

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE
INTERURBAN TRAINS

To Take Effect Monday, October 1st, 1928, at 2:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager

WM. N. NEFF,
General Superintendent

SOUTHERN DIVISION.

Northward

FIRST CLASS

Table with columns for stations (624, 506, 622, 620, 504, 618, 616, 502, 614, 612, 610, 608, 500, 606, 604, 602, 600) and rows for departure/arrival times and frequency.

Time-Table No. 49

October 1, 1928

Table with columns for stations (SAN FRANCISCO SAUSALITO, SAUSALITO CORTE MADERA, BALTIMORE PARK, LARKSPUR, KENTFIELD, ROSS, SAN ANSELMO, FAIRFAX MANOR, WEST END B STREET, SAN RAFAEL) and rows for departure/arrival times and frequency.

Southward

FIRST CLASS

Table with columns for stations (601, 603, 501, 605, 607, 503, 609, 611, 505, 613, 615, 507, 617, 619, 509, 621, 623) and rows for departure/arrival times and frequency.

Northward

FIRST CLASS

Table with columns for stations (518, 642, 640, 516, 638, 636, 514, 634, 632, 512, 630, 510, 628, 508, 626) and rows for departure/arrival times and frequency.

Time-Table No. 49

October 1, 1928

Table with columns for stations (SAN FRANCISCO SAUSALITO, SAUSALITO CORTE MADERA, BALTIMORE PARK, LARKSPUR, KENTFIELD, ROSS, SAN ANSELMO, FAIRFAX MANOR, WEST END B STREET, SAN RAFAEL) and rows for departure/arrival times and frequency.

Southward

FIRST CLASS

Table with columns for stations (511, 625, 627, 513, 629, 515, 631, 517, 633, 635, 637, 519, 639, 641, 521) and rows for departure/arrival times and frequency.

Northward

FIRST CLASS

Table with columns for stations (662, 530, 660, 528, 658, 656, 526, 654, 524, 652, 650, 522, 648, 646, 520, 644) and rows for departure/arrival times and frequency.

Time-Table No. 49

October 1, 1928

Table with columns for stations (SAN FRANCISCO SAUSALITO, SAUSALITO CORTE MADERA, BALTIMORE PARK, LARKSPUR, KENTFIELD, ROSS, SAN ANSELMO, FAIRFAX MANOR, WEST END B STREET, SAN RAFAEL) and rows for departure/arrival times and frequency.

Southward

FIRST CLASS

Table with columns for stations (643, 645, 523, 647, 651, 653, 525, 655, 527, 657, 659, 529, 661, 663, 531) and rows for departure/arrival times and frequency.

†No. 501 boat daily.

SOUTHERN DIVISION

Northward															Distance from San Francisco
FIRST CLASS															
680	542	678	540	676	538	674	536	672	670	534	668	666	532	664	
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Sat. and Sun.	Lv. Daily Ex. Sat. and Sun.	Lv. Daily	Lv. Sat. and Sun.	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	0.0
6.15	6.45	6.45	5.15	5.15	4.45	4.45	4.15	4.15	.....	3.45	3.45	.....	3.15	3.15	6.5
6.47	6.17	6.17	5.47	5.47	5.17	5.17	4.47	4.47	.....	4.17	4.17	.....	3.47	3.47	6.5
6.48	6.18	6.18	5.48	5.48	5.18	5.18	4.48	4.48	.....	4.18	4.18	.....	3.48	3.48	6.5
.....	6.31	.....	6.01	.....	5.31	.....	5.01	.....	.....	4.31	.....	.....	4.01	.....	12.6
.....	6.33	.....	6.03	.....	5.33	.....	5.03	.....	.....	4.33	.....	.....	4.03	.....	13.0
.....	6.35	.....	6.05	.....	5.35	.....	5.05	.....	.....	4.35	.....	.....	4.05	.....	13.4
.....	6.38	.....	6.08	.....	5.38	.....	5.08	.....	.....	4.38	.....	.....	4.08	.....	14.7
7.05	6.35	.....	6.05	.....	5.35	.....	5.05	.....	.....	4.35	.....	.....	4.05	.....	15.5
7.09	6.45	6.39	6.15	6.09	5.45	5.39	5.15	5.09	4.46	4.45	4.39	4.16	4.15	4.09	16.5
7.16	.....	6.46	.....	6.16	.....	5.46	.....	5.16	4.51	.....	4.46	4.22	.....	4.16	18.3
7.18	.....	6.48	.....	6.18	.....	5.48	.....	5.18	4.53	.....	4.48	4.24	.....	4.18	18.8
.....	6.50	.....	6.20	.....	5.50	.....	5.20	.....	.....	4.50	.....	.....	4.20	.....	17.9
.....	6.53	.....	6.23	.....	5.53	.....	5.23	.....	.....	4.53	.....	.....	4.23	.....	18.5
.....	6.55	.....	6.25	.....	5.55	.....	5.25	.....	.....	4.55	.....	.....	4.24	.....	19.0
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
3	5	2	10	1	12	3	11	2	1	5		3	10		
3	5	2	10	17	12	3	11	2		5	17		10	1&3	
3	10	2	11	1	9	5&3	12	2		10	1		11	5	

Time-Table No. 49

October 1, 1928

STATIONS

SAN FRANCISCO
SAUSALITO
SAUSALITO
CORTE MADERA
BALTIMORE PARK
LARKSPUR
KENTFIELD
ROSS
SAN ANSELMO
FAIRFAX
MANOR
WEST END
B STREET
SAN RAFAEL

Daily Ex. Sat., Sun. & Hol. Run
Saturday Run
Sunday and Holiday Run

Southward															
FIRST CLASS															
665	667	533	669	535	671	537	673	539	675	541	677	543	679	681	545
Ar. Sat. and Sun.	Ar. Daily Ex. Sat. and Sun.	Ar. Daily	Ar. Sat. and Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sun.	Ar. Daily
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
4.02	.....	4.32	4.32	5.02	5.02	5.32	5.32	6.02	6.02	6.32	6.32	7.02	7.02	.....	7.32
3.30	.....	4.00	4.00	4.30	4.30	5.00	5.00	5.30	5.30	6.00	6.00	6.30	6.30	.....	7.00
3.25	.....	3.55	3.55	4.25	4.25	4.55	4.55	5.25	5.25	5.55	5.55	6.25	6.25	.....	6.55
3.13	.....	3.42	.....	4.12	.....	4.42	.....	5.12	.....	5.42	.....	6.12	.....	.....	6.42
.....	.....	3.40	3.43	4.10	4.13	4.40	4.43	5.10	5.13	5.40	5.43	6.10	6.13	.....	6.40
.....	.....	3.39	.....	4.09	.....	4.39	.....	5.09	.....	5.39	.....	6.09	.....	.....	6.39
3.10	.....	.....	3.40	.....	4.10	.....	4.40	.....	5.10	.....	5.40	.....	6.10	.....	.....
3.08	.....	.....	3.38	.....	4.08	.....	4.38	.....	5.08	.....	5.38	.....	6.08	.....	.....
3.05	3.31	3.33	3.35	4.03	4.05	4.33	4.35	5.03	5.05	5.33	5.35	6.03	6.05	6.31	6.33
2.58	3.24	.....	3.28	.....	3.58	.....	4.28	.....	4.58	.....	5.28	.....	5.58	.....	6.24
2.57	3.23	.....	3.27	.....	3.57	.....	4.27	.....	4.57	.....	5.27	.....	5.57	.....	6.23
.....	.....	3.29	.....	3.59	.....	4.29	.....	4.59	.....	5.29	.....	5.59	.....	.....	6.29
.....	.....	3.26	.....	3.56	.....	4.26	.....	4.56	.....	5.26	.....	5.56	.....	.....	6.26
.....	.....	3.25	.....	3.55	.....	4.25	.....	4.55	.....	5.25	.....	5.55	.....	.....	6.25
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1		5	17	11	2	9	3	10	1	5	2	8	3	1	9
1		5	17	11	2	9	3	10	1	5	2	8	3	17	9
5		13	1	12	2	9	5	11	1	10	2	8	3		9

Northward															
FIRST CLASS															
556	696	554	694	552	692	550	690	688	548	686	684	546	682	544	
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Sun. Only	Lv. Daily	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
10.00	.....	9.15	.....	8.30	.....	7.45	7.45	.....	7.15	7.15	.....	6.45	6.45	6.15	
10.32	.....	9.47	.....	9.02	.....	8.17	8.17	.....	7.47	7.47	.....	7.17	7.17	6.47	
10.33	.....	9.48	.....	9.03	.....	8.18	8.18	.....	7.48	7.48	.....	7.18	7.18	6.48	
10.43	.....	9.58	.....	9.13	.....	8.31	.....	8.01	.....	7.31	.....	7.01	.....	6.31	
10.45	.....	10.00	.....	9.15	.....	8.33	.....	8.03	.....	7.33	.....	7.03	.....	6.33	
10.47	.....	10.02	.....	9.17	.....	8.35	.....	8.05	.....	7.35	.....	7.05	.....	6.35	
10.50	.....	10.05	.....	9.20	.....	8.38	.....	8.08	.....	7.38	.....	7.08	.....	6.38	
10.56	10.12	10.11	9.27	9.26	8.46	8.45	8.39	8.16	8.15	8.09	7.46	7.45	7.39	7.15	
.....	10.18	.....	9.33	.....	8.52	.....	8.46	8.22	.....	8.16	7.52	.....	7.46	.....
.....	10.20	.....	9.35	.....	8.54	.....	8.48	8.24	.....	8.18	7.54	.....	7.48	.....
11.01	.....	10.16	.....	9.31	.....	8.50	.....	8.20	.....	7.50	.....	7.20	.....	6.50	
11.04	.....	10.19	.....	9.34	.....	8.53	.....	8.23	.....	7.53	.....	7.23	.....	6.53	
11.05	.....	10.20	.....	9.35	.....	8.54	.....	8.24	.....	7.54	.....	7.24	.....	6.54	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
7	3	8	3	7	3	8		3	7		3	9		8	
7	3	8	3	17	3	8		3	7		3	9		8	
7	3	8	3	7	3	8	3	7	2		3	9	1	8	

Time-Table No. 49

October 1, 1928

STATIONS

SAN FRANCISCO
SAUSALITO
SAUSALITO
CORTE MADERA
BALTIMORE PARK
LARKSPUR
KENTFIELD
ROSS
SAN ANSELMO
FAIRFAX
MANOR
WEST END
B STREET
SAN RAFAEL

Daily Ex. Sat., Sun. & Hol. Run
Saturday Run
Sunday and Holiday Run

Southward														
FIRST CLASS														
683	685	547	687	689	549	691	693	695	551	697	699	553	701	555
Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Sun. Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
7.32	.....	8.02	8.02	.....	8.42	8.42	.....	.....	9.40	9.40	.....	10.25	.....	11.10
7.00	.....	7.30	7.30	.....	8.10	8.10	.....	.....	9.05	9.05	.....	9.50	.....	10.35
6.55	.....	7.25	7.25	.....	8.05	8.05	.....	.....	9.00	9.00	.....	9.45	.....	10.30
6.43	.....	7.12	.....	7.52	.....	8.47	.....	.....	8.47	.....	.....	9.32	.....	10.17
.....	.....	7.10	7.13	.....	7.50	7.53	.....	.....	8.45	8.48	.....	9.30	.....	10.15
.....	.....	7.09	.....	7.49	.....	8.44	.....	.....	8.44	.....	.....	9.29	.....	10.14
6.40	.....	.....	7.10	.....	7.50	.....	.....	.....	8.45	.....	.....	9.29	.....	10.14
6.38	.....	.....	7.08	.....	7.48	.....	.....	.....	8.43	.....	.....	9.29	.....	10.14
6.35	7.01	7.03	7.05	7.41	7.43	7.45	8.12	8.36	8.38	8.40	9.21	9.23	10.06	10.08
6.28	6.54	.....	6.58	7.34	.....	7.38	8.05	8.29	.....	8.33	9.14	.....	9.59	.....
6.27	6.53	.....	6.57	7.33	.....	7.37	8.04	8.28	.....	8.32	9.13	.....	9.58	.....
.....	.....	6.59	.....	7.39	.....	8.34	.....	.....	8.34	.....	.....	9.19	.....	10.04
.....	.....	6.56	.....	7.36	.....	8.31	.....	.....	8.31	.....	.....	9.16	.....	10.01
.....	.....	6.55	.....	7.35	.....	8.30	.....	.....	8.30	.....	.....	9.15	.....	10.00
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1	2	7	3	8	3	3	7	3	7	3	3	17	3	7
1	2	7	3	8	3	3	7	3	7	3	3	17	3	7
1	7	2	3	8	3	3	7	2	3	8	3	8	3	7

Northward										
FIRST CLASS										
	706	704	562	702	560	700	558	698		
	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily		
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
	1.00	.....	11.45	.....	10.45	.....	
	1.32	.....	12.17	.....	11.17	.....	
	1.33	.....	12.18	.....	11.18	.....	
	1.43	.....	12.28	.....	11.28	.....	
	1.45	.....	12.30	.....	11.30	.....	
	1.47	.....	12.32	.....	11.32	.....	
	1.50	.....	12.35	.....	11.35	.....	
	2.12	1.57	1.56	12.42	12.41	11.43	11.41	10.57
	2.03	12.48	11.49	11.03
	2.05	12.50	11.51	11.05
	2.15	12.46	11.46
	2.18	12.49	11.49
</						

SOUTHERN DIVISION

Northward

FIRST CLASS

Table with columns for train numbers (922, 402, 920, 400, 918, 916, 914, 912, 910, 908, 906, 904, 902, 900) and departure times for various stations.

Time-Table No. 49

October 1, 1928

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, BALTIMORE PARK, CALIFORNIA PARK, SAN RAFAEL.

Southward

FIRST CLASS

Table with columns for train numbers (901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 401, 921, 403, 923) and arrival times for various stations.

Northward

FIRST CLASS

Table with columns for train numbers (926, 924) and departure times for various stations.

Time-Table No. 49

October 1, 1928

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, BALTIMORE PARK, CALIFORNIA PARK, SAN RAFAEL.

Southward

FIRST CLASS

Table with columns for train numbers (926, 924) and arrival times for various stations.

Northward

FIRST CLASS

Table with columns for train numbers (828, 826, 824, 822, 820, 818, 816, 814, 812, 810, 808, 806, 804, 802, 800) and departure times for various stations.

Time-Table No. 49

October 1, 1928

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, MILL VALLEY.

Southward

FIRST CLASS

Table with columns for train numbers (#801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831) and arrival times for various stations.

Northward

FIRST CLASS

Table with columns for train numbers (862, 860, 858, 856, 854, 852, 850, 848, 846, 844, 842, 840, 838, 836, 834, 832, 830) and departure times for various stations.

Time-Table No. 49

October 1, 1928

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, MILL VALLEY.

Southward

FIRST CLASS

Table with columns for train numbers (833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861) and arrival times for various stations.

†No. 801, boat daily.

ROSTER OF RUNS.

Where Tie-up is shown at San Rafael, equipment will be tied up at B Street.

MANOR AND SAN RAFAEL Daily Except Sundays and Holidays.*

MANOR AND SAN RAFAEL Sundays and Holidays.*

MILL VALLEY Daily Except Sundays and Holidays.*

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	Manor.....	6.27 a.m.	San Anselmo.....	9.09 a.m.	4
	Manor.....	2.53 p.m.	San Anselmo.....	3.01 p.m.	Tie-up
	San Anselmo.....	4.46 p.m.	San Anselmo.....	6.31 p.m.	Tie-up
	Sat. San Anselmo	12.46 p.m.	San Anselmo.....	4.09 p.m.	3
2	Manor.....	6.53 a.m.	San Anselmo.....	8.31 a.m.	Tie-up
	San Anselmo.....	10.16 a.m.	Manor.....	10.24 a.m.	Tie-up
	Ex. Sat. San Ans.	12.46 p.m.	San Anselmo.....	7.01 p.m.	Tie-up
	Sat. San Anselmo	2.09 p.m.	San Anselmo.....	7.01 p.m.	Tie-up
3	San Anselmo.....	4.16 p.m.	B Street.....	2.18 a.m.	Tie-up
	Sat. San Anselmo	4.09 p.m.	B Street.....	2.18 a.m.	Tie-up
4	B Street.....	5.10 a.m.	San Anselmo.....	12.31 p.m.	Tie-up
	Sat. B Street.....	5.10 a.m.	San Anselmo.....	2.09 p.m.	2
5	San Rafael.....	6.52 a.m.	Sausalito.....	8.25 a.m.	Tie-up
	San Rafael.....	12.54 p.m.	San Rafael.....	2.54 p.m.	10
	San Rafael.....	3.25 p.m.	San Rafael.....	6.55 p.m.	Tie-up
	Sat. Sausalito.....	12.48 p.m.	San Rafael.....	6.55 p.m.	Tie-up
6	San Rafael.....	5.25 a.m.	San Rafael.....	12.54 p.m.	5
	Sat. San Rafael...	5.25 a.m.	Sausalito.....	11.55 a.m.	10
	Sat. Sausalito.....	1.48 p.m.	San Rafael.....	2.24 p.m.	Tie-up
7	San Rafael.....	6.55 p.m.	San Rafael.....	2.05 a.m.	Tie-up
	Sat. San Rafael...	5.38 p.m.	San Rafael.....	8.24 p.m.	17
	Sat. San Rafael...	10.00 p.m.	San Rafael.....	2.05 a.m.	Tie-up
8	Sausalito.....	5.18 p.m.	San Rafael.....	11.50 p.m.	Tie-up
9	San Rafael.....	12.25 p.m.	Sausalito.....	5.18 p.m.	12
	Sausalito.....	5.48 p.m.	San Rafael.....	7.54 p.m.	Tie-up
10	San Rafael.....	6.25 a.m.	San Rafael.....	8.54 a.m.	Tie-up
	San Rafael.....	2.55 p.m.	San Rafael.....	6.25 p.m.	Tie-up
	Sat. Sausalito.....	11.54 a.m.	San Rafael.....	6.25 p.m.	Tie-up
11	San Rafael.....	5.55 a.m.	San Rafael.....	10.24 a.m.	Tie-up
	Sat. San Rafael...	12.38 p.m.	San Rafael.....	5.25 p.m.	7
	Ex. Sat. San Rafael	3.55 p.m.	San Rafael.....	6.40 p.m.	7
12	San Rafael.....	7.22 a.m.	San Rafael.....	12.20 p.m.	9
	Sausalito.....	5.18 p.m.	San Rafael.....	7.10 p.m.	Tie-up
13	Mill Valley.....	7.15 a.m.	Mill Valley.....	10.05 a.m.	Tie-up
	Ex. Sat. Sausalito	5.18 p.m.	Mill Valley.....	6.40 p.m.	Tie-up
	Sat. Mill Valley..	12.15 p.m.	Mill Valley.....	5.05 p.m.	14
17	Sausalito.....	1.18 p.m.	San Anselmo.....	6.31 p.m.	Tie-up
	San Rafael.....	8.30 p.m.	San Rafael.....	9.55 p.m.	7

Crews run 5, 6, 7, 8, 9, 10, 11, 12 and repeat.
Runs 1, 2, 3, 4, and 13 assigned.
Run 17, extra crew on Saturday.

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	San Anselmo.....	9.46 a.m.	Manor.....	1.48 p.m.	2
	Manor.....	3.27 p.m.	Manor.....	7.48 p.m.	Tie-up
2	Manor.....	2.27 p.m.	Sausalito.....	9.00 p.m.	Tie-up
3	San Anselmo.....	5.39 p.m.	B Street.....	2.18 a.m.	Tie-up
4	B Street.....	5.40 a.m.	San Anselmo.....	12.39 p.m.	5
5	San Rafael.....	7.55 a.m.	San Rafael.....	10.40 p.m.	Tie-up
	San Anselmo.....	12.39 p.m.	San Anselmo.....	5.39 p.m.	3
6	San Rafael.....	5.55 a.m.	San Rafael.....	9.40 a.m.	Tie-up
	San Rafael.....	10.25 a.m.	San Rafael.....	12.25 p.m.	9
7	San Rafael.....	6.55 p.m.	San Rafael.....	2.05 a.m.	Tie-up
8	San Rafael.....	4.38 p.m.	San Rafael.....	11.50 p.m.	Tie-up
9	San Rafael.....	12.25 p.m.	San Rafael.....	7.54 p.m.	Tie-up
10	San Rafael.....	7.22 a.m.	Sausalito.....	11.55 a.m.	13
	Sausalito.....	4.18 p.m.	San Rafael.....	6.55 p.m.	Tie-up
11	San Rafael.....	6.25 a.m.	San Rafael.....	9.54 a.m.	6
	San Rafael.....	2.55 p.m.	San Rafael.....	6.25 p.m.	Tie-up
12	San Rafael.....	8.55 a.m.	San Rafael.....	11.40 a.m.	Tie-up
	San Rafael.....	3.55 p.m.	San Rafael.....	6.40 p.m.	7
13	Mill Valley.....	7.15 a.m.	Mill Valley.....	10.05 a.m.	Tie-up
	Sausalito.....	12.18 p.m.	Sausalito.....	3.55 p.m.	10

Crews run 5, 6, 7, 8, 9, 10, 11, 12 and repeat.
Runs 1, 2, 3, 4 and 13 assigned.

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
14	Mill Valley.....	3.15 p.m.	Mill Valley.....	8.05 p.m.	Tie-up
	Sat. Mill Valley..	5.15 p.m.	Mill Valley.....	8.05 p.m.	Tie-up
	Mill Valley.....	8.48 p.m.	Mill Valley.....	1.48 a.m.	Tie-up
15	Mill Valley.....	12.45 p.m.	Mill Valley.....	8.35 p.m.	14
16	Mill Valley.....	5.45 a.m.	Mill Valley.....	12.35 p.m.	15

Crews Run 15, 16 and repeat.
Run 14 assigned.

MILL VALLEY Sundays and Holidays.*

Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
14	Mill Valley.....	3.15 p.m.	Mill Valley.....	8.05 p.m.	Tie-up
	Mill Valley.....	9.33 p.m.	Mill Valley.....	1.48 a.m.	Tie-up
15	Mill Valley.....	1.45 p.m.	Mill Valley.....	9.18 p.m.	14
16	Mill Valley.....	6.15 a.m.	Mill Valley.....	1.35 p.m.	15

Crews Run 15, 16 and repeat.
Run 14 assigned.

PREPARATORY AND TIE-UP TIME TRAIN AND ENGINEMEN

	Between B ST. and SAN RAFAEL	SAN RAFAEL	Between B ST. and MANOR	MANOR	SAUSALITO	MILL VALLEY		ALL OTHER POINTS
						Main Track	Track 1	
Preparatory	15"	5"	10"	5"	5"	5"	5"	See Note
Tie-up	10"	5"	5"	5"		5"	10"	See Note

NOTE:—At all other points where Crews relieve one another, equipment being ready and waiting and no switching required, no preparatory or tie-up time allowed. Swing Brakemen will be allowed five minutes preparatory and five minutes tie-up time at commencement and end of their runs.

*HOLIDAYS.

Memorial Day, Independence Day, Labor Day.
When Holiday falls on Sunday, following Monday is recognized as the Holiday.

SPECIAL INSTRUCTIONS.

Where in Rules and Regulations of the Transportation Department, the direction East or West appears, North has the same meaning as East, and South the same as West.

When a section of double track is singled by form D-S, southward trains are superior to trains of the same class in the opposite direction.

When a train order signal indicates "proceed" in both directions by day, and in addition the light indicates "proceed" by night, the train order office is closed. When train order office is "open," both semaphore arms must not indicate "proceed" at the same time.

When the route "Via Cut Off" appears in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

Trains moving with current of traffic between Sausalito and San Rafael, via Detour and via San Anselmo, and between San Anselmo and Manor will be governed by automatic block signals irrespective of time-table superiority. Freight trains must not delay passenger trains. Interurban trains must be given preference over steam trains.

Trains running on double track must use right hand track and move with the current of traffic unless otherwise authorized by train order and under protection.

Movement of trains OVER SINGLE TRACK between ALMONTE and MILL VALLEY, between SAN ANSELMO and SOUTH END OF DOUBLE TRACK TOWARD WEST END STATION and between B STREET and WEST END STATION will be governed by automatic signals. Trains finding such signals at "proceed" may move over these sections of track irrespective of time table superiority except when in receipt of train order restricting such privilege and specifying manner of movement.

Caution must be exercised by trainmen and enginemen moving over single track between Almonte and Mill Valley, between San Anselmo and south end of double track toward West End Station and between B Street and West End Station; in case of heavy storms, fogs, or other cause, rendering view obscure, trains must move only under control, or under protection of flagman.

When automatic block signal on single track indicates stop, and it is necessary to send a flagman in advance, train will wait not less than five minutes after the flagman has started. (Rule 504.)

When automatic block signal on double track indicates stop, train may, after stopping, proceed under control until arriving at next automatic block signal.

Trainmen must not depend upon automatic block signals to protect their trains, but whenever necessary must see that train is protected, per Rule 99.

When southward steam trains are scheduled to connect with electric trains at Manor, electric trains will wait five minutes if necessary for such connections.

Electric trains with dead time at San Rafael must clear station while steam trains are making station stop, except when by so doing, departure of electric trains will be delayed.

Rule D-19. Markers by day on electric trains are discontinued except in foggy weather.

SIGNALS.

Signal No. E-182 at E Street, normal position is STOP. There is a preliminary beginning at signal No. E-180.

Signal No. E-185 at B Street, normal position is STOP. There is a preliminary beginning at preliminary post 360 feet north of signal. Train will approach these signals under control, prepared to stop if signal is at STOP.

Permissive signal located on mast of Interlocking signal opposite Tower No. 4 governs movement of southward trains through interlocking limits from San Rafael route, when track circuit on northward main track within interlocking limits is occupied or obstructed. When yellow light is displayed in this signal train and engine movements over this track section must be made under control and when necessary under protection of flagman.

SIGNALS AT INTERLOCKING PLANTS.

At all interlocking plants when enginemen desire to use superior route, they will give one long sound of whistle; and when desiring to use inferior route will give one long and one short sound of the whistle as a signal to Towerman.

LOCATION OF DASH POT SPRING SWITCHES.

Main Track to Track No. 1, Mill Valley.
Ends of double track either end of Tunnel No. 1.
Junction Tiburon route and northward main track Detour.
Ends of double track between B Street and West End.
End of double track between West End and San Anselmo.
North and south end crossover "A" Manor.

TUNNEL No. 1, BETWEEN ALTO AND CHAPMAN

Movement of trains on single track will be irrespective of time table superiority, and governed by automatic block signals as follows:

South End: Signal 116, normal position is STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position is STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals under control, prepared to stop if signal is at stop position.

In case of stop, having waited five minutes, should signal not change to "Proceed" position or should signal not change to "Stop" position as train strikes insulated joints at signal, and a train cannot be seen or heard within the limits of the block, train may proceed under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train. On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at "Proceed," Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal. Should engineman not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal; and must advise engineer of such observation.

Northward trains must not exceed speed of 10 miles per hour in passing over switches at either end of tunnel.

TRACKMAN'S CALL.

Four long sounds of the whistle, followed by four short sounds, is Trackman's Call. Trackmen, upon hearing the signal by day or night, will immediately proceed to answer it, and engineers will use same only for calling trackmen when assistance is needed, such as when stock is on track, or anything that requires the immediate attention of track force. Engineers must understand that this is for cases of necessity, and must not be used otherwise. If necessary, in using this signal, trains will come to a stop to notify the first section gang they meet that their assistance is needed.

Trackmen will keep their men familiar with this.

SPEED RESTRICTIONS.

Train movements governed by short-arm or dwarf signals must be made under control, (speed not to exceed 10 miles per hour) and position of switches observed, as such signals govern various interlocking sections.

Trains must not exceed 10 miles per hour through city limits of San Rafael.
Trains must not exceed 10 miles per hour over road crossing at Ross Station.
Trains must not exceed 20 miles per hour over highway crossing at Kentfield.
Trains must not exceed 20 miles per hour over road crossing at Larkspur Station.
Trains must not exceed 12 miles per hour over switches, through interlocking limits Baltimore Park.

Trains must not exceed 20 miles per hour over Redwood Avenue, Corte Madera.
Trains must not exceed 35 miles per hour through tunnel No. 1 between Alto and Chapman.
Northward trains must not exceed 10 miles per hour in passing over switches at either end of tunnel No. 1 between Alto and Chapman.

YARD LIMITS.

Sausalito. San Rafael. San Anselmo. Manor.

SAUSALITO.

Train movements in and out of Sausalito Yard will be governed by signals controlled by Operators in Tower No. 1.

As soon as passengers are aboard train at Sausalito Conductor will immediately give starting signal. Upon receiving such signal Manor train will immediately pull up to the board and proceed, if clear. When Manor and cut-off trains are not running San Rafael train will follow same procedure and other trains will follow in their order but must not start until they receive signal from conductor.

If train is unable to proceed, engineman will give one short, one long, one short and one long sound of the whistle (thus: — — — — —) to indicate to towerman that he cannot accept the signal.

Interurban trains will leave Sausalito Yard in the following order: Manor, Cut-off, San Rafael via San Anselmo, Mill Valley, Almonte local.

ALMONTE.

Operator in Tower No. 2 controls movement of trains through junction switches.

BALTIMORE PARK.

Junction switches between tracks, Sausalito-San Anselmo and Sausalito-Detour routes and signals connected therewith, will be controlled by Towerman in Tower No. 3, train movements to be governed by such signals. Southward trains from Detour will approach signal under control. Derailer is operated in conjunction with this signal. Detour route is superior.

SAN ANSELMO.

Train movements over junction switch in front of station, and over cross-over are governed by signals controlled by Operator in Tower No. 4.

Single-arm interlocking signal located south of station governs northward train movements into station. Double-arm interlocking signal located at north end of station governs train movement to Manor and San Rafael routes.

Manor route is superior.

SAN RAFAEL.

Double track extends to Mission Street. Switch at Mission Street will be handled by switch-tender daily from 7:45 a.m. to 12:15 p.m., and from 1:15 p.m. to 6:45 p.m. Between 12:15 p.m. and 1:15 p.m., this switch will be handled by trainmen. Normal position of switch will be for southward track. From 6:45 p.m. to 7:45 a.m. southward track between Mission Street and Irwin Street will be used as single track. Switches inside the interlocking limits will be controlled and operated by towerman in Tower No. 5.

MANOR.

Northward track between Signal B-186 and north switch will be known as Track No. 1.

Southward track between Signal B-186 and east switch will be known as Track No. 2.

First crossover south of Signal B-187 will be known as Crossover "A."
Second crossover south of Signal B-187 will be known as Crossover "B."
Signal B-186 located on northward track 2500 feet north of Signal B-182 will govern northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 will be normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Manor Station on Track No. 2, will govern movements of southward trains on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains will approach these signals prepared to stop. If signal at "STOP" position, trains may proceed under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch will be made under control.

Normal position of switches, Crossover "A."

South switch for crossover.

North switch for Track No. 2.

Normal position of switches, Crossover "B."

South switch for Track No. 2.

North switch for Track No. 1.

Electric trains will use Track No. 2 in making station stops at Manor.

Northward steam trains will use Track No. 1.

Southward steam trains will use Track No. 1 to north switch Crossover "B."

DETOUR

Switch indicator located at north switch crossover, will govern train movements through crossover from southward to northward main track. (Rules 511 and 513.)

"Proceed" is indicated when arm is in vertical position; "stop" when in horizontal position.

Train movements Tiburon route to northward main track will be governed by automatic light signal located 300 feet south of junction switch. (Rule 510.) Trains must approach this signal under control.

Normal position junction switch is for northward main track.

J. L. HALEY,
Trainmaster.

R. D. SHUGRUE,
Chief Train Dispatcher.



MAP
OF THE
INTERURBAN LINES
NORTHWESTERN PACIFIC R.R. CO.

