SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION







To Take Effect Sunday, June 14, 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.

. H. WILLIAMS,

Assistant General Manager.

J. J. JORDAN,

Superintendent.

		EA	STWAR	D				San	Francisc												
Name of Parties										ST CLASS				F 0	=0	100	00		104	Ħ o	Time Table No. 134
apacity of	156	95	198	154	152	150	148	146	144	142 Passenger	138 Passenger	502 Passenger	84 Redwood	78 Shore Line	72 Daylight	136 Passenger	32 Passenger	30 Passenger	134 Passenger	ance from Francisco	June 14, 1931
spurs in ar lengths	Passenger Leave Daily	Passenger Leave Daily	Leave SATURDAY	Leave SATURDAY	Passenger Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY	Passenger Leave Daily	Passenger Leave SUN.& HOLI-	Leave Daily	Leave Daily	APPENDED TO THE PARTY OF THE PA				Leave Daily EX. SUNDAY & HOLIDAYS			Leave Daily	Distar San Fr	STATIONS
BKWOIT YP	2.15PM		1.45 PM	1.30 PM	1.15PM			12.15PM	11.15AM	& HOLIDAYS		DAG	8.05AM	8.00AM	8.00AM	7.00 AM	6.00 AM	2.30 AM	12.01 AM	0.0	(TO-R SAN FRANCISCO
YP	2.13.		f 1,45,	1.50	*			May - May	Figure 1											1.9	23D STREET
PITTING I	41 4						V 51.5		AR MA			-								2.2	ARMY STREET
P	policius a						7,141	HUE			Charle	W.F.				f				3,1	1 4TH AVE.
BKWO ITP 1	f 2.24	44	f 1.55	1.39	f 1.24	1.09	12.39	f 12.24	f 11.24	f 11.10	f 9.39	Spring.	f8.14	8.10	8.09	s 7.10	f 6.09	f 2.40	f 12.10	5.2	BAYSHORE 1.3
								Pag a	LITE	AL	f	A said				f		f	f	6.5	VISITACION 0.4
IP	1831	1985										27								8.6	R VISITACION TOWE
Part Service											f 0.45	H	S	0.16	0.14	s 7 10	s	2 2 47	91216	9.3	SO. SAN FRANCISCO
	s 2.30		s 2.01	s 1.44	s 1.30	1.14	s 12.45	s 12.30	s 11.30	s 11.17	s 9.45	_/	s 8.20	8.16	8.14	s 7.18	s 6.16	s 2.47	s 12.16	10.4	TANFORAN WYE
Y	4 0 00		- 2.04	1 47		1.17	612.40	610.22	f 11.33	s 11.21	s 9.48		s 8.24	8.19	8.17	s 7.22	s 6.20	s 2.51	s 12.19	11.0	O.6—SAN BRUNO
P	f 2.33		s 2.04	1.47	s 1.34	1.17	f 12.48	f 12.33	f 111.33	f 11.21	f		f	0.17		f	f	f	f	12.1	LOMITA PARK
Center P	<u> </u>		f 2.09		f 1.39	1.21	f 12.53	f 12.38	f 11.38	f 11.26	f 9.52		f			f 7.28	s 6.26	f 2.56	f 12.24	13.7	MILLBRAE
Spur P	a a		s 2.09	S	g 1.59	8	8	8	8	s	s	Numerate L	S		THE PERSON	s	s	s	s	15.2	BROADWAY
Spur P	s 2.44		s 2.13	s 1.55	s 1.45	s 1.25	s 12.58	s 12.43	s11.43	s 11.33	s 9.58		s8.36			s 7.34	s 6.35	s 3.01	s 12.28	16.3	BURLINGAME
<u> </u>	s 2.48				s 1.49	s 1.29			s 11.47	s 11.37	s 10.02		s 8.40			s 7.38	s 6.40	s 3.05	s 12.32	17.9	SAN MATEO
Center WP	f	ATH T	f	f	f		f	f	f	f	f		f			f	f	f	f	18.9	LESLIE 0.8
Spur P		OF THE REAL PROPERTY.	THE STATE OF									T-E						f		19.7	ROMAC 0.6
	f	- La Valence	f		f		f	f		f	f	When the same	f			f	f	f	f	20.3	BERESFORD 1.6
Spur P	f		s		s		f	f	f	s	s	467	s			S	s	f	S	21.9	BELMONT 1.3
Center P	s 3.00	land the same	s 2.27		s 1.59		s 1.11	s 12.57	f 11.57 AN	s 11.47	s 10.11		f 8.50			s 7.49	s 6.50	f 3.16	s 12.40	23.2	SAN CARLOS 2.2
	s 3.05°		s 2.31	s 2.10	s 2.03	s 1.39	s 1.15	s 1.01	s 12.01 PM	s 11.52	s 10.15	3 10	s 8.54		10	s 7.53	s 6.57	s 3.21	s 12.44	25.4	REDWOOD CITY
WIYP	3.07		2.33	2.12	2.05	1.41	1.17	1.03	12.03	11.54	10.17		8.56	8.39	8.35	7.55	6.59	3.23	12.46	26.2	R REDWOOD JCT.
Center	f	1000000	f 2.36	f 2.15	f	s 1.44	f 1.20	f 1.06	f	f 11.57 AN	f		f 8.59			f 7.59	ť	f 3.26	s 12.49	28.9	ATHERTON 1.1 MENLO PARK
Spur P	S		S	S	S	8	8	S	f	S	8		s 9.06		100000000000000000000000000000000000000	s 8.05	s 7.12	S	s 12.55	30.1	PALO ALTO
Spur P Center	s 3.16					-	Miles Committee	s 1.11		s 12.04 PM		The state of the s	s 9.06	8.48	8.42	s 8.09	s 7.12	e 2 35	f 12.58	31.8	R MAYFIELD
KWYP	s 3.20		s 2.45	s 2.24	s 2.17	s 1.53rm	s 1.30	s 1.15	s 12.15	s 12.09	810.29		89.09	0.40	0.42	f 6.09	f	f 5.55	f	34.8	CASTRO
Center P	s 3.30		s 2.51	s 2.30	s 2.23	Via Los Altos	s 1.36	s 1.21	s 12.21	s 12.17	s 10.36		s 9.16	3 40	235	s 8.16	s 7.22	s 3.44	f 1.04	36.1	MOUNTAIN VIEW
Spur P	s 3.35		s 2.56	s 2.35	s 2.23	Los Altos	s 1.41	s 1.21	s 12.26	s 12.22	s 10.41	Via Newark	s 9.21			s 8.21	s 7.28	s	f 1.08	38.8	SUNNYVALE
Center	f 5.55		f	f	f 2.20		f	f	f	f 12.27	f		f 9.25			f 8.24	f 7.32	f 3.53	f	40.8	LAWRENCE
[IP	s 3.43	3.37PM	s 3.03	s 2.42	s 2.38		s 1.48	s 1.33	s 12.33		s 10.49	9.34 AN				s 8.30	s 7.39	s 3.59	f 1.15	44.3	R SANTA CLARA
KP IP						100000		Carl Car	THOUSEN.	AND CAS	erenta e	TO ACTIO	TO D	THE PARTY AND						45.2	SAN JOSE YARD
IP	f	T. Land	f	f	f		f	f	f	f		f 9.38	f 9.37 AM			f	f 7.44 AM	f	f	45.7	R COLLEGE PARK
BKW				s 2.50PM			The second second				s 10.55 AM		Out 2000			s 8.37AM		THE RESERVE OF THE PARTY OF THE	s 1.20AM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	SATURDAY ONLY	SATURDAY ONLY	Arrive Daily	SATURDAY ONLY	SATURDAY ONLY	Arrive Daily	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(1.35) 29.62	(0.08) 19.50	(1.25) 33.11	(1.20) 35.18	(1.30) 31.27	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.25) 33.11	(1.40) 28.14	(1.25) 33.11	(0.09) 17.33	(1.32) 29.80	(1.07) 42.00	(1.02) 45.39	(1.37) 29.01	(1.44) 26.37	(1.35) 29.62	(1.19) 35.62		Time over Dis Average Speed per I

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 st	upply	Redwood	Junction,	located or	n Western	Division line.

		ADDITIONAL	REGULAR STOPS	OF BUILDINGS THE STATE OF STREET	
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

												ubdivisio	n.				GRW	ESTWA	RD		3
Time Table No. 134					,					Self and World	IRST CLAS										
June 14, 1931	Distance from San Jose	503 Passenger	133 Passenger	135 Passenger	137 Passenger	139 Passenger	141 Passenger	143 Passenger	101 Sunset Limited	145 Passenger	147 Passenger	177 Passenger	149 Passenger	195 Passenger	151 Passenger	153 Passenger	75 Lark	81 Santa Cruz	155 Passenger	157 Passenger	73 Padre
STATIONS	Dista	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAY	Arrive SUN.& HOLI- DAYS ONLY	Arrive Dail
(TO-R SAN FRANCISCO	46.9	HAVE BY MIN										8 8.33AM									
23D STREET	45.0		s	s	s	s	s			4				f		AL R		08.80			
ARMY STREET	44.7						-							f				16.21			127
1 4TH AVE.	43.8		s	s		-					1							1		q	1 2
BAYSHORE	41.7	O Della	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	9.11	9.20	9.36	s 10.00	f 10.01	THE OF THE
VISITACION	40.4	S-1-50		f										f				3			1 531
R VISITACION TOWER	40.0				-			-												1 9	1 0
BUTLER ROAD	38.3			s									n-								1 2
SO. SAN FRANCISCO	37.6	100 e 0	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	8.25	s 8.28	s 8.44	s 9.05	9.14	9.30	s 9.54	s 9.55	TO DE
TANFORAN WYE	36.5	E Dir v Ku	2.01	0.01	- 1.12															T Y	
SAN BRUNO	35.9	4	s 5.57	s 6.50	s 7.08	s 7.21	7.39	s 7.49	7.56	8.01	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	10,15
LOMITA PARK	34.8		5 3.31	8 0.30	f 1.00	g	1.35	g15	11.50	0.01			s	f	s	s	7.17		s	f	
1.6————————————————————————————————————	33.2		f 5.51	s 6.43	•	s 7.15		s 7.42			a	STEEL STEEL		f 8.20		f 8.55		9.23	f 9.43	f 9.47	51 Center
1.5 BROADWAY	31.7		5.51	5 0.43		3 7.13	a	9 1.12			5	g	g	8	s	8			8	8	week Sit
1.1			s = 16	s 6 20	s C 57	s 7.09	s 7 30	s 7.36	g	-		s 8.04	s 8.12	s 8.15	s 8.30	s 8.49	8	35 5	s 9.36	s 9.42	100 State
BURLINGAME 1.6	30.6		s 5.46	s 6.38	s 6.57		s 7.30		8 6 8	B.C F	E.C. S	s 8.04 s 8.00		s 8.11		s 8.45	9.02	9.17	s 9.31		10.25
SAN MATEO	29.0	And the state of the state of	s 5.42	s 6.34	s 6.53	s 7.05	s 7.26	s 7.32	E.C NE	E.C. F.	F.C. 8	8 8.00	8 8.08	0.11	5 0.20	f 0.43	3.02	2.11	f 7.51	f 9.50	
LESLIE 0.8	28.0		S		I	S		s 7.29						- 3		*				14	THE Store
ROMAC 0.6	27.2					-													•	,	-
BERESFORD	26.6		r	f 7				<u> </u>		1			1	2		s 8.37			s 9.23		www.D 60
BELMONT 1.3	25.0		f	8	s 6.45	8	S		9	S			- 0.00	f 0.00				0.10	s 9.20	f 9.28	natura Ch. 100
SAN CARLOS	23.7		s 5.31	f 6.23	f 6.42	s 6.53	-	s 7.21	878		1 3.49		s 8.00	f 8.00	s 8.15	f 8.34	- 4	9.10			CHARLES THE
REDWOOD CITY	21.5		s 5.27	s 6.19	s 6.37	s 6.49		s 7.17	E.Z FIN	1 5,4 H	s 7.46		s 7.56	s 7.56	s 8.11	s 8.30	0.50	0.05	s 9.16	s 9.24	191
R REDWOOD JOT.	20.7	SEE .	5.25	6.17	6.35	6.47	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	
ATHERTON	19.1		f 5.22	f 6.14		s 6.44	- 8	s 7.12		- 3	30.8 1	2	s 7.51	f	s 8.06	f 8.25	1		s 9.11	I	INTOSC PA
MENLO PARK	18,0		S	S	S	S	S	8		8			S	S	S	S	-	- 8	8	I	Things 186
PALO ALTO	16.8	3.37	s 5.16	s 6.09	s 6.27	s 6.38	s 7.00	s 7.06	S	s 7.36	10.8	2.8.5	s 7.45		s 8.00			S		s 9.14	requelly Ed
R MAYFIELD	15,1	3.52	s 5.08	s 6.05	6.24	s 6.34	6.56	s 7.02	7.25	7.33	7.36AM	F 189	s 7.41	s 7.42	s 7.56	s 8.16	8.42	8,55 AM	s 9.00	s 9.11	
CASTRO ———1.3	12.1		1				1	f			VIa			f			11	Via			Via
MOUNTAIN VIEW	10.8	Via Newark	s 5.02	s 5.59	s 6.18	s 6.28	s 6.50	s 6.55	7.19	s 7.27	Los Altos	50.8" 1"	s 7.35	s 7.35	-	s 8.10	NO.7 4	Via Los Altos	s 8.54	s 9.04	Newark
SUNNYVALE 2.0	8.1		f 4.58	s 5.54	s 6.13	s 6.23	s 6.45	s 6.49		s 7.22	6.81	1 6.19	2 1 12	f 7.30	-	s 8.05	1 7.08	15.77	s 8.49	8.8 4	Margit VV
LAWRENCE 3.5	6.1	2 0,20	f 4.55	f 5.51	f 6.10	6.20	of her	f 6.46	7.13		11111	3 11 5 3	f 7.28	f 7.26	The same of the sa	f 8.01		25.7 3		f 8.55	BE Capta
R SANTA CLARA	2.6	s 4.48 AM	f 4.50	s 5.46	f 6.05	s 6.15	s 6.37	s 6.41	1 3 3	EL3 7 8	DETE 1		s 7.22	s 7.21	s 7.36	s 7.56	1.7.1	057 1	s 8.41	s 8.50	9.11 AN
SAN JOSE YARD	1.7																				g 85
R COLLEGE PARK	1.2	f	f	f			f	2	K THE	8			f	f	f	f		10	f	f	N. P.
TO-R SAN JOSE	0.0	4.43AM									DE BUT IN	eggo a Fil	7.15AM		7.30AM		8.23AM		8.35 AM		
(46.9)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	SUN. & HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLI- B 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) 33.11	(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.07) 42.00	(0.50) 38.16	(1.35) 29.62	(1.25) 33.11	(0.06) 26.00

Additional Stations
Additi

HOLIDAYS INDICATED ARE:

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

		ADDITION	AL REGULAR STOPS	TATALON STOLE SHOP	THRUDE LACKERY
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	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	Oak berealt and the	Yuma Any Station	Daily Funeral parties

4		CHE	ASTWA	RD				San	Francis	co Subdi	vision.							A Property of			
										RST CLAS					0044		100	100	00	Ħ o	Time Table No. 134
Dapacity of sidings and	190 Passenger	102 Sunset Limited	188 Passenger	186 Passenger	184 Passenger	182 Passenger	180 Passenger	178 Passenger	176 Passenger	200 Passenger	174 Passenger	172 Passenger	170 Passenger	168 Passenger	164 Passenger	82 Santa Cruz	162 Passenger	160 Passenger	28 Del Monte	tance from Francisco	June 14, 1931
spurs in ar lengths	Leave Daily	L DATE OF THE REAL PROPERTY.	Leave Daily	Leave Daily	EX.SAT,SUN	Leave Daily EX.SAT,SUN	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX.SAT,SUN	Leave	Leave Daily EX.	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLI-	Leave Daily EX. SUNDAY	Leave Daily EX.SAT,SUN	Leave Daily EX. SUNDAY	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAY	Leave Daily	Dist.	STATIONS
BKWOIT YP	7.30PM	6.45PM	6.15PM	5.50 PM		5.26PM	& HOLIDAYS 5.22PM	5.18PM	5.15PM	5.03PM	5.03PM	THE STREET STREET	4.30PM	4	4.10PM		3.30PM		3.10PM	0.0	(TO-R SAN FRANCISCO
YP		0.10	f 6.20	7.00	s		1			f	f	s	f	f		4	1	87.		1.9	23D STREET 0.3
			f 6.21				ν			f										2.2	ARMY STREET
P			f							f		f	f	f				A		3.1	14TH AVE.
BKWO ITP	f 7.39	6.54	f 6.25	f 5.59	5.45	5.35	5.31	5.27	5.24	f 5.14	5.12	s 5.01	f 4.40	s 4.31	4.19	4.09	3.39	3.24	3.19	5.2	BAYSHORE
111			f				- 4													6.5	VISITACION 0.4
IP																				6.9	R VISITACION TOWE
										f		f	f	f						8.6	BUTLER ROAD
P	s 7.46	7.00	s 6.31	s 6.05	s 5.50	s 5.41	5.36	5.32	5.29	s 5.20	5.17	s 5.08	s 4.46	s 4.38	4.24	4.14	s 3.45	s 3.30	3.24	9.3	SO. SAN FRANCISCO
Y							-				E-F-N-W									10.4	TANFORAN WYE
P	s 7.49	7.03	s 6.35	s 6.09	s 5.54	s 5.44	5.39	5.35	5.32	s 5.24	5.20	s 5.12	f 4.49	s 4.42	4.26	4.17	f 3.48	s 3.34	3.27	11.0	SAN BRUNO
are the large	f	Al-	f	s	s	s	1	The state of the s		f	s		f	f	8	715	f	f		12.1	LOMITA PARK
Center P	f. 0 1 8	201	fs.e	f	8		15.8			f	s	4 8	f	f	1.7.1		f	f		13.7	MILLBRAE
Spur P	s	- E	s	s	s	s	- 8		2.	s	s	s	s	8			s	s		15.2	BROADWAY
Spur P	s 7.59	s	s 6.45	s 6.20	s 6.06	E.8 1 -	s 5.46	7.8 a 7	0.8	s 5.35	s 5.30	8 5.20	s 4.57	s 4.54	O.T.	12.0 4 8	s 3.57	s 3.44		16.3	BURLINGAME
4	s 8.03	e le -um	s 6.49	s 6.24	s 6.10	s 5.58	s 5.50	0.8 E 6	0.8	s 5.39	s 5.34	8 5.24	s 5.01	s 4.59	4.34	4.25	s 4.01	s 3.48	3.35	17.9	SAN MATEO
Center	f	4	f	s	s	14	s			f		1 - 1 - 1 - 3	f	f			f	f		18.9	LESLIE 0.8
Spur P					- 11															19.7	ROMAC
	f	2	f	f	f			77 1		f	f		T 1	f			f	f		20.3	BERESFORD
Spur P	f	S. 8 . 2	s	s	f 8	s				f	- 1	s	f	8	8	10.3 6	f	f		21.9	BELMONT
Center P	s 8.11	E 9,2	s 7.01	s	s a l	1.8 = 4	s	00.8		s 5.49		8	f 5.09	s 5.10	aa a	(5.8 L)	f 4.09	s 4.00		23.2	SAN CARLOS
1	s 8.15	140 0	s 7.05	s 6.40	s 6.24	s 6.09	s 6.03	s 5.51		s 5.53	s 5.43	s 5.37	s 5.13	s 5.14	s 4.44	16.37	s 4.13	s 4.05		25.4	REDWOOD CITY
WIYP	8.17	7.25	7.07	6.42	6.26	6.11	6.05	5.53	5.50	5.55	5.45	5.39	5.15	5.16	4.46	4.35	4.15	4.07	3.45	26.2	R REDWOOD JOT.
Center	f	Le a	f	f	f 8	s a		s		f 5.58	s		f	s	10.64		f 4.18	f 4.10		27.8	ATHERTON
Spur P	s	1 4	s	s	s	s	F - A	s		s	s		f	s	a de	8	f	S		28.9	MENLO PARK
Spur P	s 8.26	s e	s 7.16	s 6.50	s 6.35	s 6.19	s 6.12	s 6.01	s 5.57	s 6.05	MET A	s 5.46	s 5.24	s 5.25	s 4.51	18.8	s 4.24	s 4.16		30.1	PALO ALTO
Center	s 8.29	7.34	s 7.20	s 6.54	s 6.39	s 6.23	s 6.16	s 6.05PM	The State of the S	s 6.09	NE-X-39	s 5.50	s 5.27	s 5.29	s 4.54	s 4.42PM	f 4.27	s 4.20	3.52	31.8	R MAYFIELD
				f						f			f	f				f		34.8	CASTRO 1.3
Center P	s 8.36	8.5	s 7.26	s 7.00	s 6.45	s 6.31	s 6.23	Via Los Altos	s 6.05	s 6.16	1.27	21.ym	s 5.33	s 5.36	8.28	VIa Los Altos	s 4.33	s 4.28	Manualis	36.1	MOUNTAIN VIEW
Spur P	f 8.40	1.8.4	f 7.31	f 7.05	f 6.50	f 6.36	s 6.28		s 6.10	s 6.21	1/8 7.33		s 5.37	s 5.41	0.03	E.1.3 ×	s 4.37	s 4.33		38.8	SUNNYVALE 2.0
Center	f 8.43	b.8 1	f 7.35		f		6 7.26	35.7 1		f		41.13	f	f	6,20	7 6.10	f	f		40.8	LAWRENCE 3.5
[IP	f 8.48	1 8.4	f 7.40	f 7.14	f 6.58	f 6.44	s 6.37	E. 7 W		s 6.30	s 6.12		s 5.44	s 5.50	er a s	80.8 1	s 4.44	s 4.43	1 4.48	44.3	R SANTA CLARA
KP																				45.2	SAN JOSE YARD
KP IP	f	. 1	f		f	7 1	f	21		f	s		f	f				f	1,	45.7	R COLLEGE PARK
BKW	s 8.55 PM	s 7.55 PM	s 7.45 PN	s 7.20PM	s 7.05 PM	s 6.51 PM	s 6.45 PM	1.7	s 6.25 PM	s 6.36PM	s 6.18PM	s 6.12PM	s 5.50PM	s 5.58PM	s 5.15PM	pola Ima	s 4.50PM				TO-R SAN JOSE
terest -Lit	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	SATURDAY ONLY	Arrive Daily EX. SATURDAY	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily		(46.9)
3.69 3.69	(1.25) 33.11	(1.10) 40.20	(1.30) 31.27	(1.30) 31.27	(1.30) 31.27	(1.25)	(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 DistrAverage Speed per Ho

NOTE.—See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose.

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

Water supply at Redwood Jct. located on Western Division line.

	ADDITION	AL FLAG STOPS TO RECE	IVE OR DISCHARGE	PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
28 174 186 180 82	San Mateo Any Station Lawrence Any Station Palo Alto	Receive Receive or Discharge Receive or Discharge Receive or Discharge Receive Receive	Beyond San Jose Any Station Any Station Any Station Any Station	Any Station Any Station Any Station	Daily Sunday Sunday Saturday Friday

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
82	Palo Alto	Receive or Discharge	Any Station	Any Station	Saturday
172 - 200	Paul Ave.	Receive or Discharge	Any Station	Any Station	Daily

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

Register at Santa Clara located in interlocking tower.

Market Market	ORAS	WESTM	REAL PROPERTY.					.ngishr	Sa	n Franc	isco Subo	livision.				V	VESTWA	RD		5
Time Table No. 134			BOKENTE	D13/46%					-	FIR	ST CLASS	ealo rem	9			PEGT ALL	the l	GLASS	ORKHT	
June 14, 1931	from	159	161	163	27	167	169	171	173	97	175	31	181	183	185	71	179	557	85	77
esanta. IndexO	Distance from San Jose	Passenger	Passenger	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Redwood	Shore Line
STATIONS	Dia	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily
(TO-R SAN FRANCISCO)	46.9	s 10.35 AM		s12.10PM	s 12.15 PM	s 1.30PM	s 3.00PM				-8 5,05 PM	s 5.35PM			s 7.20 PM	s 7.45PM	s 8.15PM		s 9.30PM	s 10.50 PM
23D STREET	45.0				45.0 F		for ger.	1 24 30	A	DA MARK		f			f					
ARMY STREET	44.7		1470 -	2 100 000	5 3 AP	Trans	ATE YMRA	TI SET	THE	a ALVa		37. 73	1 5.4							213
	43.8			THE PARTY	8.65		V.O	The other	- Marci											9. 2
BAYSHORE	41.7	10.25	10.59	f 11.59AM	12.06	1.21	f 2.49	f 3.59	f 4.00	an forth	f 4.54	f 5.25	6.05	f 7.10	f 7.10	7.35	8.05	7.00	9.20	10.41
VISITACION	40.4		-		N 04 V	PRO	DATIBLE	11072				f								
R VISITACION TOWER	40.0		35 W 5		0.00	900 W (2)	MOIDATIE	W 8 81 80		eria indus		F 10 7.1	1 8 8			San Jane	State James V			AT T
BUTLER ROAD	38.3				7 8.85	GAO	or six rema	THE SERVICE		RETAI	f	f							f	1 5
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		s 4.45	s 5.18	s 5.59	s 7.03	s 7.04	7.30	s 7.59		f 9.14	10.36
TANFORAN WYE	36.5				N RE	979707	THE REPORT OF			Toutes.					7-7-77-78					Y
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	AVE NEW	s 4.41	s 5.13	s 5.55	f 6.59	f 7.00	7.27	f 7.56		f 9.11	10.33
LOMITA PARK	34.8	f	Control Control Control	f	34.8 16	f	f armicox	f	f		f		f	f	f		f	army (personal)	Street Street Street or Street Street	
MILLBRAE	33.2	f 10.10	10165	f11.42	4 h ago	f 1.05	f 2.34	f	f 3.46	Total Total	f 4.35	f 5.08	f 5.49	f 6.53	f 6.56	WITTING	F V.800			51 Center P
BROADWAY	31.7	s	-	s	Y 18	S VA	8	s	8		8	s	s	s	s		8		s	32 Spur P
BURLINGAME	30.6	s 10.05	s	s 11.36	College of the	s 1.01	s 2.30	s 3.38	s 3.42	agration	s 4.30	s 5.03	s 5.44	s 6.49	s 6.51	7.004	s 7.47		s 9.02	T mgd 00
SAN MATEO	29.0	s 10.01	s 10.40	s 11.31	11.48	s 12.57	s 2.26	s 3.33	s 3.38	1007	s 4.26	s 4.58	s 5.40	s 6.45	s 6.47	7.19	s 7.43		s 8.58	10.25
LESLIE	28.0	f	-	f	1 0 40	f	f	f 9 00	f	A TOTAL PROPERTY.	f	f	f	f	f	Minimum	f		A SHIP SHIP SHIP SHIP SHIP SHIP SHIP SHIP	A ARCHITECT A GO
ROMAC E	27.2		- 14		27.28	17	ROMAG	- , 2 -		THE REST										14 Sleur P
BERESFORD	26.6	f		f	7 8 39	f	f	f	f	Rya	f	f	f	f	f					
SAN MATEO 1.0 LESLIE 0.8 ROMAO 0.6 BERESFORD 1.6 BELMONT 1.3	25.0	f		s	7 0 35	f	s	s	f	OF THE P	f	s	f	s	f		f		f	28 Spor P
SAN CARLOS	23.7	s 9.51		s 11.20	t a te de l'	s 12.48	s 2.17	s 3.20	f 3.28	Egott -	s 4.16	s 4.47	s 5.30	s 6.35	f 6.38	7	s 7.34		f 8.49	M Center P
REDWOOD CITY	21.5	s 9.47	s 10.31	s11.16	Y 0 00 PU	s 12.44	s 2.13	s 3.16	s 3.24	LEKE	s 4.11	s 4.42	s 5.26	s 6.31	s 6.34		s 7.30		s 8.45	
R REDWOOD JOT.	20.7	9.45	10.29	11.14	11.38	12.42	2.11	3.14	3.22	Townster.	4.09	4.39	5.24	6.29	6.32	7.10	7.28	800 B	8.43	10.16
ATHERTON	19.1	f		f11.11	N 16 42	f	f	f	f	THE T	f 4.06	f EE OI	f 5.21	s	f	Marketon Children bellevine	7.25	- THE PERSON NAMED IN COLUMN	f	5f Custor
MENLO PARK	18.0	s	7	s	Tell to della	8 200	S	s	f	CH TOERS	s	8	s	s	f		8	Vin	fally	4 Spin P
PALO ALTO	16.8	s 9.37	s 10.23	s 11.05	W Dr	s 12.33	s 2.02	s 3.05	s 3.13	T. CHES	s 4.00	s 4.31	s 5.17	s 6.20	s 6.23		s 7.19		s 8.35	9 sugh te
R MAYFIELD	15.1	s 9.33	f 10.19	s 11.01	11.31	s 12.29	1	s 2.59	s 3.09		15.75 1.74		s 5.14	s 6.14	f 6.19	7.03	s 7.15		s 8.31	10.06
CASTRO	12.1	2,000		f	7 1 (1)		CARTER	70.79	ug.			f	AND ADDRESS OF THE PARTY OF THE	f	f	Element to constant to the	A CONTRACTOR OF THE	a harase rannessine	AMERICAN CONTROL OF THE PARTY O	
MOUNTAIN VIEW	10.8	s 9.28	- 17 1/2	s 10.55	P LI M COL	s 12.24	s 1.53	s 2.52	f 3.04	T Parameter	s 3.51	s 4.18	s 5.08	s 6.09	f 6.14		s 7.09	Via Newark	s 8.25	St Chuter P
SUNNYVALE	8.1	s	777 6	s 10.50	ng 1 /	s 12.19	s 1.48	s 2.46	f 2.59	TE ROS	s 3.46	s 4.12	s 5.03	s 6.04	f 6.09		s 7.04		f 8.20	77 Squar 19
LAWRENCE	6.1	f 9.20	10.09	f 10.46	1 11	f 12.15	f 1.45	f 2.42	f 2.55		f 3.42	f 4.09	f 5.00	f	f 6.05		f 7.00			50 Camer
R SANTA CLARA	2.6	s 9.15		s 10.41		s 12.10	C. C. C. Communication	s 2.37	s 2.50	s 3.27PM		s 4.04	s 4.55	s 5.55	s 6.00			s 8.11PM	s 8.13	41 8
SAN JOSE YARD	1.7	5 3.10			-	ant.	E MBOL MA	- 12.01	AN TOTAL			4 3	7 3 44 5 7 1 8							TR E
R COLLEGE PARK	1.2	-		f	- 1 W 4 1		frontio	f	f	Transie	3.30PM	f	4 11	f	f			f 8.08	8.10PM	41 / 28
TO-R SAN JOSE	0.0	9.10AN	10.00AM	10.35AM	11.13AM	-	- 5.7			3.20PM	Via West San Jose		4.50PM	5.50PM	5.55 PM	6.45PM	6.50PM	8.05 PM	Via West San Jose	9.47PM
(46.9)		Leave Daily	Leave Daily	Leeve Deily				Leave Daily EX. SUNDAY & HOLIDAYS				And I want to the second		Leave Daily EX. SUNDAY	Leave SUN.&HOLI- DAYS ONLY		Leave Daily	Leave SUNDAY ONLY	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) 22.28	(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

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 Jot. or beyond	Saturday Daily Saturday Daily Daily

Water supply Redwood junction located on Wastern Division line.

6		CEA	STWAF	RD				.noisiv	indue S	an Fran	cisco Sul	bdivis	on.				W	ESTWAI	RD	
	THIRD	CLASS						FIRST CL	ASS	THREE						FIRST CL	ASS		TEL OFT	HIRD CLASS
Dapacity of sidings and spurs in	254 Ogden and Portland Manifest	242 Fresno Mdse. Freight	179	7181 Dellehio	185	1832	196 Passenger	194 Passenger	192 Passenger	74 Padre	76 Lark	stance from n Francisco	Time Table No. 134 June 14, 1931	Distance from San Jose	191 Passenger	E 10	() () () () () () () () () ()	SAL SAL	Og	65 gden nifest
ear lengths		Leave Daily EX. SUNDAY	Rate orter &	MDACK SYLTHE	4.13H.2.FI	YACHUB X	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist	STATIONS	Ä	Arrive Daily	A TAGHU	DATE EX.S	mileral.	Arriv	e Daily
BKWOIT YP	08.83	0.42/4	m21.8**	MEN.YES	MIDS. D	7.20 PK	10.45PM	9.45 PM	8.35PM	#	8.00PM	0.0	(TO-R SAN FRANCISCO)	46.9	s 11.20PM	H 400	ite MACO	I CLA C	Alson A 88	ST. WAN SHE
11			11-32	13					1			1.9	23D STREET	45.0	f				84 ES ES	TH GES
			Mr. Ca.									2.2	ARMY STREET	44.7					44 (2) (3) (3) (3)	PARTIE OF
P									NEEDE			3,1	14TH AVE.	43.8				8.	84 J. J. W. V.	A DETAIL
BKWO ITP	11.00PM	7.00 PM	8.05	7.35	7,10	7.40.4	f 10.54	f 9.54	f 8.44	MITH	8.09	5.2	BAYSHORE	41.7	s 11.10	64	CIA B	101	16 1 SEST	.45 AM
									1			6.5	VISITACION	40.4					OF MOJE	ATTENTA
IP												6.9	R VISITACION TOWER	40.0				Q.	OF STREET	TOTO WEIST
	1								1	1		8.6	BUTLER ROAD	38.3	f			8,	UE DACAT	HALLINE
910.36	6-9.7 4	7.00	98.T s	77.30	7.00	7.03 4	s 11.00	s 10.00	s 8.50	8	8.14	9.3	SO. SAN FRANCISCO	37.6	s 1 1.03	10 +3	01 6	LOIS 6	AND BODS	THE WEST
Y											THE WAY	10.4	TANFORAN WYE	36.5		1		L. H	超	AHOTEKAT
E.01P	11.0 1	TION V	82.7 t	7.97	7.00	6.59	s 11.03	s 10.03	s 8.53	460	8.17	11.0	SAN BRUNO	35.9	f 11.00	E Odl	01. 6	1.617 0.	at Oleu	HE MAS
	torough transfer of		1				s	s	f	7		12.1	LOMITA PARK	34.8	f	1 1		14.5	2 247	ATRMOL
Center P					6.56	6.53	f 11.08	f 10.08	f 88.b		39.8	13.7	MILLBRAE	33.2	f Sb.1	17	0	4 6 510,1	SAS	REPRESENTATION OF THE PERSON O
Spur P	9 R				X4		s	8	s	4		15.2	BROADWAY	31.7	s	8		18 1 50	VAS TO ST.	BEDATE
Spur P	\$0.02 n		N.D.N. B	6.20 7	6.81	6.49	s 11.12	s 10.12	s 9.01	4173	s	16.3	BURLINGAME	30.6	s 10.50	Day 1	5 82	0.018 4	OF BAAS	MILTERINA
10.25	88.88		68.7 8	61.7	86.0	6.45		s 10.16	s 9.05	B 23	8.25	17.9	SAN MATEO	29.0	s 10.46	No Oak	0 1 4 10	0.01 = 10.0	es 12 pare	6.M. M.A.B 19.T monopologic
Center P				Name and Advantage		1	f	f	f			18.9	LESLIE De	28.0	f	1 - 1		Y 0	28 28	LEST
Spur P					To the second							19.7	ROMAO	27.2				1 S	35 HE 4 504	NOR
							P	•	1	7		20.3	BERESFORD	26.6	f	2000		1 1 8		TRACTICAL PROPERTY.
Spur P	7 7						<u>-</u>	f	f	7		21.9	BELMONT	25.0	f	8-1-1-1		7 D	ES TW	DELL'AG
Center P	0 8.49		+6.5		BE a	6.35	s 11.25	s 10.24	s 9.15	B. do	88.8	23.2	SAN CARLOS	23.7	s 10.38	r at least	s mil	e,e al 5	ELOS BOLES	MAR IN LE
	8 8.45		08.7		1 3 8 8 8	18.8	s 11.29	s 10.21	s 9.19	M. Carlo	- NS.E	25.4	REDWOOD CITY	21.5	s 10.34	In IA	OLE T	D-16 a 3	18 NAMO 1	SOO WILLIA
WIYP	The state of the state of	0.000	BS T	7:10	the a	es.a	11.31	10.30	9.21		8.34	26.2	R REDWOOD JCT.	20.7	10.32	e d	alter 6	1.45 X	or 1 1 1 1	.04 AM
Center	12.15AM	8.00PM	2C. T					f 10.33	f 9.24		0.01	27.8	ATHERTON	19.1	f	11.		Total di	MON MON	MININA
Spur P	Via	Via					811.34	110.55	0		N.	28.9	MENLO PARK	18.0	s	N College		16 A		Via nbarton
Spur P	Dumbarton		OLT I		The a	05.8	s 11.39	e 10 30	e 931	26 (1946)	g 87.6	30.1	PALO ALTO	16.8	s 10.25	te es	DIA 7	E.0 80 A	STO US	A GUAR
Center	TRACE		215	50.T	1200	81.8	s 11.39	700 M	s 9.35	R ma	8.44	31.8	R MAYFIELD		s 10.22	En el	GEAL E	E. C. s. I do	0.38	CARAGE.
KWYP	AND DESCRIPTION OF THE PARTY OF			C AND RES OF THE RES			811.42	510.42	5 2.33	Marie Printing Committee	0.1	34.8	CASTRO	12.1	f	1 1			37 1. 188	TELO
Contra D	25L8 h	910	20.5		101.0	80.a	f 11.48	f 10.48	f 9.42	Via Newark	50.8	36.1	MOUNTAIN VIEW	10.8	s 10.16	In .	1 mgs 8	C.P n 8	ar	KI VALM GOD
Center P	08.8 3	Novante	7.04		30.2	6.04	f 11.52		f 9.47	Newark	CES	38.8	SUNNYVALE	8.1	s 10.12	Dis .		1 1	B.L.A.	ALMAIR
Spur P			00,7		6.09		f 111.52	f 10.52	f Sh 8	7	735	40.8	LAWRENCE	6.1	f 32.0	11 60	01 0	6.0 1 3	A MOR	EAWER
Center		BLL C			ALIO a	8.55				9.26PM	C - C - C - C - C - C - C - C - C	44.3	R SANTA CLARA	2.6	s 10.05	Le r. X		1.0 8 9.1	A SA A SA A	Q ATRAB
IP	EF.B III	MILLS &	66.8		1		f 11.59PM	110.59	f 9.54	9.26		45.2	SAN JOSE YARD	1.7	10.00			1111	EAR IAX	SAN JOSE
KP	201.0	90.0		-			0		. MOE.E			45.7	R COLLEGE PARK	1.2		3 7			EN THE EXPLOR	TOBLEO
IP KP IP BKW OITP	8,100	80.8				11000	1	1	-	* 0 201	o oʻzm		TO-R SAN JOSE	0.0	10.00PM	No Midd	Et ma	1.50	in the sale	OF RAB II
BKW	Want San Jose	Arrive Doily	O. SOIR	MS C. D. CO.	F 68.8	M5GS.E.	-				s 9.03PM Arrive Daily	THE RESERVE	(46.9)	ethad air	Leave Daily	J. Via	B 38/1-0	G. avenu.	Leav	ve Daily
THE REAL PROPERTY.		Arrive Daily EX. SUNDAY			Y MO WY	d- my Adilion						0.9 (837)	TERRITOR STATE OF STA	(50, 6		(8)		95.14		
	(1.15) 16.80	(1.00) 21.00	23,730	100.17	17 75.22	N. VS. FE	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(0.06) 26.00	(1.03) 44.67		Average Speed per Hour	89.44	(1.20) 35.18	88		THE PERSON NAMED IN	3	0.41) 80.74

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.

		EAST	TWARD						S	an Francisco Subdivisio	n.				WE	ESTWAF	EASTIDS	WES	TWARD 7
		Contract Contract		IRST CLAS	38			Andrew Thomas Ram	promotora in the	Time Table No. 134					FI	RST CLAS	s		AND A STORE THE LIBERT WAS PROPERTY
Capacity of sidings and	Time Table	35 0	178	82	150	84	32	86	rancisco	June 14, 1931 Los Altos—College Park—Santa	a Orus	147	81	87	175	89	85	http://www.inited	
spurs in car lengths	And sector	The state of the s	Passenger Leave Daily EX. SAT. &		Passenger Leave SATURDAY ONLY	Redwood Leave Daily	Passenger Leave Daily	Passenger Leave Daily EX. SUNDAY	Distanc San Fra	Cruz Branches STATIONS	Distance	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SATURDAY	Arrive Daily	Arrive Daily EX. SAT. & SUNDAY	Arrive Daily	de cata	thus equiple
30 WYP								EX. GONDAT	31.8	TO-R MAYFIELD	43.7		s 8.53AM	ONLY		SUNDAY			
30 W I F	HUNTO	1-1-146	6.061	4.44PM	1.55 PM	The way	and the same	Palia Malia	34.0	ALTA MESA	41.5	s 1.33 AM	8 6.33AM					CENTER OF	THE RESERVE TO SERVE
13 Spur P	TOTAL OF THE PARTY	B.AN. MICH	s 6.14	s 4.52	s 2.05	a la mico.	R MARIO	5 - M9EB	35.7	1.7 LOS ALTOS	39.8	s 7.26	s 8.46						Term Years
- Annual Control of the Control of t	A COLUMN TO THE PARTY OF THE PA	0.58	8 6.14	8 4.52	8 2.05	and an except	St. Charles Co.		37.5	SPRINGER ROAD	38.0	8 1.20 f	5 6.40	1 1 1 1					W. A. C.
REOU B	AS WILLIAMS	9-13 CH	8	to hot	8 (60)	n on	DE 204	m 1 02	38.2	LOYOLA	37.3	P				-			TEAL 88
10 Spur	8.6 0.19.9.9.9.W	5-14		2704.0	•	\n	NA-	VI-	39.7	1.5 SIMLA	35.8	•		VI-	VIa	Vie	Via	X AVE.	39.81
10 Spai	Out Canada	1 2-18	s 6.24	f 5.02	s 2.15	Via West San Jose	Via West San Jose	Via West San Jose	41.0	MONTA VISTA	34.5	f 7.15	f 8.38	VIa West San Jose	Via West San Jose	Via West San Jose	VIa West San Jose	ALLYO,	TO STATE OR
dis	9.4 9.4 (300.00.00	1 0 10 1 10	6 0.24	1 3.02	f 2.13	Call Con	2. 8301	ou sa	43.8	2.8 AZULE	31.7	f 1.13	f 0.30					Sha.	17 = 1 = 00
9	Bull COST	1 2 2	s 6.32	f 5.09	s 2.22	1000			45.2	OONGRESS JOT.	30.3	f 7.06	f 8.29	7 7 7 15	and the same			TOWN I	22 Spar
	NORTHON OF	1.18 2.1	8 0.32	f 3.09	f 2.22	0 00	2 1EC	5 50	46.1	SAN TOMAS	29.4	f 7.00	f					o control of	W Same
TO LAND	E SE SEA	E 49 G			•				46.9	POLLARD ROAD	28.6	•	f				A NEW A	Date Day	PFI Da
777	ACCUSANCE OF	0.48							47.8	QUITO	27.7	•	•	-					25 89
P	MACHENIA OF	1 8 5 20	s 6.41	8 5.17	s 2.30	9.54AM	8.07AM	6.05AM	48.1 51.8	(R VASONA JOT.	27.4	s 7.01	s 8.23	s 3 00 PM	s 3 10PM	s 7.10PM	s 7.55PM	ELECTRIC TO THE	es y
8 Spur	And the state of t	0.15	5 0.41	5 3.14	5 2.50	9.54nm	- 0.01 AIII	0.03 A.	51.8	BULWER	27.1	5 7.01	0.25	5 5.001	5 5.10	7.10	11.001		2.2
67 WP	TA CHIEFE	1.15	s 6.50P	8 5.26	s 2 40PM	s 10.03	s 8.16	s 6.15AM	54.3	TO-R LOS GATOS	24.9	6.55AM	s 8.16	2.50PM	s 3.03	7.00PM	s 7.48		sog8 6
16 1703	AM MAR OT	B But S		n h @23	2.401	f	a Awar	2 07	56.1	LYNDON	23.1	0.33	f	2.00	1		f		E-17 1 1788
16 P	WORLS	0.15		8 5.34		f 10.12	-		57.0	O.9 ALMA	22.2		s 8.03		f 2.53		f 7.38		72 25
903	COMENT .	DA PAR II		6 3.31		f			58.5	ALDERCROFT	20.7		f 0.00		2.00		f		rangh Art
20	DIVINIO SPOR	7.48 . 2	100 - 02	5.42	37 - 501	f 10.20	8.34	DE	60.0	1.5 EVA	19.2		f 7.54		f 2.44		f 7.29		S. Terovara
O P	TANGLAN	SAS		f		f	0.51		60.3	CALL OF THE WILD	18.9		f		f		f	Ca. Ibis	
14 WP	NATION DE	1.49		s 5.47		s 10.25	8.38	-	61.3	TO WRIGHT	17.9	40 20000 100	s 7.50		s 2.40		s 7.25	en thramps	65 Spor
7 P	ED TEM	A.40		8		f	0.00		63.4	E LAUREL	15.8		f		f		f	150325	th Spare
27 P	EDSIAR OT	1.18 20	57 78	f 5.58	Tr. 301	f 10.37	8.47	OI PE	64.8	GLENWOOD	14.4		f 7.40		f 2.29		f 7.15	Louis	17 N.W. 97
49	BENAB	0.46		3.00		f	0.21		65.8	OLEMS	13.4							COLUMN TO	26 1,02
15 P	EREPIRO .	8/18 51	os tosa	6.03	24.1 10050	f 10.42	9 91-9	[48 LtD	66.6	TANK SIDING	12.6		f 7.35		f 2.23	1	f 7.10		to it is
5 Spur	AFOOT .	9.10 1 51	50	f AE	01 88	f 801	2 841	01 08.	67.4	ZAYANTE	11.8		f		f		f	OWEN 1	40 E 3 8/21
9 84	MOSTA OT	0.19		f 6.08		f 10.48			68.6	MEEHAN	10.6	-	f 7.30		f 2.18		f 7.05	ma I I	All Spur
55 P	ENTY	rue I		f	1	f 10.53			70.4	OLYMPIA	8.8		f		f 2.13	1 91	f	APPEAR T	14 Spar 15 L.S.
TOURAGE	EN OSTAWARY	SAW TOPIN	STAN BARRA	fra moas	OF MISSO	f 10.57	DIA MAS	OF WIGO!	72.1	MT. HERMON	7.1		f		f		f	area -	Twin Yaiv
9 33 WP				s 6.18		s 11.03	s 9.08		72.4	TO-R FELTON	6.8		s 7.19	100	s 2.07	10)	s 6.54	Terwood (6.00
4	FR. PA			f		f 11.07	f		73.3	BIG TREES	5.9		f	PHATE SE	f		f		
24 P	amiT		0.1	f 6.26	1 (5)	f 11.12	(B1)	n let	75.4	RINCON	3.8		f 7.11		f 1.56		f 6.46	introduction of	
Apply seq by	ALC PROPERTY.		1,0		100	f	200	8 40-4	76.9	GOLF LINKS	2.3								
16				f		f			78.1	EBLIS	1.1		f		f		f		
						f			78.4	PARK STREET	0.8								
Term. Yd. BKWOTYP	7			s 6.35 PM	-	s 11.25 AN	s 9.25 AN		79.2	TO-R SANTA ORUZ	0.0		7.00 AM		1.45 PM		6.35 PM		
•			Arrive Dail EX. SAT. & SUNDAY	Arrive Daily	Arrive SATURDAY ONLY			Arrive Daily EX. SUNDAY		(43.7)		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave 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				(0.38) 29.68	(1.53) 23.20	(0.10) 15.00	(1.25) 19.34	(0.10) 15.00	(1.20) 20.55		

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

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

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

728	ADDITIONAL FLAG STOPS	TO RECEIVE OR DIS	CHARGE PASSE	NGERS	
Train	At the state of	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

8	EASTWARD	WES				-63	San Fran	icisco S	ubdivis	ion.					QR	ASTWA	BHD	
	70 00	2242	990	100	95.0 cm		FIRST CL	ASS	ORFE B	8 9 7 50	Troll Sec	CPA DE	0.0	p / 0-0	- P		W-31 F-186	Time Table No. 134
Charten or Carlo mad	Total Control Control	To except at	f segment	tonta Crea	Srigosovico	1 5	Park—Santa	P-College	ella sol	74	76	102	28	78	72	30	from	June 14, 1931
Capacity of sidings and spurs in	Total Andre Date	(B (Catlorin	YANTI ANTI ANTI ANTI ANTI ANTI ANTI ANTI	YES EVEN	ring Dally		Box Care Ba	Cruz Branci Gyntiol		Padre	Lark	Sunset Limited	Del Monte	Shore Line	Daylight	Passenger	Distance from San Francisco	e Lottle Policy
car lengths				ME8.81	WMLES,T	41.5 c	D. A.R.	RITYAM- S.S MITA MIT	E-OT	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Ferm. Yard				8.46	7.26 8	30.8		ICS ALL		9.42PM	9.08PM	8.00PM	4.15PM	9.15AM	9.05 AM	4.20AM	46.9	(TO-R SAN JOSE
BKWOITP			_	1		3 0.88	CAOS	ACK DVILS	10	27.0						5	48.0 51.7	4TH ST., SAN JOSE
86	The state of the s				7 0 0	1 8.18		LOYOL		9.50	9.17	8.08	4.23	9.24	9.13	4.29	52.9	VALBRICK
1	alv alv	404	μíV	-		25.0		AIMIB		7.85 (0)	er i i i i i i i i i i i	503		T XI T			53.2	W. P. R. R. Crossing
80 P	SaW Sawy	100VV	Seat nes	88.8	7.15 (3,60	ATE	TONTA VE		0.09 (4),0	1000	us another	15 8	02 8 2	.24 1	ir ni	54.2	LUTHER
69 P			_		1	3 7 78		AZUER		9.54	9.21	8.12	4.27	f 9.29	9.17	f 4.33	55.6	R LICK
22 Spur P				98.8	Z.06 1	7 6 08	TOT	BEST STANKS		g 8# 1			28.	f a 00.	9 4 58	f	57.4	EDENYALE
WP					3	7 F. RS	AS EA	MOT WAS		f 10.04	9.31	8.22	4.37	s 9.41	9.27	f 4.45	63.1	TO COYOTE
02 Center 85 P				E	The same of	1 0.88	CAO	GEARD I		e f	2 5			f	13	f 4.50	66.3	PERRY
25 P					1	1 1 12		DTTUP		f	THE PARTY		31.41.73	f	The second	f	69.2	MADRONE
35 P	7.10 Ma 7.55 M	a MOLE	100.E	ESB	e 10.7	27.5	.101	VASONA	EY	f 10.14	9.41	8.32	f 4.47	s 9.53	9.37	f 4.56	70.8	TO MORGANHILL
31	The state of the s					1.15		BULWE		1 50				f		f	72.0	TENNANT
9 Spur	7,000 8 7,48	50.5	2.50%	BLB	s was a	R 45	80	ZAO, BOJ	COT -	IS ME CALS	0.000	8 8 80.	OL a mond	gne as.	.Some	3 8	74.1	DURNEY 0.5
66 P		T A		100	7	T. PER		MODERATE -		f 10.19	9.46	8.37	4.52	s 9.59	9.42	f 5.02	74.6	TO SAN MARTIN
72 P	1 7.38	2.63		8.03		22.5		AMALA	of the second	Q NE		8.1.	22.3	.34			77.0	RUCKER
14 Spur					3	20.7	976	LDERGRORD	A	7 8 184	BUSIAO		Sec. Maria				79.1	LONOKE
Yard BKWOTP	1 7.29	284		7.54	11/2	22.00		AVN	M - 1	s 10.31	9.56	s 8.48	s 5.04	s 10.14	9.50	s 5.15	80.7	TO-R GILROY
P						18.9	dymw a	HT TO JA	ABILE	. 2.00,	1-9				- 10		83.2	CARNADERO
65 Spur	22.7	08.5		1.08.7	8 5 17 70	0.70		REDIEM	OT	a significant	85.	25	OE N . LO	P47 14			84.1	NEMA 0.3
15 Spur						8.81		LAURICAL	1 19	2 50 1 300			a a final	f			84.4	MILLER 2.7
79 WP	E 7.15 Manual	08.5		03v. V	2 1 100	74.6	and the	DOW MILE	THE RESERVE	10.39	10.04	8.58	5.12	s 10.23	9.57	f 5.24	87.1	TO SARGENT
26 P			The same			0.01		OLEM	1	8,60	out forest	The same of the sa	1 1 1 1 1				89.0	BETABEL
96 P	2.10	FRE		7.35	Times	12,8,51	OK	NIE BILL	19	10.48	10.12	9.06	5.20	f 10.32	10.05	f 5.32	91.9	CHITTENDEN
28 P					W and the	8.61	1 2	TWAYAN	TO S	10.50	10.14	9.08	5.22	10.34	10.07	5.34	93.2	LOGAN
36 Spur P	7.05	BLE		98.2	1	10.01	1	MERHAN	AND IS	o f	ay lata	84.	011 100	s 80.	A F	f	94.6	TO AROMAS
14 Spur P						8.8		OFKNOR	100	P.0X	CAMPINE T	68.	OIT I	f			97.1	VEGA
Term. Yard BKWOTYP						115	No.	MAKE AT		s 11.00 PM	s 10.24PM	s 9.18PM	s 5.32PM	s 10.50AM	s 10.17AM	s 5.45 AN	100.4	TO-RWATSONVILLE JO
	s 6.54	2.07		-61.7	B 15 15 1	8.6		KOTTAY KOTTAY	107	A DE	0.0	0.00		Arrive Daily				(49.8)
	or.a 1	all 1		LLE		144		RODALY		(1.18) 38.05	(1.16) 39.32	(1.18) 38.05	(1.17)	(1.35) 31.46	(1.12) 41.50	(1.25) 35.15		Time over Distr
				1	1	7 1.1	871	STIER STA		1.85	12000							

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

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

Exceptions: (No. 150 separate No. 147, No. 150 separate No. 57, No. 578 superior to No. 89,

		ADDITIONAL FLA	G STOPS TO RECEIVE	OR DISCHARGE PA	ASSENGERS	
11 17	Train	and the At the AT a	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
A STATE OF	102 74 78	Any Station Any Station State College, San Jose	Receive Receive Receive and discharge	Yuma Los Angeles Any station	Markoll BD-577-15-	Daily Daily Daily

		WARD	Tank				WESTW	ARD	annilai	San Fr	rancisco	Subdivi	sion.		EASTWARD		WES	STWA	ARD o
		NA ESCOLEX	11 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -								FIRST	CLASS		004 10 7	W-912		Learnava	ARA I	
Time Table No. 134 June 14, 1931	Distance from Watsonville Jct.	101 Sunset Limited	75 Lark	73 Padre	27 Del Monte	31 Passenger	71 Daylight	77 Shore Line	Time I	and could	Friday	72 Sapitan	About the	28 For Home	Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 134 June 14, 1931 New Almaden Branch STATIONS	Distance from Lick	he gilis han one off one
STATIONS	- W- C	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	W 6-071	a our km		15.01 B	M DO. F.I	mre e im	34 WP	50.7	TO-R CAMPBELL	17.2	Ep.C.
ro-r san jose	49.8	s 7.00AM	s 8.18AM	s 8.55 AN	s 11.10AM	s 3.50PM	s 6.43 PM	s 9.42PM		100.001						50.8 54.5	JOT. ALMADEN BR.	17.1	New
4TH ST., SAN JOSE	48.7	18 1 8	e 1 (s.	1.7' 68	a. n	B 7 8.8		LEHORN	K T	the age of	st.a t	10.23	80,11	5 5.46	18 Spur	55.4	CAMPBELL GRAVEL PIT	16.2	
VALBRICK	47.5	6.50	8.09	8.46	11.02	3.39	6.35	9.34	et a-or	+.nrr-(#	M35.8 #	10.35	11,21	1 S.55th	01,016 60,00 8	56.0		15.6	gy wa
W. P. R. Crossing	47.2					E SE		BETOCE		118.9		10.40	11,27		4 Spur	56.7	UNION AVE.	14.9	1
LUTHER	46.2		The Mark			1 2 31		PAVAMO		n and the					13	59.1	LE FRANC	12.5	
R LICK	44.8	6.45	8.05	f 8.42	10.58	3.35	6.31	9.30	, e (4)	Anner S		BE, Q.(4)	TELLIE		0 14 54 410, 9	59.9	THONA	11.7	TTWA
EDENVALE	43.0		Fire Mes	f	at tal	f	Principal State of the State of	or erates	nta T	FIRE USE		EATOT "			2 Spur	61.0	MERCURY 1.7	10.6	100
TO COYOTE	37.3	6.35	7.55	f 8.31	10.48	s 3.24	6.22	9.20		1 × 131			88.111			62.7	ALMADEN CROSS'G	8.9	
PERRY	34.1	6.30	7.51	f 8.26	as as	f 3.19		SALADR	OT	A GET THE		00.11 8	A P. 2.118		12	64.1 63.0	NEW ALMADEN	7.5	JW.
MADRONE	31.2			f		1.13		MALIGA		o mi					17	59.8	SEALS 0.9	4.3	TOG
TO MORGANHILL	29.6	6.24	7.45	f 8.20	10.38	s 3.13	6.12	9.10		2.1E1 1					12	58.9	ALAMITOS	3.4	7
TENNANT	28.4		100	fo i ac	27 5.	_S D. S		DEGRALES	5 60	in acr		30.11 M	REO.S.F.S		69 P	55.6	R LIOK	0.0	9
DURNEY	26.3							BULTON		S. oft							(17.2)		200
TO SAN MARTIN	25.8	6.19	7.40	f 8.14	10.33	f 3.07	6.07	9.05	n l	\$ (MO: 0)		31.11	£1,5,13		01 - 65, 7 - 8	T 2 J	Service performed by	121 W. (200 W.) . ()	T.
RUCKER	23.4			15 1 6	.6 5.	2. 2.00		CATRICO	ork	The service		21.11	01.511		7 1 27 102	1.4 ()	extra trains and yard engines.	1	1
LONOKE	21.3		1110	a 01	11 5.	A- 8.80	1	MELEAR		B1827		PE.11	18,813		I OF SELL E	12.2	9.25		No.
TO-R GILROY	19.7	s 6.09	7.30	s 8.04	s 10.25	s 2.58	5.59	s 8.55	on	e.sur	- Million Control of	88.11	RESDI		BEOT VELL	E 0	Time Table No. 134	H .	¥
CARNADERO	17.2		8.4	a as	.a. a.	E 2.8		MAUBO		maer		11.35	712:40		Capacity of sidings and	ance from Francisco	June 14, 1931	Distance from Tres Pinos	
NEMA	16.3			A COMPANY		t, 15		ABUR	Carl A	p. for				100	spurs in car lengths	Distan San Fr	Tres Pinos Branch	Tres	g - ma
MILLER	16.0		1 1 1	.8.1 81	.e. 98	E. 1.28		ALLIO DEL	R H-OT	7 201		11.40	812.81		11 - oa 1 a	A S	STATIONS	А	NW MA
TO SARGENT	13.3	5.57	7.20	f 7.53	10.16	s 2.46	5.50	8.43	X-W-	1.501		Mb. 11	68,81)		II WILL P TO	83.2	CARNADERO	17.9	= -
BETABEL	11.4		as lines	ie i ak	37 5.	E 7.87		акопа и	a or	T 2.877 1		11.50	1.03	3	SALIT MATOLITY TO	85.0	SAWYER 0.9	16.1	
CHITTENDEN	8.5	5.49	7.12	f 7.45	10.09	f 2.37	5.42	8.35		4,757	201	38.11	11,13		22 Spur	85.9	FEP	15.2	1
LOGAN LOGAN	7.2	5.46	7.09	f 7.42	10.07	2.33	5.40	8.33	e ora	0.507 N.S	No.	12.02	105.1 8	121	S . (9 MAP-L TO MAPE	90.3		10.8	HOWH
TO AROMAS	5.8	Daily Leave	urge To vital	f	Dally Lerve	s 2.30		(8.08)			did offer v	activativa ba	Andre Dilli	tly Arrive Dally	ndly antwidely knivs is	93.7	DURI 1,2	7.4	
VEGA	3.3					f					(D. C. D.		HOM BY		16 WP	94.9	HOLLISTER	6.2	
TO-R WATSONVILLE JOT-	0.0	5.35AM	6.58 AM	7.30AM	9.55 AM	2.20PM	5.30PM	8.23PM	garayA		De sé	76.66	36.36	SE. S. F. P.	182 183 18 B	98.7	AGATE	2.4	
(40 B)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Term. TP	101.1	TRES PINOS	0.0	
(49.8)				(1.25)	(1.15)	(1,30)	(1,13)	(1,19)		-							(17.9) Service performed by extra trains.		
Time over District		(1.25) 35.15	(1.20) 37.35	(1.25) 35.15	(1.15) 39.84	(1.30) 33.20	(1.13) 40.93	(1.19) 37.82									extra trains.		

ABDITIONAL FLAG STOPS TO SECRIVE OR DISCHARGE PASSENGERS

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

	ADDITIONAL F	LAG STOPS TO RECEIVE	OR DISCHARGE P	ASSENGERS	
Train	At Droyed to	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	Busine Russine	Yuma Santa Barbara Any Station	Daily Daily Daily

10 GRA	ESTW	W		EAS	STWARE	EAS		dslon.	Subdivi	Prancisco	f name	Salinas Subdivision.	W			W	ESTWA	RD			
	SECOL	ND CLASS			I Ply Line	FIRST	CLASS	a usang saguni	CRAIG T	10 3 A W S			9			warmingpa-rid	FIRST	CLASS	134	Table No.	Times
Capacity of	B4 B	330	Time	74	76	102	28	78	72	30	e from	Time Table No. 134	e from Obispo	101	75	73	27	31	71	18877	at a
sidings and spurs in	A LINE	Freight	The second	Padre	Lark	Sunset Limited	Del Monte	Shore Line	Daylight	Passenger	stance n Frai	June 14, 1931	Distance San Luis (Sunset Limited	Lark	Padre	Del Monte	Passenger	Daylight	Shore Line	
car lengths	TA L	Leave Daily	A William	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist	STATIONS 1	Di	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Term. Yard BKWOTYP	8, 57	7.40 AM	a-or	11.10PM	10.29PM	9.25 PM	5.37PM	11.00AM	10.21 AM	6.10AM	100.4	(TO-R WATSONVILLE JCT.	151.7	s 5.20AM	s 6.48AM	s 7.20AM	s 9.50 AM	s 2.10PM	s 5.25 PM	s 8.16PM	
2 Spur	1.72 3	LMADEN BE	L.TOE	HE							103.6	LYDA	148.5	E E ME	FIRM SS	IS TO SAUSE	DED AN WARE	T B BE	1 (70-2	MEN NORM	8 H-OT
68 P	2.81 11	7.54	CAMP	11.18	10.37	9.33	f 5.46	11.08	10.29	f 6.18	105.6	ELKHORN	146.5	5.11	6.39	7.12	f 9.42	f 2.02	38	8.06	THE .
93 KWYP	8.81 0	8.03	Dal	s 11.25	10.43	s 10.00		N s 11.21	10.35	s 6.26AM	110.4	TO-R DEL MONTE JCT.	141.7	5.04	6.31	s 7.05	9.35 AM	1.55 PM	5.11	s 7.58	V .
66 P	9.49	TON AVE.	(D)	56.2	10.48	10.05		11.27	10.40		113.9	COOPER	138.2					2.48	No.	Box A AN	Alex
30	12.5	OKARY S	X MANAGEMENT	1,10		nr (52.11				115.6	GRAVES	136.5					2.00		SETTETO	
239 BKWTP	Y. F7	8.21		s 11.40	10.54	s 10.13		s 11.37	s 10.46		118.2	TO-R SALINAS	133.9	s 4.53	6.20	s 6.47	0.8 0.0	14.8 6	s 5.01	s 7.38	8
76 YP	9.01	8.26	a l	11.43	10.57	10.16			10.49		120.3	SPRECKELS JCT.	131.8	4.46	6.15	6.39		0.81	4.56	7.30	
47 P	0.0	8.36	AMA	T. A. Line			Manager Val	f 11.48		The same of the sa	125.3	SPENCE 3.8	126.8	18 8 312	OI IE	18 1 3	7 88	9 8 78	- IN COL	f 7.24	OT
108 WP	7.5	8.44	72.76	f 11.54PM	11.08	10.27		s 11.54 AM	11.00		129.1	TO CHUALAR	123.0	4.35	6.04	f 6.28	7 4 08	a Ya	4.45	f 7.19	
40 Spur	8.8	BIARB		8.08		43					131.0	GABILAN 0.9	121.1			3 1		5,13		RNORGE	M.
47 P	P.E	8.50	A	9.10		21					131.9	PENVIR	120.2	4.E & BE	6.00	.8 1 8	54 15	(a) (b) (c)	A ME	THENVON	BOM OT
165 P	0.0	8.56	H	f 12.03AM	M 11.16	10.35		s 12.05 PM	11.08		135.1	TO GONZALES	117.0	4.27	5.56	f 6.19		¥.80	4.37	s 7.09	E .
22 Spur		8,30			MAN						138.8	MOLUS 1.8	113.3			1		E781		NEWNOV	
47 P		9.06	Service.	12.12	11.23	10.42		f 12.13	11.15		140.6	CAMPHORA 3.0	111.5	4.20	5.49	6.11	2 61	63 6	11/14	f 6.59	Va or
63 WP		9.15	Brazes II	f 12.17	11.27	10.46		s 12.19	11.19		143.6	TO SOLEDAD	108.5	4.16	5.45	f 6.07		100	4.26	s 6.55	
75 P	THE STATE OF	9.25	A LOUIS	12.23	11.32	10.51		f 12.25	11.24		148.3	HARLEM 4.0	103.8	4.11	5.40	6.01		8.0	4.21	f 6.48	
46 P	13 1	9.35	T smill	f 12.29	11.37	10.56		s 12.32	11.28		152.3	TO METZ	99.8	4.04	5.33	f 5.56	E TO 60	9.7 8 G.C	1400	s 6.42	1-OT
81 P	out o	9.45	AL	12.37	11.45	11.04		f 12.40	11.35		158.9	COBURN	93.2	3.56	5.25	5.48	4	3.5	4.10	f 6.34	AD
82 Spur Y	38 17	Pines Branch	195T	2	Man Mills	MI THE DE					161.0	ELSA 2.7	91.1					8.0		NAME OF STREET	
119 BKWP	B	10.00	EB.	s 12.45	11.50	11.09		s 12.51	11.40	4 144	163.7	TO-R KING CITY	88.4	3.49	5.18	f 5.41		0.8	4.05	s 6.27	4
81 P	8.77	10.20	AND V	12.50	11.54PM	PM 11.13		f 12.55	11.44		167.1	WELBY 083	85.0	3.45	5.14	5.34	E . E	8.8	4.01	f 6.20	B OT
94 P	10.1	10.30	A V	f 12.57	12.01 AN	11.20		f 1.03	11.50		172.4		79.7	3.37	5.06	f 5.28		1 11	3.55	f 6.13	3
47 P	5.41	10.40		1.03	12.07	11.26		1.13	11.56AN	M	177.7	DOCAS 5.2	74.4	3.30	4.59	5.21	1/4 6	12 28	3.49	6.06	130
78 KWOP	8.01	10.50AN	M	f 1.09AM	M 12.13AN	11.32PM	/M	s 1.20PM	M 12.02PM	M	182.9	TO SAN ARDO	69.2	0.20	-	-		1.8 5.4	3.43PN	751	
	7.4	Arrive Daily	y	Arrive Daily	y Arrive Daily	y Arrive Dail	y Arrive Dail	ly Arrive Daily	Arrive Daily	Arrive Daily	r	(82.5)	4	Leave Daily	Leave Daily	Leave Daily	y Leave Daily	Leave Daily	Leave Daily	Leave Daily	Control Control
																A		_			-

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

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	A STATE OF THE PARTY OF	Los Angeles Yuma	Daily Daily

WESTWARD 11 Salinas Subdivision. **EASTWARD** FIRST CLASS SECOND CLASS FIRST CLASS Distance from San Luis Obispo Distance from San Francisco Time Table No. 134 75 71 77 101 73 76 72 74 102 78 330 Capacity of June 14, 1931 sidings and Sunset Lark Padre Daylight Shore Line Sunset Shore Line Daylight Padre Lark Freight spurs in car lengths Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily STATIONS Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily 3.23AM 5.59PM 5.14AM 3.43PM SAN ARDO 69.2 4.52AM 182.9 12.02PM 1.09AM 12.13AM 11.32PM 1.20PM 78 BKWOP 10.50 AM 65.7 5.07 3.38 5.52 186.4 GETTY 1.26 1.14 12.18 10.57 11.37 5.03 3.34 5.47 189.7 WUNPOST 62.4 3.13 4.42 12.22 11.41 f 1.31 12.11 1.18 81 11.05 3.03 4.54 3.26 5.39 56.2 4.32 195.9 BRADLEY 12.19 f 1.26 12.30 TO 11.49 f 1.41 11.17 4.47 3.19 5.31 4.25 NACIMIENTO 50.7 2.56 201.4 f 1.48 12.26 1.33 11.27 11.56 72 5.27 48.3 2.52 4.21 4.44 3.16 McKAY f 1.37 12.40 203.8 11.32 11.59PM f 1.52 112 4.40 3.12 5.22 4.16 207.0 TO SAN MIGUEL 45.1 2.47 12.45 12.33 f 1.42 WP 12.04 AM s 1.59 40 11.45 6.20 4.11 4.34 3.07 5.16 41.2 2.42 WELLSONA 12.38 1.48 12.50 210.9 11.55 AM 12.09 f 2.05 110 35.8 2.32 4.01 4.27 3.00 5.09 216.3 TO PASO ROBLES 12.58 12.16 s 2.16 12.45 s 1.58 64 WP 12.10P 4.11 2.53 4.58 221.8 TEMPLETON 30.3 2.22 3.51 TO 12.52 f 2.10 1.06 12.23 12.23 f 2.27 113 27.2 2.16 2.16 224.9 ASUNCION 31 12.29 f s 4.49 25.4 226.7 ATASCADERO s 2.35 f 2.20 21 BRICKTON 24.7 227.4 15 Spur 4.44 3.59 HENRY 24.1 2.05 3.41 1.14 228.0 2.37 1.00 2.23 12.36 12.31 47 2.42 4.41 3.55 21.8 2.02 3.36 2.42 1.03 1.17 230.3 EAGLET 2.26 12.34 83 12.42 4.37 18.7 233.4 CUSHING 79 TO-R SANTA MARGARITA 16.6 1.55 3.28 3.47 2.34 4.33 1.14 2.39 1.30 235.5 83 KWYP 1.14 12.46 2.56 4.22 1.40 3.34 2.23 3.13 1.40 OUESTA 13.2 238.9 1.22 2.49 1.35 12.56 f 3.06 85 12.1 240.0 THYLE 9 Spur P 3.00 3.25 2.15 4.12 NOVA 9.5 1.30 3.00 242.6 2.15 f 3.18 1.31 1.57 1.05 4.09 SERRANO 8.7 1.27 2.53 3.22 243.4 f 3.20 1.33 3.02 2.01 WP 1.08 44 3.15 4.02 5.8 1.15 2.05 3.15 246.3 CHORRO 2.45 1.15 2.08 3.26 1.40 43 2.27 GOLDTREE 4.1 248.0 25 Spur 1.5 3.04 1.57 3.52 1.02 2.34 250.6 HATHAWAY 1.25 3.35 1.49 3.25 2.20 111 2.40 1.53PM 3.48PM 3.00 AM TO-R SAN LUIS OBISPO 0.0 12.58AM 2.30AM Term. Yard BKWOTP 252.1 1.53PM s 1.30 AM s 3.40 PM 3.30 AM 2.25 AM 2.50PM Leave Daily Leave Daily Leave Daily eave Daily Leave Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily (1.50) 37.75 (2.11)Time over District...... Average Speed per Hour. (2.25) (2.20) (1.51) (2.21) (2.12) Leave Daily Leave Daily Leave Daily Leave Daily The wye at Casmalia is located at the west siding.

		ADDITIONAL FLAG STOP	S TO RECEIVE OR DISC	HARGE PASSENGERS	50.0
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

12		E	ASTWA	RD					Guad	lalupe Subdivision.					WES	STWARD			
6	SECOND CLASS	Month of the	A STATE OF THE STA		IRST CLAS	SS	A A SALES WALLY	P	J	Land to the second seco	AND DESCRIPTION OF THE PARTY OF	Paragraphic many			FI'	RST CLASS		AND THE PARTY OF T	WILLIAM W
Capacity of sidings and spurs in car lengths	330 Freight		44	78 Shore Line	72 Daylight	74 Padre	76 Lark	102 Sunset Limited	Distance from San Francisco	Time Table No. 134 June 14, 1931	Distance from Santa Barbara	73 Padre	71 Daylight	77 Shore Line	101 Sunset Limited	75 Lark	830	010038	Capacity of addraw and
	Leave Daily		Contract Contract	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	A 22	STATIONS	Ass	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			adiyasi xas
Term. Yard BKWOTP	4.45 PM	min Manager		3.50PM	2.03PM	3.45AM	2.40AM	1.45AM	252.1	(TO-R SAN LUIS OBISPO)	118.6	s 2.46AM	s 1.43PM	s 3.38 PM	s 12.48AM	s 2.15AM		-	HOWALL BY
30 P			Hec.c w		CONTRACT OF THE	f	8-2-5		257.9		112.8	f	18.0 (A)	ON I			- Interior	4	
IP	5.02		74 2	4.02	2.14	3.57	2.53	2.01	259.1	TO-R HADLEY TOWER	111.6	2.35	1.31	3.25	12.35	2.01	10.57		
28 Spur	TWEET		De By	A LEGIT	THE WITH	SEATE	808	2180-1	260.0	TIBER	110.7	aic y S	0131	TAKE YE	CON LT !!		20.00		1 2
13 Spur		The same	15.8.3	f 4.08	The	f	38.56	V 68	262.8	PISMO	107.9	f 2.29	13,26	f	2011		VC 11		1
81 P	5.11		75.0	4.11	2.20	4.06	3.01	2.08	264.2	GROVER	106.5	2.26	1.24	3.16	12.26	1.53	65.11		A V
40 WP			A SERVI	s 4.17	C MAD	f 4.11	3.04	2.11	265.9	TO OCEANO	104.8	f 2.23	1.21	s 3.13	12.23	1.50	25.11	A BANK	A w
104 P	5.20		3137	4.24	2.28	f 4.17	3.10	2.18	269.9	CALLENDER	100.8	f 2.18	1.16	f 3.05	12.16	1.44	# (2.5, r.)		At
38 P	5.25		8 5.09	4.28	2.32	4.21	3.14	2.22	272.4	BROMELA	98.3	f 2.11	1.12	3.01	12.11	1.40	12.101		1 CW N
122 BKWP	5.40		Tekal de dy	s 4.42	2.38	s 4.31	3.20	2.30	276.5	TO GUADALUPE	94.2	s 2.05	1.07	s 2.55	s 12.03	1.34	50.00		
83 P	5.51			4.49	2.45	f 4.38	3.27	2.37	280.7	WALDORF	90.0	f 1.55	1.01	2.45	11.55PM	1.28	- PE C1	A TABLE OF	
46 P	6.05	THE STATE OF THE S	Ob b	4.56	2.51	4.44	3.34	2.43	284.8	SOHUMAN 2.7	85.9	1.49	12.55	2.37	11.49	1.21			1
91 43 YP	6.10		1111111	s 5.02	2.55	f 4.50	3.39	2.48	287.5	TO CASMALIA	83.2	f 1.45	12.51	s 2.33	11.45	1.17		1 2 00	Same 3
77 P	6.15		0.6.0	5.07	OF.E	4.55	3.44	2.53	290.0	ANTONIO 3.2	80.7	1.41	12.47	2.28	11.41	1.13	12.36		ALLY
47 P	6.22	A SELET	18 5 1	5.12	3.03	f 5.00	3.50	2.58	293.2	NARLON 4.0	77.5	f 1.36	12.42	2.22	11.36	1.08	12.42	1 100	1
79 P	6.35		VE.P	5.18	3.09	f 5.06	3.56	3.05	297.2	TANGAIR	73.5	1.30	12.37	2.17	11.30	1.02	11 12 16	(Wind	4
17 Spur			FINE	LIST C T	VE E	3.28	22.7	POP TAT	301.3	AJAX	69.4	OF E	22.2	200	asien		2021	THE PERSON NAMED IN	IVWN.
125 WOYP	6.55	Maria de la companya della companya de la companya de la companya della companya	CC P	s 5.28	3.17	s 5.16	4.05	3.15	302.7	TO-R SURF	68.0	s 1.20	12.28	s 2.07	f 11.20	12.53	1.35		
79 P	7.10			5.38	3.24	f 5.24	4.13	3.23	307.9	HONDA	62.8	1.09	12.21	1.55	11.09	12.42	7.10	A Line	I pus
42		H WILL	9.12	f	3.25	f00.5	08.1	2.0	310.5	ARLIGHT 2.0	60.2	f00.5	IEI	f	1.05		ELS.		
46 P	7.19		Por a	5.48	3.31	5.32	4.21	3.31	312.5	ARGUELLO	58.2	1.02	12.15	1.47	11.03	12.35	1,03	0.57	Tw
47 P	7.30		Ten al V	f 5.55	3.37	f 5.40	4.28	3.38	317.3	SUDDEN 3.5	53.4	f 12.55	12.09PM	f 1.39	10.57	12.29	1/2/22	Miller no	4
92 WP	7.40		A HISTORY	f 6.00	71,307	f 5.45	4.33	3.43	320.8	JALAMA	49.9	f 12.50	3 3 1	f 1.34	10.52	12.24			T mas
55 33 P	7.50		25.5	f 6.08	3.47	f 5.53	4.41	3.51	325.3	TO CONCEPCION	45.4	f 12.44	11.58AM	f 1.28	10.46	12.18	ONEC		
11 Spur			MERSE	THE PARTY OF	COC & TY	PIOE S	ALBS COM	0.0	328.6	ANACAPA	42.1	OF E AT	153.1	MOISE ST	MOE LAN		Tanals 7	A TAB	bin't mi
47 P	8.00			6.15	3.53	6.01	4.47	3.57	329.8	GATO 1.2	40.9	12.37	11.52	1.21	10.40	12.12			
17				f		f			331.0	SAN AUGUSTINE	39.7	f		f	1	Mary and a street		A RILLIE	4
14 Spur P		William !	T 60.78	f	19 1-31 T	f	resust Sil. ax	Hillory or Season	334.2	DRAKE 0.6	36.5	f	19775	f	(Mart 2 - 1) \$11.88	100000000000000000000000000000000000000	104	4 . 35	1
62 P	8.08		ATTENTY	6.23	4.00	6.08	4.54	4.04	334.8	SACATE 4.6	35.9	12.30	11.45	1.14	10.33	12.05 AM		A MESCALEY	A
88 P	8.18PM			s 6.31 PM		PM s 6.16AM			339.4	TO GAVIOTA	31.3	12.23AM	11.39AM	M 1.07PM	10.27PM	11.59PM			
	Arrive Daily			Arrive Daily		ly Arrive Daily		y Arrive Daily	ľ	(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
THE WA	(3.33) 24.59			(2.41) 32.53	(2.03) 42.75	(2.31) 34.69	(2.21) 37.15	(2.26) 35.88		Time over District		(2.23) 37.33	(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.

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 Saturday
77-78	Narlon	Receive or Discharge	Any Station	Any Station	Saturday
102 74	Any Station (Any Station Any Station	Receive Receive Discharge	Yuma Los Angeles	San Francisco	Sunday Daily Daily Daily
73 101 74	Any Station Any Station	Discharge Discharge		Los Angeles Yuma	Daily Daily

BEAL	to gain	The same of the sa		EIRST OL					alupe Subdivision.		12.00	es viscous					derer		13
	SECO	ND CLASS	Frank American	IRST CLAS		82 = 3		E 8	Time Table No. 134	H H			FIRST			358	. No. 150		to ettract
Capacity of sidings and spurs in car lengths	isoni ightE	330 Freight	78 Shore Line	72 Daylight	74 Padre	76 Lark	102 Sunset Limited	Distance from San Francisco	June 14, 1931	Distance from Santa Barbara	71 Daylight	77 Shore Line	101 Sunset Limited	75 Lark	73 Padre	leged poplers	i, (liki Lessa Ass		from executions and according to the contract of the contract
car rengths	10135 X2	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Di Sa	STATIONS	S A	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Civila X3.			
88 P		8.18PM	6.31 PN	4.06PM	6.16AM	5.01 AM	4.11 AM	339.4	TO GAVIOTA	31.3	11.39AM	s 1.07PM	10.27PM	11.59PM	f 12.23AM	CO.S.I	CONTRACTOR		y Tow.
16 P		8.26	6.36		6.21	5.06	4.16	342.6	LENTO	28.1			10.22	11.55					
49 P		8.35	f 6.40	4.14	f 6.25	5.11	4.20	345.7	TAJIGUAS	25.0	11.31	f 12.59	10.18	11.51	f 12.14	adlyda II-y	-		
28 Spur			f		f		57	348.6	ORELLA 1.3	22.1		f			f				455,500
47 P	**************************************	8.45	6.47	4.20	6.32	5.18	4.27	349.9	CAPITAN 5.1	20.8	11.25	12.52	10.12	11.45	12.07				
0 WP	2 20	8.55	f 6.56	4.27	s 6.40	5.27	4.36	355.0	TO NAPLES	15.7	11.18	f 12.45	10.05	11.38	f 12.01 AM				NAA See
7 Spur								357.1	VILO	13.6						UE-A			
16 P	7 10	9.05	7.01	4.32	f 6.45	5.33	4.41	358.9	ELLWOOD	11.8	11.13	12.39	9.59	11.32	f 11.54 PM				
.7	-	and the second control of the following second	NAME OF TAXABLE PARTY OF TAXABLE PARTY OF TAXABLE PARTY.		f		To the later of th	360.2	COROMAR	10.5	PRICE PROPERTY - PA	permitted and the property of the	De 1900 De en 1900	Description of the last	f	Chipuscollul	la la companya de la	parameter in the section of the	
24								361.7	LA PATERA	9.0			unini — Talah		me u	A regression by			
17 P		9.15	7.07	4.37	f 6.52	5.39	4.47	362.8	TO GOLETA	7.9	11.08	f 12.34	9.54	11.27	f 11.49		40 10 10		in the same
2 Spur								364.9	IRMA	5.8						inani.			
42 P	a a	9.21	7.13	4.42	6.59	5.45	4.53	366.5	HOPE RANCH	4.2	11.03	12.29	9.49	11.22	11.44		20		
7 Spur	a a					A 11.1 A		367.9	OLIVA 0.6	2.8						C. C. Salar	KATE PARTY		
P	E A	9.30	7.20	4.45	7.05	5.51	5.00	368.5	WEST STA. BARBARA	2.2	11.00	12.25	9.45	11.18	11.40	- 1			
Ferm. Yard BKWOTP	6.3	9.40PM	s 7.25PM	s 4.50PM	s 7.10AM	s 5.57AM	s 5.05 AM	370.7	TO-R SANTA BARBARA	0.0	10.55AM	12.20PM	9.40PM	11.13PM	11.35PM	The state of	Na New York		TORY OF
vil.	Leave D	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.3)	N.2 8	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	100	III. Nada		
YA.	706,73	(1.22) 22.90	(0.54) 34.78	(0.44) 42.68	(0.54) 34.78	(0.56) 33.53	(0.54) 34.78		Average Speed per Hour	V. 24.8	(0.44) 42.68	(0.47) 39.96	(0.47) 39.96	(0.46) 40.83	(0.48) 39.13	Ex. mind			

EASTWARD	Gua	dalupe Subdivision.	San B	WESTWARD	EASTWARD	Guad	lalupe Subdivision.		WESTWARD
Capacity of sidings and spurs in car lengths	lance fron	Time Table No. 134 June 14, 1931 Lompoc Branch STATIONS	Distance from Lompoc	380 404 380 404 380 404 380 404	Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 134 June 14, 1931 White Hills Branch STATIONS	Distance from White Hills	a verse or const.
125 WOYP	302.7	TO-R SURF	9.7			312.9 313.0	WHITE HILLS JOT.	3.8	
29	303.8		8.6	MC 6 40 6	Term.	316.7	WHITE HILLS	0.0	re migration and a second
23	307.6	73.8 POST 0.5	4.8	THE PERSON NO.			(3.7)		
15 Spur	308.1	GARUS	4.3				INNER CHEST TO THE	V. 600	
10 Spur	308.3	LA SALLE	4.1					H Land	
13 Spur	309.1	MURRAY 0.7	3.3						Tracker of the last
10	309.8		2.6	Total Sales (Sales Sales			0.1-1-2		AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.
Term. BKTP	312.4		0.0	VAGIN JOERS			E		
23.00 23.00	10. 5 Jan 12 mark	(9.7)	TE ET TOTAL	1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The state of the s	ALT U.	The Application was a	0.8%	
		Service performed by extra tra	rains.		1 1 4/40 17 8 62 17 3	S S	Service performed by extra tra	ins.	2 15 7 7 7 7 6
	edi, Santa Crusa 1-al Wilder Spur. uport ura Layuna Creek.	love Avenue und Calmorate She airy building medical mile vra hiel and Lower Crossorg, Davel bank Onirg, between Liddell a	s traine as Youngh a point opposite as aguns Creek, hid 04, 107, as Yallow	a JA. a JA. A JA. Von. 403,	D. S. et al. (2.07 m + 3.	8 0 8 0	SOUND STREET	8.85 1.07 1.07	10 10 W 10 10 W 1

site direction,	of same class in oppo	to trains	ADDITIONAL	FLAG STOPS TO RECEIVE	OR DISCHARGE	PASSENGERS	
	superior to No. 103.	Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
	superior to 140, 405, superior to 140, 407. superior to 150, 359.	102 74 73 101	Any Station {Any Station Any Station Any Station Any Station	Receive Receive Discharge Discharge	Yuma Los Angeles	San Francisco Los Angeles Yuma	Daily Daily Daily Daily Daily Daily

		TACTWARD			Se	n Fra	ncisco S	ubdivision.		and the second			WESTWARD	A.73				
14	-ar	EASTWARD			Sa	III FIG						FIRS'	r class			ŤHI	RD CLAS	S
Capacity of sidings and	THIRD GLASS	25 T CEARS	FIRST C	LASS	32	ce from	A Line in the last	Fable No. 134 ne 14, 1931	Distance from	29 Passenge	N, e	72 PLAS	Fins'		08	one out	355 Local Freight	
sidings and spurs in car lengths	Local Freight	61	Mill Parish	Lore	Passenger	Distanc San Fra	M Sant	a Cruz Branch	Dista	Mrs.T	- Jest-Maria	A Papella	att and a seed		10 to 1	-	Arrive Daily	at prompt Services
Car lengths	Leave Daily EX. SUNDAY	ashara and a malestaring to		- I-vicey spay	Leave Daily	Ava	5	TATIONS		Arrive Da	ily				- ea .a.	NAME OF TAXABLE PARTY.		
Term. Yard BKWOTYP	12.05 PM				9.30 AM	79.2	TO-R SA	NTA CRUZ	* 20.0	s 11.40	AM				The state of the s		7.45 AM	50
BKWOTYP	12.00	SC (1) # (5.05 # TO	15 1 W 70 2	E . 1 . 1	s .	79.7	ES.	CASINO 0.7	19.8	s	A COLUMN		and the same of th	1	- 1 8	E	11	65 1
5 Spur			-01	er four firstniket rynn	f	80.4	SI SI	EABRIGHT	18.8	f 11.35	200				11	53	The Same Late	89
		PRICES PORT	OI COURT	46 040		80.9	TV	VIN LAKES	18.3	3 f	4-00-50			-				AME 83
4 Spur			a market and the second			81.7	0	OLIFFSIDE	17.	5 f					-			170
5 Spur		70.E1 (40.E1)	00 60.61	25.13		83.2	1,8	OPAL	16.0		3.6.10	1/8	F.10 A					0.5
6 Spur	12.20	10.611 (65.11	19.45	1 61.11	s 9.41	83.9	то	OAPITOLA	15.3	s 11.28	3		1000			3	7.20	Tannel V
18 P	12.30		No. of Contrast of Contrast	A Contract of	THE RESERVE THE PROPERTY.	85.1		V BRIGHTON	14.	1 f		- Spanisticum	Commence of the Commence of th			AND DESCRIPTION OF THE PERSON	POLYCE SALES SALES	0.0
	1.00	12.112 4.11	0 00.61	E1.13	s 9.47	87.0	то	APTOS	12.	s 11.22	2	1 452	E JON IL 1		1	. 4	7.10	1000
10 P	1.00			2.10.		87.7		FARLEY	11.	5								-
3				1 4.2		89.7	PACL AND	LEONARD	9.	5 f							4	-
8 Spur		CHILL COLL	13.35	SOLET	-	90.6	1 2 3 3 3 3 3 3 3	ROBROY	8.	6 f	1.0,0		D. C.		1 4 2	T.		The second second
3 Spur	A		1 1 4 44			90.8	2 12 m	ORISTO	8.	4 f	10 24		Maria Company					Epolice or
3 Spur		DESTRUCTION OF	e eg.s.r	ED.11	4 0 59	92.5	1 = 277 V	—1.7——ELLICOTT	6.	7 f 11.1	12.0	8.5	7.1.5		3	·6	6.54	
13 P	1.33				f 9.59	92.5	27.763 37.85	NUGA	3.								6.43	tuge v
34 P	1.45	35.11	0 30,51	00,11	- 10	95.8	WA	2.0 ————————————————————————————————————	00 - 1.	6.6	275 5	(A)	1 1/2 1 1/4		18	.6	6.36	32
Term. Yard	1.52		Q MORE	10.65 10	s 10.10	TACTA	A PRINCE SON THE	SONVILLE JOT	and the part of the last	NA PLAN	TRACE TO STATE OF	WILE.	A STATE OF THE PARTY OF		40 PM	.8	6.30AM	LOALRE
вкмотур	2.00 PM	M		a what want	s 10.15 AM	99.2	TO-R WAL		CHARL STIRL	ATERIOR DISTRIB	NORTH AND DESCRIPTION OF THE PERSON OF THE P	SID OF	WHAT THE THEFT		Ama	ATTEN	Leave Daily EX. SUNDAY	
	Arrive Daily	Į.	(D) (D) (D)	(KK,0)	Arrive Daily	Jan Page	N NEVO SPECIAL	(20.0)	148 11	Leave De	aily	100	0 43.0 10		3	<u> </u>		
	(1.55)			AT AT IN	(0.45) 26.67		Averag	ne over District ge Speed per Hou	ir	(0.45) 26.67							(1.15) 16.00	
WESTWARD		lane Subdivision	shauf)		ORAV	VITRA:		DSAW	WEST		Can Fre	noisi	o Subdivision.		W	ESTW	BD	EA
EASTWARD	San	Francisco Subdivis	ion.	WEST	WARD	+	Charles 1	ASTWARD		RST CLAS		(IICISC	I see and the second			RST CLA		SECON
	g o	Time Table No. 134	E-A			- 18 V	SEC	OND CLASS				rom	Time Table No. 134	nce from enport	403	407	405	359
Capacity of	e from	June 14, 1931	Or Or			Capa	city of gs and	360	404	406	402	nce from rancisco	June 14, 1931	25				Local
sidings and spurs in	Distance San Fran	AND DESCRIPTION OF THE PARTY OF	Distanc			spu	engths	Local Freight	Passenger	Passenger	Mixed	Distar San F	Davenport Branch	Diste		Passenger		Freig
car lengths	Dis	Boulder Creek Branch	Bo Bo			an land		Leave Daily EX. SUNDAY	Leave Daily	Leave SUN. ONLY	Leave Daily	Па	STATIONS		Arrive Daily EX. SUNDAY	Arrive SUN. ONLY	Arrive Daily	Arrive I
	A B B B B B B B B B B B B B B B B B B B	STATIONS				Term	Yard			6.45 AM	6.45 AM	79.2	TO-R SANTA CRUZ					10.4
36 WP		FO-R FELTON	7.3				n. Yard VOTYP	8.20AM		f 6.55	6.55	81.1	ORBY		_		f4.58	10.3
M-50/4 - 17-7	73.4	BONNY BRAE	6.3			47		8.25	f 3.41	10.33	, 0.55	83.4	VILDER	7.3	f	f	f	
	74.3	BRACKNEY 0.4	5.4			2 8	pur		1 2 54	1 1	7.07	85.9	2.5 GORDOLA	4.8	f 7.56	f 7.56	f4.46	10.2
3 Spur	74.7	GLEN ARBOR	5.0			35	19	8.37	f 3.54	f 7.07	7.07	86.7	0.8 MAJORS	4.0	f	f	f	- मानुरी
13 Spur	75.9	NEWELL JOT.	3.8		THE THEFT	3 S			f	f nound	7 20 M	90.7	R DAVENPORT	0.0	7 45 AM	7.45 AM	4.35 PM	10.1
10	76.3	BEN LOMOND	3.4			Term	. WYP	8.50 AM Arrive Daily	s 4.10PM				(11.5)		Leave Daily EX. SUNDAY			Leave EX. SU
	77.3	PHILLIPSHURST 0.3	2.4					EX.SUNDAÝ		CONT. CITE.								
8 Spur	77.6	SIESTA 0.3	2.1					(0.30) 23.00	(0.35) 19.71	(0.35) 19.71	(0.35) 19.71		Time over District Average Speed per Hour		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.3
	77.9	FISH HATCHERY	1.8					The state of the s					Here's	"			The state of the s	
8 Spur	78.3	BROOKDALE	1.4			No. of Lot	In House				ADDI	TIONA	L FLAG STOPS					
	78.8	HARRIS	0.9						First cla	ss trains at	Younglove	v buildi	ne and California Street, S ng one-half mile west of W ower Crossing, Davenport.	anta Cri Vilder Sp	uz.			
		0.3							1	Loguno Cr	ook Lidde	l and L	ower Crossing Davenport.					

0.6 0.0

79.1 FILBERT 0.6 TO-R BOULDER CREEK

Term.

ADDITIONAL FLAG STOPS

First class trains at Younglove Avenue and California Street, Santa Cruz.

At a point opposite dairy building one-half mile west of Wilder Spur.

At Laguna Creek, Liddel and Lower Crossing, Davenport.

Nos. 403, 404, 407, at Yellowbank Dairy, between Liddell and Laguna Creek.

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. 406 is superior to No. 407. No. 360 is superior to No. 359.

			FIRST C	LASS	40.0	Time Table No. 134			IRST CLASS		1 722		For Source on the	B 8	Ti	ime Table No. 134	8.	
Capacity of		208	28	30	from	June 14, 1931	e from Grove	27	31	207	E RIBUTO DISCU	10a	Capacity of sidings and	Distance from San Francisco	NAW A	June 14, 1931	nce from	a
sidings and spurs in		Passenge	r Del Mont	e Passenger	Distance San Fran	Monterey Branch	Distance Pacific (Del Monte	Passenger	Passenger	w miler IIA	drine 1	spurs in car lengths	stanc n Fra	San F	Francisco-San Bruno Branch		seril neit
car lengths	where p	ni rootte	77.7833-1	To backey	Dist		Dist	Arrivo Doily	Amrivo Doiler	Amiyo Doily	Parly 83 (EX)	next -	ent and an armore transport	Sa	A CONTRACT	STATIONS	ig 3	The state of the s
AGENT DES	ewsern e	Leave Da	y Leave Dai	ly Leave Daily	000 D	STATIONS	to motor		Arrive Daily		Egyward fi		BKWOITY P	0.0	TO-R	SAN FRANCISCO	13.6	second City
93 KWYP	la of m h	10.00	PM 5.55	PM 7.10AM	110.4	TO-R DEL MONTE JOT.	17.9		s 1.55 PM s		T delogated V	-	Tarrie N. II.	0.9	Hand .	W. P. Ry. Crossing	12.7	v dosta N
15 availos.	a overbes	f 10.04	f 5.59	f 7.14	112.4	NASHUA 1.5	15.9	f 9.31	-	9.26	d to and only	rest l	J. B. Streepe	1.2	Bol.	O. S. Ry. Crossing	12.4	Salines.
14 WP	1010 100	f 10.08	6.02	f 7.18	113.9	NEPONSET 0.9	14.4	9.28	f 1.48 f	9.23	into a recent	20×	Monaged de bes ed	1,6	EIC	GHTEENTH STREET	12.0	EUSE TO S
23 Spur	g of his t	f		f	114.8	LAPIS 0.6	13.5	at an P. Condita	f f	stadies and	Sen Juse, 13		9 Spur	2.0		FORD	11.6	yen live
8 Spur	doisegre	f 10.11	6.05	f 7.22	115.4	BARDIN 1.9	12.9	9.25	f 1.44 f	9.20	R ta noi lanio	cted		2.7	a la v	VALENCIA STREET	10.9	bogrado
9 Spur	rafa 00 ine	d and has so fairness	en 610 days	f daw is	117.3	MARINA 2.4	11.0		f f	1.1711	amery or t	2.672	16 Spur	4.0	1/2/2/	BERNAL	9.6	nibai ad
18 P	t to eatpe	f 10.18	6.12	f 7.30	119.7	GIGLING 0.7	8.6	9.18	f 1.36 f	9.11	and more for a	-	25	5.2	е и во	ELKTON	8.4	Deff
13	PRODUCTOR	f f	-	f	120.4	WORKFIELD	7.9	Total Page	f an an at f	ti-Schedule	Hadley Town		6 Spur	5.8	ingi.	RUP	7.8	IAW.
5 Spur	O sixt b	f	LIA OVIA	f	122.1	PRATTOO 1.2	6.2	COLUMN TAR	f f	OPTAW TOR	CHART HAS		10 Spur	6.3	SHERRY SAN	OCEAN VIEW	7.3	TTSI.
10 brewseer	bus yaw	ra dall dediw fraw o	tidages or	f 7.36	123.3	SEASIDE 1.0	5.0	9.12	f 1.29 f	9.04	SIROT NYS		47	7.4	Light to	DALY CITY	6.2	Chargas 1
8 Spur	der doide	canta Margarita.	Bent Store	Aren soletik b	124.3	RETREAT 0.6	4.0	ATTHEO	EAST ATMA	Trained are bett	30 20 10 20		33 Octovac against	8.1	Julia S	UNION PARK	5.5	Mayneld
122 P	d od si go Memogo ca	s 10.26	100000000000000000000000000000000000000	The second second	124.9	DEL MONTE	3.4	s 9.09	s 1.25 s	9.00	or from Banca	y 60 1	21 P	8.5	uleit "	COLMA	5.1	STATE OF
Old oP	operate	s 10.30	s 6.25	8 7.44	125.7	MONTEREY 2.6	2.6	s 9.05		8.55	aly seek and		tin programme	9.1		GREENLAWN	uble 4.5	HOM 1911
Yard BKWOTP	,oldlssen	s 10.40	M s 6.35	PM s 8.05 AM	128.3	TO-R PACIFIC GROVE	0.0	8.45 AM	1.00 PM	8.45PM	RULE 103 (A		etana para mana	9.6	Union.	HANNA	4.0	daestalgli
51 Spur	t timents	sailes per hour frost	Separation	Taley His an	129.9	ASILOMAR 0.1	1.6	CONTRACTOR COMME	no horosic	and wites	en al han ste	1300	10 Spur	9.7	II. Per Jami	EMANUEL	3.9	STATE OF THE PARTY
The second second	di steniei	Suppel No. 8, to get ret	To League to	The seconds	130.0	LAKE MAJELLA	1.7		Antiesora y	mingleropd	ebaca sa blu	ozla	11 Spur	10.1		CARROLL	3.5	iaO bus
8 Spur			er esterious so	aly Arrive Daily	nger tra	(17.9)	VALUE TO SERVICE	Leave Daily	Leave Daily	Leave Daily	tected by a fl	ond	14 Spur	10.3	Harry M.	HOLY CROSS	3.3	ST NO
8 Spur	got emp	Arrive Da	Arrive Da	CALLED THE RESIDENCE OF THE RESIDENCE OF THE PARTY OF THE	White word means	Maria and the comment of the comment			Tanana and Art	NAME OF TAXABLE PARTY.			And the second section is a second	The same of the sa				
	pot emp bna ,61 ilio iluie	Dia 61 80 / Baltin 68 5	TO THE YOU	SE DEC SE VE	day be	Time over District		(0.50)	(0.55)	(0.50)	urly and State of	atio I	12 W	11.4	2012	BADEN	2.2	.boggar
	not emporable to the control of the	Arrive Da (0.40) 26.85	(0.40) 26.85	(0.55)	Table be a construction of the construction of	Time over District	A famely a media a tanoly a fraced a famely	(0.50) 21.48	(0.55) 19.52	(0.50) 21.48	San San Jones Sa	way way way way woow di.l	44 Y 18 P	13.0	mad by	TANFORAN 0.6 SAN BRUNO (13.6)	0.6	Desgue 10 autari 21 6 21 6 21 4 80
	bus ,87 set zeinn setz dri rradils s t m zei S gmang die ylate male see	Dia 61 80 / Baltin 68 5	TO THE YOU	SE DEC SE VE	who do not not not not not not not not not no	Time over District	A laming A company of the second of the seco	I no my I seed, note I seed, note I seed of the broke take br	Taylord and a Batton Aria to a Batton Local and a batton Local and a batton Local and and a batton Local and	(0.50) 21.48	San San San Jones San Jones Jones Jones Jones Jones Jones Jones Jones Jones John John John John John John John John	Cinc	44 Y 18 P Service	13.0 13.6	ned by e	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng	0.6 0.0 gines.	Dengan Tra To All-att To All-att To All-att Tra Colon Tra Colon Tr
	bas, 87 last seign seiz dri	Dia 61 80 / Baltin 68 5	(0.40) 26.85	SE DEC SE VE	state the state of	Time over District	A formalis and a second	(0.50) 21,48	Taylord and a Batton Aria to a Batton Local and a batton Local and a batton Local and and a batton Local and	(0.50) 21.48	com San San Jones San Jones San Francisco Jones San Jone	San F	44 Y 18 P	13.0 13.6	ned by e	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng	0.6	Devigation of the second of th
Illim bay lead on an illim bay	bea Ar and a series of the party of the part	(0.40) 26.85	(0.40) 26.85	(0.55) 19.52		Average Speed per Hour	Adomnia and and and and and and and and and an	I no my I seed, note I seed, note I seed of the broke take br	Taylord and a Batton Aria to a Batton Local and a batton Local and a batton Local and and a batton Local and	(0.50) 21,48	ansang minas		44 Y 18 P Servierancisco Subdivis	13.0 13.6 ce perforn	03 101k	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng	o.6 o.0 gines.	Gerilani
Ilim bay le consent il consent i con	ARD Salinas	WESTW Subdivision.	(0.40) 26.85	EASTWA San	Franc	WESTWARD cisco Subdivision.	Capac	EASTWA	Taylord and a Batton Aria to a Batton Local and a batton Local and a batton Local and and a batton Local and	FIRST CL/	ansang minas	San F	Service rancisco Subdivis Time Table No.	13.0 13.6 ce perforn	from action	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng	o.6 o.0 gines.	ARD 85
EASTWA	ARD Salinas	WESTW Subdivision. Time Table No. 134	(0.40) 26.85	EASTWA San	Franc	WESTWARD cisco Subdivision.	Capac	EASTWA	ARD	FIRST CLA	Ass 86	ance from Francisco	Service rancisco Subdivis Time Table No. June 14, 1931	13.0 13.6 ce perform ion.	from action	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175	o.6 o.0 gines. ESTWA	85
EASTWA S Capacity of	ARD Salinas	WESTW Subdivision. Time Table No. 134 June 14, 1931	(0.40) 26.85	EASTWA San	Franc	WESTWARD cisco Subdivision.	Capac siding spur	EASTWA	ARD 84 Redwood	FIRST CL/ 32 Passenger	ASS 86 Passenger	Distance from	Service rancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz	13.0 13.6 ce perform ion.	03 101k	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST G 87 Passenger Passenger	gines. ESTWA CLASS 89 Passenger	85 Redwood
EASTWA S Capacity of	ARD Salinas	WESTW Subdivision. Time Table No. 134	(0.40) 26.85	EASTWA San	Franc	WESTWARD cisco Subdivision.	Capac siding spur	EASTWA	ARD 84 Redwood Leave Da	FIRST CLA 32 Passenger ally Leave Dail;	86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	Service rancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz	13.0 13.6 ce perform ion. 134	Distance from Vasona Junction	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WI FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily in the control of t	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY	85 Redwood
EASTWA S Capacity of	ARD Salinas	WESTW Subdivision. Time Table No. 134 June 14, 1931	(0.40) 26.85	EASTWA San	Francisco Laucisco	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931	Capac siding spur	EASTWA	ARD 84 Redwood	FIRST CLA 32 Passenger aily Leave Dail: 7AM 7.44A	86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	Service rancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz	13.0 13.6 ce perform ion. 134	Distance from 9 Vasona Junction	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily ONLY S 3.25 PM S 3.30 PM S	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM	Redwood Arrive Dai
EASTWA S Capacity of sidings and spurs in car lengths	ARD Salinas	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch	Olstance from Spreckels Spreckels	Capacity of sidings and spurs in car lengths	Franc	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch	Capac siding spur	EASTWA	ARD 84 Redwood Leave Da	FIRST GLA 32 Passenger aily Leave Dail; 7AM 7.44A	86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	Serviorancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz STATIONS R COLLEGE PAR	ion.	Distance from Vasona Junction	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WI FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily in the control of t	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM	Redwood Arrive Dai
EASTWA S Capacity of sidings and spurs in car lengths	Distance from San Francisco San Francisco	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPREOKELS JOT. 2.5	Olstance from Spreckels Spreckels	Capacity of sidings and spurs in car lengths	Parance France France France France San France France San France	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS	Capac siding spur	EASTWA	ARD 84 Redwood Leave Da 9.3'	FIRST CLA 32 Passenger aily Leave Dail: 7AM 7.44A	86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	Service rancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruze STATIONS R COLLEGE PARI 1.1 WEST SAN JOS	ion. 134 Branch K E	Distance from Vasona Junction	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily ONLY S 3.25 PM S 3.30 PM S	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM	Redwood Arrive Dai
EASTWA S Capacity of sidings and spurs in car lengths	ARD Salinas Sau Etaucieco Rom	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPREOKELS JOT. 2.5 SPREOKELS	Oj.40) 26.85 ARD Sheeckels 2.5	Capacity of sidings and spurs in car lengths	Parance from San Francisco	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS BADEN 1.6 SO. SAN FRANCISCO 0.0	Capac siding spur car les	EASTWA	ARD 84 Redwood Leave Da 9.3' s 9.4	FIRST CLA 32 Passenger aily Leave Dail; 7AM 7.44A 1 8 7.55	86 Passenger Leave Daily EX. SUNDAY 5.40 AM 5.44	Distance from San Francisco San Francisco 45. 7	Service rancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruze STATIONS R COLLEGE PAR. 1.1 WEST SAN JOS 0.8 W.P.R.R. Crossing	ion. 134 Branch K E	Distance from Vasona Junction	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily S 3.25 PM S 3.30 PM S 3.21 S 3.24	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY S 7.35 PM 7.31	Redwood Arrive Da s 8.10 s 8.06
EASTWA S Capacity of sidings and spurs in car lengths	ARD Salinas Sau Etaucieco Rom	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPREOKELS JOT. 2.5	Oj.40) 26.85 ARD Sheeckels 2.5	Capacity of sidings and spurs in car lengths	Parance from San Francisco	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS BADEN 1.6	Capac siding spur car les	EASTWA	RD 84 Redwood Leave Da 9.3' \$ 9.4'	FIRST CL/ 32 Passenger aily Leave Dail: 7AM 7.44A 1 8 7.55	86 Passenger Leave Daily EX. SUNDAY	Distance from San Francisco San Francisco	Serviorancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz STATIONS R COLLEGE PAR: 1.1 WEST SAN JOS 0.3 W. P. R. R. Crossing 2.1 MOULTON	ion. 134 Branch K E	Distance from Pasona Junction Assona Junction P. 2 . 6 . 6 . 7 . 7 . 6 . 6 . 6 . 7 . 7 . 7	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily ONLY S 3.25 PM S 3.30 PM S	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY S 7.35 PM 7.31	Redwood Arrive Dai s 8.10 s 8.06
EASTWA S Capacity of sidings and spurs in car lengths 76 YP	ARD Salinas Francisco 120.3 122.8	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPREOKELS JOT. 2.5 SPREOKELS (2.5) crmed by extra trains.	Oj.40) 26.85 ARD Sheeckels 2.5	Capacity of sidings and spurs in car lengths	Distance from San Francisco 11.4	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS BADEN 1.6 SO. SAN FRANCISCO 0.0	Capac siding spur car les	EASTWA	ARD 84 Redwood Leave Da 9.3' s 9.4'	FIRST CL/ 32 Passenger aily Leave Dail: 7AM 7.44A 1 s 7.55	ASS 86 Passenger Leave Daily EX. SUNDAY 5.40 AM 5.44	Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Serviorancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz STATIONS R COLLEGE PAR: 1.1 WEST SAN JOS 0.3 W. P. R. R. Crossing 2.1 MOULTON 1.0 TO-R CAMPBELL 2.2 VASONA 0.4	ion. 134 Branch K	Distance from P	TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily S 3.25 PM S 3.30 PM S 3.21 S 3.24	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM 7.31	85 Redwood Arrive Dai s 8.10 s 8.06
EASTWA S Capacity of sidings and spurs in car lengths 76 YP	ARD Salinas Francisco 120.3 122.8	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPRECKELS JOT. 2.5 SPRECKELS (2.5)	Oj.40) 26.85 ARD Sheeckels 2.5	Capacity of sidings and spurs in car lengths	Distance from San Francisco 11.4	WESTWARD Cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS BADEN 1.6 SO. SAN FRANCISCO (1.6)	Capac siding spur car les	EASTWA	ARD 84 Redwood Leave Da 9.3' \$ 9.4' f \$ 9.4'	FIRST GLA 32 Passenger aily Leave Dail; 7 AM 7.44 A 1 8 7.55 9 f 8.02 4 AM 8 8.07 A	ASS 86 Passenger Leave Daily EX. SUNDAY 5.40 AM 5.44 5.56	Distrance from Market Property 18	Serviorancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz STATIONS R COLLEGE PAR. 1.1 WEST SAN JOS 0.8 W. P. R. R. Crossing 2.1 MOULTON 1.0 TO-R CAMPBELL 2.2 VASONA	ion. 134 Branch K	Distance from Pasona Junction Assona Junction P. 2 . 6 . 6 . 7 . 7 . 6 . 6 . 6 . 7 . 7 . 7	1.6 TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily S 3.25 PM S 3.30 PM S 3.21 S 3.24 3.09 S 3.15 3.00 M 3.10 PM	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM 7.31 7.19	85 Redwood Arrive Dai s 8.10 s 8.06 f 8.00
EASTWA S Capacity of sidings and spurs in car lengths 76 YP	ARD Salinas worth of the salinas and salin	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPRECKELS JCT. 2.5 SPRECKELS (2.5) ormed by extra trains.	O.40) 26.85 ARD Spreckels 2.5 0.0	Capacity of sidings and spurs in car lengths 12 W Yard Ser	France performance	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS BADEN 1.6 SO. SAN FRANCISCO (1.6) ormed by extra trains.	Capac siding spur car les	EASTWA	ARD 84 Redwood Leave Da 9.3' \$ 9.4' f \$ 9.4'	FIRST CL/ 32 Passenger aily Leave Dail: 7AM 7.44A 1 s 7.55	ASS 86 Passenger Leave Daily EX. SUNDAY 5.40 AM 5.44 5.56	Distrance from Market Property 18	Serviorancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruz STATIONS R COLLEGE PAR: 1.1 WEST SAN JOS 0.3 W. P. R. R. Crossing 2.1 MOULTON 1.0 TO-R CAMPBELL 2.2 VASONA 0.4	ion. 134 Branch K	Distance from P	1.6 TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily S 3.25 PM S 3.30 PM S 3.21 S 3.24 3.09 S 3.15 3.00 M 3.10 PM	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM 7.31 7.19	85 Redwood Arrive Dai s 8.10 s 8.06 f 8.00
EASTWA S Capacity of sidings and spurs in car lengths 76 YP	ARD Salinas working of the property of the pro	WESTW Subdivision. Time Table No. 134 June 14, 1931 Spreckels Spur Branch STATIONS SPREOKELS JOT. 2.5 SPREOKELS (2.5) crmed by extra trains.	O.40) 26.85 ARD Byreckels 2.5 0.0	Capacity of sidings and spurs in car lengths 12 W Yard	France performance	WESTWARD cisco Subdivision. Time Table No. 134 June 14, 1931 South San Francisco Branch STATIONS BADEN 1.6 SO. SAN FRANCISCO (1.6) ormed by extra trains.	Capac siding spur car les	EASTWA	ARD 84 Redwood Leave Da 9.3' \$ 9.4' f \$ 9.4'	FIRST GLA 32 Passenger aily Leave Dail; 7 AM 7.44 A 1 8 7.55 9 f 8.02 4 AM 8 8.07 A aily Arrive Dail;	ASS 86 Passenger Leave Daily EX. SUNDAY 5.40 AM 5.44 5.56	Distrance from Market Property 18	Service rancisco Subdivis Time Table No. June 14, 1931 College Park-Santa Cruze STATIONS R COLLEGE PARE 1.1 WEST SAN JOS 0.8 W. P. R. R. Crossing 2.1 MOULTON 1.0 TO-R CAMPBELL 2.2 VASONA R VASONA JUNCT	ion. 134 Branch K E	Distance from P	1.6 TANFORAN 0.6 SAN BRUNO (13.6) extra trains and yard eng WE FIRST C 87 175 Passenger Passenger SATURDAY Arrive Daily S 3.25 PM S 3.30 PM S 3.21 S 3.24 3.09 S 3.15 3.00 M 3.10 PM	gines. ESTWA CLASS 89 Passenger Arrive Daily EX. SAT. & SUNDAY 8 7.35 PM 7.31	85 Redwood Arrive Dai s 8.10 s 8.06 f 8.00

Salinas Subdivision.

Time Table No. 134

EASTWARD

FIRST CLASS

WESTWARD

FIRST CLASS

Eastward San Francisco Subdivision Westward

Time Table No. 134

RULE 2. The following are designated Watch Inspectors: S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco M. S. Grousd, 210 Townsend Street San Jose W. H. Turick, 275 So. First St. King City. J. P. Nordin Pacific Grove. E. B. Lewis 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 dis-

charged 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.

Santa Cruz-Trains on Davenport line. Mayfield—Trains on Los Altos line. College Park-Trains on Campbell line. Surf-Trains on Lompoc line. Felton-Trains on Boulder Creek line. Carnadero—Trains on Tres Pinos 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

Where passenger, wye and warehouse leads cross Monterey Road, Watsonville Jct., watchman is on duty between the hours of 9:30 and 11:00 a.m., and between 4:30 and 6:00 p.m. During other hours, all movements except train movements must be protected by a flagman on the ground in advance of the movement. Also during such hours, trains and engines must not exceed a speed of 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 Santa Margarita Los Gatos Surf Salinas Redwood Junction

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

at San Jose Yard. 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.
SALINAS
SALINAS
SURF
SANTA CRUZ
PACIFIC GROVE
SANTA CRUZ
PACIFIC GROVE
SANTA MARGARITA

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 103 (A). Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching stop should be made before fouling crossing.

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

RULE D-152. Crossovers are located at following stations between San Fran-

cisco 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, Redway, Burningane, 10west, Sah Macey, Bandor, 12west, 12

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 westward 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, No. 8, No. 9.

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. 9.

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 Clara Tower. 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. Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

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:

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. 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 double-head 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 Luis Obispo.

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.

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

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.

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.

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 consumed in doing so.

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

Standing air brake test must be made by eastward trains at Santa Margarita. When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

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

to signal No. 465.

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.

west Santa Barbara:	railing	westward	30 MPH.
	Facing	eastward	20 MPH.
Watsonville Jct. yard	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
and the proof of front of many	Facing	eastward	20 MPH.
Sargent:	Facing	westward	30 MPH.
Marin Reduct	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
Manual Private Tage Land	Trailing	westward	20 MPH.
Coyote:	Trailing	eastward	30 MPH.
	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. POTRERO-San Francisco

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

For track adjacent and parallel to two short, one long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco for 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.

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-one 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 sig-

nal 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.

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 of 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, one short.

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.

MISCELLANEOUS

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

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 crossing 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.

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-

Santa Cruz Line. 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 Jct. and Santa Cruz.

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

monte Jet. and Facilic Grove. It is all stypes to be dead only an energency 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 movement 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 engines 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

Southern Pacific Company's trains and engines will stop before 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.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.		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	tracks in t	Supplement	and whom	Scand W

SPEED RESTRICTIONS

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

Pages	BETWEEN	Passen- ger	Freight or Mixed	Engines (with or without train) Backing	Engines Runn'g Light	Engines when running under own steamor towed in trains
frode short.	owl own trods and services two less	BU JUL	Delago	al dott	PB THE	CASCAMINA
2-3-4-5-6	San Francisco, Third St. Station-	0.70	0.	UIDE 15	25	20
00450	East Portal Tunnel No. 1—1.8 miles	25 45	25 35	15 20	35	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore.	60	40	20	35	20
2-3-4-5-6	Bayshore—College Park		35	20	30	20
2-3-4-5-6	College Park—San Jose	45 40	30	20	30	20
1	Mayfield—Vasona Junction	30	18	15	25	20
7	Vasona Junction—Los Gatos		72 - 27	10	20	20
7	Los Gatos—Eva	20	15	15	25	20
7	Eva—Santa Cruz	25	18	20	35	20
8-9	San Jose—Logan	50	35	20	99	20
8-9	Logan-West switch, Watsonville Jct.	co	35	20	35	20
0.0	yard	60	50	20	99	20
8-9	West switch, Watsonville Jct. yard—	10	20	20	35	20
	Yard office	45	30	20	99	20
8-9-10	Yard Office—East end double track,		15	15	15	15
	Watsonville Jct	15	15 15	15	15	15
9	Lick—Almaden—Campbell	15 40	30	20	30	20
9	Carnadero—Hollister		30	15	25	20
9	Hollister—Tres Pinos	35	35	20	35	20
10	Watsonville Junction—Soledad	50	1 N 72/26 11	20	35	20
10	Soledad—San Ardo	60 50	35	20	35	20
11	San Ardo—Santa Margarita	30	18	15	22	20
11	Santa Margarita—Goldtree			15	22	20
11	Goldtree—San Luis Obispo	45	18 35	20	35	20
12	San Luis Obispo—Guadalupe	50	40	20	35	20
12	Guadalupe—Surf	50 50	35	20	35	20
12-13	Surf—Santa Barbara	20	20	15	20	20
13	Surf—Lompoc	30	25	15	25	20
14	Santa Cruz—Watsonville Junction	20	12	8	12	12
14	Boulder Creek—Felton	30	30	20	25	20
14	Davenport—Santa Cruz	40	30	15	25	20
15	Del Monte Junction—Monterey		18	15	20	20
15	Monterey—Pacific Grove	25		10	15	15
15	Pacific Grove—Asilomar	15	15 15	8	15	15
15	Spreckels Junction—Spreckels	40	30	20	30	20
15	College Park—Vasona Junction		30	20	90	20
15	Valencia Street—San Bruno via Tan-	30	18	12	20	20
The State of the last	foran	1 30	1 10	12	20	20

Disabled engines hauled in trains or running under own steam:	M.P.J
When main rod only is removed	30
When side rods only are removed	30
When both main and side rods are removed	20
Relief trains with steam derrick	25
Through crossovers turn outs and on sidings unless otherwise specified.	10
Eastward trains through turn out, end double track, Hadley Tower	30
San Luis Obispo yard, limits indicated by slow boards	15
New Almaden Branch on curves	6
San Francisco—San Bruno, yard drags SW type enginesOther type engines	20
San Francisco—San Bruno, yard drags Other type engines	35
Over Park Avenue, east of College Park, Los Gatos line	10
M. of W. crane 4046 with light end forward	25
Through interlocking plants	With cautic
Wooden passenger cars, when used in main line service, must be ed	guipped wit

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 recycles or extra trains contain both wooden and steel passenger-carrying cars, the 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 Hour Burlingame, trains 72, 78, 82, 27 and 28 (over crossings Oak Grove
Ave. to Peninsula Ave. incl.) Hollister. 15
Salinas From westerly city limit signs to Main St. 35
From Main St. to Cattleman's Lane. 25 Santa Barbara..... 30

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT

M.P.	East of	West	of	Description	Height	Side Clearance
1.3	San Francisco	Bayshore.		Mariposa St. Bridge	21.0'	See Note
1.3	"	"		A.T.& S.F.R.R. Crossing	21.1'	
1.5	u u	u		Tunnel 1	21.9'	7.5'
1.7		"		Tunnel 1	21.1'	See Note
1.9		4		23rd Street Crossing Tunnel No. 2	21.3'	See Note
2.0	a unit	"		Tunnel No. 2	21.3'	6.7'
3.1	"	4		Oakdale Avenue	21.7'	See Note
3.7	The state of the s	4		Williams Ave. Bridge Tunnel 3	21.9'	See Note
3.4	lose will bol	4		Tunnel 3	21.9'	7.5'
4.2						See Note
4.6	AND DOMESTIC			Tunnel 4. " 5. San Francisquito Creek Br. Station Building.	21.1'	6.6'
7.7	Bayshore	So. San F	rancisco	5	21.7	7.2'
29.7	Menlo Park	Palo Alto	·	San Francisquito Creek Br.	21.8	7.5'
46.9	San Jose	Passenger	Station	San Francisquito Creek Br. Station Building. Tunnel 5½ Salinas River Bridge. Road Crossing. Tunnel 6	20.1'	
155.3	Espinosa	Coburn		Tunnel 5½		8.2'
200.6	Bradley	Nacimien	to	Salmas River Bridge	00.01	7.5'
222.0	Templeton	Asuncion.		Road Crossing	20.6	8.3'
239.6	Cuesta	Thyle	• • • • • • •	Tunnel 5	18.5	6.3'
240.2	Thyle	Serrano .	• • • • • • • •	4 7	18.3'	6.6'
240.9		- day	• • • • • • • •	# 10	18.0' 17.5'	6.7
241.7		C1 .		4 11	10.0	
245.8	Serrano	Chorro		D 10	18.6	6.7'
251.1	, ,		Obispo	Road Crossing		7.6'
251.2					01 01	7.6'
251.8	m:1	D	TV 11 2 10 10 10 10 10 10 10 10 10 10 10 10 10	Will Cook of Committee	21.6'	7.9'
261.4	Tiber	Pismo	• • • • • • •	Villa Creek, 2nd Crossing Villa Creek, 3rd Crossing		8.2' 7.4'
261.7	Tiber	Pismo	• • • • • • •	Villa Creek, 5rd Crossing	19.3'	7.0'
275.4	Bromela	Guadalup	е	Santa Maria Bridge	21.3	8.3'
279.5	Guadalupe	Waldori		Road Crossing Santa Ynez River Bridge	21.3	7.2'
301.9	Ajax	Juli	• • • • • • • •	Tunnel 12	18.2'	7.3'
318.3	Drales	Salama	• • • • • • • •	# 12	18 7/	
334.4 335.0	Secrete	Corriete		overhead Bridge	10.1	8.0'
250.0	Wile	Ellmood.	• • • • • • • •	" Crossing		8.4'
368.0	Hope Ranch	Santa Bar	bara	" Crossing Bridge		7.9'
	THE STREET, MAKE THE PARTY OF	The second secon	The second second second	AN BRUNO VIA OCEAN V		When to
3.0	Valencia St	Bernal		Dolores Street Bridge	19.1'	7.0'
	A STATE OF THE PARTY OF THE PAR	VASON	NA JUN	CTION—SANTA CRUZ	Jeond :	ton bean
32.4	Mayfield	Congress.	Jct	Trolley Poles		7.5'
45.3		可能从下二天通过				7.5'
62.0	Wright	Laurel		Tunnel 1	19.7	7.7'
64.0						0.9
66.0						7.5'
		I Harmania		COLUMN TEN AND ASSESSMENT OF THE PARTY OF TH	21.3'	7.6'
69.3	Meehan	Diympia.		G T D D	10 0'	1.5
69.3 73.4	Meehan Big Trees	Rincon		San Lorenzo River Bridge.	19.2'	
69.3 73.4 74.1	Big Trees			San Lorenzo River Bridge. Tunnel 5		6.1'
69.3 73.4 74.1 75.5	Big Trees Rincon	Golf Link	8	Road Crossing	21.6'	6.1' 7.6'
69.3 73.4 74.1 75.5	Big Trees Rincon	Golf Link	8		21.6'	6.1'
69.3 73.4 74.1 75.5	Big Trees Rincon	Golf Link Park Stre	s et	Road Crossing	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2	MeehanBig TreesRinconEblis	Golf Links Park Stree	set	Road Crossing Tunnel 6 JCT.—SANTA CRUZ	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2	Meehan. Big Trees Rincon Eblis	Golf Links Park Stree WATSON Seabright	set	Road CrossingTunnel 6 JCT.—SANTA CRUZ San Lorenzo River Bridge.	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2	Rincon Eblis Santa Cruz Leonard	Golf Links Park Stree WATSO Seabright Robroy	set	Road Crossing	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2	Rincon Eblis Santa Cruz Leonard	Golf Links Park Stree WATSO Seabright Robroy	set	Road Crossing	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Rincon Eblis Santa Cruz Leonard	Golf Links Park Stree WATSO Seabright Robroy	NVILLE	Road Crossing. Tunnel 6. JCT.—SANTA CRUZ San Lorenzo River Bridge. Road Crossing CTION—PACIFIC GROVE	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Rincon Eblis Santa Cruz Leonard	Golf Link Park Stree WATSO! Seabright. Robroy EL MONT Neponset.	set	Road Crossing. Tunnel 6 JCT.—SANTA CRUZ San Lorenzo River Bridge. Road Crossing CTION—PACIFIC GROVE Salinas River Bridge	21.6' 16.9'	6.1' 7.6' 6.6'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Rincon	Golf Link. Park Stre WATSO! Seabright. Robroy EL MONT Neponset.	s nville re june	Road Crossing	21.6′ 16.9′ 19.7′	6.1' 7.6' 6.6' 7.5' 7.8'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Rincon	Golf Link. Park Stre WATSO! Seabright. Robroy EL MONT Neponset.	s nville re june	Road Crossing. Tunnel 6 JCT.—SANTA CRUZ San Lorenzo River Bridge. Road Crossing CTION—PACIFIC GROVE Salinas River Bridge	21.6′ 16.9′ 19.7′	6.1' 7.6' 6.6' 7.5' 7.8'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Meehan Big Trees Rincon Eblis Santa Cruz Leonard D Nashua	Golf Link Park Stree WATSO! Seabright Robroy EL MONT Neponset. Li New Alma	set	Road Crossing. Tunnel 6 JCT.—SANTA CRUZ San Lorenzo River Bridge. Road Crossing CTION—PACIFIC GROVE Salinas River Bridge EW ALMADEN Arroyo Seco Bridge	21.6′ 16.9′ 19.7′ 21.3′	6.1' 7.6' 6.6' 7.5' 7.8'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Meehan Big Trees Rincon Eblis Santa Cruz Leonard D Nashua	Golf Link Park Stree WATSO! Seabright Robroy EL MONT Neponset. Li New Alma	set	Road Crossing. Tunnel 6 JCT.—SANTA CRUZ San Lorenzo River Bridge. Road Crossing CTION—PACIFIC GROVE Salinas River Bridge EW ALMADEN Arroyo Seco Bridge	21.6′ 16.9′ 19.7′ 21.3′	6.1' 7.6' 6.6' 7.5' 7.8' 7.4' 6.8'
69.3 73.4 74.1 75.5 78.2 80.1 90.1	Meehan Big Trees Rincon Eblis Santa Cruz Leonard D Nashua	Golf Link Park Stree WATSO! Seabright Robroy EL MONT Neponset. Li New Alma	set	Road Crossing. Tunnel 6. JCT.—SANTA CRUZ San Lorenzo River Bridge. Road Crossing CTION—PACIFIC GROVE Salinas River Bridge EW ALMADEN Arroyo Seco Bridge	21.6′ 16.9′ 19.7′ 21.3′	6.1' 7.6' 6.6' 7.5' 7.8' 7.4'

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.

AVERAGE WEIGHT OF PASS	SENGE	R TRAI										
CLASS	All Steel	Steel Under- frame	Wood	LOCATION	NAME	TITLE						
Baggage—60 ft	93,070			San Francisco San Francisco	Dr. W. B. Coffey Dr. J. H. O'Connor	Chief Surgeon and Ma Division Surgeon.						
" —66 ft " —70 ft	127,610	::::::	::::::	San Francisco	Dr. C. A. Walker Dr. G. R. Carson	District Surgeon.						
*	122,620	87,120	81,120	San Francisco	Dr. H. B. Graham	District Surgeon. Aurist.						
"—(Dynamo)	98,730 103,620			San Francisco	Dr. Grant Selfridge Dr. Wilbert F. Swett	Aurist. Oculist.						
Baggage and Mail—60 ft	124,760			San Francisco	Dr. John C. Williams.	Oculist.						
" — 70 ft	129,140	103,590	99,200	Daly City So. San Francisco.	Dr. Jos. Butler Dr. Edwin I. Bartlett.	District Surgeon. District Surgeon.						
Sagrage and Pageanger	108,675	112,640	76,320	So. San Francisco.	Dr. Mark D. Lessard	Asst. District Surged						
Express Refr.—NP RR	125,000	74,000	60,000	Ocean View San Bruno	Dr. Harry A. Deering. Dr. F. Holmes Smith.	Emergency Surgeon. Emergency Surgeon.						
Sagrage—CM&StP. Express Refr.—NP RR. " —GN RR. " —ARE No. 40-154 " — " 155-224 " — " 500-506			70,000	Burlingame	Dr. H. A. Macomber Dr. Carl L. Hoag	District Surgeon.						
" " " 155-224		78,000 89,000		San Mateo Redwood City	Dr. Harper Peddicord	District Surgeon. District Surgeon.						
1101 1175		110,000 85,000		Mayfield Palo Alto	Dr. Granville Wood Dr. L. E. Phillips	District Surgeon. Emergency Surgeon.						
" "—PFE " 500-799		83,000		Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.						
	133,050	::::::	48,180 81,033	Campbell Los Gatos	Dr. W. I. Merrill Dr. R. P. Gober	Emergency Surgeon. District Surgeon.						
ostal	112,120		01,000	Los Gatos Ben Lomond	Dr. W. A. Phillips Dr. P. T. Phillips	District Surgeon.						
" " —60 ft	74,530 $105,120$			Santa Cruz Santa Cruz	Dr. A. Phillips	District Surgeon. Asst. District Surgeo						
flubfficial	146,210	122,300		Davenport Mountain View	Dr. J. J. Gaynor	Emergency Surgeon.						
" CM&StP	170,700 141,000	155,370	109,370	Santa Clara	Dr. A. H. McFarlane Dr. J. I. Beattie	District Surgeon. District Surgeon.						
	100,620		84,740	San Jose	Dr. J. I. Beattie Dr. T. V. Moore Dr. H. J. Arnold	District Surgeon. Asst. District Surgeo						
" —70 ft	98,130 137,640	-::::::		San Jose Morganhill	Dr. D. A. Beattie Dr. L. V. Saph.	Consulting Surgeon.						
" —72 it	139,660 148,040			Gilroy	Dr. L. V. Saph Dr. R. H. Prien	District Surgeon. District Surgeon.						
" —72 ft. Interurban	120,000			Hollister Watsonville	Dr. L. E. Smith Dr. F. H. Koepke	District Surgeon.						
CITICOU	133,000	::::::	81,210	Watsonville	Dr. D. S. Woodward	District Surgeon. Asso. District Surgeo						
Il-Day Lunch—Chair	105,970			Watsonville	Dr. L. M. Liles	District Surgeon.						
afe-Coach	103,875		117,200	Pacific Grove	Dr. H. M. Hoyt Dr. E. Wiley Reeves	District Surgeon. District Surgeon.						
are-Coach. inier-70 ft. " -72 ft. " -77 ft79 ft. see-Observation beervation	155 990	135,930	131,040	Salinas	Dr. Rollin Reeves Dr. L. P. Davlin	Asst. District Surgeon. Emergency Surgeon.						
" —77 ft	157,240	146,930 165,530	134,530	Soledad	Dr. F. E. Weibe	District Surgeon.						
afe-Observation.	169,100		128,550	King City San Miguel Paso Robles	Dr. F. E. Weibe Dr. C. T. Bullard Dr. Wm. McNaul	District Surgeon. District Surgeon.						
bservationullman—Observation	110,000	141,870	121,300	Paso Robles	Dr. Gifford L. Sobey	District Surgeon.						
"—Parlor	163,600 155,600	153,000 147,500	::::::	Atascadero Santa Margarita	Dr. H. McGarvey Dr. Harry J. Coventry.	Emergency Surgeon. Emergency Surgeon.						
	164,600	144,000		San Luis Obispo	Dr. H. A. Gallun	District Surgeon.						
	140,600 141,000	133,000		San Luis Obispo	Dr. F. R. Mugler Dr. C. P. Proudfoot Dr. W. D. Sink Dr. W. C. Conser	Asst. District Surgeo Oculist and Aurist.						
ail Car—Gas and Electric	143,360 64,140			Guadalupe	Dr. W. D. Sink	District Surgeon. Asst. District Surgeo						
	71,530			Lompoc	Dr. L. E. Heiges	District Surgeon.						
oservation (Open Top)			62,000	Santa Barbara	Dr. Kent R. Wilson Dr. C. S. Stevens	District Surgeon. District Surgeon.						
	7. 1	N N M		Santa Barbara	Dr. Wm. J. Mellinger Dr. G. W. Jean	Aurist.						
				treatment when pr	cons should only be sur	red and when patien						
				cannot be sent to or	r await arrival of Division	or District Surgeon.						
		DIA	ISION	MILEAGE								
		1	First Main	Frack								
San Francisco 3rd St. to	o Santa B	arbara	S. P.	R. R. Co	354.92 10.37 365.29							
End Western Division	to San Jos	se	C. P	Ry	1.51							
San Francisco 3rd St. to End Western Division of End Western Division of End Western Division of	to Redwo	od Junetic	DD C. P	Ry	1.24							
				. L.y		41						
	rack		• • • • • • • • • • • • • • • • • • • •			.41						
Total First Main 1				A CONTRACTOR OF THE PARTY OF TH								
San Francisco to Santa B	arbara		Second Ma	R. R. Co	65.98							
San Francisco to Santa B	arbara		(8. P.	R. R. Co	65.98 10.37 76.35 1.32							
San Francisco to Santa B Redwood Jct. to Sween Total Second Main	y Track		{S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32	.67 08						
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween; Total Second Main Total 1st and 2nd M	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							
San Francisco to Santa B Redwood Jct. to Sween Total Second Main	y Track Iain Tracl	k	S. P. S. P. C. P.	R. R. Co	10.37 76.35 1.32 77 447							

Second Branch Track

Total Branches....

Total All Tracks Coast Division....

RATING OF ENGINES—COAST DIVISION—For Through and Local Trains in Ms of 1000 lbs. Back of Tender. Revised as of May 13, 1931. 19								
NOMINAL CLASS		ENGINE NUMBERS	Boiler Pressure	San Francisco & Watsonville Jct.	Watsonville Jct.	Santa Margarita	San Luis Obispo to Santa Margarita	San Luis Ohian
E-23 E-23	E-73 20/24 92 E-73 20/24 101-S	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	190	2300	2000	530	470	1300
E-27	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	100	0070	0550	700	3 3	
M-4 M-6	M-63 20/28 135-S M-63 21/28 150-S	1725 to 1769, 1780 to 1803	190 200	2950	2550	780	700	1750
M-9	M-63 21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3650 3850	3150 3350	990 1050	890 950	2150 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-57 18/24 87	2174, 2178, 2179, 2181, 2183	100				2 404	-3 1
T-2	T-63 19/24 105	2221 to 2230	160	1950	1700	460	410	1100
T-1 T-26	T-63 20/26 112 T-69 21/28 152-S	2235 to 2273	180 200	2650	2300	700	630	1550
T-23	T-63 21/28 148-S	2301 to 2310	210	3400 3800	2950 3350	860 1050	770	$\frac{1950}{2250}$
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	3650	1150	940 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	4000	3450	1000	860	2400
P-7	P-73 25/28 171-S	2453 to 2458	200 200	4300	3750	1100	970	2500
P-10	P-73 25/30 181-SF	2478 to 2483.	200	4350 4600	3800 4000	1150 1200	1050 1050	2550
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	4800	4150	1250	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			Disk (I)			
C-9,10 C-8	C-57 22/30 200-SF		240	A CONTRACT OF THE				
C-5	C-57 22/30 192-S C-57 22/30 187-S	2698 to 2749, 2751	210	4600	3950	1300	1150	2700
C-5	C-57 22/30 185-S	2624 to 2679	W C	A CONTRACTOR OF THE PARTY OF TH				
C-5	C-57 22/30 180	2624 to 2679	000	*****			TARREST DE LA CONTRACTOR DE LA CONTRACTO	
C-5	C-57 22/30 178	2680 to 2693	200	4100	3550	1150	1050	2400
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	3050	950	850	2050
TW-3	TW-50 20/26 120	2932 to 2945	170	2900	- 100 market		STATE OF THE PARTY OF	
TW-2	TW-50 20/26 118	2946 to 2953	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	2800	2400	630	550	1550
		3025 to 3071	210	2900	2500	630	550	1700
Mk-2, 4 Mk-2, 4	Mk-57 231/30 206-S Mk-57 231/30 206-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	7000	1000	1500	0070
F-4, 5	F-63 291/32 306/B-61-SF	3668 to 3763		6700	5800	1900	1700	3950
F-5	F-63 291/32 306-B/62-SF	3764 to 3768	200	8000	7000	2350	1900	4750
MM-2	MM-63 25-38 320 SF	4200 to 4211	200	6900	6000	1900	1700	4050
Mt-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	Sp-63 28-32 316/B-60SF Sp-63 28-32 317/B-61SF	\$5000 to 5048	225	8000	7900	2600	2100	5300
		Less than 40 M's		6	6	3	3	3
Allowance for Empty and Underloaded Cars—M's 40 M's to 50 M's				3 0	3 0	0	0	0
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: C-57 CLASS "C"—Consolidation "T"—Ten-wheelers "M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado" "P"—Pacific Type "E"—Eight-wheelers "Pr"—Prairie Type "S.P." Southern Pacific Type								
	manut mogali tert — I	S.r. Southern racine Ty	he	C. C	The state of the s	1	New Trans	215

COMPANY HOSPITALS

GENERAL HOSPITAL......San Francisco 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

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

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

D. W. BROPHY. San Luis Obispo

J. T. BELL. San Francisco

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

A. A. LOWE,

Assistant Superintendent, San Francisco.

