HERN PACIFIC COMPANY

PACIFIC LINES)

TIME TABLE

COAST DIVISION





To Take Effect Sunday, May 31, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,

General Manager.

R. L. RUBY,

Superintendent of Transportation.

Assistant General Manager.

56 senger P TO Daily Le 2.15 PM 2.24 2.30 2.33		1.45PM	1.30 PM	1.15PM f 1.24	150 Passenger Leave SATURDAY ONLY 1.00PM	12.30 PM	12.15PM	144 Passenger Leave SUN.& HOLI-DAYS ONLY 11.15 AM	& HOLIDATO	138 Passenger Leave Daily	Leave Daily		eave Daily					134 Passenger Leave Daily 12.01 AM	Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table No. 133 May 31, 1931 STATIONS (TO-R SAN FRANCISCO 1.9 23D STREET 0.3 ARMY STREET 0.9 14TH AVE.
senger P Pe Daily Le R. 15 PM R. 2.24	Passenger Passenger Passenger	Passenger Leave SATURDAY ONLY 1.45 PM	Passenger Leave SATURDAY ONLY 1.30 PM	Passenger Leave Daily 1.15 PM	Passenger Leave SATURDAY ONLY 1.00 PM	Passenger Leave SATURDAY ONLY 12.30 PM	Passenger Leave Daily 12.15 PM	Passenger Leave SUN.& HOLI-DAYS ONLY 11.15 AM	Passenger Leave Daily EXEMPLE AND ANY & HOLIDAYS 11.00 AM	Passenger Leave Daily 9.30 AM	Passenger Leave Daily	Redwood S Leave Daily L	Shore Line eave Daily	Daylight Leave Daily	Passenger Jeave Daily X. SUNDAY HOLIDAYS	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Distance San France San Fran France San France San France San France San France San Fran France San France San Fran Fran Fran Fran Fran Fran Fran Fr	TO-R SAN FRANCISCO 1.9 23D STREET 0.3 ARMY STREET 0.9 14TH AVE.
senger P Pe Daily Le R. 15 PM R. 2.24	Passenger Passenger Passenger	Passenger Leave SATURDAY ONLY 1.45 PM	Passenger Leave SATURDAY ONLY 1.30 PM	Passenger Leave Daily 1.15 PM	SATURDAY ONLY 1.00 PM	SATURDAY ONLY 12.30PM	Leave Daily 12.15 PM	Leave SUN.&HOLI- DAYS ONLY 11.15 AM	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily 9.30 AM	Leave Daily	Leave Daily L	eave Daily	Leave Daily E.	Leave Daily X. SUNDAY HOLIDAYS	Leave Daily I	Leave Daily		0.0	CTO-R SAN FRANCISCO 1.9 23D STREET 0.3 ARMY STREET 0.9 14TH AVE.
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2.24 2.30		1.45PM	1.30PM 1.39	f 1.24	1.00 PM	12.30PM		11.15AM	11.00AM			8.05AM	8.00AM	8.00AM	7.00 AM	6.00 AM	2.30AM	12.01 AM	1.9	1.9
2.24		1.55	1.39	f 1.24															2.2	ARMY STREET 0.9 14TH AVE.
2.30					1.09	12.39	f 12.24	f 11.24	f11.10	f 9.39									- Carping	ARMY STREET 0.9 1 4TH AVE.
2.30					1.09	12.39	f 12.24	f 11.24	f11.10	f 9.39			The state of the			Committee of the			3.1	
2.30					1.09	12.39	f 12.24	f 11.24	f 11.10	f 9.39			XCI AND AND AND	f						2.1 —
2.30					1.09	12.39	12.2.	7		Washington Co.	THE PERSON NAMED IN	f 8.14	8.10	8.09 s	7.10	6.09 f	2.40	f 12.10	5.2	BAYSHORE
		s 2.01	s 1.44	a 1 30				Water than the same of the same of		f				f		f		f	6.5	VISITACION
		s 2.01	s 1.44	a 1 30															6.9	R VISITACION TOWER
		2.01	s 1.44	a 1 20			75			f		s		S					8.6	BUTLER ROAD
		3 2.01	s 1.44		1 11	-10.45	s 12.30	s 11.30	s 11.17	s 9.45		s 8.20	8.16	8.14	7.18	6.16 s	2.47	s 12.16	9.3	SO. SAN FRANCISCO
2.33			The state of the s	s 1.30	1.14	s 12.45	\$12.50	\$11.30	9 4 4 4 4					The same of					10.4	TANFORAN WYE
2.33						610.40	610 22	f 11.33	s 11.21	s 9.48		s 8.24	8.19	8.17	7.22	6.20	2.51	s 12.19	11.0	SAN BRUNO
A STATE OF THE STA		s 2.04	1.47	s 1.34	1.17	f 12.48	f 12.33	111.55	f	f		f	CHECK DAMES			f 1	f	f	12.1	LOMITA PARK
	- 12/14	f		f		1	1 20 20	£11 20	f 1 1 26			f			f 7.28	s 6.26	f 2.56	f 12.24	13.7	MILLBRAE
		f 2.09		f 1.39	1.21	112.53	112.38	111.50	111.20	g 7.52	18.5mm	s			3	8	S	s	15.2	BROADWAY
		S	S	s	S	8	S	S	s 11 22	s 9 58		88.36			s 7.34	s 6.35	s 3.01	s 12.28	16.3	BURLINGAME 1.6
2.44						THE STREET				4 2 2					s 7.38	s 6.40	s 3.05	s 12.32	17.9	SAN MATEO
2.48		s 2.17	s 1.59	s 1.49	s 1.29	s 1.02	s 12.47	\$11.47	811.37	8 10.02	-	-			f	f	f	f	18.9	LESLIE 0.8
A Fire of the		f	f	f		f	f	- I	1	1							f		19.7	ROMAC 0.6
										-		f			f	f	f	f	20.3	BERESFORD
	11 day 1 - 40 at 1	f		f		f	f	30-1	I	1	TO SECOND				s	s	f	s	21.9	BELMONT 1.3
		S		S		f	f	f	S	s - 10 11		f 9 50	Euro		s 7.49	s 6.50	f 3.16	s 12.40	23.2	SAN CARLOS
3.00		s 2.27	100	-	1000			_	THE RESERVE AND ADDRESS OF THE PARTY OF THE							s 6.57	s 3.21	s 12.44	25.4	REDWOOD CITY
3.05		s 2.31	s 2.10	s 2.03									8 39	8.35		6.59	3.23	12.46	26.2	R REDWOOD JCT.
3.07		2.33	2.12	2.05	1.41	THE PERSON NAMED IN	THE RESERVED OF	12.03	-	-			0.37	0.00		f	f 3.26	s 12.49	27.8	ATHERTON 1.1
		f 2.36	f 2.15	f	s 1.44	f 1.20	f 1.06	_ f	f 11.574	ım I		6			s	s	s	s	28,9	MENLO PARK
		S	s	s	S	S	S	f	8	s 10 26		89.06	a		s 8.05	s 7.12	S	s 12.55	30.1	PALO ALTO
3.16		s 2.41	s 2.20	s 2.14	_			THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAM	-			100	9.48	8 42			s 3.35	f 12.58	31.8	R MAYFIELD
3.20		s 2.45	s 2.24	s 2.17	s 1.53P	M s 1.30	s 1.15	s 12.15	s 12.09	s 10.29		89.09	0.40	0.12	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN 1	f	f	f	34.8	CASTRO
					VI-			_ f	f	10.06		0.16				s 7.22	s 3.44	f 1.04	36.1	MOUNTAIN VIEW
3.30	de Marie de	s 2.51	s 2.30	s 2.23	Los Altos		s 1.21	The state of the s			Via Newark						S	f 1.08	38.8	SUNNYVALE
3.35	X-40	s 2.56	s 2.35	s 2.28		s 1.41	s 1.26	s 12.26									f 3.53	f	40.8	LAWRENCE
		f	f	f	Mark of mark	f	f	f			0.04				and, Hillian		s 3.59	f 1.15	44.3	R SANTA CLARA
3.43	3.37PM	s 3.03	s 2.42	s 2.38		s 1.48	s 1.33	s 12.33	s 12.32	s 10.49	9.34	89.33	-		3 3.30	111111			45.2	SAN JOSE YARD
										J. 52, 1977		80 OF !!!	- PIGE		f	f 7.44AM	f	f	45.7	R COLLEGE PARK
		f	f	f		f	f	f	- f			- Ma Manh		g Q Q 2 AN	s 8 37M	Via West		M s 1.20AM	46.9	TO-R SAN JOSE
						The Part of the Pa	s 1.40	s 12.40P	Arrive Dai	PM s 10.55 AM	Arrive Daily	San Jose Arrive Daily				Arrive Daily				(46.9)
						ONLY	Transaction of the	and the same of the same	4 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2	THE RESERVE OF THE PERSON NAMED IN				(1.02)	(1.37)		(1.35) 29.62	(1.19) 35.62		Time over Distric
(1.35) 29.62	(0.08) 19.50	33.11	35.18	31.27	36.00	33.11	33.11	33.11	28.14	33.11	17.33	29.80	42.00	40.39	25.01	1			(Part)	Ave., MP 4.1
3. 3. 3. 3. 3.	.30 .35 .43	.30 .35 .37 PM s 3.45 PM Arrive Daily Arrive Daily .35) (0.08) 19.50	\$ 2.17 f f f 8 .000 8 2.27 .05 8 2.31 .07 2.33 f 2.36 8 .16 8 2.41 8 2.45 .30 8 2.41 8 2.45 .30 8 2.56 f .43 3.37PM 8 3.03 f .50PM 8 3.45PM 8 3.10PM 8 Arrive Daily	S	S	S	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	S	S	1	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	S	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8				

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations Howest (Spur) MP 16.8 Pumork (Spur) MP 22.7 Fremont (Spur) MP 29.3

NOTE.—See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.

Water supply Red	lwood Junction,	, located on Western Division line.	

		application of the	ADDITIONAL	REGULAR STOPS		to the con-
My	Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
	146	Paul Ave.	Receive or Discharge	Any Station	Any Station	Saturday

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
152	Visitacion	Receive or Discharge	Any Station	Any Station	Sunday

								yes.	Δ.			Subdivis	ion.				e q	WESTW	ARD	J.	3
Time Table No. 133	1	502	122	105	10107	100	Immeral	1	Lames	I a saveni	FIRST CL									41	
May 31, 1931	Jose Jose	503	133	135	137	139	141	143	101	145	147	177	149	195	151	153	75	81	155	157	73
	San	Passenger	Passenger					100000000000000000000000000000000000000	Limited		The state of the s							Santa Cruz			Padre
STATIONS	ä	Arrive Daily	Arrive Dail	EX. SUNDA	Y Arrive Dai	Arrive Dail EX. SUNDA	Y Arrive Dail	Y Arrive Dail	Y Arrive Dai	Arrive Daily EX. SUNDAY	Arrive Dail	Arrive Dail	Y Arrive Daily	Y SUN.& HOLI	Arrive Dail	Y Arrive Dail	y Arrive Dai	Arrive Dail	Arrive Dail	Arrive NY SUN.& HOLI	- Arrive Dai
(TO-R SAN FRANCISCO	46.9	MOLE W	s 6.20	AM s 7.15	M s 7.30	AM s 7.45A	M s 8.004	M s 8.10A	M s 8.15	AM s 8.20 AM	S 8 254	M S & 334	M & A AOM	M & Q 45A	& HOLIDAY	'S		EX. SUNDA	& HOLIDAY	S DAYS ONLY	
23D STREET	45.0		s	s	s	s	s	- 0.10	0.10	5 0.20	0.23	5 0.55A	5 G. TON	f G.43A	s 9.00A	S 9.20 F	s 9.30	s 9.45A	m s 10.10	M s 10.10 A	M
ARMY STREET	44.7						•							f							
1 4TH AVE.	43.8		s	s			1							*	-				N CALL		
BAYSHORE 1.3	41.7	REEL	s 6.07	s 7.02	s 7.18	s 7.32	s 7.48	8.00	8.05	8.10	8.16	8.24	8.31	f 8.34	8.50	0.11	0.20	0.26	- 10.00		
VISITACION 0.4	40.4			f					0.00	- 0.10	0.10	0.21	0.51	f 0.34	8.30	9.11	9.20	9.36	s 10.00	f 10.01	4
R VISITACION TOWER	40.0													1	1						
BUTLER ROAD	38.3			s						a and a	1								1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
SO. SAN FRANCISCO	37.6	3.24	s 6.01	s 6.54	s 7.12	s 7.25	s 7.42	s 7.54	7.59	8.04	8.10	s 8.18	9.25	a 9 20	a 0 11	- 0.05	0.11	0.0.00			
TANFORAN WYE	36.5					1,20	· 1.12	5 7.54	1.59	0.04	6.10	5 0.18	8.25	s 8.28	s 8.44	s 9.05	9.14	9.30	s 9.54	s 9.55	
SAN BRUNO	35.9	78.8	s 5.57	s 6.50	s 7.08	s 7.21	7.39	s 7.49	7.56	8.01	8.07	0.14	0 00	. 0.05	- 0.40	0.01	0.11	570.00			
LOMITA PARK	34.8		s	s	f	s	1.55	S 1.15	7.50	3.01	8.07	8.14	s 8.22	s 8.25	s 8.40	s 9.01	9.11	9.27	s 9.49	f 9.52	
MILLBRAE	33.2		f 5.51	s 6.43		s 7.15		s 7.42					8	f 0.00	S	S			S	f	
BROADWAY	31.7		s	s	s	8	g	8			5	g		f 8.20		f 8.55		9.23	f 9.43	f 9.47	THE REAL PROPERTY.
BURLINGAME	30.6		s 5.46	s 6.38	s 6.57	s 7.09	s 7.30	s 7.36	c c	The second		S 0.04	s 0.10	8	S	S	No. 1		S	S	Lucio Sa
SAN MATEO	29.0	26.5	s 5.42	s 6.34	s 6.53	s 7.05	s 7.26	s 7.32	8			s 8.04	s 8.12	s 8.15	s 8.30	s 8.49	S		s 9.36	s 9.42	
LESLIE D	28.0		s		f 0.00	s 1.05	5 1.20	s 7.29				s 8.00	s 8.08	s 8.11	s 8.26	s 8.45	9.02	9.17	s 9.31	s 9.38	retero re
ROMAC Se	27.2							5 1.29				S		I	S	f			f	f	
BERESFORD	26.6		f	f				f		-											10023 64
BELMONT	25.0		f	S	s 6.45	a	a	1					I	f		f			f	f	
SAN CARLOS	23.7	THEF	s 5.31	f 6.23	f 6.42	s 6.53	s 7.15	. 7.21		S	AL -			f	S	s 8.37			s 9.23	f	THE STATE OF
REDWOOD CITY	21.5	7 19	s 5.27	s 6.19	s 6.37	s 6.49		s 7.21			A CAMPO TO A		s 8.00	f 8.00	s 8.15	f 8.34		9.10	s 9.20	f 9.28	TO CHARLES
R REDWOOD JOT.	20.7	24.6	5.25	6.17	6.35	6.47	s 7.10	s 7.17	7 00		s 7.46		s 7.56	s 7.56	s 8.11	s 8.30	24-0-3		s 9.16	s 9.24	
ATHERTON	19.1		f 5.22	f 6.14	0.33		7.08	7.15	7.33	7.42	7.44	7.46AM		7.54	8.09	8.28	8.50	9.05	9.14	9.22	
MENLO PARK	18.0		g 9.22	0.14	~	s 6.44		s 7.12		-		- 10 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	s 7.51	f	s 8.06	f 8.25			s 9.11	f	Telegraph I w
PALO ALTO	16.8		s 5.16	s 6.09	a 6 27	a 6 30	S 7 00	5					S	s	S	S			s	f	Triangle 12
R MAYFIELD	15,1	t 2 2 1	s 5.08	s 6.05	s 6.27	s 6.38	s 7.00	s 7.06	S	s 7.36	1 49 =				s 8.00	s 8.20	S	s	s 9.05	s 9.14	THE RESERVE
CASTRO	12.1		\$ 3.08	5 6.05	6.24	s 6.34	6.56	s 7.02	7.25	7.33	7.36 AM		s 7.41	s 7.42	s 7.56	s 8.16	8.42	8.55AM	s 9.00	s 9.11	11.2.2
MOUNTAIN VIEW	10.8	Via Newark	s 5.02	a E EO	- 6 10			f			Via			f							
SUNNYVALE	8.1	Newark		s 5.59	s 6.18	s 6.28	s 6.50	s 6.55	7.19	s 7.27	Via Los Altos	O.d s	s 7.35	s 7.35	s 7.49	s 8.10		Via Los Altos	s 8.54	s 9.04	Via Newark
LAWRENCE	6.1		f 4.58	s 5.54	s 6.13	s 6.23	s 6.45	s 6.49		s 7.22	1.00			f 7.30	s 7.43	s 8.05			s 8.49	S	Mile I'v
R SANTA CLARA	2.6	. 4 40 11	f 4.55	f 5.51	f 6.10	6.20		f 6.46	7.13				f 7.28	f 7.26		f 8.01			f 8.46	f 8.55	
SAN JOSE YARD	1.7	s 4.48 AM	1 4.50	s 5.46	f 6.05	s 6.15	s 6.37	s 6.41			P . O . E		s 7.22	s 7.21	s 7.36	s 7.56	ELS #		s 8.41	s 8.50	9.11 AM
R COLLEGE PARK	1.2	6							10 - 001												1 50
TO-R SAN JOSE	0.0	4 40 17	4 45 (11)	I			f				2		f	f	f	f			f	f	
,		4.43AM	4.45 AM	17000					THE RESERVE TO SERVE THE PARTY OF THE PARTY		B. D. St.	Leave D. O.	7.15 AM	7.15AM	7.30 AM	7.50 AM	8.23AM		8.35 AM		9.05 AM
(46.9)	E	Leave Daily EX. SUNDAY	Leave Daily	& HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	EX. SUNDAY & HOLIDAYS	EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	SUN.& HOLI- DAYS ONLY	EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	EX. SUNDAY	Leave SUN.& HOLI- DAYS ONLY	Leave Daily
Time over District		(0.05) 31.20	(1.35) 29.62	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62	(1.10) 40.20	(1.10) 40.20	(0.49) 38.12	(0.47) 33.45	(1.25)	(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.07) 42.00	(0.50)	(1.35) 29.62	(1.25) 33.11	(0.06) 26.00
Additional Stations Aqua Howes Pumor	k (Spur)	4.1 P 12.9 MP 16.8 MP 22.7) MP 29.3	or Village	New Year	HOLIDAY r's, Washin of July, La	ara located 'S INDICAT geton's Birth abor Day, T	TED ARE:	tion Day	Note of	₩ NO	TE.— See	pages 2,	4, 5 and 6	TO HERE HE	Marie Marie	N. Land Public	ON THE PERSON	e and San	Francisco.	W. C.	

		ADDITION	IAL REGULAR STOPS		
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
139	Paul Ave.	Receive or Discharge	Any Station	Any Station	Daily
147	Burlingame Broadway	Receive or Discharge	Any Station	Any Station	Holidays

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
137-153	{Any Station not}	Receive or Discharge	Any Station	Any Station	Sunday
101 81	Any Station San Bruno	Discharge Discharge	NAME OF STREET	Yuma Any Station	Daily Funeral parties

4		EA	STWA	RD				San	Francis			A.									m:
						400	100	470		RST CLA	1	170	170	168	164	82	162	160	28	from	Time Table No. 133
apacity of dings and	190 Passenger	188 Passenger	102 Sunset Limited	186 Passenger	184 Passenger	182 Passenger	180 Passenger	178 Passenger	176 Passenger	200 Passenger	174 Passenger	172 Passenger	170 Passenger	Passenger	Passenger	Santa Cruz	Passenger		Del Monte	tance fr	May 31, 1931
purs in r lengths	The state of the s	and the same of th			Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SAT. & SUNDAY	Leave Daily	Leave SATURDAY ONLY	Leave Daily EX.	Leave Daily EX.SAT,SUN	Leave SUN.& HOLI-	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	San	STATIONS
KWOIT YP	7.30PM	6.20PM	-	THE SHOW I		5.26PM	5.22PM	5.18PM	5.15PM	5.038					The second second		3.30PM	3.15 PM	3.10PM	0.0	TO-R SAN FRANCISCO
YP		6.25			s					f	f	s	f	f						1.9	23D STREET
		6.26								f										2.2	ARMY STREET
P		f								f		f	f	f				100		3.1	14TH AVE.
BKWO	7.39	f 6.30	6.24	f 5.59	5.45	5.35	5.31	5.27	5.24	f 5.14	5.12	s 5.02	f 4.40	s 4.31	4.19	4.09	3.39	3.24	3.19	5.2	BAYSHORE 1.3
ITP		f									W.									6.5	VISITACION 0.4
IP																				6.9	R VISITACION TOWER
	7 - 17									f		f	f	f						8.6	BUTLER ROAD
P	7.46	s 6.36	6.30	s 6.05	s 5.50	s 5.41	5.36	5.32	5.29	s 5.20	5.17	s 5.10	s 4.46	s 4.38	4.24	4.14	s 3.45	s 3.30	3.24	9.3	SO. SAN FRANCISCO
Y	, ,,,,,	0.00	0.00																	10.4	TANFORAN WYE
P	7.49	s 6.40	6.33	s 6.09	s 5.54	s 5.44	5.39	5.35	5.32	s 5.24	5.20	s 5.14	f 4.49	s 4.42	4.26	4.17	f 3.48	s 3.34	3.27	11.0	SAN BRUNO
	f	f	0.00	s	s	s				f	s		f	f			f	f		12.1	LOMITA PARK
Center P	f	f		f	s					f	s		f	f			f	f		13.7	MILLBRAE 1.5
Spur P	a	g		8	s	S				s	s	s	s	s			s	S		15.2	BROADWAY
pur P	s 7.59	s 6.50	g	s 6.20	s 6.06		s 5.46			s 5.35	s 5.30	s 5.22	s 4.57	s 4.54	PYC V V	Ve at W	s 3.57	s 3.44		16.3	BURLINGAME 1.6
)	s 8.03	s 6.54	3	s 6.24	s 6.10	s 5.58	s 5.50		The state of	s 5.39		s 5.26	s 5.01	s 4.59	4.34	4.25	s 4.01	s 3.48	3.35	17.9	SAN MATEO
Center WP	f 0.05	f 0.51		8	8	2 0.00	8			f			f	f			f	f		18.9	LESLIE 0.8
Spur P	12 100																			19.7	ROMAC 0.6
Spur 1	e	f		f	f			the state of		f		f					f	f		20.3	BERESFORD
Spur P	f	e e		g	f	8				f		s	f	s		Harle II	f	f		21.9	BELMONT 1.3
Center P	s 8.11	s 7.06		g	8	7.7	s	DO A VI		s 5.49		s	f 5.09	s 5.10	ER A SE	OR EVEN	f 4.09	s 4.00		23.2	SAN CARLOS
OCHICA 2	s 8.15	s 7.10		s 6.40	s 6.24	s 6.09	s 6.03	s 5.51		s 5.53	s 5.43	s 5.40	s 5.13	s 5.14	s 4.44	CE. D. B.	s 4.13	s 4.05		25.4	REDWOOD CITY
WIYP	8.17	7.12	6.55	6.42	6.26	6.11	6.05	5.53	5.50	5.55	5.45		5.15	5.16	4.46	4.35	4.15	4.07	3.45	26.2	R REDWOOD JCT.
Center	f. 11	fZ	0.55	f	f	8	0.00	8		f 5.58	s		f	S	PE AL S		f 4.18	f 4.10		27.8	ATHERTON 1.1
Spur P	a a	c c		g	g	s		s		s	s		f	s			f	s		28.9	MENLO PARK
Spur P	s 8.26	s 7.21	g	s 6.50	s 6.35	s 6.19	s 6.12	s 6.01	s 5.58	s 6.05		s 5.49	s 5.24	s 5.25	s 4.51	19.8	s 4.24	s 4.16		30.1	PALO ALTO
Center KWYP		s 7.21	7.04	s 6.54		s 6.23	s 6.16	s 6.05M		s 6.09		s 5.52	s 5.27	s 5.29	s 4.54	s 4.42P	f 4.27	s 4.20	3.52	31.8	R MAYFIELD
KWYP	8 0.29	5 1.25	1.04	f 0.51	5 0.02	5 0.20	5 0.10	2 0.00		f		A COL	f	f				f		34.8	CASTRO 1.3
Center P	s 8.36	s 7.31	-	s 7.00	s 6.45	s 6.31	s 6.23	Via Los Altos	s 6.07	s 6.16			s 5.33	s 5.36	95.30	Via Los Altos	s 4.33	s 4.28		36.1	MOUNTAIN VIEW
Spur P	s 8.36 f 8.40	f 7.36		f 7.05	f 6.50	f 6.36	s 6.28	LOS AITOS	s 6.12	s 6.21			s 5.37	s 5.41	- eg. o 'al		s 4.37	s 4.33		38.8	SUNNYVALE 2.0
Center	f 8.43	f 7.40	IT I	1 7.03	f 0.30	1 0.00	0.20		3,12	f		ST V	f	f	35.00	DI B	f	f		40.8	LAWRENCE 3.5
IP	f 8.48	f 7.45		f 7.14	f 6.58	f 6.44	s 6.37			s 6.30	s 6.12		s 5.44	s 5.50		10. V	s 4.44	s 4.43	aligne e	44.3	R SANTA CLARA
KP	1 0.40	1 1.43		1.1.1	0.55	1 0.11	- 0.01													45.2	SAN JOSE YARD
IP	•	•			f		f			f	s		f	f				f		45.7	R COLLEGE PARK
BKW	a O FE DE	1 7 FOR	W e 7 25 F	M s 7 201	s 7.05P	M s 6 5 1 P	M s 6 45P	M	8 6.251	M s 6.36	PM s 6.18	PM s 6.12	PM s 5.50	PM s 5.58	PM s 5.15	PM		PM s 4.50			TO-R SAN JOSE
OITP				ly Arrive Dail	Arrive Daily	y Arrive Dail	y Arrive Dail	y Arrive Daily Y EX. SAT. & SUNDAY				Arrive Dai	Arrive UN SUN.& HOL	Arrive Dai EX. SUNDAY	Arrive Dai AY EX.SAT,SU YS & HOLIDA	Arrive Dail	Arrive SUN.& HOL DAYS ON	Arrive Dail EX. SUNDAY WHOLIDAY	Y Arrive Dail	у	(46.9)
	(1.25) 33.11	(1.30) 31.27	(1.10) 40.20	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.23) 33.90	(0.47) 40.61	(1.10) 40.20	(1.33) 30,26	(1.15) 37.52	(1.22) 34.32	(1.20) 35.18	(1.38) 28.71	(1.05) 43.29	(0.42) 45.38	(1.20) 35.18	(1.35) 29.62	(1.01) 46.13		Time over Distri
	ΓE.— See	pages 2,	3, 5 and			ns betwee	n San Fra	ncisco and			For	HOL w Year's, W urth of July ristmas.	, Labor Da	Birthday, lay, Thanks	Decoration 1	Day, and	THE SE	Additional	l Stations	Aqua (Howest	ve. MP 4.1 Spur) MP 12.9 t (Spur) MP 16.8 k (Spur) MP 22.7 nt (Spur) MP 29.3

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

To (or beyond)

Any Station Any Station

Receive or Discharge

Receive or Discharge Receive or Discharge

Train

82 172**-**200

Palo Alto Paul Ave.

From (or beyond)

Any Station Any Station

Frequency

Saturday Daily

Register at Santa Clara located in interlocking tower.

Train

San Mateo Any Station Lawrence Any Station Palo Alto

Receive or Discharge

Receive Receive or Discharge Receive or Discharge Receive or Discharge Receive

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

To (or beyond)

Beyond San Jose Any Station Any Station Any Station Any Station

From (or beyond) | Frequency

Any Station Any Station Any Station

								<u> </u>	S	an Franc	cisco Sub	division.				KIN C	WESTW	ARD		5
Time Table No. 133	В		BRAID TH					1-1		FI	RST CLASS	arro yan	P			Park Park		RELID	LOSET OF	
May 31, 1931	Distance from San Jose	159 Passenger	161 Passenger	163 Passenger	27 Del Monte	167 Passenger	169 Passenger	171 Passenger	173 Passenger	97 Passenger	175 Passenger	31 Passenger	181 Passenger	183 Passenger	185 Passenger	71	179	557	85	77
STATIONS	Dist	Arrive Daily	Arrive Daily EX. SUNDA & HOLIDAY	Y Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive	194	Arrive Daily			The state of the s		Daylight Arrive Daily	Passenger Arrive Daily	Arrive SUNDAY	Redwood	Shore Line Arrive Daily
(TO-R SAN FRANCISCO)	46.9	s 10.35A		M s12.10PM	s 12 15 PA	g 1 30PM	- 2 OOB		DAYS ONLY				-					ONLY		
23D STREET	45.0			212,10	2 4 3	5 1.50%	f 3.0011	5, 7.1011	5 4.10		s 5.05P	s 5.35m	s 6.15PM	s 7.20PM	s 7.20PM	s 7.45 PM	s 8.15 PM	-	s 9.30PM	s 10.50 PM
ARMY STREET	44.7					- Trials	THE PARTY OF				-	I	-		f					
14TH AVE.	43.8		1		4.65		re Brita													
BAYSHORE	41.7	10.25	10.59	f 11.59AM	12.06	1.21	f 2.49	f 3.59	f 4.00		f 4.54	4 5 33	6.05							
VISITACION	40.4				12.00	1.21	To Altroduc	1 3.35	1 4.00	-	1 4.34	f 5.23	6.05	f 7.10	f 7.10	7.35	8.05	8.00.Y	9.20	10.41
R VISITACION TOWER	40.0		DA INTE		0.08	A service	100					1								
BUTLER ROAD	38.3				1 8.88	7 740	OF STREET		-	-	0			-		-				
SO. SAN FRANCISCO	37.6	s 10.19	10.54	s 11.52	12.01 PM	s 1.15	s 2.43	s 3.52	s 3.54		2 1 15	1 F 16	- 5.50	7.02					f	
TANFORAN WYE	36.5		Magazini.		12.01	2 1113	5 2.13	5 5.52	\$ 3.34		s 4.45	s 5.16	s 5.59	s 7.03	s 7.04	7.30	s 7.59		f 9.14	10.36
SAN BRUNO	35.9	f 10.15	10.50	s11.47	11.57AM	s 1.10	s 2.39	s 3.47	f 3.50		9 4 41	2 5 10								
LOMITA PARK	34.8	f		f	1 1 1 1 1 1	f 1.10	f	f 5.41	1 3.30		s 4.41	s 5.12	s 5.55	f 6.59	f 7.00	7.27	f 7.56		f 9.11	10.33
MILLBRAE	33.2	f 10.10		f 11.42	4 2 2 5	f 1.05	f 2.34	f	f 2.46		6 4 25		1	1	f	-	f			
BROADWAY	31.7	s		8	1 1 1	q 1.05	0 2.54	2	f 3.46		f 4.35	f 5.07	f 5.49	f 6.53	f 6.56					The state of the s
BURLINGAME	30.6	s 10.05	S	s 11.36	all and a	s 1.01	s 2.30	g 2 20	2 2 42		8 4 20	S	<u>s</u>	8	S		S		S	T. World City
SAN MATEO	29.0	s 10.01	s 10 40	s 11.31	11.48	s 12.57		s 3.38	s 3.42		s 4.30	s 5.02	s 5.44	s 6.49	s 6.51		s 7.47		s 9.02	T. 11/QC UD
LESLIE	28.0	f	210.10	f	11.40	f	s 2.26	s 3.33	s 3.38		s 4.26	s 4.57	s 5.40	s 6.45	s 6.47	7.19	s 7.43		s 8.58	10.25
ROMAC	27.2			-	6.22		Targette	1	<u> </u>	- 41	Ī	f	f	f	f		f			
BERESFORD	26.6	f		f	1 8 32 1	f	f	P							-					1 1000 41
BELMONT	25.0	f		S	1 11.00	f	<u>r</u>	1	2		I	1	f	f	f					
SAN CARLOS	23.7	s 9.51		s 11.20	7-69	s 12.48	s 2.17	s 2 20	f 2.00		1	S	f	S	f		f		f	1007 85
REDWOOD CITY	21.5	s 9.47	s 10.31	s 11.16		s 12.44	s 2.17 s 2.13	s 3.20	f 3.28	- 44	s 4.16	s 4.47	s 5.30	s 6.35	f 6.38		s 7.34		f 8.49	T-touxy-re
R REDWOOD JCT.	20.7	9.45	10.29	11.14	11.38	12.42		s 3.16	s 3.24		s 4.11	s 4.42	s 5.26	s 6.31	s 6.34		s 7.30		s 8.45	THE RESERVE
ATHERTON	19.1	f	10.23	f 11.11	11.50	f	2.11	3.14	3.22	- Arta-	4.09	4.39	5.24	6.29	6.32	7.10	7.28	SOC.Y I	8.43	10.16
MENLO PARK	18.0	8		g		1	- 00000000	1	1		f 4.06	f 84.01	f 5.21	S	f		7.25		f	
PALO ALTO	16.8	s 9.37	s 10.23	s 11.05	15 8 57	s 12.22	s	S 2.05	1 0 10		S	S	S	<u>s</u>	f		S	pintragmin()	f	A party 19
R MAYFIELD	15.1	s 9.33		s11.03 s11.01	11.31				s 3.13	6-	s 4.00			s 6.20	s 6.23		s 7.19		s 8.35	TOTAL TO
CASTRO	12.1		-10.17	f	11.31	s 12.29	s 1.58	s 2.59	s 3.09		s 3.57	s 4.26	s 5.14	s 6.14	f 6.19	7.03	s 7.15		s 8.31	10.06
MOUNTAIN VIEW	10.8	s 9.28		s 10.55		212.24	- 1.52	- 0.50	6.004	-		f		<u>f</u>	f			Via	-	
SUNNYVALE	8.1	s 5.20		s 10.50		s 12.24 s 12.19			f 3.04		s 3.51	s 4.18	s 5.08	s 6.09	f 6.14		s 7.09	110110111	s 8.25	
LAWRENCE	6.1	f 9.20	10.09	f 10.46			s 1.48	·	f 2.59		s 3.46	s 4.12	s 5.03	s 6.04	f 6.09		s 7.04	Mary 1	f 8.20	TOTAL ST
R SANTA CLARA	2.6	s 9.15	13.09	s 10.41		f 12.15	f 1.45		f 2.55		f 3.42	f 4.09	f 5.00	<u>f</u>	f 6.05		f 7.00			100 100 100 100 100 100 100 100 100 100
SAN JOSE YARD	1.7	3,10		510.41		s 12.10	s 1.40	s 2.37	s 2.50	s 3.27PM	s 3.37	s 4.04	s 4.55	s 5.55	s 6.00		s 6.55	s 8.11 PM	s 8.13	7
R COLLEGE PARK	1.2	-		f		f	f	6	0											-4 15
TO-R SAN JOSE	0.0	9.104	10.00 AM	10.35 AM	11.13AM			1 2 20 85	f 2.45 PM		3.30 PM Via			<u>f</u> .	f			f 8.08	8.10PM	
(46.9)			Leave Daily EX. SUNDAY				1.35 PM		2.45 PM Leave	3.20PM	West San Jose		4.50PM	5.50PM Leave Daily	5.55 PM	6.45PM	6.50PM		West San Jose	9.47PM
			& HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	& HOLIDAYS	Leave SUN.& HOLI- DAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLI- DAYS ONLY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily
Time over District		(1.25) 33.11	(1.08) 41.38	(1.35) 29.62	(1.02) 45.36	(1.25) 33.11	(1.25) 33.11	(1.40) 28.14	(1.25) 33.11	(0.07) 22.2 8	(1.35) 28.86	(1.37) 29.01	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.00) 46.90	(1.25) 33.11	(0.06) 26.00	(1.20) 34.28	(1.03) 44.67
(Paul A	ve. MP 4	1			Dogistor															

Additional Stations

Paul Ave. MP 4.1 Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Pumork (Spur) MP 22.7 Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day,
Fourth of July, Labor Day, Thanksgiving Day and
Christmas.

NOTE.—See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
183 27 163 85 77	14th Avenue San Mateo Butler Road Any Station Palo Alto	Receive or Discharge Discharge Receive or Discharge Discharge Discharge	Any Station Any Station	Any Station Beyond San Jose Any Station Beyond Los Gatos Del Monte Jct. or beyond	Saturday Daily Saturday Daily Daily

6		EA	STWAF	RD				Contract of	S	an Fran	icisco Su	bdiviş	ion.				WESTWARD	
	THIRD	CLASS						FIRST CL	ASS	Mar I		P y			F	IRST CLASS		THIRD CI
Capacity of sidings and spurs in car lengths	254 Ogden and Portland Manifest	242 Fresno Mdse. Freight	128	TE JT	188	-SE4	196 Passenger	194 Passenger	192 Passenger	74 Padre	76 Lark	Distance from San Francisco	Time Table No. 133 May 31, 1931	Distance from San Jose	191 Passenger	188		265 Ogden Manifest
car lengths	Leave Daily	Leave Daily EX. SUNDAY	made payment	elled a re-			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	A Ø	STATIONS	Dan artes	Arrive Daily			Arrive Daily
BKWOIT	ne e in		1018	mas s		N MACH T	10.45 PM	9.45 PM	8.35PM		8.00PM	0.0	(TO-B SAN FRANCISCO	46.9	s 11.20PM	MRG.I - MA		CONTRACTOR OF THE
						1						1.9	23D STREET 0.3	45.0	f			TENSER UP
										Bo 18		2.2	ARMY STREET	44.7				
P			1									3.1	14TH AVE.	43.8			1 5 16	
BKWO ITP	11.00 PM	7.00 PM	EQ.P 9	BEC.Y		T OLD	f 10.54	f 9.54	f 8.44		8.09	5.2	BAYSHORE 1.3	41.7	s 11.10	SE.D. 3	ES DI TE LE	1.45 AM
												6.5	VISITACION 0.4	40.4				CORP. CORP.
IP										1		6.9	R VISITACION TOWER	40.0			1199	02/2 C 1/ 1/ 1/1/ 1/2
												8.6	BUTLER ROAD	38.3	f		1 1 1 1 1 1 1 1	T ST DE 23.25 PR
P	PER T		REX .	OLAY	. 80.7	OL EPT	s 11.00	s 10.00	s 8.50		8.14	9.3	SO. SAN FRANCISCO	37.6	s 11.03	FE DE N	SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PERSON ADDRESS OF THE PER	2000 DE 101 X
Y												10.4	TANFORAN WYE	36.5				THE RESERVE
P	54.4.1		88.5 1	CYL.T	- Chel	1 63.0	s 11.03	s 10.03	s 8.53		8.17	11.0	SAN BRUNO	35.9	f 11.00	DELENCE -		MCGG N.S.
				100000			s	s	f	y series		12.1	LOMITA PARK	34.8	f			
Center P					98.8	4 55 4	f 11.08	f 10.08	f		The sec	13.7	MILLBRAE	33.2	f		3 05 1 15 40	SANTAIN.
Spur P							s	s	s			15.2	BROADWAY	31.7	s			Levilla den
Spur P	EQ.S. DE		THAT		12.3	00.1	s 11.12	s 10.12	s 9.01		S	16.3	BURLINGAME 1.6	30.6	s 10.50		POR CHERON	A STATE OF THE STATE OF
	82,8, 1		EFT	JOHN.	Their	WEEK A	s11.17	s 10.16	s 9.05		8.25	17.9	SAN MATEO	29.0	s 10.46	OBJUST 1	CALLBRE	NO PAGE TO
Center P							f	f	f			18.9	LESLIE DOB	28.0	f	The same of the same		The state of the s
Spur P			W- 134									19.7	ROMAC ROMAC	27.2				RASE I
						7	f	f	f	THE R		20.3	BERESFORD	26.6	f		1 15 6 2	140,340
Spur P						The state of	s	f	f			21.9	BELMONT	25.0	f		10 to etc. 10	Salgaria.
Center P	BLE T		Dr. m.		ac.a	3 68 8	s 11.25	s 10.24	s 9.15	BALL OF	Mas s	23.2	SAN CARLOS	23.7	s 10.38			HORN C
	•		OF THE		1450	TE A	s 11.29	s 10.28	s 9.19		Lea n	25.4	REDWOOD CITY	21.5	s 10.34	E TE-DEA	100 k 3 k	The state of
WIYP	12.15AM	7.50 PM	82 7	To it is	The st	Tex.or	11.31	10.30	9.21		8.34	26.2	R REDWOOD JOT.	20.7	10.32			1.04 AM
Center			Water V		Zona de Maria de		s 11.34	f 10.33	f 9.24	100	THE STATE OF	27.8	ATHERTON	19.1	f			
Spur P	Via Dumbarton	Via Dumbarton					s	s	s			28.9	MENLO PARK	18.0	s		10 7 19 1	Via Dumbarton
Spur P	2 C. O. A.	Dumbarton	er-		ECA	Ton a	s 11.39	s 10.39	s 9.31		s	30.1	PALO ALTO	16.8	s 10.25	el eligin	THE RESERVE	OTHER DARK
Center KWYP	tula s			En H	T. E.S.A.	T MI A	s11.42	s 10.42	s 9.35		8.44	31.8	R MAYFIELD	15.1	s 10.22	EL EL E		Q.P. C. P.
					40 4							34.8	CASTRO	12.1	f			
Center P	Edit III w	a division in	THE PARTY OF THE		1	8 U.S.	f 11.48	f 10.48	f 9.42	VIa Newark	10.3	36.1	MOUNTAIN VIEW	10.8	s 10.16		DIS. C	
Spur P	-05 B 7		Ber Car		8163, N	The same	f 11.52		f 9.47	The Contract of	FWEI	38.8	SUNNYVALE	8.1	s 10.12			ULSTERNING P
Center			200 V 1		1 mia		f	f	f		The state	40.8	LAWRENCE	6.1	f	1/20-17		EL SPEED !
[IP	ERL R T	C (1.0 a)	HER I		The same		f 11.59PM	f 10.59	f 9.54	9.26PM	L Tanda	44.3	R SANTA CLARA	2.6	s 10.05			
KP												45.2	SAN JOSE YARD	1.7				The providence of
IP	San F	Red to a					f	f	f			45.7	R COLLEGE PARK	1.2				DESCRIPTION OF THE PERSON OF T
KP IP BKW OITP		0.1739: 3-	N. P. S. LEW	The same	The same in	Trucker of	s 12.05 AM	s 11.05PM	s 10.00 PM	s 9.32PM	s 9.03PM	46.9	TO-R SAN JOSE	0.0	10.00PM	BOO. I LO IN	principle of	
(OHF	Arrive Daily	Arrive Daily	Allege series	THE RESERVE			-	Arrive Daily		100			(46.9)	K Halima	Leave Daily			Leave Daily
and the state of	(1.15) 16.80	(0.50) 25.20					(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(0.06) 26.00	(1.03) 44.67		Time over District		(1.20) 34.28			(0.41)

Water supply Redwood Junction located on Western Division line.

Additional Stations {

Paul Ave., MP 4.1 Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Pumork (Spur) MP 22.7 Fremont (Spur) MP 29.3

Register at Santa Clara located in interlocking tower.

		EAS	STWARD		X 1		A STATE		S	an Francisco Subdivisio	on.	2			WI	ESTWAF	RD			7
			F	IRST CLA	ss	COLUMN TO MAKE A				Time Table No. 133						RST CLAS			4	
Capacity of sidings and	sking on		178	82	150	84	32	86	e from	May 31, 1931	orus Orus	147	81	87	175	89	85	7	1	
spurs in car lengths	L do Talk			Santa Cruz	Passenger	Redwood	Passenger	Passenger	Distanc San Fra	Los Altos—College Park—Santa Cruz Branches	Distanc	Passenger	Santa Cruz	Passenger	Passenger	Passenger	Redwood	me tel		
			EX. SAT. & SUNDAY	Leave Daily EX. SUNDAY	SATURDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	A w	STATIONS	Ä	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily			The Real
30 WYP	OLTAY 2		6.06PM	4.44 PM	1.55PM	nest year	The state	and without	31.8	TO-R MAYFIELD	43.7	s 7.33AM	s 8.53AM							
			f		f				34.0	ALTA MESA	41.5	f	f							
13 Spur P		SOL THE STATE	s 6.14	s 4.52	s 2.05	A RICE	7 180	C. PREA	35.7	LOS ALTOS	39.8	s 7.26	s 8.46		And a					3500
339.2	A.S. of R. Br	P. I VIEW	s		s				37.5	SPRINGER ROAD	38.0	f		The same of						
10 S	* 15		S		s	A BE		6 05	38.2	LOYOLA 1.5	37.3	f	4							
10 Spur			f		f	VIa West	Via West	Via West	39.7	SIMLA 1.3	35.8	f		Via West	VIa West	Via West	Via West	and a second	and the same	
	SCOVE V		s 6.24	f 5.02	s 2.15	San Jose	San Jose	San Jose	41.0	MONTA VISTA	34.5	f 7.15	f 8.38	San Jose	San Jose	San Jose	San Jose	Found of A	THE REAL	
9	763 KLN		f	f	f			80	43.8	AZULE 1.4	31.7	f	f	111111111111111111111111111111111111111		فاعدان				
		THE RESERVE OF THE PARTY OF THE	s 6.32	f 5.09	s 2.22			0 00	45.2	CONGRESS JCT.	30.3	f 7.06	f 8.29					Simulated a		
	MATERIAL PROPERTY.		f		f				46.1	SAN TOMAS	29.4	f	f							
22	ORG A24		ı •		I e				46.9	POLLARD ROAD	28.6	f	f							
P	MACH ONE	OF NEW YORK	s 6.41	s 5.17	1 - 2.20	0.541	0.07	6.0544	47.8	QUITO 0.3	27.7	f	f			AND THE REAL PROPERTY.				
8 Spur	Zigiora		5 0.41	5 5.17	s 2.30	9.54 AM	8.07AM	6.05AM	48.1 51.8 52.1	R VASONA JOT.	27.4	s 7.01	8.23	s 3.00PM	s 3.10PM	s 7.10PM	s 7.55 PM		X In the state of	
67 WP	ight a		s 6.50PM	s 5 26	s 2.40PM	s 10 03	s 8.16	s 6.15AM		BULWER 2.2	27.1		0.10							
MIN	LAN HAR	THE PER PER PER PER	5 0.301	3 3.20	5 2.401	f 10.03	3 0.10	S 6.13 AM	56.1	TO-R LOS GATOS 1.8 LYNDON	24.9	6.55AM	8 8.16	2.50PM	s 3.03	7.00 PM	s 7.48			-
16 P	Digus -	18 0 10		s 5.34		f 10.12			57.0	0.9 ALMA	22.2		f		f		f			
	Maria .			f		f			58.5	1.5 ALDEROROFT	20.7		8.03		f 2.53		f 7.38			
20	Maria a-		er e e ce.	5.42	01× 10	f 10.20	8.34	9-1-15	60.0	1.5 EVA	19.2		6 7 5 4				f			
0 P	EAMARO	1 3 4 1		f		f	0.01		60.3	CALL OF THE WILD	18.9		f 7.54		f 2.44		f 7.29		miles to provide	TALLY RO
14 WP	SERVE			s 5.47		s 10.25	8.38		61.3	TO WRIGHT	17.9		7.50		2 2 40	Andrew Agency of	I 7 05			
7 P		133		s		f			63.4	E LAUREL	15.8		f 7.30		s 2.40		s 7.25			ways a
27 P	EFAVE -			f 5.58	OLE EL	f 10.37	8.47	39 10	64.8	GLENWOOD	14.4		f 7.40		f 2.29		f 7.15			177 8
,130	LATERAL	D IS				f			65.8	OLEMS	13.4				1 2.25		7.15			-
15 P	SELTING.	4 4 4	SE TEO.	6.03	011 05.	f 10.42	SI.	01 85.	66.6	TANK SIDING	12.6		f 7.35		f 2.23		f 7.10			1 0
5 Spur	ADOL T		76.	f	21 . 20.	f	B Pi	30 19	67.4	ZAYANTE	11.8		f		f		f			B
9	M-XXA	OT N. P.		f 6.08	8	f 10.48			68.6	1.2 MEEHAN 1.8	10.6		f 7.30		f 2.18		f 7.05	73		sings (ii)
55 P		- 1.10		f		f 10.53			70.4	OLYMPIA 1.7	8.8		f		f 2.13		f			Tunger Al
o Carrier	AR DELY MA	TITLE MADE MADE	E PARTY LA	f MOS	A PROCE	f 10.57	B	ON BIBLICA	72.1	MT. HERMON	7.1		f		f		f			TOWA .
9 33 WP	(3.79	- 1 y (t)	of astrok I strate to	s 6.18	e Dette Arriv	s 11.03	s 9.08	e Beilly Arri	72.4	TO-R FELTON	6.8		7.19		s 2.07		s 6.54			
4				f		f 11.07	f		73.3	BIG TREES	5.9		f		f		f			
24 P	32 mare 4		100 mg (100 mg)	f 6.26	i Si	f 11.12			75.4	RINCON 1.5	3.8		f 7.11		f 1.56		f 6.46			
16						f			76.9	GOLF LINKS	2.3	-								
16				f		f			78.1	EBLIS 0.3	1.1		f		f		f		•	
Term. Yd.		The state of the s			- N - 17	f			78.4	PARK STREET	0.8									
BKWOTYP			Arrive Daily	s 6.35 PM		s 11.25 AM			79.2	TO-R SANTA CRUZ	0.0		7.00 AM		1.45 PM		6.35 PM			
•			Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX. SUNDAY	SATURDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(43.7)		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	SATURDAY ONLY	Leave Daily	Leave Daily EX. SAT. & SUNDAY	Leave Daily			
			(0.44) 25.64	(1.51) 23.62	(0.45) 25.07	(1.31) 18.07	(1.18) 21.08	(0.10) 15.00		Time over District		(0.38) 29.68	(1.53) 23.20	(0.10) 15.00	(1.25) 19.34	(0.10)	(1.20) 20.55			

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

No. 86 superior to No. 147.
No. 150 superior to No. 87.
No. 178 superior to No. 89. Exceptions: {

Telephone on Train Dispatcher's circuit located in Watchman's Cabin at Tunnel 5.

	ADDITIONAL FLAG STOPS	TO RECEIVE OR DIS	CHARGE PASSE	NGERS	
Train	Free Park At Section 1	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
147-178-150 147 84-82-81-175-85	Road crossing 1.4 miles west of Azule Grant Road M. P. 38.9 Eccles M. P. 70	Receive or Discharge Receive or Discharge Receive or Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station	Daily Daily Daily

	SUALD TOX			ant 3	E-MPP-T	FIRST CLASS	Trender que			wa are in			RESIDENCE.		-	/Pi /P-11- Nr. 100
	20 80	BTI to	1 18	THE			1	74	76	102	28	78	72	30	rom	Time Table No. 133 May 31, 1931
apacity of idings and	Anna december large-search	manissoft material	edse Drug - Vr	Our mountains			d surd	Padre	Lark	Sunset Limited	Del Monte	Shore Line	Daylight	Passenger	Distance from San Francisco	
spurs in ar lengths	TANK TANK		size.9	A MATERIAL TO 18	(p 7 t4.	All Inches	1.520	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	H 02	STATIONS
Parm Vard		1 1 1 1 1 1 1			0.00		100	9.42PM	9.08PM	7.30PM	4.15PM	9.15AM	9.05 AM	4.20AM		TO-R SAN JOSE
erm. Yard KWOITP															48.0 51.7	4TH ST., SAN JOSE
					100			9.50	9.17	7.38	4.23	9.24	9.13	4.29	52.9	VALBRICK 0.3
T					E				i Miles						53.2	W.P.R.R. Crossing
P	2000	Name of the latest of the late	8 65 5	7 77 7	0.40		e version .	The second	od Payer	Mary Land	all Ex	S 1 50	2 1 25		54.2	LUTHER 1.4
P					1 10-			9.54	9.21	7.42	4.27	f 9.29	9.17	f 4.33	55.6	R LICK
Spur P			90.8		p bat l	THE THE	-	100 34 (12)			11 1 68	f	3.3/1.5	f	57.4	EDENVALE 5.7
WP Center					- 65	1	CALL	f 10.04	9.31	7.52	4.37	s 9.41	9.27	f 4.45	63.1	TO COYOTE
P					X 77 800 1	3848	in the second	f				f	N. T.	f 4.50	66.3	PERRY 2.9
P					W THE			f				f	1	f	69.2	MADRONE 1.6
P	2 10 1 2 3 3 4 4 5	more a campo.	THE REAL PROPERTY.	W MONE	F 76		CHIAN	f 10.14	9.41	8.02	f 4.47	s 9.53	9.37	f 4.56	70.8	TO MORGANHILL
					THE PERSON		- MA	1 2 2 2	BICEGIAL			f		r	74.1	TENNANT 2.1 DURNEY
Spur	84 W 100 F	TOE MOL	- OZE	2 70 100 000	3.48		17712 11-11	r bule West	2	E W ES	DI FRICE	0.50	0.40	f 5.02	74.6	TO SAN MARTIN
P		1	The Carlo		yen.	4	XXIII h	f 10.19	9.46	8.07	4.52	s 9.59	9.42	1 5.02	77.0	RUCKER
P	20.714	88.6	EOR		/B 38		18	2 M M		- 50	OWE	100			79.1	LONOKE
Spur				3	7 7,00		-1023k	10.21	9.56	s 8.16	s 5.04	s 10.14	9.50	s 5.15	80.7	TO-R GILROY
Yard KWOTP	Dr. S S	b.p. s	7.65		F 61			s 10.31	9.56	8 8.10	\$ 5.04	510.14	3.30	5 3.15	83.2	CARNADERO
P							77,3243		A STATE OF THE STA						84.1	NEMA
Spur	25 4 9	Gap 2	-08173			4	- No.					f			84.4	MILLER
5 Spur							-	10.39	10.04	8.24	5.12	s 10.23	9.57	f 5.24	87.1	TO SARGENT
WP	21.7 31	222	Cub. Ti	-				10.35							89.0	BETABEL
6 P				-				10.48	10.12	8.35	5.20	f 10.32	10.05	f 5.32	91.9	CHITTENDEN
6 P	137 7 3	88.5	LEE T	1				10.50	10.14	8.38	_		10.07	5.34	93.2	LOGAN
8 P						- A		f			YES THE	s	D 1	f	94.6	TO AROMAS
36 Spur P	20.5 1		- Oko V	2							SW Y	f			97.1	VEGA
4 Spur P erm. Yard KWOTYP								s 1 1.00 PM	s 10.24P	s 8.50P	M s 5.32P	s 10.50A	M s 10.17A	s 5.45 AM	100.4	TO-RWATSONVILLE J
KWOTYP	38.8 4	70.5	kr.7		1.75			Arrive Daily	Arrive Daily	Arrive Daily	y Arrive Dail	y Arrive Daily	Arrive Daily	Arrive Daily		(49.8)
	or or or	as.r	T FALS		TANK!		ELECTRIC CO.	(1.18) 38.05	(1.16) 39.32	(1.20) 37.85	(1.17) 38.81	(1.35) 31.46	(1.12) 41.50	(1.25) 35.15		Time over Dist

Exceptione: No. 150 superior to No. 87.

enhance on Train Disparcher's circuit located in Watchman's Cabin at Topnel 5.

		ADDITIONAL FLA	G STOPS TO RECEIVE O	OR DISCHARGE PA	ASSENGERS	
7	rain *	At the At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
	102 74 78	Any Station Any Station State College, San Jose	Receive Receive Receive and discharge	Yums Los Angeles Any station	DE DIRECT DE MESTE S L'ANGE SERVICE CON	Daily Daily Daily

			CHAW	WEST				WESTV	VARD.	Salition	San I	rancisco	Subdivi	sion.	EASTWA	RD		WES	TWA	RD 9
	Time Table No. 133	1	A In Tare		To Market							FIRS	CLASS	200.00	redil Tan			L bears were		
	May 31, 1931	Distance from Watsonville Jct.	101 Sunset Limited	75 Lark Arrive Daily	73 Padre	27 Del Monte	201 Mixed Arrive TUESDAY	Passenger	71 Daylight	Shore Line	hoggarded hoggarded	<i>(</i> **)	72	20 78	Capacity of sidings and spurs in car lengths	SECOND GLASS 202 Mixed Leave TUESDAY ONLY	Distance from San Francisco	Time Table No. 133 May 31, 1931 New Almaden Branch STATIONS	Distance from Lick	Capacitre of the control of the cont
	STATIONS	a Mag I	E PIAOS	P s MOS.	Affive Daily	Affive Daily	ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Roor -		15.61 8	OS. TT MY LET	34 WP	10.46AM	50.7	TO-R CAMPBELL	17.2	
	TO-R SAN JOSE	49.8	s 7.00 AM	s 8.18AM	s 8.55 AM	s 11.10AM	s 12.45 PM	s 3.50PM	s 6.43PM	s 9.42PM	8,005						50.8 54.5	JCT. ALMADEN BR.	17.1	
	4TH ST., SAN JOSE	48.7	42 2 4	2 1 85	18 1 98	2 11	f		HAROMER IS		ATRICE.	No. o. t	9E.O1 B	85.11 Lake 1	18 Spur	ES BY. F	55.4	CAMPBELL GRAVEL PIT	16.2	- 10 mg/ 17
	VALBRICK 0.3	47.5	6.50	8.09	8.46	11.02	12.35	3.39	6.35	9.34	KIRI .	N. a. s.	88.01	LE. Flanks B. S. at	EN 8 8 8 8 8	f 10.53	56.0	L. G. & S. J. ROAD	15.6	Tara and
	W. P. R. R. Crossing	47.2					2.02		LETTOON		10.60		de.oz (I	THE REAL PROPERTY.	4 Spur	f 10.57	56.7	UNION AVE.	14.9	- 30
	LUTHER 1.4	46.2					0.081		Tehrofa Min		RATE .				13	f 11.07	59.1	LE FRANC	12.5	86
	R LICK	44.8	6.45	8.05	f 8.42	10.58	12.25 PM	3.35	6.31	9.30	12.30	TAP LANGE	ap.0144	VE-21-01-	TOTAL PROPERTY AND ADDRESS	f 11.11	59.9	THONA	11.7	CHIAL RY
	EDENVALE 5.7	43.0		ee.	f 7.	9 ast.	3.122	f	C REMERTS		1,00		00101		2 Spur	EAST	61.0	MERCURY	10.6	A 30 T
	TO COYOTE	37.3	6.35	7.55	f 8.31	10.48	- 1. HOT	s 3.24	6.22	9.20	EE			ar.th -		f 11.23	62.7	ALMADEN CROSS'G	8.9	The Paris
	PERRY 2.9	34.1	6.30	7.51	f 8.26		S Total J. B. ESS.	f 3.19	An-Light o		1 122		07.11 10.	e fills a second	12	s 11.40	64.1 63.0	NEW ALMADEN	7.5	W TOTAL
	MADRONE 1.6	31.2			f		1,150		MANUAD		W.RC.				17	f 11.55AM	59.8	SEALS	4.3	amië de l
d	TO MORGANHILL	29.6	6.24	7.45	f 8.20	10.38	4.70	s 3.13	6.12	9.10	0. Tr.				12	f 12.01 PM	58.9	ALAMITOS	3.4	4 1
ysten	TENNANT 2.1	28.4		91.	f	15.	a 1 40 30 6		T. IA SPECIE	The E	P. Bet		BOL I E CHE	2005	69 P	s 12.20 PM	55.6	R LICK	0.0	Ser elle
ck S	DURNEY 0.5	26.3					6.514		1 SOLIDIA		8,88					Arrive TUESDAY		(17.2)		mark 28, 11
Blo	TO SAN MARTIN	25.8	6.19	7.40	f 8.14	10.33	4.11	f 3.07	6.07	9.05	Addis .		BLITA H	E CONTE	2.1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 	ONLY (1.34)		Time over District		
mati	RUCKER 2.1	23.4		TQ.	1 1 21.	ar	8,40%		amin's	100	4301	4	ALL NO	F-1.0.19	91 01 76.1	(1.34) 10.98		Average Speed per Hour		
Auto	LONOKE 1.6	21.3		Contract of the	40	the day	2 3,000		Mar char		15.75a.		Had be no	Mag 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4-32	I ES A I		and the second second		
	TO-R GILROY	19.7	s 6.09	7.30	s 8.04	s 10.25	H. NO	s 2.58	5.59	s 8.55	发 系()		45.55		18 01 76.1	65.51	# 8	Time Table No. 133	8_	(m-1)
	CARNADERO	17.2		-48	L CE	38.	3.38		Kashou		R. B.	100	11.11	34.6.11	Capacity of sidings and	TE. 6	Distance from San Francisco	May 31, 1931	Distance from Tres Pinos	The H
	NEMA	16.3					and the		ARIN		a mr				spurs in car lengths		stan n Fra	Tres Pinos Branch	Free	THE PARTY
	MILLER 2.7	16.0			1 1 81 7	9 60	0.00		THE PARTY	SI-OT	S.Bar		that is	I CELL TO	AN INTERIOR A	12.45 H	Sa	STATIONS	Ö	CAR SET
	ro SARGENT)	13.3	5.57	7.20	f 7.53	10.16	G, ex	s 2.46	5.50	8.43	C.D.		14.41		P	08.84	83.2	CARNADERO	17.9	15.1
	BETABEL 2.9	11.4		125, 1	2 2 00	137	1.51		AUTO NE	GT	124		3 11 8		2,01M 148 56	12.57	85.0	SAWYER	16.1	
	CHITTENDEN 1.3	8.5	5.49		f 7.45	10.09	6,18	f 2.37	5.42	8.35		- 100	1 1 1 18		22 Spur	1.03	85.9	0.9 FEP	15.2	
	LOGAN	7.2	5.46	7.09	f 7.42	10.07	1, 22	2.33	5.40	8.33			AND LANG.	Mark Brown	9	- MGO.1-	90.3	HUDNER	10.8	WAL ST
	TO AROMAS	5.8	eni ting e	dilities Lan	f t years at	and vendors	to I I	s 2.30	12.1181		11 55	the state of	Commanda Maria	Antis Man Street	open facility damp	h vindran	93.7	3.4 DURI 1.2	7.4	
	VEGA	3.3						f				1			16 WP	The same of	94.9	HOLLISTER	6.2	
(ro-R WATSONVILLEJOT-)	0.0	5.35 AM	6.58AM	7.30 AM	9.55 AM		2.20 PM	5.30PM	8.23PM		149	A STATE OF THE STA	11 44	a Bare	,78. H	98.7	AGATE	2.4	
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUESDAY ONLY	Leave Daily	Leave Daily	Leave Daily					Term. TP		101.1	TRES PINOS	0.0	
	Fime over District		(1,25)	(1,20)	(1,25)	(1.15)	(0.20)	(1.20)	(1.12)	(1.10)		1			-			(17.9)		
1	verage Speed per Hour		(1.25) 35.15	(1.20) 37.35	(1.25) 35.15	(1.15) 39.84	(0.20) 14.70	(1.30) 33.20	(1.13) 40.93	(1.19) 37.82								Service performed by extra trains.		-

Extra trains may run ahead of No. 201 Lick to San Jose.

	ADDITIONAL F	LAG STOPS TO RECEIVE	OR DISCHARGE P	ASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
101 77 73-31	Any Station Any Station State College San Jose	Discharge Discharge Receive and Discharge	arinted.	Yuma Santa Barbara Any Station	Daily Daily Daily

Salinas Subdivision. WESTWARD **EASTWARD** 10 FIRST CLASS FIRST CLASS SECOND CLASS Distance from San Luis Obispo Distance from San Francisco Time Table No. 133 27 31 71 77 101 75 73 72 30 28 78 74 76 102 330 Capacity of May 31, 1931 sidings and Sunset Shore Line Daylight Lark Padre Del Monte Daylight Passenger Freight Padre Lark Del Monte Shore Line spurs in car lengths Arrive Daily Arrive Daily | Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Leave Daily Leave Daily Leave Daily Leave Daily STATIONS ... Leave Daily Leave Daily Leave Daily Leave Daily 7.20 AM s 9.50 AM s 2.10 PM s 5.25 PM s 8.16 PM 6.48 AM s TO-R WATSONVILLE JOT. 151.7 5.20 AM s Term. Yard BKWOTYP 6.10AM 100.4 5.37PM 11.00 AM 10.21 AM 10.29PM 8.58 PM 7.40 AM 11.10PM 103.6 LYDA 148.5 2 Spur 8.06 f 9.42 f 2.02 146.5 5.11 6.39 7.12 105.6 ELKHORN 6.18 11.08 10.29 5.46 7.54 11.18 10.37 9.06 1.55 PM 5.11 s 7.58 6.31 s 7.05 9.35 AM 141.7 5.04 TO-R DEL MONTE JOT. 10.35 6.26AM 110.4 5.55 PM s 11.21 93 KWYF 8.03 s 11.25 10.43 9.33 138.2 113.9 COOPER 11.27 10.40 10.48 9.38 136.5 115.6 GRAVES 30 s 5.01 s 7.38 6.47 6.20 133.9 4.53 118.2 SALINAS s 11.37 s 10.46 239 BKWTP s 11.40 10.54 9.46 8.21 4.56 7.30 131.8 6.15 6.39 4.46 120.3 SPRECKELS JCT. 10.49 YP 11.43 10.57 9.49 8.26 f 7.24 126.8 125.3 SPENCE f 11.48 47 8.36 f 7.19 4.45 f 6.28 123.0 4.35 6.04 129.1 CHUALAR s 11.54 AM 11.00 108 WP 8.44 f 11.54PM 11.08 10.00 121.1 131.0 GABILAN 40 Spur 120.2 6.00 131.9 PENVIR 8.50 s 7.09 4.37 117.0 5.56 f 6.19 4.27 135.1 GONZALES s 12.05 PM 11.08 TO 165 f 12.03AM 11.16 10.08 8.56 113.3 138.8 MOLUS 22 Spur f 6.59 111.5 5.49 6.11 4.20 140.6 CAMPHORA 11.15 10.15 f 12.13 12.12 11.23 9.06 4.26 s 6.55 108.5 5.45 f 6.07 4.16 143.6 SOLEDAD s 12.19 11.19 TO 10.19 9.15 f 12.17 11.27 4.21 f 6.48 103.8 4.11 5.40 6.01 148.3 HARLEM 11.24 75 12.23 11.32 10.25 f 12.25 9.25 s 6.42 99.8 5.33 5.56 152.3 METZ 4.04 11.28 10.31 s 12.32 TO 9.35 f 12.29 11.37 4.10 f 6.34 93.2 5.25 5.48 3.56 158.9 COBURN f 12.40 11.35 11.45 10.39 12.37 9.45 ELSA 2.7 91.1 161.0 82 Spur Y s 6.27 4.05 88.4 5.18 5.41 3.49 11.40 163.7 TO-R KING CITY 119 BKWP s 12.45 11.50 10.44 s 12.51 10.00 4.01 f 6.20 167.1 WELBY 85.0 3.45 5.14 5.34 11.44 f 12.55 10.49 81 10.20 12.50 11.54 PM 3.55 f 6.13 79.7 5.06 5.28 3.37 172.4 TO SAN LUCAS f 1.03 11.50 10.30 f 12.57 12.01 AM 10.56 74.4 3.49 6.06 3.30 4.59 5.21 177.7 DOCAS 1.13 11.56AM 1.03 12.07 11.03 10.40 69.2 3.43PM 5.59PM TO SAN ARDO 3.23AM 4.52AM 5.14 AM 182.9 78 KWOP 12.02PM 10.50AM f 1.09AM 12.13AM 11.09PM s 1.20PM Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily (82.5)Leave Daily Arrive Daily (0.15) 40.00 (2.17Time over District...... Average Speed per Hour.. (1.56) 42.64 (1.44) 47.60 (1.59) 41.60

Water supply at Chualar may be obtained from stand pipe opposite section house for emergency use only.

Train	. At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily Daily

	ADDITIONAL	FLAG STOPS TO RECEIVE	E OR DISCHARGE	PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
73 101	Any Station Any Station	Discharge Discharge		Los Angeles Yuma	Daily Daily

EASTWARD	>4	Salinas Subdivisi
----------	----	-------------------

* 74

Padre

Leave Daily

1.09AM

1.14

1.18

1.33

1.48

s 1.58

f 2.10

f 2.20

2.16

2.23

2.26

2.39

2.49

3.00

3.02

3.15

3.25

Arrive Daily

f 1.26

f 1.37

f 1.42

76

Lark

Leave Daily

12.13AM

12.18

12.22

12.30

12.40

12.45

12.50

12.58

1.06

1.14

1.17

1.30

1.40

1.57

2.01

2.08

2.20

Arrive Daily

252.1

72

Daylight

Leave Daily

12.02PM

12.11

12.19

12.26

12.33

12.38

12.45

12.52

1.00

1.03

1.14

1.22

1.31

1.33

1.40

1.49

Arrive Daily

1.30AM s 3.40PM s 1.53PM s 3.30AM s 2.25AM

FIRST CLASS

78

Shore Line

Leave Daily

1.20PM

1.26

f 1.31

f 1.41

f 1.48

f 1.52

s 1.59

f 2.05

s 2.35

2.37

2.42

s 2.56

f 3.06

f 3.18

f 3.20

3.26

3.35

Arrive Daily

s 11.56PM s 2.16

12.05 AM f 2.27

102

Leave Daily

11.09PM

11.14

11.18

11.26

11.33

11.36

11.41

11.46

12.15

12.20

12.40

12.50

12.59

1.02

1.15

1.25

Arrive Daily

SECOND CLASS

Capacity of

sidings and

spurs in

car lengths

78 BKWOP

P

WP

WP

81

116

72

112

40

110

64

113

31

21

47

83

85

69

44

43

25 Spur

Term. Yard BKWOTP

15 Spur

KWYP

WP

9 Spur P

330

Freight

Leave Daily

10.50AN

10.57

11.05

11.17

11.27

11.32

11.45

11.55 AM

12.10PM

12.23

12.29

12.36

12.42

1.14

1.35

2.15

2.27

2.40

2.50PM

Arrive Daily

(4.00)

11 WESTWARD sion. FIRST CLASS Distance from San Luis Obispo Time Table No. 133 101 75 73 71 77 Distance f May 31, 1931 Lark Padre Daylight Shore Line STATIONS Arrive Daily Arrive Daily Arrive Daily Arrive Daily | Arrive Daily SAN ARDO 182.9 69.2 5.14 AM 3.23AM 4.52AM 3.43PM s 5.59PM 186.4 GETTY 65.7 5.07 3.38 5.52 189.7 62.4 WUNPOST 3.13 4.42 5.03 3.34 f 5.47 195.9 BRADLEY 56.2 3.03 4.32 4.54 3.26 f 5.39 201.4 NACIMIENTO 50.7 2.56 4.25 4.47 f 5.31 3.19 203.8 McKAY 48.3 2.52 4.21 4.44 5.27 3.16 207.0 45.1 TO SAN MIGUEL 2.47 4.16 4.40 3.12 s 5.22 210.9 41.2 WELLSONA 2.42 4.11 4.34 3.07 f 5.16 216.3 35.8 TO PASO ROBLES 2.32 4.01 4.27 3.00 5.09 221.8 TEMPLETON 30.3 2.22 3.51 4.11 2.53 4.58 224.9 27.2 ASUNCION 2.16 226.7 25.4 ATASCADERO s 4.49 227.4 BRICKTON 24.7 228.0 HENRY 24.1 2.05 3.41 3.59 4.44 230.3 EAGLET 21.8 3.55 2.42 2.02 3.36 4.41 233.4 CUSHING 18.7 4.37 235.5 TO-R SANTA MARGARITA 16.6 1.55 3.28 3.47 2.34 4.33 238.9 CUESTA 13.2 1.40 3.13 3.34 2.23 4.22 240.0 THYLE 12.1 242.6 9.5 3.00 NOVA 1.30 3.25 2.15 4.12 243.4 SERRANO 8.7 1.27 2.53 3.22 4.09 246.3 CHORRO 5.8 1.15 2.45 3.15 2.05 4.02 248.0 GOLDTREE 4.1 250.6 1.5 HATHAWAY 1.02 2.34 3.04 1.57 3.52

1.53PM

Leave Daily

3.48PM

Leave Daily

3.00 AM

Leave Daily

	Will be a second	ADDITIONAL FLAG STOP	S TO RECEIVE OR DISC	HARGE PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
102 74 73 101	Any Station Any Station Any Station Any Station	Receive Receive Discharge Discharge	Yuma Los Angeles	Los Angeles Yuma	Daily Daily Daily Daily

TO-R SAN LUIS OBISPO

.....Time over District..... Average Speed per Hour. 0.0

12.58AM

Leave Daily

2.30AM

Leave Daily

12		EAST	WARD			10		Guad	alupe St	ıbdivision.					WES	TWARD				
	SECOND CLASS		FII	RST CLAS	s	and swimmer, see			m.	T 11 N 400					FII	RST CLASS		0		
Capacity of sidings and spurs in car lengths	330 Freight	7	78 Shore Line	72 Daylight	74 Padre	76 Lark	102 Sunset Limited	Distance from San Francisco		Table No. 133	Distance from Santa Barbara	73 Padre	71 Daylight	77 Shore Line	101 Sunset Limited	75 Lark	33	URAGA A	72	n webingu
-	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	11 02	8	TATIONS	1 82	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				all and the
Term. Yard BKWOTP	4.45PI	n en	3.50PM	2.03PM	3.45AM	2.45 AM	1.45AM	252.1	(TO-R SA	N LUIS OBISPO	118.6	s 2.50AM	s 1.43PM	s 3.38PM	s 12.48AM	s 2.15AM				
30 P		Endings For	PART PARTY	PART IN	f	Chillian .		257.9	The state of	EDNA	112.8	f	基础		AND IN		S	19.04		1 3 W 10 T 16
IP	5.02		4.02	2.14	3.57	2.58	2.01	259.1	TO-R H.	ADLEY TOWER	111.6	2.33	1.31	3.25	12.35	2.01		20.11		
28 Spur		000	200 15	P. C. S.	52.4	FOE	85	260.0	ALM H	TIBER 2.8	110.7	BS. L 1	12.19	16.1-4	35.11			VI.17		la a
13 Spur			f 4.08	TALE	f	335		262.8	130490	PISMO 1.4	107.9	f 2.29	12.25	f	11.30			PSIL		4 5
81 P	5.11		4.11	2.20	4.06	3.06	2.08	264.2	-	GROVER	106.5	2.26	1.24	3.16	12.26	1.53		ut it		To a second
40 WP			s 4.17	0 to 0	f 4.11	3.09	2.11	265.9	то	OCEANO	104.8	f 2.23	1.21	s 3.13	12.23	1.50		EN TH		10000
104 P	5.20		4.24	2.28	f 4.17	3.15	2.18	269.9	O	ALLENDER	100.8	f 2.18	1.16	f 3.05	12.16	1.44				The second second
38 P	5.25		4.28	2.32	-4.21	3.19	2.22	272.4	here's	BROMELA	98.3	f 2.11	1.12	3.01	12.11	1.40	La TWEST TO 1	01.81		
122 BKWP	5.40	Maria	s 4.42	2.38	s 4.31	3.25	2.30	276.5	TO G	UADALUPE 4.2	94.2	s 2.05	1.07	s 2.55	s 12.03	1.34		1000		
83 P	5.51		4.49	2.45	f 4.38	3.32	2.37	280.7	Janes 1	WALDORF	90.0	f 1.55	1.01	2.45	11.55 PM	1.28		12.29		
46 P	6.05	The state of the s	4.56	2.51	4.44	3.39	2.43	284.8		SCHUMAN 2.7	85.9	1.49	12.55	2.37	11.49	1.21				19
91 43 YP	6.10		s 5.02	2.55	f 4.50	3.44	2.48	287.5	TO C	DASMALIA 2.5	83.2	f 1.45	12.51	s 2.33	11.45	1.17				1000 11
77 P	6.15		5.07	00.0	4.55	3.49	2.53	290.0	K Sy	ANTONIO 3.2	80.7	1.41	12.47	2.28	11.41	1.13		12.26		
47 P	6.22	The state of the state of	5.12	3.03	f 5.00	3.55	2.58	293.2	Bloc	NARLON 4.0	77.5	f 1.36	12.42	. 2.22	11.36	1.08		CD.S.I		14
79 P	6.35	T.97 2	5.18	3.09	f 5.06	4.01	3.05	297.2	atic	TANGAIR	73.5	1.30	12.37	2.17	11.30	1.02			· ·	7 7 7
17 Spur			AL AL ATTI			2820	1 7 15	301.3	ntom	4.1 AJAX 1.4	69.4	18 10 11	L.L	18.8.3	In City			S.L.L.		
125 WOYP	6.55		s 5.28	3.17	s 5.16	4.10	3.15	302.7	TO-R	SURF 5.2	68.0	s 1.20	12.28	s 2.07	f 11.20	12.53		<u> </u>		
79 P	7.10		5.38	3.24	f 5.24	4.18	3.23	307.9	The second second	HONDA 2.6	62.8	1.09	12.21	1.55	11.09	12.42				14 3000
42			f	- C - C	f	DE. I		310.5	- <u> </u>	ARLIGHT 2.0	60.2	f		f	est			2.7.5		14 19
46 P	7.19	The state of the state of	5.48	3.31	5.32	4.26	3.31	312.5	A	ARGUELLO 4.8	58.2	1.02	12.15	1.47	11.03	12.35				1100 20
47 P	7.30	100	f 5.55	3.37	f 5.40	4.33	3.38	317.3	in min.	SUDDEN 3.5	53.4	f 12.55	12.09PM	f 1.39	10.57	12.29		VE-E-		TT D
92 WP	7.40		f 6.00	- Carrier	f 5.45	4.38	3.43	320.8	PP PARA	JALAMA 4.5	49.9	f 12.50		f 1.34	10.52	12.24				
55 33 P	7.50		f 6.08	3.47	f 5.53	4.46	3.51	325.3	-	ONCEPCION 3.3	45.4	f 12.44	11.58AM	f 1.28	10.46	12.18		29.5		130
11 Spur		24 25.	WELL IN	OO E H	DE S BE	12.58		328.6	I LAN M	ANACAPA	42.1	E.E. A. Po	2.2. 2.09	DAE SA	DE_1_1_30			10818		The state of
47 P	8.00		6.15	3.53	6.01	4.52	3.57	329.8		GATO 1.2	40.9	12.37	11.52	1.21	10.40	12.12				
17			f	mer in thirty.	f			331.0	SAN	AUGUSTINE	39.7	f		f						
14 Spur P		I SAN SAN	f	BIT ABIT	f	80,415		334.2	The Party and th	DRAKE 0.6	36.5	f	10.33	f	19.75			1337		
62 P	8.08		6.23	4.00	6.08	4.59	4.04	334.8		SACATE 4.6	35.9	12.30	11.45	1.14	10.33	12.05AM				
88 P	8.18	M	s 6.31 PM	4.06PM	s 6.16AM	5.06AM	4.11 AM	339.4	ТО	GAVIOTA	31.3	12.23AM	11.39AM	1.07PM	10.27PM	11.59PM				
	Arrive Dail	у	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	4		(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	(3.33) 24.59		(2.41) 32.53	(2.03) 42.75	(2.31) 34.69	(2.21) 37.15	(2.26) 35.88		Avera	ne over Districtge Speed per Hour		(2.27) 35.64	(2.04) 42.24	(2.31) 34.69	(2.21) 37.15	(2.16) 38.51				

The wye at Casmalia is located at the west siding.

		ADDITIO	NAL FLAG STOPS TO REC	EIVE OR DISCHARGE	PASSENGERS	
	Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
	77-78	Waldorf	Receive or Discharge	Any Station	Any Station	(Tuesday) Wednesday Friday
4	77-78	Narlon	Receive or Discharge	Any Station	Any Station	Saturday Saturday
1	102	Any Station	Receive	Yuma	Ten ULTOCIA	\Sunday Daily
	74 73	Any Station Any Station Any Station	Receive Discharge Discharge	Los Angeles	San Francisco Los Ángeles	Daily Daily Daily
	101 74	Any Station Pismo	Discharge	Maria and	Yuma	Daily Sunday to Unload Papers
	77-78	Section Quarters 1½ Mile East of Honda	Receive or Discharge	Any Station	Any Station	Daily

nes		PAR S	EA	STWA	ARD					Guad	dalupe S	Subdivis <mark>i</mark> on.			A. P.			WE	STWAR	D			13
	SECON	D CLASS			F	RST CLAS	s	000		8 8	T:	T-11 N 4	00	8 5			FIRST	CLASS		part			W.
Capacity of sidings and spurs in car lengths		330 Freight			78 Shore Line	72 Daylight	74 Padre	76 Lark	102 Sunset Limited	Distance from San Francisco	Lucia amul	Table No. 1 May 31, 1931	.33	Distance from Santa Barbara	71 Daylight	77 Shore Line	101 Sunset Limited	75 Lark	73 Padre	arinharia			Man and a second
		Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	H 02		STATIONS		1 02	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Caus as			1007
88 P		8.18PM			6.31 PM	4.06PM	6.16AM	5.06 AM	4.11 AM	339.4	TO	GAVIOTA 3.2	ot :	31.3	11.39AM	s 1.07PM	10.27PM	11.59PM	f 12.23AM				1 12 12
46 P		8.26			6.36		6.21	5.11	4.16	342.6		LENTO	:	28.1			10.22	11.55	1				
49 P		8.35			f 6.40	4.14	f 6.25	5.16	4.20	345.7		TAJIGUAS	- 2	25.0	11.31	f 12.59	10.18	11.51	f 12.14	A CONTRACTOR			
28 Spur					_ <u>f</u>		f		C 7	348.6		ORELLA 1.3	2	22.1		f			f				
47 P 50 WP		8.45			6.47	4.20	6.32	5.23	4.27	349.9		CAPITAN 5.1	-	20.8	11.25	12.52	10.12	11.45	12.07	STATE OF			1
81		8.55			f 6.56	4.27	s 6.40	5.34	4.35	355.0	TO	NAPLES 2.1		15.7	11.18	f 12.45	10.05	11.38	f 12.01 AM	CE E	Alberta Ric		
7 Spur										357.1	Sys -	VILO 1.8		13.6									
46 P		9.05			7.01	4.32	f 6.45	5.44	4.40	358.9	<u> </u>	ELLWOOD 1.3		11.8	11.13	12.39	9.59	11.32	f 11.54 PM				
27							f		N. S. Company	360.2	- ti	COROMAR 1.5		10.5					f				See House
24		0.15								361.7	- E	LA PATERA		9.0						- F10 F10 F1			
47 P		9.15			7.07	4.37	f 6.52	5.49	4.45	362.8	TO TO	GOLETA 2.1		7.9	11.08	f 12.34	9.54	11.27	f 11.49	464			
2 Spur 42 P		0.01				1.10				364.9	alau i	IRMA		5.8									
	2	9.21			7.13	4.42	6.59	5.54	4.51	366.5	E	OPE RANCH		4.2	11.03	12.29	9.49	11.22	11.44	EE L			
7 Spur		0.20			7.00			4.00		367.9	WYPOO	OLIVA 0.6		2.8						2000			4
Term. Yard BKWOTP		9.30			7.20	4.45	7.05	6.00	4.55	368.5		STA BARBAR	>-	2.2	11.00	12.25	9.45	11.18	11.40				
BKWOTP		9.40PM			s 7.25PM					The same of the sa	(TO-R	SANTA BARBA	RAIA	0.0	10.55 AM	12.20PM	9.40PM			No. of Street, or other Persons and the Person			
100	ALCO MA	Arrive Daily			Arrive Daily		Arrive Daily		Arrive Daily			(31.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily					
-		(1.22) 22.90	The same of		(0.54) 34.78	(0.44) 42.68	(0.54) 34.78	(0.59) 31.83	(0.49) 38.33		Avera	me over District ige Speed per Hou	ur		(0.44) 42.68	(0.47) 39.96	(0.47) 39.96	(0.46) 40.83	(0.48) 39.13				
Capacity of sidings and spurs in car lengths 125 WOYP 29 23 15 Spur	TWARD	WEST CARE		302.7 303.8 307.6	Ma; Lom ST TO-R B.	able No. 1 y 31, 1931 poc Branch ATIONS SURF 1.1 ARODA 3.8 POST 0.5 ARUS 0.2	Distance from	9.7 8.6 4.8 4.3	WEST	WAN		Capacity of sidings and spurs in car lengths	ΓWARD	AW	WEST	31: 31: Distance from	2.99 3.00	me Table May 31, White Hills STATIO WHITE HIL WHITE F	No. 133 1931 Branch DNS LLS JOT.	Distance from White Hills		WESTW	ARD
10 Spur		The Land Street		308.3		SALLE -0.8		4.1							See F		The state of	4.1					6-1-1-1
13 Spur		The Court Assessment	4 1 1 2 1	309.1	м	URRAY -0.7	THE PARTY OF THE P	3.3										Daylette y	100	is grants			
10	New York	Z wast Samu		309.8	A	CORN	Later Line	2.6											THE PARTY OF THE P				
Term. BKTP				312.4	TO-R LO	OMPOC		0.0															
		19/1		Auth	ALTHOUGH SHALL	(9.7)		THE STATE OF		- Wat		T AN						AN ALCOHOL:	STATE I				
	1				Service perfor	med by ext	ra trains.											100	by extra tra	ins.			
			Title Catal	net year	P member ?	the books /	West of the Land	in substitutes	of a project				IN F. L. SINS	JWILL				-		1 8 BY 1			

To (or beyond)

Yuma Los Angeles

Receive or Discharge

Receive Receive Discharge Discharge Discharge

Train

At

Any Station Any Station Any Station Any Station Any Station Frequency

Daily Daily Daily Daily Daily

From (or beyond)

San Francisco Los Angeles Yuma

14	EASTV	WARD	Sa	n Fr	ancisco Subdivision.			WESTWA	RD	
	THIRD CLASS	FIRST CLASS	W.		Time Table No. 199	ل نب	FIF	RST CLASS		THIRD CLASS
Capacity of sidings and spurs in car lengths	356 Local Freight	HEALD CHES	32 Passenger	Distance from San Francisco	Time Table No. 133 May 31, 1931	Distance from Watsonville Jct.	29 Passenger	78 72 T2	The state of the s	355 Local Freight
car lengths		the state of the s		Dist	Santa Cruz Branch	Dist	trad	Carlotte - Carlotte		Arrive Daily EX. SUNDAY
	Leave Daily EX. SUNDAY		Leave Daily	A la	STATIONS		Arrive Daily			
Term. Yard BKWOTYP	12.05 PM		9.30 AM		TO-R SANTA CRUZ	-	s 11.40 AM			7.45 AM
		S	s	79.7	mi CASINO	19.5				
5 Spur		COLUMN SALO	f	80.4	SEABRIGHT 0.5	18.8	f 11.35			
4 Spur		TOTAL BEAUTIFUL TOTAL PROPERTY.		80.9	TWIN LAKES	18.3	f	15.00		
5 Spur				81.7	CLIFFSIDE	17.5	f			
6 Spur		COLUMN STATE OF THE STATE OF TH		. 83.2	1.5 OPAL 0.7	16.0				
18 P	12.30	SALE COURT CONTRACT BLACK	s 9.41	83.9	TO CAPITOLA	15.3	s 11.28			7.20
	The same of the sa			85.1	NEW BRIGHTON	14.1	f			
10 P	1.00		s 9.47	87.0	TO APTOS	12.2	s11.22	The state of the s	and the second	7.10
3				87.7	FARLEY 2.0	11.5		1-14-4-1		
8 Spur				89.7	LEONARD	9.5		-G-24		
3 Spur				90.6	ROBROY	8.6	f	Section 1 Market 196		
3 Spur			1	90.8	O.2 CRISTO	8.4	f			
13 P	1.33		f 9.59	92,5	ELLICOTT	6.7	f 11.11			6.54
34 P	1.45			95,8	3.3 NUGA 2.0	3.4	f 11.04			6.43
Term, Yard	1.52	TALLED TAKEN TO SEE THE PARTY OF THE PARTY O	s 10.10	97.8	WATSONVILLE	1.4	s 11.00	E Sail To Bally Jan	Kills	6.36
BKWOTYP	2.00 PM	TO THE PERSON NAMED IN COMMAND	s 10.15 AM	99.2	TO-R WATSONVILLE JOT.	0.0	10.55 AM	ACT OF THE PARTY O		6.30AM
	Arrive Daily EX. SUNDAY	The state of the s	Arrive Daily		(20.0)		Leave Daily	11.3		Leave Daily EX. SUNDAY
	(1.55)		(0.45) 26.67		Time over District		(0.45) 26.67			(1.15) 16.00

EASTWARD	Sa	n Francisco Subdivisio	n.	WESTWARD	13	EAS	STWARD		San Fra	ncisc	o Subdivision.		W	ESTWA	ARD	
		m. m.11 N 400	1 [SECON	ID CLASS	FIRST CLA	FIRST CLASS		Time Table No. 133	g	FIRST	CLASS	SECOND	CLASS
Capacity of sidings and	e from	Time Table No. 133 May 31, 1931	Distance from Boulder Creek		Capacity of sidings and		360 Local	404	402	Distance from San Francisco	May 31, 1931	nce from enport	403	405	359 Local	
spurs in car lengths	istance in Fran	Boulder Creek Branch	istan		spurs in car lengths	There	Freight	Passenger	Mixed	istar an Fì	Davenport Branch	Distan	Mixed	Passenger	Local Freight	THE PERSON NAMED IN
	Sa	STATIONS	ΩМ			11.4	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	I S	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	
36 WP	72.4	TO-R FELTON	7.3		Term. Yard BKWOTYP		8.20AM	3.35 PM	6.45AM	79.2	TO-R SANTA CRUZ	11.5	s8.15AM	s 5.05 PM	10.45AM	
	73.4	BONNY BRAE	6.3		47	100	8.25	f 3.41	f 6.55	81.1	ORBY 2.3	9.6	f 8.08	f 4.58	10.37	
	74.3	BRACKNEY	5.4		2 Spur	A Last		f	f	83.4	WILDER	7.3	f	f		
3 Spur	74.7	GLEN ARBOR	5.0		35	A STATE OF	8.37	f 3.54	f 7.07	85.9	GORDOLA 0.8	4.8	f 7.56	f 4.46	10.26	THE COLUMN
13 Spur	75.9	NEWELL JOT.	3.8	and the same of th	3 Spur	A STATE OF		f	f	86.7	MAJORS 4.0	4.0	f	f		
10	76.3	BEN LOMOND	3.4		Term. WYP		8.50AM	s 4.10 PM	s 7.20 AM	90.7	R DAVENPORT	0.0	7.45 AM			
	77.3	PHILLIPSHURST	2.4			The same of	Arrive Daily EX.SUNDAY	Arrive Daily	Arrive Daily		(11.5)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	
8 Spur	77.6	0.3 SIESTA 0.3	2.1		4		(0.30) 23.00	(0.35) 19.71	(0.35) 19.71		Time over District		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	
	77.9	FISH HATCHERY	1.8				25,50									
8 Spur	78.3	BROOKDALE 0.5	1.4						ADDI	TIONA	L FLAG STOPS					
	78.8	HARRIS 0.3	0.9				F	irst class trains				nta Cru	ız.			
	79.1	FILBERT 0.6	0.6		1			At a point o At Laguna (pposite dair creek, Lidde	y buildi l and L	e and California Street, Sang one-half mile west of Wi ower Crossing, Davenport. tween Liddell and Laguna	ilder Sp	ur.			
Term. P	79.7	TO-R BOULDER CREEK	0.0				N	os. 403-404 at Ye	llowbank D	airy, be	tween Liddell and Laguna	Creek.				

Service Performed by Extras

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

Exceptions:

No. 402 is superior to No. 403. No. 404 is superior to No. 405. No. 360 is superior to No. 359.

Salinas Subdivision.	WESTWARD
	The state of the s

FIRST CLASS			LASS		Time Table No. 133		F	IRST CLAS	S		
Capacity of sidings and	20	8 28	30	Distance from San Francisco	May 31, 1931	e from Grove	27	31	207		stant lie Vigos
spurs in car lengths	Passe	nger Del Mont	e Passenger	istanc in Fra	Monterey Branch	Distance Pacific	Del Monte	Passenger	Passenger	The separ	
car rengens	Leave	Daily Leave Dai	ly Leave Daily	N N	STATIONS	D	Arrive Daily	Arrive Daily	Arrive Daily	en (KL) 48	
93 KWYP	9.:	35 PM 5.55	PM 7.10AM	110.4	TO-R DEL MONTE JCT.	17.9	s 9.35 AM	s 1.55 PM	s 9.05 PM	meson out	R RELEASE
15	f 9.:	f 5.59	f 7.14	112.4	NASHUA '	15.9	f 9.31	f 1.51	f 8.58	on bus wes	No chart
14 WP	f 9.	13 6.02	f 7.18	113.9	NEPONSET 0.9	14.4	9.28	f 1.48	f 8.53		545
23 Spur	f	ter i de la company	f	114.8	LAPIS 0.6	13.5		f	f	Maria Cara Cara Cara Cara Cara Cara Cara	Sept Sept
8 Spur	f 9.	16 6.05	f 7.22	115.4	BARDIN 1.9	12.9	9.25	f 1.44	f 8.50	Local Day vi	THE RESERVE
9 Spur	f	tegativity is trapped.	f	117.3	MARINA 2.4	11.0		f	f+-	Service Pro-	10077
18 P	f 9.	6.12	f 7.30	119.7	GIGLING 0.7	8.6	9.18	f 1.36	f 8.41		1019
13	f	and a beautiful	f	120.4	WORKFIELD	7.9		f	f		and the second
5 Spur	f	THE THAT	f	122.1	PRATTCO	6.2		f	f		TTEL
10	f	of address of	f 7.36	123.3	SEASIDE	5.0	9.12	f 1.29	f 8.34		
8 Spur	The second second second	CATAL DE LA LINE	or or ordered a source	124.3	RETREAT 0.6	4.0				1796	370
ſ P	s 10.	o1 s 6.20	s 7.41	124.9	DEL MONTE	3.4	s 9.09	s 1.25	s 8.30		NIN TH
122 P	s 10.	o5 s 6.25	s 7.44	125.7	MONTEREY 2.6	2.6	s 9.05	s 1.20	s 8.25	la mente	and we at
Yard BKWOTP	s 10.	15PM s 6.35	PM s 8.05 AM	128.3	TO-R PACIFIC GROVE	0.0	8.45 AM	1.00 PM	8.15PM		miri leta
51 Spur	to the second states to	THE RESERVE AND A SECOND		129.9	ASILOMAR 0.1	1.6	Total of All				
8 Spur				130.0	LAKE MAJELLA	1.7	income party	lo lui - 1	A THE LINE	The sales	resid .
the bendered the a	Arrive	Daily Arrive Da	ily Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily		
and the same pulses	(0.4	(0.40) 85 26.85	(0.55) 19.52				(0.50) 21.48	(0.55) 19.52	(0.50) 21.48		

EASTWARD

Eastward	San Fra	ncisco Subdivision W	/es	tward	15
Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 133 May 31, 1931 San Francisco-San Bruno Brand	eh_	Distance from San Bruno	23. 2 2 2 3 3 3 3 3
BKWOITY P	0.0	TO-R SAN FRANCISCO	-	13.6	veries 1
I	0.9	W. P. Ry. Crossing		12.7	THE PARTY OF
mark state of a second	1.2	0.3 — O.S. Ry. Crossing	Double	12.4	201100
	1.6	EIGHTEENTH STREET		12.0	William I
A CONTRACTOR DESIGNATION	2.0	FORD	Track	11.6	Ma Illy
9 Spur		VALENCIA STREET		10.9	Constitution of the
	2.7	1.3 BERNAL	-	9.6	10 July 10 Jul
16 Spur	4.0	1.2	1	de lessa	Teach and
25	5.2	ELKTON 0.6	-	8.4	
6 Spur	5.8	RUP 0.5		7.8	NO.
10 Spur	6.3	OCEAN VIEW		7.3	
47	7.4	DALY CITY	101	6.2	tio troke?
33	8.1	UNION PARK		5.5	Bireli.
21 P	8.5	COLMA 0.6	Dou	5.1	Manager 1
	9.1	GREENLAWN 0.5	Double Track	4.5	Del Man
and in home the little	9.6	HANNA 0.1	Trac	4.0	
10 Spur	9.7	EMANUEL 0.4	-	3.9	
11 Spur	10.1	CARROLL		3.5	SUPPLEMENT OF THE PARTY OF THE
14 Spur	10.3	HOLY CROSS		3.3	mar III
12 W	11.4	BADEN		2.2	nd Hit
44 Y	13.0	TANFORAN	100	0.6	TITLE
18 P	13.6	SAN BRUNO	TO S	0.0	(Partiery)
			100	NAME OF TAXABLE	

Service performed by extra trains and yard engines.

EASTW	ARD	WESTWA	ARD	EASTW	ARD	WESTW	ARD	EAS	TWARD			S	an Fi	rancisco Subdivision.		char bet	V	/ESTWA	RD -
		s Subdivision.	d develop			ncisco Subdivision.			SECOND	1	FIRST CLAS	ss		Time Table No. 133	a do	Theoret soul		CLASS	dent's all
	Заппа	s Subdivision.						Capacity of	202	84	32	86	from	May 31, 1931	e from	87	175	89	85
To de Line	900	Time Table No. 133		Consolter of	rom	Time Table No. 133	rom	sidings and spurs in	Mixed	Redwood	Passenger	Passenger	stance n Frai	College Park-Santa Cruz Branch	istanc sona J	Passenger	Passenger	Passenger	Redwood
Capacity of sidings and spurs in	ance fr	May 31, 1931	ance fro	Capacity of sidings and spurs in	ance f Franci	May 31, 1931	tance f	car lengths	Leave TUESDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Sa	STATIONS	Di	SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily
car lengths	Dista San 1	Spreckels Spur Branch	Dist	car lengths	Dist	South San Francisco Branch	Dis So. S	Z (IP	10.25 AM	9.374	M 7.44AM	5.40AM	45.7	R COLLEGE PARK	7.6	s 3.25 PM	s 3.30PM	s 7.35 PM	s 8.10PM
58.00		STATIONS				STATIONS		P P	s 10.30	s 9.41	s 7.55	5.44	46.8	WEST SAN JOSE	6.5	3.21	s 3.24	7.31	s 8.06
76 YP	120.3	SPRECKELS JOT.	2.5	12 W	11.4	BADEN 1.6	1.6	I Jen	210.00	- 1			47.6	W. P. R. R. Crossing	5.7	The East	1 150	e if energy	
1.600	122.8	SPRECKELS	0.0	Yard	13.0	SO. SAN FRANCISCO	0.0	4 Spur	f	f			49.7	MOULTON	3.6				
The second	i della	(2.5)	Wa-Si	Water Thing	and this	(1.6)		30 WP	s 10.41 AM	s 9.49	f 8.02	5.56	50.7	ni TO-R CAMPBELL	2.6	3.09	s 3.15	7.19	f 8.00
		and with this property of the same		COLORD TO	7	performed by outre trains		6 Spur					52.9	VASONA	0.4		A STATE OF THE STA		
Ser	vice perf	ormed by extra trains.			Service I	performed by extra trains.	in These	P	ACCORDING T	s 9.54A	M s 8.07AM	s 6.05 AM	53.3 51.8	R VASONA JUNCTION	0.0	3.00 PM	3.10PM	A COLLABORATION OF THE PARTY OF	7.55 PM
		Res and Action Laborator	I TELEVISION	tre in takenade ash, about a fic		and the second second second second	and south	aphilip beau	Arrive	Arrive Dail	y Arrive Daily	Arrive Daily EX. SUNDAY		(7.6)		SATURDAY ONLY	Leave Daily	Leave Daily EX. SAT. & SUNDAY	Leave Daily
				Man West Commen		tes for the year of	The State of the S	-	(0.16) 18.75	(0.17) 26.89	(0.23) 19.83	(0.25) 18.24	main ((0.25) 18.24	(0.20) 22.80	(0.25) 18.24	(0.15) 30.40

Water supply at Neponset to be obtained from stand pipe opposite section house and is for emergency use only.

RULE 2. The following are designated Watch Inspectors: S. A. Pope, Manager of Time Service, 65 Market Street, San FranciscoI. S. Preston, Phelan Building San FranciscoKline & Logie, 2058 Mission Street San Jose W. H. Turick, 275 So. First St.Kochers, 169 So. First St. King City......J. P. Nordin Pacific Grove.....E. B. Lewis San Luis Obispo. L. M. & R. E. McManus Gilroy......J. G. McAlpine
Watsonville....E. L. Reiding
Santa Cruz......Klein & Trumbley Santa Barbara.....I. F. Bitterly Lompoc......Walter Ziesche Salinas......Goodfriend and Traub Los Gatos......J. B. Streepey

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan except that of eastward trains at Gilroy will apply at train order signal.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.
Redwood Junction, Santa Clara—Trains on Western division.

Lick-Trains on New Almaden line. Watsonville Jct.—Trains on Santa Cruz line.

Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara-Trains on Western division. Mayfield-Trains on Los Altos line. Santa Cruz-Trains on Davenport line. College Park—Trains on Campbell line. Surf—Trains on Lompoc line. Carnadero-Trains on Tres Pinos line. Felton-Trains on Boulder Creek line. Del Monte Jct .- Trains on Pac. Grove line.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 9, 17 AND 19. Must be complied with during day while passing through tunnels between San Francisco and South San Francisco, Metz and Coburn, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 28. In double track territory between San Francisco and San Jose, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 33. Between Seventh St. and 21st, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no

Flagman is on duty daily between the hours of 9:30 and 11:00 a. m., and between 4:30 and 6:00 p. m., where passenger, wye and warehouse leads cross Monterey Road, Watsonville Junction. During other hours trains and engines must not exceed 10 miles per hour over said crossings.

S-72. Westward trains are superior to trains of the same class in opposite direction.

RULES D-71 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. Freight trains and yard engines must avoid delaying passenger trains.

RULE 83. Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan or West Santa Barbara.

If a prior check has been obtained, or a positive observation check made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—West Santa Barbara and Santa Barbara it will apply at the end of double track. Trains will approach each other at a rate of speed which will enable check to be made. In case of doubt, a check must be obtained from train dispatcher, before entering single track. Rule 14 (k) must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard Los Gatos Santa Margarita Redwood Junction Salinas Surf Gilroy King City

Santa Clara Tower.—Trains via Agnew and Lawrence, originating and terminating

Mayfield.—Trains via Los Altos and trains originating and terminating. College Park.—Trains originating and terminating and regular trains via West San Jose. Trains stopping to register will stop with rear of train beyond interlocking limits.

Lick, Campbell.—Trains to and from New Almaden line. Del Monte Junction.—Trains originating and terminating, and trains via Gigling.

RULE 83 (A). Santa Cruz: Extra trains will register.

RULE 83 (B). SANTA BARBARA: The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station. Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will

apply.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

Visitacion Tower.—Eastward trains originating at Bayshore Yard may obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction.—Trains from Western Division may register by ticket, and

may receive orders and instructions from crane located near tower.

San Jose.—Santa Barbara (passenger station). Trains 71 and 72 register by ticket. Eastward Coast division trains originating, and westward Coast division trains terminating at San Jose yard, may register by ticket at San Jose.

Western division trains via Milpitas line, originating or terminating at San Jose yard, may register by ticket at San Jose.

Westward trains originating and eastward trains terminating at San Jose yard, may register by ticket at Santa Clara Tower.

Hadley Tower.—Scheduled trains may register by ticket.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SAN FRANCISCO
REDWOOD JCT.
SAN JOSE
GILROY

REDWOOD JCT.
SAN JOSE
GILROY

SANTA CRUZ
SANTA CRUZ
PACIFIC GROVE
SANTA MARGARITA

SANTA BARBARA

LOMPOC

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose. RULE D-97 (A). Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

RULE D-152. Crossovers are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3), 1540 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, Howest, San Mateo, Belmont, San Carlos, Redwood City, Red-

way, Buringame, Howest, San Mateo, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Sour (Sunnyvale), Lawrence.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No.

2, which is a facing point switch in eastward main track.

When indicators show block occupied or when block signal 319 indicates stop move from Los Gatos line to westward main track must be made under flag protection. Tanforan Wye.—Crossover is located between eastward signal 102, and west-

ward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2,

No. 3, No. 4, No. 5, No. 6. When moving from Carroll Ave. to main track line switches in following order:

No. 3, No. 4, No. 1, No. 2. From industrial district to eastward main track line switches as follows: No.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6. Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7,

Movement from east drill track to west drill, track line switches as follows:

No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track adjacent to westward main track to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No.

After movement is completed switches may be restored to normal position in most convenient manner.

Carnadero.—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction

RULE 221. All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Westward trains originating at San Jose yard must obtain clearance at Santa Eastward Coast division trains and trains via Milpitas line originating at San

Jose yard must obtain clearance at San Jose. Trains must obtain clearance before leaving Santa Cruz when an operator is on

duty.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield

when an operator is on duty.

Light will not be displayed in train order signals at Aptos, Capitola, Felton, Wright, Los Gatos or Campbell except when train orders are to be delivered.

RULE 516. Overlaps are located at:

Nova-Hathaway-Chittenden-Madrone-Luther. . Affecting eastward trains.

RULES 822-823. Between San Francisco and South San Francisco employes riding on top of closed cars should take a position on running board or to side next to adjoining track and must not ride on side of cars between these points. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

RULE 825. Movements over County road crossing on spur and siding at Chualar must be protected by a flagman.

Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

RULE 880. Engineers who have been less than 610 days on the board ready as engineers in freight service or who have had less than 60 days' experience on the

division must not be used in passenger service. When engineers with less than 610 days' experience and less than 60 days' service on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced

men to handle the leading engine. TRAIN AND AIR INSPECTION

PASSENGER TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

When eastward trains have more than two head end cars on which retainers are not accessible while running, stop will be made at Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San

When a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

Passenger trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at turning points, as prescribed by Air Brake Rule No. 17.

To avoid the possibility of sliding wheels when making a running test it must

not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco and San Jose also westward trains leaving San Luis Obispo, trainmen will use signal 16(h) instead of hand or lamp signal.

Standing air brake test must be made by eastward trains at Santa Margarita. FREIGHT TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from Summit to west switch Hathaway, and westward from Summit to Santa Margarita.

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

Eastward trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

Conductors will show on delay reports where inspections are made and the time

When eastward freight trains consist of 30 cars or over, five to ten retainers must

be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down.

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between Bayshore and San Francisco.

Freight trains may make a run of 55 miles without stopping for inspection except that eastward freight trains will stop at Chorro ten minutes or more for such inspection. When delayed at Serrano, or Nova ten minutes or more inspection may be made at that point and omit stop at Chorro. This does not relieve trainmen from complying AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals-San Jose. On eastward main track, from westerly line of First street to interlocking signal governing westerly limits San Jose (Fourth street) interlocking plant. On westward main track, from a point 50 feet east of easterly line of First street

Santa Cruz. From station building to signal No. 769.

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by

Rule 509 in order to avoid blocking street crossings at First, Second and Third streets.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left hand side of track.

OIL BUFFER SPRING SWITCHES

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara: Trailing westward 30 MPH.

	Facing	eastward	20 MPH.
Watsonville Jct. yard	Trailing	eastward	30 MPH.
Lucy and a respect of the latest of the	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Facing	westward	30 MPH.
The state of the s	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
	Trailing	westward	20 MPH.
Coyote:	Trailing	eastward	30 MPH.
The second second	Facing	westward	30 MPH.
Lick:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	20 MPH.

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.

Running switches are prohibited and sand, blow off cocks and injectors must not be used nor boosters started, while passing over these switches.

When a block signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track. 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. FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward. One sound of air whistle in tower requires that trains and engines within limits of

plant must stop. As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signalmen when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track, to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23d Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long.
For Roundhouse, three short, one long, one short. For Track No. 2, one short, one long, three short.

Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard, Bayshore, through either 5 or 7 switch just east of westward one short, two long, one short. crossover which is 300 feet east of Bay-

and drags desire to go on their arrival at Bayshore.

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track. Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard through either 5 or 7)

switch located just east of westward cross-lone short, two long, one short. over 300 feet east of Bayshore station....

For car repair yard, two short, one long, two short.
For drill Track No. 1, three short, one long, one short.
For drill Track No. 2, one short, one long, three short.
To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long, one short, one long. For Track No. 2, one short, one long, three short.

For Track No. 3, one short, one long, two short.

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long. For Tunnel No. 5 Spur, three short, one long, one short. For outbound track, one short, one long, two short.

NINTH AND DIVISION STREETS—San Francisco
Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short. For Upper Stone yard, two short, one long, two short. For Lower Stone yard, one short, one long, two short. Portland Cement Co.'s track, one short, two long, one short.

For Dunham, Carrigan and one long, one short, one long, one short.

For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.

To Western Division westward, one long, one short, one long, one short. Movement against current traffic, one short, one long, three short.

For siding, two short, one long, two short.

For drill track westward, two short, one long, one short.

For Harbor Spur, one short, one long, two short.

For Pratt-Lowe Co.'s spur, one short, two long, one short.

Limits extend from signal, 2150 feet east of tower, on Coast Division westward main track, to signal, 1675 feet west of tower, on Coast Division eastward main track, and on Newark Line to signal, 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits the plant must stop.
Whistle signals govern routes as follows:
For Newark Line, two short, one long, two short.

For Yard, one long, one short, one long.

Yard to roundhouse, one long, one short, one long, one short.

Yard to San Jose station, three short, one long, one short.

Yard to old unit of yard, one short, two long, one short. Yard to drill track, two short, one long, one short.

Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to signal 700 feet east of tower on westward main track.

Westward movement between College Park and train yard will be on drill track unless otherwise instructed by yard master. Whistle signals governing routes as follows:

For westward movement to train yard via drill track, one short, two long,

For track 51 to train yard or to Campbell line, two short, one long, two short.

For San Jose freight yard, one long, two short, one long.
For Santa Cruz drill track, one long, one short, one long, one short.

For Santa Clara, three short, one long, one short, one long.

From roundhouse to eastward main track, one short, two long, two short.

Limits extend from signals just west of First Street to signal at Fourth Street. Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train. Whistle signals governing routes as follows:

For Coast Division trains to Freight Yards, one long, one short, one long. For Shed track, one short, two long, one short.

For Eastward main track, one short, one long, three short. For Security warehouse spur, one long, one short, one long, one short. For Hunt Bros. plant No. 2, two short, one long, one short.

SAN JOSE—(Western Division)
Limits extend from signals just west of First Street to signal at Third Street. Whistle signals governing routes as follows:

For Western Division trains to Freight Yard, one long, one short, one long.

For San Jose Yard to Niles line, two short, one long, two short. For Borchers Spur, three short, one long, one short.

For Hunt Bros. plant No. 1, one short, one long, two short.

WEST SAN JOSE
Limits extend from signal 486 feet west of tower to signa 604 feet east of tower.

VALBRICK

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower.

HADLEY TOWER

Limits extend from signal 450 feet east of Tower to signal 10A, located on Eastward main track at crossover switch at Edna.

High two arm signal east of Tower, upper arm governs movement westward on westward main track. Lower arm governs movement against the current of traffic on

eastward main track. High two arm home and distant signal west of Tower, governs movement from

eastward main track to single track. Dwarf light signal, located on westward main track, west of Tower governs when

moving from against the current of traffic on westward main track to single track. High signal S2583 governs movement westward on westward main track, and high

signal 10A governs movement eastward on eastward main track.

Dwarf light signal S2581 located between main tracks east of crossovers, governs when moving from against the current of traffic on eastward main track to westward

Dwarf light signal 10B located at base of signal 10A, governs when moving from eastward main track to, and against the current of traffic on westward main track.

When making a crossover movement, or when signals S2583 or 10A are in the stop position, trains must obtain authority from signalman by telephone, located on pole near signal S2583, or at west end station building, and then be governed in accordance

Whistle signal, one short, one long, two short, will call for movement from single track to, and against the current of traffic on eastward main track.

SAN FRANCISCO-SAN JOSE—Including Ocean View Line
When moving stock from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel

No. 3 and following rules will govern the movements:

INBOUND: Flagman will protect westward main track taking a position at Signal No. 39. When clear of main track and switches and derail in normal position. foreman will advise flagman at Signal No. 39 by telephone, when torpedoes may be removed.

OUTBOUND: When ready to make the movement, after having eastward track protected, foreman will notify flagman at Signal No. 39 by telephone, who will protect westward track. Then derail will be lined first, then eastward main track switch for crossover, next westward main track switch for crossover and last stock track switch to main track. After engine has crossed over, switches must be lined in normal position, lining eastward main track switch to crossover last. When crossover movement completed and switches normal, foreman will advise flagman at Signal No. 39. who will then remove any torpedoes that may have been placed on westward main track.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3. None of the switches above referred to must be changed from the normal position

if one or both indicators indicate "block occupied." When Santa Fe are operating tracks in this vicinity, Southern Pacific crews must

when balls it early dealer flag and this vicinity, Southern Facility trews must make movements to Stock Yards under flag protection.

Westward trains arriving Redwood Junction during early morning hours when impossible to leave ahead of passenger trains, will stop east of Middlefield road cross-

ing so local crews will not be delayed switching spurs.

SAN JOSE-WATSONVILLE JUNCTION Chittenden. Track nearest County road and parallel thereto is the property of the California Central Railroad and used as interchange from Southern Pacific to California Central Railroad. It is accessible from Southern Pacific main track at east end. Interchange from California Central Railroad to Southern Pacific is on long tail track running west from pocket track adjacent to track of the California Central Railroad. California Central Railroad tracks must not be used beyond frog at west end of their interchange track and cars must not be left standing less than 70 feet from east end of this track.

Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

Westward passenger trains over 12 cars take water East of San Jose in order to avoid blocking First Street, San Jose.

MK and heavier type engines must not go beyond fouling point at Lonoke.

SPECIAL INSTRUCTIONS—Continued

WATSONVILLE JUNCTION-SAN LUIS OBISPO

Engines with engine tenders of less than 9,000 gallon capacity must have full tank of water leaving San Luis Obispo westward and Santa Margarita eastward.

The tonnage of freight trains between San Luis Obispo and Santa Margarita

must not exceed 120 M's per operative brake.

SAN LUIS OBISPO—SANTA BARBARA

The siding opposite station building, Casmalia will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

The normal position of junction switch at Vasona Junction is for the Los Gatos-Los Altos line.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 M's per operative brake.

The normal position of junction switch at Felton is for the Vasona Junction-

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz Yard is for siding, where westward trains will enter yard.

1400, 1500, 2400, 3000, 3200, 3600, or 4300 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

Eastward trains take full tank of water at Los Gatos except when length of train

will block street crossings, when water will be taken at Wright.
3000, 2400 and 4000 class engines except P11 type, must not be used between Watsonville Jet, and Santa Cruz.

DEL MONTE JUNCTION-LAKE MAJELLA

DEL MONTE JUNCTION-LAKE MAJELLA

Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

3000, 2400 and 4000 class engines, except P1, 3, 11 type, must not be used between Del Monte Jct. and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

CAMPBELL-NEW ALMADEN-LICK

Wooden frame tank cars of 10,500 gallons capacity must not be accepted for move-

ment between Campbell and New Almaden, nor tank cars of over 8,000 gallons capacity for movement between Lick and New Almaden.

Consolidated engines may operate over New Almaden line between Lick and Alamitos but must not exceed a speed of 10 miles per hour.

Southern Pacific Company's trains and Peninsular Railway cars will use Southern Pacific Company's trains and Peninsular Railway cars will use Southern Pacific Company's track jointly from junction Almaden line to L. G. and S. J. road. Normal position of switches at junction points will be for the Peninsular Railway.

No. 202 is superior to interurban cars but must stop before entering and must not exceed a speed of ten miles per hour over joint track. Other trains will stop before entering joint track, and immediately send a flagrage abody wait at least firm migutes. entering joint track, and immediately send a flagman ahead, wait at least five minutes after he has started, keeping at least one-fourth mile behind until he reaches end of joint track. Trains will register their arrival and departure on Peninsular Railway register at each end, for information of interurban trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40	The state of the state of	Land of the same		

SPEED RESTRICTIONS

SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN BAYSHORE AND COLLEGE PARK LOGAN AND WEST SWITCH, WATSONVILLE JCT. YARD, AND BETWEEN SAN ARDO AND SOLEDAD A MAXIMUM SPEED OF 60 MILES PER HOUR MAY BE MADE, PROVIDING TENDER IS OF OVER 7,000 GALLONS OF WATER CAPACITY, IF OF 7,000 GALLONS OR LESS MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT OR MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT BETWEEN BAYSHORE AND SANTA CLARA, SAN ARDO AND SOLEDAD AND GUADALUPE AND SURF A MAXIMUM SPEED OF 40 MILES PER MAY BE MADE.

MT 1, 2, 3, 4, 5 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR.

F 3, 4, 5, 6, AND S.P. 1, 2, 3, TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S.P. 1, 2, 3, TYPE ENGINES MUST NOT EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

C 11, 12, 14, 15 AND 17 AND 17 AND 18 TO 23 INCLUSIVE, AND F 1, 3, 4, 5 AND 6 TYPE ENGINES MUST NOT EXCEED A MAXIMUM SPEED OF 40 MILES PER HOUR.

C 2 TO 10 INCLUSIVE AND 18 TO 23 INCLUSIVE, AND F 1, 3, 4, 5 AND 6 TYPE ENGINES MUST NOT EXCEED A MAXIMUM SPEED OF 50 MILES PER HOUR.

MK 5, 6, 7, 8 AND 9 TYPE ENGINES MUST NOT EXCEED A MAXIMUM SPEED OF 50 MILES PER HOUR THE SPEED OF 50, 1, 2, 3 TYPE OF ENGINE MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; STEINER CREEK VIADUCT 248-C, GOLDTREE; SANTA MARIA BRIDGE 92-B, CHITTENDEN; STEINER CREEK VIADUCT 248-C, GOLDTREE; SANTA MARIA BRIDGE 275-C, GUADALUPE; LOS ALAMOS VIADUCT 294-A, NARLON; SANTA YNEZ RIVER BRIDGE 301-E, SURF; CANADA HONDA VIADUCT 308-A, HONDA.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Yard Engines

Pages	BETWEEN	Passen- ger	or Mixed	Engines (with or without train) Backing		when running under own steamor towed in trains
	TOOL OWNER OF THE PARTY OF THE	TO THE	0	101		
2-3-4-5-6	San Francisco, Third St. Station-	OF TWEE	un dimen	WANTED	10	
	East Portal Tunnel No. 1-1.8 miles	25	25	15	25	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore.	45	35	20	35	20
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20
2-3-4-5-6	College Park—San Jose	45	30	20	30	20
7	Mayfield—Vasona Junction	40	30	20	30	20
7	Vasona Junction-Los Gatos	30	18	15	25	20
7	Los Gatos—Eva	20	15	10	20	20
7	Eva—Santa Cruz	25	18	15	25	20
8-9	San Jose—Logan	50	35	20	35	20
8-9	Logan-West switch, Watsonville Jct.	DESCRIPTION OF	3.019.00		at little	سق م
	vard	60	35	20	35	20
8-9	West switch, Watsonville Jct. yard-		00	drea ar	00	
	Yard office	45	30	20	35	20
8-9-10	Yard Office-East end double track,		00	ale reserv		10
0 0 10	Watsonville Jct	15	15	15	15	15
9	Lick—Almaden—Campbell	15	15	8	15	15
9	Carnadero—Hollister	40	30	20	30	20
9	Hollister—Tres Pinos	35	30	15	25	20
10	Watsonville Junction—Soledad	50	35	20	35	20
10	Soledad—San Ardo	60	40	20	35	20
11	San Ardo—Santa Margarita	50	35	20	35	20
11	Santa Margarita—Goldtree	30	18	15	22	20
11	Goldtree—San Luis Obispo	45	18	15	22	20
12	San Luis Obispo—Guadalupe	50	35	20	35	20
12	Guadalupe—Suri	50	40	20	35	20
12-13	Surf—Santa Barbara	50	35	20	35	20
13	Surf—Lompoc	20	20	15	20	20
14	Santa Cruz—Watsonville Junction	30	25	15	25	20
14	Boulder Creek—Felton	20	12	8	12	12
14	Davenport—Santa Cruz	30	30	20	25	20
15	Del Monte Junction—Monterey	40	30	15	25	20
15	Monterey—Pacific Grove	25	18	15	20	20
15	Pacific Grove Agilemen				15	15
15	Pacific Grove—Asilomar	15	15 15	10	15	15
15	Spreckels Junction—Spreckels	40	30	8 20	30	20
15	College Park—Vasona Junction Valencia Street—San Bruno via Tan-	40	90	20	90	20
10		30	18	12	20	20
	foran	30	18	12	20	20

1	
1	Disabled engines hauled in trains or running under own steam: M.P.
1	When main rod only is removed
	When side rods only are removed
١	When both main and side rods are removed
	Relief trains with steam derrick
1	Through crossovers, turn outs and on sidings unless otherwise specified 10
1	Eastward trains through turn out, end double track, Hadley Tower
1	San Luis Obispo yard, limits indicated by slow boards
Ì	New Almaden Branch, on curves
1	San Francisco—San Bruno, yard drags SW type engines. 20 Other type engines. 35
1	San Francisco—San Bruno, yard drags Other type engines
1	Over Park Avenue, east of College Park, Los Gatos line
ì	M. of W. crane 4046 with light end forward
1	Through interlocking plants
	Wooden passenger cars, when used in main line service, must be equipped wi
	steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per pour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear

	SPEED OF TRAINS REGULATED THROUGH CITY LIMITS	Miles per I
	San Francisco—San Bruno Line between 3rd and Valencia Sts	1
,	Burlingame, trains 72, 78, 82, 27 and 28 (over crossings Oak Grove Ave. to Peninsula Ave. incl.)	
Г	Ave. to Peninsula Ave. incl.)	3
	Redwood City	4
١	San Jose, unprotected grade crossings	1
ı	Palo Alto (over University Ave. to Lytton Ave.)	2
	Gilroy	3
	Santa Cruz, Watsonville	
ľ	Hollister	1
	Salinas From Westerly city limit signs to Main St. From Main St. to Cattleman's Lane.	3
	Salmas From Main St. to Cattleman's Lane	2
	Santa Barbara	3

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

1.3 San Francisco Bayshore Mariposa St. Bridge 21.0' 1.5 a						
1.5	M.P.	East of	West of	Description	Height	
1.5	1.3	San Francisco	Bayshore	Mariposa St. Bridge	21.0'	See Note 1
1.5		"	"			
1.7		THE PERSON NAMED IN	"	Tunnel 1		7.5'
1.9	1.7	SECRETARION PLANTED TO	"	22nd Street Crossing		See Note 2
2.0	1.9	A STATE OF THE PARTY OF THE PAR	"	23rd Street Crossing	21.3'	See Note 3
2.1. 2.1. 2.1. 3.4 2.1. 3.4 2.1. 3.4 2.1. 4.6 2.1. 4.6 4.2 2.1. 4.6 2.1. 4.6 2.1. 4.6 4.2 2.1. 4.6 2.1				Tunnel No. 2		6.7'
1.	3.1	100		Oakdale Avenue	21.7'	See Note
## Bayshore	3.7	THE PERSON NAMED IN COLUMN			21.9'	See Note
## Tunnel 4	3.4	DESCRIPTION OF THE PARTY OF THE	"	Tunnel 3	21.9'	
	4.2	THE COURT DOG THE PROPERTY		Paul Ave	20.2'	See Note
29.7 Menlo Park Palo Alto San Francisquito Creek Br 21.8' 7.5' 46.9 San Jose Passenger Station Station Building 20.1' 8.2' 200.6 Bradley Nacimiento Salinas River Bridge 7.5' 222.0 Templeton Asuncion Road Crossing 20.6' 8.3' 239.6 Cuesta Thyle Tunnel 6 18.5' 6.3' 240.2 Thyle Serrano " 7 18.3' 6.6' 240.2 Thyle Serrano " 10 17.5' 6.7' 241.7	4.6	The state of the s	Court Service Services	Tunnel 4		6.6'
San Jose	7.7	Bayshore	So. San Francisco	5	21.7'	
155.3 Espinosa Coburn Tunnel 51/2 8.20 7.57	29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.		7.5'
	46.9	San Jose	Passenger Station	Station Building	20.1'	
		Espinosa	Coburn	Tunnel 5½		
1896 Cuesta Thyle Tunnel 6 18.5 6.3	200.6	Bradley	Nacimiento	Salinas River Bridge		7.5'
139.6 Cuesta Thyle Tunnel 6 18.5 6.3	222.0	Templeton	Asuncion	Road Crossing	20.6'	8.3'
Mo.9		Cuesta	Thyle	Tunnel 6	18.5'	6.3'
## 10	40.2	Thyle	Serrano	" 7	18.3'	6.6'
	40.9		"	" 9	18.0'	6.7'
San Luis Obispo	41.7	ш		10	17.5'	6.7'
Hathaway San Luis Obispo Road Crossing 21.6' 7.6'	45.8	Serrano	Chorro	11	18.6'	6.7'
151.2	51.1	Hathaway	San Luis Obispo	Road Crossing	21.6'	
Tiber				u		
Tiber		«	4	«		
161.7 Tiber		Tiber	Pismo	Villa Creek, 2nd Crossing.		
		Tiber	Pismo	Villa Creek, 3rd Crossing		
179.5 Guadalupe Waldorf Road Crossing 21.3′ 8.3′ 7.2′ 18.3 Surf Santa Ynez River Bridge 21.3′ 7.2′ 18.3 Sudden Jalama Tunnel 12 18.2′ 7.3′ 34.4 Drake Sacate "13 18.7′ 8.1′ 35.0 Sacate Gaviota Overhead Bridge 8.0′ 68.0 Hope Ranch Santa Barbara "Crossing 8.4′ 68.0 Hope Ranch Santa Barbara "Bridge 7.9′ 7.9′		Bromela	Guadalupe	Santa Maria Bridge	19.3'	
18.3 Sudden		Guadalupe	Waldorf	Road Crossing	21.3'	
18.3 Sudden		Aiax	Surf	Santa Ynez River Bridge	21.3'	
33.4 Drake		Sudden	. a ama	Tunnel 12	18 2'	
SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW		Drake	Sacate	4 13	18.7'	
SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW		Sacate	Gaviota	Overhead Bridge		
SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW 3.0 Valencia St. Bernal. Dolores Street Bridge 19.1' 7.0' VASONA JUNCTION—SANTA CRUZ 32.4 Mayfield Congress Jct. Trolley Poles 7.5' 64.5 62.0 Wright Laurel Tunnel 1 19.7' 7.7' 64.0 Gelenwood Clems 4 21.3' 7.6' 69.9 66.0 Glenwood Clems 4 21.3' 7.6' 69.3 Meehan Olympia 4 21.3' 7.6' 69.3 Meehan Olympia 5 4 21.3' 7.6' 61.1' 75.5 75.1' 7	58.2	Vilo	Ellwood	" Crossing		
SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW 3.0 Valencia St. Bernal Dolores Street Bridge 19.1' 7.0' VASONA JUNCTION—SANTA CRUZ 32.4 Mayfield Congress Jct. Trolley Poles 7.5' 45.3 62.0 Wright Laurel Tunnel 1 19.7' 7.7' 64.0 Laurel Glenwood 2 19.6' 6.9' 6.9' 66.0 Glenwood Clems 4 21.3' 7.6' 69.3 Meehan Olympia 4 21.3' 7.6' 69.3 Meehan Olympia 4 21.3' 7.6' 7.5' 69.3 Mightan Big Trees Rincon San Lorenzo River Bridge 19.2' 7.5	68.0	Hope Ranch	Santa Barbara	" Bridge		
Mayfield	3.0					7.0′
45.3 Wright			VASONA JUN	CTION—SANTA CRUZ		
45.3 Wright	32.4	Mayfield	Congress Jct	Trolley Poles		7.5'
Glenwood Glenwood	45.3	*	*			7.5'
Glenwood Glenwood		Wright	Laurel	Tunnel 1		
Meehan		Laurel	Glenwood	" 2	19.6'	
Meehan		Glenwood	Clems	4 3	21.1'	
Tunnel 5		Meehan	Olympia	4	21.3'	
Tunnel 5		Big Trees	Rincon	San Lorenzo River Bridge.	19.2'	
Rincon	74.1	4	4	Tunnel 5	16.7'	
WATSONVILLE JCT.—SANTA CRUZ 80.1 Santa Cruz. Seabright San Lorenzo River Bridge 7.5′ 90.1 Leonard Robroy Road Crossing 19.7′ 7.8′ 7.8′	75.5	Rincon	Golf Links	Road Crossing	21.6'	7.6'
Santa Cruz	78.2	Eblis	Park Street	Tunnel 6	16.9'	6.6'
Santa Cruz				The state of the s		
19.7 7.8		the fibration of some				
19.7 7.8 19.7 7.8 19.7 7.8 19.7 19.7 7.8 19.7 19.7 7.8 19.7 19.7 7.8 19.7	80.1	Santa Cruz	Seabright	San Lorenzo River Bridge.		7.5'
13.5 Nashua Neponset Salinas River Bridge 7.4' LICK—NEW ALMADEN 62.1 Greystone New Almaden Arroyo Seco Bridge 21.3' 6.8' FELTON—BOULDER CREEK 72.3 Felton Lime Kiln San Lorenzo River Bridge. 19.3' 7.3' 76.5 Ben Lomond Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0'	90.1	Leonard	Robroy	Road Crossing	19.7'	7.8'
13.5 Nashua Neponset Salinas River Bridge 7.4' LICK—NEW ALMADEN 62.1 Greystone New Almaden Arroyo Seco Bridge 21.3' 6.8' FELTON—BOULDER CREEK 72.3 Felton Lime Kiln San Lorenzo River Bridge. 19.3' 7.3' 76.5 Ben Lomond Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0' 21.7' 21.7' 21.7' 21.7' 21.7' 21.7' 21.7' 21.7' 21.7' 21.7' 21.						
LICK—NEW ALMADEN 62.1 Greystone New Almaden Arroyo Seco Bridge 21.3' 6.8' FELTON—BOULDER CREEK 72.3 Felton Lime Kiln San Lorenzo River Bridge. 19.3' 7.3' 76.5 Ben Lomond Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0'		man d				The state of the s
62.1 Greystone New Almaden Arroyo Seco Bridge 21.3' 6.8' FELTON—BOULDER CREEK 72.3 Felton Lime Kiln San Lorenzo River Bridge. 19.3' 7.3' 76.5 Ben Lomond Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0'	13.5	Nashua	Neponset	Salinas River Bridge	• • • • • •	7.4'
FELTON—BOULDER CREEK 72.3 Felton Lime Kiln San Lorenzo River Bridge 19.3' 7.3' 76.5 Ben Lomond Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0'			LICK-N	EW ALMADEN		
72.3 Felton Lime Kiln San Lorenzo River Bridge. 19.3' 7.3' 76.5 Ben Lomond. Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0'	62.1	Greystone	New Almaden	Arroyo Seco Bridge	21.3'	6.8'
72.3 Felton Lime Kiln San Lorenzo River Bridge. 19.3' 7.3' 76.5 Ben Lomond. Phillipshurst 1st Crossing Lorenzo River 21.7' 8.0'			FELTON—B	OULDER CREEK		
76.5 Ben Lomond. Phillipshurst 1st Crossing Lorenzo River 21.7 8.0	72.3	Felton			19.3'	7.3'
	76.5	Ben Lomond	Phillipshurst	1st Crossing Lorenzo River	21.7'	
	78.5	Brookdale	Harris	5th " " "	21.8'	7.9'

NOTES

- 1.—Mariposa St. Bridge side clearance is 4.5' at a point 17.0' above top of rail on Eastward Main Track. 2.—22d St. Bridge side clearance is 5.2' at a point 16.9' above top of rail on Eastward Main Track, and 6.1' at a point 17.2' above top of rail on Westward Main Track
- 3.—23d St. Bridge side clearance is 6.0' at a point 16.5' above top of rail on Westward Main Track and 6.1' at a point 16.6' above top of rail on Eastward Main Track.
- 4.—15th Ave. Bridge side clearance is 5.7 at a point 16.1' above top of rail on Westward Main Track, and 6.3' at a point 16.1' above top of rail on Eastward Main Track 5.—Williams Ave. Bridge side clearance is 4.8' at a point 20.9' above top of rail on Westward Main Track,
- and 7.2' at a point 20.9' above top of rail on Eastward Main Track. 6.—Paul Ave. Bridge side clearance is 5.9' at a point 18.9' above top of rail on Westward Main Track and 6.1' at a point 18.9' above top of rail on Eastward Main Track.

			And the second
CLASS	All	Steel Under- frame	Wood
Baggage—60 ft	93,070		
" —66 ft	127,610		
" —70 ft		87,120	81,120
" —(Dynamo)	98,730		
Baggage and Mail—60 ft	103,620		
" " —69 ft	124,760		
" " —70 ft		103,590	99,200
Baggage and Passenger		112,640	76,320
Baggage—CM&StP	125,000		
Express Refr.—NP RR		74 000	60,000

. 40-154... 155-224... 500-506... 1101-1175...

500-799..

-PFE

Club. Official CM&StP Chair. Coaches—60 ft. ——70 ft.

Coaches—60 ft.

" — 70 ft.
" — 72 ft.
" — 73 ft.
" — 73 ft.
" — 72 ft. Interurban.
" — CM&StP.

" — CM&StP.

All-Day Lunch—Chair.
" — Coach.

" — Coacn.

Cafe-Coach.

Diner—70 ft.

" — 72 ft.

" — 77 ft.

" — 79 ft.

Cafe-Observation.

Cafe-Observation.
Observation.
Pullman—Observation

" — Parlor.
" — Standard Sleeper.
" — Tourist.
CM&StP—Tourist Sleeper.
Rail Car—Gas and Electric.
" — McKeen—55 ft.
" — Tott.
Observation (Open Top).

N	CARS	1, 95	SURGEONS	
1	Wood	LOCATION	NAME	TITLE
	100	San Francisco	Dr. W. B. Coffey	ChiefSurgeonand Man.
		San Francisco	Dr. J. H. O'Connor	Division Surgeon.
		San Francisco	Dr. C. A. Walker	District Surgeon.
		San Francisco San Francisco	Dr. G. R. Carson Dr. H. B. Graham	District Surgeon. Aurist.
	81,120	San Francisco	Dr. Grant Selfridge	Aurist.
		San Francisco	Dr. Wilbert F. Swett	Oculist.
		San Francisco	Dr. John C. Williams	Oculist.
		Daly City	Dr. Jos. Butler	District Surgeon.
1	99,200	So. San Francisco. So. San Francisco.	Dr. Edwin I. Bartlett Dr. Mark D. Lessard	District Surgeon. Asst. District Surgeon.
	76,320	Ocean View	Dr. Harry A. Deering.	Emergency Surgeon.
110	00.000	San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
	60,000 70,000	Burlingame	Dr. H. A. Macomber	District Surgeon.
THE RESERVE	10,000	San Mateo	Dr. Carl L. Hoag	District Surgeon.
		Redwood City	Dr. Harper Peddicord	District Surgeon.
		Mayfield Palo Alto	Dr. Granville Wood Dr. L. E. Phillips	District Surgeon. Emergency Surgeon.
10		Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
	48,180	Campbell	Dr. W. I. Merrill	Emergency Surgeon.
	81,033	Los Gatos	Dr. R. P. Gober	District Surgeon.
	01,000	Ben Lomond	Dr. W. A. Phillips Dr. P. T. Phillips	District Surgeon.
1 35		Santa Cruz	Dr. P. T. Phillips	District Surgeon. Asst. District Surgeon.
		Santa Cruz Davenport	Dr. A. Phillips Dr. J. J. Gaynor	Emergency Surgeon.
	00.070	Mountain View.	Dr. A. H. McFarlane	District Surgeon.
1	09,370	Santa Clara	Dr. J. I. Beattie	District Surgeon.
	84,740	San Jose	Dr. T. V. Moore Dr. H. J. Arnold	District Surgeon.
		San Jose	Dr. H. J. Arnold	Asst. District Surgeon.
		San Jose	Dr. D. A. Beattie	Consulting Surgeon. District Surgeon.
		Morganhill	Dr. L. V. Saph Dr. R. H. Prien	District Surgeon.
		Hollister	Dr L E Smith	District Surgeon.
		Watsonville	Dr. F. H. Koepke	District Surgeon.
1	81,210	Watsonville	Dr. D. S. Woodward	Asso. District Surgeon.
		Watsonville	Dr. L. M. Liles Dr. H. M. Hoyt	District Surgeon.
		Pacific Grove	Dr. H. M. Hoyt Dr. E. Wiley Reeves	District Surgeon. District Surgeon.
	17,200	Salinas	Dr. Rollin Reeves	Asst. District Surgeon.
	31,040 34,530	Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
	34,000	Soledad	Dr. L. P. Davlin Dr. F. E. Weibe Dr. C. T. Bullard	District Surgeon.
	James L.	King City	Dr. C. T. Bullard	District Surgeon.
	28,550	San Miguel	Dr. Wm. McNaul Dr. Gifford L. Sobey	District Surgeon. District Surgeon.
	21,300	Paso Robles	Dr. H. McGarvey	Emergency Surgeon.
		Santa Margarita	Dr. Harry J. Coventry.	Emergency Surgeon.
		San Luis Obispo.	Dr. H. A. Gallup Dr. F. R. Mugler	District Surgeon.
		San Luis Obispo	Dr. F. R. Mugler	Asst. District Surgeon.
		San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
		Guadalupe	Dr. W. D. Sink	District Surgeon. Asst. District Surgeon.
11		Guadalupe Lompoc	Dr. W. C. Conser Dr. L. E. Heiges	District Surgeon.
	62,000	Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
	02,000	Santa Barbara	Dr. C. S. Stevens	District Surgeon.
-	-	Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
	117 12	Santa Barbara	Dr. G. W. Jean	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First	Main	Track

110,000 85,000 83,000

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135,930 146,930 165,530

141,870 153,000 147,500 144,000 133,000

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155,370 109,370 ::::::

112,120 74,530 105,120 146,210 122,300

148,040 120,000 133,000

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163,600 155,600 164,600 140,600 141,000 143,360 64,140 71,530

First Main Track		
San Francisco 3rd St. to Santa Barbara. S. P. R. R. Co. 354,92 S. P. Co. 10.37 End Western Division to San Jose. C. P. Ry. End Western Division to Santa Clara. S. P. C. Ry. End Western Division to Redwood Junction C. P. Ry.	365.29 1.51 1.24 1.37	
Total First Main Track		369.41
Second Main Track		
San Francisco to Santa Barbara	76.35	
S. P. Co. 10.37 Redwood Jct. to Sweeny C. P. Ry.	1.32	
Total Second Main Track	Nation .	77.67 447.08
First Branch Track		
Campbell to Almaden Junction S. P. C. Ry Felton to Boulder Creek S. P. C. Ry College Park to Santa Cruz S. P. C. Ry Santa Cruz to Davenport S. P. R. R. Co Surf to White Hills S. P. R. R. Co Mayfield to Vasona Junction S. P. Co Del Monte Junction to Lake Majella S. P. R. R. Co Lick to New Almaden S. P. R. R. Co Watsonville Junction to Santa Cruz S. P. R. R. Co San Francisco to San Bruno S. P. R. R. Co Baden to San Bruno via South San Francisco S. P. R. R. Co Spreckels Junction to Spreckels S. P. R. R. Co Carnadero to Tres Pinos S. P. R. R. Co	9.12 7.50 34.76 11.91 14.31 16.27 19.61 7.71 20.19 13.18 2.89 2.84 18.45	PK
Total First Track		178.74
Second Branch Track		5.11
San Francisco to San Bruno via Valencia StS. P. R. R. Co	5.11	
Total Branches		183 .85
Total All Tracks Coast Division		630.93

NOMINAL CLASS	OFFICIAL CLASS	T DIVISION—For Through and Lo	Boiler Pressure	San Francisco & Watsonville Jct. Santa	Watsonville Jct. to Santa Margarita	Santa Margarita	San Luis Obispo	San Luis Obisi
E-23 E-23	E-73 20/24 92 E-73 20/24 101 S	\\1433 to 1458	190	2300	2000	530	470	1300
E-23 E-27	E-73 20/24 101-S E-73 20/26 113-S	1526 to 1540	210	2800	2450	670	600	1600
M-4	M-63 20/28 126	}1615 to 1719	190	2950	2550	780	700	1750
M-4 M-6	M-63 20/28 135-S M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3650	3150	990	890	2150
M-9	M-63 -21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3850	3350	1050	950	2250
Pr-1 Pr-2	Pr-70 23/28 137-S Pr-70 23/28 141-S	1900 to 1903	170	3350	2950	850	760	1950
T-8 T-2	T-57 18/24 87	2174, 2178, 2179, 2181, 2183	160	1950	1700	460	410	1100
T-1	T-63 19/24 105 T-63 20/26 112	2221 to 2230	180	2650	2300	700	630	1550
T-26 T-23	T-69 21/28 152-S	2283 to 2300	200 210	3400 3800	2950 3350	860 1050	770 940	1950 2250
T-28, 31	T-63 21/28 148-S T-63 22/28 162-S	2301 to 2310	210	4200	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	3750	1150	1050	2550
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	3050	860	770	2000
P-4 P-6	P-77 23/28 155/B-58-SF P-77 25/28 172-S	2400 to 2437	210 200	4000	3450 3750	1000 1100	860 970	2400 2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	3800	1150	1050	2550
P-10 P-10	P-73 25/30 181-SF P-73 25/30 183/B-63-SF	2478 to 2483	200 200	4600 4800	4000 4150	1200 1250	1050 1150	2650 2900
P-11 P-12	P-68 24/26 157-S P-73 27/28 189-SF	3100 to 3109	180 190	3700 5050	3200 4400	900 1250	800 1150	2100 2900
C-9,10	C-57 22/30 194-S	\2513 to 2599, 2750, 2752 to 2860		Man P.				
C-9,10 C-8	C-57 22/30 200-SF C-57 22/30 192-S	2698 to 2749, 2751	210	4600	3950	1300	1150	2700
C-5 C-5	C-57 22/30 187-S C-57 22/30 185-S	2624 to 2679						
C-5 C-5	C-57 22/30 180	2624 to 2679	200	4100	3550	1150	1050	2400
C-5	C-57 22/30 178	2680 to 2693	200	2100	0000	1100	1000	2400
TW-1 'W-3	TW-54 22/26 147	2900 to 2913	180	3500	3050	950	850	2050
W-3 FW-2	TW-50 20/26 120 TW-50 20/26 118	2932 to 2945	170	2900	2500	800	700	1700
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	3600	3100	840	720	2100
A-3 A-3	A-81 20/28 112-S A-81 20/28 120/B-64-SF	3025 to 3071	210 210	2800 2900	2400 2500	630 630	550 550	1550 1700
Mk-2, 4	Mk-57 23 1/30 206-S			and the trains	This section is a second	000	350	1700
Mk-2, 4	Mk-57 23 1/30 206-SF	3200 to 3240	210	5400	4650	1500	1350	3200
Mk-5, 6 Mk-5, 6	Mk-63 26/28 210-S Mk-63 26/28 210-SF	3241 to 3277	210	5850	5150	1600	1450	3500
F-1	F-63 271/32 273-S	3600 to 3652	200	6700	5800	1900	1700	3950
F-4, 5 F-5	F-63 291/32306/B-61-SF F-63 291/32306-B/62-SF	3668 to 3763	200	8000	7000	2350	1900	4750
IM-2	MM-63 ²⁵⁻³⁸ / ₂₈ 320 SF	4200 to 4211	200	6900	6000	1900	1700	4050
At-1,3,4,5	Mt-73 28/30 246 B-60-SF	4300 to 4376	210	6600	5750	1800	1550	4000
Sp-1 Sp-2. 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	5000 to 5048	225	8000	7900	2600	2100	5300

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown. Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

More than 50 M's....

"T"—Ten-wheelers"M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado" "P"—Pacific Type "E"—Eight-wheelers "Pr"-Prairie Type

COMPANY HOSPITALS

Allowance for Empty and Underloaded Cars—M's 40 M's to 50 M's.....

GENERAL HOSPITAL...... San Francis EMERGENCY HOSPITAL...Third and Townsend Streets, San Francisco EMERGENCY HOSPITAL.....Bayshore

Stretchers for emergency use are located at the following stations:—San Francisco (Freight House), Bay shore (Yard Office), South San Francisco, Colma, Redwood Junction, San Jose (Passenger Station), Santa Cruz, Tres Pinos, Watsonville Jct. (Yard Office), Salinas, Del Monte Jct., San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia

TRAINMASTERS

L. P. HOPKINS.....San Francisco H. R. HUGHES . . . Watsonville Jct. J. M. CARDWELL, San Luis Obispo L. KOCHER.....Salinas

ASST. CHIEF TRAIN DISPR'S J. A. STONE..... San Francisco A. KELLER..... San Francisco

CHIEF TRAIN DISPATCHERS I. J. ONYON...... San Francisco A. S. BRAINARD, San Luis Obispo

ROAD FOREMEN OF ENGINES C. H. HOLDREDGE. San Francisco

EXAMINER

D. W. BROPHY San Luis Obisno J. T. BELL San Francisco

A. A. LOWE,

Assistant Superintendent, San Francisco.

