	8.36 AM	9.36 AM	10.36 AM	11.36 AM	12.36 PM	1.36 PM	2.36 PM	3.36 PM	4.36 PM	5.36 PM	6.36 PM	7.36 PM	8.36 PM	9.36 PM	10.31 PM	11.47 PM	
	WEST JUNCTION	14.77	6.23	7.23	8.23	9.23	10.23	11.23	12.23	1.23	2.23	3.23	4.23	5.23	6.23	7.23	8.23	9.23	10.18	11.34	
	26th ST. JUNCTION	12.87																			
	22nd Street Junction	12.53																			
	OAKLAND (10th Street)	12.23	6.18	7.18	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	6.18	7.18	8.18	9.18	10.13	11.28	
	PINE	11.31	6.16	7.16	8.16	9.16	10.16	11.16	12.16	1.16	2.16	3.16	4.16	5.16	6.16	7.16	8.16	9.16	10.11	11.26	
	BROADWAY	9.67	6.11	7.11	8.11	9.11	10.11	11.11	12.11	1.11	2.11	3.11	4.11	5.11	6.11	7.11	8.11	9.11	10.06	11.21	
	W. P. Crossing	8.48																			
	EAST OAKLAND	8.09	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	10.02	11.17	
	FRUITVALE	6.56	12.37 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	10.00	11.15
	Fruitvale Bridge	6.11																			
	BLANDING JUNCTION	6.04	12.36	6.02	7.02	8.02	9.02	10.02	11.02	12.02 PM	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.02	9.02	9.58	11.13
	SOUTH HIGH STREET	4.54	12.31	5.57	6.57	7.57	8.57	9.57	10.57	11.57 AM	12.57	1.57	2.57	3.57	4.57	5.57	6.57	7.57	8.57	9.53	11.08
PACIFIC JUNCTION	0.84	12.18	5.44	6.44	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.44	7.44	8.44	9.40	10.55	
WEST ALAMEDA	0.00	12.16 AM	5.41 AM	6.41 AM	7.41 AM	8.41 AM	9.41 AM	10.41 AM	11.41 AM	12.41 PM	1.41 PM	2.41 PM	3.41 PM	4.41 PM	5.41 PM	6.41 PM	7.41 PM	8.41 PM	9.38 PM	10.53 PM	

Leave Sundays and Holidays Only

— Con.	25	33	27	33	27	33	27	33-31	29	31	34	31	34	31	34	35	34	35	26
Run Numbers—Engr.	125	123	127	123	127	123	127	123-131	130	131	134	131	134	131	134	135	134	135	126
Equipment	J	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	B	C	A

PASSENGER STOPS (See Page 14).

7th and Broadway at 10.09—All trains.

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:

23rd Avenue—if gates are not down. When gates are down trains will run with caution.

North High Street and Fernside Boulevard

South High Street and Encinal Avenue

South Park Street and Encinal Avenue

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.  
 West Oakland.. Dr. J. I. Vickerson..... District Surgeon.

COMPANY SURGEONS—Continued

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.  
 San Leandro... Dr. Paul C. Rahn..... Assistant 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.

Location of Interlocking Plants, Telephones	FIRST CLASS																				Distance from San Francisco	LINCOLN AVE. LINE		
	1234	1232	1230	1228	1226	1224	1222	1220	1218	1216	1214	1212	1210	1208	1206	1204	1202	1286	1284	1282		1200	Time Table No. 3 February 26, 1940	
	Leave Sundays and Holidays Only																					STATIONS		
BKI P	10.36 PM	9.16 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				12.10 AM	0.00	SAN FRANCISCO	
I P	10.49	9.29	8.24	7.24	6.24	5.24	4.24	3.24	2.24	1.24	12.24	11.24	10.24	9.24	8.24	7.24	6.24					6.11	EAST JUNCTION	
I																						6.18	Key System Crossing	
I P																						6.89	26th ST. JUNCTION	
I P																						7.23	22nd Street Junction	
I P	10.52	9.32	8.27	7.27	6.27	5.27	4.27	3.27	2.27	1.27	12.27	11.27	10.27	9.27	8.27	7.27	6.27					7.53	OAKLAND (18th Street)	
P	10.54	9.34	8.29	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	6.29					8.45	PINE	
P	10.59	9.39	8.34	7.34	6.34	5.34	4.34	3.34	2.34	1.34	12.34	11.34	10.34	9.34	8.34	7.34	6.34					10.09	BROADWAY	
I P																						11.28	W. P. Crossing	
P	11.03	9.43	8.38	7.38	6.38	5.38	4.38	3.38	2.38	1.38	12.38	11.38	10.38	9.38	8.38	7.38	6.38					11.67	EAST OAKLAND	
YIP	11.05	9.45	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	5.55 AM	5.18 AM	4.55 AM		13.20	FRUITVALE	
I																						13.65	Fruitvale Bridge	
IP	11.06	9.46	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	5.57	5.20	4.57		13.72	BLANDING JUNCTION	
P	11.08	9.48	8.43	7.43	6.43	5.43	4.43	3.43	2.43	1.43	12.43	11.43	10.43	9.43	8.43	7.43	6.43	5.58	5.21	4.58		14.21	ALAMEDA (Nor. Park)	
	11.15	9.55	8.50	7.50	6.50	5.50	4.50	3.50	2.50	1.50	12.50	11.50	10.50	9.50	8.50	7.50	6.50	6.04	5.27	5.04		16.09	MASTIOK	
IP	11.19	9.59	8.54	7.54	6.54	5.54	4.54	3.54	2.54	1.54	12.54	11.54	10.54	9.54	8.54	7.54	6.54	6.08	5.31	5.08		17.18	PACIFIC JUNCTION	
P	11.21 PM	10.01 PM	8.56 PM	7.56 PM	6.56 PM	5.56 PM	4.56 PM	3.56 PM	2.56 PM	1.56 PM	12.56 PM	11.56 AM	10.56 AM	9.56 AM	8.56 AM	7.56 AM	6.56 AM	6.10 AM	5.33 AM	5.10 AM		18.02	WEST ALAMEDA	
	35	25	26	25	24-26	25	24	23	24	23	24	23	22	29	22	29	22	29	33	22	26		Con. —	
	135	125	126	125	124-126	125	124	128	124	128	124	128	122	130	122	130	122	130	123	122	126		Engr.—Run Numbers	
	C	J	A	J	A	J	A	J	A	J	A	J	A	J	A	J	A	J	C	A	A		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.

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

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

23rd Avenue—if gates are not down. When gates are down trains will run with caution. Webster Street and Lincoln Avenue.

PASSENGER STOPS—(See page 16). 7th and Broadway 10.09—All trains.

SPECIAL INSTRUCTIONS.



Except as the Rules and Regulations of the Transportation Department, Southern Pacific Company, (Pacific Lines), effective June 15, 1930, Rules and Regulations governing Train Handling, Operation and Tests of Air Brake and Air Signal Apparatus, Southern Pacific Company, (Pacific Lines), effective February 1, 1939 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, 1939, 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, all tracks within San Francisco Terminal and the San Francisco and Bridge Yard Interlocking Towers 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. Allphin, 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 10 (H). Outside of Train Control Territory a green metal signal with white border, unlighted, will be displayed on each track immediately beyond the structure or track affected as an indication that normal speed may be resumed after rear of train has passed such signal.

Within Train Control Territory, Rule 10 (H) is modified to provide for display of yellow signal 1500 feet from structure or track over which speed of trains must be restricted.

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 S-72. Will not apply.

RULE 82. 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 83. Will not apply.

RULE 83 (A). Will not apply.

RULE 83 (D). Will not apply.

RULE 83 (E). Will not apply.

RULE S-88. Will not apply.

**LINCOLN AVE. LINE**  
Time Table No. 3  
February 26, 1940

**FIRST CLASS**

STATIONS		Distance from West Alameda	1281	1201	1283	1203	1205	1207	1209	1211	1213	1215	1217	1219	1221	1223	1225	1227	1229	1231	1233	1235	1237	1239	
T. C.	SAN FRANCISCO	18.23				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	9.11 PM	9.51 PM	11.06 PM	12.26 AM	
	WEST JUNCTION	13.03				5.53	6.53	7.53	8.53	9.53	10.53	11.53 AM	12.53	1.53	2.53	3.53	4.53	5.53	6.53	7.53	8.58	9.38	10.53	12.13	
	A. B. S.	26th ST. JUNCTION	11.13																						
		22nd Street Junction	10.79																						
	A. B. S.	OAKLAND (16th St.)	10.49				5.48	6.48	7.48	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48	6.48	7.48	8.53	9.33	10.48	12.08
		PINE	9.57				5.46	6.46	7.46	8.46	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.46	7.46	8.51	9.31	10.46	12.06
		BROADWAY	7.93				5.41	6.41	7.41	8.41	9.41	10.41	11.41	12.41	1.41	2.41	3.41	4.41	5.41	6.41	7.41	8.46	9.26	10.41	12.01 AM
		W. P. Crossing	6.74																						
		EAST OAKLAND	6.35				5.37	6.37	7.37	8.37	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.37	5.37	6.37	7.37	8.42	9.22	10.37	11.57 PM
		FRUITVALE	4.82	1.10 AM	1.42 AM	2.28 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	8.39	9.19	10.34	11.54
Fruitvale Bridge		4.37																							
BLANDING JUNCTION		4.30	1.08	1.40	2.26	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	8.37	9.17	10.32	11.52	
ALAMEDA (Nor. Park)		3.81	1.07	1.39	2.25	5.31	6.31	7.31	8.31	9.31	10.31	11.31	12.31	1.31	2.31	3.31	4.31	5.31	6.31	7.31	8.36	9.16	10.31	11.51	
MASTICK		1.93	1.01	1.33	2.19	5.24	6.24	7.24	8.24	9.24	10.24	11.24	12.24	1.24	2.24	3.24	4.24	5.24	6.24	7.24	8.29	9.09	10.24	11.44	
PACIFIC JUNCTION	0.84	12.58	1.29	2.16	5.20	6.20	7.20	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.25	9.05	10.20	11.40		
WEST ALAMEDA	0.00	12.56 AM	1.26 AM	2.14 AM	5.17 AM	6.17 AM	7.17 AM	8.17 AM	9.17 AM	10.17 AM	11.17 AM	12.17 PM	1.17 PM	2.17 PM	3.17 PM	4.17 PM	5.17 PM	6.17 PM	7.17 PM	8.22 PM	9.02 PM	10.17 PM	11.37 PM		

Leave Sundays and Holidays Only

— Con.	26	35	35	22	29	22	29	22	23	22-24	23	24	23	24	23-25	24	25	26	25	26	25	35
Run Numbers —Engr.	126	135	135	122	130	122	130	122	128	122-124	128	124	128	124	128-125	124	125	126	125	126	125	135
Equipment	A	C	C	A	J	A	J	A	J	A	J	A	J	A	J	A	J	A	J	A	J	C

**SAFETY STOPS**—At the following crossings trains and engines must make Safety Stop on near side of crossing:  
 23rd Avenue—if gates are not down. When gates are down trains will run with caution.  
 Webster Street and Lincoln Avenue.  
**PASSENGER STOPS** (See Page 16).  
 7th and Broadway at 10.09—All trains.

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

**SPECIAL INSTRUCTIONS (Continued.)**

**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) Lincoln Avenue Line —Between North Park Street and Foley Street.
- (d) 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 yard tracks at West Alameda and Bridge Yard, an employe 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 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
Tail of Wye, Thousand Oaks.....	For Shattuck Avenue Line

**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 4:01 A.M. and 5:00 P.M., and eastward trains have preference between 5:01 P.M. and 4:00 A.M.

On the 7th 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 engine-men in accordance with Rosters, as shown on Pages 2 and 3, or as amended.

**RULE 880.** An engineer who has actually worked not less than 180 days as engineer in road service, or who shall have made not less than 18,000 miles as engineer in road service, whichever is first attained, shall be considered eligible for Interurban Electric Railway passenger service, provided he is qualified in the operation of multiple unit electric cars and in the handling of trains under continuous automatic cab signal and speed control system.

**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

(Continued on Page 28)

## SPECIAL INSTRUCTIONS (Continued)

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 1005 (Cab Signal Rules).** The NS indication may be established manually on cars or trains occupying set-out tracks "A", "D", "H", or "I" at Bridge Yard when necessary to do so to comply with Rule 4, Departure Test, "Instructions for the Operation of Cab Signal and Speed Control Equipment".

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

- 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.
- In event of derailment within train control territory the train must be protected as prescribed by Rule 99.
- 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 employe 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 "F," "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 "H" and "I".

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:

- Rincon** Located at the west end of the Bridge where it passes over Rincon Hill.
- Anchorage** Located immediately east and west of the Center Anchorage.
- Island** Located on Yerba Buena Island.
- Cantilever** Located on the East Bay crossing approximately 1500 feet east of the Cantilever Span.
- 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 east crossover, Melrose, Seventh Street Line	Main track
East end of east crossover, Broadmoor, Seventh Street Line	Crossover movement
West end of east crossover, Broadmoor, Seventh Street Line	Main track
West end of crossover, 3rd and Pacific Avenue, Alameda, Lincoln Avenue Line	Main track
Berryman end of Thousand Oaks Wye	Stem of Wye
Albany end of Thousand Oaks Wye	Berryman end of Wye

## 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 siding, Ramona, Ninth Street Line	Westward Movement	{ West 15 East 15
West end of siding, Ramona, Ninth Street Line	Eastward Movement	{ West 15 East 15
End of double track, Albany, Ninth Street Line	Westward movement	{ West 15 East 15
End of double track, Contra Costa, Shattuck Avenue Line	Westward movement	West 15
End of double track, Broadmoor, Seventh Street Line	Westward movement	{ West 15 East 15
East end of crossover located between poles 326 and 327, 1150 feet west of West Alameda, Encinal Avenue Line	Crossover movement	{ West 10 East 15
Shop lead switch located between poles 325 and 326, 1100 feet west of West Alameda, Encinal Avenue Line	Main track	{ East 10 West 15
End of double track, Albany leg of wye at Thousand Oaks, Ninth Street Line	Westward movement	{ West 15 East 15

These switches should be split only by electric equipment and only when lined 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, make a brake pipe reduction not to exceed 10 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 cut 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-valve handle.

Conductor or brakeman must promptly station himself on rear platform of last car in following train or cut of cars, and immediately the coupling has been

made, will note that brake cylinder pressure is registered on the gage. 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.
- Whenever engineer changes operating cabs. (Except as noted below.)
- Before leaving outside terminals on each trip except: the test may be omitted on eastward trains originating at Berryman, Melrose, Fruitvale, East Oakland or South High, and on trains originating at Thousand Oaks or Albany enroute Berryman or originating at Dutton Avenue enroute Melrose or East Oakland or originating at West Alameda enroute Fruitvale or South High to tie-up. When departure test is omitted, standing test of air brake system must be made.

When engineer changes operating cabs on Set-Out Tracks, Bridge Yard, a hostler and inspector may be substituted for the engineer and conductor in the making of the test. When a hostler and inspector make the test it must be performed on Set-Out Track and in the presence of the Footboard Yardmaster who must certify to the making of the test on prescribed form. Footboard Yardmaster must notify engineer that test has been made and engineer must not leave until he has been so notified.

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.

Trainmen may use communicating signal 16(l) to notify engineer that he is in proper position to observe test.

## OPERATION OF WESTINGHOUSE H-2-A AUTOMATIC COUPLERS

That portion of Instructions for Operating Westinghouse H-2-A Automatic Couplers contained in rules 2(a) and 2(b) is modified as follows for application only at or near Fruitvale in uncoupling of eastward Alameda consolidated trains:

- Engineer on head end of train will, after stop is made, place brake valve handle in release position and leave it there.
- Engineer on trailing portion of consolidated train will, after stop is made, put on brake valve and cut out valve handles, place brake valve handle in release position and cut in train control equipment.
- After engineer on trailing portion has cut in air brake and train control systems, trainman will insert handle in uncoupling switch on the rear end of the last car of forward section of train and move it to upper position, all concerned being thereafter governed by Rules 2(c), (d) and (e).
- N.S. cut-out must not be established on trailing portion until after cut has been made and couplers separated.

## AIR BRAKE RULE 38

(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 24 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.

## AIR BRAKE RULE 39

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 draw-bridge.

Running tests are not to be made while working power.

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(1). Less than 20 pounds pressure on brake cylinder gage will not be considered a successful running test.

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 and 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 and 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 "T"—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. Employes 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. Employes 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, employes 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 employe, 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, when possible, 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 wigwags 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 cases of delays caused by mechanical or electric failures of their trains, conductors must initiate steps to notify the office of the proper official by telephone within three minutes from beginning of the delay, provided that the delay exceeds that amount. If delay does not exceed three minutes the ordinary means of reporting same may be used. In event their trains become responsible for delays on joint track, conductors must resort to quickest means available to reach a telephone. If walking distance is prohibitive, a train moving in the opposite direction may be flagged, or it may be quicker to obtain the services of a motor vehicle moving on the adjacent truck lane. In event of trains being stopped on joint track because of a stalled train ahead, conductors on all trains which are thus stopped and are standing adjacent to a telephone will immediately use that telephone to notify the proper official. In case of accident so damaging a train as to render it incapable of proceeding or leaving it in condition where there may be a question as to safety in passing over the Bridge, the conductor must notify the office of the proper official by telephone at earliest opportunity consistent with other duties. 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, and at several locations around the Loop, San Francisco Terminal.
19. When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.
 

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.
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. Except as otherwise provided, 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 Fernside 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 employe 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.

**SPECIAL INSTRUCTIONS (Continued.)**

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. When starting trains out of San Francisco Terminal, do not move controller handle beyond series position until last car in train has moved out of curve at west end of terminal. 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. 303 to 310, inclusive
- Nos. 362 to 367, inclusive
- Nos. 378 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 or with brake lever stops may be operated single on the San Francisco-Oakland Bay Bridge. Motor cars equipped with two brake cylinders must, at all times, be given preference over those equipped with brake lever stops in fulfilling requirements for single car operation on the Bridge.

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 or brake lever stops, for a trip across the Bridge, and unless scheduled to fill at Bridge Yard, they will telephone trainmaster's 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 tower, westward trolley 21' 07".....Overhead
- Emeryville spurs No. 1 and 2
- Spur No. 1 trolley 20' 04".....Overhead
- Spur No. 2 trolley 20' 11".....Overhead

**Seventh Street Line:**

- 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, 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 and Extra Trains.....	7	Yellow and Yellow	0 0 — 0
(b) Shattuck Avenue Line			
(1) Local Trains.....	3	Red and Red	0 — —
(2) Express and Extra Trains.....	9	Yellow and Yellow	0 — —
(c) Encinal Avenue Line			
Eastward (See Note)...	4	Green and Yellow	— 0 — 0
(d) Lincoln Avenue Line			
Eastward (See Note)...	6	Green and Red	0 — 0 — 0
(e) Ninth Street Line.....	5	Red and White	0 — 0 —

Trainmen and enginemen must 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.

**Note:** Westward Alameda Trains will display disc numbers and dome signals to correspond with proper identification for next eastward trip, regardless of route used on westward trip.

**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, DUTTON AVE., 7'ST.....	On all eastward and westward locals via 7th St. Line.
4	FRUITVALE, 7'ST.....	Not to be used.
5	MELROSE, 7'ST.....	On eastward locals via 7th St. Line destined Melrose.
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, SHATTUCK AVE.....	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.....	Not to be used.
17	FOOTBALL SPECIAL.....	Football service.
18	BLANK PANEL.....	On cars which are out of 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, DUTTON AVE., 7'ST.....	On all eastward locals via 7th Street Line.
4	FRUITVALE, 7'ST.....	Not to be used.
5	MELROSE, 7'ST.....	On eastward locals via 7th St. Line destined Melrose.
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, SHATTUCK AVE.....	On all eastward locals via Shattuck Avenue Line.
10	SHATTUCK AVE. EXPRESS.....	On eastward express trains via Shattuck Ave. 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.....	Not to be used.
17	FOOTBALL SPECIAL.....	Football service.
18	BLANK PANEL.....	On cars which are out of 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 tram gatenmen 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. Enginemen 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 of 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.

Between the hours of 7:30 A.M. and 9 A.M. daily except Sundays and holidays, and between 4:30 P.M. and 6 P.M. daily except Saturdays, Sundays and holidays, 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. Brakemen and gatenmen 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 gatenman 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 employe 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 employes 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 employe must stay with the train at all times while it is standing in San Francisco Terminal.

44. On all trains of more than one car conductors will so distribute members of their crew that there will be a trainman in the rear car at all times when ascending grades. 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.

45. Trolley wire has been de-energized between West Alameda and Alameda Airport as follows:

Track 3—Between Alameda Airport and sign reading "End of Trolley" at Bridge 33.

Track 4—Between Alameda Airport and section insulator at Bridge 37. Electric cars must not be moved into these de-energized zones.

46. Eastward trains approaching West Alameda will be governed by indication of automatic signal on pole 327. If this signal is found in stop position train must stop and after ascertaining that no train is moving on eastward track between that point and West Alameda, will proceed with caution not exceeding ten (10) miles per hour. If view is obscured protection must be afforded in accordance with Rule 99. Westward trains originating West Alameda will use eastward track from station building to crossover between poles 326 and 327, being governed by indication of dwarf signal between poles 323 and 324. Westward trains and engines on westward track will stop at STOP sign located opposite pole 324 and proceed only after it is ascertained that no train is approaching from West Alameda on eastward track. If view is obscured protection must be afforded in accordance with Rule 99.

Trains entering eastward main track from shop lead will be governed by indication of dwarf signal located between shop lead and main track near pole 323. If view is obscured, movement from shop lead to eastward main track must be protected in accordance with Rule 99.

47. A box has been installed on pole 6017 near Elmwood Avenue crossing between Fruitvale Tower and Estuary crossing, locked with a switch lock, in which will be kept a set of operating handles for emergency use. In this same box will also be kept an uncoupling valve lever and two box wrenches, the latter to be used in manually uncoupling cars in event car couplers do not function when uncoupling valve is operated.

**SPEED RESTRICTIONS**

Maximum allowable speed 45 M.P.H. subject to further restrictions shown below or on schedule pages.

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
10-17 & 22-27	Oakland	Between Bay Street and Fallon Street.....	Use not less than 7 minutes actual running time
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
10-17 & 22-27	Oakland	—Other trains.....	With caution
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	Crossing Seminary Ave. westward.....	8

**SPEED RESTRICTIONS—Continued**

Pages	City	Limits of Restriction	Speed M.P.H.
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	Between Fruitvale Tower and Fruitvale Ave. Drawbridge.....	With caution
14-17 & 24-27	Alameda	Crossing Briggs Ave. on Fernside Boulevard..	10
14-17 & 24-27	Oakland	Crossing Fruitvale Ave. Drawbridge.....	8
14-17 & 24-27	Alameda	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. team 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, 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.

<b>Seventh St. Line:</b>	<b>Shattuck Ave. Line:</b>
Washington St.	San Pablo and Stanford
Broadway	(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) Enginemmen 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.

**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 light type 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**

**E. POPE, Asst. Trainmaster**

**F. E. SULLIVAN, Superintendent—Bridge Railway**

