# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# COAST DIVISION





To Take Effect Sunday, April 17, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD, General Manager W. B. KIRKLAND,

Superintendent of Transportation.

L. U. MORRIS,

Assistant General Manager.

J. J. JORDAN, Superinte

- 2		EA	STWAR	D				San	Francis							725144					
The same of				1 1 1						RST CLAS			1 - 1							uo om	Time Table No. 145
Capacity of sidings and spurs in	126 Passenger	124 Passenger	170 Passenger	120 Passenger	168 Passenger	166 Passenger	116 Passenger	164 Passenger	162 Passenger	114 Passenger	112 Passenger	174 Passenger	34 Passenger	98 Daylight	72 Passenger	250 Passenger	110 Passenger	108 Passenger	38 Passenger	stance from Francisco	April 17, 1938
car lengths	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily EX. SUNDAY & HOLIDAY8	Leave SATURDAY ONLY	Leave SUN.& HOLI- DAYS ONLY	EX. SUNDAY	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Dist	STATIONS
BKWOIT	3.15PM	2.15PM	1.35PM	1.15PM	1.00PM				11.15AN				8.17AM	8:15AM	7.45 AM	T Build	7.00AM	6.00 AM	12.15AM	0.0	(TO-R SAN FRANCISCO
	f		f								- 11 20	Principal services					f			1.9	23D STREET
P	f			-																3.1	1.2————————————————————————————————————
	f					THE NAME OF	f	AT MATH												4.1	PAUL AVE.
BKW0 ITP	3.24	1 2.24	1.44	f 1.24	1.09	12.39	f 12.24	12.19	f 11.24	f 11.10	f 9.39	f 9.39	f8.26	8.24	7.54	MARK.	s 7.10	f 6.09	f12.24	5.2	BAYSHORE
P								THE			f	f					f		f	6.5	VISITACION
KIP	7-2-11															30 30				6.9	R VISITACION TOWER
											f	f	f				8	f		8.6	BUTLER ROAD
	s 3.30	s 2.30	8 1.49	s 1.30		s 12.45	s 12.30	100	s 11.30	811.16	8 9.46	s 9.45	s 8.32		s 8.00	100-	s 7.17	s 6.16	s 12.31	9.3	SO. SAN FRANCISCO
Y	A Library				Ser The		Marry.	1 0					772	Physical A	Unio policia	4				10.4	TANFORAN WYE
P	8 3.34	f 2.33	s 1.52	s 1.34		f 12.48	f 12.34	1. 45	f11.33	s 11.20	8 9.50	s 9.48	s 8.36		1 1 7		8 7.20	8 6.20	s 12.34	11.0	SAN BRUNO
	f	f	1	f	1	f	f		f	f	f	f	f				ſ	f	f	12,1	LOMITA PARK
1 Center P	•	•	1	•		•	•		1	f	f	f	f				f	8	f	13.7	MILLBRAE
2 Spur P	g	R	9	g	g	g	8		g	g	8	R	8		s		8	8	g	15.2	BROADWAY
0 Spur P	s 3.44	s 2.43	s 2.03	8 1.45	s 1.25	s 12.58	s 12.43	s 12.31	811.43	s 11.31	s 10.00	s 9.57	s 8.48		s 8.11		s 7.31	s 6.35	812.44	16.3	BURLINGAME
1	8 3.48	s 2.47	s 2.07	-	s 1.29	s 1.02	s12.47	512.51	811.47	s 11.35		s 10.01	s 8.52	8.37	s 8.15		8 7.34	8 6.40	s 12.48	17.9	SAN MATEO
Of Center WP	,	f 2.41	f 2.01	. 1.49	8 1.29	. 1.02	0 12.41		,	f	£ 10.00	£ 10.01	f	0.51	5 0.15	ALIVATED S	f	f 0.10	f	18.9	HAYWARD PARK
1 Spur	•									-										20.0	BAY MEADOWS
24 Spur									,								•			20.3	BERESFORD
28 Spur P	<u> </u>						,			-	-									21.9	BELMONT
1 Center P	s 3.58	s 2.57	2 2 17	a 1.50			012.57	-	f11.57N	0 1 1 44	s 10.14	s 10.09	s 9.02				8 7.44	s 6.50	f 12.58	23.2	SAN CARLOS
1			s 2.17	s 1.58	. 1 20	8 1.11	s 12.57	s 12.43	s12.01M		s 10.14		89.06		s 8.26		8 7.48	s 6.57	s 1.02	25.4	REDWOOD CITY
WIYP	8 4.02	s 3.01	s 2.21	s 2.02	8 1.39	s 1.15	s 1.01					s 10.13	9.08	0.45	8.28		7.50	6.59	1.04	26.2	R REDWOOD JOT.
il Center	4.04	3.03	2.23	2.04	1.41	1.17	1.03	12.45	12.03	11.50	10.20	10.15	9.08	8.45	0.20		. 7.50	6.39	6	27.8	ATHERTON
11 Spur P	1	1	1	<u> </u>	8	1	1	8	1	1	1	1	-					7	0	28.9	MENLO PARK
	8	3.10	8	8	8	8	8	- 10 50	1	8	8	8	8 0 17		. 0.25		* 0.00	. 7.10	. 1 12	30.1	PALO ALTO
3 Center	8 4.14						-				8 10.30		24 10 1		s 8.35				s 1.13	31.8	R MAYFIELD
WYP	s 4.17	s 3.15	s 2.35	s 2.15	8 1.53PM	s 1.30	s 1.16	s 12.56	812.15	s 12.03P	s 10.34	s 10.27	s 9.21				s 8.03	8 7.13	f 1.16	34.8	3.0
51 Center P	I		PRINCE		Via		r		ſ							VIa Newark	1 0.00	7.00		36.1	CASTRO 1.3
77 Spur P	s 4.24		8 2.41	8 2.21	Los Altos		s 1.22	36 J	812.21			s 10.33	s 9.27	530	217.79			s 7.20	f 1.22	38.8	MOUNTAIN VIEW
io Center	8 4.29	s 3.25	8 2.46	s 2.26		8 1.41	s 1.27		812.26	812.16	s 10.46	s 10.37	s 9.32			_	8 8.14	s 7.24	f 1.27	-	SUNNYVALE 2.0
,	f			f					f		f	f	f				ſ	f		40.8	LAWRENCE 3.5
KIP	s 4.38	s 3.38	8 2.55	8 2.33	The Land	8 1.48	s 1.34		812.33	s 12.23	8 10.54	s 10.44	s 9.39		8.52	8.48AM	s 8.23	s 7.38	f 1.35	44.3	SANTA CLARA
P KP IP	2 - 100							- CHAI	diam.	- decide an	2 MA 2	TRACTU	ere o	PACIFI						45.2	SAN JOSE YARD
BKWY	f	f		f		f			f	f		f	f				f	f		45.7	COLLEGE PARK
OITP				s 2.40PM	A														8 1.40AM	46.9	(TO-R SAN JOSE
A Robert	EX. SUNDAY	EX. SUNDAY & HOLIDAYS	SATURDAY	Arrive Daily	SATURDAY	SATURDAY	EX. SUNDAY	SATURDAY	SUN. & HOLI DAYS ONLY	EX. SUNDAY	Arrive Daily EX. SUNDAYS & HOLIDAYS	SUN. & HOLI- DAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily		(46.9)
	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.07) 42.00	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.28) 31.98	(0.53) 53.09	(1.15) 37.52	(0.07) 22.29	(1.30) 31.27	(1.45) 26.80	(1.25) 33.11		Time over District

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.

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

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

Additional Stations

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

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 Fran	ncisco S	ubdivisi	on.				dw	/ESTW/	ARD		3
Time Table No. 145										PEF	IRST CLA	ss									
April 17, 1938	Distance from San Jose	105 Passenger	107 Passenger	259 Passenger	169 Passenger	109 Passenger	111 Passenger	69 Coaster	115 Passenger	117 Passenger	Sunset Limited	121 Passenger	123 Passenger	125 Passenger	129 Passenger	131 Passenger	75 Lark	73 Passenger	133 Passenger	31 Santa Cruz	135 Passenger
STATIONS	Dista	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAY8	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAY	Arrive Daily	Arrive Daily Y EX. SUNDAY & HOLIDAY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS
(TO-R SAN FRANCISCO	46.9		s 7.15 AM	11 1-1 -10					the same of the sa	And the second second second		_				8 8.55AM	89.00AM	LA	s 9.20AM	s 9.40 AN	s 10.10AM
23D STREET	45.0	B	8		THE NAME OF THE PARTY.	8	s	e lan	8												1717
1.2 1.4TH AVE.	43.8	8	S																		
PAUL AVE.	42.8						s						الباخية								
BAYSHORE 1.3	41.7	s 6.07	s 7.03	PARTIE	f 7.04	s 7.18	s 7.33	7.40	s 7.48	14	8.00	8.07	8.13		8.31	8.45	8.50	15000	9.10	9.31	10.01
VISITACION 0.4	40.4		f																		
R VISITACION TOWER	40.0																				1422 - 11/2
BUTLER ROAD	38.3		S				s														
SO. SAN FRANCISCO	37.6	8 6.01	8 6.54		s 6.57	s 7.12	s 7.27	7.32	2 1 1 2	s 7.50			66 1	s 8.15		8 8.39		2 10 1	s 9.05	96 T - K	s 9.55
TANFORAN WYE	36.5																				
SAN BRUNO	35.9	s 5.57	8 6.50		f 6.53	s 7.08	s 7.23		8 7.41	M. a.L.	H				8 8.22	8 8.35			s 9.02	LE L V	s 9.52
LOMITA PARK	34.8	B	8		f	f	8		8						8	8					8
MILLBRAE	33.2	8	8		f		8			8			s 8.01						8		forms) (i)
BROADWAY	31.7	8	8		g	8	8		8	8		s 7.55		8 8.07	8	8			8		8 mall Ed
BURLINGAME	30.6	s 5.46	8 6.40	10 14 113	s 6.42	8 6.57	s 7.11	s 7.16	s 7.30	8 7.37	7.41		125	8 8.04	8 8.12	8 8.25	8.31		8 8.52	1 7.46	s 9.40
SAN MATEO	29.0	s 5.42	8 6.36		8 6.37	8 6.53	s 7.07	EW	s 7.26	8 7.33	4.00		E/2 1	s 8.00	s 8.08	s 8.21			s 8.48	9.15	s 9.36
HAYWARD PARK	28.0	f 5.38	f		f	f	8			s 7.30				s 7.56		8					f
BAY MEADOWS	26.9																				कार्यक्ष एक
BERESFORD	26.6	f	f		f					f					f						f was re
BELMONT	25.0	8 1	8		f	8	8		8		, t-	g		3	N.V., I.Y.	8			s 8.42		8 1140 84
SAN CARLOS	23.7	8 5.31	s 6.26	11.79	f 6.27	8 6.42	s 6.56		8 7.15	8 7.22			1027 6		8 8.00	8 8.12		1000	s 8.39	86-2 AL	s 9.26
REDWOOD CITY	21.5	8 5.27	8 6.22		s 6.23	8 6.37	s 6.52	- 6 v I	s 7.10	8 7.18			8 7.46	7.45	8 7.56	s 8.08	13-14		s 8.35	KO B .	s 9.22
R REDWOOD JOT.	20.7	5.25	6.20		6.21	6.35	6.50	7.00	7.08	7.16	7.27	7.41	7.43	7:15	7.54	8.06	8.17	1251	8.33	9.06	9.20
ATHERTON 1.1	19.1	f	f		f		8		1753	8 7.13		A MA			s 7.51	s 8.03			f		s 9.17
MENLO PARK	18.0	8	8		f R	8	8	1 1	8	8			1. 1		8	8			S		8 1862 14
PALO ALTO	16.8	8 5.16	8 6.12	00.00	8 6.14	s 6.27	8 6.41	s 6.52	s 7.00	s 7.07	7.22	s 7.35	ena n	119 11	8 7.45		8.12	28.048	8 8.24	s 9.00	s 9.11
R MAYFIELD	15.1	s 5.08	8 6.08	17.35	f 6.11	6.24	s 6.37		O BE A WILL	s 7.03	100	7.31	7.36		8 7.41	8 7.53	0.00	AL INC.	s 8.21	s 8.56	s 9.08
OASTRO	12.1	f								f								- Mi-			
MOUNTAIN VIEW	10.8	8 5.02	8 6.02	Via Newark	f	8 6.18	s 6.31	1.71.68	m.b.v.	8 6.56	7 7 7 7 7	s 7.26	Los Altos	7.03	8 7.35	s 7.48	23 1		s 8.15	EZ B . 8]	s 9.02
SUNNYVALE 2.0	8.1	f 4.58	8 5.57		f	8 6.13	f 6.27	X to b	8 6.48		17/23	8 7.21	MASO B A		49 1	8 7.43			s 8.10	8.25 t	s 8.57
LAWRENCE 3.5	6.1	f	f		f	f			100	f	7.07			6.58	f		7.57		f	8.45	Miles 3, Mil
SANTA CLARA	2.6	f 4.50	s 5.50	f 5.54 AM	s 5.55	8 6.05	f 6.20	1 (8) (4)	6.41	8 6.46			DA E	A FAR I N	8 7.22	s 7.36		f 7.59AM	s 8.03	PE D I	s 8.50
SAN JOSE YARD	1.7	E PORT											No. 1 - M								76 127
COLLEGE PARK	1.2	f	f	f	- 0 N/S	f			f				1		f	f					f
TO-R SAN JOSE	0.0	4.45 AM	The second secon						Control of the Contro		7.00 AM			6.50AN				7.54 AM		200 00000000000000000000000000000000000	
(46.9)		Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	SUN. & HOLI- DAYS ONLY	EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	EX. SUNDAY & HOLIDAYS	EX. SUNDAY 4 HOLIDAYS	Leave Daily	EX. SUNDAY	EX. SUNDAY	Leave Daily Y EX. SUNDAY & HOLIDAYS	Leave Daily	1 1/1/20/12/2019			& HOLIDAYS		Leave Daily EX. SUNDAY & HOLIDAYS
Time over District		(1.35) 29.62	(1.30)	(0.05) 31.20	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.25) 33.11	(1.25)	(1.10) 40.20	(1.07) 42.00	(0.47) 40.60	(1.40) 28.14	(1.25) 33.11	(1.25) 33.11	(1.10) 40.20	(0.05) 31.20	(1.22) 34.32	(1.02) 45.39	(1.25) 33.11

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

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

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

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

# 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
31 135 1-75	San Bruno Bay Shore   Burlingame   Palo Alto	Discharge Discharge Discharge	TOTAL OF BISING	Any Station Any Station Santa Barbara	Funeral parties Daily Daily

4		EA	STWAF	RD.				San	Francisc	co Subdi	vision.										
										RST CLASS			P.	1 888		1		1 1		- 0	Time Table No. 145
apacity of idings and ours in Car	154 Passenger	152 Passenger	70 Coaster	150 Passenger	148 Passenger	146 Passenger	144 Passenger	184 Passenger	142 Passenger	140 Passenger	138 Passenger	182 Passenger	136 Passenger	134 Passenger	180 Passenger	132 Passenger	32 Santa Cruz	36 Del Monte	176 Passenger	ance from Francisco	April 17, 1938
Lengths	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	SATURDAY ONLY	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	IJenve SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily	Leave SUN. & HOLI- DAYS ONLY	n st	STATIONS
SKWOIT YP	7.20PM	The second second	6.15PM	Dr. A ROUGE	5.32PM	25 15 15 15 15 15 15 15 15 15 15 15 15 15	100 GAP 5 WAS	5.23PM	5.23PM	100	No. 200-21130	5.03PM	5.03PM	4.50PM	4.45PM	4.20PM	4.10 PM	4.00 PM	3.30PM	0.0	TO-R SAN FRANCISO
					s			f				f	s	8	f	f		N all		1.9	23D STREET
P								f				ſ		f	f	f		No.		3.1	14TH AVE.
								f				f		S				3,0a		4.1	PAUL AVE.
BKW0 ITP	7.29	f 6.29	6.24	f 5.59	AR THU		The end of	f	OB	n's		f 5.14	5.12	s 5.01	f 4.55	s 4.31	4.19	4.09	3.39	5.2	BAYSHORE
P		f		f				f										100		6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWN
								f				f		f B	f	s				8.6	BUTLER ROAD
1, Q 4	s 7.34	s 6.35		s 6.05	s 5.47	1 1 1 1 1	Latin	s 5.39		74	a.T. T. J.	s 5.20	8.8	s 5.08	s 5.02	s 4.39		-28 -	f 3.45	9.3	SO. SAN FRANCISO
Y																				10.4	TANFORAN WYE
P	s 7.37	s 6.39		s 6.09	s 5.50			f 5.42				s 5.24		8 5.12	f 5.06	8 4.42		18 B	f 3.48	11.0	SAN BRUNO
	f -	s		s	S			f				f	8		f	s			f	12.1	LOMITA PARK
Center P	f	s		s	s			f	( Sec. 1941)			f	8		f	s			f	13.7	MILLBRAE
Spur P	8	8		s	s	s 5.48	5.8 x	s	2,7,0		in	8	s	8	8	8			8	15.2	BROADWAY
Spur P	8 7.46	s 6.49	s 6.39	s 6.21	s 6.02	Laur	s 5.46	s 5.52	PANED.	LY I	27-17	8 5.35	8 5.29	8 5.20	s 5.16	s 4.52	s 4.31	TAKE .	s 3.57	16.3	BURLINGAME
]	8 7.49	s 6.53		s 6.25	s 6.06	s 5.55	0.8	s 5.56	s 5.45	5.42	5.39	8 5.39	s 5.32	s 5.24	s 5.20	8 4.57		2574	8 4.01	17.9	SAN MATEO
Center	f	8		8	s		-	f	s		EIT IE	f			f	s			f RE A 1	18.9	HAYWARD PARK
Spur																				20.0	BAY MEADOWS
Spur		f		f	f		s	ſ				f				f		3	f	20.3	BERESFORD
Spur P	f	8		8	s		8	f	- 1			f		8	f	8		n n	f	21.9	BELMONT
Center P	s 7.58	s 7.04		8	s	в		s 6.05	8		5.45	s 5.49		8	f 5.30	8 5.08		6.25	f 4.10	23.2	SAN CARLOS
0.0	s 8.02	s 7.08		s 6.40	s 6.20	s 6.07	s 6.04	s 6.09	s 6.00	s 5.50		8 5.53	8 5.41	s 5.36	s 5.34	s 5.12	s 4.43	N. 8 .	8 4.14	25.4	REDWOOD CITY
WIYP	8.04	7.10	6.51	6.42	6.22	6.09	6.06	6.11	6.02	5.52	5.50	5.55	5.43	5.38	5.36	5.14	4.45	4.32	4.16	26.2	R REDWOOD JOT.
Center	f	f		f	f		8	f		8	2 4 4 5	ſ	8		f	s		9	f	27.8	ATHERTON
Spur P	8	8		s	8	8		f	s	8		8	8		f	8			f	28.9	MENLO PARK
	s 8.13	s 7.18	8 6.59	s 6.50	s 6.31	s 6.17	s 6.13	8 6.19	8 6.09	s 6.01	s 5.56	8 6.05		s 5.45	s 5.42	s 5.23	s 4.50	TAY .	s 4.24	30.1	PALO ALTO
Center WYP	s 8.16		0.00	arring many and	s 6.35				s 6.12		s 6.00PM				s 5.45		s 4.53	100000000000000000000000000000000000000	8 4.27	31.8	R MAYFIELD
WYP	0.10			1		0.21		f 0.23	f		0.00	1			t	f				34.8	OASTRO
Center P	s 8.22	s 7.28	SALK S	s 7.00	s 6.41		s 6.22	s 6.29		8	Via Los Altos	8 6.16		1	s 5.51	s 5.34	s 5.00	- 15 m	8 4.33	36.1	MOUNTAIN VIEW
Spur P		s 7.32				s 6.31	- 0.00	s 6.34	s 6.23	8	LOS AITOS	8 6.21		8	s 5.55	8 5.39		THE A	8 4.37	38.8	SUNNYVALE
Center	24.0			f 1.05		0.01	f	f 0.54	0.23	Va. T		1			f	t	-		ſ	40.8	LAWRENCE
KIP	f 8.34	f 7.39	1000 ST	f 7.13	s 6.54	f 6.38	s 6.34	s 6.42		S		8 6.30	8 6.11		f 6.03	s 5.48	3 , 17		8 4.44	44.3	SANTA OLARA
KP	5.51	. 1.39		. 1.13		. 0.30	3.51	5 5.42				3.30			3.33	3,10				45.2	SAN JOSE YARD
IP	•				f			r	f			•	8		f	f				45.7	OOLLEGE PARK
BKWY	8 40PM	g 7 45 pm	g 7 25 PM	s 7 10PM	s 7.00 PM	s 6 44 PM	s 6.40PM	a 6 40 PM	8 6 35 PM	8 6 30PM	N. S. T. T.	. 6 26 94	8 6 18PM	8 6 12PM	s 6 10PM	8 5.55PM	s 5.15 PM	84 50PM	8 4 50PM	-	TO-R SAN JOSE
OITP		Arrive Daily					Arrive Daily EX.SAT, SUN & HOLIDAYS				Arrive Daily EX.SAT,SUN								Arrive SUN.4 HOLI-		(46.9)
H-IDH 3	(1.00)	(1.95)				No. of Contract of	The second second second	100 000000	The second	The same of the sa	O'RE WARRED	CONTRACTOR OF THE PARTY OF THE	AND DESCRIPTION OF THE PARTY OF				10.00	Management of the last			Time over Dist.
2.84	(1.20) 35.18	(1.25) 33.11	(1.10) 40.20	(1.28)	(1.28) 31.98	(1.15) 37.52	(1.14) 38.03	(1.25)	(1.12) 39.08	(1.10)	(0.43) 44.37	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.25) 33.11	(1.35) 29.62	(1.05) 43.29	(0.59) 47.69	(1.20) 35.18		Average Speed per H

Water supply at Redwood Jct. located on Dumbarton line.

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

10074	ADDITION	AL FLAG STOPS TO RECEI	VE OR DISCHARGE	PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	Palo Alto	Receive	Watsonville Jct.		Daily

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

# HOLIDAYS INDICATED ARE:

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

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

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.

	ARD	MESTIN	190					Jaolein	Apple 6	San Fran	cisco Sul	division.				PARRIES	WESTW	ARD		. 5
Time Table No. 145	F		BRADE	THE STATE OF THE S	-,				See Lynn	FI	RST CLAS	SELLIP TRO	IR .			THE PERSON		CALID URIE		
April 17, 1938	Distance from San Jose	173 Passenger	137 Passenger	139 Passenger	35 Del Monte	39 Del Monte	141 Passenger	143	147	149	179	41	37	153	99	155	157	33	47	71
STATIONS	Dista	Arrive SUN.4 HOLI	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUN. & HOLI	Arrive Daily	Passenger  Arrive Daily	Passenger  Arrive Daily	Arrive Daily	Arrive	Passenger  Arrive SUN. & HOLI-	Passenger  Arrive Daily EX. SUNDAY	EV CHNDAVE	Daylight Arrive Daily	Passenger  Arrive Daily	Passenger  Arrive Daily	Arrive Daily	Passenger  Arrive SUN. & HOLI	Arrive Da
(TO-R SAN FRANCISCO )	46.9		& HOLIDAYS	& HOLIDAYS		DAYSONLY				& HOLIDAY	S DAYS ONLY	DAYS ONLY	& HOLIDAYS	& HOLIDAYS				& HOLIDATS	DATSUNLT	
23D STREET	45.0	310.10	8 10.40 AM	811.05 AM	511.30 AII	8 11.55 AM	12.01 PM	8 1.25 PM	8 3.00%	8 4.05 F	8 4.05M	s 5.15 PM	8 5.30PM	s 5.50 PM	8 6.00PM	s 6.50PM	8 7.35 PM	s 9.05 PM	s 9.55 PM	s 10.00
1.2 14TH AVE.	43.8					I	-		f		-	f	f							
1.0	-					f	FA SVA													
PAUL AVE.	42.8			125	- 1	f	KA JILAS						f							
BAYSHORE 1.3	41.7	f 10.01	10.31	10.56	11.20	f 11.43	f 11.51 AM	1.16	f 2.49	f 3.55	f 3.55	f 5.06	f 5.18	5.40	5.50	f 6.39	7.25	8.55	9.45	9.50
VISITACION 0.4	40.4				1 3/4	N N	CHO Y ETEST	49.701		The state of		13 H	f							1
R VISITACION TOWER	40.0				0,20	203 M.C.	ROMATIE	Y B   B   E		milita		12.1 17.					VIII.			Mark.
BUTLER ROAD	38.3				1 4,623,2	f	or axistin	1 90				f	f					f	ſ	
SO. SAN FRANCISCO	37.6	s 9.55		8 10.50	11.14	s11.37	811.44	8 1.10	8 2.43	s 3.48	f 3.49	f 5.00	s 5.10	8 5.34	社	s 6.33	s 7.18	f 8.48	f 9.38	9.44
TANFORAN WYE	36.5				8,865	la lama	иддонна			IN INCIDENTE										T
SAN BRUNO	35.9	f 9.52		s 10.46	E-715 AV88	f	×11.40	8 1.06	s 2.39	8 3.43	f 3.45	f 4.57	s 5.05	5.30		f 6.28	s 7.14	f 8.45	f 9.34	9.41
LOMITA PARK	34.8	f		f	1 2.05	f	f ATLMON	f	f	e	f	1		11		f		- 0.10	- 7.51	7.41
MILLBRAE	33.2	f		f	N. L. Mar	f	P SULTEM	1 0 4	•	t	,	1	,			•	-	_		1
BROADWAY	31.7	8		8	X 14.20	s	g CLAOUR	R	g	R			-			-				
BURLINGAME	30.6	8 9.42	s 10.15	8 10.37	1 1 10	s11.24	811.29	812.57	8 2.30	8 3.32	. 2 27	. 4.40	8 4 5 5			8	8	8	8	2000
SAN MATEO	29.0	s 9.38	810.12	8 10.33		s11.24	-				8 3.37	s 4.48	s 4.55	8 5.21		8 6.17	s 7.04	s 8.36	s 9.24	s 9.33
HAYWARD PARK	28.0	f 7.30	810.12	10.33		\$11.20	*11.25		8 2.26	8 3.28	8 3.33	s 4.44	s 4.50	8 5.17		s 6.13	8 7.00	s 8.32	8 9.20	s 9.29
BAY MEADOWS	26.9	1				<u> </u>	T	1	f	1	ľ	f	f			f	f			
BERESFORD		-				1000														
BELMONT	26.6	I			7 - 9 85	1 (3)	f		f	ſ	f	f	f			f	f			High A
SAN CARLOS	25.0	f	10.07	8	7 0.23	f	8	f	8	8	f	8	8			f	8	f	f	H HUNTER BY
REDWOOD OITY	23.7	f 9.29		8 10.24	THE VIEW	f	s 11.15	812.44	8 2.16	s 3.15	f 3.24	f 4.34	8 4.39	1 24 1		f 6.02	8 6.52	s 8.24	f 9.09	3 2000
	21.5	8 9.25	s 10.03	810.20	1 0 0.00	s 11.07	811.11	812.41	8 2.12	8 3.11	8 3.21	s 4.30	8 4.35	8 5.07		s 5.58	s 6.48	s 8.20	s 9.05	s 9.18
R REDWOOD JOT.	20.7	9.23	10.01	10.18	10.54	11.05	11 09	12.39	2.10	3.09	3.19	4.28	4.33	5.05	5.25	5.56	6.46	8.18	9.03	9.16
ATHERTON 1.1	19.1	f		f	1 2,01	f	f FEETA	1	f	1	f	f	f			f		f	f	police part of
MENLO PARK	18.0	f		8	W O RY	f MAI	8 CARMEN	8	8	8	f	8	8	8		f	8	f business	f in land	1 1002 1
PALO ALTO	16.8	8 9.15	8 9.55	810.10	s10.49	s 10.57	*11.01	s 12.31	8 2.02	8 3.01	8 3.11	s 4.20	8 4.25	s 4.59		s 5.47	8 6.38	s 8.12	s 8.57	g 9 10
R MAYFIELD	15.1	f 9.12		s 10.07	15,5	f 10.53	s 10.57		8 1.58		s 3.07		8 4.19						s 8.53	9.06
OASTRO 1.3	12.1			7.5	0 (.9)	f	CAMPL 3	T I I	d Maria			f	1	- 1.00		,	0.51	5 0.00	5 6.33	9.06
MOUNTAIN VIEW	10.8	8 9.06		s 10.01		f 10.47	s 10.51	s 12.22	s 1.52	8 2.52	f 3.02	f 4.10	s 4.12	. 110		- F 30	. 6 27	- 0.00	- 0.47	7
SUNNYVALE	8.1	f	9.44	8 01 0		f10.42			8 1.47			-				-	8 6.27		s 8.47	9.01
LAWRENCE	6.1	-				1	1		,	, 2.71	, 2.51	f 4.05	8 4.06	8 4.45		8 5.33	s 6.22	f 7.58	f 8.43	8.57
SANTA OLARA	2.6	f 8.55		8 9.50		£10.25	. 10 40	212.10		. 2.42	1 0 50	1	f				1			-
SAN JOSE YARD	1.7	. 3.33		9.30		f 10.35	* 10.40	s 12.10	8 1.40	8 2.40	f 2.50	f 3.58	в 3.59	8 4.36		f 5.26	8 6.15	s 7.51	s 8.36	8.50
COLLEGE PARK	_		-1	· · · · · · · ·			THE R. P. LEWIS CO., LANSING, MICH.													
TO-R SAN JOSE	1.2	1				f	T A STATE OF		f	f		f	f	1		f	f	f	f	11
	0.0		9.35 AM	9.45AM		10.30AM		12.05PM	1.35M			PART OF THE PARTY			5.02PM	5.20 PM	6.10PM	7.45 PM		the state of the s
(46.9)			Leave Daily EX. SUNDAY & HOLIDAYS		Leave Daily EX. SUNDAY & HOLIDAYS	SUN. & HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	EX. SUNDAY 4 HOLIDAYS	SUN. & HOLI- DAYS ONLY	Leave SUN. & HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily
Average Speed per Hour		(1.20) 35.18	(1.05)	(1.20) 35.18	(1.00) 46.90	(1.25) 33.11	(1.26) 32.72	(1.20) 35.18	(1.25)	(1.30)	(1.20) 35,18	(1.22) 34.32	(1.37) 29.01	(1.20) 35.18	(0.58) 48.52	(1.30) 31.27	(1.25) 33.11	(1.20) 35.18	(1.25) 33.11	(1.15) 37.52

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

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

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

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 nunction switch, Santa Clara.

Additional Stations Additional Stations Aqua (Spur) MP 12.9 Howest (Spur) MP 16.8 Romac (Spur) MP 19.7 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
141 155 47	Butler Road 14th Avenue Any Station (Santa Clara Sunnyvale Mountain View	Receive or Discharge Receive or Discharge Discharge	Any Station Any Station	Any Station Any Station Beyond Los Gatos	Saturday Saturday Daily
71	Menlo Park San Carlos Broadway South San Francisco	Discharge	they will be a	Beyond San Jose	Daily

6		EAS	STWAR	)				moleky	State S	an Fran	cisco Sul	odivisi	on.				VESTWARD		
	TH	IRD CLAS	5					FIRST CL	ASS	Pallary Co			m' m-11- W- 14F		FIR	ST CLASS			IRD CLASS
apacity of dings and spurs in	472 Freight	402 Freight	408 Freight	881 (10000)	188 1970a	160 Passenger	158 Passenger	76 Lark	156 Passenger	74 Passenger	2 Sunset Limited	Distance from San Francisco	Time Table No. 145  April 17, 1938	Distance from San Jose	159 Passenger	753.6		173 reight	401 Freight
r lengths	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dia	STATIONS	Эi	Arrive Daily	STEP 1	Arr	ve Daily	Arrive Daily
BKWOIT YP						10.45PM	9.45 PM	9.00 PM	8.30PM	E BAGO	8.00PM	0.0	(TO-R SAN FRANCISCO	46.9	s 11.20PM		Total Carlotte	on mental in	Marie Roll
ır						10,10						1.9	23D STREET	45.0	f		III E IN	3	AND THE GOOD
P												3.1	1.2————————————————————————————————————	43.8					AND WITH
-					-	-						4.1	PAUL AVE.	42.8			The state of		ATTIC ATTIC
BKWO	9.55PM	7.40PM	3.00 AM			f 10.54	f 9.54	9.09	f 8.39	y ces	8.09	5.2	BAYSHORE	41.7	811.10	15,010	LONG TO A TOP TO A TO	1.10AM	4.30AM
ITP P	9,331	1.201	3.00	1 To 27		110.01		4				6.5	VISITACION	40.4			5 8 April 1		SHIP THE
KIP												6.9	R VISITACION TOWER	40.0				W. A. 197. 1	T. MARYANTE
					-			V				8.6	BUTLER ROAD	38.3	f		1 1-42-	4	AN ALL WAR
	7.0			100		s 11.00	s 10.00	- 1 ASS 3	s 8.45	6 95.3	728.0	9.3	80. SAN FRANCISCO	37.6	s 1 1.03		BOOK OF THE REAL PROPERTY.	(number	Maria Pia
Y	88.831		79.5	100-10		511.00	\$ 10.00	h_ totalta	0.10			10.4	TANFORAN WYE	36.5				30	A STATISTICS N
P				- 4166		s 11.03	s 10.03	1 1 1 1 1 1 1	s 8.49		- 08.0	11.0	SAN BRUNO	35.9	f 11.00		0.8.4.0		VINITE IN
IL P						f 11.03	s 10.03		6			12,1	LOMITA PARK	34.8	f	MOVE THE	A CHE Y	7	
Center P		- A-1				9	•		•	200 Tempore		13.7	MILLBRAE	33.2	f		A IN SHAPE TO		
Spur P						a a			g			15.2	BROADWAY	31.7	s		R. W. Yorkson, S.		CAMDACHE.
Spur P						811.12	s 10.12	s 9.22	s 8.59		s 8.22	16.3	BURLINGAME	30.6	s 10.50	aratu -	Carlon II william	1 19	ALCO DATE
-		500 10					s 10.12	5 7.22	8 9.03	1 1 00	0.22	17.9	SAN MATEO	29.0	s 10.46	State	1000 W. a. C. D. St., 17		
Center	STATE OF THE PARTY				100	\$ 11.10	*		1		-	18.9	HAYWARD PARK	28.0	f		15 842 3	20.00	AR THANKS
Spur						1			•			20.0	BAY MEADOWS	26.9			9.80	47	MAN JEYN
Spur					-	-						20.3	BERESFORD	26.6	f		THE CALL		
8 Spur P									•		1 11 11 11 11	21.9	BELMONT	25.0	f	TO BE Y	7 5 600- 12		
Center P	10 2 10					s 11.24	s 10.24		s 9.12			23.2	SAN CARLOS	23.7	s 10.38		CELEBRAT INSTA		All Market
	120 A 1					s 11.24	s 10.21		8 9.16			25.4	REDWOOD CITY	21.5	s 10.34	£0.8(1)	econol as		
WIYP	10.40PM	8.20PM	3.50 AM			11.30	10.30	9.33	9.18		8.33	26.2	R REDWOOD JOT.	20.7	10.32	I Cougab I	EE, Page 1	2.10AM	3.30AM
Center	10.401	8.201	3.30 AM			11.50	10.30	7.00	7.10		0.50	27.8	ATHERTON	19.1	f		34 655		a stranger
Spur P	Via	VIa	Via									28.9	MENLO PARK	18.0	s		Di	VIa mbarton	Via Dumbarton
Spur P	Dumbarton	Dumbarton	Dumbarton			.11 20	10.39	s 9.40	g 9 26	and story	s 8.40	30.1	PALO ALTO	16.8	s 10.25	78.5	Cart all Aust		
3 Center WYP	- Y2 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					s 11.42	-	5 5.40	s 9.29		0.10	31.8	R MAYFIELD	-	s 10.22		CILPATE NAME	The same of	
WYP	THE RESERVE		100,00			511.42	510.42		1			34.8	CASTRO	12.1			THE TAX I		
Center P		W THE SECOND		Towns or the same		f11.48	f10.49		s 9.35	Via Newark	Table 1	36.1	MOUNTAIN VIEW		s 10.16		DE PERSON	MA	
7 Spur P	1000		10.0	THE REAL PROPERTY.		f 11.48			f 9.40	Mark		38.8	SUNNYVALE		s 10.12	0.60	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2003
Center	L.P. B. A.					111.52	110.52		1		1000	40.8	LAWRENCE	6.1	1		2 640		73.7.80TO A.
KIP	le end					f 11.59P	1 10 FO		f 9.48	9.43	M p man	44.3	SANTA CLARA	2.6	s 10.05		22.0 1 V. V.		TAJE STA
KP	3E 8 E		ELG.	8 x . 8	-	111.59%	110.59	-1-34-1	1 9.46	7.431		45.2	SAN JOSE YARD	1.7				Territor	A PROPERTY.
IP	4				-	-						45.7	OOLLEGE PARK	1.2				1 7	A LEGISTAL T
0			-			1	1	10.025	a O SER	. 0 50	. 0.038		TO-R SAN JOSE	0.0	10.00PM	DA COMPANY	manufacture I	No. of the	SECTION SECTION
BKWY	The second secon	A	A to To D	18.8				Victor on the land			s 9.03PM						Y.	ave Daily	Leave Daily
Half brend	Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Secretary to the	ALL PRO	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail	Arrive Daily		(46.9)		Leave Daily	oceania era R			
	(0.45) 28.00	(0.40) 31.50	(0.50) 25.20	100.0	The West	(1.20) 35.18	(1.20) 35.18	(1.03) 44.67	(1.25) 33.11	(0.07) 22.29	(1.03) 44.67		Average Speed per Hour	- 12	(1.20) 35.18	- 80 c		(1.00) 21.70	(1.00) 21.70

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.

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

Additional Stations

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment 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.

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.

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

Standard Clock at Santa Clara located in interlocking tower.

	ADDITION	IAL FLAG STOPS TO R	ECEIVE OR DISCH	ARGE PASSENGERS	
ain	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
9	College Park	Receive	Any Station	Any Station	Monday

138   2   168   34   46   528   56   34   46   528   56   56   56   56   56   56   56   5			EASTWARD		polaviba	THE RESERVE		with the same of the	8	an Francisco Subdivisi	on.		E 37.71	TOMES YEAR	W	ESTWA	KD	Company to the Principle	TRIGHT)
Passage   Pass	-5 2 4 7 m	Carlotte The Land		T		EDB53				Time Table No. 145					F	IRST CLA	SS		
## STATE   STA		000000000000000000000000000000000000000		138	32	168	34	46	rom	April 17, 1938	TO E	123	31	185	45	33	47		
## Company of the com		THE REAL PROPERTY.		Passenger	Santa Cruz	Passenger	Passenger	Passenger	ince f	Los Altos—Santa Cruz	ita Cr	Passenger	Santa Cruz	Passenger	Passenger	Passenger	Passenger		oetiky or upa apu
Second Process   Seco	Lengths			Leave Daily	Leave Daily	Leave	The same	Leave Daily	Dist		Dista	Arrive Daily		Arrive	Arrive Daily	Arrive Daily	Arriva		0 00 00 00 00 00 00 00 00 00 00 00 00 0
9 Cyc F		Marine Company		& HOLIDAYS	EX. SUNDAY	SATURDAY	Leave Daily	& HOLIDAYS		STATIONS "		EX. SUNDAY & HOLIDAYS	EX. SUNDAY	SATURDAY	& HOLIDAYS	EX.SUNDAY	SUN. & HOLI- DAYS ONLY		
Symphole	0 WYP			6.01 PM		1.54 PN			31.8		43.7	s 7.31AM	1 0.98		CLAB ALK	3 3-07 P	9.49		
1	(C) (B)	THAT SORT	TORREST THE BOOK	f Mai		f - 26	F PIOL	9 1 2 5	34.0	ALTA MESA	41.5	f	18.16		ONING		-5.03 -12		
# 1	3 Spur P	id to state or		8 6.10		s 2.05			35.7	LOS ALTOS	39.8	s 7.24	9.40		TO THE PARTY OF A	many - K	or RANGE REPORTED		280
		MALE THE	E 7 20 1 N 21	8		8	F-11_F1	Section 2	37.5	SPRINGER ROAD	38.0	f	E 22		SEMAL MI	er j	W-58 - 42 - 500 - 500		724
Figure	8.3	AV TRUE	1 2 3	8		8			38.2	LOYOLA	37.3	f	47.8		* CONTRACTOR		NAME OF TAXABLE		
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	Spur	A CONTROL OF THE PARTY OF THE P		8 6.20		s 2.15		San Jose	41.0	MONTA VISTA	34.5	f 7.13		San Jose	San Jose	San Jose	San Jose		
	4 Spur	Up den	A CO	f		f			43.8		31.7	f	1 2.53		TO SERVED		N AND LANK AND ASSESSED.		
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			A Property of the second	f	A de la constante	f			46.1	0.9		f			CHAPOE	K 68	T. BY S. E. L. B. D. D. WILLIAM		Tak
	MATE.	A Remarks	TANK TO BE A STATE OF THE STATE	f		f	34 34		46.9	-0.8	28.6	f	0.0		71/00/08		#,00 mm/mm/mm		100
##   6.637   5.308   2.30   10.034   6.198   6.8   6.498   6.328   8.238   3.009   7.069   7.299   8.128		ESENTE SE	The State of the S	f		f F	Transfer		47.8	0.9			0.4		575,60	7 9 84	18 C9 + pg - squares	10 th 61	3,00
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Farive Daily   Fari	· P	NA Acres 6		30000	f 6.37	BELLE FORES	f11.12	EXPERIMENTAL TO		RINCON	-		f	1 4 7	3850	f 6.18	f 6.58		TEX
For the part of th										GOLF LINKS	-			1 92	- 3600	THOS			
Ferm. Yd. KWOTYP  S 6.48 PM S 11.26 AM S 11.					f	A CHARLES THE		OT AND SOR		EBLIS				4 8.2	820	fx	f The second		flox
Arrive Daily EX.SAT.,SUN EX. SUNDAY Arrive Daily EX.SAT.,SUN EX. SUNDAY & HOLIDAYS Arrive Daily EX.SUNDAY & HOLIDAYS & HO	erm. Yd	Easter Contract of the Contrac	and and rail part the son	Mars Bell and M	and the	Statis made.	f		COLUMN TERM	PARK STREET	0.8			100	1307	SEVAG.			<b>表表现</b>
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			Ser . Season in adaption of	EX.SAT.,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	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	EX. SUNDAY	Leave SUN. & HOLI- DAYS ONLY		
(0.45) (1.18) (0.46) (1.23) (0.10) Time over District (0.39) (1.18) (0.10) (0.10) (1.21) (1.24) (1.25.07   21.07   24.52   19.81   15.00   15.00   20.29   19.58				(0.45) 25.07	(1.18) 21.07	(0.46)	(1.23) 19.81	(0.10) 15.00		Time over District		(0.39) 28.92	(1.18) 21.07	(0.10) 15.00					1

Oil supply at Santa Cruz for emergency only. Water supply at Felton for emergency only.

Exceptions: 

No. 46 superior to No. 123.

No. 168 superior to No. 185.

No. 138 superior to No. 45.

# 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 DIS	CHARGE PASSE	NGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-138-168 34-32-31-33-47 168-138	Road crossing 1.4 miles west of Asule 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

THE STATE OF THE PARTY OF	EASTWARD	5	an Francisco Subo	division.		WESTWARD	nbdivision	EAS	TWARD	William .	San F	rancisco	Subdivi	sion.	QH.	ANTE DE A		
			FIRSY OLS			TIANT CLASS	0, 145	SECO	ND CLASS	I III şi		FI	RST CLAS	s	P ALPERSON .			Time Table No. 145
Capacity of bidings and purs in Car Lengths	THE WELL	Distance from San Francisco	April 17, 1938  Santa Cruz Branch		Watsonville Jct.	UP3 CONTROL OF	Capacity of Sidings and Spurs in Car	Specific Spe	766 Freight	76 Lark	2 Sunset Limited	70 Coaster	36 Del Monte	72 Passenger	98 Daylight	38 Passenger	stance from n Francisco	April 17, 1938
Two water			STATIONS	Y APPLY	<b>A</b>		Lengths	BELT ATER		10 A CUT	+ 1	THE PERSON	O TOTAL				Dist	
Term. Yard BKWOTYP		79.2	TO-R SANTA CRUZ		20.0				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
3KWOTYP		79.7	oi OASINO		19.5	- MIC 1 - 11 - 11	Term. Yard BKWOITPY		11.00 PM	10.10PM	9.10PM	7.32PM	5.06PM	9.16AM	9.10AM	1.55AM	46.9	TO-R SAN JOSE
5 Spur		80.4	SEABRIGHT		18.8		San ) I										49.1	W. P. R. R. Crossing
4 Spur		80.9	TWIN LAKES		18.3		Jose Term. Yard		11.12	10.17	9.17	7.38	5.12	9.22	9.15	f 2.03	51.4 55.3	LIOK
5 Spur		81.7	OLIFFSIDE		17.5		22 Spur P	No.								f	57.4	EDENVALE
18 P		83.9	CAPITOLA		15.3		195 East WP 102 Center		11.28	10.26	9.26	7.47	5.20	9.30	9.23	f 2.16	63.1	TO COYOTE
		85.1	NEW BRIGHTON	all line	14.1	e Total	85 P			The moule	INS PARK	id The	COLA PRIN			f	66.3	PERRY
10 P		87.0	APTOS		12.2		25 P			a						f	69.2	MADRONE
5		87.7	FARLEY		11.5	ACC TO A STATE	132 P	110	11.45	10.35	9.35	7.55	5.28	f 9.39	9.31	f 2.29	70.8	TO MORGANHILL
8 Spur		89.7	LEONARD		9.5		12 Spur	THE PARTY OF THE P		J. 1							74.1	DURNEY
3 Spur		90.6	ROBROY		8.6		66 P	NEW TOTAL	11.52	3× 11 - 11						f 2.36	74.6	SAN MARTIN
3 Spur		90.8	ORISTO		8.4		72 P		11.57PM	Sk Tr		8.03					77.0	RUOKER
13 P		92.5	ELLICOTT		6.7		14 Spur	N		t mer	A 153 W		C. ANTON	2 74			79.1	LONOKE
34 P		95.8	NUGA		3.4		100 WTP		12.20AM	10.46	9.46	s 8.13	5.40	s 9.50	9.42	s 2.50	80.7	TO-R GILROY
Cerm. Yard		97.8	WATSONVILLE	the control of	1.4	The second second second	P			re mreco		A LUNE	en vi me	an areas and			83.2	CARNADERO
KWOTYP		99.2	TO-R WATSONVILLE J		0.0					AL THE							84.1	NEMA 0.3
		20 0	(20.0)		200		18 Spur			will a	Billiano		1				84.4	MILLER 2.7
							79 WP		12.30	10.53	9.53	8.23	5.48	10.00	9.49	f 3.00	87.1	TO SARGENT
			Service Performed t	by			26 P	,		80			The All III				89.0	BETABEL 2.9
		EF-7			102 4		96 P	0.1				8.31				f 3.09	91.9	OHITTENDEN
		-					P	,	12.45	11.03	10.03	8.33	5.58	10.11	9.59	f 3.11	93.2	LOGAN
			designation of the second seco				36 Spur P			A. II.		011	124 00	23.3		f	94.6	AROMAS 2.5
	EASTWARD								TO THE RESIDENCE OF	ACCUSED TO A SECOND SEC								
	LACTIVALID	San	Francisco Subdiv	vision.	W	ESTWARD	₹ ∫14 Spur P			60							97.1	VEGA
The same	LACTUALLE	San		vision.	W	ESTWARD	5 (14 Spur P		* 1.00AM	s11.14PM	s 10.14 PM	s 8.43PM	s 6.08PM	s 10.21 AM	10.08AM	s 3.22AM		
C Lovery	LAGIWAIID	8 0	Time Table 145	g	W	ESTWARD	8<							1.25				TO-RWATSONVILLE JOT.
Capacity of Sidings and	LAGIWAIIB	8 0		g	W	ESTWARD	8<							1.25	10.08 Am			VEGA 3.3
Capacity of Sidings and Spurs in Car Lengths	LACTIVALE	8 0	Time Table 145 April 17, 1938	g	W	ESTWARD	8<							1.25		Arrive Daily		TO-RWATSONVILLE JOT.  (49.6)
Capacity of Sidings and Spurs in Car Lengths		1	Time Table 145	Distance from Davenport	W	ESTWARD	8<		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	1.25				TO-RWATSONVILLE JOT.
		Distance from San Francisco	Time Table 145 April 17, 1938  Davenport Branch STATIONS TO-R SANTA CRUZ	g	W	ESTWARD	8<							Arrive Daily	Arrive Daily	Arrive Daily		VEGA 3.3 TO-RWATSONVILLE JOT. (49.6)
Ferm. Yard 3KWOTYP		Distance from San Francisco	Time Table 145 April 17, 1938  Davenport Branch STATIONS TO-R SANTA CRUZ 1.9 ORBY	Distance from Davenport	W	ESTWARD	8<		Arrive Daily (2.00) 24.80  Schedule ti	Arrive Daily (1.04) 46.50  me and train	Arrive Daily (1.04) 46.50	Arrive Daily (1.11) 41.33	Arrive Daily (1.01) 48.79 e end of dou	Arrive Daily (1.05) 45.78	(0.58) 51.31	(1.27) 34.21	100,4	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Hou
Term. Yard BKWOTYP		Distance from San Francisco	Time Table 145 April 17, 1938  Davenport Branch  STATIONS  TO-R SANTA CRUZ  1.9 ORBY 2.3 WILDER	Distance from Davenport	W	ESTWARD	8<		Arrive Daily (2.00) 24.80  Schedule ti	Arrive Daily (1.04) 46.50  me and train	Arrive Daily (1.04) 46.50	Arrive Daily (1.11) 41.33	(1.01) 48.79	Arrive Daily (1.05) 45.78	(0.58) 51.31	(1.27) 34.21	100,4	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Hou
Capacity of Sidings and Spurs in Car Lengths  Term. Yard BKWOTYP  47  2 Spur  35		Distance from San Francisco	Time Table 145 April 17, 1938  Davenport Branch  STATIONS  TO-R SANTA CRUZ  1.9  ORBY 2.3  WILDER 2.5 GORDOLA	Distance from Davenport	W SEA	ESTWARD	BEWOTY		Arrive Daily (2.00) 24.80  Schedule ti exce	(1.04) 46.50 me and train	(1.04) (1.50) (1.04) 46.50	(1.11) 41.33  I apply at the sat Gilroy	(1.01) 48.79 e end of dou will apply at	(1.05) 45.78 able track at train order	(0.58) 51.31 Lick, Coyote signal.	(1.27) 34.21 e, Gilroy, Sa	100.4	TO-R WATSO NVILLE JOT.  (49.6)  Time over District Average Speed per Houle  Logan,
Ferm. Yard BKWOTYP 47 2 Spur		Distance from San Francisco San Francisco	Time Table 145 April 17, 1938  Davenport Branch  STATIONS  TO-R SANTA CRUZ  1.9 ORBY 2.3 WILDER 2.5 GORDOLA 0.8 MAJORS	Distance from Distance from Davenport	W	ESTWARD	BEWOTY	TYLAVAS HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM H	Arrive Daily (2.00) 24.80  Schedule ti exce	(1.04) (1.04) 46.50  me and trainot that of each	(1.04) (1.04) 46.50  n orders will stward train	(1.11) (1.33) I apply at the sat Gilroy	(1.01) 48.79 e end of douwill apply at	(1.05) 45.78 able track at train order	(0.58) 51.31 Lick, Coyote signal.	(1.27) 34.21 e, Gilroy, Sa	100.4	TO-R WATSO NVILLE JOT.  (49.6)  Time over District Average Speed per Houle  Logan,
Ferm. Yard BKWOTYP 47 2 Spur 35 3 Spur		Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table 145 April 17, 1938  Davenport Branch STATIONS TO-R SANTA CRUZ 1.9 ORBY 2.3 WILDER 2.5 GORDOLA 0.8	Distance from Davenport 11.5 9.6 7.3 4.8	W SEL	ESTWARD	BEWOTY	TYLAVAS HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM H	Arrive Daily (2.00) 24.80  Schedule ti excer	(1.04) (1.04) 46.50  me and trained that of each	(1.04) (1.04) 46.50  n orders will stward train I S-72. We No. 98 is sup	(1.11) (1.33)  I apply at the sat Gilroy estward trainerior to We	(1.01) 48.79 e end of douwill apply at are superstward first-	(1.05) 45.78  able track at train order	(0.58) 51.31  Lick, Coyoto signal.	(1.27) 34.21 e, Gilroy, Same class in	rgent and	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Hou  Logan,
Ferm. Yard SKWOTYP 47 2 Spur 35		Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table 145 April 17, 1938  Davenport Branch  STATIONS  TO-R SANTA CRUZ  1.9 ORBY 2.3 WILDER 2.5 GORDOLA 0.8 MAJORS 4.0	Distance from Distance from Pasembort 4.8 4.0	W	ESTWARD	BEWOTY	TYLAVAS HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM HALSAM H	(2.00) 24.80  Schedule ti excer	(1.04) (46.50)  me and trained that of each LES 72 and n—Except N	(1.04) (1.04) 46.50  n orders will stward train I S-72. We No. 98 is sup 87 and 93.	(1.11) 41.33  I apply at the sat Gilroy estward trainerior to We	(1.01) 48.79 e end of douwill apply at as are superstward firststrains will	(1.05) 45.78  able track at train order rior to trains class trains.	(0.58) 51.31 Lick, Coyote signal.	(1.27) 34.21 e, Gilroy, Same class in	rgent and	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Houle Logan, site
Term. Yard BKWOTYP 47 2 Spur		Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table 145 April 17, 1938  Davenport Branch STATIONS TO-R SANTA CRUZ 1.9 ORBY 2.3 WILDER 2.5 GORDOLA 0.8 MAJORS 4.0 DAVENPORT (11.5)	Distance from Distance from Pasembort 4.8 4.0	W 20.1	ESTWARD	BEWOTY	TYLAVAR  ALLEAN  ALLEA	(2.00) 24.80  Schedule ti excer	(1.04) (46.50)  me and trained that of each LES 72 and n—Except N	(1.04) (1.04) 46.50  n orders will stward train I S-72. We No. 98 is sup 87 and 93.	(1.11) 41.33  I apply at the sat Gilroy estward trainerior to We	(1.01) 48.79 e end of douwill apply at as are superstward firststrains will	(1.05) 45.78  able track at train order rior to trains class trains.	(0.58) 51.31  Lick, Coyote signal.  s of the same.	(1.27) 34.21 e, Gilroy, Same class in	rgent and	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Hou
Cerm. Yard SKWOTYP 47 2 Spur 35		Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table 145 April 17, 1938  Davenport Branch  STATIONS  TO-R SANTA CRUZ  1.9 ORBY 2.3 WILDER 2.5 GORDOLA -0.8 MAJORS 4.0 DAVENPORT	Distance from Distance from Pasembort 4.8 4.0	W SEA	ESTWARD	BEWOTY	TYLAVAR  ALLEAN  ALLEA	(2.00) 24.80  Schedule ti excer	(1.04) (46.50)  me and trained that of each LES 72 and n—Except N	(1.04) (1.04) 46.50  n orders will stward train I S-72. We No. 98 is sup 87 and 93.	(1.11) 41.33  I apply at the sat Gilroy estward trainerior to We	(1.01) 48.79 e end of douwill apply at as are superstward firststrains will	(1.05) 45.78  able track at train order rior to trains class trains.	(0.58) 51.31  Lick, Coyote signal.  s of the same.	(1.27) 34.21 e, Gilroy, Same class in	rgent and	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Hou
Ferm. Yard SKWOTYP 47 2 Spur 35		Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table 145 April 17, 1938  Davenport Branch STATIONS TO-R SANTA CRUZ 1.9 ORBY 2.3 WILDER 2.5 GORDOLA 0.8 MAJORS 4.0 DAVENPORT (11.5)	Distance from Distance from Pasembort 4.8 4.0	SE T	ESTWARD	BEWOTY	TYLAVAR  ALLEAN  ALLEA	(2.00) 24.80  Schedule ti excer	(1.04) (46.50)  me and trained that of each LES 72 and n—Except N LES 85, 86,	(1.04) (1.04) 46.50  n orders will stward train I S-72. We No. 98 is sup 87 and 93.	(1.11) 41.33  I apply at the sat Gilroy estward trainerior to We	(1.01) 48.79 e end of douwill apply at as are superstward firststrains will	(1.05) 45.78  able track at train order rior to trains class trains.	(0.58) 51.31  Lick, Coyote signal.  s of the same.	(1.27) 34.21 e, Gilroy, Same class in	rgent and	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Houle Logan, site
Ferm. Yard SKWOTYP 47 2 Spur 35		Distance from San Francisco San Fran Francisco San Francisco San Francisco San Francisco San Francis	Time Table 145 April 17, 1938  Davenport Branch STATIONS TO-R SANTA CRUZ 1.9 ORBY 2.3 WILDER 2.5 GORDOLA 0.8 MAJORS 4.0 DAVENPORT (11.5)	Distance from Distance from Pasembort 4.8 4.0	W		BEWOTY	TYLAVAR  ALLEAN  ALLEA	(2.00) 24.80  Schedule ti excer	(1.04) (46.50)  me and trained that of each LES 72 and n—Except N LES 85, 86,	(1.04) (1.04) 46.50  n orders will stward train I S-72. We No. 98 is sup 87 and 93.	(1.11) 41.33  I apply at the sat Gilroy estward trainerior to We	(1.01) (1.01) 48.79  e end of dou will apply at as are super stward first- s trains will agines will c	(1.05) 45.78  able track at train order clor to trains class trains clear Nos. 98	(0.58) 51.31  Lick, Coyote signal.  s of the same.	(1.27) 34.21 e, Gilroy, Same class in the class than less than terms	rgent and the oppositive minutes	VEGA 3.3 TO-RWATSONVILLE JOT.  (49.6)  Time over District Average Speed per Houle Logan, site

To discharge revenue passengers from San Jose and west and receive revenue passengers for Delmonte and east

Daily

Gilroy

		GRAND					WESTW	/ARD		San Fra	ncisco	Subdivi	sion.		EASTWARD		WE	STWARD
Time Table No. 145		Plant Sta	VACIN								FIRST	CLASS			- Maria Colonia		. 2011	
April 17, 1938	Distance from Watsonville Jct.	69 Coaster	1 Sunset Limited	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	41 Passenger	99 Daylight	71 Passenger		88	860	72	Capacity of Siding and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938 LICK BRANCH	tance from Lick
STATIONS	Wa	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	Arrive Daily	7-1		Ordania i	Michigan 2	Ser 25 P	51.4 55.3	STATIONS LICK 3.6	0.0
TO-R SAN JOSE ) ?	49.6	8 6 21 AM	s 6 5 1 AM		s 10.27AM					8 8.40PM	1 201				12 12 12	58.9	ALAMITOS	3.6
W. P. R. R. Crossing	47.4	0.21	0.51	5 11.13 mm		200	5 0.10	0.10	7/1 / 1 / 1 / 1	8 8.401	2 102 1	2 4 7					(3.6)	
LIOK ) E	45.1	6.13	6.43	7.35	10.21	10.21	3.40	3.40	4.54	8.32			-				Service performed by	
EDENVALE	43.0	0.10	0.10	1.00					WHO YOU	0.32							yard engines	
TO COYOTE	37.3	6,04	6.33	7.25	10.13	10.13	s 3.32	s 3.32	4.46	8.23	9 an					E 03	Time Table No. 145	H .
PERRY	34.1	5.59	6.28	7.20	C N VE	a la	Dr will 18.80		PARTITOR	0.23	N. SEC.		VE DIA		Capacity of Sidings and	ce fron	April 17, 1938	Pino
MADRONE	31.2				2-1-0-				N. B. O. STOR		1 000 4			BOLL I	Spurs in Car Lengths	Distance San France	Tres Pinos Branch	Tres Pinos
TO MORGANHILL	29.6	5.53	6.22	7.14	10.04	10.04	s 3.22	s 3.22	4.38	f 8.14	2,021					- A S	STATIONS	Ā
DURNEY	26.3			- 88	29 5	F 1-48	8 1 1 13		BALADE	1 107	E. 1007		BE-01	acres	р	83.2	CARNADERO	17.9
SAN MARTIN	25.8	5.46	6.17	7.09			f 3.17	f 3.17	RESIDE		0 10 1				-   - P	85.0	1.8	16.1
RUOKER	23.4				9.57	9.57	3 00		SUPPLIES	8.03	Q.167				9	90.3	SAWYER 5.3 HUDNER	10.8
LONOKE	21.3			930	23 1 52	A EA	e - 1 4 1		SCI PANTO	1 at 1	rietr fr		10.50	BELLINE		93.7	JURI DURI	7.4
TO-R GILROY	19.7	s 5.36	6.07	7.00	9.53	9.53	s 3.07	s 3.07	4.27	s 7.57	1.303				16 WP	94.9	HOLLISTER	6.2
CARNADERO Doub	17.2								IN NOW		mant it	1				98.7	3.8 AGATE	2,4
NEMA	16.3		Z. ALL						residente		3.767				Term.	101.1	TRES PINOS	0.0
MILLER 2.7	16.0			2.1	2 91	A 1 66	8 J 1 10		Co. Garge	Charle.	F. HAT		78,00	derin	TP		(17.9)	
TO SARGENT	13.3	5.24	5.55	6.51	9.44	9.44	s 2.56	s 2.56	4.20	7.46	EMP TO			de Co			Service performed by	
BETABEL 2.9	11.4			Y	ê "-   pô	F 1 88	E 1.00		- Elite		1,13,1						extra trains.	EST TE
CHITTENDEN	8.5		5.46	6.43		21	2.48	2.48	Manufacture .					Willes I	- 10 ass	ELC 6	8.81 20.8 2	12.21
LOGAN )	7.2	5.13	5.44	6.41	9.34	9.34	2.46	2.46	4.10	7.36	to me i							
AROMAS	5.8			148	52 4	0 10	8	8	STATES CHARLE		5 881 J		77.11	19 (2.00)	38.071			
VEGA	3.3						4-10-0-0-0-0		- Contract		S 107 . 14			PLOSE T	CA CACA			0.1
TO-R WATSONVILLE JOT )	0.0	5.01 AM	5.33AM	6.31AM	9.25 AM	9.25 AM	2.35 PM	2.35 PM	4.02PM	7.26PM	4-54-37		BUT TO	State	The State of the s			
(49.6)		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	Leave Daily			A de la m	r Esta	Shanne of the			E. I Alma
Time over District	divaci	(1.20)	(1.18)	(1.12) 41,33	(1.02) 48.00	(1.02) 48.00	(1.13)	(1.13) 40.77	(0.58) 51.31	(1.14) 40.22					- I the same of the			I miyye

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

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—Except No. 98 is superior to Westward first-class trains.

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

-	ADDITION	AL FLAG STOPS TO REC	EIVE OR DISCHARG	E PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
35	Gilroy	Receive	San Jose Palo Alto San Francisco		Daily
39 71	Gilroy Any Station	Receive Discharge	San Jose	Los Angeles	Sundays and Holidays Daily

depoted the sand at Country and apply of Salara Latiness in many over west of country and at Country Latiness over over or many indicates.

10				EAS	STWAR	D					Salinas Subdi	vision.		es Sab		W	ESTWA	RD			
	SECONI	CLASS				IRST CLA	ss		AND DE VI			1 .			Allen Opera	- F	IRST CLA	ss .	7 -975	pit align	SERVE .
Capacity of Sidings and Spurs in Car	768 Freight	766 Freight	76 Lark	2 Sunset Limited	70 Coaster	36 Del Monte	72 Passenger	98 Daylight	38 Passenger	rance from	Time Table No. 145 April 17, 1938	Distance from San Luis Obispo	69 Coaster	Sunset Limited	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	41 Passenger	99 Daylight	71 Passenger
Lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist	STATIONS	San	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	Arrive Daily
Term. Yard BKWOTYP	10.40 AM	6.15 AM	11.20PM	10,20PM	8.53PM	6.10PM	10.31 AM	10.08AM	6.53AM	100.4	(TO-R WATSONVILLE JOT	151.7	s 4.45AM	s 5.17AM	s 6.15 AM	s 9.23AM	8 9.23AM	s 2.27PM	s 2.27PM	4.02PM	s 7.14P
DAWOLLI	98	SKALINETER			NOTE: ST					103.6	LYDA	148.5	E	Charles and Allendary	Quentus e	Cur leg 8	Buch M. S. S.	Bus we		A DO MA	4-01
66 P	10.53	6.28	11.28	10.28	9.01	6.17	10.39		7.01	105.6	ELKHORN	146.5	4.36	5.06	6.04			f 2.18	f 2.18	dien's total	7.04
142 WYP	11.03	6.38	11.34	10.34	s 9.16		f 10.46	10.21	s 7.10AM	110.4	TO-R CASTROVILLE	141.7	f 4.29	4.59	5.57	9.08 AM	9.08AM	2.11 PM	2.11 PM	3.49	f 6.57
			11.38	10.38	9.21					113.9	COOPER	138.2	4.23					The state of		BULLINGS	6.51
30	1 8 1981	JON GIGHT	equi :		ALL					115.6	GRAVES	136.5	8 7 64	31 66	01 61	in like	b 1 2-0	B 10.19		157-170	97
Yard BKWOTP	11.17	6.52	s 11.48	s 10.48	s 9.35		s 11.00	s 10.32		118.2	TO-R SALINAS	133.9	s 4.16	4.47	s 5.46	T BB	3 65	E /6.80		s 3.39	s 6.45
101 YP	11.22	6.57	11.52PM	10.52	9.38		11.03			120.3	SPRECKELS JOT.	131.8	4.08	4.39	5.41			1 13.19		-THREGH	6.34
47 P	11.30	7.05						•		125.3	SPENCE	126.8		ot I in	91 bl	F 42	3 / 13	2 (4.05		THEADS	6.28
108 WP	11.37	7.13	12.01 AM	11.01	f 9.50		s 11.15	10.44		129.1	TO OHUALAR	123.0	f 3.57	4.29	5.32			8.03		3.24	s 6.24
42	7.87	NAME OF TAXABLE PARTY.								131.0	GABILAN	121.1			- 60	T TI	9 9			BURNEY R	68
47 P	e dy	1.6	1030 00							131.9	PENVIR	120.2	, X,8	g   Yë		-		20		SH STATES	
131 P	11.47	7.22	12.07	11.07	f 9.58		s 11.26	10.50		135.1	TO GONZALES	117.0	f 3.49	4.23	5.26					3.19	s 6.14
10 Spur	5.5	G W 1981 1 10	7 6 7		W. 40					137.1	RAOK	115.0	8, nil   18.0	Q I EE	2 00	70	86 8	3 / W.H	d page	a design of	9-01k
28 Spur		073756								138.8	MOLUS	113.3						178.91		SERVICE	0 1/2
45 P	11.57 AM	7.32	12.13	11.13	10.04					140.6	CAMPHORA 3.0	111.5								hyan	6.05
168 KWP	12.03PM	7.38	12.16	11.16	f 10.09		s 11.40	10.57		143.6	TO-R SOLEDAD	108.5	f 3.36	4.14	5.17			20.00	10	3.12	s 6.01
75 P	12.11	7.46			10.14		11.46			148.3	HARLEM 4.0	103.8	3.29	2	8 1140	o -62	4 1 45	3 0.81		THATISH	5.52
46 P	12.18	7.53			THE LEWIS		f			152.3	METZ 6.6	99.8	3.23	4.04	5.07			10.00		ME BATTLE	f
81 P	12.29	8.04	12.33	11.33	10.26		11.59 AM			158.9	COBURN 2.1	93.2	3.12		THE CH	2 48				NOT WELL	5.40
82 Spur Y										161.0	ELSA 2.7	91.1			9 4 40	9 99	9   51	8 8.5	65 (	RANGE	
125 KWP	12.50	8.20	12.39	11.39	s 10.36	- 1/	s 12.09 PM	11.17		163.7	TO KING CITY	88.4	s 3.04	3.52	4.54			R.é.		2.53	s 5.33
84 P	1.00	8.28	Call Y	Tan Mag	10.40		12.14	M P. PAL		167.1	WELBY 5.3	85.0				- 3		11.3		Mark	
94 P	1.10	8.38	12.48	11.48	10.47		s 12.22	11.26		172.4	TO SAN LUCAS	79.7	2.50	3.43	4.44	a- wee	FOR ME PO	an had	- Torus	2.45	s 5.19
47 P	1.18	8.46								177.7	DOCAS	74.4	Tana Colonia		Tank I						
131 WOP	1.28PM	8.56 AM	12.59AM	11.59PM	10.59PM		s 12.37 PM	11.36AM		182.9	TO SAN ARDO	69.2	2.34AM	3.32AM	4.33AM		SAUL RESIDE	or I		2.35PM	5.04 PM
1242	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(82.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAY8	SUN. & HOLI.	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily	Leave Daily
																			The state of the state of		(0.40)

(1.42) 48.56

RULES 55, 86, 87 and 650 Third class Styles will clear 55 and 70 act less than five minutes

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

(1.39) 50.00

(2.48)

(1.39) 50.00

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction-Except No. 98 is superior to Westward first-class trains.

(2.06)

(2.06)

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes, and second-class and inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes.

No. 70 reduce speed Saturday to 30 M.P.H. at Soledad, San Lucas, San Ardo, to dispatch papers.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72 71	Any Station Any Station	Receive Discharge	Los Angeles	Los Angeles	Daily Daily

# HOLIDAYS INDICATED ARE:

(2.10) 38.00

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

			EASTWAF	RD						Salinas Subdivision.					W	ESTWARD			11
	SECON	D CLASS		F	IRST CLAS	SS	The state of	20	16, 16	Time Table	New LTT			FIRST	CLASS	GAIR AND THE	BAT	nas	L San and Market
Capacity of Sidings and Spurs in Car	768 Freight	766 Freight	drawn and a second	72 Passenger	98 Daylight	76 Lark	2 Sunset Limited	70 Coaster	tance from Francisco	Time Table No. 145  April 17, 1938	Distance from San Luis Obispo	69 Coaster	Sunset Limited	75 Lark	99 Daylight	71 Passenger	18ut orth	Mulney Mark or and	References and a second and a second as a
Lengths	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dista San	STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	HOC 5	WOO'S	Herries .
131 WOP	1.28 PM	8.56AM		12.37PM	11.36AM	12.59AM	11.59PM	10.59PM	182.9	TO SAN ARDO	69.2	2.34 AM	3.32AM	4.33AM	2.35 PM	s 5.04 PM			E Buss E
47 P	A STATE	1000				221		1.00	186.4	GETTY	65.7				or see the latest		T AL P	JE 1 45	
81 P	1.43	9.11		12.45	11.43			11.07	189.7	WUNPOST 6.2	62.4	2.24	3.25	4.25		4.54			
116 P	2.20	9.23		s 12.55	11.51	1.15	12.15 AM	11.15	195.9	BRADLEY 5.5	56.2	2.12	3.17	4.17	2.20	8 4.45			
74 P	2.35	9.34		Market State of the State of th				To and the	201.4	NACIMIENTO 2.4	50.7		in the	Arasir la	- walling of	4.35			
112 P	2.40	9.39	Flor T	1.05	11.59AM	1.23	12.23	o par	203.8	McKAY	48.3	2.02	3.09	4.08	9.	4.32			
40 WP	2.50	9.50		s 1.11	12.03PM	2546		11.28	207.0	TO SAN MIGUEL	45.1	1.57			2.08	в 4.28		or an vertical	
108 P	2.58	9.56		1.17	0.4 414	1.31	12.31	11.32	210.9	WELLSONA 5.4	41.2	1.50	3.01		F150-75	4.22			
64 WP	3.08	10.06		s 1.27	CJ,S	1.37	12.37	s11.42	216.3	TO PASO ROBLES	35.8	s 1.37		3.54	E. P. B.	s 4.15		CH.G	CHAPTER OF
11 P	3.18	10.17	ECRI	s 1.35	71.8 3	1.43	12.43	11.49	221.8	TEMPLETON 3.1	30.3	1.24	2.48	3.47	W/S STATE OF	s 4.05	to the second		
33 P	La Disease	200	3781	1.49	12.22	- 4554	PE, L		224.9	ASUNCION 1.8	27.2	SF-A	E 7-E	G 5- 1	1.49		1 4 6 6 7		
25 P				8 1.59	SELA		357	f 11.56PM	226.7	TO ATASCADERO	25.4	f 1.18	Angule.	G-GVA	Standard Standard	s 3.58	-1-96.3	and an	
15 Spur		Take (4 27)	The state of	12	ALC: NO.	ST SE	PELL		227.4	BRICKTON 0.6	24.7		Tribut.	86.1		- 12 - 3   - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			
45 P		10.29	20.63		56.1	1.50	Deg Late	THE STATE OF	228.0	HENRY 2.3	24.1	1.15	36.5	5.904	A PARIS	Jw-us-file-	CIN.		
73 P	3.49	10.34		2.04	12.28	American P	12.53	12.02AM	230.3	EAGLET 3.1	21.8	1.12	2.37	3.35	0.32, 25	3.49			
79 P	3.55	10.39		Dr. U.		1.56	08.1		233.4	OUSHING 2,1	18.7	/1.8	OL P				and property and		
E83 BKWYP W143	4.25	11.05	R-A-disk	8 2.18	12.34	2.05	1.05	s12.18	235.5	TO-R SANTA MARGARITA	16.6	s 1.05	2.30	3.28	1.36	s 3.42	- 03.0		
82 P	4.40	11.20	- TEVAL	2.26	12.40	2.17	1.18	12.27	238.9	OUESTA 1.1	13.2	12.47	2.17	3.13	1.29	3.30			
9 Spur P								11,00	240.0	THYLE	12.1								
77 WP	5.01	11.42AM		2.36	12.49	2.26	1.28	12.37	243.4	TO SERRANO	8.7	12.37	2.04	3.04	1.21	3.21			
41 P	5.21	12.02PM		2.44	ve Fri	2.33	1.35	12.46	246.3	OHORRO	5.8	12.26	1.56	2.54	20.9	3.13			
25 Spur		and the same of the same of	81.11	BLOFE			VALE	P. 172	248.0	GOLDTREE 2.6	4.1	BAS	20.0				10.6	111/2	
11 P	5.35	12.17	CAUTE	2.54	1.03	2.44	1.45	12.56	250.6	HATHAWAY	1.5	12.16	1.45	2.44	1.03	3.03	8.26	08.1	
Term. Yard BKWOTP	5.45PM	12.25 PM	DS. ET .	s 2.58 PM	s 1.07PM	s 2.48AM	s 1.50AM	s 1.01 AM	252.1	(TO-R BAN LUIS OBISPO ) 50	0.0	12.12AM	1.40AM	2.40 AM	12.58PM	2.58 PM	I als	1,25	54
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	312703	(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			100
	(4.17) 16.15	(3.29) 19.86		(2.21) 29.44	(1.31)	(1.49) 38.09	(1.51) 37.41	(2.02) 34.03		Time over District		(2.22) 29.24	(1.52)	(1.53) 36.74	(1.37) 42.80	(2.06) 32.95	ES.8	2.5. 7	1 11 11

Sectionize call and test for 92 has 60

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

At Santa Margarita the siding located on station side of main track is westward siding. Schedule time and train orders eastward will apply at east switch of this siding.

Siding located on opposite side of main track to station is eastward siding. Schedule time and train orders westward will apply at west switch this siding.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—except No. 98 is superior to Westward first-class trains.

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes, and second-class and inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes.

No. 70 Saturday reduce speed to 30 M.P.H. at Bradley, San Miguel and Atascadero to dispach papers.

	A	DDITIONAL FLAG STOPS	TO RECEIVE OR DISC	HARGE PASSENGERS	
Train	At	Receive or Discharge	(To (or boyond)	From (er beyond)	Frequency
72	Any Station	Reseive	Los Angeles		Daily
71	Any Station	Discharge		Los Angeles	Daily

The wye of Canmalia is located at the west siding.

Water supply at Gaviota for emergency use only.

Water supply at Jalama for emergency use only.

12			EASTWA	RD					Guad	dupe Subdivision.	and the latest and th			Desire.	WES	STWARD	71			
	SECOND	CLASS		FII	RST CLAS	s									FI	RST CLASS				- Marie - Mari
Capacity of Sidings and Spurs in Car	768 Freight	766 Freight	79 75	72 Passenger	98 Daylight	76 Lark	2 Sunset Limited	70 Coaster	ance from Francisco	Time Table No. 145 April 17, 1938	Distance from Santa Barbara	75 Lark	99 Daylight	71 Passenger	69 Coaster	Sunset Limited	40	384	894	- white
Lengths	Leave Daily Ex. Sunday	Leave Daily	Material Control	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dista San J	STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Beauty Control
Term. Yard BKWOTP	8.00PM	3.20 PM		3.08 PM	1.12PM	3.00AM	2.02AM	1.15AM	252.1	(TO-R SAN LUIS OBISPO )	118.6	s 2.30AM	s 12.53PM	s 2.47PM	s 12.01 AM	s 1.28AM				
32 Spur P			J. Mindle I	BEAR C. I	EE.E		86.6	1.60	257.9	EDNA	112.8		70.55		TEAR			46.8	28,0	IOW HI
IP	8.15	3.35		3.21	1.24	3.12	2.14	1.28	259.1	TO HADLEY TOWER	111.6	2.14	12.42	2.35	11.49PM	1.17				1
28 Spur	-51.1151			The same of					260.0	TIBER	110.7	777	1121					60.0	00.0	
13 Spur				8					262.8	PISMO	107.9			f				100 00	20.0	
132 P	8.25	3.45		3.30	20 5	3.20	2.22	1.36	264.2	GROVER	106.5	2.06		2.26	11.40	1.08		ne d	TWA C	
40 WP		4 12 14		s 3.34	1.33		A STATE OF	1.39	265.9	TO OCEANO	104.8		12.33	s 2.23				00.0	98.3	Land to the
104 P	8.40	3.55		3.40		3.27	2.29		269.9	OALLENDER 2.5	100.8			2.18	11.32	1.01				
45 P	8.45	4.00		3.43			TREA	1.55	272.4	BROMELA	98.3	1.55	75.5	2.15	me a mil			access.	MALE I	THE REAL PROPERTY.
118 BKWP	10.30	4.10		s 3.55	1.43	3.35	2.37	s 2.18	276.5	TO-R GUADALUPE	94.2	1.50	12.23	s 2.10	s 11.25	12.53				
83 P	10.40	4.21		4.02	1.48	3.43	2.43	2.25	280.7	WALDORF	90.0	1.44		1.59	11.18	12.47				
48 P	10.50	4.33		4.08	1.53	3.50	2.49	2.31	284.8	SOHUMAN 2.7	85.9	1.38		1.53	oa N	12.41				
93 43 YP	11.08	4.38		8 4.15	1.58	3.54	2.54	2.36	287.5	TO CASMALIA	83.2	1.34	12.08PM	s 1.38	11.08	12.37				tuoni ir
77 P	11.15	4.43				3.58	2.59	2.40	290.0	ANTONIO 3.2	80.7	1.30	ne I s	1.33		12.33		9501		
132 P	11.22	4.50		4.23	45 8	es e	3.04	1111	293.2	NARLON 4.0	77.5	na cris		1.29	11.01			10.00	2.49	
79 P	11.32PM	4.58		4.29		4.10	3.11	2.49	297.2	TANGAIR 5.5	73.5	1.20		1.24	10.56	12.23			Balan	
125 WOYP	12.13 AM	5.20		8 4.44	2.17	4.18	3.19	s 3.01	302.7	TO SURF	68.0	1.11	11.49AM	s 1.16	s 10.46	12.13		20.11	100.00	V W. 27 32
130 P	12.30	5.35	MINERAL MARKET	4.53	2.23	4.26	3.27	3.11	307.9	HONDA 2.6	62.8	1.03	11.43	1.05	10.35	12.05AM		50 11	Da la	
44			- In the second	f				1.61	310.5	ARLIGHT 2.0	60.2		Welley It	f						
46 P	12.56	5.43		5.01	45.2	4.33	3.34	3.19	312.5	ARGUELLO	58.2	12.56	200.0	12.58	10.27	11.58PM		100	10.0	
47 P	1.10	5.50	5.1.0	f 5.08	BE E	22.1	3.41	3.25	317.3	SUDDEN 3.5	53.4	26.6	00.0	f 12.52	110			10001	10.5	
92 WP	1.17	5.57				4.46	3.48	3.31	320.8	JALAMA	49.9	12.47			10.16	11.48				The face of the
134 P	1.26	6.06	60.5	f 5.18	2.42	4.54	3.56	3.37	325.3	TO CONCEPCION	45.4	12.41	11.24	f12.41	10.10	11.42		VI.S.I.	eg. g.	
47 P	1.35	6.14	Waa a	5.24	05.8	5.00	4.02	3.43	329.8	GATO	40.9	12.36	abit al	12.35	ELS V	11.36	- 30	19,030	MR-ZP-IZ	145
19				,					331.0	SAN AUGUSTINE	39.7			•						
17 Spur P			1/2/02/03	-	PILCI SYSM,I		TOTAL PROPERTY.		334.2	DRAKE	36.5							JAN BURN		
62 P	1 44	6.22	(FE-2)	F 20	2.52	E 07	134.00	2.50	334.8	0.6 SACATE		10.00	11.15	10.07	0.57	11.20		28001	GI.S.	
	1.44	6.23		5.32	2.53	5.07	4.09	3.50		TO GAVIOTA	35.9	12.30	11.15	12.27	9.57	11.30	-			-
85 WP	-			s 5.40 PM					339.4	(87.3)	31.3	THE WAY	11.10AN	SETTING IN	E E DITUR	11.25PM	MENT CHE	gud stokus		
	Arrive Daily Ex. Monday					Arrive Daily				bea catif clais	ng San	to the constitution of the	El stant h	turn in shi	Leave Daily		only terrug	Santa Ma	1 200	
	(5.53) 14.81	(3.11) 27.47		(2.32) 34.46	(1.46) 49.32	(2.13) 39.38	(2.14) 39.01	(2.42) 32.33		Average Speed per Hour	namet -	(2.05) 41.82	(1.43) 50.85	(2.26) 35.87	(2.10) 40.29	(2.03) 42.59		ting Secure	583	

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.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—Except No. 98 is superior to Westward first-class trains.

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes.

No. 75 will reduce speed at Guadalupe to 25 M.P.H. to dispatch mail.

	A	DDITIONAL FLAG STOPS	TO RECEIVE OR DISC	HARGE PASSENGERS	
Train	At	Receive or Discharge	(To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Any Station	Discharge		Los Angeles	Daily

	SECOND	CLASS			FI	RST CLAS	ss		BRA.10	g 0			aW-18-T	January III	FIRST	CLASS	IP TREES				
Capacity of Sidings and Spurs in Car Lengths	768 Freight	766 Freight	daT emili	1000	72 Passenger	98 Daylight	76 Lark	Sunset Limited	70 Coaster	Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from Santa Barbara	99 Daylight	71 Passenger	69 Coaster	Sunset Limited	75 Lark	188			to promo
Dengtus	Leave Daily Ex. Monday	Leave Daily	B-continued and	I	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Die	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Lucia Care	and serve		
5 WP	1.53AM	6.31 PM	EATE		5.40PM	2.58PM	5.13AM	4.16AM	3.57ÅM	339.4	(TO GAVIOTA	31.3	11.10AM	s 12.21 PM	f 9.51PM	11.25PM	12.25AM				
17 P	0.21	GO HI (CITAL)	HT MAS THE	o See		THE WANTE		-		342.6	LENTO 3.1	28.1						81 e	75000	W 100	
9 P	2.03	6.41	1,0.9.00	Thou h	5.48	Arrest file.	5.21	4.24	4.05	345.7	TAJIGUAS 2.9	25.0	13.00	12.13	9.43	11.17	12.17	Sumail			
8 Spur	0.50	Battley	Letter T							348.6	ORELLA 1.3	22.1						STATE OF			
17 P	2.11	6.49	Manuson.	- In the Paris	5.54	Brand St	5.27	4.30	4.11	349.9	OAPITAN 5.1	20.8		12.08	9.37	11.12	12.12		VISIT BUILD	A NOTE OF	
WP	2.21	6.58	OK.	0.5	f 6.02	3.14	5.34	4.37	4.18	355.0	NAPLES	15.7	10.55	f 12.01 PM	9.30	11.06	12.06	and the			
7 Spur	1.7	- JAN	A.W.E.	1 00		togii 01	V-III			357.1	VILO	13.6	10							0	
9 P	2.28	7.05	9.131	1,0	6.07	30	5.39	4.42	4.23	358.9	ELLWOOD	11.8		11.56AM	9.25	11.01	12.01 AM				
7 Spur	Mary I and	- x		K.d.		1003 8				360.2	OOROMAR 1.5	10.5	CONT. IN ALL					ALUN A			
4	CALL AND	a Warrier	AZOO -	0.00	A PERSON	Total Ro	ITHE.			361.7	LA PATERA	9.0				and the little				In a section	
26 P	2.35	7.12	JAG -		s 6.13	3.22	5.45	4.50	4.31	362.8	TO GOLETA	7.9	10.48	f 11.51	9.20	10.56	11.56PM				
2 P	2.41	7.18	diam'r 1	24	6.19	<b>FI</b>	5.51	4.56	4.37	366.5	HOPE RANCH	4.2	4.0								
7 Spur		- Alle	000 to 1 or	2 N 4		A -02				367.9	OLIVA 0.6	2.8	0.0				and the same	54.0			
P	2.45	7.22	EARD	I, U	6.23	3.28	5.55	5.00	4.42	368.5	WEST STA. BARBARA	2.2	10.42	11.42	9.12	10.49	11.49			TO THE PARTY OF	free'y
Ferm. Yard BKWOTP	3.00 AM	7.35 PM	AMER	7.0	8 6.30PM	s 3.35PM	s 6.03 AM	s 5.08 AM	s 4.50AM	870.7	(TO SANTA BARBARA)	0.0	10.35 AM	11.35 AM	9.05 PM	10.42PM	11.42PM				THE REAL PROPERTY.
	Arrive Daily Ex. Monday	Arrive Daily	140	r.or	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	V TAX III			
	(1.07) 28.03	(1.04) 29.34	ASS	6,31	(0.52) 37.56	(0.37) 50.76	(0.50) 27.56	(0.52) 36.12	(0.53) 34.30	II XX G	Time over DistrictAverage Speed per Hour		(0.35) 53.66	(0.46) 40.83	(0.46) 40.83	(0.43) 43.67	(0.43) 43.67		110,00		

EASTWARD		Gua	dalupe Subdivision.		WESTWA	RD	EASTV	VARD	DECATED ARES	Guada	alupe Subdivision.		W	ESTWA	RD
Capacity of Sidings and Spurs in Car	ortho the im und year ply at Occas View.	ince from Francisco	Time Table No. 145 April 17, 1938	nce from			Capacity of Sidings and Spurs in Car		day, Decaration Day	ance from Francisco	Time Table No. 145 April 17, 1938	Distance from White Hills	= 100 Y		
Lengths		Dista San 1	Lompoc Branch	Dista			Lengths	100		Dista San 1	White Hills Branch	Dista		74.074	-
	CEARTAR	2-2010	STATIONS	nolaivii	a Francisco Sub	nd V			EASTMARD		STATIONS	Uhal	TBAB I	40 Di F. 7	172
125 WOYP		302.7	TO SURF	9.7			State Tent		acaumi a	313.0	WHITE HILLS JOT.	3.7			
31	F 22 T	303.8	BARODA	8.6	DECEMBER OF THE PARTY OF THE PA	a a la	Term.	- en	THE RESERVE OF THE PARTY OF THE	316.7	WHITE HILLS	0.0	Caralina	o N. T. H	,A
23		307.6	POST	4.8	Mark and the William			THE REAL PROPERTY.	firm a)	aborn The	(3.7)				
15 Spur		308.1	GARUS	4.8	San Josephanta Cres	211			##3 of	estrojto il	- Section equal dense.				
24 Spur		308.3	LA SALLE	4.1	BUSINES	EA N	D. Place	distant		v Birth			Broadpable		
10	THE STATE OF STREET	309.8	ACORN	2.6	The Land Section						Personal Page Street		MANAGE TO THE STREET	Y, MES	
Term. BKWTP	S.O. The Ob. P. S.	312.4	TO-R LOMPOO	0.0	STRUCK SAME A TOP OF	E. 42. 190	RELEGION DE LE	TOS. B.	NI THE TOTAL	15.11	THE TRANSPORTED TO			ne (Cerebal)	
Carpelina	Industrial Parties	313.0	WHITE HILLS JOT.	0.6		2,53				I STATE			V		
Rails Clare	Laborated States	E L C	(10.3)		DESCRIPTION OF THE PARTY OF THE	T,08	11 0 BM 1		my so		o de somblement	Les	buil		
Call- Colle	- pade ( Box.		Service performed by extra trai	ns.	ANORAT	b 100		hotels in	Surgil 1	Se	rvice performed by extra trai	ns.			

Water supply at Gaviota for emergency use only. Water supply at Lompoc for emergency use only.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—Except No. 98 is superior to Westward first-class trains.

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

1 900	A	DDITIONAL FLAG STOPS	TO RECEIVE OR DISC	HARGE PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Any Station	Discharge	Charles of the last	Los Angeles	Daily

14	EASTWARD				Sa	linas Subdivision.				WEST	<b>TWARD</b>	
	The state of		IRST CLA	ss	The state of	Time Table No. 145			FI	RST CLAS	SS	
Capacity of Sidings and	788 / 764	196	36	38	Distance from San Francisco	April 17, 1938	Distance from Pacific Grove	35	39	37	41	197
Spurs in Car Lengths		Passenger	Del Monte	Passenger	Jistan Jan F	Monterey Branch	Distan	Del Monte	Del Monte	Passenger	Passenger	Passenger
		Leave Daily	Leave Daily	Leave Daily	1 02	STATIONS		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI- DAYS ONLY	Arrive Daily
142 WYP		9.18PM	6.25 PM	7.12AM	110.4	TO-R CASTROVILLE	17.9	s 9.08AM	s 9.08 AM	s 2.09PM	s 2.09 PM	s 8.55PM
15		f		f	112.4	NASHUA 1.5	15.9	-110		f	f	f
14 P		f 9.26	6.32	f 7.21	113.9	NEPONSET 0.9	14.4	Acti		f 2.02	f 2.02	f 8.46
23 Spur		f		f	114.8	LAPIS	13.5			f	f	f
8 Spur		f 9.29		f 7.24	115.4	BARDIN 1.9	12.9			f 1.59	f 1.59	f 8.43
9 Spur		f	D-12.1	f	117.3	MARINA 2.4	11.0			f	f	f
18 P	-	f 9.36	6.41	f 7.32	119.7	GIGLING 0.7	8.6	8.53	8.53	f 1.50	f 1.50	f 8.36
13 Spur		f	1112-01	f	120.4	WORKFIELD	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	5.0	111 -00		f 1.42	f 1.42	f 8.30
8 Spur					124.3	RETREAT	4.0					
122 { P	LEADING TO THE PARTY OF THE PAR	s 9.44	s 6.50	s 7.45	124.9	DEL MONTE	3.4	s 8.45	s 8.45	s 1.38	s 1.38	s 8.27
P		s 9.46	s 6.52	s 7.47	125.7	MONTEREY 2.6	2.6	s 8.40	s 8.40	s 1.33	s 1.33	s 8.22
Yard BKWOTP		s 9.58 PM	s 7.05 PM	8 8.01 AM	128.3	TO-R PACIFIC GROVE	0.0	8.20AM	8.20AM	1.18 PM	1.18PM	8.15PM
30 Spur			Advis a		129.9	ASILOMAR 0.1	1.6			San		
			Red areal W		130.0	LAKE MAJELLA	1.7	\$100 total		- HARRING	Mary S Stage	mind within
		Arrive Daily	Arrive Daily	Arrive Daily	VALUE OF	(17.9)	Test	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily
		(0.40) 26.85	(0.40) 26.85	(0.49) 21.92		Time over District		(0.48) 22.38	(0.48) 22.38	(0.51) 21.06	(0.51) 21.06	(0.40) 26.85

HOLIDAYS INDICATED ARE:

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

=	Eastward S		an Fra	encisco Subdivision Wes	tward	
S	Capacity of Sidings and Spurs in Car		Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from San Bruno	
el și	Lengths	wind and	Dista San J	San Francisco-San Bruno Branch	Dista	
	Mile E	S. COM		STATIONS		17 10
	BKWO P		0.0	TO-R SAN FRANCISCO	13.6	
	I	35.5	0.9	W. P. Ry. Crossing	12.7	
			1.2	O. S. Ry. Crossing	12.4	1111/2 103
	134	1.0.4	1.6	EIGHTEENTH STREET	12.0	7
	9 Spur	1.80.8	2.0	FORD 2.0	11.6	10
	16 Spur		4.0	BERNAL	9.6	. mad t
P	25	6.07	5.2	ELKTON	8.4	
al Y	6 Spur		5.8	RUP	7.8	7.00(2°.02
rmin	91 Spur		6.3	OOEAN VIEW	7.3	
o Te	147	H ELIO	7.4	DALY OITY	6.2	The second
San Francisco Terminal Yard	33	8-3	8.1	UNION PARK	5.5	
Fra	75 P		8.5	COLMA	5.1	Z.lgror _
San	63	1 0 1	9,1	GREENLAWN	4.5	
	10 Spur	min a	9.7	EMANUEL	3.9	Towns.
	47 Spur	Latin Ice	10.1	OARROLL 0.2	3.5	
	10 Spur		10.3	HOLY OROSS	3.3	الوالوري
	12 W		11.4	BADEN	2.2	
	44 Y	L - 1	13.0	TANFORAN	0.6	
	P		13.6	SAN BRUNO	0.0	
	malaivil	dus og	1 SEAL	(13.6)	A WIT I A	A.J.

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

	ARD	WESTWA	1112		LAG	<b>TWARD</b>				50	n Francisco Subdivision	ina	BHOUTAT			ESTWA	NIID	
	Salina	as Subdivision.		Tel S				FIRST	CLASS	100	Time Table No. 145			F	IRST CLAS	S		
	0.0				acity of		32	34	46	from	April 17, 1938	from	31	185	45	33	47	
	8 8	Time Table No. 145	8	Spu	rs in Car		Santa Cruz	Passenger	Passenger	Fran	San Jose-Santa Cruz Branch	ance	Santa Cruz	Passenger	Passenger	Passenger	Passenger	
Capacity of Sidings and purs in Car	nce from Francisco	April 17, 1938	istance fron Spreckels	Le	engths		Leave Daily Ex. Sunday	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Dista	STATIONS	Dista	Arrive Daily Ex. Sunday	Arrive SATURDAY ONLY	Arrive Daily EX.SAT.,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY	
Lengths	Distance San Fran	Spreckels Spur Branch	Dista	7	WP			_					. 0.22#					
		STATIONS		l Yar	WP	18/2	5.20 PM	s 9.50 AM	5.59AM	46.9	SAN JOSE	6.4	S 8.33 AM	s 3.21 PM	s 7.27PM	s 7.40 PM	s 8.24 PM	
01 YP	120.3	SPREOKELS JOT.	2.5	San	I				2 - (S) - V	47.6	W. P. R. R. Crossing	5.7	LEALES W	man gr	L. C.C.			
ard	122.8	SPREOKELS	0.0	Te	48 WP			s 9.58	6.11	50.7	ci CAMPBELL	2.6	(Car)	3.09	7.15	f 7.34	f 8.17	
Carlo	antas	(2.5)	Barrie		6 Spur					52.9	VASONA	0.4	ica and bearing	ntrong maken	de gradje	marty M. Ja		
					P		s 5.30PM	s 10.03AM	s 6.19AM	53.3 51.8	R VASONA JUNOTION	0.0	8.23AM	3.00 PM	7.06PM	7.29 PM	8.12PM	
Ser	vice per	formed by extra trains.					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS		(6.4)		Leave Daily Ex. Sunday	SATURDAY ONLY	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY	ddus.
и гонзк	ENT BUILD	upt o no avistim or source	DAL PLAG	MILEO			(0.10)	(0.13) 29.54	(0.20)	may of a	Time over District	e was	(0.10) 38.40	(0.21) 18.29	(0.21) 18.29	(0.11) 34.90	(0.12) 32.00	

Westward trains are superior to trains of same class in opposite direction. Exception: No. 36 is superior to No. 197.

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 Fran-

San Francisco	{	I. S. Preston, Phelan Building dine & Logie, 2058 Mission Street I. 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 ObispoV. C. Jerram
Santa Cruz	Klein & Trumbley	Santa BarbaraI. F. Bitterly
Salinas	Goodfriend & Traub	LompocWalter Ziesche
	G. H. Ehmann W. V. Bolton	Los GatosJ. B. Streepey

# RULE 10 (J).

A round yellow slow board which indicates by black figures the speed restrictions applying to trains 98 and 99, when these trains consist of streamlined cars and engines cross counter-balanced for speeds of 75 M.P.H. or over. The speeds indicated by white oval slow boards apply to trains 98 and 99 unless a round yellow slow board authorizing a higher speed is displayed on same post below oval slow board.

Slow boards located on left-hand side of track as follows:

# Governing westward trains:

500 feet west of M. P. 119. 1800 feet west of M. P. 190. 1400 feet east of M. P. 233. 2300 feet east of M. P. 264. 400 feet east of M. P. 339.

#### Governing eastward trains:

2200 feet west of M. P. 92. 2100 feet east of M. P. 211. 500 feet west of M. P. 294. 2000 feet east of M. P. 321. 700 feet west of M. P. 325.

Curve warning signals placed at M. P. 194.6 and 261.95 for westward trains and at M. P. 193.2 and M. P. 260.7 for eastward trains, in advance of 10 degree curves where speed is restricted to 25 M.P.H., remain at caution position at all times.

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

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

RULES 17 and 19. Night signals will be displayed through 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, 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, and between Santa Clara and College Park interlocking plants, 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, also 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, 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 indentifica-

If a positive observation check be made at the end of double track at San Jose, or between Lick and Coyote, it will apply at the end of double track at Covote.

Rule 14 (k) must be applied when approaching trains on opposite

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

Visitacion Tower Redwood Junction

Gilroy Los Gatos Salinas

Soledad Santa Margarita

Guadalupe

San Jose-Eastward and westward Coast Division freight trains and CME in territory between Watsonville Junction and San Jose via Gilroy or Los Gatos will register by ticket at San Jose Passenger Station. Eastward Coast Division freight trains arriving San Jose will register by ticket at Santa Clara Tower. Westward Coast Division freight trains moving from San Jose to San Francisco will register at Santa Clara tower.

Western Division trains originating and terminating San Jose Yard will register at Santa Clara Tower.

Mayfield-Scheduled trains via Los Altos and trains originating and

Watsonville Junction-Nos. 98-99-36-35 and 39 will register by ticket.

Castroville-Trains originating and terminating, and trains via

Santa Cruz-Extra trains will register.

RULE 83 (B). Santa Barbara: The train-order office is located at

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.

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

Redwood Junction-Trains to and 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

Train order mast located on the freight lead, San Jose Passenger Station, just east of Alameda Subway where eastward Coast Division freight trains and CME will receive clearance.

Gilroy-Attachment has been applied to base of train-order signal for holding train-order hoops for eastward and westward trains. Trains receiving orders at that point may expect to find train-order hoop with orders in this holder.

King City-Train order mast located between Main track and siding opposite station. Eastward and westward trains receiving orders may expect to find train order hoop with orders in holder.

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

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

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

San Francisco Salinas Redwood Jct. San Jose Gilroy Watsonville Jct. Castroville

Soledad King City Santa Margarita San Luis Obispo Guadalupe

Santa Barbara Felton Santa Cruz Pacific Grove Los Gatos Lompoc

# 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

San Jose-From M. P. 43.5 to M. P. 56.0 including Lick Branch, to M. P. 51.5 on Santa Cruz Branch, including Campbell, to M. P. 44.8 on Milpitas line and to M. P. 43.7 on Agnew line.

Gilroy-From M. P. 79.4 to M. P. 82.4.

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

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

Salinas-From M. P. 113.5 to M. P. 121.5 including Spreckels

Soledad-From M. P. 142.4 to M. P. 144.7.

King City-From M. P. 162.2 to M. P. 165.1.

Santa Margarita-From M. P. 233.9 to M. P. 237.0.

San Luis Obispo—From M. P. 249.6 to M. P. 254.0.

Guadalupe-From M. P. 275.2 to M. P. 277.3.

Surf-From M. P. 301.7 to M. P. 303.7 to M. P. 303.8 on Lompoc Branch.

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

Los Gatos-From M. P. 52.7 to M. P. 54.6.

Felton-From M. P. 72.0 to M. P. 73.4.

Santa Cruz-From M. P. 77.1 to M. P. 80.5 to M. P. 81.7 on Daven-

Pacific Grove-From M. P. 127.7 to M. P. 129.9.

Lompoc—Board at M. P. 310.6 to end of branch at White Hills.

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. Due to restricted view while moving on siding Hathaway, Rule 93 will govern and Rule 99 must be complied with against first class trains. Speed on siding must not be in excess of 25 M.P.H. for passenger trains and 18 M.P.H. for freight trains.

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, Southern Pacific Co. trains using this spur will protect.

Upon encountering, in stop position, automatic signals 466 and 470, located on eastward main track west and east of passenger station, San Jose, trains or engines will not pass signal until they receive a hand signal from herder on duty.

Upon encountering, in stop position, automatic signals 473 and 467, located on westward main track east and west of the station, San Jose, trains or engines will not pass signal until hand signal is received from herder on duty.

First-class trains will move with caution between signal bridge 466 located west of San Jose passenger station and automatic signal 473 located on westward main track east of San Jose passenger station. Trains or engines standing on either main track within territory bounded by signal bridge 466 and signal 473 need not protect against first-class trains, but will comply with Rule 99 (a).

# 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.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

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 this 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. Normal position of junction switch at Vasona Junction is for Los Gatos—Campbell line.

Normal position of junction switch, Davenport Branch, at Santa Cruz is for Santa Cruz branch line.

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: 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 Jct., 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.

Locks No. 2 and No. 3 affected by approaching trains on eastward main track within limits of approach circuit, marker for which is located by overlap board 2000 feet west of signal 312.

Lock No. 3 is also affected by approaching trains on westward main track within limits of approach circuit, marker for which is located by overlap board 2000 feet east of signal 325.

Trains and engines should avoid passing overlap marker post when first-class trains, which normally should move in advance in order to maintain schedule, are due at Mayfield off the Los Altos Branch.

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 westward Coast Division freight trains, must obtain clearance before leaving San Jose.

Westward Coast Division freight trains must obtain clearance before leaving Santa Clara Tower.

Western Division trains originating San Jose Yard must obtain clearance at Santa Clara Tower.

Trains must obtain clearance before leaving Santa Cruz when operator on duty. This does not supersede Rule 83-D.

Trains must obtain clearance before leaving Pacific Grove when operator on duty. This does not supersede Rule 83-D.

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:

If the orders affect movement, either wholly or in part, outside of the block system or centralized traffic control system 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 Jot. 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.

Cars must not be left on storage track between Spreckels Junction and Spreckels, within 100 feet of Hunter Lane crossing, M. P. 121.8 and Harkins Road crossing, M. P. 122.2.

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 yard.

San Luis Obispo, entering and leaving 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 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, San Luis Obispo, and at other points where hand or lamp signals cannot be seen, 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 in San Francisco Terminal will only be required on yard drags for movements over main tracks between San Francisco and San Bruno and between San Bruno and 16th Street; and will not apply in San Jose yard. Air brakes must be used wherever required by rule, instructions, 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 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 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 onehalf mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers, except when train consists of over 45 cars retainers on 15 head cars will be left in retaining position into San Luis Obispo.

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

When helper engines remain cut into train, three additional retainers to be used 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 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 automatic signal No. 467 at Third St. to signal located 50 feet west of oil buffer spring switch at junction with roundhouse lead or wye.

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. The following automatic block signals equipped with triangular number plate marked with letter P [Rule 509 (F)] have included in their control limits some special protective device. When these signals indicate STOP careful inspection must be made of track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Signal	Special Protective	Track or Structure
No.	Device	Location
P- 275	Spring switch	End double track, Redwood Jct.
P- 514	Spring switch	Lick
P- 634	Spring switch	Coyote
P- 635	Spring switch	Coyote
P- 804	Spring switch	Gilroy
P- 866	Spring switch	Sargent
P- 867	Spring switch	Sargent
P- 924	(Earthquake detector	Pajaro River Bridge (Chittenden)
	Slide detector fence	Logan
P- 930	Spring switch	Logan
	(Slide detector fence	Logan
P- 931	Spring switch	Logan
	Earthquake detector	Pajaro River Bridge (Chittenden)
P-1008	Spring switch	Watsonville Junction
P-1009	Spring switch	Watsonville Junction
P-2390	Fire Detector	Tunnel No. 6
P-2401	Fire detector	Tunnel No. 6
P-2500	Spring switch	Hathaway
P-2511	Spring switch	Hathaway
P-2518	Spring switch	San Luis Obispo
P-2519	Spring switch	San Luis Obispo
P-2604	Flood detector	Tiber
P-2623	Flood detector	Tiber
P-3686	Spring switch	West Santa Barbara

# RULE 516. Overlaps are located at:

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop indication, train must be stopped clear of San Pedro Street until flagman has precede train from block signal as required by Rule 509 in order to avoid blocking street crossings.

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

#### TAKE-SIDING INDICATORS

Rules 705, 706, 707, 708 and 709.

Coyote—Take-Siding indicators located on signal 637 east of Coyote, govern movement of westward trains on westward main track. When letter "M" is displayed it will authorize westward trains to continue on main track to end of double track at Lick, irrespective of superiority. When letter "S" is displayed trains will take siding on center siding Coyote. Indicator located on signal 621 at west end of center siding, when letter "M" is displayed, it will authorize trains to enter and continue on westward main track to end of double track at Lick, irrespective of superiority.

King City—Take-Siding indicators located on distant signals 1622 and 1645, west and east of King City, govern movement of westward and eastward trains. When letter "M" is displayed in indicator on signal 1622 it will authorize eastward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at west switch of siding. When letter "M" is displayed on signal 1645 it will authorize westward trains to continue on main track to train order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at east switch of siding.

# AUTOMATIC BLOCK SIGNALS

San Jose—Do not pass automatic signal 465 in stop position without proceed signal from switchtender at The Alameda.

Eastward automatic signal 464 on signal bridge 466 will govern entrance to station tracks one (1), two (2) and three (3) from the westward main track. Eastward trains and engines moving against the current of traffic on westward main track must not pass signal 464 in stop position without proceed signal from switchtender at The Alameda.

Eastward automatic signal No. 466 on Signal Bridge 466, west of The Alameda Subway, San Jose, has route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.

Eastward trains and engines moving on eastward main track will not pass Signal No. 466 in the stop position without a proceed signal from switchtender at The Alameda.

End of block signal protection at station tracks Nos. 1, 2 and 3 is at clear point on west end of these tracks and movement east of clear point must be made with caution.

Starting indicators for westward trains at San Jose Station on tracks one (1), two (2) and three (3) are controlled by switchtender at The Alameda and will indicate as follows:

Red-Do not pass indicators.

Yellow—Proceed with caution to automatic signal 465 at clearance point of westward main track No. 4.

Watsonville Junction—The following will govern the handling of freight train entering Watsonville Junction Yard:

West End: If route signal 990 is in proceed position freight train may proceed to the first yard track switch leading to track 101 but will not pass this switch without signal from yard forces. If route signal 990 is in stop position train should remain at the signal until given a proceed signal by yard forces.

East End: If route signal 1001 is in stop position, after stopping for signal, train may proceed on westward track to Horrigan crossing at yard office but will not pass this point nor make crossover movement until a proceed signal is received from yard forces. If route signal 1001 is in proceed position freight train may proceed on westward main track to Horrigan crossing at the yard office but will not move beyond that point nor through crossovers until a proceed signal is received from yard forces.

Serrano—Trains using siding to allow train on main track to pass, must not enter approach circuit, which will be indicated by sign 500 feet from dwarf light signal at either end of siding.

If two trains in the same direction encounter main track signal No. 2421 and dwarf light signal No. 2423 at west end of siding, or main track signal No. 2438 and dwarf light signal No. 2436 at east end of siding at "Stop", it will be necessary for member of crew to use push button, which is located in time release box at dwarf light signal No. 2423 at west end of siding and in time release box at main track signal No. 2438 at east end of siding, as follows:

For westward trains, if it is desired that train on main track is to proceed first, use push button No. 2423 and hold same until pilot light, which is adjacent to button, is illuminated. Same procedure is followed if train on siding is to proceed first, using push button No. 2421.

At east end of siding for eastward trains, same procedure is followed using push button No. 2436, which is located in time release box at high signal 2438 for main track trains, and push button No. 2438 for siding trains.

After button has been operated, time element will allow signal to indicate proceed after interval of two minutes, provided no train is in block.

If necessary for train on siding to pass approach circuit, member of crew should immediately press button No. 2423 at west end of siding for westward main track trains, or button No. 2436 at east end of siding for eastward main track trains, in order to avoid delays.

If signals involved do not indicate proceed, Rule 509 will govern.

# OIL BUFFER SWITCHES

When an automatic, semi-automatic or interlocking signal in advance of facing point switch indicates "stop", careful examination of the switch must be made.

If switch is equipped with a facing point lock, hand throw the switch from normal to reverse and back to normal before passing over it. When

movement has been completed through switch, reverse movement must not be made until point closes.

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor slack taken, until switch has been thrown by hand.

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

Switches are located as follows and speed indicated must not be exceeded when passing over such switches. This does not authorize exceeding other speed restrictions.

Redwood Junction	Trailing eastward 25 MPH.
(Dumbarton line)	Facing westward 35 MPH.
San Jose	Main line -trailing eastward 35 MPH.
(Freight lead)	Freight lead—trailing eastward 25 MPH.
(1 respire read)	Freight lead-facing westward 25 MPH.
San Jose	Facing eastward 15 MPH.
(Milpitas "Y" switch)	Trailing westward 15 MPH.
T. (Milpitas I switch)	Trailing westward 35 MPH.
Lick	Training westward oo MIII.
(Facing point lock)	Trailing eastward 25 MPH.
Coyote	Trailing eastward 25 MI II.
(Facing point lock)	TO LOT MOU
Gilroy	Facing eastward 35 MPH.
	Trailing westward 25 MPH.
Sargent	Trailing eastward 25 MPH.
(Facing point lock)	
Logan	Trailing westward 30 MPH.
(Facing point lock)	Facing eastward 25 MPH.
Watsonville Junction	Trailing eastward 25 MPH.
(Facing point lock)	
Serrano-West End	Trailing westward (Passenger 25 MPH.
(Facing point lock)	from siding Freight 18MPH.
Serrano—East End	Trailing eastward Passenger 25 MPH.
(Facing point look)	from siding Freight 18 MPH.
(Facing point lock)	Trailing westward Passenger 25 MPH.
Hathaway	from siding Freight 18 MPH.
(Facing point lock)	Trailing westward 15 MPH.
San Luis Obispo	Training westward 15 MPH
(Facing point lock)	Facing eastward 15 MPH.
Hadley Tower	Trailing eastward 25 MPH.
	Facing westward 35 MPH.
West Santa Barbara	Trailing westward 35 MPH.
	Facing eastward 25 MPH.

At San Luis Obispo 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.

Oil buffer spring switch Lick equipped with facing point lock. When interlocking signal governing westward movement indicates stop and permission obtained from operator to pass signal, switch must be thrown by hand before and after movement has been made.

Oil buffer spring switches at Coyote, Sargent, Logan, Watsonville Junction and east and west end of Serrano are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations, is in the stop position or indicates stop, switch must be thrown by hand before and after movement has been

Oil buffer spring switch at San Luis Obispo, equipped with facing point lock. When interlocking signal governing westward movement indicates stop and permission obtained from signal operator to pass signal, switch must be thrown by hand before and after movement has been made.

# 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 east-

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

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

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

#### BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

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

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

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

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 vard, 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 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

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.

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

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.

Tracks between new passenger station and College Park facing San Francisco will be designated as follows:

Track on extreme left......Freight Lead.

Track next adjacent...... Eastward Main Track.

Track next adjacent...... Westward Main Track.

Trains may operate in either direction on any of these tracks on proper signal indication. Speed against current of traffic on eastward and westward main tracks and both directions on freight lead restricted to 30 M.P.H.

Derails on tracks Nos. 404, 411, 412, 416 and 515 within these limits are equipped with electric locks under control of signal operator at College Park Tower. Permission of signal operator must be obtained to unlock derails. Release of lock will be authority to proceed. When entering main track, derail must be thrown first, then main track switch. Restore derail and electric lock to normal position when not in use. Instructions on operation of electric lock are posted inside door of lock box.

Switches on spur tracks Nos. 405, 406 and 409 leading off freight lead are manually operated. Engines must not foul freight lead without permission from signal operator.

The main track switch and derail leading to roundhouse opposite roundhouse office and all crossover switches are power operated. The switch at west end of wye is an oil buffer spring switch, normally lined for Milpitas line main track.

Trains stopped by signals call signal operator on the telephone. If authority obtained to move against "Stop" indication, a careful examination of switches must be made before passing over them. French type telephones will be located in boxes on signal bridges or in close proximity of interlocking signals or locked derails, and direct communication may be had with signal operator at College Park. Button on ear phone should be pressed while in use.

Whistle signals governing routes as follows:

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

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

For San Jose freight vard, 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

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-SANTA CRUZ LINE-(Western Pacific Crossing)

Limits extend from signal 486 feet west of tower to signal 604 feet

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

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

Interlocking derail switches on drill tracks are hand operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663.

Speed on main track must not exceed 30 M. P. H. through limits of plant.

WILLOW GLEN-(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 move-

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 SYSTEM (Authorized Abbreviation C. T. C. S.)

Movements within Centralized Traffic Control System limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic.

Interlocking rules will govern and supersede time-table and trainorder superiority.

Within Centralized Traffic Control System limits Rule 509 will govern when automatic block signals are encountered in stop position.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must be notified immediately.

When an interlocking signal indicates stop signal operator must be consulted by phone as quickly as possible after stopping. When authorized to proceed against the stop indication, careful examination of switch must be made after which train may proceed as per Rule 663.

Trains authorized to proceed in Centralized Traffic Control System territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

Centralized Traffic Control System limits between San Jose and Lick as

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 westward Centralized Traffic Control System Signals 11-W located 30 feet east of crossover between freight lead and Santa Cruz Branch. Upper signal governs to westward main track and station tracks. Lower signal governs to freight lead. When both signals indicate red "Stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and crossover switches are lined normal, and the track is seen to be clear to westward automatic signal No. 474.5 located at clear point 250 feet west of signal 11-W, you may proceed without authority from Centralized Traffic Control System operator at San Jose station.

A westward dwarf Centralized Traffic Control System signal on a seven-foot mast has been located opposite automatic signal No. 471 at Park Avenue subway. This signal will display three indications, red, yellow or green. Signal will be normally dark until lineup is made. Westward movements from Santa Cruz line to freight lead must first be authorized by signal operator. Crossover switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, crossover switches line, and if Centralized Traffic Control System signal indicates "Proceed", movement may be made.

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.

Eastward automatic dwarf signal No. 474.5 on seven-foot mast will display RED or GREEN indication.

RED-Stop. To enter block comply with Rule 509.

GREEN-Proceed to next signal 474.

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.

Movements from Valbrick connection to main track must first be authorized by signal operator. Derail and main track switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, switch lined, and if signal 495 indicates "proceed", movement may be made.

Telephones, generally speaking, will be located in a small box on signal bridges or closely adjacent to signals involved. Instructions as to their use will be found inside of phone box.

Centralized Traffic Control System limits between San Luis Obispo and Hathaway as follows:

At San Luis Obispo—Westward from interlocking signal located 280 feet east of west switch on westward main track and interlocking dwarf light signal located 280 feet east of west switch on eastward main track.

At Hathaway—Eastward from interlocking signal located 280 feet west of east switch on main track and interlocking dwarf light signal located 280 feet west of east switch on siding.

Signal 2511 SA, located 65 feet east of east switch Hathaway, top arm governs movement westward on main track and lower arm governs movement westward on siding.

Switch at east end of siding Hathaway is power operated. If signals are at stop, communicate with signal operator by phone located in booth adjacent to switch. If instructed to operate switch by hand, follow instructions located in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to former position, or remain at switch and return it to former position, unless otherwise instructed by signal operator.

Telephones are located at west switch San Luis Obispo. At spur 200 feet west of distant signal 2516 and booth adjacent to east siding switch Hathaway.

#### MISCELLANEOUS

1. Capacity of sidings in car lengths, shown in time table, denotes number of cars averaging 46 feet that respective sidings will hold, not including cabooses or engines.

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.

All eastward passenger trains having mail, baggage or express for Los Gatos must stop so unloading can be accomplished providing crossings will not be blocked over five minutes.

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

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 Serrano and returned from that point to Santa Margarita.

5.

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.
- 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.

At Serrano the siding is not equipped with derail on account of spring switch at each end. No cars or engines are to be left on this siding at any time except trains for the purpose of meeting or being passed by other trains.

Locomotives equipped with pilot plows are prohibited from moving over tracks adjacent to station platforms at San Jose Station and Third Street Station, San Francisco.

When westward passenger trains with 4400 class engines are received on one of the stub-end tracks in passenger station at San Francisco, Third and Townsend Streets, engine must be stopped at least 50 feet from bulkhead or bumping post as sides of engine will not clear curbing any closer to end of track.

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 BRANCH

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.

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 and Center Siding.

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.

Durney, spur. Lonoke, spur.

Gilroy, track 111 cannot be used between switch leading to track 115 and 9th Street.

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.

Gonzales, Gibson spur.

Camphora, beet spur.
King City, lumber yard spur.
San Lucas, house track.

Nacimiento, short 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

Honda Notches, work track can be used to clearance point only.

West Casmalia, wye tracks.

Narlon, branch.

Surf, oil spur; short leg of wye.

Lompoc and White Hills, branches. Except between Surf and Baroda Mk and F type engines may be used.

Goleta, Walnut spur.

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

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

Western Division westward trains consisting of over 30 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 any passenger train must not exceed 50 miles per hour except as otherwise provided for.

Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for. Speed Restrictions in Miles Per Hour, Will Apply as Follows:

	and the same of th				SENGER n Streamlined	idal pai l	FREIGHT	Mar III	I'm bin	LIGH	T ENGINES	RUNNING I	FORWARD
Page Nos.	TERRITORY	STREAMLINED CARS with GS and Cross- Counter- balanced Engines	With E, T-26, 32, 37, 40, P, A, MT GS Engines and Motors	With C-15, C-17 TW, Mk 2, 4 10, MC 2, 4, 6, AC-1, 2, 3, Engines	With F 1, 3, 4, 5 C-2 to 10 incl., C-18, 19, SP-1, 2, 3 AC-4, 5, 6, AM-2 Engines	With M, T-1, 8, 9, T-23, 28, 31, T-36, 57, 58 Mk-5, 6, 7, 8, 9 Engines	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	P, A, Mt 1, 2, 3, 4, 5, GS 1, 2, 3	T-26, 32, 37, 40, F-1, 3, 4, 5, Cross Counter- balanced	C-15, 17, Mk 2, 4, 10, MC-2, 4, 6, TW, AC-1, 2, 3, AC-4, 5, 6, 7 MM 2, AM 2	T-1 to 58 incl. C-2 to 10 incl., C-18, 19, Mk 5, 6, 7, 8, 9, F-1, 3, 4, 5, SP 1, 2, 3,
2, 3, 4, 5, 6	San Francisco, Third St. Station—East Portal						The product of						
00150	Tunnel No. 1—1.8 miles.	25	25	25	25	25	25	15	20	25	25	25	25
2, 3, 4, 5, 6 2, 3, 4, 5, 6	East Portal Tunnel No. 1—Bayshore Bayshore—M.P. 19.0	50 60	50 60	40	45 45	50	35	30	20 20	45	40	30	35
2, 3, 4, 5, 6	M.P. 19.0—24.6.	75	65	40	45	50 50	40 40	30 30	20	45 45	40 40	30 30	35 35
2, 3, 4, 5, 6	M.P. 24.6—32.0.	60	60	40	45	50	40	30	20	45	40	30	35
2, 3, 4, 5, 6	M.P. 32.0—45.0	75	65	40	45	50	40	30	20	45	40	30	35
2, 3, 4, 5, 6	M.P. 45.0—College Park	60	60	40	45	50	40	30	20	45	40	30	35
2, 3, 4, 5, 6	College Park—Signal Bridge 464	45	45	40	45	45	35	30	20	30	30	30	30
2, 3, 4, 5, 6	Signal Bridge 464—San Jose	30	30	30	30	30	20	30	20	20	20	20	20
8, 9	San Jose—Willow Glen, M.P. 49	50	50	40	40	40	35	30	20	45	40	30	35
8, 9	Willow Glen (M.P. 49)—M.P. 81.0	75	65	40	45	50	40	30	20	45	40	30	35
8, 9	M.P. 81.0—86.0 Eastward	60	60	40	45	50	40	30	20	45	40	30	35
	Westward	75	65	40	45	50	40	30	20	45	40	30	35
8, 9	M.P. 86.0—End double track Sargent	60	60	40	45	50	40	30	20	45	40	30	35
8, 9	End double track Sargent—M.P. 94.5	50	50	40	45	50	35	30	20	45	40	30	35
8, 9	West Switch Watsonville Jet. Yard — Yard Office	75	65 45	40 40	45	50	40	20	20	45	40	30	35
8, 9 8, 9, 10	Watsonville Jct. Yard Office—East end double	45	45	40	45	45	30	20	20	30	30	30	30
0, 9, 10	Track (Eastward	30	30	30	30	30	30	20	20	30	30	30	30
	Westward	45	45	40	45	45	30	20	20	30	30	30	30
10	Watsonville Jct. East end double track—M.P.	HARVO S	out the	10	40	10	50	20	20	30	90	30	50
	109.0	50	50	40	45	50	35	30	20	45	40	30	35
10	M.P. 109.0—112.5.	60	60	40	45	50	35	30	20	45	40	30	35
10	M.P. 112.5—119.4	50	50	40	45	50	35	30	20	45	40	30	35
10	M.P. 119.4—147.5	75	65	40	45	50	40	30	20	45	40	30	35
10	M.P. 147.5—155.01	60	60	40	45	50	35	30	20	45	40	30	35
10	M.P. 155.0—179.1	75	65	40	45	50	40	30	20	45	40	30	35
10, 11	M.P. 179.1—236.7	60	60	40	45	50	40	30	20	45	40	30	35
11	M.P. 236.7—Goldtree	30	30	30	30	30	18	15	20	22	22	22	22
11 12	Goldtree—San Luis Obispo San Luis Obispo—M.P. 262.3	45	45 50	40 40	45	45	18	15	20	22	22	22	22
12	M.P. 262.3—283.0.	50 75	65	40	45	50	35	30	20 20	45 45	40	30	35
12	M.P. 283.0—291.3	55	55	40	45 45	50 50	40 40	30	20	45	40	30 30	35 35
12	M.P. 291.3—295.8	75	65	40	45	50	40	30	20	45	40	30	35
12	M.P. 295.8—300.2.	55	55	40	45	50	40	30	20	45	40	30	35
12	M.P. 300.2—309.0	60	60	40	45	50	40	30	20	45	40	30	35
12	M.P. 309.0—312.0	50	50	40	45	50	35	30	20	45	40	30	35
12	M.P. 312.0—318.0	75	65	40	45	50	40	30	20	45	40	30	35
12	M.P. 318.0—323.0	50	50	40	45	50	35	30	20	45	40	30	35
12, 13	M.P. 323.0—368.0	75	65	40	45	50	40	30	20	45	40	30	35
13	M.P. 368.0—Santa Barbara	50	50	40	45	50	35	30	20	45	40	30	35

Maximum speed for McKeen cars, gas-electric cars with train running light forward 65 miles per hour. Running light backward 60 miles per hour. This does not authorize exceeding other speed restrictions.

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only: GS-1, 2, 3.

P-7, 8, 10. 2461, 2463, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2488, 2489, 2491.

P-12. 3120, 3121, 3122, 3124, 3129.

MT-1, 2, 3, 4, 5. All engines of this class are cross counter-balanced except: 4313, 4329, 4347, 4359, 4367, 4385, 4386.

Following engines have been cross counter-balanced for speed of 55 miles per hour when handling passenger trains;

F-1, 3, 4, 5. 3625, 3665, 3681, 3711, 3727, 3737, 3742, 3709.

AC-4, 5. 4111, 4114, 4115, 4116, 4117, 4123, 4124.

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below in speed table.

	Benolustic and tradition your	PASSENGER	FREIGHT	Engines	Switch	LIGHT
Page No.	TERRITORY	Maximum	Freight and Mixed Maximum	and Motors Backing	Engines S-SE Type	ENGINES RUNNING FORWARD Maximum
7	Mayfield—Vasona Jct	35	30	20	20	30
7	Vasona JctLos Gatos	30	18	15	20	25
7	Los Gatos-Call of the Wild	20	15	10	20	20
7 7	M.P. 60-Santa Cruz	25	18	15	20	25
8	Davenport-Santa Cruz	30	30	20	20	25
8	Santa Cruz-Watsonville Jct	30	25	15	20	25
9	Lick-Alamitos Branch		10		10	hayer
9	Carnadero-Tres Pinos	30	25	15	20	30
9			20	15	20	20
13	Surf—Lompoc Lompoc—White Hills	15	15	10	10	10
13	Castroville-Monterey	40	30	15	20	30
14	Monterey-Pacific Grove	25	18	15	20	20
14	Pacific Grove-Asilomar		15	10	15	15
14	Spreckels Jct.—Spreckels		15	10	15	15
14	College Park-Vasona Jct	40	30	20	20	30
14	Valencia St.—San Bruno via	10	00	20	20	00
14	Tanforan	15	15	12	15	15
					1, 2, 24	

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by Trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M. P. H. must not be exceeded.

F 3, 4, 5, 6 and S P 1, 2, 3, AC 4, 5, 6; AM2, MM2, MT 1, 2, 3, 4, 5 and GS type locomotives 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.

4000, 4100 (except AC 6 and AC7) 5000 type and MT 2 type (4385-4390) engines will not exceed 30 M. P. H. and 4400 type, GS 1, 2 and 3 engines will not exceed 25 M. P. H. over Pajaro River bridge 92.37, Chittenden.

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 tenders of engines have water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. Tenders having water capacity in excess of 7,000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

Disabled engines (except Switch engines Type S and SE) hauled in trains or running under own steam:

With all rods on, hauled in trains		30
When main rod only is removed		
When side rod only is 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 pa	ir	
drivers		30
When engine truck is removed		20

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	
San Luis Obispo yard, limits indicated by slow boards.	15
San Francisco—San Bruno, SW type engines	
yard dragsOther type engines	
Locomotive cranes with light end forward	
Through interlocking plantsWit	

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

When train known as "MM" (Monterey Merchandise), operating between Watsonville Jct., Salinas, Pacific Grove and Santa Cruz, is entirely made up of steel wheel box cars and caboose, passenger train speed may be made, observing other restrictions as to type of engine.

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 ORDINANCE THROUGH CITY LIMITS

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

#### SPEED TABLE

F	PEED PER OUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
т	6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
	8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
	10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
	12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
	15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
	16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
	17 18 19	3.31	30	2.00	43	1.23	56	1.04	70	0.51
	18	3.20	31	1.56	44	1.21	57	1.03	72 74	0.50
	19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
	20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
	21	2.51	34	1.45	47	1.16	60	1.00	art wes	CONTRACTOR D
	22	2.43	35	1.42	48	1.15	61	0.59	Armin .	
	23	2.36	36	1.40	49	1.13	62	0.58		1000

# 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	The state of the s	•	23rd Street Crossing
2.0	NEW YORK PROPERTY OF STREET	*	Tunnel 2
3.1			Oakdale Avenue
3.4			Tunnel 3
4.2		- Trans. III	Paul Ave.
4.6			Tunnel 4
4.6	Bayshore	South San Francisco	4 5
29.7	Menlo Park	Palo Alto	San Francisquito Creek
29.7	Memo Fark		Bridge
46.9	San Jose	Passenger Station	Station Umbrella Sheds
200.6	Bradley	Nacimiento	Salinas River Bridge
222.0	Templeton	Asuncion	Road Crossing
239.6	Cuesta	Thyle	Tunnel 6
240.2	Thyle	Serrano	7
240.9	1 Hy 10	Borrano	• 9
241.7			* 10
245.8	Serrano	Chorro	• 11
251.1	Hathaway	San Luis Obispo	Road Crossing
251.1		San Luis Obispo	Toda Orossing
251.8	mu-	Pismo	Villa Creek, 2nd Crossing
261.4	Tiber		Villa Creek, 3rd Crossing
262.7		G-Pa-Man	Arroyo Grande River Bridge
266.4	Oceano	Callender	
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

## 

#### 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	a T 4 Dian Daides
	Felton	Lime Kiln Spur	San Lorenzo River Bridge
73.1	the state of the s	the state of the state of the state of	Redwood tree (side clear- ance
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

	CONDIT	TIONED	CONDITIONED		
CLASS	All-Steel	Steel Under- frame	All-Steel Cooling Season	All-Steel Heating Season	
Baggage—60 ft	. 93,070				
" —66 ft	. 127,610 122,620				
" -70 ft	. 122.620				
" -70 ft. (With Auto. End Door)	. 125,800 . 98,730				
" —(Dynamo)	. 98,730	87,120			
Paggaga & Mail_60 ft	103 620	07,120			
Baggage & Mail-60 ft " " -69 ft " " " -70 ft	. 103,620 124,760 129,140				
" " " —70 ft	129,140				
		103,590 112,640			
" Passenger	. 108,675	112,640			
Express Refr.—N. P. Ry		74,000			
" —A. R. E. No. 40-104		89,000			
" " <u>" " 500-506</u>		110,000			
" " — " 1101-1175		78,000 89,000 110,000 85,000 83,000			
" -P. F. E. " 500-799		83,000			
Express, Horse	. 133,050				
Postal	133,050 112,120 74,530				
rostal Storage 40 lt	105,120				
" " Passenger  Express Refr.—N. P. Ry. " " — A. R. E. No. 40-154 " " — " " 153-224 " " — " " 500-506 " " — " " 1101-1175  Express, Horse  Postal. Postal Storage—40 ft " " — 60 ft Assembly (ACI)	100,120		168,950	168,950	
Club(ACI)	. 146,210	122,300	172,200	164,700	
Official(NAC)	170,700	155,370			
" (ACW)—Cars 107-128			182,800 195,040	182,800	
" (ACW)—Cars 140-141	100 000		190,040	195,040	
Chair—60ft(ACI)	100,620		138,000 165,000	157,800	
" —72 ft (ACW)			158,700	158.700	
" -Streamline-Single (ACS)			158,700 120,900	104,500	
" — " —Art(ACS)			205,400	104,500 172,600 173,125	
" —74 ft(ACI)			180,915	173,125	
" —74 ft(ACS)			197,944	181,600 130,100	
Coaches—60 ft(ACI)	127 640		157 800	151,000	
" —70 ft (ACW)	137,640		151,000	151,000	
" —72 ft(ACI)			164,500	157,400	
" —72 ft(ACW)			153,500	153,500	
" —73 ft. 6 in(ACW)			163,000	163,000	
" —73 ft. 6 in(ACI)			120,900 205,400 180,915 197,944 136,100 157,800 151,000 164,500 163,000 168,500	161,200	
All-Day Lunch—Chair	105.970				
" "—Coach	103,875				
Cafe-Coach(ACI)		. 138,600	155,700 173,500 156,000	149,000* 166,000 156,000	
Cafe-Lounge(ACI)	148,950	161,200	173,500	166,000	
D U-14 (10 and the in) (ACW)			1,344,080	1 147 280	
"—Comb Baggaga & Coach (ACS).			118.940	1,147,280 102,540	
" —Art Chair (ACS).			203,640	170,840	
" —Tayern(ACS).			. 130,850	114,450	
" —Diner(ACS).			. 129,860	113,460	
" —Parlor(ACS).			118,940 203,640 130,850 129,860 115,880 118,690	170,840 114,450 113,460 99,480 102,290	
-Parlor-Observation(ACS).		135,930	118,000	102,290	
Postal Storage—40 ft.  a " —60 ft.  Assembly (ACI).  Club. (ACI)  Official. (NAC).  a (ACW)—Cars 107-128.  a (ACW)—Cars 140-141.  Chair—60 ft. (ACI).  a —72 ft. (ACI).  a —72 ft. (ACI).  a —8 streamline—Single (ACS).  a —4 -4 ft. (ACS).  a —74 ft. (ACI).  a —74 ft. (ACI).  a —70 ft. (ACI).  a —70 ft. (ACI).  a —70 ft. (ACI).  a —70 ft. (ACI).  a —73 ft. 6 in. (ACW).  a —74 ft. (ACS).  a —10 in. (ACS).  a —12 ft. (ACS).	155 330	146,930			
" -77 ft. (Arch Roof)(ACI)	156,000		170,100	162,700	
" —77 ft. ( " " )(ACW)			170,100 162,950 169,450	162,950	
" -77 ft. (Clere Story Roof)(ACW)		. 165,530	169,450 189,581	162,950 169,450 173,836	
" -77 ft. ( " " )(ACM)	160 100		189,581	170,800	
#(Clara Story Poof) (ACM)	109,100		201 323	184,700	
Lounge (" " ")(ACI).			201,323 189,800 167,500 164,980	181,630 160,300 157,780 161,900	
" (Arch Roof)(ACI).			. 167,500	160,300	
" ( " " )(ACW)			164,980	157,780	
Observation—75 ft(ACI).	154,400		169,185 194,543	186,166	
$\begin{array}{llllllllllllllllllllllllllllllllllll$		141,870	101,010	100,100	
Pullman-Observation(ACI).	160,800	153,000	177,314	169,200	
		153,000	192,300 194,900 187,682 183,920 195,800	176 200	
" - " Lounge(ACM)	171,200 171,200		194,900	178,900	
" - "(ACI).	171,200		187,682	178,000	
" —Bedroom(ACI).	167,600 167,600		195,800	179,800	
" —Sleeper (ACM)	163,100		191,100	175,100	
" - "(ACI)	163,100		. 180,075	171,500	
" —Tourist(ACM)	163,100 163,100 153,000		191,100 180,075 185,200	176,300 178,900 179,600 176,000 179,800 175,100 171,500 169,200	
" - " (ACM) " - " (ACI) " - Bedroom (ACI) " - " (ACI) " - " (ACI) " - " (ACM) " - " (ACM) " - " (ACM) " - " (ACI) Rail, Gas-Electric—400 H.P.	153,000		168,663	161,400	
Rail, Gas-Electric—400 H.P	158,400 167,200				
	107.200				

\*Steel underframe.

CODE:-NAC-Non-Air Conditioned.

-ACI -Air-Conditioned-Ice System.

-ACM-Air-Conditioned-Mechanical System

-ACW-Air-Conditioned-Waukesha System.

-ACS -Air-Conditioned-Steam Ejector System.

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
San Francisco	Dr. J. H. O'Connor	Assistant Chief Surgeon.
San Francisco	Dr. C. A. Walker	Sup. of Surgical Serv., Genl. Hos
San Francisco	Dr. G. R. Carson	Visiting Physician Genl. Hospita
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Wilbert F. Swett	Chief Oculist.
San Francisco	Dr. John C. Williams	Assistant Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
South San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
South San Francisco	Dr. W. H. Musselman	District Surgeon.
Ocean View	Dr. Harry A. Derring	
San Bruno	Dr. Norman C. Fox	Emergency Surgeon.
San Mateo	Dr. Alan Benner	Emergency Surgeon.
San Mateo	Dr. Benjamin H. Page	District Surgeon.
Redwood City	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. Howard Diesner	District Surgeon.
Campbell	Dr. W. I. Merrill	District Surgeon.
Los Gatos	Dr. William R. Harder	District Surgeon.
Santa Cruz	Dr. A. L. Phillips	District Surgeon.
Santa Cruz	Dr. Samuel B. Randall	Assistant 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. D. R. Threlfall	District Surgeon.
San Jose	Dr. Robert W. King	Assistant District Surgeon.
Morganhill	Dr. J. Allison Cary	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Du I E Smith	
Watsonville	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke Dr. D. S. Woodward	District Surgeon.
Watsonville	Dr. D. S. Woodward	Associate District Surgeon.
Watsonville	Dr. L. M. Liles	Associate Surgeon.
Montager	Dr. M. F. Bettencourt	Oculist and Aurist.
Monterey	Dr. Mast Wolfson	District Surgeon.
Pacific Grove	Dr. H. S. Hoyt	District Surgeon,
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	District Surgeon.
astroville	Dr. C. E. Schultz	District Surgeon.
onzales	Dr. L. P. Davlin	Emergency Surgeon.
Soledad	Dr. E. M. Chase	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. C. T. Bullard Dr. C. R. Kennedy	District Surgeon.
aso Robles	Dr. Gifford L. Sobey	District Surgeon.
tascadero	Dr. H. McGarvey	Emergency Surgeon,
anta Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
an Luis Obispo	Dr. F. R. Mugler	District Surgeon,
an Luis Obispo	Dr. J. B. Butler	Assistant District Surgeon.
an Luis Obispo	Dr. Geo. B. Kelker	Oculist and Aurist.
uadalupe	Dr. W. D. Sink	District Surgeon,
uadalupe	Dr. W. C. Conser	Assistant District Surgeon,
uadalupe	Dr. A. L. Mollath	Associate District Surgeon.
ompoe	Dr. I. F. Hoises	
ompoc	Dr. L. E. Heiges Dr. L. E. Heiges, Jr	District Surgeon.
Santa Barbara	Dr. D. E. Heiges, Jr	Associate District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
lanta Barbara	Dr. C. S. Stevens	District Burgeon.
Santa Barbara	Dr. A. B. Steele.	Associate District Surgeon.
Santa Barbara	Dr. William J. Mellinger	Aurist,
Santa Barbara	Dr. William H. Johnston	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	365.09	
End Western Division to San Jose $\left\{ egin{array}{ll} \text{C. P. Ry} \\ \text{S. P. R. R. Co} \end{array} \right. \left. \begin{array}{ll} 1.51 \\ 0.71 \end{array} \right.$	2.22	
End Western Division to Santa Clara (S. P. Co 1.24 S. P. R. R. Co 04	1.28	
End Western Division to Redwood Junction . C. P. Ry	1.37 1.31	
Total First Main Track	371.27	
San Francisco to Santa Barbara	77.20	
Redwood Jet. to Sweeney	1.25	
Total Second Main Track. Total 1st and 2nd Main Track.	78.45	449.72
Branches		
San Francisco to San Bruno       S. P. R. R. Co.         Baden to San Bruno via South San Francisco       [S. P. R. R. Co.       1.60         S. P. Co.       1.29	13.18	
Mayfield to Vasona Junction	16.26	
San Jose to Santa Cruz	33.45 3.83 18.45 11.91 20.19 19.60 2.82 14.31	
Total Branches		156.89
Total All Tracks Coast Division.		606 61

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boller Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo to Santa Barbara
M-4 M-4 M-6 M-9	M-63 20/28 126 M-63 20/28 135-S M-63 21/28 150-S M-63 21/28 150-S	}16T7 to 1713	190 200 210	2950 3650 3850	6500 7500 8000	2550 3150 3350	780 990 1050	700 890 950	1750 2150 2250
T-28, 31 T-32	T-63 22/28 162-S T-69 23/28 174-S	2311 to 2362	210 210	4200 4300	9000 9000	3650 3750	1150 1150	1050 1050	2500 2550
P-1,3,5 P-4 P-6 P-7 P-8, 10 P-10 P-11 P-12 P-12	P-77 22/28 141-S P-77 23/28 155/B-58-SF P-77 25/28 172-S P-73 25/28 171-S P-73 25/30 181-SF P-73 25/30 183/B-63-SF P-68 24/26 157-S P-73 27/28 189-SF P-73 26/28 189-SF	2400 to 2452, 2459, 2460	210 210 200 200 200 200 200 180 { 190 205	3500 4000 4300 4350 4600 4800 3700 }	7000 8000 9000 9000 10000 10000 7500	3050 3450 3750 3800 4000 4150 3200 4400	860 1000 1100 1150 1200 1250 900 1250	770 860 970 1050 1050 1150 800	2000 2400 2500 2550 2650 2900 2100
C-9, 10 C-9, 10 C-8 C-5	C-57 22/30 194-S C-57 22/30 200-SF C-57 22/30 192-S C-57 22/30 187-S	2513 to 2599, 2750, 2752 to 2860 2698 to 2749, 2751	210	4600	10000	3950	1300	1150	2700
TW-1 TW-8	TW-54 22/26 147 TW-54 21/32 161-S	2900 to 2913	180 190	3500 3900	7500 9000	3050 3200	950 1050	850 950	2050 2250
A-3 A-3	A-81 20/28 112-S A-81 20/28 120/B-64-SF	3025 to 3071	210 210	2800 2900	5500 6000	2400 2500	630 630	550 550	1550 1700
Mk-2, 4 Mk-2, 4 Mk-4 Mk-5, 6 Mk-5, 6	Mk-57 231/30 206-S Mk-57 231/30 222-SF Mk-57 231/20 230-SF Mk-63 26/28 210-S Mk-63 26/28 231-SF	3200 to 3240	210 210	5400 5850	10000	4650 5150	1500 1600	1350 1450	3200 3500
Mk-5, 6 Mk-7, 8, 9	Mk-63 26/28 233-SF Mk-63 29/30 247-S	3300 to 3324	176	6350	12000	5550	1750	1600	3750
F-3 F-4, 5 F-5	F-63 29 1/32 297-S F-63 29 1/32 306/B-61-SF F-63 29 1/32 306/B-62-SF	3653 to 3667	200 200	7600 8000	12000 12000	6600 7000	2100 2350	1900 1900	4500 4750
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	12000	5750	1700	1500	4000
GS-1 GS-2 GS-3	GS-73 27/30 262 B-104-SF GS-73 27/30 266 B-104-SF GS-80 26/32 267 B-109-SF	4400 to 4409	250 280	7000 7200	12000 12000	6100 6300	1750 1800	1550 1600	4200 4350
SP-1 SP-2, 3	SP-63 **-51 316/B-60-SF SP-63 **-51 317/B-61-SF	}5000 to 5048	225	8000	12000	7900	2600	2100	5300
Allowance i	for Empty and Underloaded	Cars—M's { Less than 40 M's		6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction 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: -187

"T"—Ten-wheelers
"M"—Moguls CLASS"C"-Consolidation

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

"P"—Pacific Type
"F"—2-10-2 Type

"A"—Atlantic Type
"GS"—Golden State 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, Tree Pinos, Watsonville Jet. (Yard Office), Salinas, Castroville, San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

# TRAINMASTERS

J. M. CARDWELL...San Francisco E. L. FRYE . . . . Watsonville Jct. B. S. BAUMAN . . . . San Luis Obispo

# TERMINAL TRAINMASTERS J. G. SELDEN.....San Francisco

ROAD FOREMEN OF

# **ENGINES**

W. G. FIFIELD..... San Francisco M. E. KETCHAM, San Luis Obispo

# CHIEF TRAIN DISPATCHER

I. J. ONYON.....San Francisco

# ASST. CHIEF TRAIN DISPR'S

A. S. BRAINARD.....San Francisco J. W. DEARDORF .... San Francisco J. L. EMERY..... San Luis Obispo

L. P. HOPKINS, Assistant Superintendent, San Francisco

