

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

143



To Take Effect Sunday, February 16, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

San Francisco Subdivision.

FIRST CLASS

Capacity of sidings and spurs in car lengths	36	124	170	120	168	166	116	164	162	114	112	174	34	98	250	72	110	108	38	Distance from San Francisco
	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Motor	
Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave SAT. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SAT. & HOLIDAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	
BKWOIT YP	3.00 PM	2.15 PM	1.35 PM	1.15 PM	1.00 PM	12.30 PM	12.15 PM	12.10 PM	11.15 AM	11.00 AM	9.30 AM	9.30 AM	8.05 AM	8.00 AM		7.45 AM	7.00 AM	6.00 AM	12.15 AM	0.0
P			f														f			1.9
BKWO ITP	3.09	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	f 8.14	8.09		7.54	s 7.10	f 6.09	f 12.24	5.2
P																	f		f	6.5
KIP																				6.9
		s 2.30	s 1.49	s 1.30		s 12.45	s 12.30		s 11.30	s 11.16	s 9.46	s 9.45	s 8.20				s 7.17	s 6.16	s 12.31	9.3
Y																				10.4
P		f 2.33	s 1.52	s 1.34		f 12.48	f 12.34		f 11.33	s 11.20	s 9.50	s 9.48	s 8.24				s 7.20	s 6.20	s 12.34	11.0
51 Center P		f	f	f		f	f		f	f	f	f	f				f	f	f	12.1
52 Spur P		f	f	f		f	f		f	f	f	f	f				f	s	f	13.7
60 Spur P		s	s	s	s	s	s		s	s	s	s	s				s	s	s	15.2
91 Center WP	3.24	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	s 8.36			s 8.07	s 7.31	s 6.35	s 12.44	16.3
31 Spur		s 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	s 8.40	8.23			s 7.34	s 6.40	s 12.48	17.9
24 Spur		f	f	f		f	f		f	f	f	f	f				f	f	f	18.9
28 Spur P		s	s	s		f	f		f	s	s	s	s				s	s	f	20.0
51 Center P		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	20.3
WIYP	3.34	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	21.9
41 Spur P		s 3.03	s 2.23	s 2.04	s 1.41	s 1.17	s 1.04	s 12.44	s 12.03	s 11.50	s 10.20	s 10.15	s 8.56	8.32			s 7.51	s 6.59	s 1.04	23.2
51 Spur P		f	f	f	s	f	f	s	f	f	f	f	f				f	f	f	25.4
53 Center KWYP		s 3.12	s 2.31	s 2.12	s 1.49	s 1.26	s 1.13	s 12.53	s 12.11	s 11.59 AM	s 10.30	s 10.24	s 9.05			s 8.25	s 8.00	s 7.10	s 1.13	26.2
51 Center P		s 3.15	s 2.35	s 2.15	s 1.53 PM	s 1.30	s 1.17		s 12.15	s 12.03 PM	s 10.34	s 10.27	s 9.09	8.38			s 8.03	s 7.13	f 1.16	27.8
77 Spur P		s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.23		s 12.21	s 12.11	s 10.41	s 10.33	s 9.15		Via Newark	8.31	s 8.09	s 7.20	f 1.22	28.9
50 Center		s 3.25	s 2.46	s 2.26		s 1.41	s 1.28		s 12.26	s 12.16	s 10.46	s 10.37	s 9.20	8.45			s 8.14	s 7.24	f 1.27	30.1
KIP		s 3.38	s 2.55	s 2.33		s 1.48	s 1.35		s 12.33	s 12.23	s 10.54	s 10.44	s 9.28		8.43 AM		s 8.23	s 7.38	f 1.35	31.8
IP		f		f		f			f	f		f	f				f	f		34.8
BKWO ITP	s 4.00 PM	s 3.45 PM	s 3.00 PM	s 2.40 PM		s 1.55 PM	s 1.40 PM	s 1.15 PM	s 12.40 PM	s 12.30 PM	s 11.00 AM	s 10.50 AM	s 9.34 AM	s 8.57 AM	s 8.50 AM	s 8.45 AM	s 8.30 AM	s 7.45 AM	s 1.40 AM	36.1
Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive SAT. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SAT. & HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	45.2
	(1.00) 46.90	(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	(1.29) 31.62	(0.57) 49.37	(0.07) 17.66	(1.00) 46.90	(1.30) 31.27	(1.45) 26.80	(1.25) 33.11	45.7

Time Table No. 143

February 16, 1936

STATIONS

TO-R SAN FRANCISCO	0.0
1.9	
23D STREET	1.2
1.0	
14TH AVE.	1.0
1.1	
PAUL AVE.	1.1
1.3	
BAYSHORE	1.3
0.4	
VISITACION	0.4
R VISITACION TOWER	1.7
0.7	
BUTLER ROAD	0.7
1.1	
SO. SAN FRANCISCO	1.1
0.6	
TANFORAN WYE	0.6
1.1	
SAN BRUNO	1.1
1.6	
LOMITA PARK	1.6
1.5	
MILLBRAE	1.5
1.1	
BROADWAY	1.1
1.6	
BURLINGAME	1.6
1.0	
SAN MATEO	1.0
1.1	
HAYWARD PARK	1.1
0.3	
BAY MEADOWS	0.3
1.6	
BERESFORD	1.6
1.3	
BELMONT	1.3
2.2	
SAN CARLOS	2.2
0.8	
REDWOOD CITY	0.8
1.6	
R REDWOOD JOI.	1.6
1.1	
ATHERTON	1.1
1.2	
MENLO PARK	1.2
1.7	
PALO ALTO	1.7
3.0	
R MAYFIELD	3.0
1.3	
CASTRO	1.3
2.7	
MOUNTAIN VIEW	2.7
2.0	
SUNNYVALE	2.0
3.5	
LAWRENCE	3.5
0.9	
SANTA CLARA	0.9
0.5	
R SAN JOSE YARD	0.5
1.2	
COLLEGE PARK	1.2
(46.9)	

Automatic Block System

Double Track

HOLIDAYS INDICATED ARE:

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	{ San Mateo Palo Alto	Receive	Beyond San Jose		Daily
36	{ Burlingame Redwood City Palo Alto	{ To discharge passengers from San Francisco and receive passengers for points beyond San Jose.			{ Sundays and Holidays

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.

Additional Stations

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

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara—Newark line will apply at junction switch, Santa Clara.

San Francisco Subdivision.

WESTWARD

Time Table No. 143

February 16, 1936

FIRST CLASS

STATIONS	Distance from San Jose	San Francisco Subdivision.																			
		105	259	107	169	109	111	115	117	1	121	123	125	129	131	75	133	73	31	135	173
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Passenger	Passenger	Santa Cruz	Passenger	Passenger
TO-R SAN FRANCISCO	46.9	s 6.20AM		s 7.15AM	s 7.15AM	s 7.30AM	s 7.45AM	s 8.00AM	s 8.05AM	s 8.10AM	s 8.17AM	s 8.23AM	s 8.30AM	s 8.40AM	s 8.55AM	s 9.00AM	s 9.20AM		s 9.40AM	s 10.05AM	s 10.10AM
23D STREET	45.0	s		s		s	s	s													
14TH AVE.	43.8	s		s																	
PAUL AVE.	42.8																				
BAYSHORE	41.7	s 6.07		s 7.03	f 7.04	s 7.18	s 7.33	s 7.48						8.31	8.45	8.50	9.10		9.31	9.56	f 10.01
VISITACION	40.4			f																	
R VISITACION TOWER	40.0																				
BUTLER ROAD	38.3			s			s														
SO. SAN FRANCISCO	37.6	s 6.01		s 6.54	s 6.58	s 7.12	s 7.27		s 7.50				s 8.15		s 8.39		s 9.04			s 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						s 8.22	s 8.36		s 9.01			s 9.47	f 9.52
LOMITA PARK	34.8	s		s	f	f	s	s						s	s					s	f
MILLBRAE	33.2	s		s	f		s		s		s									f	f
BROADWAY	31.7	s		s	s	s	s	s		s 7.55		s 8.07	s	s						s	s
BURLINGAME	30.6	s 5.46		s 6.40	s 6.45	s 6.57	s 7.11	s 7.30	s 7.37	s 7.41		s 8.04	s 8.12	s 8.25	s 8.31	s 8.51			s 9.35	s 9.42	
SAN MATEO	29.0	s 5.42		s 6.36	s 6.41	s 6.53	s 7.07	s 7.26	s 7.33			s 8.00	s 8.08	s 8.21		s 8.47		9.15	s 9.31	s 9.38	
HAYWARD PARK	28.0	f 5.38		f	f	f	s		s 7.30			s 7.56		s					f	f	
BAY MEADOWS	26.9																				
BERESFORD	26.6	f		f	f			f						f						f	f
BELMONT	25.0	s		s	f	s	s	s		s				s		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				s 8.00	s 8.12		s 8.38			s 9.21	f 9.29	
REDWOOD CITY	21.5	s 5.27		s 6.22	s 6.28	s 6.37	s 6.52	s 7.10	s 7.18		s 7.46		s 7.56	s 8.08		s 8.34			s 9.17	s 9.25	
R REDWOOD JOT.	20.7	5.25		6.20	6.26	6.35	6.50	7.08	7.16	7.27	7.41	7.43	7.46	7.54	8.06	8.17	8.32		9.06	9.15	9.23
ATHERTON	19.1	f		f	f		s		s 7.13					s 7.51	s 8.03		f		s 9.12	f	
MENLO PARK	18.0	s		s	f	s	s	s						s	s		s		s	f	
PALO ALTO	16.8	s 5.16		s 6.12	s 6.19	s 6.27	s 6.41	s 7.00	s 7.07	s 7.22	s 7.35		s 7.45	s 7.57	s 8.12	s 8.23		s 9.00	s 9.06	s 9.15	
R MAYFIELD	15.1	s 5.08		s 6.08	f 6.16	6.24	s 6.37		s 7.03		7.31	7.36AM		s 7.41	s 7.53		s 8.20		8.57AM	s 9.03	f 9.12
CASTRO	12.1								f												
MOUNTAIN VIEW	10.8	s 5.02	Via Newark	s 6.02	f	s 6.18	s 6.31	s 6.50	s 6.56		s 7.26	Via Los Altos	7.03	s 7.35	s 7.48		s 8.14	Via Newark	Via Los Altos	s 8.57	s 9.06
SUNNYVALE	8.1	f 4.58		s 5.57	f	s 6.13	f 6.27	s 6.45			s 7.21			s 7.43		s 8.09			s	f	
LAWRENCE	6.1	f		f	f	f			f	7.07		6.58	f		7.57	f					
SANTA CLARA	2.6	f 4.50	f 4.55AM	s 5.50	s 6.00	s 6.05	f 6.20	s 6.38	s 6.46				s 7.22	s 7.36		s 8.03	f 8.07AM		s 8.45	f 8.55	
R SAN JOSE YARD	1.7																				
COLLEGE PARK	1.2	f	f	f		f		f						f	f				f	f	
TO-R SAN JOSE	0.0	4.45AM	4.50AM	5.45AM	5.55AM	6.00AM	6.15AM	6.32AM	6.40AM	7.00AM	7.10AM		6.50AM	7.15AM	7.30AM	7.50AM	7.58AM	8.01AM		8.40AM	8.50AM
(46.9)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY
Time over District.....	(1.35)		0.05	(1.30)	(1.20)	(1.30)	(1.30)	(1.28)	(1.25)	(1.10)	(1.07)	(0.47)	(1.40)	(1.25)	(1.25)	(1.10)	(1.22)	(0.06)	(0.43)	(1.25)	(1.20)
Average Speed per Hour.....	29.62		31.20	31.27	35.18	31.27	31.27	31.98	33.11	40.20	42.00	40.60	28.14	33.11	40.20	34.32	26.00	44.37	33.11	35.18	

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

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

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

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara—Newark line will apply at junction switch, Santa Clara.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
1 31 135	Any Station San Bruno Bay Shore	Discharge Discharge Discharge		Yuma Any Station Any Station	Daily Funeral parties Daily

FIRST CLASS

Capacity of sidings and spurs in car lengths	254	2	152	150	148	146	184	144	142	140	182	138	136	180	134	130	32	176	126	Distance from San Francisco	
	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Santa Cruz	Passenger	Passenger		
Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SAT. SUN & HOLIDAYS	Leave Daily EX. SAT. SUN & HOLIDAYS	Leave Daily EX. SAT. SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SAT. SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS		
BKWOIT YP	6.45 PM	6.20 PM	5.50 PM	5.30 PM	5.26 PM	5.23 PM		5.23 PM	5.20 PM	5.17 PM	5.03 PM	5.03 PM	4.50 PM	4.45 PM	4.20 PM	4.10 PM	4.00 PM	3.30 PM	3.15 PM	0.0	
P				s			f				f	f	s	f	f				f	1.9	
BKWO ITP		f 6.29	f 5.59								f 5.14	5.12	s 5.01	f 4.54	s 4.31	4.19	4.09	3.39	3.24	3.1	
P		f	f								f		s						f	4.1	
KIP																				6.5	
Y																				6.9	
P		s 6.39	s 6.09	s 6.05	s 5.45			s 5.39			s 5.20		s 5.08	s 5.00	s 4.39				f 3.45	s 3.30	8.6
51 Center P			s	s	s						f	s		f	s				f	f	9.3
52 Spur P			s	s	s	s 5.46					f	s		f	s				f	f	10.4
60 Spur P	s 7.08	s 6.49	s 6.21	s 6.00				s 5.52	s 5.45		s 5.35	s 5.29	s 5.20	s 5.12	s 4.52		s	s 3.57	s 3.44		11.0
91 Center WP		s 6.53	s 6.25	s 6.04	s 5.52	s 5.52	s 5.56	s 5.49		5.39	s 5.39	s 5.32	s 5.24	s 5.15	s 4.57	4.34	4.25	s 4.01	s 3.48		12.1
31 Spur			s	s	s						f			f	s				f	f	13.7
24 Spur		f	f	f							f	s			f				f	f	15.2
28 Spur P		s	s	s	s						f		s	f	s				f	s	16.3
51 Center P		s 7.04	s	s				s 6.05		5.45	s 5.49			f 5.24	s 5.08				f 4.10	s 3.58	17.9
WIYP		s 7.08	s 6.40	s 6.18	s 6.06	s 6.09	s 6.01	s 5.51		s 5.53	s 5.42	s 5.37	s 5.28	s 5.12	s 4.43				s 4.14	s 4.02	18.9
51 Center		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	4.04		20.0
41 Spur P			f	f	f						f	s		f	s				f	f	20.3
51 Spur P	s 7.30	s 7.18	s 6.50	s 6.29	s 6.16	s 6.19	s 6.09	s 6.02	s 5.57	s 6.05			s 5.46	s 5.38	s 5.23	s 4.50			s 4.24	s 4.14	21.9
53 Center KWYP		s 7.22	s 6.54	s 6.33	s 6.20	s 6.23	s 6.13		s 6.01 PM	s 6.09			s 5.50	s 5.41	s 5.27	s 4.53	s 4.43 PM	s 4.27	s 4.17		23.2
51 Center P	Via Newark		f								f	f		f	f				f	f	25.4
77 Spur P		s 7.32	f 7.05	s 6.44	f 6.31	s 6.34	s 6.24				s 6.21		s	s 5.51	s 5.39		Via Los Altos	s 4.33	s 4.24		26.2
50 Center											f			f	f				f	f	27.8
KIP	8.29 PM	f 7.39	f 7.14	f 6.53	f 6.38	s 6.42	s 6.31				s 6.30	s 6.11		f 5.59	s 5.48				s 4.44	s 4.38	28.9
KP																					30.1
IP				f	f	f					f	s		f	f				f	f	31.8
BKWO ITP	s 8.35 PM	s 7.53 PM	s 7.45 PM	s 7.20 PM	s 7.00 PM	s 6.45 PM	s 6.48 PM	s 6.38 PM	s 6.30 PM		s 6.36 PM	s 6.18 PM	s 6.12 PM	s 6.05 PM	s 5.55 PM	s 5.15 PM			s 4.50 PM	s 4.45 PM	34.8
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT. SUN & HOLIDAYS	Arrive Daily EX. SAT. SUN & HOLIDAYS	Arrive Daily EX. SAT. SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SAT. SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS		36.1
(0.06)	(1.08)	(1.25)	(1.30)	(1.30)	(1.19)	(1.25)	(1.15)	(1.10)	(0.44)	(1.33)	(1.15)	1.22	(1.20)	(1.35)	(1.05)	(0.43)	(1.20)	(1.30)			38.8
26.00	41.38	33.11	31.27	31.27	35.62	33.11	37.52	40.20	43.36	30.26	37.52	34.32	35.18	29.62	43.29	44.37	35.18	31.27			40.8

Time Table No. 143
February 16, 1936

STATIONS		Distance from San Francisco
TO-R SAN FRANCISCO	1.9	0.0
23D STREET	1.2	1.9
14TH AVE.	1.0	3.1
PAUL AVE.	1.1	4.1
BAYSHORE	1.3	5.2
VISITACION	0.4	6.5
R VISITACION TOWER	1.7	6.9
BUTLER ROAD	0.7	8.6
SO. SAN FRANCISCO	1.1	9.3
TANFORAN WYE	0.6	10.4
SAN BRUNO	1.1	11.0
LOMITA PARK	1.6	12.1
MILLBRAE	1.5	13.7
BROADWAY	1.1	15.2
BURLINGAME	1.6	16.3
SAN MATEO	1.0	17.9
HAYWARD PARK	1.1	18.9
BAY MEADOWS	0.3	20.0
BERESFORD	1.6	20.3
BELMONT	1.3	21.9
SAN CARLOS	2.2	23.2
REDWOOD CITY	0.8	25.4
R REDWOOD JCT.	1.6	26.2
ATHERTON	1.1	27.8
MENLO PARK	1.2	28.9
PALO ALTO	1.7	30.1
R MAYFIELD	3.0	31.8
CASTRO	1.3	34.8
MOUNTAIN VIEW	2.7	36.1
SUNNYVALE	2.0	38.8
LAWRENCE	3.5	40.8
SANTA OLARA	0.9	44.3
R SAN JOSE YARD	0.5	45.2
COLLEGE PARK	1.2	45.7
TO-R SAN JOSE	(46.9)	46.9

NOTE.— See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose. Water supply at Redwood Jct. located on Dumbarton line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
32	Palo Alto	Receive	Any Station	Any Station	Friday
32	Palo A	Receive or Discharge	Any Station	Any Station	Saturday

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.

Additional Stations: Aqua (Spur) MP 12.9, Howest (Spur) MP 16.8, Romac (Spur) MP 19.7, Pumork MP 22.7

Standard Clock at Santa Clara located in interlocking tower. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara - Newark line will apply at junction switch, Santa Clara.

Time Table No. 143

February 16, 1936

San Francisco Subdivision.

WESTWARD

FIRST CLASS

STATIONS

TO-R SAN FRANCISCO	1.9
23D STREET	1.2
14TH AVE.	1.0
PAUL AVE.	1.1
BAYSHORE	1.3
VISITACION	0.4
R VISITACION TOWER	1.7
BUTLER ROAD	0.7
SO. SAN FRANCISCO	1.1
TANFORAN WYE	0.6
SAN BRUNO	1.1
LOMITA PARK	1.6
MILLBRAE	1.5
BROADWAY	1.1
BURLINGAME	1.6
SAN MATEO	1.0
HAYWARD PARK	1.1
BAY MEADOWS	0.3
BERESFORD	1.6
BELMONT	1.3
SAN CARLOS	2.2
REDWOOD CITY	0.8
R REDWOOD JCT.	1.6
ATHERTON	1.1
MENLO PARK	1.2
PALO ALTO	1.7
R MAYFIELD	3.0
OASTRO	1.3
MOUNTAIN VIEW	2.7
SUNNYVALE	2.0
LAWRENCE	3.5
SANTA CLARA	0.9
R SAN JOSE YARD	0.5
COLLEGE PARK	1.2
TO-R SAN JOSE	

Distance from San Jose

Double Track

Distance from San Jose	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	155 Passenger	99 Daylight	157 Passenger	71 Passenger	43 Passenger
	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	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI. DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI. DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUN. & HOLI. DAYS ONLY
46.9	s 10.40AM	s 11.05AM	s 11.30AM	s 11.55AM	s 12.01PM	s 12.10PM	s 1.25PM	s 3.00PM	s 4.05PM	s 4.05PM	s 5.05PM	s 5.10PM	s 5.30PM	s 6.15PM	s 6.55PM	s 7.00PM	s 7.35PM	s 9.30PM	s 9.50PM
45.0				f				f				f	f						
43.8				f									f						
42.8				f									f						
41.7	10.31	10.56	11.20	f 11.43	f 11.51AM	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 6.46	6.50	7.25	9.20	9.40
40.4													f						
40.0																			
38.3				f							f	f	f					f	f
37.6		s 10.50		s 11.37	s 11.44		s 1.10	s 2.43	s 3.48	f 3.49	s 4.48	f 4.53	s 5.10	s 5.59			s 7.18	f 9.14	f 9.33
36.5																			
35.9		f 10.46	11.12	f	s 11.40	11.50	s 1.06	s 2.39	s 3.43	f 3.45		f 4.50	s 5.05	s 5.55			s 7.14	f 9.10	f 9.29
34.8		f		f	f		f	f	f	f		f	f	f					
33.2		f		f	f		f	f	f	f		f	f	f			s		
31.7		s		s	s		s	s	s	s	s	s	s	s			s	s	s
30.6	s 10.15	s 10.37	s 11.04	s 11.24	s 11.29		s 12.57	s 2.30	s 3.32	s 3.37	s 4.34	s 4.40	s 4.55	s 5.46	s 6.28		s 7.04	s 9.02	s 9.19
29.0	s 10.12	s 10.33		s 11.20	s 11.25	s 11.39	s 12.53	s 2.26	s 3.28	s 3.33	s 4.30	s 4.36	s 4.50	s 5.41	s 6.24	6.36	s 7.00	s 8.58	s 9.15
28.0		f		f	f		f	f	f	f		f	f	f			f		
26.9																			
26.6				f	f		f	f	f	f		f	f	f					
25.0	10.07	s		f	s		f	s	s	f		s	s	f			s	f	f
23.7		s 10.24		f	s 11.15		s 12.44	s 2.16	s 3.15	f 3.24		f 4.26	s 4.39	s 5.31	f 6.15		s 6.52	f	f 9.03
21.5	s 10.03	s 10.20		s 11.07	s 11.11		s 12.41	s 2.12	s 3.11	s 3.21	s 4.19	s 4.22	s 4.35	s 5.27	s 6.11		s 6.48	s 8.46	s 8.59
20.7	10.01	10.18	10.52	11.05	11.09	11.27	12.39	2.10	3.09	3.19	4.17	4.20	4.33	5.25	6.09	6.26	6.46	8.44	8.57
19.1		f		f	f		f	f	f	f		f	f	f				f	f
18.0		s		f	s		s	s	s	f		s	s	s			s	f	f
16.8	s 9.55	s 10.10	s 10.47	s 10.57	s 11.01	s 11.22	s 12.31	s 2.02	s 3.01	s 3.11	s 4.10	s 4.12	s 4.25	s 5.17	s 6.01		s 6.38	s 8.36	s 8.48
15.1		s 10.07		f 10.53	s 10.57		s 12.27	s 1.58	s 2.57	s 3.07		f 4.08	s 4.19	s 5.13	s 5.57	6.20	s 6.34	f 8.32	s 8.44
12.1				f	f							f	f	f					
10.8		s 10.01		f 10.47	s 10.51		s 12.22	s 1.52	s 2.52	f 3.02	s 4.02	f 4.02	s 4.12	s 5.07	s 5.52		s 6.27	f 8.27	s 8.38
8.1	9.44	s		f 10.42	s 10.47		s 12.17	s 1.47	s 2.47	f 2.57	s 3.57	f 3.57	s 4.06	s 5.02	s 5.47		s 6.22	f 8.22	f 8.33
6.1				f	f			f	f	f		f	f	f					
2.6		s 9.50		f 10.35	s 10.40		s 12.10	s 1.40	s 2.40	f 2.50	3.50	f 3.50	s 3.59	s 4.55	f 5.40		s 6.15	f 8.15	s 8.26
1.7																			
1.2				f	f			f	f		f	f	f	f			f		f
0.0	9.35AM	9.45AM	10.28AM	10.30AM	10.35AM	11.00AM	12.05PM	1.35PM	2.35PM	2.45PM	3.45PM	3.45PM	3.53PM	4.50PM	5.35PM	6.01PM	6.10PM	8.10PM	8.20PM
(46.9)	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave SUN. & HOLI. DAYS ONLY

Time over District.....	(1.05)
Average Speed per Hour.....	43.29

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

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

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
155	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
141	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
71-43	Any Station	Discharge		Beyond Los Gatos	Daily
35	Redwood City San Mateo	Discharge		Gilroy	Daily

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

San Jose-San Francisco local passenger trains and No. 41 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

EASTWARD

San Francisco Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS										Distance from San Francisco	Time Table No. 143 February 16, 1936										Distance from San Jose	FIRST CLASS		THIRD CLASS	
	402											STATIONS											159	473	401	
	Freight											TO-R SAN FRANCISCO											Passenger	Freight	Freight	
San Francisco Terminal Yard	Leave Daily Ex. Sunday										Automatic Block System	R VISITACION TOWER										Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday		
	160											TO-R SAN JOSE														
BKWOIT YP											0.0	TO-R SAN FRANCISCO	46.9	s 11.20 PM												
P											1.9	1.9	45.0	f												
BKWO ITP											3.1	23D STREET	43.8													
P											4.1	1.2	42.8													
KIP											5.2	14TH AVE.	41.7	s 11.10			1.30 AM	4.30 AM								
Y											6.5	1.0	40.4													
P	8.00 PM										6.9	PAUL AVE.	40.0													
											8.6	1.1	38.3	f												
											9.3	BAYSHORE	37.6	s 11.03												
											10.4	1.3	36.5													
											11.0	VISITACION	35.9	f 11.00												
											12.1	0.4	34.8													
51 Center P											13.7	R VISITACION TOWER	33.2													
52 Spur P											15.2	1.7	31.7	s												
60 Spur P											16.3	BUTLER ROAD	30.6	s 10.50												
91 Center WP											17.9	0.7	29.0	s 10.46												
31 Spur											18.9	1.1	28.0	f												
24 Spur											20.0	HAYWARD PARK	26.9													
28 Spur P											20.3	1.1	26.6	f												
51 Center P											21.9	BAY MEADOWS	25.0	f												
WIYP	8.40 PM										23.2	1.6	23.7	s 10.38												
51 Center											25.4	1.5	21.5	s 10.34												
41 Spur P	Via Dumbarton										27.8	BROADWAY	20.7	10.32			12.30 AM	3.30 AM								
51 Spur P											28.9	1.1	19.1	f			Via Dumbarton	Via Dumbarton								
53 Center KWYP											30.1	0.3	18.0	s												
51 Center P											31.8	BERESFORD	16.8	s 10.25												
77 Spur P											34.8	1.6	15.1	s 10.22												
50 Center											36.1	BELMONT	12.1	f												
KIP											38.8	1.3	10.8	s 10.16												
KP											40.8	SAN CARLOS	8.1	s 10.12												
IP											44.3	2.2	6.1	f												
BKWOITPY											45.2	REDWOOD CITY	2.6	s 10.05												
											45.7	0.8	1.7													
											46.9	R REDWOOD JCT.	0.0	10.00 PM												
	Arrive Daily Ex. Sunday											ATHERTON		Leave Daily			Leave Daily	Leave Daily Ex. Monday								
	(0.40) 30.30											1.1		(1.00) 20.00			(1.00) 20.00									
												1.2														
												TO-R SAN JOSE														
												(46.9)														
												Time over District.....														
												Average Speed per Hour.....														

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.

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

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at Junction switch, Santa Clara.

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

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
159	College Park Burlingame San Mateo	Receive	Any Station	Any Station	Monday
70	San Mateo Redwood City Palo Alto	Receive	Santa Barbara		Daily

Standard Clock at Santa Clara located in interlocking tower.

Capacity of sidings and spurs in car lengths	FIRST CLASS					Distance from San Francisco	Time Table No. 143 February 16, 1936		Distance from Santa Cruz	FIRST CLASS					
	140	32	168	34	46		Los Altos—Santa Cruz Branches			123	31	185	45	33	43
	Passenger	Santa Cruz	Passenger	Passenger	Passenger		TO-R	STATIONS		Passenger	Santa Cruz	Passenger	Passenger	Passenger	Passenger
	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS			Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY		
30 KWYP	6.02 PM	4.45 PM	1.55 PM			31.8	TO-R MAYFIELD 2.2	s 7.31 AM	s 8.53 AM						
	f	f	f			34.0	ALTA MESA 1.7	f	f						
22 Spur P	s 6.10	s 4.53	s 2.05			35.7	LOS ALTOS 1.8	s 7.24	s 8.45						
						37.5	SPRINGER ROAD 0.7	f							
						38.2	LOYOLA 1.5	f	f						
36						39.7	SIMLA 1.3	f							
7 Spur	s 6.20	f 5.02	s 2.15	Via San Jose	Via San Jose	41.0	MONTA VISTA 2.8	f 7.13	f 8.34	Via San Jose	Via San Jose	Via San Jose	Via San Jose		
14 Spur	f	f	f			43.8	AZULE 1.4	f	f						
11	s 6.28	f 5.10	s 2.22			45.2	CONGRESS JOT. 0.9	f 7.04	f 8.26						
	f	f	f			46.1	SAN TOMAS 0.8	f	f						
	f	f	f			46.9	POLLARD ROAD 0.9	f	f						
	f	f	f			47.8	QUITO 0.3		f						
P	s 6.37	s 5.18	s 2.30	9.52 AM	6.19 AM	48.1	R VASONA JOT. 0.3	s 6.58	s 8.20	s 3.00 PM	s 7.06 PM	s 7.51 PM	s 8.02 PM		
						51.8	BULWER 2.2								
67 WP	s 6.46 PM	s 5.25	s 2.40 PM	s 10.00	s 6.29 AM	52.1	TO-R LOS GATOS 1.8	6.52 AM	s 8.14	2.50 PM	6.56 PM	s 7.45	s 7.55		
				f		56.1	LYNDON 0.9		f			f	f		
16 P		s 5.34		f 10.09		57.0	ALMA 1.5	s 8.04				f 7.34	f 7.45		
		f		f		58.5	ALDEROROFT 1.5	f				f	f		
20		f 5.43		f 10.18		60.0	EVA 0.3	f 7.54				f 7.25	f 7.36		
P		f				60.3	CALL OF THE WILD 1.0					f	f		
14 WP		s 5.47		s 10.22		61.3	WRIGHT 2.1	s 7.50				s 7.21	s 7.32		
7 P		s		f		63.4	LAUREL 1.4	f				f	f		
24 P		f 5.57		f 10.32		64.8	GLENWOOD 1.0	f 7.40				f 7.11	f 7.20		
						65.8	OLEMS 0.8								
13 WP		6.02		10.37		66.6	TANK SIDING 0.8	7.35				f 7.06	f 7.15		
		f		f		67.4	ZAYANTE 1.2	f				f	f		
9		f 6.07		f 10.42		68.6	MEEHAN 1.8	f 7.30				f 7.01	f 7.10		
55 P		f		f		70.4	OLYMPIA 1.7	f				f	f		
		f		f		72.1	MT. HERMON 0.3	f				f	f		
9 34 WP		s 6.16		s 10.53		72.4	TO FELTON 0.9	s 7.20				s 6.51	s 6.57		
4 Spur		f		f		73.3	BIG TREES 2.1	f				f	f		
24 P		f		f		75.4	RINCON 1.5	f				f	f		
						76.9	GOLF LINKS 1.2								
18		f				78.1	EBLIS 0.3					f	f		
				f		78.4	PARK STREET 0.8								
Term Yd. BKWOTYP		s 6.33 PM		s 11.15 AM		79.2	TO-R SANTA CRUZ		7.02 AM			6.33 PM	6.35 PM		
	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS		(43.7)	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY		
	(0.44) 25.64	(1.48) 24.28	(0.45) 25.07	(1.23) 19.81	(0.10) 15.00		Time over District	(0.39) 28.92	(1.51) 23.62	(0.10) 15.00	(0.10) 15.00	(1.18) 21.08	(1.27) 18.90		

Automatic Block System

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)	Frequency
123-140-168 34-32-31-33-43 168-140-32-31	Road crossing 1.4 miles west of Azule Eccles M. P. 70 Neal M. P. 33	Receive or Discharge Receive or Discharge Receive or Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station	Daily Daily Daily

8 EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco	Time Table 143 February 16, 1936		Distance from Watsonville Jct.	FIRST CLASS	
	188	Passenger		187	Passenger			
	Leave Daily			Santa Cruz Branch			Arrive Daily	
				STATIONS				
Term. Yard BKWOTYP	8.10AM	79.2	A.B.S.	TO-R SANTA CRUZ 0.5	20.0	s	10.25AM	
5 Spur	s	79.7		CASINO 0.7	19.5	s		
4 Spur	f	80.4		SEABRIGHT 0.5	18.8	f		
5 Spur		80.9		TWIN LAKES 0.8	18.3	f		
18 P	s	81.7		OLIFFSIDE 2.2	17.5	f		
		83.9		CAPITOLA 1.2	15.3	s	10.13	
10 P	s	85.1		NEW BRIGHTON 1.9	14.1	f		
		87.0		APTOS 0.7	12.2	s	10.05	
5		87.7		FARLEY 2.0	11.5			
8 Spur		89.7		LEONARD 0.9	9.5	f		
3 Spur	f	90.6		ROBROY 0.2	8.6	f		
3 Spur		90.8		ORISTO 1.7	8.4	f		
13 P	f	92.5		ELLCOTT 3.3	6.7	f	9.52	
34 P		95.8		NUGA 2.0	3.4	f		
Term. Yard BKWOTYP	s	97.8		WATSONVILLE 1.4	1.4	s	9.40	
	s	99.2		TO-R WATSONVILLE JOT.	0.0	s	9.35AM	
	Arrive Daily			(20.0)			Leave Daily	
	(0.50)			Time over District			(0.50)	
	24.00			Average Speed per Hour			24.00	

Westward trains are superior to trains of same class in opposite direction.
Exception: No. 188 is superior to No. 187.

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco	Time Table 143 February 16, 1936		Distance from Davenport	FIRST CLASS	
	188	Passenger		187	Passenger			
	Leave Daily			Davenport Branch			Arrive Daily	
				STATIONS				
Term. Yard BKWOTYP		79.2		TO-R SANTA CRUZ 1.9	11.5			
47		81.1		ORBY 2.3	9.6			
2 Spur		83.4		WILDER 2.5	7.3			
35		85.9		GORDOLA 0.8	4.8			
3 Spur		86.7		MAJORS 4.0	4.0			
Term. WYP		90.7	R	DAVENPORT	0.0			
				(11.5)				
				Service Performed by Extra Trains				

EASTWARD San Francisco Subdivision.

Capacity of sidings and spurs in car lengths	SECOND CLASS		FIRST CLASS						Distance from San Francisco	
	766	Freight	70	76	2	36	72	98		38
	Leave Daily		Coaster	Lark	Sunset Limited	Del Monte	Passenger	Daylight	Motor	
Term. Yard BKWOTYP	11.00PM	10.15PM	10.15PM	9.40PM	8.00PM	4.04PM	9.05AM	9.00AM	1.55AM	46.9
San Jose I										49.1
Term. Yard 75 P	11.12	10.23	10.23	9.48	8.08	4.12	9.13	9.07	f 2.03	51.4
22 Spur P									f	55.3
195 East WP 102 Center	11.28	10.33	10.33	9.58	8.17	4.22	9.23	9.15	f 2.16	57.4
85 P									f	63.1
25 P									f	66.3
85 P	11.45	f 10.43	10.43	10.08	8.26	f 4.32	f 9.33	9.23	f 2.29	69.2
31 Spur									f	70.8
12 Spur									f	72.0
66 P	11.52					4.36	9.38		f 2.36	74.1
72 P	11.57PM						9.45			74.6
14 Spur										77.0
100 KWOTYP	12.20AM	s 10.58	10.58	10.19	s 8.40	s 4.46	s 9.51	9.34	s 2.50	79.1
P										80.7
65 Spur										83.2
18 Spur										84.1
79 WP	12.30	11.07	11.07	10.28	8.48	4.55	10.01	9.41	f 3.00	84.4
26 P										87.1
96 P									f 3.09	89.0
P	12.45	11.17	11.17	10.38	8.58	5.06	10.11	9.51	f 3.11	91.9
36 Spur P									f	93.2
Term. Yd. (14 Spur P) BKWOTYP	1.00AM	s 11.27PM	s 10.48PM	s 9.08PM	s 5.17PM	s 10.21AM	s 10.00AM	s 3.22AM		94.6
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	97.1
	(2.00)	(1.12)	(1.08)	(1.08)	(1.13)	(1.16)	(1.00)	(1.27)		99.2
	24.80	41.33	43.77	43.77	40.77	39.16	49.60	34.21		100.4

Time Table No. 143
February 16, 1936

STATIONS		Distance from San Francisco	
TO-R	SAN JOSE 2.2		C.T.C. Double Track
	W.P.R.R. Crossing 2.3		
	LICK 2.1		
	EDENVALE 5.7		
TO	COYOTE 3.2		
	PERRY 2.9		
	MADRONE 1.6		
TO	MORGANHILL 1.2		
	TENNANT 2.1		
	DURNEY 0.5		
	SAN MARTIN 2.4		
	RUCKER 2.1		
	LONOKE 1.6		
TO-R	GILROY 2.5	Double Track	
	CARNADERO 0.9		
	NEMA 0.3		
	MILLER 2.7		
TO	SARGENT 1.9		
	BETABEL 2.9		
	OHITTENDEN 1.3		
	LOGAN 1.4		
	AROMAS 2.5	Double Track	
	VEGA 3.3		
	TO-R WATSONVILLE JOT.		

Automatic Block System

(49.6)
Time over District
Average Speed per Hour

Schedule time and train orders will apply at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train order signal.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2 70	Any Station Any Station	Receive Receive	Yuma Los Angeles		Daily Daily

Time Table No. 143

February 16, 1936

WESTWARD

San Francisco Subdivision.

EASTWARD

WESTWARD 9

FIRST CLASS

STATIONS

TO-R SAN JOSE 2.2	C.T.C. Double Track	49.6	s 6.51 AM	s 7.43 AM	s 10.24 AM	s 10.24 AM	s 10.52 AM	s 3.35 PM	s 3.35 PM	s 5.58 PM	s 8.00 PM
W. P. R. R. Crossing 2.3											
LICK 2.1	Double Track	47.4	6.43	7.35	10.16	10.16	10.44	3.27	3.27	5.50	7.52
EDENVALE 5.7		45.1	6.43	7.35	10.16	10.16	10.44	3.27	3.27	5.50	7.52
TO COYOTE 3.2	Double Track	43.0	6.33	7.25	10.06	10.06	10.34	s 3.19	s 3.19	5.42	7.42
PERRY 2.9		37.3	6.33	7.25	10.06	10.06	10.34	s 3.19	s 3.19	5.42	7.42
MADRONE 1.6	Double Track	34.1	6.28	7.20	10.02	10.02					
TO MORGANHILL 1.2		31.2	6.28	7.20	10.02	10.02					
TENNANT 2.1	Double Track	29.6	6.22	7.14	9.56	9.56	f 10.25	s 3.09	s 3.09	5.34	f 7.32
DURNEY 0.5		28.4	6.22	7.14	9.56	9.56	f 10.25	s 3.09	s 3.09	5.34	f 7.32
SAN MARTIN 2.4	Double Track	26.3	6.17	7.09	9.51	9.51	10.20	f 3.04	f 3.04		7.27
RUCKER 2.1		25.8	6.17	7.09	9.51	9.51	10.20	f 3.04	f 3.04		7.27
LONOKE 1.6	Double Track	23.4		9.45	9.45						
TO-R GILROY 2.5		21.3		9.45	9.45						
CARNADERO 0.9	Double Track	19.7	s 6.07	7.00	s 9.39	s 9.39	s 10.11	s 2.54	s 2.54	5.23	s 7.18
NEMA 0.3		17.2	s 6.07	7.00	s 9.39	s 9.39	s 10.11	s 2.54	s 2.54	5.23	s 7.18
MILLER 2.7	Double Track	16.3									
TO SARGENT 1.9		16.0									
BETABEL 2.9	Double Track	13.3	5.55	6.51	9.30	9.30	10.01	s 2.43	s 2.43	5.16	7.09
OHITTENDEN 1.3		11.4	5.55	6.51	9.30	9.30	10.01	s 2.43	s 2.43	5.16	7.09
LOGAN 1.4	Double Track	8.8	5.46	6.43	9.22	9.22	9.53	2.35	2.35		7.01
AROMAS 2.5		7.2	5.46	6.43	9.22	9.22	9.53	2.35	2.35		7.01
VEGA 3.3	Double Track	5.8	5.44	6.41	9.20	9.20	9.51	2.33	2.33	5.06	6.59
TO-R WATSONVILLE JOT (49.6)		3.3	5.44	6.41	9.20	9.20	9.51	2.33	2.33	5.06	6.59

Distance from Watsonville Jct.

Sunset Limited
Arrive Daily
Arrive Daily
Arrive Daily EX. SUNDAY & HOLIDAYS
Arrive SUN. & HOLIDAYS ONLY
Arrive Daily
Arrive Daily EX. SUNDAY & HOLIDAYS
Arrive SUN. & HOLIDAYS ONLY
Arrive Daily
Arrive Daily

1
Sunset Limited
Arrive Daily

75
Lark
Arrive Daily

35
Del Monte
Arrive Daily EX. SUNDAY & HOLIDAYS

39
Del Monte
Arrive SUN. & HOLIDAYS ONLY

69
Coaster
Arrive Daily

37
Motor
Arrive Daily EX. SUNDAY & HOLIDAYS

41
Motor
Arrive SUN. & HOLIDAYS ONLY

99
Daylight
Arrive Daily

71
Passenger
Arrive Daily

Capacity of Sidings and Spurs in Car Lengths

Distance from San Francisco

Time Table No. 143
February 16, 1936

LE FRANC BRANCH

STATIONS

CAMPBELL
0.1

JOT. LE FRANO BR.
0.9

CAMPBELL GRAVEL PIT
0.6

L. G. & S. J. ROAD
0.7

UNION AVE.
2.4

LE FRANO

(4.7)

Service performed by yard engines.

Capacity of Sidings and Spurs in Car Lengths

Distance from San Francisco

Time Table No. 143
February 16, 1936

LICK BRANCH

STATIONS

LICK
3.6

ALAMITOS
3.6

3.6

Service performed by yard engines

Capacity of Sidings and Spurs in Car Lengths

Distance from San Francisco

Time Table No. 143
February 16, 1936

Tres Pinos Branch

STATIONS

CARNADERO
1.8

SAWYER
0.9

FEP
4.4

HUDNER
3.4

DURI
1.2

HOLLISTER
3.8

AGATE
2.4

TRES PINOS

(17.9)

Service performed by extra trains.

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.

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 PASSENGERS

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

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS									Distance from San Francisco	Time Table No. 143 February 16, 1936	Distance from San Luis Obispo	FIRST CLASS								
	SECOND CLASS		70	76	2	36	72	98	38				1	75	35	39	69	37	41	99	71
	Freight	Coaster	Lark	Sunset Limited	Del Monte	Passenger	Daylight	Motor	Sunset Limited				Lark	Del Monte	Del Monte	Coaster	Motor	Motor	Daylight	Daylight	
Term. Yard BKWOTYP	5.20 AM	11.35 PM	10.53 PM	9.20 PM	5.22 PM	10.28 AM	10.05 AM	6.53 AM													
66 P	5.40	11.43	11.01	9.28	f 5.30	10.36		7.01													
93 WYP	6.00	11.50	11.08	s 9.43	s 5.39 PM	f 10.43	10.18	s 7.10 AM													
Salinas Yard	66 P		11.55 PM	11.13	9.48																
	30																				
Yard BKWTP	6.15	s 12.07 AM	s 11.24	s 9.58		s 10.58	s 10.29														
74 YP	6.19	12.11	11.27	10.01		11.01															
47 P	6.28																				
108 WP	6.35	f 12.25	11.38	10.12		s 11.13	10.43														
42																					
47 P																					
131 P	6.46	f 12.36	11.46	10.20		s 11.23															
10 Spur																					
28 Spur																					
45 P	6.56																				
63 KWP	7.01	f 12.50	11.57 PM	10.31		s 11.36	11.01														
113																					
75 P	7.09		12.02 AM	10.36		11.41	11.06														
46 P	7.16	1.01	12.07			f															
81 P	7.26	1.09	12.14	10.48		11.55 AM	11.18														
82 Spur Y																					
125 WP	7.47	s 1.20	12.19	10.53		s 12.05 PM	11.23														
84 P	8.00	1.25	12.23	10.57		12.10															
94 P	8.10	1.35	12.30	11.03		s 12.18	11.33														
47 P	8.20	1.43	12.37			12.25															
76 WOP	8.30 AM	1.50 AM	12.43 AM	11.14 PM		s 12.33 PM	11.44 AM														
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily													
	(3.10) 26.05	(2.15) 36.67	(1.50) 45.00	(1.54) 43.42	(0.17) 35.29	(2.05) 39.60	(1.39) 50.00	(0.17) 35.29						(2.13) 37.22	(0.16) 37.50	(0.16) 37.50	(1.41) 49.01	(2.00) 41.25			

Schedule time and train orders will apply at Salinas east end at cross over west of signal 1185 and at Gonzales east end at cross over at station building.

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 PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		Los Angeles	Daily
1	Any Station	Discharge		Yuma	Daily

Capacity of sidings and spurs in car lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 143 February 16, 1936	Distance from San Luis Obispo	FIRST CLASS				
	766		2	72	98	70	76				1	75	69	99	71
	Freight		Sunset Limited	Passenger	Daylight	Coaster	Lark				Sunset Limited	Lark	Coaster	Daylight	Passenger
	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
76 WOP	8.30AM		11.14PM	12.33PM	11.44AM	1.50AM	12.43AM	182.9	TO SAN ARDO	69.2	3.23AM	4.31AM	f 7.17AM	3.10PM	s 4.41PM
47 P								186.4	3.5						
81 P	8.42		11.23	12.42		2.00	12.52	189.7	GETTY	65.7					
116 P	8.57		11.31	s 12.51	12.01PM	2.09	1.00	195.9	3.3						
74 P	9.07		11.39	12.58		2.17	1.07	201.4	WUNPOST	62.4	3.14	4.22	7.05	3.00	4.31
112 P	9.12		11.42		12.11	2.20	1.10	203.8	6.2						
40 WP	9.17			s 1.06		2.25		207.0	BRADLEY	56.2	3.06	4.14	f 6.55	2.52	s 4.23
108 P	9.24		11.51PM	1.11	12.20	2.30	1.19	210.9	5.5						
64 WP	9.34		f 12.01AM	s 1.21		s 2.39	1.27	216.3	2.4						
111 P	9.44		12.08	s 1.29	12.34	2.50	1.35	221.8	McKAY	50.7	2.59	4.07	6.46		4.14
33 P								224.9	3.2						
25 P				s 1.38		f 3.00		226.7	TO SAN MIGUEL	45.1	2.52		f 6.37		s 4.06
15 Spur								227.4	3.9						
45 P	9.56							228.0	WELLSONA	41.2	2.46	3.55	6.30	2.33	3.59
73 P	10.01		12.21	1.42	12.45	3.06	1.46	230.3	5.4						
79 P								233.4	TO PASO ROBLES	35.8	f 2.39	3.48	s 6.22	2.26	s 3.52
83 BKWYP	10.40		12.36	s 1.59	12.52	s 3.20	s 2.00	235.5	5.5						
82 P	10.55		12.45	2.07	1.00	3.32	2.08	238.9	TEMPLETON	30.3	2.30	3.41	6.10	2.19	s 3.41
9 Spur P								240.0	3.1						
69 P	11.10		12.54	2.16	1.08	3.44	2.17	242.6	ASUNOION	27.2			2.14		
44 WP								243.4	1.8						
41 P	11.30		1.04	2.25		3.54	2.27	246.3	TO ATASCADERO	25.4	f 2.25		s 6.03		s 3.34
25 Spur								248.0	0.7						
111 P	11.45		1.15	2.35	1.27	4.05	2.37	250.6	BRICKTON	24.7					
Term. Yard BKWOTP	11.50AM		s 1.20AM	s 2.39PM	s 1.31PM	s 4.10AM	s 2.42AM	252.1	0.6						
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		HENRY	24.1	2.20		5.56		
	(3.20) 20.76		(2.06) 32.95	(2.06) 32.95	(1.48) 38.44	(2.20) 29.66	(1.59) 34.89		2.3						
									EAGLET	21.8	2.12	3.29	5.52	2.06	3.25
									3.1						
									TO-R SANTA MARGARITA	16.6	2.00	3.20	s 5.44	1.59	s 3.18
									2.1						
									3.4						
									OUESTA	13.2	1.45	3.07	5.29	1.51	3.05
									1.1						
									THYLE	12.1					
									2.6						
									NOVA	9.5	1.35	2.57	5.19	1.43	2.55
									0.8						
									SERRANO	8.7					
									2.9						
									OHORRO	5.8	1.25	2.47	5.09		2.45
									1.7						
									GOLDTREE	4.1					
									2.6						
									HATHAWAY	1.5	1.15	2.37	4.59	1.27	2.35
									1.5						
									TO-R SAN LUIS OBISPO	0.0	1.10AM	2.32AM	4.55AM	1.23PM	2.29PM
									(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
									.....Time over District.....		(2.13)	(1.59)	(2.22)	(1.47)	(2.12)
									.....Average Speed per Hour.....		31.22	34.89	29.24	38.80	31.45

Schedule time and train orders will apply at San Miguel west end at cross over west of station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		Los Angeles	Daily
1	Any Station	Discharge		Yuma	Daily

Capacity of sidings and spurs in car lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 143 February 16, 1936	Distance from Santa Barbara	FIRST CLASS				
	766		72	98	70	76	2				75	69	99	71	1
	Freight		Passenger	Daylight	Coaster	Lark	Sunset Limited				Lark	Coaster	Daylight	Passenger	Sunset Limited
	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTP	2.50 PM		2.48 PM	1.39 PM	4.25 AM	2.53 AM	1.30 AM	252.1	TO-R SAN LUIS OBISPO 5.8	118.6	s 2.22 AM	s 4.45 AM	s 1.15 PM	s 2.19 PM	s 1.00 AM
32 Spur P								257.9	EDNA 1.2	112.8					
IP	3.07		3.00	1.50	4.40	3.05	1.42	259.1	TO HADLEY TOWER P. C. R. R. Crossing 0.9	111.6	2.08	4.31	1.04	2.06	12.47
28 Spur								260.0	TIBER 2.8	110.7					
13 Spur								262.8	PISMO 1.4	107.9				f	
84 P	3.16		3.09	1.57	4.47	3.13	1.49	264.2	GROVER 1.7	106.5	2.00	4.23		1.57	12.39
40 WP			s 3.13	1.59	f 4.51		1.57	265.9	TO OCEANO 4.0	104.8	1.57	s 4.19	12.56	s 1.50	12.36
104 P	3.25		3.19		4.57	3.20	2.02	269.9	CALLENDER 2.5	100.8	1.51	4.11		1.42	12.30
45 P	3.30		3.23	2.06	5.01	3.23	2.06	272.4	BROMELA 4.1	98.3	1.46	4.06		1.39	12.27
118 BKWP	3.40		s 3.33	2.12	s 5.11	3.28	s 2.20	276.5	TO-R GUADALUPE 4.2	94.2	1.41	s 4.00	12.44	s 1.34	s 12.18
83 P	3.51		3.40	2.18	5.18	3.36	2.28	280.7	WALDORF 4.1	90.0	1.35	3.48		1.26	12.04 AM
48 P	4.05		3.46	2.23	5.24	3.42	2.35	284.8	SCHUMAN 2.7	85.9	1.29	3.42		1.21	11.59 PM
93 43 YP	4.10		s 3.52	2.27	5.29	3.47	2.40	287.5	TO CASMALIA 2.5	83.2	1.25	f 3.32	12.30	s 1.16	11.55
77 P	4.15			2.30	5.33	3.52	2.44	290.0	ANTONIO 3.2	80.7	1.22	3.26		1.11	11.52
47 P	4.22		4.01	2.34	5.37	3.57	2.49	293.2	NARLON 4.0	77.5	1.17	3.21	12.23	1.06	11.47
79 P	4.35		4.07	2.39	5.43	4.03	2.56	297.2	TANGAIR 4.1	73.5	1.12	3.16	12.18	1.01	11.42
								301.3	AJAX 1.4	69.4					
125 WOYP	4.55		s 4.21	2.46	s 5.57	4.11	3.05	302.7	TO SURF 5.2	68.0	1.03	s 3.05	12.11	s 12.54	f 11.32
79 P	5.10		4.30		6.05	4.19	3.13	307.9	HONDA 2.6	62.8	12.53	2.51	12.04 PM	12.46	11.23
44								310.5	ARLIGHT 2.0	60.2				f	
46 P	5.19		4.39	2.59	6.12	4.26	3.21	312.5	ARGUELLO 4.8	58.2	12.47	2.45	11.58 AM	12.39	11.17
47 P	5.30		f 4.46	3.05	6.18	4.33	3.28	317.3	TO SUDDEN 3.5	53.4	12.41	2.39		f 12.32	11.11
92 WP	5.40			3.10	6.24	4.39	3.34	320.8	JALAMA 4.5	49.9	12.36	2.34	11.48		11.06
55 42 P	5.50		f 4.56	3.16	6.30	4.47	3.41	325.3	CONCEPCION 3.3	45.4	12.30	2.28	11.42	f 12.21	11.00
								328.6	ANACAPA 1.2	42.1					
47 P	5.59		5.02	3.22	6.36	4.53	3.47	329.8	GATO 1.2	40.9	12.24	2.22	11.36	12.15	10.54
19								331.0	SAN AUGUSTINE 3.2	39.7				f	
17 Spur P								334.2	DRAKE 0.6	36.5				f	
62 P	6.08		5.10	3.28	6.43	5.00	3.54	334.8	SACATE 4.6	35.9	12.17	2.15	11.30	12.07	10.47
85 WP	6.18 PM		s 5.19 PM	3.34 PM	f 6.51 AM	5.06 AM	4.00 AM	339.4	TO GAVIOTA	31.3	12.11 AM	2.09 AM	11.24 AM	12.01 PM	10.41 PM
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.28) 25.18		(2.31) 34.68	(1.55) 45.55	(2.26) 35.88	(2.13) 39.38	(2.30) 34.92		.....Time over District.....		(2.11) 39.99	(2.36) 33.58	(1.51) 47.19	(2.18) 37.96	(2.19) 37.68

The wye at Casmalia is located at the west siding.
 Water supply at Gaviota for emergency use only.
 Water supply at Jalama for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		San Francisco	Daily
1	Any Station	Discharge		Los Angeles	Daily
69	Honda	Receive or Discharge		Yuma	Daily
				Any Station	Sunday

Capacity of sidings and spurs in car lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 143 February 16, 1936	Distance from Santa Barbara	FIRST CLASS				
	766		72	98	70	76	2				69	99	71	1	75
	Freight		Passenger	Daylight	Coaster	Lark	Sunset Limited				Coaster	Daylight	Passenger	Sunset Limited	Lark
	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
85 WP	6.18 PM		5.19 PM	3.34 PM	6.51 AM	5.06 AM	4.00 AM	339.4	TO GAVIOTA	31.3	s 2.09 AM	11.24 AM	s 12.01 PM	10.41 PM	12.11 AM
47 P	6.26		5.23		6.55	5.10	4.04	342.6	3.2 LENTO	28.1	2.02		11.57 AM	10.37	12.07
49 P	6.35		5.27		6.59	5.14	4.08	345.7	3.1 TAJIGUAS	25.0	1.58		11.53	10.33	12.03 AM
28 Spur								348.6	2.9 ORELLA	22.1					
47 P	6.45		5.33		7.05	5.20	4.14	349.9	1.3 CAPITAN	20.8	1.53		11.48	10.28	11.58 PM
44 WP	6.55		5.40	3.53	7.12	5.27	4.21	355.0	5.1 NAPLES	15.7	1.46	11.05	f 11.41	10.21	11.51
81								357.1	2.1 VILO	13.6					
7 Spur								357.1	1.8 ELLWOOD	11.8	1.41		11.36	10.16	11.46
49 P	7.05		5.45		7.17	5.32	4.29	358.9	1.3 COROMAR	10.5					
27								360.2	1.5 LA PATERA	9.0					
24								361.7	1.1 TO GOLETA	7.9	f 1.36	10.55	f 11.31	10.11	11.41
47 P	7.15		s 5.52	4.04	f 7.25	5.38	4.36	362.8	3.7 HOPE RANOH	4.2	1.31		11.26	10.06	11.36
42 P	7.24		5.58		7.31	5.44	4.42	366.5	1.4 OLIVA	2.8					
7 Spur								367.9	0.6 WEST STA. BARBARA	2.2	1.27	10.47	11.22	10.02	11.32
P	7.30		6.02	4.12	7.37	5.48	4.48	368.5	2.2 TO-R SANTA BARBARA	0.0	1.20 AM	10.40 AM	11.15 AM	9.55 PM	11.25 PM
Term. Yard BKWOTP	7.40 PM		s 6.10 PM	s 4.20 PM	s 7.45 AM	s 5.55 AM	s 4.55 AM	370.7	(31.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		.....Time over District.....		(0.49)	(0.44)	(0.46)	(0.46)	(0.46)
	(1.22) 22.90		(0.51) 36.82	(0.46) 40.83	(0.54) 34.78	(0.49) 38.33	(0.55) 34.15		.....Average Speed per Hour.....		38.33	42.68	40.83	40.83	40.83

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 143 February 16, 1936		Distance from Lompoc
		Lompoc Branch		
		STATIONS		
125 WOYP	302.7	TO SURF	9.7	
31	303.8	1.1 BARODA	8.6	
23	307.6	3.8 POST	4.8	
15 Spur	308.1	0.5 GARUS	4.3	
24 Spur	308.3	0.2 LA SALLE	4.1	
10	309.8	1.5 ACORN	2.6	
Term. BKWTP	312.4	2.6 TO-R LOMPOO	0.0	
	313.0	0.6 WHITE HILLS JOT.	0.6	
		(10.3)		

Service performed by extra trains.

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 143 February 16, 1936		Distance from White Hills
		White Hills Branch		
		STATIONS		
Term.	313.0	WHITE HILLS JOT.	3.7	
	316.7	3.7 WHITE HILLS	0.0	
		(3.7)		

Service performed by extra trains.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
2	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		San Francisco	Daily
1	Any Station	Discharge		Los Angeles	Daily
				Yuma	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Eastward San Francisco Subdivision Westward

Capacity of sidings and spurs in car lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 143 February 16, 1936 Monterey Branch	Distance from Pacific Grove	FIRST CLASS				
	196	36	38				35	39	37	41	197
	Passenger	Del Monte	Motor				Del Monte	Del Monte	Motor	Motor	Passenger
	Leave Daily	Leave Daily	Leave Daily				Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily
93 WYP	9.43 PM	5.41 PM	7.12 AM	110.4	TO-R CASTROVILLE 2.0	17.9	s 8.44 AM	s 8.44 AM	s 1.56 PM	s 1.56 PM	s 9.25 PM
15	f	f	f	112.4	NASHUA 1.5	15.9			f	f	f
14 WP	f 9.51	5.48	f 7.21	113.9	NEPONSET 0.9	14.4	8.38	8.38	f 1.49	f 1.49	f 9.16
23 Spur	f		f	114.8	LAPIS 0.6	13.5			f	f	f
8 Spur	f 9.54	5.51	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	f		f	117.3	MARINA 2.4	11.0			f	f	f
18 P	f 10.01	5.58	f 7.32	119.7	GIGLING 0.7	8.6	8.29	8.29	f 1.37	f 1.37	f 9.06
13 Spur	f		f	120.4	WORKFIELD 1.7	7.9			f	f	f
5 Spur	f		f	122.1	PRATTOO 1.2	6.2			f	f	f
10	f		f	123.3	SEASIDE 1.0	5.0			f 1.29	f 1.29	f 9.00
8 Spur				124.3	RETREAT 0.6	4.0					
122 { P	s 10.09	s 6.06	s 7.45	124.9	DEL MONTE 0.8	3.4	s 8.20	s 8.20	s 1.25	s 1.25	s 8.57
{ P	s 10.13	s 6.14	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
Yard BKWOTP	s 10.23 PM	s 6.25 PM	s 8.01 AM	128.3	TO-R PACIFIC GROVE 1.6	0.0	8.04 AM	8.04 AM	1.05 PM	1.05 PM	8.45 PM
30 Spur				129.9	ASILOMAR 0.1	1.6					
				130.0	LAKE MAJELLA	1.7					
	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily
	(0.40) 26.85	(0.44) 24.41	(0.49) 21.92				(0.40) 26.85	(0.40) 26.85	(0.51) 21.06	(0.51) 21.06	(0.40) 26.85

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 143 February 16, 1936 San Francisco-San Bruno Branch	Distance from San Bruno				
				STATIONS			
				TO-R SAN FRANCISCO	W. P. Ry. Crossing	O. S. Ry. Crossing	EIGHTEENTH STREET
				FORD	BERNAL	ELKTON	RUP
BKWO PITY	0.0	TO-R SAN FRANCISCO 0.9	13.6				
I	0.9	W. P. Ry. Crossing 0.3	12.7				
	1.2	O. S. Ry. Crossing 0.4	12.4				
134	1.6	EIGHTEENTH STREET 0.4	12.0				
9 Spur	2.0	FORD 2.0	11.6				
16 Spur	4.0	BERNAL 1.2	9.6				
25	5.2	ELKTON 0.6	8.4				
6 Spur	5.8	RUP 0.5	7.8				
91 Spur	6.3	OCEAN VIEW 1.1	7.3				
47	7.4	DALY CITY 0.7	6.2				
147	8.1	UNION PARK 0.4	5.5				
33	8.5	COLMA 0.6	5.1				
75 P	9.1	GREENLAWN 0.5	4.5				
63	9.6	HANNA 0.1	4.0				
10 Spur	9.7	EMANUEL 0.4	3.9				
47 Spur	10.1	CARROLL 0.2	3.5				
10 Spur	10.3	HOLY CROSS 1.1	3.3				
12 W	11.4	BADEN 1.6	2.2				
44 Y	13.0	TANFORAN 0.6	0.6				
P	13.6	SAN BRUNO	0.0				
		(13.6)					

San Francisco Terminal Yard

HOLIDAYS INDICATED ARE:

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

Service performed by extra trains and yard engines. Emergency water supply at Ocean View.

EASTWARD		WESTWARD			
Salinas Subdivision.					
Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 143 February 16, 1936 Spreckels Spur Branch	Distance from Spreckels		
				STATIONS	
				SPRECKELS JOT.	SPRECKELS
				(2.5)	
74 YP	120.3		2.5		
	122.8		0.0		
Service performed by extra trains.					

EASTWARD		WESTWARD							
San Francisco Subdivision.									
Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 143 February 16, 1936 San Jose-Santa Cruz Branch	Distance from Vasona Junction						
				FIRST CLASS					
				34	46	185	45	33	43
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY		
P		s 9.39 AM	5.59 AM	s 3.21 PM	s 7.27 PM	s 8.03 PM	s 8.14 PM		
I									
48 WP		s 9.47	6.11	3.09	7.15	f 7.56	f 8.07		
6 Spur									
P		s 9.52 AM	s 6.19 AM	3.00 PM	7.06 PM	7.51 PM	8.02 PM		
		Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY		
		(0.13) 29.54	(0.20) 19.20	(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

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	..... I. S. Preston, Phelan Building
	..... Kline & Logie, 2058 Mission Street
	..... M. S. Grousd, 210 Townsend Street
San Jose	..... W. H. Turick, 275 So. First St.
	..... Kochers, 169 So. First St.
Watsonville.....	E. L. Reiding San Luis Obispo..... V. C. Jerram
Santa Cruz.....	Klein & Trumbley Santa Barbara..... I. F. Bitterly
Salinas.....	Goodfriend & Traub Lompoc..... Walter Ziesche
Pacific Grove.....	G. H. Ehmann Los Gatos..... J. B. Streepey

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 Pacific Grove line.

Santa Cruz—Trains on Davenport line.

Surf—Trains on Lompoc line.

RULE 14 (l). 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 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.

RULE D-71. Trains and engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of timetable 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.

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

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:

Bayshore Yard	Gilroy	Soledad
Redwood Junction	Los Gatos	Santa Margarita
San Jose Yard	Salinas	Guadalupe

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 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in Column captioned "Signals."

When train is so authorized to check the register, it must register and place the restricting order number and date in Column captioned "Signals."

RULE 86 (B) and (C). 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	Salinas	Surf
Redwood Jct.	Soledad	Santa Margarita
San Jose	Lompoc	Santa Barbara
Gilroy	King City	Felton
Watsonville Jct.	San Luis Obispo	Santa Cruz
Castroville	Guadalupe	Pacific Grove
		Los Gatos

LOCATION OF YARD LIMIT SIGNS

San Francisco—From terminal building to M. P. 11.5 East of San Bruno, including San Bruno and Baden Branches.

Redwood Junction—From M. P. 24.5 to M. P. 27.2 and to M. P. 28.2 on Western Division.

San Jose—From M. P. 43.8 to M. P. 55.6 including Lick Branch, to M.P. 51.5 on Santa Cruz Branch, including Campbell, also Le Franc Branch; to M. P. 44.8 on Milpitas line and to M. P. 43.7 on Agnew line.

Watsonville Junction—From M. P. 96.1 to M. P. 101.4 to M. P. 96.2 on Santa Cruz Branch.

Salinas—From M. P. 113.5 to M. P. 121.5 including Spreckels Branch.

Castroville—From M. P. 109.6 to M. P. 111.7 to M. P. 111.5 on Monterey Branch.

Surf—From M. P. 301.6 to M. P. 303.7 to M. P. 303.8 on Lompoc Branch.

Santa Barbara—From M. P. 368.0 to Los Angeles Division.

Santa Cruz—From M. P. 77.1 to M. P. 80.5 to M. P. 81.7 on Davenport Branch.

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 between Third Street, San Francisco, and San Jose via Bayshore.

RULE 98. Railroad Crossings at Grade not interlocked. Western Pacific at Valbrick "Stop".

After stopping and trains, engines or motors are approaching on Western Pacific tracks within such distance that they are liable to conflict with movement over crossing, such movement must not be made until movement on conflicting route has stopped.

RULE 99. 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.

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 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 position, 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. 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.

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 Bayshore Highway on Chestnut Street, Redwood Harbor spur, at speed greater than 10 miles per hour and must then clear crossing as quickly as practicable.

First Street crossing, Watsonville, is protected by crossing flagman only from September 1st to December 15th each year. At other times all switching movements must be protected by member of the crew acting as flagman on the crossing.

Cars spotted on tracks in the vicinity will be left as far as practicable from the street crossing, in order that an open view may obtain.

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

The normal position of junction switch, Davenport Branch, is for Santa Cruz branch 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 105. Following tracks are designated for use as sidings:

Soledad—Track on south side of main track.

Concepcion—Track next to station building.

Naples—Track on ocean side of main track.

Casmalia siding opposite station building.

West siding **Casmalia** between M. P. 286 and 287.

Felton—Siding opposite station building. East siding **Felton**, one mile East of Felton.

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, Hayward Park, Beresford, Belmont, San Carlos, Redwood City, Redwood Jet., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), 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.

Trains must obtain clearance before leaving Lompoc.

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

RULE 221 (A).

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, reading:

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

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 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.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards or other buildings.

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

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 consumed in doing so.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of cars of such train shall have their brakes used and operated by engineer of engine drawing such train; and all power-brake cars in every such train which are associated together with 85 per cent., shall have their brakes so used and operated.

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.

Rear end air brake test must be made by eastward freight trains at Santa Margarita.

Applies to yard drags between points where air brakes are used; except will not apply in San Jose Yard, but air brakes must be used wherever required by rule or by law.

AIR BRAKE RULE 56.

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.

SPECIAL INSTRUCTIONS

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

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

Retainers will be used 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 M's per operative brake.

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

AUTOMATIC BLOCK SYSTEM

RULE 509. 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.

A train or engine when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in Stop position.

RULE 516. Overlaps are located at:

- Nova—Hathaway—Chittenden—Madrone... Affecting eastward trains.
- Spreckles Jct..... Affecting westward trains.
- Casmalia (west siding)..... Affecting eastward and westward trains.

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 block-in 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.
Hathaway (West end Siding)	Trailing westward from siding	{ Passenger 30 MPH. Freight 18 MPH.
Watsonville Jet. yard:	Trailing eastward	30 MPH.
	Facing westward	30 MPH.
Logan:	Trailing westward	30 MPH.
	Facing eastward	20 MPH.
Sargent:	Trailing eastward	30 MPH.
Gilroy:	Facing eastward	30 MPH.
	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.

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 lead 20 M. P. H.

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 San Luis Obispo, switch at end of double track is an oil buffer spring switch. Arrangement of this switch requires a short space of time for points to return to normal position after having been separated from rail and before making reverse movements it must be known that points are in proper position.

Trains and engines may pass signal 2518 with caution when in stop position, on proceed signal from yardman or trainman in attendance at switch, who must know that points are in proper position before giving signal.

When block in advance is clear, Signal 2519 will be in proceed position for westward movement on either track regardless of position of switch.

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 been made.

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.

When train or engine has been given interlocking signal and does not desire to use the route sound whistle signal two short, one long, two short, for information of signal operator.

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 23rd 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 eastward main track.....} two short, two long, two short.

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

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 crossover 300 feet east of Bayshore station...} one short, two long, one short.

For car repair yard, two short, two 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, two 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 Hayden Spur...} one long, one short, one long, one short.

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

REDWOOD JUNCTION

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

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, two 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.

SANTA CLARA

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, two 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 via drill track.....} one short, two long, one short.

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

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movements from roundhouse to main track.

Following code of signals for routes to be used:

Roundhouse to Passenger Station; one pull of cord.

Roundhouse to College Park; two pulls of cord.

For movements in roundhouse yard when necessary to foul westward main track...} three pulls of cord.

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, two 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.

SPECIAL INSTRUCTIONS

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—(Western Pacific 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.

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 to single 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 superiority.

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 over which speed is restricted to 30 M. P. H. in either direction.

Within these limits Rule 509 will govern when automatic block signals are in stop position.

MISCELLANEOUS

1. 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.

4.

In helper service.

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Helper engines of 4,000 or 4,100 class will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) Helper engines will not be placed behind caboose of eastward freight trains from Santa Margarita. When helper engines are to be returned to Santa Margarita after helping eastward freight trains, they will be cut out at Nova and returned from that point to Santa Margarita.

4a.

Pushing trains out of yards.

(a) No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Locomotives of 4,000 or 4,100 class will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one mile board and engineer will shut off steam heat one-half mile from station.

10. Freight trains or engines with freight cars are not permitted to operate over tracks 2, 3, 4 or 5 San Jose passenger yard on account impaired clearance of umbrella sheds.

Following engines cannot run on branches under which listed:

SAN FRANCISCO—SAN BRUNO BRANCH

E, A, P (Except P-11), Mk, F, MC, AC, AM, MM, Mt, GS, SP. Over the Dolores Street Bridge only the following engines can be used: 1000, 1100 and 1200 class.

LOS ALTOS, COLLEGE PARK (TO LOS GATOS) AND MONTEREY BRANCHES

E, A, P (Except P-11), Mk, F, MC, AC, AM, MM, Mt, GS, SP. (In cases of emergency passenger engines P and Mt Type may be run Mayfield to San Jose via Vasona Jct. speed, however, to be restricted to 15 M. P. H.)

P-1 and 3 types may be used on Monterey Branch in an emergency but must not exceed 10 miles per hour where slow boards restrict to 25-18.

TRES PINOS, LOMPOC AND WHITE HILL BRANCHES

A, P (Except P-11) Mk, F, MC, AC, AM, MM, Mt, GS, SP.

LICK AND LE FRANC BRANCHES

E, P, A, Mk, F, MC, AC, AM, MM, Mt, GS, SP.

LOS GATOS—SANTA CRUZ BRANCH

E, A, P, (Except P-11) Mk, F, MC, AC, AM, MM, Mt, GS, SP. P-1 and P-3 may be used between Vasona Junction and Los Gatos but must have full tank of water leaving Los Gatos.

WATSONVILLE JCT—SANTA CRUZ AND DAVENPORT BRANCHES

E, A, T-40 (2371), Mk, F, MC, AC, AM, MM, Mt, GS, SP, P (Except P-11).

SPRECKELS BRANCH

MC, AC, AM, MM, Mt, GS, SP.

On account of light rail and sharp curvature, 3200 class and larger engines must not be operated over following tracks:

- Daly City, Golden Gate Atlas spur.
- Elkton, Raisch spur.
- Aqua, spur.
- Millbrae, dairy and pottery spurs.
- Broadway, oil spur.
- Burlingame, Cahalan spur.
- Howest, San Mateo Feed & Fuel and H. E. Casey spurs.
- San Mateo, Wisnom spur, P. G. & E. spur, Pullman spur.
- Hayward Park, salt spur.
- Romac, spur.
- San Carlos, industry spurs on bay side of main track, house track west of freight shed.
- Redwood City, corral track, team track, Pratt-Low, Cullen spurs; Redwood Harbor track and spurs; all spurs off Dumbarton line.
- Menlo Park, Peninsular Bldg. Matl. Co. spur and wood spur, house track west of freight shed.
- Palo Alto, all spurs leading off house track drill.
- Mountain View, Minton, Shell Oil and beet spurs.
- Sunnyvale, Libby spur; all spurs off both drill tracks, except Schuckl and Berry Growers spurs.
- Lawrence, house track west of freight shed.
- Santa Clara, all industry spurs.
- San Jose, all industry spurs.
- Lick, corral track.
- Coyote, team track, Pacific Coast Aggregates spur Bayside, Gravel spur.
- Morganhill, Standard Oil and dried fruit spur.
- Tennant, spur track.
- Durney, spur.
- Lonoke, spur.
- Gilroy, 121; track 111 cannot be used between switch leading to track 115 and 9th Street.
- Nema, spur.
- Castroville, all industry and spur tracks.
- Salinas, leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing; all industry spurs.
- Spreckels Jct., east leg of wye. May be used by engines not larger than 2-10-2 type. Speed restricted to five (5) miles per hour.
- Chualar, beet spur.
- Gonzales, Gibson spur.
- Camphora, beet spur.
- Metz, stock track.
- Elsa, wye cannot be used by 5000, 4100 and 4200 class engines.
- King City, lumber yard spur.
- San Lucas, house track.
- Nacimiento, short spur.
- San Miguel, lumber yard spur.
- Eaglet, short spur.
- Thyle, spurs.
- East end tunnel No. 9, spurs.
- Hathaway, Shell Oil, Standard Oil and Richfield Oil spurs.
- San Luis Obispo, vegetable spur, west end of team track.
- Edna, house track between west end freight house and east end spur.
- Honda Notches, work track can be used to clearance point only.
- West Casmalia, wye tracks.
- Narlon, branch.
- Surf, oil spur; short leg of wye.

- White Hills, branch.
- Concepcion, house track.
- Coromar, house track.
- Goleta, Walnut spur.
- Hope Ranch, house track.

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.

20. Handling of head end cars on rear of passenger trains is not permitted unless so constructed that trainmen can pass through in an emergency, except that between San Francisco and San Jose such cars may be handled on rear provided retaining valve be on head end of car to enable compliance with air brake Rule 16 when making running air brake test.

Handling of freight cars in trains behind passenger cars is prohibited. This does not refer to a baggage, express, or mail car, or a caboose.

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 set out.

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 RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M. P. H. and Freight and mixed trains 35 M. P. H. except as otherwise provided for. Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Pages	BETWEEN	PASSENGER			Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD		
		Maximum	With C 12, C 15, C 17, TW, Mk 2, MC 4, MC 5, AC 1, AC 2, AC 3 Engines	With MM 2, F 1, 3, 4, 5, 6 C 2 to 10 incl. C 13 to 29 incl. SP 1, 2, 3, AC 4, 5, 6, AM 2 Engines				With M, T 1, 2, 8, 9, T 23, 28, 31, T 36, 57, 58, Mk 5, Mk 6, Mk 7, Mk 8, Mk 9 Engines	Maximum	C 12, 15, 17, Mk 2, 4, 10, MC 2, 4, 6, TW, AC 1, 2, 3, 4, 5, AC 6, MM 2, AM 2	T 1 to 58 incl. C 2 to 10 incl. C 13 to 29 incl. Mk 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3, M
2, 3, 4, 5, 6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 Miles	25	25	25	25	15	20	25	25	25
2, 3, 4, 5, 6	East Portal Tunnel No. 1—Bayshore	50	40	45	50	20	20	40	30	35
2, 3, 4, 5, 6	Bayshore—College Park	60	40	45	50	20	20	40	30	35
2, 3, 4, 5, 6	College Park—Signal Bridge 464	45	40	45	45	35	20	30	30	30
2, 3, 4, 5, 6	Signal Bridge 464—San Jose	30	30	30	30	20	20	20	20	20
7	Mayfield—Vasona Junction	40			30	20	20	30		
7	Vasona Junction—Los Gatos	30			18	15	20	25		
7	Los Gatos—Eva	20			15	10	20	20		
7	Eva—Santa Cruz	25			18	15	20	25		
8	Davenport—Santa Cruz	30			30	20	20	25		
8	Santa Cruz—Watsonville Junction	30			25	15	20	25		
8, 9	San Jose—Willow Glen	50	40	40	35	20	20	40	35	35
8, 9	Willow Glen—End of Double Track Sargent	60	40	45	40	20	20	40	30	35
8, 9	End of Double Track Sargent—Logan—West Switch, Watsonville	50	40	45	35	20	20	40	30	35
8, 9	West Switch, Watsonville Junction Yard—Yard Office—Yard Office—East End of Double Track	45	40	45	30	20	20	40	30	35
8, 9, 10	Watsonville Jct. (Eastward track)	30	30	30	30	20	20	30	30	30
9	Carnadero—Tres Pinos	30			25	15	20	30		
10	Watsonville Junction—Salinas	50	40	45	35	20	20	40	30	35
10	Salinas—M. P. 125	60	40	45	40	20	20	40	30	35
10	M. P. 125—Soledad	50	40	45	40	20	20	40	30	35
10	Soledad—San Ardo	60	40	45	40	20	20	40	30	35
11	San Ardo—Santa Margarita	50	40	45	40	20	20	40	30	35
11	Santa Margarita—Goldtree	30	30	30	18	15	20	22	22	22
11	Goldtree—San Luis Obispo	45	40	45	18	15	20	22	22	22
12	San Luis Obispo—Pismo	50	40	45	35	20	20	40	30	35
12	Pismo—Guadalupe	60	40	45	40	20	20	40	30	35
12	Guadalupe—Surf	50	40	45	40	20	20	40	30	35
12, 13	Surf—Santa Barbara	50	40	45	35	20	20	40	30	35
13	Surf—Lompoc	20			20	15	20	20		
13	Lompoc—White Hills	15			15	10	10	10		
14	Castroville—Monterey	40			30	15	20	30		
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	20	30		
14	Valencia St.—San Bruno via Tanforan	15			15	12	15	15		
9	La France—Lick Branches				10		10			

SPECIAL INSTRUCTIONS

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, AC 4, 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 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

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains and engines must not exceed speed of 20 M. P. H. from Division point on Milpitas line to 1st Street and 15 M. P. H. from 1st Street to junction of westward main track at San Jose.

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 running under own steam:

	M. P. H.
With all rods on, hauled in trains.....	30
When main rod only is removed.....	30
When side rods only are removed.....	30
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.....	30

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.

On 5000 class engines when inside main rod has been removed account middle cylinder disabled, restrictions should be 30 miles per hour whether running under its own steam or towed in train.

Relief trains with steam derrick.....	25
Through crossovers, turn outs and on sidings unless otherwise specified.....	10
San Luis Obispo yard, limits indicated by slow boards.....	15
San Francisco—San Bruno, (SW type engines.....)	20
yard drags..... (Other type engines.....)	35
Locomotive cranes with light end forward.....	25
Through interlocking plants.....With caution	

For speed restrictions over all buffer spring switches see page 18.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M. P. H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M. P. H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

SPEED OF TRAINS REGULATED BY ORIDINANCE THROUGH CITY LIMITS

PAGES	LOCATION	M. P. H.
2, 3, 4, 5, 6	Burlingame trains 72, 98, 34, 69 and 36 (over crossings Oak Grove Ave. to Peninsula Ave., incl.).....	30
2, 3, 4, 5, 6	Redwood City.....	45
2, 3, 4, 5, 6	Palo Alto (over University Ave. to Lytton Ave.).....	20
2, 3, 4, 5, 6, 7, 8, 9	San Jose, unprotected grade crossings.....	12
6, 7, 8	Santa Cruz.....	20
7, 8	Watsonville.....	20
8, 9	Gilroy.....	35
8, 9	Hollister.....	15
10	Salinas (From westerly city limit signs to Main St.)	35
10	Salinas (From Main St. to Cattleman's Lane.....)	25
13	Santa Barbara.....	20
14	San Francisco — San Bruno Line between 3rd and Valencia Streets.....	15

SPEED TABLE

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

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
1.3	"	"	A.T. & S.F.R.R. Crossing
1.5	"	"	Tunnel 1
1.7	"	"	22nd Street Crossing
1.9	"	"	23rd Street Crossing
2.0	"	"	Tunnel 2
3.1	"	"	Oakdale Avenue
3.7	"	"	Williams Ave. Bridge
3.4	"	"	Tunnel 3
4.2	"	"	Paul Ave.
4.6	"	"	Tunnel 4
7.7	Bayshore.....	South San Francisco..	5
29.7	Menlo Park.....	Palo Alto.....	San Francisquito Creek Bridge
46.9	San Jose.....	Passenger Station....	Station Umbrella Sheds
200.6	Bradley.....	Nacimiento.....	Salinas River Bridge
222.0	Templeton.....	Asuncion.....	Road Crossing
339.6	Cuesta.....	Thyle.....	Tunnel 6
240.2	Thyle.....	Serrano.....	7
240.9	"	"	9
241.7	"	"	10
245.8	Serrano.....	Chorro.....	11
251.1	Hathaway.....	San Luis Obispo.....	Road Crossing
251.2	"	"	"
251.8	"	"	"
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
318.3	Sudden.....	Jalama.....	Tunnel 12
334.4	Drake.....	Sacate.....	13
335.0	Sacate.....	Gaviota.....	Overhead Bridge

M. P.	EAST OF	WEST OF	DESCRIPTION
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.....	" 4
72.3	Felton.....	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

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 feet.....	93,070			
" —66 ft.....	127,610			
" —70 ft.....	122,620			
" —70 ft. (With Auto. End Door).....	125,800			
" .Dynamo).....	98,730			
		87,120		
Baggage & Mail—60 ft.....	103,620			
" —69 ft.....	124,760			
" —70 ft.....	129,140			
" " " Passenger.....	108,675	112,640		
Express Refr.—N. P. Ry.....		74,000		
" —A. R. E. No. 40-154.....		78,000		
" " " " 155-224.....		89,000		
" " " " 500-506.....		110,000		
" " " " 1101-1175.....		85,000		
" —P. F. E. " 500-799.....		83,000		
Express, Horse.....	133,050			
Postal.....	112,120			
Postal Storage—40 ft.....	74,530			
" —60 ft.....	105,120			
Club.....	146,210	122,300	160,726	153,710
Official.....	170,700	155,370		
Chair—60 ft.....	100,620		112,985	108,120
" —74 ft. (Ice Sys.).....			180,915	173,125
" —74 ft. (Steam Ejec. Sys.).....			197,944	181,600
Coaches—60 ft.....	98,130		110,380	105,630
" —70 ft.....	137,640		151,671	145,140
" —72 ft.....			153,782	147,160
" —73 ft.....			168,245	161,000
" —72 ft. (Interurban).....	120,000			
All-Day Lunch—Chair.....	105,970			
" —Coach.....	103,875			
Cafe Coach.....		138,600	*152,675	*146,100
Diner—70 ft.....		135,930		
" —72 ft.....	155,330	146,930		
" —77 ft. (Arch Type Roof (Ice Sys.).....)	156,000		170,857	163,500
" —77 ft. (Clere Story Roof (Ice Sys.).....)		165,530	179,400	171,675
" —77 ft. (") (Mech. Sys.).....			189,581	173,836
" —79 ft.....	169,100			
" —80 ft. (Clere Story Roof) (Mech. Sys.).....			201,323	184,700
Cafe Parlor.....	148,950	161,200	160,198	153,350
Lounge.....			188,949	180,813
Observation—75 ft.....	154,400		169,185	161,900
" —77 ft.....			194,543	186,166
		141,870		
Pullman-Observation (Ice Sys.).....	160,800	153,000	177,314	169,200
" (Mech. Sys.).....	160,800	153,000	185,627	170,300
" Lounge (Ice Sys.).....	171,200		187,682	179,600
" (Mech. Sys.).....	171,200		196,963	180,700
Pullman Bedroom Car (Ice Sys.).....	167,600		183,920	176,000
" (Mech. Sys.).....	167,600		193,039	177,100
" Sleeper (Ice Sys.).....	163,100		180,075	171,500
" (Mech. Sys.).....	163,100		188,134	172,600
" Tourist (Ice Sys.).....	153,000		168,663	161,400
" (Mech. Sys.).....	153,000		167,625	162,500
Rail Gas -Electric Car, 400 H.P.....	158,400			
" " " " 600 H.P.....	167,200			

*Steel Underframe.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
San Francisco	Dr. J. H. O'Connor	Division Surgeon
San Francisco	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
San Francisco	Dr. John C. Williams	Oculist
Daly City	Dr. Jos. Butler	District Surgeon
South San Francisco	Dr. Edwin I. Bartlett	District Surgeon
South San Francisco	Dr. W. H. Musselman	Assistant District Surgeon
Ocean View	Dr. Harry A. Derring	Emergency Surgeon
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon
San Mateo	Dr. Alan Benner	District Surgeon
San Mateo	Dr. Benjamin H. Page	District Surgeon
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
Los Gatos	Dr. William R. Harder	District Surgeon
Los Gatos	Dr. R. P. Gober	Consulting Surgeon
Santa Cruz	Dr. A. L. Phillips	District Surgeon
Davenport	Dr. R. D. Rood	District Surgeon
Mountain View	Dr. A. H. McFarlane	District Surgeon
Santa Clara	Dr. J. I. Beattie	District Surgeon
San Jose	Dr. T. V. Moore	District Surgeon
San Jose	Dr. D. R. Threlfall	Assistant District Surgeon
Morganhill	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	Assistant District Surgeon
Watsonville	Dr. L. M. Liles	District Surgeon
Monterey	Dr. Mast Wolfson	District Surgeon
Pacific Grove	Dr. H. S. Hoyt	District Surgeon
Pacific Grove	Dr. H. M. Hoyt	Consulting Surgeon
Salinas	Dr. E. Wiley Reeves	District Surgeon
Salinas	Dr. Rollin Reeves	Assistant District Surgeon
Castroville	Dr. C. E. Schultz	District Surgeon
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. C. R. Kennedy	District Surgeon
Paso Robles	Dr. Gifford 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	District Surgeon
San Luis Obispo	Dr. J. B. Butler	District Surgeon
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist
Guadalupe	Dr. W. D. Sink	District Surgeon
Guadalupe	Dr. W. C. Conser	Assistant District Surgeon
Guadalupe	Dr. A. L. Mollath	Assistant District Surgeon
Lompoc	Dr. L. E. Heiges	District Surgeon
Lompoc	Dr. L. E. Heiges, Jr.	Associate District Surgeon
Santa Barbara	Dr. Kent R. Wilson	District Surgeon
Santa Barbara	Dr. C. S. Stevens	District Surgeon
Santa Barbara	Dr. A. B. Steele	Associate District Surgeon
Santa Barbara	Dr. William J. Mellinger	Aurist
Santa Barbara	Dr. William H. Johnson	Oculist

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

DIVISION MILEAGE

First Main Track		
San Francisco 3rd St. to Santa Barbara	{S. P. R. R. Co. 354.71 S. P. Co. 10.37}	365.08
End Western Division to San Jose	{C. P. Ry. 1.51 S. P. R. R. Co. 0.69}	2.20
End Western Division to Santa Clara	S. P. C. Ry. 1.28	
End Western Division to Redwood Junction	C. P. Ry. 1.37	
College Park to San Jose	S. P. C. Ry. 1.31	
Total First Main Track		371.24
Second Main Track		
San Francisco to Santa Barbara	{S. P. R. R. Co. 66.81 S. P. Co. 10.37}	77.18
Redwood Jct. to Sweeny	C. P. Ry. 1.32	
Total Second Main Track		78.50
Total 1st and 2nd Main Track		449.74
First Branch Track		
Campbell to La Franc.	S. P. C. Ry. 4.76	
College Park to Santa Cruz	S. P. C. Ry. 33.45	
Santa Cruz to Davenport	S. P. R. R. Co. 11.91	
Surf to White Hills	S. P. R. R. Co. 14.31	
Mayfield to Vasona Junction	S. P. Co. 16.27	
Castroville to Lake Majella	S. P. R. R. Co. 19.60	
Lick to Alamitas	S. P. R. R. Co. 3.84	
Watsonville Junction to Santa Cruz	S. P. R. R. Co. 20.19	
San Francisco to San Bruno	S. P. R. R. Co. 13.18	
Baden to San Bruno via South San Francisco	{S. P. R. R. Co. 1.60 S. P. Co. 1.29}	2.89
Sprekels Junction to Sprekels	S. P. R. R. Co. 2.84	
Caradero to Tres Pinos	S. P. R. R. Co. 18.45	
Total First Track		161.69
Total Branches		161.69
Total All Tracks Coast Division		611.43

RATING OF LOCOMOTIVES—COAST DIVISION—In Ms of 1000 lbs. Back of Tender.

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. 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-63 20/28 126	} 1615 to 1713.....	190	2950	....	2550	780	700	1750
M-4	M-63 20/28 135-S		200	3650	....	3150	990	890	2150
M-6	M-63 21/28 150-S		210	3850	....	3350	1050	950	2250
M-9	M-63 21/28 150-S	} 1725 to 1769, 1780 to 1803..... 1804 to 1822, 1828 to 1830, 1836.....	180	2650	....	2300	700	630	1550
T-1	T-63 20/26 112		200	3400	....	2950	860	770	1950
T-26	T-69 21/28 152-S		210	4200	....	3650	1150	1050	2500
T-28, 31	T-63 22/28 162-S		210	4300	....	3750	1150	1050	2550
T-32	T-69 23/28 174-S	} 2239 to 2271..... 2283 to 2299..... 2311 to 2362..... 2363 to 2370, 2372 to 2384..... 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..... 2513 to 2599, 2750, 2752 to 2860..... 2698 to 2749, 2751..... 2624 to 2679..... 2680 to 2693..... 2624 to 2679..... 2680 to 2693..... 2900 to 2913..... 2932 to 2945..... 2947 to 2952..... 2914 to 2921, 2923..... 3025 to 3071..... 3025 to 3071..... 3200 to 3240..... 3241 to 3277..... 3300 to 3324..... 3600 to 3652..... 3653 to 3667..... 3668 to 3763..... 3764 to 3768..... 4300 to 4376..... 5000 to 5048.....	210	3500	....	3050	860	770	2000
P-1,3,5	P-77 22/28 141-S		210	4000	....	3450	1000	860	2400
P-4	P-77 23/28 155/B-58-SF		200	4300	....	3750	1100	970	2500
P-6	P-77 25/28 172-S		200	4350	....	3800	1150	1050	2550
P-7	P-73 25/28 171-S		200	4600	10000	4000	1200	1050	2650	
P-8, 10	P-73 25/30 181-SF		200	4800	10000	4150	1250	1150	2900	
P-10	P-73 25/30 183/B-63-SF		180	3700	....	3200	900	800	2100
P-11	P-68 24/26 157-S		190	5050	10000	4400	1250	1150	2900	
P-12	P-73 27/28 189-SF		} 205 }							
P-12	P-73 26/28 189-SF									
C-9, 10	C-57 22/30 194-S		} 2513 to 2599, 2750, 2752 to 2860.....	210	4600	10000	3950	1300	1150	2700
C-9, 10	C-57 22/30 200-SF			200	4100	3550	1150	1050	2400
C-8	C-57 22/30 192-S			200	3500	3050	950	850	2050
C-5	C-57 22/30 187-S			210	2900	2500	800	700	1700
C-5	C-57 22/30 185-S			190	3900	3200	1050	950	2250
C-5	C-57 22/30 180			200	4100	3550	1150	1050	2400
C-5	C-57 22/30 178	180		3500	....	3050	950	850	2050
TW-1	TW-54 22/26 147	170		2900	....	2500	800	700	1700
TW-3	TW-50 20/26 120	190		3900	....	3200	1050	950	2250
TW-2	TW-50 20/26 118									
TW-8	TW-54 21/32 161-S	210	2800	....	2400	630	550	1550	
A-3	A-81 20/28 112-S	210	2900	....	2500	630	550	1700	
A-3	A-81 20/28 120/B-64-SF									
Mk-2, 4	Mk-57 23 1/30 206-S	} 3200 to 3240.....	210	5400	10000	4650	1500	1350	3200	
Mk-2, 4	Mk-57 23 1/30 222-SF		210	5850	12000	5150	1600	1450	3500	
Mk-4	Mk-57 23 1/30 230-SF		176	6350	12000	5550	1750	1600	3750	
Mk-5, 6	Mk-63 26/28 210-S		200	6700	12000	5800	1900	1700	3950	
Mk-5, 6	Mk-63 26/28 231-SF	200	7600	12000	6600	2100	1900	4500		
Mk-5, 6	Mk-63 26/28 233-SF	200	8000	12000	7000	2350	1900	4750		
Mk-5, 6	Mk-63 26/28 233-SF									
Mk-7, 8, 9	Mk-63 20/30 247-S	210	6600	12000	5750	1800	1550	4000		
SP-1	SP-63 2 1/2" 316/B-60-SF	} 5000 to 5048.....	225	8000	....	7900	2600	2100	5300
SP-2, 3	SP-63 2 1/2" 317/B-61-SF									

Allowance for Empty and Underloaded Cars—M's	Less than 40 M's.....	6	6	6	3	3	3
	40 M's to 50 M's.....	3	3	3	0	0	0
	More than 50 M's.....	0	0	0	0	0	0

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

CLASS "C"—Consolidation "T"—Ten-wheelers "M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado "P"—Pacific Type "F"—2-10-2 Type "Mt"—Mountain Type "S.P."—Southern Pacific Type "A"—Atlantic Type

COMPANY HOSPITALS

GENERAL HOSPITAL.....	San Francisco
EMERGENCY HOSPITAL, 3d and Townsend Sts., San Francisco	
EMERGENCY.....	Bayshore

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

TRAINMASTERS

L. KOCHER.....	San Francisco
J. M. CARDWELL, Watsonville Jct.	
J. W. CORBETT, San Luis Obispo	
TERMINAL TRAINMASTERS	
J. G. SELDEN.....	San Francisco

CHIEF TRAIN DISPATCHER

I. J. ONYON.....	San Francisco
ASST. CHIEF TRAIN DISPR'S	
A. S. BRAINARD.....	San Francisco
D. W. BROPHY.....	San Francisco

ROAD FOREMAN OF ENGINES

J. Q. DAVIS.....	San Francisco
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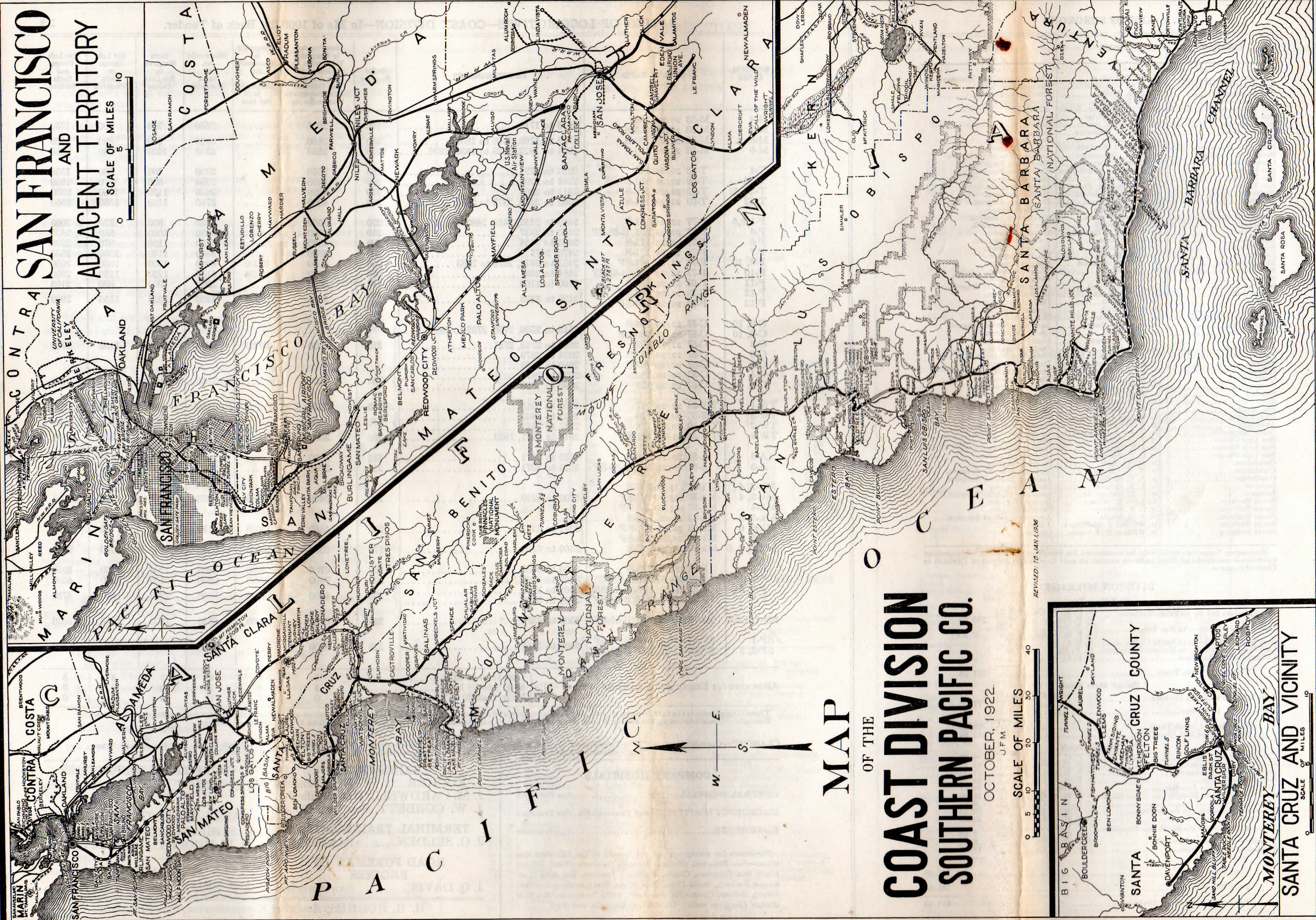
EXAMINER

J. T. BELL.....	San Francisco
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H. R. HUGHES, Assistant Superintendent, San Francisco

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES
0 5 10



MAP OF THE COAST DIVISION SOUTHERN PACIFIC CO.

OCTOBER, 1922
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

REVISED TO JAN. 7, 1936

