SOUTHERN PACIFIC COMPANY

(PACIFIC LINES).

TIME TABLE

FOR THE

COAST DIVISION







To Take Effect Tuesday, December 31, 1935, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,

General Manager.

W. B. KIRKLAND,

Superintendent of Transportation.

L. U. MORRIS,

Assistant General Manager.

J. J. JORDAN,

Superintendent.

2		E/	ASTWAR	RD				San	Francis	co Subd											
Dapacity of sidings and spurs in	126 Passenger	36 Del Monte	124 Passenger	170 Passenger	120 Passenger	168 Passenger	166 Passenger	116 Passenger	164 Passenger	162 Passenger	114 Passenger	112 Passenger	174 Passenger	244 Passenger	34 Passenger	72 Daylight	110 Passenger	108 Passenger	38 Motor	Distance from San Francisco	Time Table No. 142 December 31, 1935
car lengths	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	SATURDAY ONLY	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	A w	STATIONS
BKWOIT YP	3.15PM		2.15PM	1.35PM	1.15PM	1.00 PM	12.30PM	12.15PM	12.10PM	11.15 AM	11.00 AM	9.30AM	9.30	1	8.05AM	8.00AM	7.00 AM	6.00 AM	12.15 AM	0.0	TO-R SAN FRANCISCO
	f			f													f			1.9	23D STREET
P	f						1 1 1 1 1 1 1													3.1	1 4TH AVE.
	f							f		THE PARTY										4.1	PAUL AVE.
BKWO ITP	3.24	3.14	f 2.24	1.44	f 1.24	1.09	12.39	f 12.24		f 11.24	f 11.10	f 9.39	f		f8.14	8.09	s 7.10	f 6.09	f 12.24	5.2	BAYSHORE
P												f	f	hall i			f		f	6.5	VISITACION 0.4
KIP				1												F. History				6.9	R VISITACION TOWER
												f	f		f		8	f		8.6	BUTLER ROAD
	s 3.30		s 2.30	8 1.49	s 1.30		s 12.45	s 12.30		s 11.30	s 11.16	s 9.46	s 9.45		s8.20		s 7.17	s 6.16	s 12.31	9.3	SO. SAN FRANCISCO
Y				ATTEM																10.4	TANFORAN WYE
P	s 3.34		f 2.33	s 1.52	s 1.34		f 12.48	f 12.34	10 III	f11.33	s 11.20	s 9.50	s 9.48		s8.24	of American	s 7.20	s 6.20	s 12.34	11.0	SAN BRUNO
	f	300,00	f	f	f		f	f		f	f	f	f		f	All the second	f	f	f	12.1	LOMITA PARK
Center P	f		f	f	f		f	f		f	f	f	f		f		f	s	f	13.7	MILLBRAE
Spur P	8	Wall-Film V	8	8	8	8	8	s		8	s	8	s		s	A PROPERTY	8	s	s	15.2	BROADWAY
Spur P	8 3.44		s 2.43	s 2.03	s 1.45	s 1.25	s 12.58	s 12.44		s 11.43	s 11.31	s 10.00	s 9.57	TO BE SOME	s 8.36	s 8.22	s 7.31	s 6.35	s 12.44	16.3	BURLINGAME
Center	s 3.48	3.29	8 2.47	s 2.07	s 1.49	s 1.29	s 1.02	s 12.48		s 11.47	s 11.35	s 10.05	s 10.01		s8.40		s 7.34	s 6.40	s 12.48	17.9	SAN MATEO
WP }	f		f	f	f		f	f		f	f	f	f		f		f	f	f	18.9	LESLIE
Spur		No.																	1935	20.0	BAY MEADOWS
Spur	f						f	TOBE		f	f	f	f		f		f	f	f	20.3	BERESFORD
Spur P	s		s	8	8		f	f		f	s	s	S	97	s		8	S	f	21.9	BELMONT
Center P	s 3.58		s 2.57	s 2.17	s 1.58		s 1.11	s 12.58		f 11.57 AM	s 11.44	s 10.14	s 10.09		s 8.50		s 7.45	s 6.50	f 12.58	23.2	SAN CARLOS
	s 4.02	N. T.	s 3.01	s 2.21	s 2.02	s 1.39	s 1.15	s 1.02	s 12.42	s 12.01 PM	s 11.48	s 10.18	s 10.13		s 8.54		s 7.49	s 6.57	s 1.02	25.4	REDWOOD CITY
WIYP	4.04	3.39	3.03	2.23	2.04	1.41	1.17	1.04	12.44	12.03	11.50	10.20	10.15		8.56	8.33	7.51	6.59	1.04	26.2	R REDWOOD JCT.
Center	f		f	f	f	s	f	f	s	f	f	f	f	-	f		f	f	f	27.8	ATHERTON
Spur P	8		R	8	8	8	8	8	s	1	s	s	s		s		s 7.57	g	f	28.9	MENLO PARK
Spur P	8 4.14		s 3.12	s 2.31	s 2 12	8 1.49	s 1.26	s 1.13	s 12.53	812.11	s 11.59AM	s 10.30	s 10.24		s 9.05	s 8.40		s 7.10	s 1 13	30.1	PALO ALTO
Center	8 4.17			s 2.35				s 1.17		s 12.15			s 10.27	-	s 9.09		s 8.03	-		31.8	R MAYFIELD
KWYP	f -1.11		5 3.13	2.55	2.13	<u> </u>	3 1.50	f		f	5 12.05.m	-10.01	510.21				1	f (.15)	1 1.10	34.8	CASTRO
Center P	s 4.24		s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.23	7 1 7	s 12.21	s 12.11	910 41	s 10.33	DOLL	s9.15	8.46	s 8.09	s 7.20	f 1.22	36.1	MOUNTAIN VIEW
Spur P	8 4.29		s 3.21		s 2.21	Los Aitos	s 1.41	s 1.28	-		s 12.11		s 10.37	Via Newark	s 9.20	0.10	s 8.14		f 1.27	38.8	SUNNYVALE
Center	8 4.29		8 3.23	8 2.40	8 2.20		5 1.41	5 1.20		6 12.20	812.10	,	\$ 10.57		f		8 0.14	8 1.24	1 1.27	40.8	2.0
(s 4.38		s 3.38	s 2.55	. 222		s 1.48	s 1.35		s 12.33	01222	s 10.54	s 10.44	9.45	s 9.28		s 8.23	. 7.20	. 1 25	44.3	R SANTA CLARA
KP	8 4.30		8 3.36	8 2.55	s 2.33		8 1.40	\$ 1.55		812.33	812.23	\$10.54	\$10.44	7.43 A	8 9.20		8 8.23	s 7.38	f 1.35	45.2	R SAN JOSE YARD
KIP KP IP								1.93.2				Black Black					_		-	45.7	0.5
BKWY	1 4 5 70	4.04.00	1 0 45 m	2.000	0.4000		1 55.00	- 1 40 PM	a 1 1 5 DM	1 . 10 10 PM	I - 10 20 PM	- 11 001	10.50	1 . 0.504	1 . 0 24 14	- 0.001	1 0 20 11	I - 4- W			TO-R SAN JOSE
OITP	to 1 to 1 to 10 to			8 3.00PM Arrive SATURDAY			Arrive SATURDAY	Arrive Daily EX. SUNDAY	Arrive	Arrive SUN.& HOLI-	Arrive Daily	Arrive Daily EX. SUNDAYS	Arrive SUN. & HOLL	. Arrive Daily	the second second second second		S 8.30 AM Arrive Daily EX. SUNDAY		The state of the s	46.9	(46.9)
THE PARTY	& HOLIDAYS		& HOLIDAYS	ONLY	The same of the sa	ONLY	ONLY	& HOLIDAYS	ONLY	DAYSONLY	& HOLIDAYS	& HULIDAYS	DAYSONLY				& HOLIDAYS	- 10			Time over Distri
	(1.30) 31.27	(1.01) 46.13	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.05) 43.29	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(0.05) 31.20	(1.29) 31.62	(1.00) 46.90	(1.30) 31.27	(1.45) 26.80	(1.25) 33.11		Average Speed per Hou

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of
July, Labor Day, Thanksgiving Day and Christmas.
Register and Standard Clock at Santa Clara located in interlocking tower.
Water supply Redwood Junction, located on Dumbarton line.

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

	40	ADDITIONAL FLAG STOP	S TO RECEIVE OR DISCHA	RGE PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	San Mateo Palo Alto	Receive	Beyond San Jose	KIRKLAND.	Dally
36	Burlingame Redwood City Palo Alto	To discharge passengers beyond San Jose.	from San Francisco and receive	passengers for points	Sundays and Holidays

Additional Stations

Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Romac (Spur) MP 19.7 Pumork MP 22.7

All flag stops at College Park for revenue passengers only.

San Francisco - San Jose local passenger trains and No. 38 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac and Pumork.

										Jan Frai	icisco Si	TOUTAIDIO	л.				**	ESTWA	InD		Committee of the last
Time Table No. 142										- FI	RST CLAS	S									
December 31, 1935	Distance from San Jose	105 Passenger	259 Passenger	107 Passenger	169 Passenger	109 Passenger	111 Passenger	115 Passenger	117 Passenger	77 Sunset Limited	121 Passenger	123 Passenger	125 Passenger	129 Passenger	131 Passenger	75 Lark	133 Passenger	73 Passenger	31 Santa Cruz	135 Passenger	173 Passenger
STATIONS	Dista	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI DAYS ONLY			
(TO-R SAN FRANCISCO	46.9	s 6.20AM	m00.6	s 7.15 AM	s 7.15AM	s 7.30AM	s 7.45AM	s 8.00AM	s 8.05AM	8.10AM	s 8.17AM	s' 8.23AM	s 8.30AM	s 8,40AM	s 8.55AM	89.00AM	s 9.20AM	(C)-0-1	s 9.40AM	s 10.05 AM	s 10.10A
23D STREET	45.0	s		8		8	8	s													
1.2 1.4TH AVE.	43 8	s	Barrier L	8																	1
PAUL AVE.	42.8			La File			S						1 1				4				
BAYSHORE	41.7	s 6.07	ada i	s 7.03	f 7.04	s 7.18	s 7.33	s 7.48	21.8 A.			the Market County	B St Mar	8.31	8.45	8.50	9.10	and the	9.31	9.56	f 10.01
VISITACION	40.4			f												1 2:					1
R VISITACION TOWER	40.0																				T081
BUTLER ROAD	38.3			s			s						1 1								
SO. SAN FRANCISCO	37.6	s 6.01	03.20	s 6.54	s 6.58	s 7.12	s 7.27		s 7.50				s 8.15		s 8.39	20-1	s 9.04			8 9.50	s 9.55
TANFORAN WYE	36.5																				
SAN BRUNO	35.9	s 5.57		s 6.50	f 6.55	s 7.08	s 7.23	s 7.41	16.2 7				51-6-12	s 8.22	s 8.36	PG / L = 1	s 9.01			s 9.47	f 9.52
LOMITA PARK	34.8	8		8	f	f	8	S						s	8		. 4			s	f
MILLBRAE	33.2	s		s	f	(III)	8	1 4	8			s			H.		s			f	f
BROADWAY	31.7	8		8	s	8	g	8	8		s 7.55		s 8.07	8	8		8			8	8
BURLINGAME	30.6	s 5.46	- 300 1	s 6.40	s 6.45	s 6.57	s 7.11	s 7.30	s 7.37	8 7.41		8 5.45	s 8.04	s 8.12	s 8.25	s8.31	s 8.51	60,1	e made	s 9.35	8 9.42
SAN MATEO	29.0	8 5.42	25.16	s 6.36	s 6.41	s 6.53	s 7.07	s 7.26	s 7.33	M.A. Alg		9 5-49	s 8.00	s 8.08	s 8.21	NS. 4.0.	s 8.47	La Tallacia, 14	9.15	s 9.31	s 9.38
LESLIE	28.0	f 5.38		f	f	f	8		s 7.30				s 7.56	/2	s		F.			f	f
BAY MEADOWS	26.9								ALL SELL						THE						Ande an
BERESFORD	26.6	f		f	f			in in	f					f						f	f *********
1.6————————————————————————————————————	25.0	8		8	f B	8	8	8	- 1		8			У К	8		s			S	f
SAN CARLOS	23.7	s 5.31		s 6.26	f 6.32	s 6.42	s 6.56	s 7.15	s 7.22	2.42			20.2 +	s 8.00	s 8.12		s 8.38			s 9.21	f 9.29
REDWOOD CITY	21.5	s 5.27	THE REAL PROPERTY.	s 6.22	s 6.28	8 6.37	s 6.52	s 7.10	s 7.18		15.6	s 7.46	60.8	s 7.56	s 8.08	OB, h <	s 8.34	. 20		s 9.17	s 9.25
R REDWOOD JOT.	20.7	5.25	260-1	6.20	6.26	6.35	6.50	7.08	7.16	7.27	7.41	7.43	7.46AM	7.54	8.06	8.17	8.32	18.3	9.06	9.15	9.23
ATHERTON	19.1	f		f	f	8 1 3	s		s 7.13		The Billion		- Fee 2	s 7.51	s 8.03		f			s 9.12	f
MENLO PARK	18.0	8		8	f	8	8	8	s		- B.		(a 3)	8	8		8			8	f
PALO ALTO		s 5.16		s 6.12	s 6.19	s 6.27	s 6.41	s 7.00	s 7.07	8 7.22	s 7.35	90.0	91.6	s 7.45	s 7.57	s8.12	s 8.23	GE. SE	s 9.00	s 9.06	s 9.15
R MAYFIELD	15.1	s 5.08	nes s		f 6.16	1 h - 3	s 6.37		s 7.03	C.B H	7.31	7.36AM	u s s.23		s 7.53	N. B	s 8.20		8.57AM	s 9.03	f 9.12
CASTRO	12.1				11 11	3		3 31	f				14.3								
MOUNTAIN VIEW		s 5.02	VIa Newark	s 6.02	6-E.E.	s 6.18	s 6.31	s 6.50	s 6.56	MA males of	s 7.26	Via Los Altos	95.àr s	s 7.35	s 7.48	00,1 .	s 8.14	Via Newark	Via Los Altos	s 8.57	s 9.06
SUNNYVALE	-	f 4.58	Newark	8 5.57		s 6.13		s 6.45	12.6 MM		s 7.21	es.a n	20.0 Mg	16.8,34	8 7.43	39.76.1	s 8.09	0.00		s	f
LAWRENCE	6.1	1 1.00		f	f	f			f	. 7.07				f		7.57	f		B		SMORT DE
R SANTA OLARA		f 4.50	f 4.55AM	s 5.50	s 6.00	s 6.05	f 6.20	s 6.38	s 6.46	I - Bho	THE PLA	LE a to	20.0r a	s 7.22	s 7.36		s 8.03	f8.07AM	60.8	s 8.45	f 8.55
R SAN JOSE YARD	1.7	1 4.50		3 0.00											13			1,000			124
OOLLEGE PARK	1.2			•		f		f	- 1				41	f	f					f	1
TO-R SAN JOSE	0.0	4.45AM	4.50AM	5.45 AM	5.55 AM	6.00AM	6.15AM	6.32AM	6.40AM	7.00 AM	7.10AM	Orna eje	and 18	7.15 AM	7.30AM	7.50AM	7.58AM	8.01 AM	65-11-A FF	8.40AM	8.50A
(46.9)		Leave Daily	Leave Dally	Leave Daily	Leave SUN.& HOLI-	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	The second secon	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	SUN.& HOLI
Time over District		(1.35) 29.62	0.05)	(1.30) 31.27	(1.20) 35.18	(1.30) 31.27	(1.30) 31.27	(1.28) 31.98	(1.25) 33.11	(1.10) 40.20	(1.07) 42.00	(0.47) 40.60	(0.44) 35.73	(1.25) 33.11	(1.25) 33.11	(1.10) 40.20	(1.22) 34.32	(0.06)	(0.43) 44.37	(1.25) 33.11	(1.20) 35.18

Additional Stations Additional Stational Stati

HOLIDAYS INDICATED ARE:

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

All flag stops at College Park for revenue passengers only.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

NOTE.—See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77 31 135	Any Station San Bruno Bay Shore	Discharge Discharge Discharge	The same of the sa	Yuma Any Station Any Station	Daily Funeral parties Daily

4		EA	STWA	RD				Sar	Francis	co Subd	ivision.										
									FI	RST CLAS	s										Time Table No. 142
Dapacity of sidings and spurs in	154 Passenger	254 Passenger	78 Sunset Limited	152 Passenger	150 Passenger	148 Passenger	146 Passenger	184 Passenger	144 Passenger	142 Passenger	140 Passenger	182 Passenger	138 Passenger	136 Passenger	180 Passenger	134 Passenger	130 Passenger	32 Santa Orus	176 Passenger	Distance from San Francisco	December 31, 1935
ar lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	SATURDAY ONLY	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT, SUN & HOLIDAYS	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT, SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN.4 HOLI- DAYS ONLY	Dist. Sen J	STATIONS
SKWOIT YP	7.20PM	11.4 11.	6.45PM	6.20PM	5.50PM	5.30PM	5.26PM	5.23PM	5.23PM	5.20PM	5.17PM	5.03PM	~5.03PM	4.50PM	4.45PM	4.20PM	4.10PM			0.0	TO-R SAN FRANCISO
						s		f				f	f	g	f	f				1.9	23D STREET
P		h-13/11						f				f		f	f	f				3.1	14TH AVE.
вкио			N.					f				f		s						4.1	PAUL AVE.
ITP	7.29	Est Li		f 6.29	f 5.59	2003	15.8	f				f 5.14	5.12	s 5.01	f 4.54	s 4.31	4.19	4.09	3.39	5.2	BAYSHORE
P				f	f			f												6.5	VISITACION
KIP																				6.9	R VISITACION TOWN
								f				f		f	f	s				8.6	BUTLER ROAD
9.0	s 7.34			s 6.35	s 6.05	s 5.45		s 5.39				s 5.20		s 5.08	s 5.00	s 4.39	10.0		f 3.45	9.3	SO. SAN FRANCISC
Y																				10.4	TANFORAN WYE
P	s 7.37			s 6.39	8 6.09	s 5.48	95,9,12	f 5.42				s 5.24		s 5.12	f 5.03	s 4.42	ce e		f 3.48	11.0	SAN BRUNO
	f			s	8	8		f				f	8		f	S	A C		f	12.1	LOMITA PARK
Center P	f			s	S	8		f				f	s		f	g			f	13.7	MILLBRAE
Spur P	s			8	8	8	s 5.46	S		ad y e		s	8	8	s	8			8	15.2	BROADWAY
Spur P	s 7.46		s 7.08	s 6.49	s 6.20	s 6.00	S1.8-8	s 5.52	s 5.45		10.7910	s 5.35	s 5.29	s 5.20	s 5.12	8 4.52	0000	s	8 3.57	16.3	BURLINGAME
Center WP	s 7.49	0.0		s 6.53	8 6.24	s 6.04	s 5.52	s 5.56	8 5.49		5.39	8 5.39	s 5.32	s 5.24	s 5.15	s 4.57	4.34	4.25	8 4.01	17.9	SAN MATEO
	f			s	8	8	s	f				f			f	8			f 8 8 1	18.9	LESLIE
Spur																				20.0	BAY MEADOWS
Spur				f	f	f		f				f	s			f			f	20.3	BERESFORD
Spur P	f			8	8	8	8	f				f		8	f	8			f	21.9	BELMONT
Center P	s 7.58			s 7.04	8	8	90.E	s 6.05	8		5.45	s 5.49	O L VIII	8	f 5.24	s 5.08	ARLA Z	* West	f 4.10	23.2	SAN CARLOS
	s 8.02			s 7.08	8 6.40	8 6.18	s 6.06	s 6.09	s 6.01	8 5.51		s 5.53	s 5.42	8 5.37	s 5.28	s 5.12	8 4.43		8 4.14	25.4	REDWOOD OITY
WIYP	8.04	inche I	7.21	7.10	6.42	6.20	6.08	6.11	6.03	5.53	5.50	5.55	5.44	5.39	5.30	5.14	4.45	4.35	4.16	26.2	R REDWOOD JOT.
Center	f			f	f	fog	8	f		8		f	8	3	f	8			f	27.8	ATHERTON
Spur P	8			8	8	8	8	f		8		8	8		f	8			f	28.9	MENLO PARK
	s 8.13	10.4	s 7.30	s 7.18	8 6.50	s 6.29	s 6.16	s 6.19	s 6.09	s 6.01	s 5.57	8 6.05	OOM IN	s 5.46	s 5.38	8 5.23	s 4.50		8 4.24	30.1	PALO ALTO
Center KWYP	s 8.16			s 7.22	8 6.54	8 6.33	s 6.20	s 6.23	s 6.13	IET .	s 6.01 PM	s 6.09		s 5.50	s 5.41	s 5.27	s 4.53	s 4.43PM	8 4.27	31.8	R MAYFIELD
		Ma	CHEMINAL VI		f	The state of the s	The second second second	f				f	f		f	f				34.8	CASTRO
Center P	s 8.22	Via Newark		s 7.28	8 7.00	s 6.39	s 6.26	s 6.29	s 6.19	S	Los Altos	8 6.16	08.81	15.0 a	s 5.47	s 5.34	s 5.00	Via Los Altos	8 4.33	36.1	MOUNTAIN VIEW
Spur P	f 8.26			s 7.32	f 7.05	8 6.44	f 6.31	s 6.34	s 6.24	8		8 6.21	85.0 m	8	s 5.51	s 5.39	78.8		8 4.37	38.8	SUNNYVALE
Center					78.8			f			70 7 - 10	f			f	f			f	40.8	LAWRENCE
KIP	f 8.34	8.29PM	10.07	f 7.39	f 7.14	f 6.53	f 6.38	s 6.42	s 6.31	s		s 6.30	s 6.11	os.a . v	f 5.59	s 5.48	08.8	1000	8 4.44	44.3	R SANTA OLARA
KP_																				45.2	R SAN JOSE YARD
BKWY	f					f	f	f				f	8		f	f		1		45.7	OOLLEGE PARK
OITP	s 8.40PM	8.35PM	s 7.53PM	s 7.45PM	8 7.20PM	8 7.00PM	s 6.45PM			s 6.30PM		8 6.36PM	8 6.18PM	8 6.12PM	8 6.05PM	s 5.55PM	s 5.15PM	er a sirin	8 4.50PM	46.9	TO-R SAN JOSE
HA SELECT						Arrive Daily EX.SAT, SUN & HOLIDAYS		SATURDAY ONLY			Colors Colors (Colors and Colors	SATURDAY ONLY	The last transfer of transfer of the last transfer		SUN.4 HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLI- DAYS ONLY		(46.9)
60	(1.20) 35.18	(0.06) 26.00	(1.08) 41.38	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.19) 35.62	(1.25) 33.11	(1.15) 37.52	(1.10) 40.20	(0.44) 43.36	(1.33) 30.26	(1.15) 37.52	1.22) 34.32	(1.20) 35.18	(1.35) 29.62	(1.05) 43.29	(0.43) 44.37	(1.20) 35.18		Time over Distr

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS Train Receive or Discharge To (or beyond) From (or beyond) Frequency 32 32 Receive Receive or Discharge Any Station Any Station

San Francisco - San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

HOLIDAYS INDICATED ARE:

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

Howest (Spur) MP 16.8 Romac (Spur) MP 19.7 Pumork MP 22.7 Additional Stations

Register and Standard Clock at Santa Clara located in interlocking tower.

	CIRAL	MESSIM.	em					nolsky	S	an Franc	isco Sub	division.				yezanê	WESTWA	ARD		5
Time Table No. 142	8		SERVICE TO	ATT LEA					ar Day	FIR	ST CLASS	DAJE TON	19			LEBAT SI	355 m	ELECTIVE.	DUSTER	
December 31, 1935	stance from	137 Passenger	139 Passenger	35 Del Monte	39 Del Monte	141 Passenger	69 Coaster	143 Passenger	147 Passenger	149 Passenger	179 Passenger	37 Motor	41 Motor	151 Passenger	153 Passenger	183 Passenger	155 Passenger	71 Daylight	33 Passenger	43 Passenger
STATIONS	Die	Arrive Daily EX. SUNDAY & HOLIDAYS	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 & HOLIDAYS	Arrive SUN.4 HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUN.4 HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI. DAYS ONLY
(TO-R SAN FRANCISCO	46.9						s 12.10M	8 1.25PM							-			8 8.45PM	8 9.10PM	
23D STREET	45.0				f D. BA		a with dee		f				f	f		f				
1.2————————————————————————————————————	43.8				f		WAR STEN													
PAUL AVE.	42.8				f		RA GRAS	- 1		Tracks Hos				f	1 2200					
BAYSHORE	41.7	10.31	10.56	11.20	f11.43	f 11.51 AM	11.59AM	1.16	f 2.49	f 3.55	f 3.55	4.55	f 4.59	f 5.18	f 6.05	f 7.00	f 7.09	8.35	9.00	9.20
VISITACION	40.4					20	VISITAGE	1 10 8						1	101100000					4
R VISITACION TOWER	40.0				1000	A 18 2 100	ROTOLINE	18 AN 18 A					18 14 2	V 1000	Roy di					1
BUTLER ROAD	38.3				f	THE DIA	A ZAERS				11	1	1	f					1	f
SO. SAN FRANCISCO	37.6		s 10.50	804	s 11.37	811.44	MARIE MAR	8 1.10	8 2.43	s 3.48	f 3.49	s 4.48	f 4.53	s 5.10	s 5.59	8 6.54	8 7.02	•	f 8.54	f 9.13
TANFORAN WYE	36.5				the state of	II a gwa	Non-Stewart	P A S	0 1			5 1,10	1 1.00	8 0.10	5 3.32	. 0,01				
SAN BRUNO	35.9		f 10.46	11.12	f	811.40	11.50	8 1.06	s 2.39	в 3.43	f 3.45	N 24 N	f 4.50	s 5.05	s 5.55	f 6.50	s 6.58		f 8.51	f 9.09
LOMITA PARK	34.8		f		f	f	A ASSISTA	1	1	1	1 0.10		1 1.00	8 0.00	1	1 0.00	f		- 0.01	
MILLBRAE	33.2				f		SERVICE SE	•		-	•		•		-	•				Tames III
BROADWAY	31.7				R	q	A CANADA	-	-	<u>.</u>	4	4		1	-	1	-			a la
BURLINGAME	30.6	s 10.15	s 10.37		s 11.24	811.29	Apteumin	s 12.57	s 2.30	8 3.32	s 3.37	s 4.34	s 4.40	s 4.55	8 5.46	8 6.42	8 6.48	8.20	8 8.42	s 8.59
SAN MATEO	29.0	810.12	s 10.33			s11.25			s 2.26									0.20	8 8.38	s 8.55
LESLIE	28.0	510.12	10.00			f 811.25	811.35		f 2.20	f 3.20	8 3.33	8 4.30	8 4.30	s 4.50	s 5.41	8 6.38	8 6.44	All the second s	8 8.30	8 6.55
BAY MEADOWS	26.9		-		1 1 1 1 1 1 1 1		TANK TA	1		1	1		1	1	1	1	1			
BERESFORD	26.6				• 1 0 8K					,				-						7 7 10 12 7
BELMONT	25.0	10.07	9		f has	9	Convenience		-	1	1		1	1		1	-			0
SAN CARLOS	23.7	-	s 10.24	95.4	-	811.15	THE REST	812.44	s 2.16	s 3.15	f 3.24	11 71 0	f 4.26	s 4.39	s 5.31	f 6.29	8 6.34		s 8.29	f 8.44
REDWOOD CITY	21.5	s 10.03	s 10.20	45.0	-	811.13	CA TOR	1	s 2.10 s 2.12	s 3.13	s 3.21	s 4.19		s 4.35	s 5.31	s 6.26	s 6.30		8 8.25	s 8.40
R REDWOOD JOT.	20.7	10.01	10.18	10.54	11.05	11.09	11.27	12.39		3.09	3.19							8.07	8.23	8.37
ATHERTON	19,1	10.01	,	10.34	11.03	11.09	11.21		2.10	3.09	3.19	4.17	4.20	4.33	5.25	6.24	6.28	8.01	0.23	0.31
MENLO PARK	18.0					1	200 11 10 3,3		f	1	<u> </u>		1	f	1	f	f		1	
PALO ALTO		s 9.55	-10.10	10.49	710 57	8	-11 22		8	8 201	1 2 1 1	4 10	4 1 2	4 25	8	1	5 00	2.02	1 2 15	1 2 20
R MAYFIELD	15.1	8 9.55				811.01		s 12.31		-						-	8 6.20	8 8.02		s 8.28
3.0 CASTRO	12.1		s 10.07		f 10.53	8 10.57		812.27	s 1.58	8 2.57	s 3.07		f 4.08	8 4.19	8 5.13	f 6.12	8 6.12	AND DESCRIPTION	8 8.11	s 8.24
MOUNTAIN VIEW	-	-	-10.01	217	210 47	1 51	STATE OF THE PARTY	10.00	1.50	0.50	- 2.00	4.00	1 100	1 10	- 05	1 5 07	f		- 2.06	2 10
SUNNYVALE	10.8	0.14	s 10.01	-	-	810.51			s 1.52	8 2.52				8 4.12	8 5.07	f 6.07	8 6.07			s 8.18
LAWRENCE	8.1	9.44	8		f 10.42	810.47	-	812.17	s 1.47	8 2.47	f 2.57	8 3.57	f 3.57	8 4.06	8 5.02	1 6.02	8 6.02		f 8.02	f 8.13
3.5——	6.1	-		-	f	f			f	f	1		f	<u>f</u>	f	f	<u>f</u>	7.47		
R SANTA CLARA	2.6		s 9.50	THE REAL PROPERTY.	f 10.35	8 10.40	12 4 B	812.10	8 1.40	8 2.40	f 2.50	3.50	f 3.50	8 3.59	s 4.55	s 5.55	s 5.55		s 7.55	s 8.06
R SAN JOSE YARD	1.7					- Car	2001									-				
OOLLEGE PARK	1.2				f	f	A AYMIND		f	f			f	f	f	f	<u>f</u>		<u>f</u>	f
(46.9)	0.0	9.35 AM Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUN & HOLL	Leave Daily	11.00 AM Leave Daily		Committee of the commit	Leave Daily	The state of the s	3.45PM Leave Daily EX.SUNDAY	Leave SUN.& HOLI-	Leave Daily EX. SUNDAY		Leave	Leave Daily	7.40PM	7.49PM Leave Daily EX. SUNDAY	Leave SUN. & HOLI.
		& HOLIDAYS	& HOLIDAYS	& HOLIDAYS	DAYSONLY	& HOLIDAYS				-	-	& HOLIDAYS	DAYS ONLY	& HOLIDAYS		SUN. & HOLI- DAYS ONLY			& HOLIDAYS	DAYSONLY
Time over District		(1.05) 43.29	(1.20) 35.18	(1.00) 46.90	(1.25) 33.11	(1.26) 32.72	(1.10) 40.20	(1.20) 35.18	(1.25)	(1.30) 31.27	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.37) 29.01	(1.25) 33.11	(1.20) 35.18	(1.30) 31.27	(1.05) 43.29	(1.21) 34.74	(1.30) 31.27

Additional Stations

Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Romac (Spur) MP 19.7 Pumork MP 22.7 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.

All flag stops at College Park for revenue passengers only.

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)	Frequenc
155 141 33-43 71	14th Avenue Butler Road Any Statioz Burlingame (Palo Alto	Receive or Discharge Receive or Discharge Discharge Discharge	Any Station Any Station	Any Station Any Station Beyond Los Gatos Watsonville Jct.	Saturday Saturday Daily Daily
35	Redwood City San Mateo Burlingame	Discharge	· film magnesses	Gilroy	Daily

6		EA	STWAR	D				zolah	Thomas S	an Fran	cisco Su	bdivi	sion.			100	WEST	VARD	
	THIRD (CLASS						FIRST CL	ASS	With Bridge !					Fi	RST CLASS		73	IRD CLASS
apacity of idings and spurs in	33	402 Freight	155 Ference	183°E	FBT Sideway	160 Passenger	158 Passenger	156 Passenger	76 Lark	74 Passenger	70 Coaster	Distance from San Francisco	Time Table No. 142 December 31, 1935	San Jose	159 Passenger	001	197	473 Freight	401 Freight
ar lengths	Kalaryi.	Leave Daily Ex. Sunday	FAGUIS C	-LIĞÄX'kı	1 August	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS	Dis	Arrive Daily		handle Tick	Arrive Daily	Arrive Daily Ex. Monday
BKWOIT YP	ent o	MAD R	MACO CO.	Fanci C		10.45PM	9.45PM	8.35 PM	8.30PM		7.45PM	0.0	(TO-R SAN FRANCISCO)	46.9	s 11.20PM	ma el la	OM CO. ON A	4.06 7 7 008	nie sin de la
		No.					7					1.9	23D STREET	45.0	f			0.0A	
P												3.1	14TH AVE.	43.8				I e m I	RAY BYE
							THOR					4.1	PAUL AVE.	42.8	4	10 11 10 10 10 10 10 10 10 10 10 10 10 1		T. R.Sh. C.	FWA TOAK
BKWO ITP	100 000	8.00 PM	F 00 T	Barrier I	1 100	f 10.54	f 9.54	f 8.44	8.39		7.54	5.2	BAYSHORE	41.7	s 11.10	11.00	TE.OI	2.20AM	5.30AM
P				Torrest to								6.5	VISITACION	40.4				2.00	KOUNKELBY
KIP												6.9	R VISITACION TOWER	40.0				N.DA. SERVE	OT KENDALI
									7			8.6	BUTLER ROAD	38.3	f			8.88	ACIT STATE
No. 3	13737		East .	E LA ST	1 700 0	s 11.00	s 10.00	s 8.50	00.0	3 34		9.3	SO. SAN FRANCISCO	37.6	s 11.03	CAMBI		100 1 001	UNLARIE EST
Y							-					10.4	TANFORAN WYE	36.5				Date of the	CH MURDING
P			DE D	To say at	J 1786 1	s 11.03	s 10.03	s 8.54		T. Chi	- 138	11.0	SAN BRUNO	35.9	f 11.00	70,073		6.86	OFTERTUNE
						f	8	f				12.1	LOMITA PARK	34.8	f			DATE OF STREET	RAM ATTMO
Center P		T				f	f	f		-		13.7	MILLBRAE	33.2	f			1 6.65	MARKETHA.
Spur P						8	8	S			- 1100	15,2	BROADWAY	31.7	8			Tare I I	ZA BOAGS
Spur P		00.0	Tak a			s 11.12	s 10.12	s 9.04	s 8.53			16.3	BURLINGAME	30.6	s 10.50	115,192 8	81.01	n. 64, 11	a entra la la
Center			C C C C	F 72 3				8 9.08		T and	8.09	17 9	SAN MATEO	-	s 10.46	000000	K.I. Dila	Com Pale	oir ikik
WP }				-		f	f	f				18.9	LESLIE	28.0	f			THE TOTAL	
Spur					1000	1	-					20.0	BAY MEADOWS	26.9				6.80 13.1 1g	and late St.
Spur							f	f				20.3	BERESFORD	26.6	1			18 X	0.0000.000
Spur P						f	•	f				21.9	BELMONT	25.0	1		50.01	No. of the last	TEST CONTE
Center P						s 11.24	s 10.24	s 9.17		The second		23.2	SAN CARLOS		s 10.38	16.00			MALE AND THE SECOND
				19 10 10			The second	s 9.21				25.4	REDWOOD CITY	21.5	810.34		FO 014		TO DESCRIPTION
WIYP		8.50PM	Control of		1 American	11.30	10.30	9.23	9.05	Lega	8.19	26.2	R REDWOOD JOT.	20.7	10.32	3 6 9 6 7		1.20AM	4.30AM
Center						f	10.00	f. 23	3.00			27.8	ATHERTON	19.1	1				Jor Yall K
Spur P		Via Dumbarton		7		9	8	s				28.9	MENLO PARK	18.0	g			Via Dumbarton	Via Dumbarton
Spur P	F1933	Dumbarton	ALCOHOL:		1000	s 11.39		s 9.31	9 13		8.24	30.1	PALO ALTO		s 10.25		22 0 7	Dumbarton	CHARLO MA
Center KWYP		1,U.B. 4	1000	01.01			s 10.42	-	3,113		0.21	31.8	R MAYFIELD	-	s 10.22				O.SHETZER
Colored Color	PARTITION IN						010.12	f 7.51				34.8	OASTRO	12.1					oatesu:
Center P	1000			Terrane 2 P		11.48	f 10.48	s 9.40		Via Newark		36.1	MOUNTAIN VIEW		s 10.16	10000		B. 08	IV WIA CAUS
Spur P	*30 S 8		6.07	10.a		11.52		f 9.45	3,010	Newark		38.8	SUNNYVALE	THE RESERVE	s 10.10		32.0	The Total	elan in mis
Center			50.3	- 40.0		11.52	f 10.32	1	3 15 10	1 78		40.8	LAWRENCE		f 10.12				MORRISATI
KIP		7.47		Name of the	1 300	11 50PM	f 10.59	f 953		9.17PM		44.3	R SANTA CLARA	_	s 10.05			3.0	SALIO ASTA
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OITPY	-	arrive Daily	B508.2	B108.8	H ACCUMANT							40.8		0.0		-111 (18)	MASS. ?		
H V Mrs.	A GRUE AT T	Ex. Sunday	VARIATE S	1445	of the terms	Arrive Daily	Arrive Daily	Arrive Daily					(46.9)	1.104.1	Leave Daily		TAGEN AND	Leave Daily	Leave Daily Ex. Monday
ma.n	(1955)	(0.50) 25.20	-40kus	1 192.0	Printer 1	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.05) 43.29	(0.08) 19.50	(1.00) 46.90	Karth I		I PROPERTY.	(1.20) 35.18		(30)	(1.00) 21.00	(1.00) 21.00

Water supply Redwood Jct. located on Dumbarton line.

NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.

Additional Stations

Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Romac (Spur) MP 19.7 Pumork MP 22.7

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS Frequency Receive or Discharge To (or beyond) From (or beyond) Train Any Station 159 College Park |San Mateo |Palo Alto Receive Any Station Monday Daily 70 Receive Santa Barbara

Register and Standard Clock at Santa Clara located in interlocking tower.

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

All flag stops at College Park for revenue passengers only.

	EASTWARD	A	relaivibe	raco gar	der Man	STEKAN!	S	an Francisco Subdivis	ion.	PERK 153	YV	. No leggth	W	ESTWAF	RD	SHAW	O Shall	The state of the s
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Capacity of sidings and	aTreckT.	140	32	168	34	46	ancisco	December 31, 1935	Distance from Santa Cruz	123	31	185	45	33	43	831		
spurs in car lengths		Passenger Leave Daily EX. SAT., SUN.	Santa Cruz Leave Daily	Passenger Leave	Passenger	Passenger Leave Daily	Distanc San Fra	Los Altos—Santa Cruz Branches	Distar	Passenger Arrive Daily	Santa Cruz	Passenger	Passenger Arrive Daily	Passenger Arrive Daily	Passenger			form another self-self-self-self-self-self-self-self-
		EX. SAT., SUN. & HOLIDAYS	EX. SUNDAY	SATURDAY	Leave Daily	& HOLIDAYS		STATIONS		Arrive Daily EX. SUNDAY & HOLIDAYS	EX. SUNDAY	SATURDAY	& HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	DAYS ONLY			
30 KWYP	Agran det la part	6.02PM	4.45 PM	1.55 PM	Sent Villani		31.8	TO-R MAYFIELD	43.7	s 7.31 AM	s 8.53AM		SHOLLE.			The second	1	
		f	f	f			34.0	ALTA MESA	41.5	f	f 3 8 8 8 8		2080 12	A B ANNY	1 2 2 2	YOT'S		NE YEAR
22 Spur P	CAR HOT MANAGE I MANAGE	s 6.10	s 4.53	s 2.05			35.7	LOS ALTOS	39.8	8 7.24	s 8.46		GRU (2.0					
Street Sea	Action and the second s	s		8			37.5	SPRINGER ROAD	38.0	f	4.0		SERVED A	39	2 7 38 18		AND DOM	angli il
I V		s	f	8	Mr. Barrie		38.2	LOYOLA 1.5	37.3	f	f		ECHIA, PAS	ST N			D. L. 23. 3	3 3000 8
36		£		f	VIa	Vla	39.7	SIMLA 1.3	35.8	f	14 87	Via	Via	VIa	Via San Jose		10.10.1	\$2000 C
7 Spur	AND DY TOO ON THE PARTY OF THE	8 6.20	f 5.02	s 2.15	San Jose	San Jose	41.0	MONTA VISTA	34.5	f 7.13	f 8.34	San Jees	San Joss	San Jess			1-150	
14 Spur		ſ	f	f			43.8	AZULE	31.7	f	f	M	OTHER PE	188	1.80			
11	LIFELS 1 SAUTO 1	8 6.28	f 5.10	s 2.22			45.2	CONGRESS JOT.	30.3	f 7.04	f 8.26		SOLUTY			05-6 L		1 1 0
Service Man	MIGHT OT THE STATE OF THE STATE OF	f	f	f	4. 1 80		46.1	SAN TOMAS	29.4	f	f		C. MERTINE					
100		f	f	f			46.9	POLLARD ROAD	28.6	f	f		MEARIN	4	1 Amenia			Swell &
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		f	f	f			47.8	QUITO 0.3	27.7		f		2000		9.09			und 6
P	EAST TO SEE THE SEE	s 6.37	s 5.18	s 2.30	9.52AM	6.19AM	48.1 51.8	(R VASONA JOT.	27.4	s 6.58	s 8.20	s 3.00PM	s 7.06PM	s 7.35 PM	s 7.42 PM			3000
4 010							52.1	BULWER 2.2	27.1		Q 1 5.0		TTOOL		1 1 10 11	21.931		
67 WP	OX EXTENSION	8 6.46PM	s 5.25	s 2.40PM	s 10.00	s 6.29 AM	54.3	TO-R LOS GATOS	24.9	6.52AM	s 8.14	2.50階	6.56M	s 7.28	s 7.35			
100	SAT COL 1 November		(* 1 0 % tdb.)	it be Object	f		56.1	LYNDON 0.9	23.1		f a Par		STREET, VE	f	f	BP 8 4		Line X to
16 P	Committee of the commit	-	8 5.34		f 10.09		57.0	ALMA 1.5	22.2	#4.Q#	s 8.04	- 139		f 7.18	f 7.25	LOD B AL		
			f	- 1000 1000 100	f		58.5	ALDEROROFT	20.7	Delte	f MI		100,140	f	f	dell'emish		
20			f 5.43		f 10.18		60.0	EVA 0.3	19.2		f 7.54			f 7.09	f 7.16			
P	ESS 931 L THE LOS OF RE	12	f	35			60.3	OALL OF THE WILD	18.9					f	f			
14 WP			s 5.47		s 10.22		61.3	WRIGHT 2.1	17.9		s 7.50			8 7.05	s 7.12	PRINT A SUPE	-3.4-3	
7 P			s		f		63.4	LAUREL	15.8	DHAW	f	- domin	DONE	f	f	Mar of the second	GASE	
24 P			f 5.57	City Constitution	f 10.32		64.8	GLENWOOD 1.0	14.4	-0,#=,v==	f 7.40		A Section 1	f 6.55	f 7.00	e in minde		
100 3 33	AND						65.8	CLEMS 0.8	13.4				- Carlotte Pro-	and the same of				T Warrington
13 WP			6.02		10.37		66.6	TANK SIDING	12.6		7.35	- 62	OWELL CO.	f 6.50	f 6.55			land spellets
SECURE OF STREET		1 1 1 1 1 1 1	f		f		67.4	ZAYANTE 1.2 MEEHAN	11.8		f		-		f			THE REAL PROPERTY.
9	(b) the Colorest effects	Mary Britis	f 6.07	the their	f 10.42	Philipped Co.		1.8	10.6		f 7.30			f 6.45	1 6.50	X-30		
55 P			f		f		70.4	OLYMPIA 1.7	8.8		f	10 To	- SS-V-		1			1
9	Account to the second	- 80	f		f		72.1	MT. HERMON	7.1		f	- 44		1	1			+
9 34 WP			s 6.17		s 10.53		72.4	TO FELTON	6.8	-	s 7.20			8 6.34	8 6.37			
4 Spur		4	f		f 10.57		73.3	BIG TREES	5.9		1 7 11			f 6.25	f 6 2E			1
24 P			f 6.25		f 11.02		75.4	RINCON 1.5	3.8		f 7.11	0.4		0.25	1 0.23			li
10							76.9	GOLF LINKS	2.3			1 4 6 - 1			e			SEE SEE
18			ľ				78.1	EBLIS 0.3	1.1					1	1			
					f		78.4	PARK STREET	0.8		7.00			6'15 DM	6.15PM			
Term. Yd. BKWOTYP			s 6.35 PM		s 1 1.15 AM		79.2	(TO-R SANTA ORUZ	0.0	Leave Daily	7.02 AM		Leave Daily				-	
		EX. SAT., SUN.	Arrive Daily EX. SUNDAY	SATURDAY	Arrive Daily	EX. SUNDAY & HOLIDAYS		(43.7)		Leave Daily EX. SUNDAY & HOLIDAYS	EX. SUNDAY	SATURDAY	& HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	DAYS ONLY			
		(0.44) 25.64	(1.50) 23.89	(0.45) 25.07	(1.23) 19.80	(0.10) 15.00		Time over District		(0.39) 28.90	(1.51) 23.62	(0.10) 15.00	(0.10) 15.00	(1.20) 20.55	(1.27) 18.89			

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

Exceptions:

No. 46 superior to No. 123.

No. 168 superior to No. 185.

No. 140 superior to No. 45.

HOLIDAYS INDICATED ARE:

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

Oil supply at Santa Cruz for emergency only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS Train At Receive or Discharge To (or beyond) From (or beyond)

Train

At

Receive or Discharge

123-140-168
Road crossing 1.4 miles west of Asule
34-32-31-33-43
Receive or Discharge

8 E	ASTWARD		San Francisco Subdiv	vision.		WESTWARD	in boliel fictor	EAST	TWARD		San F	rancisco	Subdivi	sion.				
F	FIRST CLASS				- 11	FIRST CLASS	7 201 0	SECON	ID CLASS		a-Pane Ra	FII	RST CLAS	s	12.4(A)			T:
Capacity of sidings and spurs in car lengths	188 Passenger	Distance from San Francisco	Time Table 142 December 31, 1935	Distance from	onville Jet.	187	Capacity of sidings and	es (source (size airo (stance)	766 Freight		76	70	78 Sunset Limited	36 Del Monte	72	38 Motor	nce from francisco	Time Table No. 142 December 31, 1935
car lengths	a desired	Sar	Santa Cruz Branch	Die	Wate		spurs in car lengths	enera fa		THE PARTY	THE PERSON	THE THEORY	Limited				Distance San Fran	
	Leave Daily		STATIONS			Arrive Daily	Car rengtins	en male	Leave Daily	· · ·	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	1 4	Tarman
Term. Yard BKWOTYP	8.10AM	79.2	TO-R SANTA CRUZ	20	0.0	s 10.20 AM		The second	zouve zuniy	No.	Deave Daily	Deave Daily	Deave Daily	Don't Daily	Deave Daily	Don't Daily		STATIONS
	S	79.7	m CASINO	19	.5	S	Term. Yard BKWOITPY	m.ra. 201	11.00 PM		9.40PM	8.55PM	7.58 PM	4.10PM	9.06AM	1.55AM	46.9	TO-R SAN JOSE
5 Spur	f	80.4	SEABRIGHT	18	8.8	f	San Jose	A KUDKIN							171		49.1	W.P.R.R. Crossing
4 Spur		80.9	TWIN LAKES	18	3,3	f	Term. 75 P	KIN KI	11.12		9.48	9.03	8.06	4.18	9.14	f 2.03	51.4 55.3	LIOK)
5 Spur		81.7	OLIFFSIDE	17	7.5	f	22 Spur P	ATRIB			District Cixes					f	57.4	EDENVALE 5.7
18 P	s 8.22	83.9	CAPITOLA	15	5.3	s 10.08	195 East WP 102 Center	or write	11.28	To Take	9.58	f 9.13	8.16	4.28	9.24	f 2.16	63.1	TO COYOTE
		85.1	NEW BRIGHTON	14	1.1	f	85 P	Tr. Files		20			E ALTER			f	66.3	PERRY 2.9
10 P	s 8.30	87.0	APTOS	12	2.2	s 10.00	25 P			Mary & State London		Section Co.	e a lor	21 20		f	69.2	MADRONE 1.6
5		87.7	FARLEY	11	.5		85 P	Amori Vas	11.45	Die T	10.08	f 9.23	8.26	f 4.38	9.33	f 2.29	70.8	TO MORGANHILL
8 Spur		89.7	LEONARD	9	9.5	f	31 Spur	Me Parale	0					374	4	f	72.0	TENNANT
3 Spur	f	90.6	ROBROY	8	3.6	f	12 Spur	920.0		52				The same of			74.1	DURNEY 0.5
3 Spur		90.8	ORISTO	50.E	3.4	f	66 P	WHICH A	11.52	De l'auco		f 9.28	C-6 21	4.43	9.38	f 2.36	74.6	SAN MARTIN
13 P	f 8.43	92.5	ELLICOTT	-	3.7	f 9.47	72 P		11.57PM	GR I					9.45		77.0	RUCKER
34 P		95.8	NUGA		3.4	f	14 Spur	10 kG 20 LT	100	dur ing co.				Ma man			79.1	LONOKE
erm. Yard	s 8.55	97.8	WATSONVILLE	1	1.4	s 9.35	100 KWOTP	LOTTE TO	12.20AM	100	10.19	s 9.40	s 8.39	s 4.53	s 9.51	s 2.50	80.7	TO-R GILROY
KWOTYP	s 9.00AM	99.2	TO-R WATSONVILLE JOT.	. (0.0	9.30AM	P			100	J. W. Lingson		RITHE .				83.2	CARNADERO
	Arrive Daily		(20.0)			Leave Daily	65 Spur	HEDREGI	Talling,				No. of The Lot				84.1	NEMA
							18 Spur	47		No.							84.4	MILLER
	(0.50) 24.00		Average Speed per Hour.			(0.50) 24.00	79 WP		12.30	TW THE	10.28	f 9.49	8.47	5.01	9.59	f 3.00	87.1	TO SARGENT
		E 7 7	1 20 3 4		100		26 P	Mary Pro Tar				5.5	- THE				89.0	BETABEL
* E	EASTWARD	Sa	n Francisco Subdivis	sion.	v	VESTWARD	96 P	AND STREET	All Late		10.36	9.57	8.55	5.10	10.07	f 3.09	91.9	OHITTENDEN
more against the Commission of						12011171112	P		12.45		10.38	9.59	8.57	5.12	10.09	f 3 11	93.2	LOGAN
		8.8	Time Table 142	8			36 Spur P	810	The state of							f	94.6	TO AROMAS
Capacity of		e from	December 31, 1935	s trom			5 (14 Spur P	AND THE	A Property of				WILL SHA			F. W. St.	97.1	VEGA
spurs in car lengths		Distance San Fra		Daven			BEWOTTE	P	1.00 AM		s 10.48 PM	s 10.10PM	s 9.08 PM	s 5.23PM	s 10.19AM	s 3.22AM	100.4	TO-RWATSONVILLE JOT.
		Ser		70				A XXXXIII	Arrive Daily		The state of the s	Arrive Daily			1 Registered			(49.6)
Cerm. Yard			STATIONS					Service of	Annie Dany		Allive Daily	Allive Daily	Allive Daily		and the Daily			
Term. Yard SKWOTYP			1.9	11.5			- Harris	ARREST TO	(2.00) 24.80	4 19	(1.08) 43.77	(1.15) 39.01	(1.10) 41.80	(1.13) 40.77	(1.13) 40.77	(1.27) 34.21		Time over District
9 5		81.1	2.3	9.6	-		-	Maria de la Constantia del Constantia de la Constantia de la Constantia de la Constantia de	24.80		43.77	39.01	41.80	40.77	40.77	34.21		Average Speed per Hou
2 Spur		83.4	2.5	7.3				NO. PY DIS	Charles Man			011						
35		85.9	0.8	4.8			1 7 7 7 7											
3 Spur		86.7	4.0	4.0														
erm. WYP		90.7	R DAVENPORT	0.0	VI F													
			(11.5)				Lane Lan											
			Service Performed by															

	A STATE OF THE PARTY OF THE PAR				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78 70	Any Station	Receive Receive	Yuma Los Angeles	Mark English	Daily Daily

							WESTV	VARD		San Francisco	Subdivision		EASTWARD		WES	STWAF	RD
Time Table No. 142		ALO YES					and an interest			FIRST	CLASS	BALL TRAIL	ESSEPHENT !		C PRAIN BEN		Manage Control
December 31, 1935	Distance from Watsonville Jet.	77 Sunset Limited	75 Iark	35 Del Monte	39 Del Monte	69 Coaster	37 Motor	41 Motor	71 Daylight			to make	Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 142 December 31, 1935 LE FRANC BRANCH	Distance from Lick	
STATIONS	100.05	Arrive Daily	Arrive Daily	EX. SUNDAY	Arrive SUN. & HOLI DAYS ONLY	. Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	SUN. & HOLI- DAYS ONLY	Arrive Daily		Latter Section		9 (48 WP	50.7	STATIONS	17.2	
TO-R SAN JOSE) O	49.6	s 6.51 AM	8 7.43A	M s 10.24 AM	s 10.24 AM	s 10.50AN	s 3.38PM	s 3.38 PM	s 7.35PM				1 Yar	50.8 54.5	JOT. LE FRANC BR.	17.1	S BOOK
W. P. R. R. Crossing	47.4	e E8		10 10	all of			MAC STATE		1 No. 1 . 1 . 1 . 1 . 1	5.00 F 60.0	THE PLEASE OF THE	18 Spur	55.4	CAMPBELL GRAVEL PIT	16.2	
LIOK	45.1	6.43	7.35	10.16	10.16	10.42	3.30	3.30	7.27		S.OT BURE	THE PARK ST A	E -	56.0	L. G. & S. J. ROAD	15.6	
EDENVALE	43.0	et / [] []			1 19 1	THEY SEE		The State	+ 1 1	ABIT TO THE TOTAL PROPERTY.		THE PARTY A	4 Spur	56.7	UNION AVE.	14.9	
TO COYOTE	37.3	6.33	7.25	10.06	10.06	f 10.32	s 3.20	s 3.20	7.17	N. Mar. Alex			u	59.1	LE FRANO	12.5	
PERRY	34.1	6.28	7.20	10.02	10.02	WIND THE	3.15	3.15	T. Section 1		EANTHE TO SE		OLEG TOTAL		(4.7)		
MADRONE	31.2	B		104		ALC: N		a Eurice	720		d Drees -		of Laws		Service performed by yard engines.		
TO MORGANHILL	29.6	6.22	7.14	9.56	9.56	f 10.22	s 3.09	s 3.09	7.07						yard engines.		
TENNANT	28.4	E Y		3.5	W/7 85			SELECT THE	1.09	METER TO THE	LOT	E3 18 1302 6	Consider	rom	Time Table No. 142	from	
DURNEY	26.3					1 1 1 1 1		RATIFIER					Capacity of Siding and Spurs in Car	Distance from San Francisco	December 31, 1935	tance fr Lick	
SAN MARTIN	25.8	6.17	7.09	9.51	9.51	f 10.17	f 3.04	f 3.04	7.02	Marie Control	7		Lengths	istai	LICK BRANCH	istar	
RUCKER	23.4	8 1		9.45	9.45	No.		GLEAT AN		A Annual Control of the	S. FF-F	T GE OF THE		51.4	STATIONS	А	
LONOKE	21.3									True de la company			esof pure 25 P	55.3	LIOK 3.6	0.0	
TO-R GILROY	19.7	s 6.07	7.00	s 9.39	s 9.39	s 10.07	s 2.54	s 2.54	s 6.53	(Assessed to the later			Term Yag	58.9	ALAMITOS	3.6	
CARNADERO	17.2					1 1 8 2		ARCHIDA	*	18-7					3.6		
NEMA	16.3	B. 11		0.4		A THE PARTY			A ROYAL		E.H. I. I.	Facilities in the second			Service performed by yard engines		
MILLER	16.0	2		114	(A)	2 1 7 8		PK3 JK43		And the second	al raid to	TEN RESERVE	THE MAIN STATE OF THE PARTY OF	80	Time Table No. 142	8	
TO SARGENT	13.3	5.55	6.51	9.30	9.30	9.56	s 2.43	s 2.43	6.43				Capacity of Sidings and	from	December 31, 1935	from those	
BETABEL	11.4			-02	a-ri le	MAN AL		- Margare				TO HOOZE WISE	Spurs in Car Lengths	Distance San Franc	Tres Pinos Branch	Distance from	
OHITTENDEN	8.5	5.46	6.43	9.22	9.22	9.48	2.35	2.35	6.35	THE RESERVE OF THE RE		WIGHT BELL		Die San	STATIONS	Die	y unpi
LOGAN	7.2	5.44	6.41	9.20	9.20	9.46	2.33	2.33	6.33	Market Mark	8,17F(a) To	E TO F SERVI	P	83.2	CARNADERO	17.9	EN .
TO AROMAS	5.8					E 4 6 8	s	s		100-100-100-100-100-100-100-100-100-100		Elitem I b	SI L OLD III	85.0	SAWYER	16.1	
VEGA 73.3	3.3	X 00 1		£.94	10 PF RE			Brend A	ST 100/15		0.61	THEOTEN S	22 Spur	85.9		15.2	
TO-R WATSONVILLEJOT.	0.0	5.33AM	6.31 AN	9.11AM	9.11 AM	9.36AM	2.22PM	2.22PM	6.23PM		1.6/	HAND BOOK	9	90.3	HUDNER	10.8	
TA II LIST	- MADS	Leave Doily	Leave Dally	Leave Daily	Leave	Lonvo Della	Leave Daily	Leave	3 - 17/3 7	Mariana mariana	6.611	CONTRACTOR OF STREET	S S A HAND WAR TO FEE	93.7	DURI	7.4	gra. I
(49.6)	B Marie	Deare Daily	Dente Daily	EX. SUNDAY & HOLIDAYS	DAYSONLY	Deave Daily	& HOLIDAYS	DAYSONLY	Leave Daily		Canal distant	and the course from	16 WP	94.9	HOLLISTER	6.2	
Time over District		(1.18) 38.15	(1.12) 41.33	(1.13) 40.77	(1.13) 40.77	(1.14) 40.22	(1.16) 39.16	(1.16) 39.16	(1.12) 41.33					98.7	AGATE	2.4	
Average Speed per Hour	100	38.15	41.33	40.77	40.77	40.22	39.16	39.16	41.33	7 Carlotte			Term.	101.1	TRES PINOS	0.0	1
															(17.9)		
															Service performed by		

HOLIDAYS INDICATED ARE:

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

	ADDITIONAL	FLAG STOPS TO RECEIVE	OR DISCHARGE PA	ASSENGERS	
Trais	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77	Any Station	Discharge		Yuma	Daily

No. 72 will reduce speed to 20 m.p.h | Chusian, Gonzales and Soledad to dispatch newspanish

	SECOND CLASS				FIRST C	LASS		Part In 1	The state of						FIRST	CLASS	The Park	- 10 100 29	v. Liber
Capacity of sidings and spurs in car lengths	766 Freight	mil 1	76	70 Coaster	78 Sunset Limited	36 Del Monte	72 Daylight	38 Motor	Distance from San Francisco	Time Table No. 142 December 31, 1935	istance from a Luis Obispo	77 Sumset Limited	75 Iark	35 Del Monte	39 Del Monte	69 Coaster	37 Motor	41 Motor	71 Daylight
	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	A vz	STATIONS	San	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	SUN. & HOLI. DAYS ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLI. DAYS ONLY	Arrive Dail
Term. Yard BKWOTYP	5.20 AM	CRAINS TO	10.53PM	10.18PM	9.20PM	5.28PM	10.26AM	6.53AM	100.4	TO-R WATSONVILLE JOT.	151.7	s 5.17AM	s 6.15 AM	s 9.02AM	s 9.02AM	s 9.24AM	s 2.14PM	s 2.14 PM	s 6.15
	TE DE BEZEE								103.6	LYDA 2.0	148.5	OTHER DE	Oth sing	internal	Will Wild	1) BI SINS		BORNE MA	K-621
66 P	5.40	CONTRACT FOR	11.01	f 10.26	9.28	f 5.36	10.34	7.01	105.6	ELKHORN 4.8	146.5	5.06	6.07	8.53	8.53	9.16	f 2.05	f 2.05	6.06
93 WYP	6.00	Date last	11.08	10.33	s 9.43	s 5.45 PM	10.41	s 7.10AM	110.4	TO-R CASTROVILLE	141.7	4.59	6.00	8.46AM	8.46AM	f 9.09	1.58 PM	1.58 PM	5.58
(66 P	NAME OF THE PARTY	1970 July 1 3 Sept.	11.13	10.38	9.48				113.9	COOPER	138.2					9.03		B.C. Carline	5.53
30	est for less and	And the		FIELD IS	A Transfer				115.6	GRAVES	136.5	012 80	91 80			e i ra			DE OR
Yard BKWTP	6.15		s 11.24	s 10.50	s 9.58		s 10.58		118.2	TO-R SALINAS	133.9	s 4.47	5.50	Octor da	8 61	s 8.58		THE LAND	s 5.48
74 YP	6.19	Sensit all	11.27	10.54	10.01		11.01		120.3	SPRECKELS JOT.	131.8	4.39	5.46			8.51		arraena.	5.40
47 P	6.28	Selection of the select	The state of the s						125.3	SPENCE	126.8	COLUMN BE	9	10 41	M 85	0 00	n Lineau	STATE ADD	PAL CYP!
08 WP	6.35		11.38	f 11.08	10.12		11.12	PV T	129.1	TO CHUALAR	123.0	4.28	5.35			f 8.40		TSOAK ME	5.29
42	F 2 Out of the control								131.0	GABILAN	121.1					E-86		brackade	
47 P	THE RESERVE OF	Bank B.							131.9	PENVIR	120.2	or virte		0 10	N. F. W.	A Total		est a Albert	A/S
31 P	6.46	Marie Trans	11.46	f 11.19	10.20		11.20		135.1	TO GONZALES	117.0	4.20	5.27	e I Al		s 8.30		X 7 45 73	5.20
10 Spur		- 120 all 1848				WILE.			137.1	RACK	115.0					7.4		TO THE PROOF	
28 Spur		CONTRACTOR OF THE PARTY OF THE	Total Control of the Control						138.8	MOLUS	113.3		O IT PE	0. 1 00	N TO	AN A PER		12/00/03/20	1001
45 P	6.56	Transaction of the last	Market				11.27		140.6	OAMPHORA 3.0	111.5					L. All Her		DEFERRE	
63 KWP	7.01		11.57PM	f11.33	10.31		f11.31		143.6	TO-R SOLEDAD	108.5	4.09	5.16			s 8.18	THE STATE	ALKERN	f 5.09
75 P	7.09		12.02AM		10.36		11.36		148.3	HARLEM	103.8	4.04	5.11			8.10		re Jen	5.03
46 P	7.16	Later Later	12.07	f 11.44				7164	152.3	METZ	99.8		0 60	10	100	f 8.04		THE POSTS	0.00
81 P	7.26	- A	12.14	11.52PM	10.48		11.49		158.9	COBURN	93.2	3.51	4.59	1,0		7.55		umail est	4.51
82 Spur Y	W SWOTTLY	7 San S			- manife				161.0	2.1 ELSA 2.7	91.1		N. I	12 18	de de las	27 100 4			and The same
25 WP	7.49	E - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	12.19	s 12.03AM	10.53		s 11.59 AM		163.7	TO KING CITY	88.4	3.46	4.54	4	1 P.	s 7.49		EXERN	s 4.45
84 P	8.00	The Waste	12.23	12.08	10.57		12.03PM		167.1	WELBY 5.3	85.0	3.42	4.50			7.41		dauticis	4.38
94 P	8.10	The Person	12.30	s 12.19	11.03		12.09		172.4	TO SAN LUCAS	79.7	3.35	4.43			s 7.34		TALKAY!	4.31
47 P	8.20		12.37	12.27			12.15		177.7	DOCAS	74.4	g refut the	NO THE PARTY	6-18	Carlo Manager	7.26	To begin	CAUTO 1991 TOR	4.24
76 WOP	8.30AN	THE LAND	12.43AM	s 12.37 AM	11.14PM		f 12.21 PM		182.9	TO SAN ARDO	69.2	3.23AM	4.31 AM	19		7.20AM			4.17
18.8	Arrive Daily	en la	Arrive Daily	Arrive Daily	Arrive Dail y	Arrive Daily	Arrive Daily	Arrive Daily		(82.5)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Dail
	(3.10) 26.05		(1.50) 45.00	(2.19) 35.61	(1.54) 43.42	(0.17) 35.29	(1.55) 43.04	(0.17) 35.29	7(4	Time over District		(1.54) 43.42	(1.44) 47.60	(0.16)	(0.16) 37.50	(2.04) 39.92	(0.16) 37.50	(0.16) 37.50	(1.58) 41.95

At Soledad, track on south side of main track will be considered the siding.

No. 72 will reduce speed to 30 m.p.h. at Chualar, Gonzales and Soledad to dispatch newspapers.

HOLIDAYS INDICATED ARE:

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

	ADDITIONAL	FLAG STOPS TO RECE!	VE OR DISCHARGE	PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78 70 72 72 71 71 69 77	Any Station Any Station Gonzales Gonzales Gonzales	Receive Receive Discharge Receive Receive	Yuma Los Angeles Paso Robles and beyond San Jose and beyond		Daily
71 69 77	Gonzales Any Station Any Station	Discharge Discharge Discharge		Paso Robles and beyond Los Angeles Yuma	Daily Daily Daily

		EASTWARD					Salinas Subdivision.					WE	STWARD		11
	SECOND CLASS	FIRST C	LASS			No. 14	SIGNATURE TRANSPORT		08	ON.	FIRST	CLASS		1 200	to street
Capacity of sidings and spurs in car lengths	766 Preight	78 Sunse Limit	d	70 Coaster	76 Lark	Distance from San Francisco	Time Table No. 142 December 31, 1935	Distance from San Luis Obispo	77 Sunset Limited	75 Lark	69 Coaster	71 Daylight		angered (elisje did aptes lin- ar ledgylos
	Leave Daily	Leave D			Leave Daily		STATIONS	, "	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		That h	
76 WOP	8.30AM	11.1	12.21P	M 12.43AM	12.43AM	182.9	TO SAN ARDO	69.2	3.23AM	4.31 AM	s 7.20AM	f 4.17PM			E Lybers
47 P						186.4	GETTY 3.3	65.7							
81 P	8.42	11.2	12.30	12.54	12.52	189.7	WUNPOST 6.2	62.4	3.14	4.22	7.09	4.08			
116 P	8.57	11.3	12.38	s 1.03	1.00	195.9	BRADLEY 5.5	56.2	3.06	4.14	s 6.59	4.00			
74 P	9.07	11.3	12.45	1.11	1.07	201.4	NACIMIENTO	50.7	2.59	4.07	6.50	3.53			
112 P	9.12	11.4	2	1.14	1.10	203.8	McKAY 3.2	48.3	2.56	4.04	f 6.46	3.50	a francisco francisco	200	
40 WP	9.17	TAKE TALL YELD	12.52	s 1.20		207.0	TO SAN MIGUEL	45.1	2.52	20 A a	s 6.41	3.45			
108 P	9.24	11.5	PM 12.57	1.26	1.19	210.9	WELLSONA 5.4	41.2	2.46	3.55	6.34	3.40			
64 WP	9.34	f 12.0	AM s 1.07	s 1.36	1.27	216.3	TO PASO ROBLES	35.8	f 2.39	3.48	s 6.27	s 3.31		58.4	
111 P	9.44	12.0	1.14	f 1.45	1.35	221.8	TEMPLETON	30.3	2.30	3.41	s 6.16	3.20			
33 P		A TOTAL A TOTAL	1 84.8	2501 100	TARGE BY	224.9	ASUNCION	27.2		98.00	Carrie				
25 P		f De la f	s 1.23	s 1.54	1.84	226.7	TO ATASCADERO	25.4	f 2.25	V Patrick	s 6.09	s 3.13		EUGE	
15 Spur		TELL CO.I	SE.E. V	25.54.61		227.4	BRICKTON	24.7	TP-65-101	E8.A 9	I E.E.			CUL-P	
45 P	9.56	SOUL SOUL	1.26	1.59	E-69 (4)	228.0	HENRY	24.1	2.20	TEACH	6.03				The same of the sa
73 P	10.01	12.2	1.29	2.02	1.46	230.3	EAGLET	21.8	2.12	3.29	6.00	3.06		SEA	
79 P		8801	grabbere.	2.07		233.4	3.1 OUSHING	18.7	2.07	80.6	Yalif a sa	David (A PARL	
83 BKWYP	10.40	12.3	s 1.41	s 2.20	s 2.00	235.5	TO-R SANTA MARGARITA	16.6	2.00	3.20	s 5.53	f 2.58			A CAMPAGE AND A PROPERTY OF THE PARTY OF THE
82 P	10.55	12.4	1.49	2.32	2.08	238.9	OUESTA	13.2	1.45	3.07	5.39	2.45		DE P	
9 Spur P		F F F F F C (8)	18.5	C8.01.		240.0	THYLE	12,1	PLP I	BK L. J	\$0.E			0.110	
69 P	11.10	12.5	1.58	2.44	2.17	242.6	NOVA	9.5	1.35	2.57	5.29	2.36			
44 WP		THE PERSON OF LIVE OF THE PERSON	CAS I	2.54	2,285	243.4	SERRANO	8.7	and	2.54	Addition in			37 87 80	A BUILDING COLL
41 P	11.30	1.0	2.07	3.05	2.27	246.3	OHORRO	5.8	1.25	2.47	5.19	2.26		THE SPORT	
25 Spur			NE S. Y	12.81		248.0	GOLDTREE	4.1	00,0,-1	Hale M				THE REAL PROPERTY.	Carp per Continues of the Continues of t
111 P	11.45	C 1.1	2.16	3.15	2.37	250.6	HATHAWAY	1.5	1.15	2.37	5.09	2.16		06.6	
Term. Yard BKWOTP	11.50AM	s 1.2	OAM s 2.21P	M s 3.20AM	s 2.42AM	252.1	TO-R SAN LUIS OBISPO	0.0	1.10AM	2.32AM	5.05AM	2.10PM			A CONTRACTOR OF THE PARTY OF TH
	Arrive Daily	Arrive D	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)	· E.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Sayor Pales	P2.5	
	(3.20) 20.76	(2.06	(2.00) 34.60	(2.37) 26.45	(1.59) 34.89		Time over District		(2.13) 31.22	(1.59) 34.89	(2.15) 30.75	(2.07) 32.69			T Y west

	particular di	ADDITIONAL FLAG STOP	S TO RECEIVE OR DISC	HARGE PASSENGERS	UCET
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78 70 69 77	Any Station Any Station Any Station Any Station	Receive Receive Discharge Discharge	Yuma Los Angeles	Los Angeles Yuma	Daily Daily Daily Daily

The wys at Casmolia is bouted at the cost atting.

Water supply at Juliana for centers are use only.

At Concepcion, truck next to station of didne will be considered the siding.

12		EASTWARD					Guad	alupe Subdivision.					WES	TWARD		
	SECOND CLASS		FIRST CLA	SS								a Control of the	Fil	RST CLASS		apter management
Capacity of sidings and spurs in car lengths	766 Freight		72 Daylight	70 Coaster	76 Lark	78 Sunset Limited	Distance from San Francisco	Time Table No. 142 December 31, 1935	Distance from Santa Barbara	75 Lark	69 Coaster	71 Daylight	77 Sunset Limited		168	
	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ba	STATIONS	Z ag	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			atherical se
Term. Yard BKWOTP	2.45PM		2.30PM	3.35AM	2.53AM	1.30AM	252.1	(TO-R SAN LUIS OBISPO)	118.6	s 2.22AM	s 4.55AM	s 2.00 PM	s 1.00AM			The state of the state of
32 Spur P			AND PROPERTY.	I Treatment	E LEADING		257.9	EDNA	112.8						THE STATE OF THE S	
IP	3.02		2.42	3.47	3.05	1.42	259.1	TO HADLEY TOWER P. C. R. R. Crossing	111.6	2.08	4.42	1.47	12.47		Th = 9	1 200
28 Spur			Maria a	B.L.B.			260.0	TIBER	110.7	ED. to a 2		15.00			78.8	in a sun
13 Spur			on a	8		1.0	262.8	PISMO	107.9		f 4.31	Se so			1 100	
84 P	3.11		2.49	3.58	3.13	1.49	264.2	GROVER	106.5	2.00	4.26	1.40	12.39		SIS	1
40 WP			s 2.53	s 4.03	CPT I	1.57	265.9	TO OCEANO	104.8	1.57	s 4.22	s 1.37	12.36		TIE	114
104 P	3.20		2.59	4.12	3.20	2.02	269.9	CALLENDER	100.8	1.51	4.12	1.30	12.30		I rele	
45 P	3.25	The same of the sa	3.03	4.17	3.23	2.06	272.4	BROMELA 4.1	98.3	1.46	4.06	1.27	12.27		Til ile e	
118 BKWP	3.40		s 3.13	s 4.32	3.28	s 2.20	276.5	TO-R GUADALUPE	94.2	1.41	s 4.00	s 1.22	s 12.18		9.44	1. "
83 P	3.51		3.20	f 4.40	3.36	2.28	280.7	WALDORF	90.0	1.35	f 3.48	1.14	12.04 AM			11
48 P	4.05	The state of the s	3.26	4.47	3.42	2.35	284.8	SOHUMAN 2.7	85.9	1.29	3.42	1.09	11.59PM			
93 43 YP	4.10		3.31	s 4.53	3.47	2.40	287.5	TO CASMALIA	83.2	1.25	s 3.32	1.05	11.55			The section
77 P	4.15		III so.	4.57	3.52	2.44	290.0	ANTONIO 3.2	80.7	1.22	3.26	1.02	11.52		22.8%	
47 P	4.22		3.39	f 5.02	3.57	2.49	293.2	NARLON 4.0	77.5	1.17	f 3.21	12.57	11.47		19.91	Ly y/Fre
79 P	4.35		3.45	f 5.08	4.03	2.56	297.2	TANGAIR	73.5	1.12	3.16	12.52	11.42		Sale of the	
and the second			Mail man and and	HK III	nak f	1	301.3	AJAX	69.4	ALL SERVICE			100000000000000000000000000000000000000		Ch (ch (ch))	THE WHERE I
125 WOYP	4.55		s 3.59	s 5.21	4.11	3.05	302.7	TO SURF	68.0	1.03	s 3.05	s 12.45	f11.32		10.50	
79 P	5.10		4.07	f 5.29	4.19	3.13	307.9	HONDA 2.6	62.8	12.53	2.51	12.37	11.23			A Compact open
44				f	mer I		310.5	ARLIGHT 2.0	60.2	A DOLL	f	Balle			1 01.11	10
46 P	5.19		4.14	5.38	4.26	3.21	312.5	ARGUELLO	58.2	12.47	2.45	12.31	11.17			THE M
47 P	5.30		4.20	f 5.44	4.33	3.28	317.3	SUDDEN 3.5	53.4	12.41	f 2.39	12.25	11.11		36.11	
92 WP	5.40			f 5.51	4.39	3.34	320.8	JALAMA	49.9	12.36	f 2.34		11.06			The market
55 42 P	5.50		4.31	f 5.58	4.47	3.41	325.3	CONCEPCION 3.3	45.4	12.30	f 2.28	12.15	11.00			Men. Lik
			1000		LOVE T	uo E es	328.6	ANACAPA	42.1		USE AF	60.1			12,50 11 00	
47 P	5.59		4.37	6.04	4.53	3.47	329.8	GATO 1,2	40.9	12.24	2.22	12.09	10.54			
19				f			331.0	SAN AUGUSTINE	39.7	18	f					
17 Spur P	The state of the s		AR T	f			334.2	DRAKE 0.6	36.5		f					
62 P	6.08	Aleman on the Control	4.44	6.12	5.00	3.54	334.8	SACATE 4.6	35.9	12.17	2.15	12.02PM	10.47			
85 WP	6.18PM		4.51 P	s 6.20AN	5.06AN	4.00AM	339.4	TO GAVIOTA	31.3	12.11 AM	2.09AM	11.56AM	10.41 PM			
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(3.33) 24.59		(2.21) 37.15	(2.45) 31.75	(2.13) 39.31	(2.30) 34.09		Time over District		(2.11) 39.99	(2.46) 31.55	(2.04) 42.24	(2.19) 35.15			

The wye at Casmalia is located at the west siding.

At Concepcion, track next to station building will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Jalama for emergency use only.

	ADDITIO	ONAL FLAG STOPS TO RECE	EIVE OR DISCHARGE	PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78 70	Any Station Any Station Any Station	Receive Receive Discharge	Yuma Los Angeles	San Francisco	Daily Daily Daily
69 77 69	Any Station Any Station Honda	Discharge Discharge Receive or Discharge		Los Angeles Yuma Any Station	Daily Daily Sunday

	REMISSAA GOISTAN	EASTWAR	De Ingwies						Subdivision.	A Grand	0			N020 W -	STWAR	7 × 1 × 1		13
	SECOND CLASS		FIRST CLA				8 8	Tin	ne Table No. 142	8 5	AR alder		FIRST	CLASS	LIS TENE			
apacity of idings and spurs in ar lengths	766 Freight	MALIBRA / PART	72 Daylight	70 Coaster	76 Lark	78 Sunset Limited	Distance from San Francisco		December 31, 1935	Distance from Santa Barbara	69 Coaster	71 Daylight	77 Sunset Limited	75 Lark	BD . F	-001 m	Sant Mind	Marian Marian at ess
	Leave Daily	Secretary Plant College	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Q 8		STATIONS	S B	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		1		
5 WP	6.18PM	TATELL CONTROL	4.51 PM	6.20AM	5.06AM	4.00AM	339.4	(TO	GAVIOTA	31.3	s 2.09AM	11.56AM	10.41PM	12.114				
7 P	6.26	CT KAR BERT	4.55	6.25	5.10	4.04	342.6	P STEV	LENTO	28,1	2.02	11.52	10.37	12.07		1000		70.00
9 P	6.35		4.59	f 6.29	5.14	4.08	345.7		TAJIGUAS	25.0	f 1.58	11.48	10.33	12.034	1	- Company		Nindon pine
8 Spur		in the second				14 14 18	348.6	B SE	2.9 ORELLA 1.3	22.1	f		2.400		111111111111111111111111111111111111111	15.40		
7 P	6.45	Constitution of the State of	5.05	6.36	5.20	4.14	349.9		OAPITAN 5.1	20.8	1.53	11.43	10.28	11.58PM	4		o d'accomb	
WP	6.55	Sec. 10 Sec. 1	5.12	f 6.44	5.27	4.21	355.0	stem	NAPLES	15.7	f 1.46	11.36	10.21	11.51		The state of the		100
7 Spur	William Face And	THE RESERVE	10 Foot 1				357.1	N 83	VILO	13.6			Company of the			The same of	A Manager State	mode.
9 P	7.05		5.17	f 6.54	5.32	4.29	358.9	Bloc	ELLWOOD	11.8	f 1.41	11.31	10.16	11.46				
7	AL THE CASE OF	State of the late	Special Programme (Company)	f	- California		360.2	atic	COROMAR	10.5	f			The state of the s				X COMMIT
4 Spur	ng the sector	district the second	in the second and	STILL ST			361.7	uton	LA PATERA	9.0		The Park			100		A Principal	
7 P	7.15	7.1.1.7	5.23	f 7.04	5.38	4.36	362.8	TO TO	GOLETA	7.9	f 1.36	11.26	10.11	11.41			To an and	
2 P	7.24	Sportery 5 64	5.29	7.12	5.44	4.42	366.5		HOPE RANCH	4.2	1.31	11.21	10.06	11.36		in the iso	The second second	
7 Spur	A LICE	CO .	Trate			wa there	367.9		OLIVA	2.8		The same			-1-4	10.01		
P	7.30	1310 - 0151	5.33	7.20	5.48	4.48	368.5	WE	ST STA. BARBARA	2.2	1.27	11.17	10.02	11.32		-EI-WIN		1557
erm. Yard SKWOTP	7.40PM		s 5.40PM	s 7.30AM	s 5.55 AM	s 4.55AM	370.7	(TO-R	SANTA BARBARA	0.0	1.20AM	11.10AM	9.55PM	11.25P	1	PARTY AND A		ATTENDED.
	Arrive Daily	e new Ann	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(31.3)	i sandan	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Services,	Transfer St.
	(1.22) 22.90	7.202	(0.49) 38.33	(1.10) 26.83	(0.49) 38.33	(0.55) 34.15		Ave	Time over District		(0.49) 38.33	(0.46) 40.83	(0.46) 40.83	(0.46) 40.83	NOO - PLANS	All of the state of the		

LAGIWAND	Out and the Gua	darupe Subdivision.	Transport to the second	WESTWAND	EASTW	AND REAL	SALVANOR A	uada	atupe Subdivision.		WESTWARD
Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 142 December 31, 1935 Lompoc Branch STATIONS	Distance from	mention of the state of the sta	Capacity of sidings and spurs in car lengths	ORAWY A	Distance from	San Francisco	Time Table No. 142 December 31, 1935 White Hills Branch STATIONS	Distance from White Hills	
125 WOYP	302.7	TO SURF	9.7	DESCRIPTION OF STREET			313	3.0	WHITE HILLS JOT.	3.7	
31	303.8	BARODA	8.6	NA COM	Term.		316	6.7	WHITE HILLS	0.0	
23	307.6	POST	4.8	(grant a fig.)	The state of the s		A STATE OF THE PARTY OF T		(3.7)		
15 Spur	308.1	GARUS 0.2	4.3	minus I to a Local and the same of the sam			Paring Tool	70	Sal .on alped and a selection		
24 Spur	308.3		4.1	X 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The Level of the				AND ALL HOLD AND THE	The same and	
10	309.8	ACORN	2.6		THE PERSON NAMED IN		ni i dige Li S		AND SECTION OF THE PARTY OF THE	J. Sall market	
Term. BKWTP	312.4	TO-R LOMPOO	0.0	den e e e e e e e e e e e e e e e e e e							
	313.0	WHITE HILLS JOT.	0.6	HARLES TO THE WAR AND THE PARTY OF THE PARTY	Just Contract (Bullet)						
		(10.3)	Meu To	OLE 1.40				1 4	The state of the s		
•	VA.1 1 04 1 1 2	Service performed by extra train	ns.	con 16 to 15a	Trans of the		Tog skill be	Se	rvice performed by extra train	ns.	

At Naples, track on ocean side of main track will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

- 10 10 10 TO 10 T			
Receive	Yuma		Daily
	Los Angeles	Son Francisco	Daily Daily Daily Daily Daily
Discharge		Los Angeles	Daily
	Receive Discharge	Receive Los Angeles Discharge Discharge	Receive Los Ángeles Discharge Discharge Discharge Los Ángeles Los Ángeles

14 EASTW												# 7 A 50 TH 117		I SERVICE CONTROL	Ilaa T	T
		FIRST CLA	SS	RELE	Time Table No. 142	d a		RST CLAS				The state of the s		Time Table No. 142		1
Capacity of sidings and	196	36	38	se from	December 31, 1935	Distance from Pacific Grove	35	39	37	41	197	Capacity of sidings and	Distance from San Francisco	December 31, 1935	nce from Brune	la la
spurs in car lengths	Passenger	Del Monte	Motor	Distance San Fran	Monterey Branch	Pacifi	Del Monte	Del Monte	Motor Arrive Daily	Motor	Passenger	spurs in car lengths	istanc in Fra	San Francisco-San Bruno Branch	1 2 2	
	Leave Daily	Leave Daily	Leave Daily	D 82	STATIONS		Arrive Daily EX. SUNDAY & HOLIDAYS	SUN. & HOLI. DAYS ONLY	EX. SUNDAY & HOLIDAYS	SUN. & HOLI. DAYS ONLY	Arrive Daily	4.53.00	Αğ	STATIONS	P	
93 WYP	9.43PM	5.47PM	7.12AM	110.4	TO-R CASTROVILLE	17.9					s 9.25 PM	BKWO P	0.0	TO-R SAN FRANCISCO	13.6	F
15	m i sala f	f	f	112.4	NASHUA	15.9	Links I	STATE OF	f	f	f	T	0.9	W. P. Ry. Crossing	12.7	1
14 WP	f 9.51	5.54	f 7.21	113.9	NEPONSET 0.9	14.4	8.38	8.38	f 1.49	f 1.49	f 9.16		1.2	O. S. Ry. Crossing	12.4	1
23 Spur	f		f	114.8	LAPIS 0.6	13.5	Maritan I	1	f	f	f	134	1.6	EIGHTEENTH STREET	12.0	
8 Spur	f 9.54	5.57	f 7.24	115.4	BARDIN 1.9	12.9	8.35	8.35	f 1.46	f 1.46	f 9.13	9 Spur	2.0	FORD	11.6	
9 Spur	f		f	117.3	MARINA 2.4	11.0	Torne I	10.1118	f	f	f	16 Spur	4.0	BERNAL	9.6	
18 P	f 10.01	6.04	f 7.32	119.7	GIGLING 0.7	8.6	8.29	8.29	f 1.37	f 1.37	f 9.06	25	5.2	ELKTON	8.4	
13 Spur	f		f	120.4	WORKFIELD	7.9		The state of	f	f	f	6 Spur	5.8	RUP	7.8	
5 Spur	f		f	122.1	PRATTCO	6.2	MENDAY		f	f	f	g 91 Spur	6.3	OCEAN VIEW	7.3	
10	f	THE !	f	123.3	SEASIDE	5.0	April 17		f 1.29	f 1.29	f 9.00	47 147	7.4	DALY CITY	6.2	
8 Spur				124.3	RETREAT 0.6	4.0	CLASS SECTION		L 102 C		201124	g 33	8.1	UNION PARK	5.5	
122 { P	s 10.09	s 6.12	s 7.45	124.9	DEL MONTE	3.4	s 8.20	s 8.20	s 1.25	s 1.25	s 8.57	75 P	8.5	OOLMA	5.1	
P	s 10.13	s 6.20	s 7.53	125.7	MONTEREY 2.6	2.6	s 8.16	s 8.16	s 1.20	s 1.20	s 8.53	G 63	9.1	GREENLAWN	4.5	
Yard BKWOTP	s 10.23 PM	s 6.30 PM	s 8.01 AM	128.3	TO-R PACIFIC GROVE	0.0	8.04 AM	8.04 AM	1.05 PN	1.05PM	8.45PM	S B B B B B B B B B B B B B B B B B B B	9.6	HANNA	4.0	
30 Spur				129.9	ASILOMAR 0.1	1.6						10 Spur	9.7	EMANUEL	3.9	
				130.0	LAKE MAJELLA	1.7						47 Spur	10.1	OARROLL	3.5	
DE YAR DE A	Arrive Daily	Arrive Daily	Arrive Daily	Maria Maria	(17.9)	-	EX. SUNDAY	Leave SUN. & HOLI. DAYS ONLY	EX. SUNDAY	Leave SUN.&HOLI DAYSONLY	Leave Daily	10 Spur	10.3	HOLY OROSS	3.3	
	(0.40)	(0.43)	(0.49)		Time over District		(0.40)	(0.40) 26.85	(0.51)	(0.51) 21.06	(0.40) 26.85	12 W	11.4	BADEN 1.6	2.2	
	(0.40) 26.85	(0.43) 25.00	(0.49) 21.92		Average Speed per Hour		26.85	26.85	21.06	21.06	26.85	44 Y	13.0	TANFORAN	0.6	
The second the second second			1.1.10	will be be no	-3 69	AWT	A CO	1 1000 1000	MANTE	314		BOIR P	13.6	SAN BRUNO	0.0	

HOLIDAYS INDICATED ARE:

WESTWATED

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

Service performed by	extra trains	and yard View.	engines.

EASTW	ARD	WESTWA	ARD		EASTWARD		S	an Fr	rancisco Subdivision.			W	ESTWA	RD
1.5		TOTAL MARKET MARKET	0.210			FIRST	CLASS	M.E.	Time Table No. 142	4	FIRST CLASS			
0.0	Salina	s Subdivision.	1,018		apacity of	34	46	e from	December 31, 1935	Junction	185	45	33	43
	8 9	Time Table No. 142	8		spurs in	Passenger	Passenger	inten	San Jose-Santa Cruz Branch	Distan	Passenger	Passenger	Passenger	Passenger Ar SUNDA
Capacity of sidings and	os fro	December 31, 1935	ce fro	C.	ar rengtus	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	0.83	STATIONS	O &	SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	EX. SUNDAY & HOLIDAYS	& HOLIDAY ONLY
spurs in car lengths	Distance from San Francisco	Spreckels Spur Branch	Distan	Yard	Р	s 9.39AM	5.59AM	46.9	SAN JOSE	6.4	s 3.21 PM	s 7.27 PM	s 7.47PM	s 7.54
and warm	la Land	STATIONS		mins	I			47.6	0.7 W. P. R. R. Crossing	5.7	IR RITE			
74 YP	120.3	SPRECKELS JOT.	2,5	e Ter				49.7	2.1 MOULTON	3.6	(KIRTY T			
	122.8	SPRECKELS	0.0	n Joe	40 WD	0.45		50.7	1.0	2.6	3.09	7.15	f 7.40	f 7.47
AND DESCRIPTION OF THE PARTY OF	milities w	(2.5)		<u>sz</u> (48 WP 6 Spur	s 9.47	6.11	52.9	OAMPBELL 2.2 VASONA	0.4	3.09			
					P	s 9.52AM	s 6.19AM	53.3 51.8	R VASONA JUNCTION	0.0	3.00 PM	7.06PM		the state of the s
Ser	vice per	formed by extra trains.			active and a second	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS		(6.4)		Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDA & HOLIDAY ONLY
				IT		(0.13) 29.54	(0.20) 19.20		Time over DistrictAverage Speed per Hour		(0.21) 18.29	(0.21) 18.29	(0.12) 32.00	(0.12) 32.00

HOLIDAYS INDICATED ARE:

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

SPECIAL INSTRUCTIONS.



RULE 2. The following are designs	ated Watch Inspectors:
S. A. Pope, Manager of Time Service	e, 65 Market Street, San Francisco.
San Francisco {	I. S. Preston, Phelan Building Kline & Logie, 2058 Mission Street M. S. Grousd, 210 Townsend Street Pacific Grove

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

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

Salinas, East End, at crossover west of Signal 1185.

Gonzales, East End, at crossover at station building.

San Miguel, West End, at crossover west of station building.

At other stations where there are crossovers, will apply at initial switch of siding. Schedule time and train orders Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULE 10 (J). Slow boards located on left-hand side of track as follows: Governing westward trains:

One-half mile east of end double track Sargent. 100 feet west of M. P. 119.

Governing eastward trains: 1200 feet west of M. P. 92. At Wellsona.

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.

Watsonville Jct.—Trains on Santa Cruz line.

Vasona Jct .- Trains on Los Altos line.

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

Redwood Junction, Santa Clara-Trains on Western division.

Mayfield—Trains on Los Altos line. San Jose—Trains on Campbell line. Carnadero—Trains on Tres Pinos line.

Castroville—Trains on Pac. Grove line. Santa Cruz—Trains on Davenport line. Surf—Trains on Lompoc line.

RULE 14 (1). Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

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

RULES 17 AND 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay Roundhouse and Third Street Station, San Francisco and from San Jose Passenger Station to Roundhouse. They must be removed on arrival delivery track at Roundhouse.

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.

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

RULES D-71 AND 73. Second-class and inferior trains and engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. They will accept proceed indication of interlocking signal or verbal authority of towerman in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains and engines moving between these points must avoid delaying first-class trains and any other movements when so instructed by towerman.

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

If a positive observation check be made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa-Barbara it will apply at the end of double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

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:

Soledad

Guadalupe

Santa Margarita

Bayshore Yard Gilroy
Redwood Junction Los Gatos
San Jose Yard Salinas

Mayfield—Scheduled trains via Los Altos and trains originating and terminating.

Castroville—Trains originating and terminating, and trains via Gigling. Santa Cruz—Extra trains will register.

RULE 83 (B). Santa Barbara: The train-order office is located at the freight house, 8:00 a. m. to 12:01 a. m., and at passenger station 12:01 a. m. to 8:00 a. m.

Conductors and engineers of westward first-class trains and passenger extras receiving train orders and instructions at freight house will deliver them to relieving crews at passenger station.

First-class trains must register at passenger station and by ticket at freight house when operator on duty.

Visitation 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—Receptacles are located on station platforms between ramps from which through passenger trains may obtain clearance and train orders and where they may register by ticket.

When no clearance received or when irregularities noted, conductor will report to train order office.

RULE 85. Extra trains handling only passenger equipment may run ahead of first class trains between San Francisco and San Jose.

Inferior trains may run ahead of first class trains, San Jose to Niles via Milpitas, but will take necessary precautions to avoid delay to passenger trains.

RULE 93. Yard limits are defined by yard limit signs at the following stations: San Francisco Watsonville Jct. King City Santa Barbara Redwood Jct. Castroville San Luis Obispo Felton Guadalupe San Jose Salinas Santa_Cruz Gilroy Soledad Surf Pacific Grove Lompoc Santa Margarita Los Gatos

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

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.

RULE 103 (A). Between Seventh St. and 17th, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no flagman is on duty. East of 17th and Harrison Sts., unprotected crossings must be protected by member of crew at all times.

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.

Crossing bell at main road Monte Vista not actuated by movements on former Peninsular Ry, tracks, Movements over crossing on these tracks must be protected by flagman on crossing.

No train, motor, engine or car must enter crossing over Bayshor Highway on Chestnut Street, Redwood Harbor spur, at speed greater than 10 miles per hour and must then clear crossing as quickly as practicable.

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

Speed on Del Monte Ice Co.'s spur, Castroville, must not be in excess of ten miles per hour over county road unless protected by flagman on crossing.

RULE 105. 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.

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.

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

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

RULE 107. When passenger trains are at Santa Margarita, engines will not move through house track until such trains have cleared platform unless the movement be properly safeguarded.

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

San Francisco (located 100 feet west of west portal Tunnel No. 3), 1740 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Millbrae, Broadway, Burlingame, Howest, San Mateo, Leslie, Beresford, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyyale, Libby, McNeill and Libby's Spur (Sunnyyale), Lawrence.

Mayfield-Junction switch No. 2 and eastward main track switch No. 3 are equipped with electric switch locks.

Instructions pertaining to operation of switches and locks are posted inside of switch boxes located adjacent to switches referred to.

After switches have been lined for crossover and signal 319 indicates stop, crossover movement must be made under flag protection.

Bay Meadows—When making movement from spur to main track, eastward indicator will show block occupied when westward train is approaching and westward indicator will show block occupied when westward train has passed switch and still in block.

Dwarf signal 199 governing movement from spur will assume proceed position if block not occupied. When signal does not assume proceed position movement may be made in accordance with Rule 509 but must be protected as prescribed by Rule 99.

When moving from Dirigible Base track between Mountain View and Sunnyvale to main track and switch indicator indicates block clear eastward, Signal 367 may be passed in stop position by complying with Rule 509 (f).

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. 5, No. 6.

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 switch.

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

Trains originating San Jose yard must obtain clearance before leaving.

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 Felton or Los Gatos except when train orders are to be delivered.

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at......M........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 516. Overlaps are located at:

Nova-Hathaway-Chittenden-Madrone......Affecting eastward trains. Spreckles Jct...... Affecting westward trains.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

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.

RULE 848. Applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 869. In addition to brakemen on freight trains being on top of their trains when descending steep grades, they must ride on top of trains through yards as follows:

Between Bayshore and Tunnel No. 5. Western Division trains through interlocking plant at Redwood Junction.

San Jose, between the west limits Santa Clara interlocking plant and 4th Street, San Jose and between San Jose Yard and Western Pacific R. R. crossing.

Watsonville Junction, entering and leaving freight yard.

San Luis Obispo, entering and leaving freight yard.

Santa Barbara—Entering and leaving yard.

At points other than those designated when in judgment of conductor it is considered necessary.

TRAIN AND AIR INSPECTION

AIR BRAKE RULE 11.

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 points where air brakes are used; except will not apply in San Jose Yard, but airbrakes must be used wherever required by rule or

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16 (e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

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

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

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

AIR BRAKE RULE 17.

Standing air brake test must be made by eastwardfreight trains at Santa Margarita.

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 four 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. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Nova or Serrano to turn up the retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made, leaving Santa Margarita before reaching summit of grade, where inaccessible retainers must be turned up.

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.

Retainers will be used between Los Gatos and Santa Cruz. Eastward from Glenwood to M. P. 72 and from Rincon to M. P. 78 and westward from Wright to M. P. 55.

Retainers to be operated as follows when train consists over five cars: 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers. To be turned up from head end of train.

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.

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, except when train consists of over 45 cars retainers on 15 head cars will be left in retaining position into San Luis Obispo.

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

When helper engines remain cut into train, three additional retainers to be used

Retainers will be used between between Los Gatos and Santa Cruz. Eastward from Glenwood to M. P. 72 and from Rincon to M. P. 78. Westward from Wright to M. P. 55.

One retainer will be turned up for each 120 M's in train.

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

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty 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. Trains will reduce speed to 20 M.P.H. approaching West Santa Barbara to enable trainmen to turn up retainers.

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.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 Ms per operative brake.

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

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.

RULE 827. When conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains may make a run of 55 miles and may run in either direction between Surf and Santa Barbara, Santa Margarita and King City and King City and Watsonville Junction without stopping for inspection.

Eastward freight trains will stop at Chorro ten minutes or more for inspection, except when delayed at Serrano or Nova ten minutes or more inspection may be made at that point and stop at Chorro omitted.

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

AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals-

San Jose-From limits of San Jose tower to signal located 50 feet west of oil buffer spring switch at junction with roundhouse lead.

Santa Cruz. From station building to signal No. 791.

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.

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.

When signal 924 East of Chittenden or signal 931 West of Logan are in stop position, careful examination of Pajaro River Bridge must be made before passing over.

When signal 2390 East of Cuesta or signal 2401 East of East Portal Tunnel 6 are in stop position, careful examination must be made of Tunnel 6 before passing through.

OIL BUFFER SPRING SWITCHES

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

West Santa Barbara:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Hadley Tower:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Watsonville Jct. yard:	Trailing	eastward	30 MPH.
to the state of the state of the	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
Ballica de Milana	Trailing	westward	30 MPH.
Coyote:	Trailing	eastward	30 MPH.
Lick:	Trailing	westward	30 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	30 MPH.
Manager Manager	-		

At San Jose, switch leading from Freight lead to Eastward main track at east end of passenger yard is an oil buffer spring switch. Speed for trailing movement from main track, or freight lead 30 M. P. H. Westward, making turn out to freight

Switch leading from Milpitas line to roundhouse lead is an oil buffer spring switch, lined normally for main track. Speed limited to 15 M. P. H. in both directions.

At Lick, when interlocking signal governing westward movement is in stop position and permission obtained from Operator to pass signal, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Coyote, when signal 634 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has

At Sargent, when signal 866 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Logan when signal 931 located East of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

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 an automatic, semi-automatic or interlocking 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. eastward main track.....

To facilitate movement, engines and drags when ready to leave San Francisco or 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 inbound yard, two short, one long, one short.

For movement into yard, Bayshore, through
either 5 or 7 switch just east of westward
crossover which is 300 feet east of Bayshore station.....

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

When there is a possibility of delaying passenger trains by engines or yard drags, Signalman will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

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

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.

Movement from Garbage Spur to westward main track must be made under flag protection, as switch is not connected with Interlocking plant.

When there is a possibility of delaying passenger trains by engines or yard drags, Signalman will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

VISITACION TOWER

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

Whistle signals governing routes as follows:

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

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.

For Upper Stone yard, two short, one long, two short.

For Lower Stone yard, one short, one long, two short.

Portland Cement Co.'s track, one short, two long, one short.

For Dunham, Carrigan and One long, one short, one long, one short. Hayden Spur.....

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

REDWOOD JUNCTION

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

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 Santa Clara drill track, 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 455 to 466 inclusive on eastward and westward main tracks; from signal bridge 466 to signal located just west of oil buffer spring switch at junction of Milpitas line and roundhouse lead; and from dwarf light signal located 800 feet east of Newhall Street to signal bridge 464 on freight lead.

When a signal governs the approach to a switch and signal is in stop position, and permission has been obtained from signal operator, by telephone to proceed against signal, it must be known that switch is properly lined before passing over.

When moving against current of traffic on westward main track, stop must be made at signal bridge 466 until hand signal received from yardman to proceed. If proceed signal given before stop is made it will not be necessary to stop.

Whistle signals governing routes as follows:

For westward movement to train yard one short, two long, one short.

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

For San Jose freight yard, one long, two short, one long.

For Freight Lead, one long, one short, one long, one short.

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

For roundhouse, one short, two long, two short.

For Milpitas Line, two short, one long, two short.

SAN JOSE-(Fourth Street)

Limits extend from signals just west of First Street to signal at Fourth Street. Whistle signals governing routes as follows:

For trains to Freight Yards, one long, one short, one long.

For Passenger Station, one short, two long, one 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.

For 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.

SAN JOSE-SANTA CRUZ LINE (Western Pacific Crossing)

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower. No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

Interlocking derail switches on drill tracks are hand operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663. Speed on main track must not exceed 30 M. P. H. through limits of plant.

WILLOW GLEN (W. P. CROSSING)

Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower. No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.
Switches and derails at east end of siding and to industry tracks are hand operated. Movements over Western Pacific tracks on siding must be made under provisions of Rule 663.

HADLEY TOWER

Limits extend from signal 2591SA east of Tower to interlocking signal located 1050 feet west of Tower.

Signal 2591SA governs movements west on westward main track. Interlocking signal located 1050 feet west of Tower governs movements from eastward main track

Dwarf light signal, located west of Tower will remain in its most restrictive position and movements against the current of traffic will be made under flag protection. Signal operators will not be on duty except between the hours of 7:00 A. M. and 11:30 A. M. and 12:30 P. M. and 4:00 P. M. daily except Sunday.

During hours when no signal operator on duty signals, switches and derails will be in position for Southern Pacific main track movements and against Pacific Coast

Railway movements. When signals indicate stop, paragraph (c) of Rule 663 will govern

Telephone is located in Tower.

CENTRALIZED TRAFFIC CONTROL (Authorized Abbreviation C. T. C.)

Limits extend between San Jose and Lick as follows:

At Lick-Westward from light signal located 700 feet east of end of double track. Eastward to light signal located at clearance point of double track.

On Lick branch, to dwarf signal located at clearance point of main track.

At San Jose—From and to dwarf signals on eastward and westward main tracks located 1,500 feet west of end of double track east of passenger yard, and on freight lead between signal bridge 464 and junction with eastward main track at a point 1,250 feet west of end of double track.

From Santa Cruz branch, movements governed by signal located 200 feet east of junction switch. Lower signal governs to freight lead and upper signal to westward main track and station tracks.

To Santa Cruz branch from eastward main track governed by lower signal of two indication signal located east of station and from freight lead governed by lower signal of two indication signal located 400 feet west of junction switch.

Movements within these limits are governed by interlocking signals, under control of signal operator stationed in telegraph office at San Jose passenger station.

Interlocking Rules will govern, and supersedes time table and train order supe-

riorty.

When a signal governs the approach to a switch and signal is in stop position and permission has been obtained from signal operator to proceed against signal, it must be known that switch is properly lined before passing over.

Switch at end of double track, east end passenger yard San Jose is power operated.

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARDS

When making movements 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: Necessary flag protection will be provided on westward main track while switches are being lined up and until movement is clear of main track. All mem-

while switches are being lined up and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, flagman will immediately proceed to telephone located at East portal Tunnel 3 and communicate with other member of crew at telephone at 14th Avenue, indicating that proper protection has been provided on Westward main track. In the meantime foreman will obtain by telephone a line-up of trains and other movements from signal operator at Bayshore. When conditions are such that crossover can be made the switches will be lined as follows: First derail, then crossover switch in eastward main track, then crossover switch in westward main track and last switch from main track to stock track. After crossover movement has been made, line switches in normal opsition, closing crossover switch to eastward main track last. After which flagman may be recalled.

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. 32 at the east end of viaduct at 14th Avenue. Westward No. 20 at 14th Avenue westward train has passed Signal No. 32 at 14th Avenue westward train has passed Signal No. 32 at 14th Avenue westward train has passed Signal No. 33 at the east end of viaduct at 14th Avenue westward train has passed Signal No. 35 at 14th Avenue westward train has passed the center of Tunnel No. 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.

MISCELLANEOUS

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.

Eastward passenger trains moving via Los Gatos and having trains with 6 cars or less will take full tank of water at Los Gatos. Trains with more than 6 cars will take full tank of water at Mayfield, and will not be required to take water at Los Gatos or Wright unless necessary for operating reasons.

Engines on eastward freight trains will be given full tank of water at Los Gatos and will avoid blocking street crossings.

10. 1400, 1500, 2400, 3000, 3100, or 3200 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.

2400, 3000 and 3100 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

2400, 3000 and 3100 class engines, except P1, 3, 11 type, must not be used between Castroville and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

19. 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.

21. Western Division westward main track between Middlefield Road Crossing and home interlocking signal, located just east of Redwood Junction Tower, will accommodate a train of approximately 39 cars, exclusive of set-out, without interference with movements within the interlocking limits.

Western Division westward trains consisting of not over this number of cars, exclusive of number of cars to be set out at Redwood Junction, may pull rear of train over Middlefield Road Crossing, provided distant signal D-269 is found to be in proceed position, which will indicate that signal operator may permit set-out to be made without interference with other movements within the limits of the interlocking plant; otherwise trains must stop clear of crossing and then pull in with only the cars to be

Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield Road Crossing only when distant signal D-269 is found to be in proceed position.

SPEED TABLE

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

SPEED RESTRICTIONS

MT 1, 2, 3, 4, 5, GS1 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S. P. 1, 2, 3, AC4, 5, 6; AM2, MM2 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED:

THE SPEED OF 4000, 4100 AND 5000 TYPE OF ENGINES MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; SANTA MARIA BRIDGE 275-C, GUADALUPE

MT-2 TYPE ENGINES (4385-4390) WILL NOT EXCEED 30 MILES PER HOUR AND 4400 CLASS ENGINES 25 MILES PER HOUR OVER PAJARO RIVER BRIDGE, 92-B, CHITTENDEN; SANTA MARGARITA CREEK, 232-D, SANTA MARGARITA; SANTA MARIA RIVER, 275-C, GUADALUPE; ARROYO HONDA, 343-C, LENTO; EL CAPITAN, 350-F, CAPITAN.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPECIFIED SPEED RESTRICTIONS.

			1			Switch	
Pages	BETWEEN	Passen- ger	Freight or Mixed	Engines (with or without train) Backing	Engines Running Light	Engines running under own steam or towed in trains	
2-3-4-5-6	San Francisco, Third St. Station—East		0.5	an Dec	05	00	
	Portal Tunnel No. 1—1.8 miles	25	25	15	25	20	
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore	50	35	20	35	20	
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20	
2-3-4-5-6	College Park—Signal Bridge 464	45	35	20	30	20	
2-3-4-5-6	Signal Bridge 464 to San Jose	30	20	20	30	20	
7	Mayfield—Vasona Junction	40	30	20	30	20	
7	Vasona Junction—Los Gatos	30	18	15	25	20	
7	Los Gatos—Eva	20	15	10	20	20	
7	Eva-Santa Cruz	25	18	15	25	20	
8-9	San Jose—Willow Glen	50	35	20	35	20	
8-9	Willow Glen-End of double track			Secret Labor	12257	The state of	
0-0	Sargent	60	40	20	35	20	
8-9	End of double track Sargent-Logan	50	35	20	35	20	
8-9	Logan—West switch, Watsonville Jct.	The inter	THE REAL PROPERTY.	meta H	70%		
0-9	yard	60	40	20	35	20	
8-9	West switch, Watsonville Jct. yard-	00			11.77	200	
9-9	Yard office	45	30	20	35	20	
0.010	Yard Office—East end of double track,	10	00	lanta las	AS LOT	Maria A	
8-9-10	Watsonville Jct. (Eastward track)	30	30	20	30	20	
	Carnadero—Tres Pinos	30	25	15	30	20	
9		50	35	20	35	20	
10	Watsonville Junction—Salinas	60	40	20	35	20	
10	Salinas—M. P. 125	50	40	20	35	20	
10	M. P. 125—Soledad		40	20	35	20	
10	Soledad—San Ardo	60	40	20	35	20	
11	San Ardo—Santa Margarita	50			22	20	
11	Santa Margarita—Goldtree	30	18	15	22	20	
11	Goldtree—San Luis Obispo	45	18	15		20	
12	San Luis Obispo—Pismo	50	35	20	35	20	
12	Pismo—Guadalupe	60	40	20	35	20	
12	Guadalupe—Surf	50	40	20	35		
12-13	Surf—Santa Barbara	50	35	20	35	20	
13	Surf—Lompoc	20	20	15	20	20	
13	Lompoc—White Hills	15	15	10	10	10	
8	Santa Cruz—Watsonville Junction	30	25	15	25	20	
8	Davenport—Santa Cruz	30	30	20	25	20	
14	Castroville-Monterey	40	30	15	30	20	
14	Monterey-Pacific Grove	25	18	15	20	20	
14	Pacific Grove—Asilomar	15	15	10	15	15	
14	Spreckels Junction—Spreckels		15	10	15	15	
14	College Park—Vasona Junction	40	30	20	30	20	
14	Valencia St.—San Bruno via Tanforan.	15	15	12	15	15	
1.7	the maximum speed is 35 M. P. H. for er			1:-14	CI I	A CT T	

Mt. 1, 2, 3, 4, 5, and GS1 engines may make 40 M. P. H.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards. Trains and engines must not exceed speed of 15 M. P. H. from interlocking signal

limits on Milpitas line to junction of westward main track.

When tender of engine has water capacity of 7,000 gallons or less maximum speed

must not exceed 50 miles per hour.

Disabled engines (except Switch engines Type S and SE) hauled in trains or run inder own steam:	ning P.H
With all rods on, hauled in trains	30
with all rods on, hadred in trains	30
When main rod only is removed	00
When side rods only are removed	ou
When both main and side rods are removed	20
When all weight removed from any one pair drivers	20
When all weight removed from only one wheel any pair drivers	00

2, 10, 2 and heavier type of engines with main and side rods removed must not be handled in trains and when handled special, a speed of 15 M. P. H. must not be

exceeded.	E HOLE
Relief trains with steam derrick	25
Through crossovers, turn outs and on sidings unless otherwise specified San Luis Obispo yard, limits indicated by slow boards	15
La France and Liek Branches	10
San Francisco—San Bruno, yard drags SW type engines	20
San Francisco—San Bruno, yard drags Other type engines	35
M of W group 4046 with light end lorward	20
Through interlocking plants	aution

Wooden passenger cars, when used in main line service, must be equipped with 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 trains is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

M.	P.H.
San Francisco—San Bruno Line between 3rd and Valencia Sts	15
Burlingame trains 72, 34, 69 and 36 (over crossings Oak Grove Ave. to Penin-	
sula Ave. incl.)	30
Redwood City	45
San Jose, unprotected grade crossings. Palo Alto (over University Ave. to Lytton Ave.)	12
Palo Alto (over University Ave. to Lytton Ave.)	20
Gilroy	30
Santa Cruz, Watsonville	20
Hollister	15
Salinas From westerly city limit signs to Main St	35 25
Salinas From westerly city limit signs to Main St. Santa Barbara. Santa Barbara.	20
Santa Barbara	20

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M.P.	EAST OF	WEST OF	DESCRIPTION
1.3	San Francisco	Bayshore	Mariposa St. Bridge A. T. & S. F. R. R. Crossing
1.3		890740)	A. T. & S. F. R. R. Crossing
1.5	A southware to	***************************************	Tunnel 1
1.7		*	22nd Street Crossing
1.9	*	*	23rd Street Crossing
2.0	*		Tunnel 2
3.1	manufacture Transport and affective	dani familia esta esta esta esta esta esta esta est	Oakdale Avenue
3.7			Williams Ave. Bridge
3.4			Tunnel 3
4.2	new text to all more very selection	Contract to the second section of	Paul Ave.
4.6	*********	Garath Gan Bhanadaga	Tunnel 4
7.7	Bayshore	South San Francisco	Com The malagnite Chaols Duidge
29.7	Menlo Park	Palo Alto	San Francisquito Creek Bridge Station Train Shed
46.9	San Jose	Passenger Station	Salinas River Bridge
200.6	Bradley	Asuncion	Road Crossing
222.0 232.3	Templeton	Cushing	Santa Margarita Creek Bridge
239.6	Cuesta	Thyle	Tunnel 6
240.2	Thyle	Serrano	7
240.9	1 Hy 10	Berrand	9 to a stand W
241.7	Market Control of the	*	* 10
245.8	Serrano	Chorro	STATE OF THE PARTY OF THE PARTY.
251.1	Hathaway	San Luis Obispo	Road Crossing
251.2		Creation through the contract of the contract	Ani Impressoration
251.8	*		Calculation of Alexander Company
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing
262.7	*		Villa Creek, 3rd Crossing
266.4	Oceano	Callender	Arroyo Grande River Bridge
275.4	Bromela	Guadalupe	Santa Maria Bridge
279.5	Guadalupe	Waldorf	Road Crossing Tunnel 12
318.3	Sudden	Jalama	Tunnel 12
334.4	Drake	Sacate	Overhead Bridge
335.0	Sacate	Gaviota	Overhead Bridge

SAN FRANCISCO-SAN BRUNO VIA OCEAN VIEW

3.0 | Valencia Street | Bernal | Dolores Street Bridge

VASONA JUNCTION-SANTA CRUZ

61.4	Wright	Laurel	Tunnel 1
63.5	Laurel	Glenwood	2
65.9	Clems	Tank Siding	3
69.3	Meehan	Olympia	un al da 4 an an autorosavan
72 2	Kelton	Lime Kiln Spur	San Lorenzo River Bridge
73.1	Felton	Big Trees	Redwood tree (side clearance
73.4	Big Trees	Rincon	San Lorenzo River Bridge
74.1	* *************************************		Tunnel 5
78.2	Eblis	Park Street	- 6

WATSONVILLE JCT .- SANTA CRUZ

80.1 | Santa Cruz...... | Seabright...... | San Lorenzo River Bridge

CASTROVILLE-PACIFIC GROVE

113.5 | Nashua..... | Neponset..... | Salinas River Bridge

CLASS	All Steel	Steel Under- frame	Wood
Saggage—60 ft	93,070		
—66 ft	127,610		
* —70 ft.	122,620		
-70 ft. -70 ft. (with Auto.End Door)	127,610 122,620 125,800		
—(Dynamo)	98,730		
ggage and Mail—60 ft		87,120	81,120
ggage and Mail—60 ft	103,620		
" " —69 ft	103,620 124,760		
* -70 ft	129,140	360	
	The second law of	103,590	99,200 76,320 60,000
aggage and Passenger	108,675	112,640	76,320
press Refr.—N.P.Ry		74,000	60,000
—G.N.Ry			70,000
aggage and Passenger. xpress Refr.—N.P.Ry. —G.N.Ry. —A R.E. No. 40- 154		78,000	
		89,000	
* - * 155- 224. * - * 500- 506. * - * 1101-1175.		110,000	
1101-1175.		85,000	
-P.F.E. 500- 799.		83,000	******
a and Silk	133,050		48,180
press, Horse	133,050		81,033
stal	112,120 74,530		
stal	74,030	•••••	
ab	105,120	122,300	
icial	146,210 170,700 100,620	155,370	100 270
oir_60 ft	100,700		109,370 84,740
air—60 ft	163,900		
aches—60 ft	98,130		::::::
	137,640		
72 ft	130 660		
• —73 ft.	139,660 148,040		
-73 ft. -72 ft. (Interurban)	120,000		
•	120,000		81,210
Day Lunch-Chair	105,970		
l Day Lunch—Chair	103,875		
are Coach		138,600	Contract of the
iner—70 ft		135,930	131,040
" —72 ft	155,330	146,930	134,530
" -77 ft. (Arch Type Roof)	156.000		
-77 ft. (Clere Story Roof)	161,520	165,530	
- —79 ft	161,520 169,100		
- —80 ft	175,200		
fe Parlor	148,950	161,200	
ungeseryation— <u>75</u> ft	173,000		
servation—75 ft	154,400		
-77 ft	173,300	1111111	******
	******	141,870	121,300
lman—Observation	164,600	153,000	
Observation Lounge	171,200 168,700		
-Lounge	168,700	112121	
-ParlorBedroom Car.	155,600	147,500	
Bedroom Car	167,600		
-Standard Sleeper	164,600	144,000	
"—Touristil Car—Gas-Electric, 400 H.P	140,600	133,000	
Gas Electric, 400 H.P	158,400		
-Gas-Electric, 600 H.P	167,200 64,140		
-McKeen-55 ft - 70 ft	64,140		
/UIL	71,530		62,000
ervation (Open Top)			

For Air Conditioned Cars-Add to above weights:

A PIT	LOCATION	NAME	TITLE
Wood	San Francisco	Dr. W. B. Coffey	Chief Surgeon and Mgr.
	San Francisco	Dr. J. H. O'Connor	Division Surgeon.
	San Francisco	Dr. J. H. O'Connor Dr. C. A. Walker	District Surgeon.
	San Francisco	Dr. G. R. Carson	District Surgeon.
	San Francisco	Dr. H. B. Graham	Aurist.
	San Francisco	Dr. Grant Selfridge	Aurist.
	San Francisco	Dr. Wilbert F. Swett	Oculist.
81,120	San Francisco	Dr. John C. Williams	Oculist.
	Daly City	Dr. Jos. Butler	District Surgeon.
	So. San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
	So. San Francisco	Dr. W. H. Musselman.	Asst. District Surgeon.
99,200	Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
76,320	San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
60,000	San Mateo	Dr. Alan Benner Dr. Benj. H. Page	District Surgeon. District Surgeon.
70,000	San Mateo Redwood City	Dr. Harper Peddicord	District Surgeon.
	Mayfield	Dr. Granville Wood	Emergency Surgeon.
	Palo Alto	Dr. L. E Phillips	District Surgeon.
	Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
	Campbell	Dr. W. I. Merrill	Emergency Surgeon.
48,180	Los Gatos	Dr. Wm. R. Harder	District Surgeon.
81,033	Los Gatos	Dr. Wm. R. Harder Dr. R. P. Gober	Consulting Surgeon.
	Santa Cruz	Dr. A. L. Phillips	District Surgeon.
	Davenport	Dr. R. D. Rood Dr. A. H. McFarlane	District Surgeon.
	Mountain View		District Surgeon.
	Santa Clara	Dr. J. I. Beattie	District Surgeon.
109,370 84,740	San Jose	Dr. T. V. Moore Dr. D. R. Threlfall	District Surgeon. Asst. District Surgeon.
84,740	San Jose	Dr. Karl F. Pelka	District Surgeon.
	Gilroy	Dr. R. H. Prien	District Surgeon.
	Hollister	Dr. L. E. Smith	District Surgeon.
	Watsonville	Dr. F. H. Koepke	District Surgeon.
	Watsonville	Dr. D. S. Woodward Dr. L. M. Liles	Asso. District Surgeon.
	Watsonville	Dr. L. M. Liles	District Surgeon.
81,210	Monterey	Dr. Mast Wolfson	District Surgeon.
	Pacific Grove	Dr. H. S. Hoyt	District Surgeon.
	Pacific Grove	Dr. H. M. Hoyt	Consulting Surgeon. District Surgeon.
131,040	Salinas	Dr. E. Wiley Reeves Dr. Rollin Reeves	Asst. District Surgeon.
	Salinas Castroville	Dr. C. E. Schults Dr. L. P. Davilin	District Surgeon.
134,530	Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
******	Soledad	Dr. F. E. Weibe	District Surgeon.
	King City	Dr. C. T. Bullard	District Surgeon.
	San Miguel	Dr. F. E. Weibe Dr. C. T. Bullard Dr. C. R. Kennedy	District Surgeon.
	Paso Robles	Dr. Gillord L. Sobey	District Surgeon.
	Atascadero	Dr. H. McGarvey	Emergency Surgeon.
	Santa Margarita.	Dr. Harry J. Coventry.	Emergency Surgeon.
	San Luis Obispo.	Dr. F. R. Mugler Dr. J. B. Butler	District Surgeon. District Surgeon.
121,300	San Luis Obispo.	Dr. C. P. Proudfoot	Oculist and Aurist.
	Guadalupe	Dr. W. D. Sink	District Surgeon.
	Guadalupe	Dr. W. C. Conser	Asst. District Surgeon.
	Guadalupe	Dr. W. C. Conser Dr. A. L. Mollath	Asso. District Surgeon.
	Lompoc	Dr. L. E. Heiges	District Surgeon.
	Lompoc	Dr. L. E. Heiges, Jr	Assoc. District Surgeon.
	Banta Barbara	Dr. Kent R. Wilson	District Surgeon.
	Santa Barbara	Dr. C. S. Stevens	District Surgeon.
	Banta Barbara	Dr. A. B. Steele Dr. Wm. J. Mellinger	Asso. District Surgeon. Aurist.
	Santa Barbara	Dr. Wm. J. Mellinger Dr. Wm. H. Johnson	Oculist.
	Balla Balbara	DI. WIII. II. COMMSON	O 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
62,000			

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

DIVISION MILEAGE

First Main Track		
San Francisco 3rd St. to Santa Barbara	365.08	
End Western Division to San Jose(C. P. Ry	2.20	
End Western Division to Santa Clara. S. P. C. Ry. End Western Division to Redwood Junction. C. P. Ry. College Park to San Jose. S. P. C. Ry.	1.28 1.37 1.31	
Total First Main Track.	No.	371.24
Second Main Track		
San Francisco to Santa Barbara 8. P. R. R. Co. 66.81 Redwood Jct. to Sweeny C. P. Ry	77.18	
Redwood Jct. to Sweeny	1.32	
Total Second Main Track		78.50 449.74
First Branch Track		
Campbell to La Franc	4.76 33.45 11.91 14.31 16.27 19.60 3.84 20.19 13.18 2.89 2.84 18.45	
Total First Track		161.69
Total Branches		161.69
Total All Tracks Coast Division		611.43

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose and San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
M-4 M-4	M-63 20/28 126	}1615 to 1713	190	2950	17	2550	780	700	1750
M-6 M-9	M-63 20/28 135-S M-63 21/28 150-S M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200 210	3650 3850	·	3150 3350	990 1050	890 950	2150 2250
T-1 T-26 T-28, 31 T-32	T-63 20/26 112 T-69 21/28 152-S T-63 22/28 162-S T-69 23/28 174-S	2239 to 2271. 2283 to 2299. 2311 to 2362. 2363 to 2370, 2372 to 2384.	180 200 210 210	2650 3400 4200 4300		2300 2950 3650 3750	700 860 1150 1150	630 770 1050 1050	1550 1950 2500 2550
P-1,3,5 P-4 P-6 P-7 P-8, 10 P-10 P-11 P-12	P-77 22/28 141-S P-77 23/28 155/B-58-SF P-77 25/28 172-S P-73 25/28 171-S P-73 25/30 181-SF P-73 25/30 183/B-63-SF P-68 24/26 157-S P-73 27/28 189-SF	2400 to 2452, 2459, 2460. 2400 to 2437. 2453 to 2458. 2476, 2477. 2461 to 2474, 2478 to 2483. 2484 to 2491. 3100 to 3109. }3120 to 3129.	210 210 200 200 200 200 200 180 5 190	3500 4000 4300 4350 4600 4800 3700 }	10000	3050 3450 3750 3800 4000 4150 3200 4400	860 1000 1100 1150 1200 1250 900	770 860 970 1050 1050 1150 800	2000 2400 2500 2550 2650 2900 2100
P-12 C-9, 10 C-9, 10 C-8 C-5 C-5 C-5 C-5	P-73 26/28 189-SF C-57 22/30 194-S C-57 22/30 200-SF C-57 22/30 192-S C-57 22/30 187-S C-57 22/30 185-S C-57 22/30 180 C-57 22/30 178	}2513 to 2599, 2750, 2752 to 2860 2698 to 2749, 2751 2624 to 2679 2680 to 2693 2680 to 2693	\ 205 \ 210 \ 200	4600 4100	10000	3950 3550	1300	1150 1150	2700 2400
W-1 W-3 W-2 W-8	TW-54 22/26 147 TW-50 20/26 120 TW-50 20/26 118 TW-54 21/32 161-S	2900 to 2913 2932 to 2945 2947 to 2952. 2914 to 2921, 2923	180 170 190	3500 2900 3900		3050 2500 3200	950 800 1050	850 700 950	2050 1700 2250
A-3 A-3	A-81 20/28 112-S A-81 20/28 120/B-64-SF	3025 to 3071	210 210	2800 2900	::::	2400 2500	630 630	550 550	1550 1700
Mk-2, 4 Mk-2, 4 Mk-4 Mk-5, 6	Mk-57 23 1/30 206-S Mk-57 23 1/30 222-SF Mk-57 23 1/30 230-SF Mk-63 26/28 210-S	3200 to 3240	210	5400	10000	4650	1500	1350	3200
Mk-5, 6 Mk-5, 6	Mk-63 26/28 231-SF Mk-63 26/28 233-SF	3241 to 3277	210	5850	12000	5150	1600	1450	3500
Mk-7, 8, 9 F-1 F-3 F-4, 5 F-5	Mk-63 29/30 247-S F-63 27 ½/32 273-S F-63 29 ½/32 297-S F-63 29 ½/32 306/B-61-SF F-63 29 ½/32 306/B-62-SF	3600 to 3652 3653 to 3667 3668 to 3763 3764 to 3768	200	6350 6700 7600 8000	12000 12000 12000 12000	5550 5800 6600 7000	1750 1900 2100 2350	1600 1700 1900 1900	3750 3950 4500 4750
r-5 Mt-1,3,4,5		4300 to 4376	210	6600	12000	5750	1800	1550	4000
SP-1 SP-2, 3	SP-63 28-32 316/B-60-SF SP-63 28-32 317/B-61-SF	}5000 to 5048	225	8000		7900	2600	2100	5300
Allowance	for Empty and Underloaded	Cars—M's { Less than 40 M's		. 3	6 3 0	6 3 0	3 0 0	3 0 0	3 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 by Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

CLASS"C"-Consolidation

"T"—Ten-wheelers
"Mt"—Mountain Type

"TW"—Twelve-wheelers "Mk"—Mikado "S.P."—Southern Pacific Type

"P"—Pacific Type "F"—2-10-2 Type

"A"—Atlantic Type

CHIEF TRAIN DISPATCHER

ASST. CHIEF TRAIN DISPR'S

A. S. BRAINARD....San Francisco

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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 Jet. (Yard Office), Salinas, Castroville, San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

TRAINMASTERS

L. KOCHER San Francisco I. J. ONYON San Francisco J. M. CARDWELL, Watsonville Jct. J. W. CORBETT, San Luis Obispo

TERMINAL TRAINMASTER J. G. SELDEN San Francisco D. W. BROPHY San Francisco

ROAD FOREMAN OF **ENGINES**

EXAMINER

J. Q. DAVIS..... San Francisco J. T. BELL.... San Francisco

H. R. HUGHES, Assistant Superintendent, San Francisco

