

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE COAST DIVISION

150



To Take Effect Sunday, January 10, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL,
General Superintendent of Transportation.

G. C. BAKER,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

FIRST-CLASS

Capacity of sidings and spurs in car lengths	36	120	174	172	72	170	168	166	164	118	162	116	98	114	250	112	110	108	106	Distance from San Francisco
	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Express	Passenger	
Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays only	Leave Saturdays only	Leave Saturdays only	Leave Saturdays only	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	
BKWOIT YP	4.00 PM	3.05 PM	2.15 PM	1.35 PM	1.30 PM	1.10 PM	1.00 PM	12.25 PM	12.10 PM	11.15 AM	10.30 AM	8.18 AM	8.15 AM	7.30 AM		7.00 AM	6.00 AM	2.00 AM	12.30 AM	0.0
		f		f								s				s				1.9
P		f																		3.1
BKWO ITP	4.09	3.16	f 2.25	f 1.45	1.39	1.19	1.09	f 12.36	12.19	11.25	f 10.40	s 8.28	8.24	7.39		s 7.10	s 6.10	2.09	s 12.40	5.2
KIP																				6.9
				f							f	f				s	s			8.6
		s 3.23	s 2.31	s 1.51		s 1.25	1.15	s 12.42	s 12.25	s 11.32	s 10.47	s 8.34		s 7.46		s 7.17	s 6.17	s 2.25	s 12.47	9.3
Y																				10.4
P		s 3.27	f 2.36	s 1.55		s 1.29		f 12.46		s 11.36	s 10.51	s 8.38				s 7.21	s 6.21	s 2.45	s 12.51	11.0
		f	f	f				f		s	f	f				f	s			12.1
M 48 P		f	f	s		s		f		s	f	s	8.32			s	s			13.7
49 Spur P		s 3.36	s 2.46	s 2.04		s 1.38	s 1.22	s 12.55	s 12.35	s 11.45	s 10.59	s 8.47		s 7.55		s 7.29	s 6.30		s 1.02	15.2
65 Spur P		s 3.40	s 2.50	s 2.08	s 1.55	s 1.42	s 1.26	s 12.59	s 12.39	s 11.50	s 11.03	s 8.51		s 7.59		s 7.33	s 6.35	s 3.15	s 1.06	16.3
M 84 WP		s 3.45	s 2.54	s 2.13	s 1.59	s 1.46	s 1.30	s 1.04	s 12.44	s 11.55 AM	s 11.08	s 8.55	8.37	s 8.03		s 7.37	s 6.40	s 3.45	s 1.10	17.9
29 Spur		f	f	f				f		f	f	f				f	f			18.9
		f		f				f		f	f					f	f		f	20.0
25 Spur P	4.26	s	s	f		s		f		s	s	s	8.41	s 8.09		s	s	s	s	21.9
M 47 P		s 3.56	s 3.06	s 2.24		s 1.56		s 1.15	s 12.54	s 12.05 PM	s 11.18	s 9.05				s 7.48	s 6.51	s 4.05	s 1.23	23.2
		s 4.02	s 3.11	s 2.29	s 2.11	s 2.01	s 1.40	s 1.21	s 12.58	s 12.10	s 11.24	s 9.10		s 8.15		s 7.52	s 6.56	s 4.30	s 1.28	25.4
WIYP	4.32												8.45							26.2
		f	f	f			s	f	s	f	f	f				f	f		f	27.8
35 Spur P		s	s	s		s	s	s	s	s	s	s		s 8.21		s	s	s	s	28.9
48 P	4.37	s 4.13	s 3.22	s 2.40	s 2.20	s 2.12	s 1.51	s 1.32	s 1.09	s 12.20	s 11.35	s 9.19		s 8.26		s 8.02	s 7.06	s 4.55	s 1.38	30.1
M 50 WYP		s 4.17	s 3.26	s 2.45		s 2.16	s 1.55 PM	s 1.36	s 1.13	s 12.25	s 11.39	s 9.22	8.51			s 8.07	s 7.11	s 5.00	s 1.43	31.8
																				34.8
M 49 P	4.45	s 4.24	s 3.33	s 2.53		s 2.23	Via Los Altos	s 1.44	s 1.21	s 12.33	s 11.46	s 9.29		s 8.35	Via Newark	s 8.14	s 7.20	s 5.25	s 1.50	36.1
72 Spur P		s 4.29	s 3.38	s 2.59	s 2.31	s 2.28		s 1.49		s 12.38	s 11.50	s 9.34	8.58	s 8.40		s 8.19	s 7.26	s 5.40	s 1.55	38.8
28 Spur				f							f						f			40.8
KIP	4.54	s 4.39	s 3.48	s 3.09	2.39	2.35		s 1.59	1.34	s 12.48	s 11.58 AM	s 9.44	9.03	8.49	8.45 AM	s 8.28	s 7.34	s 5.50	s 2.04	44.3
KP																				45.2
IP		f	f	f						f	f					s				45.7
BKWO ITYP	s 4.59 PM	s 4.45 PM	s 3.55 PM	s 3.15 PM	s 2.45 PM	s 2.40 PM		s 2.05 PM	s 1.40 PM	s 12.55 PM	s 12.05 PM	s 9.50 AM	s 9.08 AM	s 8.55 AM	s 8.50 AM	s 8.35 AM	s 7.40 AM	s 6.00 AM	s 2.10 AM	46.9
	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily	Arrive Saturdays only	Arrive Saturdays only	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	
	(0.59) 47.69	(1.40) 28.14	(1.40) 28.14	(1.40) 28.14	(1.15) 37.52	(1.30) 31.27	(0.55) 34.69	(1.40) 28.14	(1.30) 31.27	(1.40) 28.14	(1.35) 29.62	(1.32) 30.59	(0.53) 53.09	(1.25) 33.11	(0.05) 31.20	(1.35) 29.62	(1.40) 28.14	(4.00) 11.73	(1.40) 28.14	

Time Table No. 150

January 10, 1943

STATIONS

TO-R SAN FRANCISCO	E. 1.9
23rd STREET	E. 1.2
NEWCOMB AVE.	E. 1.0
PAUL AVE.	E. 1.1
BAYSHORE	E. 1.7
R VISITACION TOWER	E. 1.7
BUTLER ROAD	E. 0.7
SO. SAN FRANCISCO	E. 1.1
TANFORAN WYE	E. 0.6
SAN BRUNO	E. 1.1
LOMITA PARK	E. 2.3
MILLBRAE	E. 0.8
BROADWAY	E. 1.1
BURLINGAME	E. 1.6
SAN MATEO	E. 1.0
HAYWARD PARK	E. 1.1
BAY MEADOWS	E. 0.3
HILLSDALE	E. 1.6
BELMONT	E. 1.9
SAN CARLOS	E. 1.6
REDWOOD CITY	E. 0.8
R REDWOOD JCT.	E. 1.6
ATHERTON	E. 1.1
MENLO PARK	E. 0.9
PALO ALTO	E. 2.3
R CALIFORNIA AVE.	E. 2.7
CASTRO	E. 2.4
MOUNTAIN VIEW	E. 1.6
SUNNYVALE	E. 2.0
LAWRENCE	E. 3.5
R SANTA CLARA	E. 0.9
SAN JOSE YARD	E. 0.5
COLLEGE PARK	E. 1.9
TO-R SAN JOSE	

(46.9)

Time over District
Average Speed per Hour

See pages 3, 4, 5 and 6 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. 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.

No. 72 reduce speed South San Francisco to exchange U. S. Mail.

No. 118 and No. 120 reduce speed Visitacion Tower to exchange U. S. Mail.

San Francisco-San Jose local passenger trains except No. 114 stop on flag at any station Sundays and Holidays, except Aqua, Howest and Romac. Standard clock and Register at Santa Clara located in interlocking tower.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36 36	Burlingame Palo Alto	Receive Receive	Gilroy Watsonville Jct.		Daily Daily

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 150

January 10, 1943

FIRST CLASS

STATIONS	
TO-R	SAN FRANCISCO
	W. 1.9
	23rd STREET
	W. 1.2
	NEWCOMB AVE.
	W. 1.0
	PAUL AVE.
	W. 1.1
	BAYSHORE
	W. 1.7
R	VISITACION TOWER
	W. 1.7
	BUTLER ROAD
	W. 0.7
	SO. SAN FRANCISCO
	W. 1.1
	TANFORAN WYE
	W. 0.6
	SAN BRUNO
	W. 1.1
	LOMITA PARK
	W. 1.9
	MILLBRAE
	W. 2.3
	BROADWAY
	W. 1.1
	BURLINGAME
	W. 1.6
	SAN MATEO
	W. 1.0
	HAYWARD PARK
	W. 1.1
	BAY MEADOWS
	W. 0.3
	HILLSDALE
	W. 1.6
	BELMONT
	W. 1.4
	SAN CARLOS
	W. 2.1
	REDWOOD CITY
	W. 0.8
R	REDWOOD JCT.
	W. 1.6
	ATHERTON
	W. 1.1
	MENLO PARK
	W. 1.5
	PALO ALTO
	W. 1.7
R	CALIFORNIA AVE.
	W. 2.7
	CASTRO
	W. 1.8
	MOUNTAIN VIEW
	W. 2.2
	SUNNYVALE
	W. 2.0
	LAWRENCE
	W. 3.5
R	SANTA CLARA
	W. 0.9
	SAN JOSE YARD
	W. 0.5
	COLLEGE PARK
	W. 1.9
TO-R	SAN JOSE
	(46.9)

Distance from San Jose	FIRST CLASS																			
	105	71	107	109	111	113	163	115	117	119	121	123	125	127	129	69	131	75	73	133
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Coaster	Passenger	Lark	Oakland Lark	Passenger
	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays
46.9	s 6.15 AM	s 6.20 AM	s 6.40 AM	s 7.15 AM	s 7.30 AM	s 7.35 AM	s 8.00 AM	s 7.45 AM	s 7.50 AM	s 8.00 AM	s 8.05 AM	s 8.30 AM	s 8.13 AM	s 8.20 AM	s 8.40 AM	s 8.45 AM	s 8.55 AM	s 9.00 AM		s 9.25 AM
45.0	s		s	s	s	s	s	s		s										
43.8	s			s																
42.8						s				s										
41.7	s 6.01	6.08	s 6.27	s 7.01	s 7.15	7.21	f 7.45	7.32	s 7.40	s 7.46	7.55	8.20	8.03	8.10	8.30	8.35	8.45	8.50		9.15
40.0																				
38.3	s			s	s	s	f	s												
37.6	s 5.55	6.01	s 6.20	s 6.53	s 7.06		s 7.37	s 7.22			s 7.49	s 8.14						s 8.39		s 9.09
36.5																				
35.9	s 5.50		s 6.15	s 6.48	s 6.59		s 7.32	s 7.17		s 7.37					s 8.21		s 8.35			s 9.05
34.8	s		s	s	s		f			s					s		s			s
33.2	s		s				f	s		s				s 7.59			s			s
31.7	s 5.40		s 6.00	s 6.33		s 6.59	s 7.22		s 7.22		s 7.38	s 8.05	s 7.51		s 8.13		s 8.24			s 8.57
30.6	s 5.36	5.48	s 5.56	s 6.29		s 6.55	s 7.18		s 7.18	s 7.24	s 7.34	s 8.01			s 8.09	s 8.16	s 8.20	8.29		s 8.53
29.0	s 5.31	5.42	s 5.51	s 6.24	s 6.43	s 6.50	s 7.13	s 7.03	s 7.13		s 7.29	s 7.56			s 8.04		s 8.15			s 8.49
28.0	f 5.26		f 5.46	f	s		f			s 7.16		7.52 7.32	7.45	7.50			s			
26.9																				
26.6	f		f	f			f	s			s 7.21				s					s
25.0	s		s	s		s	f			s							s			s
23.7	s 5.19		s 5.37	s 6.10	s 6.29		s 6.57	s 6.51		s 7.08				s 7.45	s 7.53		s 8.05			s 8.38
21.5	s 5.15		s 5.32	s 6.05	s 6.24		s 6.53	s 6.47		s 7.04				s 7.41	s 7.49		s 8.01			s 8.34
20.7		5.22				6.34			7.00		7.11	7.23	7.34			7.52		8.15		
19.1	f		f	f		s	f				s			s			s			s
18.0	s		s	s	s		s		s		s				s		s			s
16.8	s 5.05	5.15	s 5.21	s 5.52	s 6.14		s 6.42		s 6.50	s 6.56			s 7.27		s 7.39	s 7.44	s 7.50	s 8.09		s 8.23
15.1	s 4.55		s 5.16	s 5.47		s 6.21	s 6.37				s 6.59			s 7.30 AM	s 7.34		s 7.45			s 8.18
12.1	f									f										
10.8	s 4.47	5.02	s 5.09	s 5.41		s 6.14	s 6.30		s 6.36		s 6.51	7.08	s 7.17	Via Los Altos	s 7.26	7.31	s 7.37	7.58	Via Newark	s 8.12
8.1	f 4.43		s 5.03	s 5.35	s 5.58		s 6.24			s 6.40			s 7.12				s 7.32			s 8.07
6.1	f						f	s 6.25												
2.6	4.35	4.50	s 4.55	s 5.26	5.50	s 6.02	s 6.16		s 6.25		s 6.40	6.55			s 7.14	7.20	s 7.25	7.50	7.52 AM	s 8.00
1.7																				
1.2	f			f		s	f			f					f					
0.0	4.30 AM	4.45 AM	4.50 AM	5.20 AM	5.45 AM	5.55 AM	6.10 AM	6.15 AM	6.20 AM	6.27 AM	6.35 AM	6.50 AM	7.00 AM		7.07 AM	7.15 AM	7.20 AM	7.45 AM	7.47 AM	7.55 AM
	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily
	(1.45) 26.80	(1.35) 29.62	(1.50) 25.58	(1.55) 24.47	(1.45) 26.80	(1.40) 28.14	(1.50) 25.58	(1.30) 31.27	(1.30) 31.27	(1.33) 30.26	(1.30) 31.27	(1.40) 28.14	(1.13) 38.55	(0.50) 38.16	(1.33) 30.26	(1.20) 35.18	(1.35) 29.62	(1.15) 37.52	(0.05) 31.20	(1.30) 31.27

See pages 2, 4, 5 and 6 for additional schedules between San Jose and San Francisco.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. 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.

RULE 105. No. 123 will use siding at Hayward Park-San Mateo to allow Nos. 125 and 127 to pass, and freight trains will not use this siding between 7:00 A. M. and 8:00 A. M.

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

Standard clock and register at Santa Clara located in interlocking tower.

No. 71 reduce speed at Palo Alto and South San Francisco to exchange U. S. Mail

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
75	Burlingame	Discharge		Santa Barbara	Daily
71	Palo Alto Redwood City San Mateo Burlingame	Discharge		East of San Jose	Daily

EASTWARD

SAN FRANCISCO SUBDIVISION

FIRST-CLASS

Time Table No. 150

January 10, 1943

Capacity of sidings and spurs in car lengths	150	38	148	70	146	144	142	140	138	136	178	134	132	176	130	128	126	124	122	Distance from San Francisco		
	Passenger	Passenger	Passenger	Coaster	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily			
San Francisco yard	BKWOIT YP	7.20 PM	7.05 PM	6.35 PM	6.30 PM	6.00 PM	5.45 PM	5.37 PM	5.33 PM	5.29 PM	5.25 PM	5.23 PM	5.21 PM	5.17 PM	5.03 PM	5.00 PM	4.45 PM	4.40 PM	4.20 PM	4.05 PM	0.0	
	s					s								f	s	s			s	s	1.9	
	P														f				f		3.1	
															f						4.1	
	BKWO ITP	7.30	7.14	6.45	6.39	6.09	5.56	5.46	5.42	5.38	5.34	f 5.35	5.30	5.26	f 5.15	5.10	s 4.57	4.49	s 4.32	4.16	5.2	
	KIP																					6.9
	s	7.35		s 6.51			s 6.02	s				s 5.42			s 5.23		s 5.03	4.56	s 4.40		9.3	
	Y																				10.4	
	P	s 7.39	7.20	s 6.56		s 6.18		s 5.55				f 5.46			s 5.28		s 5.08		s 4.44	s 4.25	11.0	
	s			s			s	s				f			f	s		s	s		12.1	
M48	P										f			f	s		s	s		13.7		
49 Spur	P	s 7.48		s 7.05		s 6.25	s 6.17		s 5.55		s 5.53			s 5.39	s 5.22		s 5.09	s 4.54	s 4.36	15.2		
65 Spur	P	s 7.52	s 7.29	s 7.09	s 6.55	s 6.29	s 6.21	s 6.06		s 5.53				s 5.43	s 5.26	s 5.17	s 5.13	s 4.58	s 4.40	16.3		
M84	WP	s 7.56	s 7.34	s 7.14		s 6.34	s 6.26	6.09	s 6.02		s 5.51		5.39	s 5.49	s 5.30	s 5.22	s 5.18	s 5.03	s 4.45	17.9		
29 Spur		f		s					s		f									18.9		
		f		f		s		s	s		f			f		s		f		20.0		
25 Spur	P	s		s							f			f		s		s		20.3		
M47	P	s 8.06		s 7.26		s		s 6.20	s		s 6.14		5.45	s 6.02		s 5.32		s 5.15		23.2		
Vallejo		s 8.11	s 7.45	s 7.31		s 6.49	6.38	s 6.25			s 6.19	s 5.54		s 6.07		s 5.37	s 5.30	s 5.20	s 5.00	25.4		
	WIYP												5.50			5.42				26.2		
		f		f					s		f	s		f	s			s	s	27.8		
35 Spur	P	s		s				s	s		f	s		s	s		s	s		28.9		
48	P	s 8.21	s 7.53	s 7.42	s 7.15	s 6.59	s 6.52	s 6.35		s 6.15		s 6.31		s 6.19		s 5.45	s 5.40	s 5.31	s 5.09	30.1		
M50	WYP	s 8.26		s 7.47		s 7.04		s 6.40	6.29	s	s 6.36	6.09	s 6.00 PM	s 6.24	5.54	s 5.50		s 5.36	s 5.14	31.8		
									f		f									34.8		
M49	P	s 8.34	8.00	s 7.54	7.23	s 7.02		s 6.35		s 6.22	s 6.44	6.15	Via Los Altos	s 6.32	6.03	5.58	s 5.51	s 5.43	s 5.22	36.1		
72 Spur	P	s 8.39		s 7.59		s 7.16		s 6.50	6.40	6.31	6.27	s 6.49	s 6.20		s 6.37	6.08	6.03	s 5.56	s 5.28	38.8		
28 Spur																				40.8		
San Jose yard	KIP	f 8.49	8.15	f 8.09	7.34	s 7.24	7.14	6.59	6.47	s 6.39	s 6.34	s 6.57	6.29		s 6.47	s 6.18	6.14	6.04	s 5.57	5.39	44.3	
	KP																				45.2	
	IP	f						f			f							f		45.7		
	BKWO ITYP	s 8.55 PM	s 8.20 PM	s 8.15 PM	s 7.40 PM	s 7.30 PM	s 7.20 PM	s 7.05 PM	s 6.53 PM	s 6.45 PM	s 6.40 PM	s 7.05 PM	s 6.35 PM		s 6.53 PM	s 6.25 PM	s 6.20 PM	s 6.10 PM	s 6.05 PM	s 5.45 PM	46.9	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily			
	(1.35) 29.62	(1.15) 37.52	(1.40) 28.14	(1.10) 40.20	(1.30) 31.27	(1.35) 29.62	(1.28) 31.98	(1.20) 35.18	(1.16) 37.03	(1.15) 37.5	(1.42) 27.59	(1.14) 38.03	(0.43) 44.37	(1.50) 25.58	(1.25) 33.11	(1.35) 29.62	(1.30) 31.27	(1.45) 26.80	(1.40) 28.14			

STATIONS

TO-R SAN FRANCISCO	E. 1.9
23rd STREET	E. 1.2
NEWCOMB AVE.	E. 1.0
PAUL AVE.	E. 1.1
BAYSHORE	E. 1.7
R VISITACION TOWER	E. 1.7
BUTLER ROAD	E. 0.7
SO. SAN FRANCISCO	E. 1.1
TANFORAN WYE	E. 0.6
SAN BRUNO	E. 1.1
LOMITA PARK	E. 2.3
MILLBRAE	E. 0.8
BROADWAY	E. 1.1
BURLINGAME	E. 1.6
SAN MATEO	E. 1.0
HAYWARD PARK	E. 1.1
BAY MEADOWS	E. 0.3
HILLSDALE	E. 1.6
BELMONT	E. 1.9
SAN CARLOS	E. 1.6
REDWOOD CITY	E. 0.8
R REDWOOD JCT.	E. 1.6
ATHERTON	E. 1.1
MENLO PARK	E. 0.9
PALO ALTO	E. 2.3
R CALIFORNIA AVE.	E. 2.7
CASTRO	E. 2.4
MOUNTAIN VIEW	E. 1.6
SUNNYVALE	E. 2.0
LAWRENCE	E. 3.5
R SANTA CLARA	E. 0.9
SAN JOSE YARD	E. 0.5
COLLEGE PARK	E. 1.9
TO-R SAN JOSE	(46.9)

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

See pages 2, 3, 5 and 6 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

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

Standard clock and register at Santa Clara located in interlocking tower.

Time Table No. 150

January 10, 1943

FIRST CLASS

STATIONS	Distance from San Jose	135	137	35	39	139	141	143	145	37	99	255	147	149	151	153	155				
		Passenger	Passenger	Del Monte	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
TO-R SAN FRANCISCO W. 1.9	46.9	s 9.55 AM	s 11.10 AM	s 11.30 AM	s 12.05 PM	s 1.25 PM	s 3.00 PM	s 4.10 PM	s 5.20 PM	s 5.45 PM	s 6.00 PM		s 6.40 PM	s 7.15 PM	s 7.45 PM	s 9.30 PM	s 11.15 PM				
23rd STREET W. 1.2	45.0				f		s		s								s				
NEWCOMB AVE. W. 1.0	43.8				f																
PAUL AVE. W. 1.1	42.8				f				f												
BAYSHORE W. 1.7	41.7	9.45	11.00	11.20	f 11.50 AM	1.15	s 2.49	f 4.00	s 5.06	5.35	5.50		6.30	s 7.05	7.35	f 9.20	s 11.04				
R VISITACION TOWER W. 1.7	40.0																				
BUTLER ROAD W. 0.7	38.3				f			f	s							f	f				
SO. SAN FRANCISCO W. 1.1	37.6		s 10.54	11.14	s 11.42	s 1.09	s 2.43	s 3.54	s 4.59				s 6.24	s 6.59	s 7.28	s 9.13	s 10.57				
TANFORAN WYE W. 0.6	36.5																				
SAN BRUNO W. 1.1	35.9		s 10.49		f	s 1.05	s 2.39	s 3.37	s 4.52				s 6.19	s 6.49	s 7.22	s 9.09	s 10.53				
LOMITA PARK W. 1.9	34.8		f		f	f	f	f	f						f		f				
MILLBRAE W. 2.3	33.2		f		f	f	f	s	f				s	s	s	f	s				
BROADWAY W. 1.1	31.7	s 9.32	s 10.43		s	s 12.58	s 2.32	s 3.28	s 4.43				s 6.12	s 6.32	s 7.14	s 9.02	s 10.43				
BURLINGAME W. 1.6	30.6	s 9.28	s 10.39	s 11.03	s 11.28	s 12.54	s 2.28	s 3.24	s 4.39	s 5.18			s 6.08	s 6.28	s 7.10	s 8.58	s 10.39				
SAN MATEO W. 1.0	29.0	s 9.24	s 10.34		s 11.23	s 12.49	s 2.23	s 3.15	s 4.34		5.33		s 6.03	s 6.23	s 7.05	s 8.53	s 10.34				
HAYWARD PARK W. 1.1	28.0		f		f	f	f	f	f						f		f				
BAY MEADOWS W. 0.3	26.9																				
HILLSDALE W. 1.6	26.6		f		f	f	f	f	f				f	f			f				
BELMONT W. 1.4	25.0		s		f	f	s	s	s					s	s	f	f				
SAN CARLOS W. 2.1	23.7	s 9.16	s 10.22		f	s 12.38	s 2.13	s	s 4.23					s	s 6.54	s 8.43	s 10.22				
REDWOOD CITY W. 0.8	21.5	s 9.12	s 10.18	s 10.52	s 11.05	s 12.34	s 2.09	s 2.53	s 4.19	s 5.04			s 5.48	s 6.05	s 6.50	s 8.39	s 10.18				
R REDWOOD JCT. W. 1.6	20.7										5.25										
ATHERTON W. 1.1	19.1		f		f	f	f	f	f					f	f	f	f				
MENLO PARK W. 1.5	18.0		s		f	s	s	s	s				s	s	s	f	s				
PALO ALTO W. 1.7	16.8	s 9.04	s 10.07	s 10.44	s 10.55	s 12.24	s 1.59	s 2.35	s 4.10	s 4.56			s 5.39	s 5.52	s 6.40	s 8.29	s 10.08				
R CALIFORNIA AVE. W. 2.7	15.1	s 8.59	s 10.02		f 10.50	s 12.19	s 1.54	s 2.26	s 4.05	4.52			s 5.33	s 5.41	s 6.35	s 8.24	f 10.03				
CASTRO W. 1.8	12.1				f				f												
MOUNTAIN VIEW W. 2.2	10.8	s 8.52	s 9.55		f 10.43	s 12.13	s 1.48	s 2.19	s 3.59	4.48	5.14	Via Newark	s 5.27	s 5.34	s 6.28	s 8.17	f 9.57				
SUNNYVALE W. 2.0	8.1		s 9.50	10.35	f 10.38	s 12.08	s 1.43	s 2.14	s 3.54	4.45			s 5.22	s 5.27	s 6.23	s 8.12	s 9.52				
LAWRENCE W. 3.5	6.1				f		f	f	f						f						
R SANTA CLARA W. 0.9	2.6		s 9.42	10.30	f 10.31	s 12.01 PM	s 1.36	s 2.06	s 3.46	4.40		5.10 PM	s 5.15	s 5.20	s 6.16	s 8.05	s 9.45				
SAN JOSE YARD W. 0.5	1.7																				
COLLEGE PARK W. 1.9	1.2				f		f	f	f						f						
TO-R SAN JOSE	0.0	8.38 AM	9.37 AM	10.25 AM	10.25 AM	11.55 AM	1.30 PM	2.00 PM	3.40 PM	4.35 PM	5.02 PM	5.05 PM	5.10 PM	5.15 PM	6.10 PM	8.00 PM	9.40 PM				
(46.9)		Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily				
Time over District.....		(1.17)	(1.33)	(1.05)	(1.40)	(1.30)	(1.30)	(2.10)	(1.40)	(1.10)	(0.58)	(0.05)	(1.30)	(2.00)	(1.35)	(1.30)	(1.35)				
Average Speed per Hour.....		36.55	30.26	43.29	28.14	31.27	31.27	21.65	28.14	40.20	48.52	31.20	31.27	23.45	29.62	31.27	29.62				

See pages 2, 3, 4 and 6 for additional schedules between San Jose and San Francisco.
 RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.
 RULE 5. 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.

No. 35 reduce speed at South San Francisco to dispatch U. S. Mail.
 San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.
 Standard clock and register at Santa Clara located in interlocking tower.

Capacity of sidings and spurs in car lengths	THIRD CLASS			SECOND CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 150 January 10, 1943	Distance from San Jose	THIRD CLASS			
	472 Freight	402 Freight	408 Freight	766 Freight	156 Passenger	154 Passenger	76 Lark	152 Passenger	74 Oakland Lark				401 Freight	473 Freight	477 Freight	767 Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
San Francisco yard	BKWOIT YP				11.00 PM	9.45 PM	9.00 PM	8.20 PM		0.0	TO-R SAN FRANCISCO	46.9				
	P				s					1.9	E. 1.9 - W. 1.9					
	BKWO IPT	10.05 PM	8.00 PM	5.00 AM	9.15 PM	f 11.11	9.54	9.09	f 8.29	3.1	23rd STREET	45.0				
	KIP									4.1	E. 1.2 - W. 1.2					
	Y									5.2	NEWCOMB AVE.	43.8				
	P									6.9	E. 1.0 - W. 1.0					
	M 48 P									8.6	PAUL AVE.	42.8				
	49 Spur P									9.3	E. 1.1 - W. 1.1	41.7	4.10 AM	12.10 PM	7.55 PM	10.00 PM
	65 Spur P									10.4	BAYSHORE	40.0				
	M 84 WP									11.0	E. 1.7 - W. 1.7	38.3				
Yd. Limits	WIYP	10.50 PM	8.50 PM	5.50 AM	10.05					12.1	R VISITACION TOWER	37.6				
	35 Spur P	Via Dumbarton	Via Dumbarton	Via Dumbarton						13.7	E. 1.7 - W. 1.7	36.5				
	48 P									15.2	BUTLER ROAD	35.9				
	M 50 WYP									16.3	SO. SAN FRANCISCO	34.8				
	M 49 P									17.9	E. 1.1 - W. 1.1	33.2				
	72 Spur P									18.9	TANFORAN WYE	31.7				
	28 Spur									20.0	E. 0.6 - W. 0.6	30.6				
	KIP									20.3	SAN BRUNO	29.0				
	San Jose yard									21.9	E. 1.1 - W. 1.1	28.0				
										23.2	LOMITA PARK	26.6				
									25.4	E. 2.3 - W. 1.9	25.0					
									26.2	MILLBRAE	23.7					
									27.8	E. 0.8 - W. 2.3	21.5					
									28.9	BROADWAY	20.7	3.10 AM	11.10 AM	6.55 PM	9.05	
									30.1	E. 1.1 - W. 1.1	19.1					
									31.8	BURLINGAME	18.0	Via Dumbarton	Via Dumbarton	Via Dumbarton		
									34.8	E. 1.6 - W. 1.6	16.8					
									36.1	SAN MATEO	15.1					
									38.8	E. 1.0 - W. 1.0	12.1					
									40.8	HAYWARD PARK	10.8					
									44.3	E. 1.1 - W. 1.1	8.1					
									45.2	BAY MEADOWS	6.1					
									45.7	E. 0.3 - W. 0.3	2.6					
									46.9	HILLSDALE	1.2					
										E. 1.6 - W. 1.6	0.0					
										BELMONT						
										E. 1.9 - W. 1.4						
										SAN CARLOS						
										E. 1.6 - W. 2.1						
										REDWOOD CITY						
										E. 0.8 - W. 0.8						
										R REDWOOD JCT.						
										E. 1.6 - W. 1.6						
										ATHERTON						
										E. 1.1 - W. 1.1						
										MENLO PARK						
										E. 0.9 - W. 1.5						
										PALO ALTO						
										E. 2.3 - W. 1.7						
										R CALIFORNIA AVE.						
										E. 2.7 - W. 2.7						
										CASTRO						
										E. 2.4 - W. 1.8						
										MOUNTAIN VIEW						
										E. 1.6 - W. 2.2						
										SUNNYVALE						
										E. 2.0 - W. 2.0						
										LAWRENCE						
										E. 3.5 - W. 3.5						
										R SANTA CLARA						
										E. 0.9 - W. 0.9						
										SAN JOSE YARD						
										E. 0.5 - W. 0.5						
										COLLEGE PARK						
										E. 1.9 - W. 1.9						
										TO-R SAN JOSE					8.20 PM	
											46.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
												(1.00) 21.00	(1.00) 21.00	(1.00) 21.00	(1.40) 25.02	

See pages 2, 3, 4 and 5 for additional schedules between San Francisco and San Jose.

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RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at Junction switch, Santa Clara.

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

Standard clock and register at Santa Clara located in interlocking tower.

No. 76 reduce speed at San Mateo to 25 MPH to dispatch U. S. Mail.

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of Sidings and spurs in car lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 150 January 10, 1943		Distance from Los Gatos	FIRST CLASS		
	132	168	192		Los Gatos Branch			127	185	193
	Passenger	Passenger	Equipment		STATIONS			Passenger	Equipment	Equipment
San Jose yard BKWO ITYP I 45 WP P Yard Limits 17 WP	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sundays and Holidays	5.50 AM	TO-R	SAN JOSE E. 0.4 - W. 0.4	8.9	3.26 PM	7.31 PM	
	Via Los Altos	Via Los Altos			A.B.S.	W. P. R. R. Crossing E. 3.3 - W. 3.4	8.2			
				6.02		CAMPBELL E. 2.5 - W. 2.3	5.1	3.14	7.19	
	6.41 PM	2.35 PM	6.10	50.7	R	VASONA JUNCTION E. 2.4 - W. 2.6	2.5	s 6.46 AM	3.05	7.10
	s 6.50 PM	s 2.45 PM	s 6.20 AM	51.8	TO-R	LOS GATOS	0.0	6.40 AM	2.55 PM	7.00 PM
	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	54.3	(8.9)			Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Daily Ex. Sat., Sun. and Holidays
	(0.09) 16.67	(0.10) 15.00	(0.30) 17.80		Time over District.....			(0.06) 25.00	(0.31) 17.23	(0.31) 17.23
					Average Speed per Hour.....					

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD 7

Capacity of Sidings and spurs in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 150 January 10, 1943		Distance from Olympia	THIRD CLASS	
	774	773		Santa Cruz Branch			773	
	Freight	Freight		STATIONS			Freight	
BKWO TYP Watsonville Jct. yard 33 P 12 P 9 P 17 P Yard Limits 5 Spur BKWO TYP 16 23 P 8 Yard Limits 31 WP 13 P	8.30 AM	100.4 100.5	TO-R	WATSONVILLE JCT. E. 1.5 - W. 1.5	28.9	5.00 PM		
		102.0		WATSONVILLE E. 1.8 - W. 2.1	27.4			
		104.0		NUGA E. 3.4 - W. 3.2	25.4			
		107.3		ELLCOTT E. 5.5 - W. 5.6	22.1			
	9.05	112.8		APTOS E. 3.1 - W. 3.2	16.6	4.20		
		115.9		CAPITOLA E. 3.6 - W. 3.3	13.5			
		119.4		SEABRIGHT E. 0.7 - W. 0.7	10.0			
		120.1		CASINO E. 0.5 - W. 0.5	9.3			
	9.45 AM	120.6	TO-R	SANTA CRUZ E. 1.2 - W. 1.2	8.8	3.45 PM		
		121.8		EBLIS E. 2.5 - W. 2.8	7.6			
	124.4		RINCON E. 2.2 - W. 1.9	5.0				
	126.5		BIG TREES E. 0.3 - W. 0.7	2.9				
	127.4	TO	FELTON E. 0.9 - W. 0.5	2.0				
	127.7		MT. HERMON E. 1.5 - W. 1.8	1.7				
	129.4		OLYMPIA	0.0				
Arrive Daily Ex. Sundays			(28.9)		Leave Daily Ex. Sundays			
(1.15) 16.08			Time over District.....		(1.15) 16.08			
		Average Speed per Hour.....						

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 150 January 10, 1943		Distance from Vasona Jct.	FIRST CLASS	
	132	168		Los Altos Branch			127	
	Passenger	Passenger		STATIONS			Passenger	
28 WYP 11 Spur P 65 W 7 Spur YP	6.01 PM	1.56 PM	31.8	R	CALIFORNIA AVE. E. 3.7 - W. 3.7	16.3	s 7.25 AM	
	s 6.11	s 2.06	35.7		LOS ALTOS E. 1.8 - W. 1.8	12.4	s 7.16	
	s	s	37.5		SPRINGER ROAD E. 0.7 - W. 0.7	10.6	f	
	s	s	38.2		LOYOLA E. 0.9 - W. 1.7	9.9	f	
	f	f	39.7		SIMLA E. 1.9 - W. 1.1	8.4	f	
	s 6.22	s 2.17	41.0		MONTA VISTA E. 2.8 - W. 2.8	7.1	f 7.04	
	f	f	43.8		AZULE E. 1.4 - W. 1.4	4.3	f	
	s 6.31	f 2.26	45.2		CONGRESS JCT. E. 0.9 - W. 0.9	2.9	f 6.54	
	f	f	46.1		SAN TOMAS E. 0.8 - W. 0.8	2.0	f	
	f	f	46.9		POLLARD ROAD E. 0.9 - W. 0.9	1.2	f	
f	f	47.8		QUITO E. 0.3 - W. 0.3	0.3	f		
f 6.41 PM	f 2.35 PM	48.1 51.8	R	VASONA JCT.	0.0	6.46 AM		
Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only		(16.3)			Leave Daily Ex. Sundays and Holidays		
(0.40) 24.45	(0.39) 25.08		Time over District.....			(0.39) 25.08		
		Average Speed per Hour.....						

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Mile Post Location	Time Table No. 150 January 10, 1943		Distance from San Bruno
	San Bruno Branch		
	STATIONS		
San Francisco Yard	4.0	BERNAL 1.2	9.6
	5.2	ELKTON 1.1	8.4
	6.3	OCEAN VIEW 1.1	7.3
	7.4	DALY CITY 0.7	6.2
	8.1	UNION PARK 0.4	5.5
	8.5	COLMA 1.2	5.1
	9.7	EMANUEL 1.7	3.9
	11.4	BADEN 1.6	2.2
	13.0	TANFORAN 0.6	0.6
	13.6	SAN BRUNO	0.0
(9.6)			

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of Sidings and spurs in car lengths	SECOND CLASS		Mile Post Location	Time Table No. 150 January 10, 1943		Distance from Davenport	THIRD CLASS	
	774	773		Davenport Branch			773	
	Freight	Freight		STATIONS			Freight	
BKWO TYP 44 2 Spur 33 2 Spur WYP	11.00 AM	120.6 79.2	TO-R	SANTA CRUZ E. 1.5 - W. 2.0	11.5	2.45 PM		
		81.1		ORBY E. 2.5 - W. 2.0	9.6			
		83.4		WILDER E. 2.4 - W. 2.7	7.3			
		85.9		GORDOLA E. 1.0 - W. 0.6	4.8			
		86.7		MAJORS E. 4.0 - W. 4.0	4.0			
	12.01 PM	90.7	R	DAVENPORT	0.0	1.45 PM		
	Arrive Daily Ex. Sundays			(11.5)		Leave Daily Ex. Sundays		
	(1.01) 11.31			Time over District.....		(1.00) 11.50		
			Average Speed per Hour.....					

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

- No. 192 superior to No. 127.
- No. 168 superior to No. 185.
- No. 132 superior to No. 193.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
127-132-168	Road Crossing 1.4 mile west of Azule	Receive or Discharge	Any Station	Any Station	Daily
127-132-168	Alta Mesa M.P. 34	Receive or Discharge	Any Station	Any Station	Daily
127-132-168	Neal M.P. 33	Receive or Discharge	Any Station	Any Station	Daily

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS						Distance from San Francisco	Time Table No. 150 January 10, 1943	
	770	768	766	76	38	70	36	72	98			
	Freight	Freight	Freight	Lark	Passenger	Coaster	Del Monte	Passenger	Daylight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
San Jose yard BKWO ITYP	2.00 PM	4.40 AM	12.01 AM	10.10 PM	8.30 PM	7.52 PM	5.10 PM	3.00 PM	9.13 AM	46.9	TO-R SAN JOSE E. 2.2	
I										49.1	W.P.R.R. Crossing E. 2.3	
P	2.15	4.55	12.15	10.17	8.37	7.59	5.17	3.07	9.18	51.4	LICK E. 6.7	
E 212 M 94 WP	2.35	5.15	12.35	10.26	8.45	8.08	5.25	3.15	9.26	55.3	TO COYOTE E. 4.1	
129 P	2.43	5.23	12.43	10.30	8.49	8.12	5.29	3.19	9.30	66.3	PERRY E. 3.1	
23 Spur P										69.2	MADRONE E. 1.4	
125 P	3.03	5.43	1.03	10.35	8.54	8.17	5.33	s 3.26	9.34	70.8	TO MORGANHILL E. 3.4	
130 P	3.09	5.49	1.09	10.39	8.58	8.21	5.37	3.30	9.37	74.6	SAN MARTIN E. 2.9	
129 P	3.14	5.54	1.14	10.42	9.01	8.24	5.40	3.33	9.40	77.0	RUCKER E. 4.2	
M 98 Yard Limits WTP	3.20	6.01	1.21	10.46	s 9.08	s 8.30	s 5.46	s 3.42	9.44	80.7	TO-R GILROY E. 2.0	
P										83.2	CARNADERO E. 3.4	
125 WP	3.30	6.10	1.30	10.53	9.16	8.38	5.54	3.51	9.50	87.1	SARGENT E. 4.2	
127 P	3.45	6.25	1.45	11.01	9.24	8.47	6.02	4.00	9.59	91.9	CHITTENDEN E. 2.2	
P	3.49	6.29	1.50	11.03	9.26	8.49	6.04	4.02	10.01	93.2	LOGAN E. 1.6	
33 Spur P								f		94.6	AROMAS E. 4.0	
Watsonville Jct. yard BKWOTYP	4.05 PM	6.50 AM	2.05 AM	s 11.14 PM	s 9.36 PM	s 8.59 PM	s 6.15 PM	s 4.12 PM	10.10 AM	100.4	TO-R WATSONVILLE JCT.	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(49.6)	
	(2.05) 23.81	(2.10) 22.89	(2.04) 24.00	(1.04) 46.50	(1.06) 45.09	(1.07) 44.42	(1.05) 45.80	(1.12) 41.33	(0.57) 52.21		Time over District..... Average Speed per Hour.....	

EASTWARD SAN FRANCISCO SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 150 January 10, 1943	
		Lick Branch	Distance from Alamo
		STATIONS	
San Jose yard 11 Spur P	51.4	LICK 3.6	3.6
	55.3		
10	58.9	ALAMITOS (3.6)	0.0
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 150 January 10, 1943	
		Hollister Branch	Distance from Hollister
		STATIONS	
P	83.2	CARNADERO E. 11.9 — W. 12.1	11.7
16 WP	94.9	HOLLISTER (11.7)	0.0

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

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

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

Time Table No. 150 January 10, 1943		Distance from Watsonville Jct.	FIRST CLASS								THIRD CLASS						
			71 Passenger	69 Coaster	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	99 Daylight	761 Freight	763 Freight	765 Freight	767 Freight				
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R	SAN JOSE W. 2.2	49.6	s 4.25 AM	s 7.01 AM	s 7.30 AM	s 10.20 AM	s 10.20 AM	s 4.24 PM	s 4.55 PM					5.30 AM	11.50 AM	4.45 PM	8.20 PM
	W.P.R.R. Crossing W. 2.3	47.4															
	LICK W. 9.8	45.1	4.15	6.52	7.21	10.12	10.12	4.13	4.48					5.11	11.36	4.28	8.01
TO	COYOTE W. 2.3	37.3	4.06	6.44	7.13	10.04	10.04	4.05	4.41					5.01	11.26	4.18	7.51
	PERRY W. 1.8	34.1	4.02	6.39	7.09	10.00	10.00	4.01	4.38					4.54	11.19	4.11	7.44
	MADRONE W. 2.7	31.2															
TO	MORGANHILL W. 3.4	29.6	s 3.57	6.34	7.04	9.55	9.55	3.55	4.34					4.45	11.10	4.02	7.35
	SAN MARTIN W. 3.0	25.8	3.51	6.29	7.00	9.51	9.51	3.51	4.31					4.35	11.00	3.51	7.25
	RUCKER W. 4.0	23.4	3.48	6.25	6.57	9.48	9.48	3.47	4.28					4.25	10.50	3.33	7.15
TO-R	GILROY W. 1.0	19.7	s 3.43	s 6.20	6.53	s 9.44	s 9.44	s 3.42	4.24					4.15	10.40	3.20	7.05
	CARNADERO W. 4.6	17.2															
	SARGENT W. 4.3	13.3	3.27	6.07	6.44	9.33	9.33	3.26	4.18					3.55	10.25	2.45	6.45
	CHITTENDEN W. 0.9	8.5	3.19	5.59	6.36	9.25	9.25	3.18	4.10					3.39	10.09	2.29	6.29
	LOGAN W. 1.6	7.2	3.17	5.57	6.34	9.23	9.23	3.16	4.08					3.35	10.05	2.25	6.25
	AROMAS W. 5.4	5.8	f														
TO-R	WATSONVILLE JCT.	0.0	3.05 AM	5.45 AM	6.23 AM	9.13 AM	9.13 AM	3.05 PM	4.01 PM					3.10 AM	9.40 AM	2.00 PM	6.00 PM
	(49.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.20)	(1.16)	(1.07)	(1.07)	(1.07)	(1.19)	(0.54)					(2.20)	(2.10)	(2.45)	(2.20)
	Average Speed per Hour		37.20	39.16	44.42	44.42	44.42	37.67	55.11					21.26	22.89	18.04	21.26

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

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

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

Time Table No. 150 January 10, 1943		Distance from San Luis Obispo	FIRST CLASS								THIRD CLASS				
			71 Passenger	69 Coaster	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	99 Daylight	767 Freight	763 Freight	765 Freight			
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily
TO-R	WATSONVILLE JCT. W. 6.6	151.7	s 2.48 AM	s 5.30 AM	s 6.08 AM	s 9.08 AM	s 9.08 AM	s 3.00 PM	4.01 PM				2.25 AM	10.00 AM	7.00 PM
	ELKHORN W. 4.8	146.3	f 2.40	5.21	6.00	9.00	9.00	2.52					2.10	9.45	6.42
TO-R	CASTROVILLE W. 3.0	141.7	f 2.33	5.15	5.53	8.53 AM	8.53 AM	2.45	3.48				2.00	9.35	6.35
	COOPER W. 4.0	138.2	2.28	5.10	5.47			2.40					1.54	9.28	6.14
TO-R	SALINAS W. 2.8	133.9	s 2.23	s 5.05	s 5.42			s 2.35	s 3.40				1.47	9.21	6.07
	SPRECKELS JCT. W. 4.4	131.8	2.02	4.47	5.34			2.21	3.32				1.40	9.14	6.00
	SPENCE W. 4.0	126.8		4.41				2.17	3.28				1.30	9.06	5.50
TO	CHUALAR W. 2.5	123.0	s 1.53	4.37	5.25			2.12	3.24				1.25	9.01	5.38 5.20
	PENVIR W. 2.9	120.2													
TO	GONZALES W. 5.6	117.0	s 1.43	4.31	5.19			s 2.06	3.19				1.16	8.52	5.11
	CAMPORA W. 3.8	111.5													
TO-R	SOLEDAD W. 4.2	108.5	s 1.28	4.22	5.10			s 1.55	3.12				1.04	8.40	4.59
	HARLEM W. 3.7	103.8	1.15	4.17	5.05			1.47					12.56	8.32	4.51
	METZ W. 6.6	99.8	f 1.10	4.12	5.00			1.42	3.03				12.46	8.24	4.43
	COBURN W. 2.1	93.2	1.01	4.05	4.53			1.35					12.33	8.14	4.33
	ELSA W. 2.8	91.1													
TO-R	KING CITY	88.4	12.55 AM	4.00 AM	4.48 AM			1.30 PM	2.53 PM				12.10 AM	8.06 AM	4.25 PM
	(63.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily
Time over District.....			(1.53)	(1.30)	(1.20)	(0.15)	(0.15)	(1.30)	(1.08)				(2.15)	(1.54)	(2.35)
Average Speed per Hour.....			33.61	42.20	47.48	40.00	40.00	42.20	55.85				28.13	33.31	24.50

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. At Salinas schedule time and train orders will apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station. At Del Monte Westward at crossover just west of station; Eastward at crossover just east of station. At Monterey Westward at first crossover just west of scale house; Eastward at east end of siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Elkhorn	Receive	San Jose	Los Angeles	Daily
71	Any Station	Discharge			Daily
37	Elkhorn	Receive	San Jose		Daily

EASTWARD

SANTA MARGARITA SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 150 January 10, 1943	Distance from San Luis Obispo	FIRST CLASS					THIRD CLASS		
	770	768	766	38	70	72	98	76				69	75	37	99	71	763	765	767
	Freight	Freight	Freight	Passenger	Coaster	Passenger	Daylight	Lark				Coaster	Lark	Passenger	Daylight	Passenger	Freight	Freight	Freight
Yard Limits 117 KWP	6.50 PM	12.20 PM	6.35 AM	11.29 PM	10.43 PM	6.30 PM	11.19 AM	12.39 AM	163.7	TO-R KING CITY E. 4.0 - W. 2.6	88.4	s 3.55 AM	4.48 AM	s 1.25 PM	2.53 PM	s 12.39 AM	8 06 AM	4.25 PM	11.55 PM
75 P	6.56	12.26	6.41	11.33	10.47	6.34	11.22	12.43	167.1	WELBY E. 4.7 - W. 6.0	85.0	3.50	4.44	1.20	2.50	12.30	8.00	4.19	11.50
100 P	7.10	12.36	6.51	11.39	10.53	s 6.45	11.27	12.48	172.4	TO SAN LUCAS E. 6.2 - W. 5.6	79.7	3.45	4.39	1.14	2.45	s 12.24	7.50	4.09	11.39
44 P									177.7	DOCAS E. 4.3 - W. 5.1	74.4								
122 WOP 56	7.20	1.05	7.06	11.49 PM	11.03	s 7.00	11.37	12.59	182.9	TO SAN ARDO E. 4.3 - W. 3.6	69.2	3.34	4.28	1.05	2.36	s 12.10	7.35	3.54	11.03
44 P									186.4	GETTY E. 2.8 - W. 3.4	65.7								
109 P	7.34	1.25	7.20	12.01 AM	11.11	7.08	11.43	1.07	189.7	WUNPOST E. 6.1 - W. 6.1	62.4	3.25	4.21	12.54	2.29	12.01 AM	7.20	3.42	10.35
109 P	7.46	1.37	7.32	12.10	11.19	s 7.19	11.51	1.15	195.9	BRADLEY E. 6.2 - W. 5.8	56.2	3.17	4.14	12.47	2.22	s 11.52 PM	7.00	3.30	10.25
69 P	7.57	1.49	7.43	12.16	11.25	7.26	11.57	1.21	201.4	NACIMIENTO E. 1.6 - W. 0.9	50.7	3.10	4.07	12.38	2.16	11.42	6.50	3.20	10.15
E106 W 81	8.02	2.13	7.48	12.20	11.30	7.30	11.59 AM	1.23	203.8	CAMP ROBERTS E. 0.8 - W. 2.4	49.3					f			
37 KWP	8.10	2.30	7.56	s 12.30	s 11.40	s 7.45	12.03 PM		207.0	McKAY E. 3.2 - W. 2.2	48.3	3.04	4.04	12.31	2.13	11.30	6.45	3.15	10.10
101 P	8.18	2.55	8.04	12.36	11.45	7.50	12.07	1.31	210.9	TO SAN MIGUEL E. 3.9 - W. 4.3	45.1	s 3.00	4.00	s 12.27	2.10	s 11.20	6.40	3.10	10.05
58 P	8.30	3.05	8.14	s 12.46 1.49	s 11.57 PM	s 8.10	12.12	1.37	216.3	WELLSONA E. 5.2 - W. 4.9	41.2	2.46	3.55	12.07 PM	2.06	11.07	6.34	2.55	9.59
103 P	8.41	3.16	8.25	1.57	12.04 AM	s 8.20	12.17	1.43	221.8	TO PASO ROBLES E. 5.1 - W. 5.4	35.8	s 2.40	3.49	s 11.55 AM	2.01	s 11.01	6.26	2.25	9.51
30 P									224.9	TEMPLETON E. 3.8 - W. 3.1	30.3	2.27	3.43	11.48	1.55	s 10.49	6.18	2.15	9.43
21 Spur P	8.50	3.23	8.32	f 2.02	12.10	s 8.35	12.22	1.48	226.7	ASUNCION E. 2.0 - W. 1.6	27.2								
37 P									228.0	TO ATASCADERO E. 1.0 - W. 1.5	25.4	2.21	3.37	s 11.42	1.49	s 10.41	6.08	2.05	9.33
68 P	9.00	3.31	8.40	2.14	12.16	8.42	12.26	1.53	230.3	HENRY E. 2.2 - W. 2.4	24.1								
125 P	9.10	3.41	8.50	2.25	12.19	8.47	12.29	1.56	233.4	EAGLET E. 3.1 - W. 3.6	21.8	2.14	3.33	11.36	1.45	10.32	6.00	1.55	9.20
W130 BKWYP E119 Yd. Lmts.	9.35	4.10	9.15	s 2.50	s 12.35	s 9.00	12.35	2.07	235.5	CUSHING E. 1.3 - W. 2.4	18.7	2.10	3.29	11.32	1.41	10.28	5.55	1.50	9.10
131 P									238.9	TO-R SANTA MARGARITA E. 3.5 - W. 2.4	16.6	s 2.07	3.26	f 11.29	1.39	s 10.25	5.50	1.39 PM	9.00
175 WP									243.4	CUESTA E. 4.5 - W. 4.9	13.2								
105 P									246.3	SERRANO E. 3.8 - W. 3.2	8.7								
40 YP									248.0	CHORRO E. 1.8 - W. 1.2	5.8								
103 P									250.6	GOLDTREE E. 2.2 - W. 2.8	4.1								
S. L. Obispo Yd. BKWOTYP	10.50 PM	5.20 PM	10.35 AM	s 4.00 AM	s 1.20 AM	s 9.50 PM	s 1.11 PM	s 2.48 AM	252.1	HATHAWAY E. 1.8 - W. 2.1	1.5								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		TO-R SAN LUIS OBISPO	0.0	1.10 AM	2.40 AM	10.45 AM	12.59 PM	9.40 PM	4.20 AM	11.15 AM	7.40 PM
	(4.00) 22.10	(5.00) 17.68	(4.00) 22.10	(4.31) 19.58	(2.37) 33.78	(3.20) 26.52	(1.52) 47.36	(2.09) 41.12		(88.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
										.....Time over District.....		(2.45) 32.14	(2.08) 41.44	(2.40) 33.15	(1.54) 46.53	(2.59) 29.63	(3.46) 23.47	(5.10) 17.11	(4.15) 20.80

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULES 5 and 105. At Santa Margarita siding located on station side of main track is EASTWARD siding. Schedule time and train orders WESTWARD will apply at west switch of this siding. East switch of EASTWARD siding will be identified as crossover switch just west of Encinas Street west of station. That portion of track between crossover switch and extreme east switch will be used by helper engines. Siding located on opposite side of main track to station is WESTWARD siding. Schedule time and train orders EASTWARD will apply at east switch of this siding.

RULE 5. Schedule time and train orders will apply at San Miguel westward at crossover west of station building.

No. 70 reduce speed Saturday to 30 MPH at San Lucas, San Ardo, Bradley and Atascadero to dispatch papers.

No. 75 reduce speed to 10 MPH at San Miguel to dispatch U. S. mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles	Los Angeles	Daily
71	Any Station	Discharge	Los Angeles	Los Angeles	Daily
72	Serrano	Discharge (men and supplies)			Mon., Wed., Fri.
71	Serrano	Discharge (men and supplies)			Tues., Thurs., Sat.
72	Chorro	Discharge (men and supplies)			Mon., Fri.
71	Chorro	Discharge (men and supplies)			Mon., Fri.
69	Camp Roberts	Discharge	Salinas	San Luis Obispo	Daily
69	Camp Roberts	Receive	Salinas	Salinas	Daily
70	Camp Roberts	Discharge	San Luis Obispo	San Luis Obispo	Daily
70	Camp Roberts	Receive	San Luis Obispo	San Luis Obispo	Daily

EASTWARD GUADALUPE SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 150 January 10, 1943		Distance from White Hills
		Lompoc-White Hills Branch		
		STATIONS		
117 Yd. Limits 81 WOYP	302.7	TO SURF E. 1.1 - W. 1.5	14.0	
30	303.8	BARODA E. 3.8 - W. 3.8	12.9	
21	307.6	POST E. 2.3 - W. 2.2	9.1	
9	309.8	ACORN E. 2.7 - W. 2.5	6.9	
Yard Limits BKWTP	312.4	TO-R LOMPOC E. 0.5 - W. 0.5	4.3	
	312.9	WHITE HILLS JCT. E. 3.8 - W. 3.8	3.3	
	316.7	WHITE HILLS (14.0)	0.0	

EASTWARD

GUADALUPE SUBDIVISION

WESTWARD 13

Capacity of Sidings and spurs in car lengths	SECOND CLASS			FIRST CLASS				Distance from San Francisco	Time Table No. 150 January 10, 1943	Distance from Santa Barbara	FIRST CLASS				THIRD CLASS		
	770	768	766	72	98	76	70				99	71	69	75	763	765	767
	Freight	Freight	Freight	Passenger	Daylight	Lark	Coaster				Daylight	Passenger	Coaster	Lark	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
S. L. Obispo yd. BKWOTYP	8.00 PM	1.35 PM	3.45 AM	10.10 PM	1.19 PM	3.00 AM	1.35 AM	252.1	TO-R SAN LUIS OBISPO E. 7.2 - W. 5.8	118.6	s 12.52 PM	s 9.25 PM	s 12.56 AM	s 2.30 AM	10.15 AM	7.50 PM	3.20 AM
IP	8.15	1.50	4.00	10.22	1.30	3.12	1.47	259.1	TO HADLEY TOWER E. 4.7 - W. 7.0	111.6	12.41	9.09	12.44	2.18	10.00	7.35	3.02
125 P	8.25	2.00	4.10	10.30	1.37	3.20	1.56	264.2	GROVER E. 2.0 - W. 1.1	106.5	12.34	9.01	12.36	2.10	9.48	7.23	2.52
36 WP	8.28	2.03	4.13	s 10.40	1.39	3.23	2.08	265.9	TO OCEANO E. 4.0 - W. 4.6	104.8	12.32	s 8.59	12.34	2.08	9.45	7.20	2.49
98 P	8.49	2.11	4.21	10.46	1.44	3.28	2.17	269.9	CALLENDER E. 2.5 - W. 2.0	100.8	12.27	8.49	12.29	2.02	9.36	7.12	2.41
38 P	8.59	2.16	4.26	10.50	1.46	3.31	2.20	272.4	BROMELA E. 3.7 - W. 4.4	98.3	12.25	8.46	12.26	1.58	9.30	7.07	2.36
Yard Limits 108 BKWP	9.10	2.30	4.40	s 11.10	1.50	3.37	s 2.25 2.40	276.5	TO-R GUADALUPE E. 4.3 - W. 4.0	94.2	12.21	s 8.40	s 12.20	1.52	9.20	6.58	2.25
77 P	9.19	2.39	4.49	11.16	1.55	3.43	2.47	280.7	WALDORF E. 4.5 - W. 4.2	90.0	12.16	8.20	12.03 AM	1.44	8.58	6.48	1.59
46 P	9.30	2.50	5.00	11.21	2.00	3.48	2.53	284.8	SCHUMAN E. 1.5 - W. 1.9	85.9	12.11	8.14	11.57 PM	1.38	8.49	6.39	1.49
87 YP	9.34	2.54	5.04	11.24		3.51	2.56	286.5	DEVON E. 1.2 - W. 0.8	84.2	12.09	8.12	11.55	1.36	8.44	6.34	1.44
40 P	9.36	2.56	5.06	s 11.30	2.03	3.53	2.58	287.5	TO CASMALIA E. 2.3 - W. 2.6	83.2	12.08	s 8.10	11.53	1.34	8.42	6.32	1.42
74 P	9.41	3.01	5.11	11.34	2.06	3.56	3.01	290.0	ANTONIO E. 3.1 - W. 3.7	80.7	12.05	8.05	11.49	1.30	8.38	6.28	1.38
128 P	9.47	3.07	5.17	11.45	2.09	4.02	3.05	293.2	NARLON E. 4.2 - W. 3.7	77.5	12.01 PM	8.00	11.45	1.27	8.32	6.22	1.31
75 YP	9.55	3.15	5.25	s 11.59 PM	2.13	4.08	f 3.10	297.2	TO TANGAIR E. 5.1 - W. 4.5	73.5	11.57 AM	s 7.55	f 11.40	1.22	8.25	6.15	1.22
117 Yd. Limits 81 WOYP	10.10	3.30	5.40	s 12.20 AM	2.19	4.16	s 3.25	302.7	TO SURF E. 3.8 - W. 4.9	68.0	11.51	s 7.35	s 11.26	1.13	8.10	6.00	12.50
131 P	10.25	3.45	5.55	12.28	2.24	4.24	3.33	307.9	HONDA E. 3.7 - W. 2.9	62.8	11.45	7.11	11.14	1.06	7.53	5.35	12.28
41				f				310.5	ARLIGHT E. 1.8 - W. 1.8	60.2		f					
43 P								312.5	ARGUELLO E. 4.9 - W. 4.9	58.2							
44 P	10.45	4.05	6.15	f 12.55	2.34	4.37	3.46	317.3	SUDDEN E. 2.4 - W. 3.8	53.4	11.36	f 6.59	11.02	12.55	7.35	5.15	12.03 AM
85 P	10.57	4.12	6.22	1.01	2.38	4.43	3.51	320.8	JALAMA E. 4.5 - W. 4.2	49.9	11.32	6.51	10.57	12.49	7.27	5.06	11.55 PM
125 52 P	11.10	4.19	6.29	f 1.10	2.43	4.49	3.57	325.3	TO CONCEPCION E. 5.5 - W. 4.4	45.4	11.27	f 6.44	10.51	12.43	7.17	4.56	11.45
44 P								329.8	GATO E. 5.0 - W. 5.6	40.9							
105 P	11.25	4.34	6.44	1.23	2.53	5.02	4.10	334.8	SACATE E. 4.3 - W. 4.1	35.9	11.17	6.30	10.39	12.31	7.01	4.34	11.25
78 WP	11.32	4.41	6.51	s 1.30	2.58	5.09	4.17	339.4	TO GAVIOTA E. 3.5 - W. 3.2	31.3	11.12	s 6.25	10.34	12.26	6.51	4.18	11.05
45 P								342.6	LENTO E. 2.1 - W. 3.1	28.1							
46 P	11.42	4.51	7.01	1.38	3.05	5.17	4.25	345.7	TAJIGUAS E. 4.6 - W. 4.1	25.0	11.06	6.07	10.26	12.18	6.31	4.08	10.52
102 P	11.49 PM	4.58	7.08	1.44	3.09	5.23	4.31	349.9	CAPITAN E. 5.7 - W. 5.3	20.8	11.01	6.01	10.20	12.13	6.24	4.01	10.45
75 46 WP	12.07 AM	5.08	7.18	f 1.52	3.14	5.30	4.38	355.0	NAPLES E. 3.6 - W. 3.8	15.7	10.56	f 5.55	10.14	12.07	6.15	3.55	10.36
47 27 P	12.25	5.14	7.24	1.58	3.18	5.35	4.43	358.9	ELLWOOD E. 3.1 - W. 2.7	11.8	10.52	5.49	10.09	12.02 AM	6.08	3.48	10.30
21								361.7	LA PATERA E. 0.3 - W. 1.2	9.0							
117 P	12.35	5.22	7.32	f 2.04	3.22	5.41	4.49	362.8	TO GOLETA E. 4.4 - W. 3.6	7.9	10.49	f 5.44	10.04	11.58 PM	6.01	3.38	10.23
39 31 P								366.5	HOPE RANCH E. 2.3 - W. 1.8	4.2							
P	12.45	5.32	7.42	2.14	3.28	5.51	4.58	368.5	WEST STA. BARBARA E. 2.2 - W. 2.2	2.2	10.43	5.37	9.57	11.51	5.51	3.28	10.15
Santa Barbara yd. BKWOTYP	1.00 AM	5.45 PM	7.55 AM	s 2.20 AM	s 3.35 PM	s 5.58 AM	s 5.05 AM	370.7	TO-R SANTA BARBARA	0.0	10.37 AM	5.30 PM	9.50 PM	11.44 PM	5.30 AM	2.50 PM	10.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(118.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.00) 23.72	(4.10) 28.46	(4.10) 28.46	(4.10) 28.46	(2.16) 52.32	(2.58) 39.98	(3.30) 33.89		Time over District.....		(2.15) 52.71	(3.55) 30.28	(3.06) 38.26	(2.46) 42.87	(4.45) 24.97	(5.00) 23.72	(5.20) 22.24

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

No. 71 and No. 72 stop at Pismo daily.

No. 75 and No. 76 will reduce speed at Guadalupe and Surf to 25 MPH to dispatch mail.

Water supply at Oceano, Gaviota and Lompoc for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Jalama, Narlon	Discharge Food (army)			
71	Any Station	Discharge			
71	San Augustine M.P. 331.0	Receive or Discharge	Any Station	Any Station	Daily
71	Drake M.P. 334.2	Receive or Discharge	Any Station	Any Station	Daily
72	San Augustine M.P. 331.0	Receive or Discharge	Any Station	Any Station	Daily
72	Drake M.P. 334.2	Receive or Discharge	Any Station	Any Station	Daily
72	Any Station	Receive	Los Angeles	Any Station	Daily

SPECIAL INSTRUCTIONS.



INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
San Francisco-Watsonville Jct.		Cars	Watsonville Jct.-San Luis Obispo		Cars
Visitacion	6.5		Graves	115.6	28
Aqua	12.9	12	Molus	138.8	26
Howest	16.8	14	P Thyle	240.0	14
Romac	19.7	11			
P Edenvale	57.4	20	Monterey Branch		
Lonoke	79.1	7	Lapis	114.8	115
Miller	84.4	18	Bardin	115.4	8
P Eaton	97.1	14	Marina	117.3	13
			Prattco	122.1	13
Los Altos Branch			Retreat	124.3	13
Alta Mesa	34.0				
Permanente (2.42 Miles from Simla)			San Luis Obispo-Santa Barbara		
Los Gatos Branch			P Edna	257.9	29
Vasona	52.9	6	Tiber	260.0	28
			Pismo	262.8	10
Santa Cruz Branch			San Augustine	331.0	19
Park Street	121.4		P Drake	334.2	17
Twin Lakes	118.9	4	Coromar	360.2	27
Cliffside	118.1	6			
New Brighton	114.7		Lompoc-White Hills Branch		
Leonard	110.1	8	Garus	308.1	14
Cristo	109.0	3	La Salle	308.3	22
Hollister Branch					
P Hudner	90.3	9			

RULE 2. Watch Inspectors:

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

San Francisco	I. S. Preston, Phelan Building
	Kline & Logie, 2058 Mission Street
	L. E. Brown, 745 Third Street
Bayshore	Forrest E. Brown, 2442 Bayshore Ave.
San Mateo	A. E. Benoit, 224 B. Street
Redwood City	Geo. Peterson, 2738 Broadway
San Jose	Kochers, 169 So. First St.
Watsonville	A. R. Jolley
Santa Cruz	C. M. Pennell
Salinas	Goodfriend & Traub
Pacific Grove	G. H. Ehmann
King City	W. V. Bolton

RULE 4. Designated Holidays:

- New Year's Day, January 1st.
- Washington's Birthday, February 22nd.
- Decoration Day, May 30th.
- Independence Day, July 4th.
- Labor Day, first Monday in September.
- Thanksgiving Day, last Thursday in November.
- Christmas Day, December 25th.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 MPH or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

Slow boards located to left side of track as follows:

Affecting westward trains:	Affecting eastward trains:
1000 feet west of M.P. 87	2000 feet east of M.P. 91
3700 feet east of M.P. 93	2200 feet west of M.P. 95
2100 feet east of M.P. 106	1800 feet east of M.P. 148
200 feet west of M.P. 117	200 feet east of M.P. 211
1900 feet east of M.P. 195	1200 feet west of M.P. 228
500 feet east of M.P. 230	1800 feet west of M.P. 294
2500 feet west of M.P. 234	700 feet east of M.P. 321
1800 feet west of M.P. 235	2000 feet west of M.P. 325
1600 feet west of M.P. 265	
2200 feet east of M.P. 286	
2600 feet east of M.P. 312	
2500 feet west of M.P. 350	

Slow boards located less than three-fourths mile from point of restriction, affecting westward trains:

M.P. 8.54	55 car lengths from point of restriction.
M.P. 302.4	58 car lengths from point of restriction.

Affecting eastward trains:

1400 feet east of M.P. 125 (Monterey Branch)
200 feet west of M.P. 127 (Monterey Branch)

Curve warning signals placed at M.P. 262.18 for westward trains and at M.P. 260.42 for eastward trains, in approach of 10 degree curve where speed is restricted to 30 MPH for passenger trains and 25 MPH for freight trains, remain at caution position at all times.

Slow boards located as follows restrict the speed of trains (higher number, passenger; lower number, all other trains) as shown, while engine of such train is passing the distant signal three-fourths mile beyond the slow board:

MP	Eastward	MP	Westward
San Francisco-Watsonville Junction			
27.4	60(Y) 50-30	15.8	60(Y) 55-35
		27.8	45-35
Watsonville Junction-King City			
139.0	65(Y) 45-25	142.0	65(Y) 45-25
161.4	75(Y) 50-35	160.4	75(Y) 50-30
King City-San Luis Obispo			
165.4	65(Y) 50-30	165.2	75(Y) 55-35
176.0	75(Y) 55-35	197.2	60(Y) 50-30
202.2	60(Y) 50-30	206.0	60(Y) 50-30
214.6	60(Y) 50-30		
223.6	60(Y) 45-25		
San Luis Obispo-Santa Barbara			
274.4	75(Y) 50-30	271.8	70(Y) 50-30
295.8	55(Y) 45-25	278.3	50-30
		356.6	60(Y) 50-30
		364.6	75(Y) 55-35

Slow boards located as follows restrict the speed of trains (higher number, passenger; lower number, all other trains) as shown, while engine of such train is passing the home signal three-fourths mile beyond the slow board:

MP	Eastward	MP	Westward
San Francisco-Watsonville Junction			
12.4	60(Y) 55-35	21.6	70(Y) 50-35
14.8	60(Y) 50-30		
15.6	60(Y) 55-35		
16.4	60(Y) 50-30		
30.4	60(Y) 55-35		
37.4	75(Y) 55-35		

RULE 12 (H). Display of a lighted fusee from an interlocking tower or crossing watchman's tower will be regarded as a stop signal within the meaning of Rule 12 (H). Expect to find crossing in the vicinity blocked.

RULE 14 (d). As specified below, _____ o will be indication that flagman may return from west as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, _____ will be indication that flagman may return from east as prescribed by Rule 99.

Watsonville Jct.—Trains on Santa Cruz Branch.	
Redwood Junction, Santa Clara—Trains on Western division.	
California Ave.—Trains	Castroville—Trains on Monterey Branch.
on Los Altos Branch.	
San Jose—Trains on Los Gatos Branch.	Santa Cruz—Trains on Davenport Branch.
Carnadero—Trains on Hollister Branch.	Surf—Trains on Lompoc Branch.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULE 14 (l). Westward trains will sound crossing whistle just before entering Tunnel 6 east of Santa Cruz.

RULES 14 (l) and 14 (p). Engines equipped with both air and steam whistles. Enginemen use air whistle in complying with these rules and steam whistle for all other whistle signals.

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.

RULES 17 and 17 (C). Mars signal light on engines so equipped must not be used.

RULE 17 (C). For identification purposes, head light may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when near street or highway crossings.

RULES S-17 and 19 (A). Will not apply on controlled sidings in C. T. C. System.

RULE 19. Markers must be properly displayed in C. T. C. System. Fig. 8 will not apply on controlled sidings.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay roundhouse and Third Street station, San Francisco, and from San Jose and San Luis Obispo passenger stations 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, and between Santa Clara and College Park interlocking plants, with current of traffic irrespective of time table superiority. They will accept proceed indication of interlocking signal or oral authority of signal operator 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, extra trains and engines moving between these points must avoid delaying first-class trains, also other movements when so instructed by signal operator.

RULE S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on page 7.

RULE 83. Identification may be made at San Jose or between Lick and Coyote—Gilroy and Sargent—Logan and Watsonville Junction—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa Barbara, to be applied at the end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and must comply with Rule 14(k).

RULE 83 (A). At the following stations, only trains indicated will register.

Redwood Junction.	Soledad.	} Trains originating and terminating.
Gilroy.	Santa Margarita.	
Los Gatos.	Guadalupe.	
Salinas.		

Visitacion Tower.....Trains originating and terminating Bayshore.
 California Ave.....Scheduled trains via Los Altos and trains originating and terminating.
 Santa Clara.....Eastward and Westward Second and Third class and extra trains except trains consisting entirely of passenger equipment.
 Castroville.....Trains on Monterey Branch and trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Visitacion Tower.....Trains originating and terminating Bayshore.
 Redwood Junction.....Trains to and from Western Division.
 Santa Clara.....Eastward Second and Third Class and extra trains, except trains consisting entirely of passenger equipment.
 San Jose.....All trains, except first class originating or terminating.
 Watsonville Junction....Nos. 35, 36, 39, 98 and 99.
 King City.....All trains.

RULE 83 (D). First-class trains to Western Division at Santa Clara must obtain two clearances at San Jose, one endorsed "Coast Division" and one endorsed "Western Division" and receive their train orders applying to Western Division at San Jose.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at ... against Extra ... on order No.". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ... register at ... on order No." will register, and place this order number and date in column captioned "Signals."

RULES 86 (b) and (c). Extra trains handling passenger equipment only may run ahead of first-class trains between San Francisco and San Jose.

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91.

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.
Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West M.P.		East M.P.
0	San Francisco.....	11.5
4.0	" " (San Bruno Branch).....	13.6
24.5	Redwood Junction.....	27.2
	" " (Western Division).....	28.2
43.5	San Jose.....	56.0
	" " (Lick Branch).....	58.9
	" " (Los Gatos Branch).....	51.5
44.8	" " (Milpitas Line).....	
43.7	" " (Agnew Line).....	
79.4	Gilroy.....	82.4
96.1	Watsonville Junction.....	101.25
	" (Santa Cruz Branch).....	103.58
109.6	Castroville.....	111.7
	" (Monterey Branch).....	111.5
113.5	Salinas.....	121.5
	" (Spreckels Branch).....	122.8
142.4	Soledad.....	144.7
162.2	King City.....	165.1
233.9	Santa Margarita.....	237.0
249.6	San Luis Obispo.....	254.0
275.2	Guadalupe.....	277.3
301.7	Surf.....	303.7
	" (Lompoc Branch).....	303.8
369.20	Santa Barbara.....	373.33
52.7	Los Gatos.....	54.6
126.33	Felton.....	127.8
119.27	Santa Cruz.....	122.67
	" (Davenport Branch).....	81.7
123.3	Monterey.....	127.66
127.7	Pacific Grove.....	129.9
310.6	Lompoc.....	316.7

Watsonville Jct. Following will govern freight trains entering Watsonville Jct. yard:

West End: If Signal 984 is in proceed position for diverging route which governs entrance to yard at crossovers Nos. 1 or 2 trains must receive signal from yardman, green flag by day, green light by night before entering yard. If Signal 984 is in stop position, must remain at the signal, until given a proceed signal by yardman, green flag by day, green light by night.

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

End of double track: Eastward trains leaving end of double track from westward main track will be governed by Signal P-1008.

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 97. Extra trains must not run via Los Gatos or Los Altos Branches unless train order so specifies.

RULE D-97 (A). Will apply between San Francisco and San Jose.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTER-LOCKED:

Western Pacific R. R. at Valbrick (San Jose yard) "Stop."

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

RULE 99.

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

Pacific Coast Aggregates Co. will do the switching at Lapis; Southern Pacific Co. trains will protect.

Permanente Corporation will do all switching at Permanente, east of east derail; Southern Pacific trains will protect.

First-class trains will move with caution between Signal Bridge 466 west of San Jose passenger station and Signal 473 east of San Jose passenger station. Trains or engines standing on either main track between Signal Bridge 466 and Signal 473 need not protect against first-class trains, but will comply with Rule 99 (A).

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars, also air dump cars), are operated on double track or on tracks immediately adjacent to main track, or off track adjacent to main track, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main track when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

MOVEMENT BETWEEN BAYSHORE AND UNION STOCK YARD

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 3 and following instructions will govern:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined 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 by telephone with other member of crew at Newcomb Ave., 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 cross-over switch in eastward main track, then cross-over in westward main track and last switch from main track to stock track. After cross-over movement has been made, line switches in normal position, closing cross-over 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 4 and remain so until the train has passed Signal 31 at the east end of viaduct at Newcomb Ave. Westward indicator will indicate "block occupied" after an eastward train has passed Signal 22 at west end of viaduct and remain so until the train has passed Signal 38, located 500 feet east of east portal of Tunnel 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When these tracks are operated by Santa Fe, Southern Pacific crews must make movements to stock yards under flag protection.

RULE 103 (A). 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 movement must protect the crossing unless it is known that signals are operating.

Between Seventh St. and 17th and Harrison Sts., San Francisco, member of crew of yard engines must protect street crossings when no watchman is on duty.

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.

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

First Street crossing, Watsonville, is protected by crossing watchman 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 in this vicinity will be left as far as practicable from the street crossing, in order that an open view may obtain.

Movements on tracks other than main track over Walnut, Lincoln and Laurel Streets, Santa Cruz must be protected by member of crew acting as flagman.

Spur Tracks Nos. 3 and 4, leading off siding at Ord, crossing State Highway at M.P. 118.9 and M.P. 119.5, no train, engine, motor or car, will move over these crossings, unless brought to a stop at "stop" sign and after crossing signals have operated for a period of not less than 20 seconds, movement may be made across highway. It will not be necessary to manually operate spring derail when moving into Fort Ord. When coming out of Fort Ord it will be necessary to manually operate spring derail which will start crossing signals operating and after signals have operated for a period of not less than 20 seconds, train may proceed across highway. In making forward movement into Fort Ord, trailing the spring derail, care should be used not to make a reverse movement without manually operating spring derail.

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 10 MPH over county road unless protected by flagman.

Trains and engines using spur to government tracks, Camp Roberts, crossing Highway No. 101 near station McKay, must stop, and traffic on highway protected by flagman.

Track leading from siding Goldtree into Camp San Luis Obispo crosses State Highway 4850 feet from switch of east leg of wye at Goldtree, no train, engine, motor or car will move over this crossing unless brought to a stop and traffic on highway protected by flagman.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

- San Bruno.....San Bruno Branch, for eastward main track.
- California Ave.....Los Altos Branch, for eastward main track.
- Redwood Jct.....Dumbarton line, end of double track, for westward track.
- Santa Clara.....Newark line, for westward main track.
- San Jose.....Los Gatos Branch, for freight lead.
- San Jose.....End of double track, for westward main track.
- San Jose yard.....(San Pedro St.) for freight lead.
- Lick.....Lick Branch, for eastward main track.
- Lick.....End of double track, for eastward main track.
- Coyote.....End of double track, for westward main track.
- Gilroy.....End of double track, for eastward main track.
- Carnadero.....Hollister Branch, for westward main track.
- Sargent.....End of double track, for westward main track.
- Logan.....End of double track, for eastward main track.
- Watsonville Jct.....End of double track, for westward main track.
- Watsonville Jct.....Santa Cruz Branch, for west leg of wye.
- Castroville.....Monterey Branch, for main track Salinas line.
- Spreckels Jct.....Spreckels Branch, for main track Salinas line.
- San Luis Obispo.....End of double track, for eastward main track.
- Hadley Tower.....End of double track, for westward main track.
- Surf.....Lompoc-White Hills Branch, for main track Surf line.
- West Santa Barbara.....End of double track, for eastward main track.
- Vasona Jct.....For Los Gatos-Los Altos line.
- Santa Cruz.....Davenport Branch, for Santa Cruz Branch line.
- Olympia.....Inside crossover switch for storage track.
- Permanente.....Junction switch for track No. 1.
- White Hills Jct.....For Lompoc-Surf line.

RULE 107. STATION TRAIN INDICATORS LOCATED AS FOLLOWS:

San Bruno—Westward track 2000 feet east of station indicates if a train on eastward main track between Linden Ave. and San Bruno Ave.

Broadway—Eastward track 2200 feet west of station indicates if a train on westward main track between 2400 feet east of station and Broadway crossing.

Burlingame—Eastward track 2200 feet west of station indicates if a train on westward main track between Villa Terrace Ave. and station.

San Mateo—Eastward track 2300 feet west of station indicates if a train on westward track between 9th Ave. and First Ave.

Redwood City—Eastward track 2100 feet west of station indicates if a train on westward main track between Chestnut St. and west side of Broadway St.

When passenger trains are standing at Santa Margarita station, trains and engines must not move between station and trains unless the movement be properly safeguarded.

RULE D-152. Crossovers are located between San Francisco and San Jose as follows:

San Francisco located 100 feet west of west portal Tunnel 3, 1740 feet west of Tunnel 4, South San Francisco, San Bruno, Millbrae, Burlingame, Howest, Hayward Park, Belmont, San Carlos, Redwood Jct., Menlo Park, Palo Alto, California Ave., Mountain View, Sunnyvale, Lawrence.

Crossover between Tunnels 3 and 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.

SPECIAL INSTRUCTIONS

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.

RULE 206 (A).

Pacific Grove } Crews ordered for No. 39 and No. 773 may assume
Davenport } these schedules without clearance.
Santa Clara.... Nos. 250 and 74 from Western Division may assume
corresponding schedules on Coast Division without
clearance.

RULE 221. Trains must obtain clearance before leaving:

Visitacion Tower Eastward trains originating Bayshore.
Redwood Junction..... Trains from Western Division.
Santa Clara Tower..... Westward trains except first class and trains
consisting entirely of passenger equipment.
San Jose..... First class trains, eastward second and in-
ferior class trains, extra trains and trains
consisting entirely of passenger equipment.
Santa Barbara..... Train-order office is located at the freight
station.

Crews of westward first-class trains and
trains consisting entirely of passenger equip-
ment receiving train orders and instructions
at freight station will deliver them to reliev-
ing crews at passenger station.

Los Gatos..... }
Santa Cruz..... }
Monterey..... } When operator on duty.
Pacific Grove..... }
Lompoc..... }

Light will not be displayed in train-order signal at Felton except
when train order is to be delivered.

RULE 825. When cars are left on grade not protected with derails
they must be chained to rail.

Outfit cars must not be left next to oil or gasoline loading or unloading
locations, warehouses, storehouses, lumber yards, or other buildings.

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

When freight trains are tied up in Watsonville Jct. yard, trainmen
will set hand brakes on the rear cars of westward trains and on the head
cars of eastward trains.

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 834. Tank cars, or open-top cars loaded with rail, pipe, struc-
tural steel, lumber, poles or mounted wheels, when lading projects above
sides and end walls of car, must not be placed in train next to cab of AC
class engines.

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 trainmen 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 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, San Luis Obispo and Santa Barbara, entering
or leaving yard.

Santa Barbara, trainmen must remain with their portion of train until
it stops on designated track in yard.

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

RULE 883. Engines under steam must not be stored or left un-
attended on tracks that are not protected by derails against entry to main
track. When chains or blocking available, wheels must be blocked.

TRAIN INSPECTION

Freight trains on descending grade will stop 10 minutes between
switches at Serrano to permit heat of wheels to equalize, except when
additional stop will be avoided this inspection can be made at Chorro.

With above exception maximum distance freight trains may run with-
out stopping for inspection is 55 miles except when conditions are favor-
able and in judgment of conductor and engineer it is safe to do so, may
run in either direction between Surf and Santa Barbara, San Luis Obispo
and Concepcion, Santa Margarita and King City and King City and
Watsonville Jct. without stopping for inspection, except that trains
handling carload shipments of T.N.T., bombs, loaded projectiles and
other such articles of a highly sensitive nature, is loaded in excess of 65
percent of its marked capacity, will stop at intervals of not to exceed 40
to 50 miles for inspection.

Mixed trains including military trains, which include freight cars with
cast iron wheels, will be considered freight trains.

AIR BRAKE RULES

RULE 24. Rear end test on freight trains must be made immedi-
ately prior to leaving:

Location
Santa Margarita... Eastward freight trains.
Permanente..... (Interchange tracks) All freight trains.

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 Bernal.

RULE 39. Running test on passenger trains must be made at:

Location
San Francisco..... After rear of train has passed Fourth }
St., except trains of over 8 cars } Eastward trains
must straighten out on Seventh }
St. before test is made. }
San Jose..... After rear of train has passed over }
spring switch from freight lead. } Eastward trains
Tunnel 6 between Cuesta and Thyle immediately after }
passing summit. } All trains

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

FREIGHT TRAINS

RULE 33. One operative retainer for the amount of M's shown be-
low must be turned up:

120 M's } Eastward from summit in Tunnel 6 between Cuesta and
per } Thyle to west switch Hathaway.
Operative } Westward from summit in Tunnel 6 to Santa Margarita.
Brake } Westward from Olympia to M.P. 127.6 and from Rincon to
M.P. 121.8.
Permanente. (Interchange tracks) to Simla.
Goldtree and Camp San Luis Obispo.

All Between White Hills and White Hills Jct.

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

Eastward freight trains reduce speed to 10 MPH from one-half mile
west of west switch, to east switch Hathaway to give trainmen an oppor-
tunity to turn down retainers, except when train consists of over 45 cars,
retainers on 15 head end cars will be left in retaining position into San
Luis Obispo.

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 MPH approaching West Santa
Barbara to enable trainmen to turn up retainers.

The tonnage of freight trains between San Luis Obispo and Santa
Margarita; between Goldtree and Camp San Luis Obispo; between Olym-
pia and Santa Cruz and between Permanente interchange tracks and
Simla must not exceed 120 M's per operative brake.

PASSENGER TRAINS

RULE 46. Retainers will be used between San Luis Obispo and
Santa Margarita and between Olympia and Santa Cruz as follows:

Eastward from summit in Tunnel 6 to west switch Hathaway
when more than four head-end cars, on which retainers
are not accessible while running, stop will be made at
Serrano, where such 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 inaccessi-
ble, train must stop at Serrano to turn up retainers, or
when over one-third of the total equipment in train con-
sists of head-end cars on which retainers are not accessible,
stop will be made after running test has been made leav-
ing Santa Margarita before reaching summit, where such
retainers must be turned up.

Accessible... Westward from summit in Tunnel 6 to distant block signal,
east of Santa Margarita.

Goldtree and Camp San Luis Obispo, over 5 cars, one retainer
for each two cars, to be turned up from head end of train.

Olympia to M.P. 127.6 and Rincon to M.P. 121.8, 6 cars,
three retainers; 8 cars, four retainers; 10 cars, five re-
tainers; 12 cars, seven retainers to be turned up from
head end of train.

When streamlined trains are controlled on descending grades
with electro-pneumatic brake, retaining valves will not
be used.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after
moving out of siding or other track, in block system limits, train or en-
gine will, unless movement be completed beyond the governing signal,
proceed as if signal be in stop position.

Main tracks within automatic block system not protected by signals.

San Jose—From Signal 467 at Third St. to signal located 50 feet west
of spring switch at junction with roundhouse lead or wye.

Santa Cruz—From station building to Signal 791.

The following block signals, equipped with triangular number plate
displaying the letter "P", have included in their control limits some
special protective device. When these signals indicate "stop", in addition
to complying with Rule 509, careful inspection must be made of track or
structure as indicated below, and it must be known that they are safe
for passage of train before proceeding.

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track, Redwood Jct...	P- 275
P- 514	Spring switch, Lick.....	P- 635
P- 634	Spring switch, Coyote.....	P- 673
P- 660	Spring switches, east and west end, Perry.....	P- 719
P- 708	Spring switches, east and west end, Morgan Hill..	P- 753
P- 740	Spring switches, east and west end, San Martin...	P- 783
P- 770	Spring switches, east and west end, Rucker.....	P- 805
P- 804	Spring switch, Gilroy.....	P- 867
P- 866	Spring switch, end double track, Sargent.....	P- 879
P- 866	Spring switch, east end siding, Sargent.....	P- 925
P- 908	Spring switches, east and west end, Chittenden... (Earthquake detector, Pajaro River Bridge, Chit- tenden.....)	P- 931
P- 924	Slide detector fence, Logan.....	P- 931
P- 930	Spring switch, Logan.....	P-1009
P-1008	Spring switch, Watsonville Jct.....	P-2401
	Fire detector, Tunnel 6.....	P-2493
	Fire detector, Steiner Creek bridge.....	P-2589
P-2588	Spring switch, end double track, Hadley Tower..	P-2623
P-2604	Flood detector, Second Villa Creek bridge, Tiber	P-2953
P-2940	Fire detector, Los Alamos bridge, Narlon.....	P-3097
P-3082	Fire detector, Honda Canon bridge, Honda.....	P-3123
P-3104	Slide detector fence, MP 311.65.....	P-3207
P-3188	Fire detector, Jalama Canon bridge, Jalama.....	P-3373
P-3356	Fire detector, Alegria Canon bridge, Sacate.....	P-3389
P-3368	Fire detector, Gaviota Canon bridge, Gaviota...	P-3687
P-3686	Spring switch, West Santa Barbara.....	

Rules 509, 512 and 512-A:

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Bay Meadows.....	Signal 199
California Ave.....	Signal 319
East of Mountain View, Air Base.....	Signal 367
West end Coyote.....	Signal 621
East end Coyote.....	Signal 628
West end Gilroy.....	Signal 811
East end Gilroy.....	Signal 822
Carnadero.....	Signal 831
West end Watsonville Junction.....	Signal 991
West end Watsonville Junction.....	Signal 987
West end McKay.....	Signal 2043
East end McKay.....	Signal 2052
East end San Luis Obispo.....	Signal 2532

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be as follows: If indicator indicates "block unoccupied," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is unoccupied. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

Redwood City—Hayes derail on west end of drill track at Jefferson Street has in conjunction therewith an illuminated sign installed on pole 100 feet east of derail, reading, "DERAIL 100 FEET" in lieu of a red light and target account of stand having to be located between drill track and westward main track. This sign is approach lighted on drill track only.

California Ave.,—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.

After switches have been lined for crossover and Signal 319 indicates "stop", cross-over 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 post 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 post 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 California Ave., from Los Altos Branch.

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

Do not pass Signal 465 in stop position without proceed signal from yardman at The Alameda.

Signal 464 on Signal Bridge 466 will govern entrance to tracks Nos. 1, 2 and 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 signal from yardman at The Alameda.

Signal 466 on Signal Bridge 466, west of The Alameda subway, San Jose, has diverging route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.

Trains and engines encountering Signals 465, 466 and 467 at The Alameda subway in stop position will not pass signals without signal from yardman, green flag by day, green light by night.

Trains and engines encountering Signals 470 and 473 at Park Ave. subway in stop position will not pass signals without a signal from yardman, green flag by day, green light by night.

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

Starting indicators for westward trains at San Jose passenger station on tracks Nos. 1, 2 and 3 are controlled by yardman at The Alameda and will indicate as follows:

- Red—Do not pass indicators.
- Yellow—Proceed with caution to Signal 465 at clearance point of westward main track.

Carnadero—In moving from eastward main track to Hollister line, first throw cross-over switch in eastward main track, then other switches as most convenient. From Hollister line to westward main track, first throw derail switch, then junction switch.

Vasona Jct.—The normal position of Signal 532 is "stop" and should indicate "proceed" after switch has been lined for San Jose-Los Gatos

line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route. The normal indication of top unit of Signal 533 is "proceed" on the Los Altos-Los Gatos line. Bottom unit is for San Jose-Los Gatos line and will indicate "proceed" or "stop" according to the condition in the block after junction switch has been reversed.

Double switch indicator located at switch-point derail on west leg of wye entering main track on San Jose-Los Gatos line. Wye track switches on Los Altos and Los Gatos branches will be normally lined for main track. Do not exceed 15 MPH on wye track.

Approach clear Signals 1932 and 1943, west and east of Bradley curve, govern the speed approaching thereto:

Approach caution Signal 1924, located 4000 feet in advance of Signal 1932 and Signal 1949, located 3450 feet in advance of Signal 1943.

Speed circuits located 1500 feet west of and in advance of Signal 1932 and 1500 feet east of and in advance of Signal 1943.

Signals 1924 and 1949 will normally indicate "caution". Signals 1932 and 1943 will normally indicate "stop" and will clear provided the speed of train is reduced to 40 MPH or less.

SPRING SWITCHES

Spring switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been manually operated. When movement has been completed through switch, reverse movement must not be made until point closes.

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

Spring switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Redwood Junction (Dumbarton line)	Trailing eastward 25 MPH. Facing westward 25 MPH.
San Jose (Freight lead)	Main line —trailing eastward 30 MPH. Freight lead—trailing eastward 20 MPH. Freight lead—facing westward 20 MPH.
San Jose (Milpitas "Y" switch)	Facing eastward 15 MPH. Trailing westward 15 MPH.
Lick (Facing point lock)	Trailing westward 35 MPH.
Coyote (Facing point lock)	Trailing eastward 25 MPH.
Perry—West End (Facing point lock)	Trailing westward from siding 25 MPH.
Perry—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Morgan Hill—West End (Facing point lock)	Trailing westward from siding 15 MPH.
Morgan Hill—East End (Facing point lock)	Trailing eastward from siding 15 MPH.
San Martin—West End (Facing point lock)	Trailing westward from siding 25 MPH.
San Martin—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Rucker—West End (Facing point lock)	Trailing westward from siding 25 MPH.
Rucker—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Gilroy (Facing point lock)	Trailing westward 25 MPH.
Sargent (End double track) (Facing point lock)	Trailing eastward 25 MPH.
Sargent—East End siding (Facing point lock)	Trailing eastward from siding 25 MPH.
Chittenden—West End (Facing point lock)	Trailing westward from siding 25 MPH.
Chittenden—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Logan (Facing point lock)	Trailing westward 25 MPH. Facing eastward 25 MPH.
Watsonville Junction (Facing point lock)	Trailing eastward 25 MPH.
San Luis Obispo (West leg of wye)	Trailing westward must not be split when lined from reverse position.
Hadley Tower (Facing point lock)	Trailing eastward 25 MPH. Facing westward 25 MPH.
West Santa Barbara (Facing point lock)	Trailing westward 35 MPH. Facing eastward 25 MPH.

Spring switch Lick 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 manually operated before and after movement has been made.

Spring switches at Coyote, Gilroy, Sargent, Logan, Watsonville Jct. and West Santa Barbara are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations, indicates "stop," switch must be manually operated before and after movement has been made.

When switch is manually operated, before movement is made, to insure conductor and enginemen, after movement has been made, that switch is again manually operated, member of train or engine crew must remain at switch until movement completed, to line switch to normal position.

Spring switch derails at Permanente located in spur 200 feet west of interchange yard and in west end of No. 1 interchange track, are normally set to derail descending-grade movements. Eastward or ascending-grade movements may trail through these switches; they must be manually operated for westward or descending-grade movements.

RULE 516. Overlap posts:

Chittenden.....	Affecting eastward trains
Spreckels Junction.....	Affecting westward trains
Cushing.....	Affecting eastward trains
Grover.....	Affecting eastward trains
Devon.....	Affecting eastward and westward trains

INTERLOCKING

o ——— 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 interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o ——— o o, for information of signal operator.

When authority is received by telephone to proceed through the limits of an inoperative interlocking signal, in accordance with Rule 663 (b), member of crew must make careful examination of facing point switches before passing over them.

FOURTH STREET—San Francisco

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

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of siren on 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 signal operator 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 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 signal operator when interlocking signal at east portal Tunnel 1 is in stop position.

Whistle signals governing routes as follows:

- For Mission Bay yard, ——— o ———.
- For Roundhouse, o o o ——— o.
- For Track No. 2, o ——— o o o.
- For Track No. 3, o ——— o o.
- For track adjacent and parallel to eastward main track..... } o o ——— o o.

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, ——— o ——— o.
- For inbound yard, o o ——— o.
- For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station building..... } o ——— o.

SPECIAL INSTRUCTIONS

One long blast of air whistle on tower requires that trains and engines within limits of plant must stop.

Signal operator Potrero tower will notify signal operator 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, signal operator 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 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:

- For outbound yard, o o o o.
For inbound yard, o o o o.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station, o o o o.
For car repair yard, o o o o.
For drill Track No. 1, o o o o.
For drill Track No. 2, o o o o.
For lead No. 3, o o o o.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

- For Mission Bay yard, o o o o.
For Track No. 2, o o o o.
For Track No. 3, o o o o.

Signal operator Bayshore tower will notify signal operator Potrero tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

Switches must not be lined for movement from Garbage spur to westward main track without first obtaining permission from signal operator Bayshore. This movement 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, signal operator 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, o o o o.
For Tunnel 5 spur, o o o o.
For outbound track, o o o o.

NINTH and DIVISION STREETS—San Francisco

Limits of 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, o o o o.
For Upper Stone yard, o o o o.
For Lower Stone yard, o o o o.
Portland Cement Co.'s track, o o o o.
For Dunham, Carrigan and Hayden spur, o o o o.
For old eastward track, o o o o.

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, o o o o.
To Western Division westward, o o o o.
Movement against current of traffic, o o o o.
For siding, o o o o.
For drill track westward, o o o o.
For Harbor spur, o o o o.
For Pratt-Lowe Co.'s spur, o o o o.

SANTA CLARA

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

One sound of siren on tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

- For Newark line, o o o o.
For Yard, o o o o.
Yard to roundhouse, o o o o.
Yard to San Jose passenger station, o o o o.
Yard to Santa Clara drill track, o o o o.
Yard to drill track, o o o o.
Yard to old team track, o o o o.

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 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 San Jose 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 20 MPH.

Derails on tracks Nos. 404, 411, 412, 416, 515 and E. B. Pray Co., spur, 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.

Crossover between track 51 and drill track at Stockton St., equipped with electric switch lock, permission must be obtained from signal operator. Telephone in box on post 60 feet west of west end of crossover. Release of electric lock will be authority to proceed.

The main track switch and derail leading to round house opposite roundhouse office and all cross-over switches are power operated. Interlocking signals govern the movement only to the derail and not to the fouling point of track 51. The switch at west end of wye is a 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 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 yard via drill track, o o o o.
For track 51 to train yard, o o o o.
For San Jose freight yard, o o o o.
For Freight Lead, o o o o.
For Santa Clara, drill track, o o o o.
For roundhouse, o o o o.
For Milpitas line, o o o o.

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-LOS GATOS LINE—(Western Pacific R. R. Crossing)

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

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

Speed on main track must not exceed 30 MPH through limits of plant.

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

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

Instructions for handling electric lock and time release posted at crossing.

WILLOW GLEN (San Jose Yard)—(Western Pacific R. R. Crossing)

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

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

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

Instructions for handling electric lock and time release posted at crossing.

SAN LUIS OBISPO (WYE)—(Pacific Coast Ry. Crossing)

Wye track crossings with Pacific Coast Ry. are protected by electrically locked derails located in the Southern Pacific tracks 50 feet from the crossings, and by signals on Pacific Coast Ry. track. Employees turning engines on this wye will be governed as follows when making movements over these crossings:

If switch indicators indicate "block clear" and no Pacific Coast Ry. trains are seen approaching, derails, which are pipe connected and operated from a single switch stand, may be lined for movement over crossing. After movement is made, derails must be returned to derailing position.

If a Pacific Coast Ry. train or engine is approaching or occupying the circuits either side of or between the two crossings the indicators will indicate "block occupied" and the derails will be electrically locked. Should it be necessary to move over crossing while Pacific Coast Ry. trains or engines are standing on approach circuits, outside home signal limits, movement over crossing may be made by operating time release located at crossing. Operation of this release will place signals on Pacific Coast Ry. at "stop" and after three minutes, lock will be released.

Electric lock cannot be released while Pacific Coast Ry. trains or engines are occupying track between the two home signals.

Instructions for handling electric lock and time release are posted at each crossing.

CENTRALIZED TRAFFIC CONTROL

Movements within C. T. C. 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 train-order superiority.

Within C. T. C. 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 C. T. C. territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

C. T. C. limits between San Jose and Lick as follows:

At Lick—Westward from light signal 700 feet east of end of double track. Eastward to light signal at clearance point of Gilroy line double track.

On Lick Branch, to dwarf signal at clearance point of main track. At San Jose—From and to dwarf signals on eastward and westward main tracks located 1500 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 1250 feet west of end of double track.

From Los Gatos Branch, movements governed by westward C. T. C. Signals 11-W located 30 feet east of crossover between freight lead and Los Gatos Branch. Upper signal governs to westward main track and station tracks. Lower signal governs to freight lead. When both signals indicate "stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and if cross-over switches are lined normally, and the track is seen to be clear to westward automatic signal 474.5 located at clearance point 250 feet west of Signal 11-W, proceed without authority from signal operator at San Jose station.

A westward dwarf C. T. C. signal located opposite Signal 471 at Park Avenue subway. This signal will display three aspects, red, yellow or green. Signal will be normally dark until lineup is made. Westward movements from Los Gatos line to freight lead must first be authorized by signal operator. Cross-over switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, cross-over switches lined, and if C. T. C. signal indicates "proceed", movement may be made.

To Los Gatos 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 dwarf signal 474.5 on seven-foot mast will display RED or GREEN aspect.

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

GREEN—Proceed to next Signal 474.

Signal 485 on San Jose Canning Co., spur at MP 48.5 governs movement to main track. Derailed or main track switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "block clear."

Switch at end of double track, east end passenger yard San Jose is power operated over which speed is restricted to 30 MPH in either direction for trains operating through turnout.

Movements from Valbrick (San Jose yard) connection to main track must first be authorized by signal operator. Derailed 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 and instructions located in small box on signal on bridges or closely adjacent to signals involved.

C. T. C. System between Santa Margarita and San Luis Obispo:

Limits extend from eastward absolute signal located 150 feet west of west switch of westward siding at Santa Margarita to westward absolute signals located at clearance point at end of double track San Luis Obispo.

Eastward absolute signal at west end of double track San Luis Obispo is semi-automatic and governs beyond the limits of the C. T. C. System to automatic Signal 2522 and will also bear number plate reading 2518SA.

Lower unit in Absolute Signal 2518 SA governs eastward movement on westward main track only to sign C. T. C. LIMIT at clearance point. When this signal indicates "Proceed on Diverging Route", eastward trains and engines must not pass the signal until oral understanding has been had with yardmaster or his representative that protection has been provided; except, proceed signal, green flag by day, green light by night, may be accepted as authority to move from C. T. C. limit to the first switch leading to yard tracks only.

Westward absolute signal at east switch westward siding Santa Margarita governs westward trains. Top unit governs movement on main track. Lower unit governs the movement to siding and governs only to clearance point on siding.

Westward siding is not a controlled siding. The east switch is equipped with a dual control switch machine and is under the control of Train Dispatcher. Before fouling this siding trains and engines, other than westward trains headed in at east switch by Train Dispatcher, must secure permission to use westward siding from Train Dispatcher who will designate time limit.

Following absolute signals are equipped with "call-on" signals: Eastward absolute signal at west switch of westward siding, Santa Margarita.

Eastward absolute signal just east of east switch of engine track, Santa Margarita.

Westward absolute signal just east of east switch of engine track, Santa Margarita.

Westward absolute signal at east switch of westward siding, Santa Margarita.

Eastward absolute signal 2518SA at San Luis Obispo.

"Call-on" signals are under control of Train Dispatcher and will display a flashing yellow light only when train or engine is standing within 50 feet in advance of the signal. When "call-on" signal displays a flashing yellow light, it confers authority to pass that absolute signal indicating "stop" and move with caution to couple onto train, when such movement is made, trains or engines must not pass the absolute signal indicating "stop" until it is known that any approaching train or engine has stopped and hand or lamp signal to proceed is received from member of such train or engine.

Telephones are located adjacent to all absolute signals and all automatic dwarf signals, governing movements to main track.

Speed of freight trains must not exceed 8 MPH, passenger trains and light engines 12 MPH entering sidings on descending grades.

Speed through controlled sidings and turn-outs Cuesta, Serrano, Chorro and Goldtree must not exceed 15 MPH.

Speed on siding and through turn-outs Hathaway must not exceed 25 MPH for passenger trains and 18 MPH for freight trains.

Sand must not be used nor boosters started, boiler blow-off and sprinkling valves must be kept closed, while passing over dual controlled switches.

RULE 776 (a). When necessary to send flagman through tunnel 6 at Cuesta train must wait until flagman calls on telephone from opposite end of tunnel. Phones are located at Thyle near east portal of tunnel 6 and at Cuesta at east switch of siding.

TAKE-SIDING INDICATORS

RULES 705, 706, 707, 708 and 709.

Coyote—Take-siding indicators located on Signal 643 east of Coyote. 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. 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.

MISCELLANEOUS

1. Engines with tenders less than 9,000 gallon capacity must have full tank of water San Luis Obispo westward and Santa Margarita eastward. When freight trains are double-headed with two engines, they must be detached to take water.

4. In helper service.

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

(b) Engines weighing more than 235,000 pounds on the drivers 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.

(e) Helper engines must not be placed on rear of 5000 class engines in the direction of caboose when latter engines are being operated backwards.

Pushing trains out of yards.

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

(g) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

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

(i) 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.

(j) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine.

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

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and cabooses.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Freight trains or engines with freight cars are not permitted to operate over tracks 2, 3, 4 or 5 San Jose passenger yard.

Engines equipped with pilot plows are prohibited from moving over tracks adjacent to station platforms at San Jose and San Francisco.

GS class engines entering stub-end tracks in passenger station San Francisco must stop fifty feet from bulkhead or bumping post.

No cars or engines are to be left on Serrano siding at any time except trains meeting or being passed by other trains.

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

Aqua, spur.

Millbrae, dairy and pottery spurs.

Broadway, oil spur.

Burlingame, Cahalan spur.

Howest, San Mateo Feed & Fuel and H. E. Casey spurs.

San Mateo, Wisnom spur, P. G. & E. spur, Pullman spur.

Hayward Park, salt spur.

Romac, spur.

San Carlos, industry spurs on bay side of main track, house track west of freight shed.

Redwood City, corral track, team track, Pratt-Low, Cullen spurs;

Redwood Harbor track and spurs; all spurs off Dumbarton line.

Menlo Park, Peninsular Bldg. Matl. Co. spur and wood spur, house track west of freight shed.

Palo Alto, all spurs leading off drill track.

Mountain View, Minton, Shell Oil and beet spurs.

Sunnyvale, Libby spur; all spurs off both drill tracks, except

Schuckl and Berry Growers spurs.

Santa Clara, all industry spurs.

San Jose, all industry spurs.

Lick, corral track.

Coyote, Pacific Coast Aggregates, gravel spur.

Morganhill, Standard Oil and dried fruit spur.

Lonoke, spur.

Castroville, all industry and spur tracks.

Salinas, leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing; all industry spurs.

Gonzales, Gibson spur.

Camphora, beet spur.

M.P. 199.6 spur serving East Garrison, Bradley Camp.

Asuncion, spur track.

Thyle, spur.

East end Tunnel 9, spur.

Hathaway, Shell Oil, Standard Oil and Richfield Oil spurs.

San Luis Obispo, vegetable spur, west end of team track.

Devon, wye tracks.

Casmite spur, engines must not operate beyond spot one on loading rack.

Surf, oil spur; short leg of wye.

Honda Notches, M.P. 306.45 work track can be used to clearance point only.

Jalama, spur.

Goleta, Walnut spur.

MONTEREY BRANCH

Castroville, water track, may use 600 feet on west end only.

Nashua, siding.

Lapis, Bay Development Co., spur.

Bardin, spur.

Seaside, siding.

Retreat, spur.

Del Monte, hotel spur.

Del Monte-Monterey, siding between two stations.

Monterey, house and team tracks, corral track, Army spur, San

Carlos Canning Co. spur, F. Mimmick, warehouse spurs.

Following engines must not be operated on branches under which listed:

SAN BRUNO BRANCH

E, A, P, Mk, F, AC, AM, Mt, GS, SP class engines must not be operated on this branch.

LOS ALTOS AND LOS GATOS BRANCHES

E, A, P, Mk, F, AC, AM, Mt, GS, SP class, except Mt, F-1 and Mk class may be used, but must not exceed 15 MPH.

P-1, P-3, P-4, and P-5 class may be used when weight on drivers does not exceed 155,000 lbs., but must not exceed following speed:

San Jose-Vasona Jct. 35 MPH, except restricted to 10 MPH from Junction switch at San Jose to M.P. 47.38 and to 25 MPH between M.P. 53.28 and Vasona Jct. switch account curved track.

Vasona Jct.-Los Gatos 30 MPH except restricted to 25 MPH between Vasona Jct. switch and M.P. 52.67 account curved track.

Vasona Jct.-California Ave. 35 MPH except restricted to 25 MPH between M.P. 47.61 and M.P. 48.06.

HOLLISTER, LOMPOC AND WHITE HILLS BRANCHES

A, P, Mk, F, AC, AM, Mt, GS, SP class. Except between Surf and M.P. 304.3, Mk and F class may be used.

LICK BRANCH

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

SANTA CRUZ AND DAVENPORT BRANCHES

E, A, T-40 (2371), Mk, F, AC, AM, Mt, GS, SP, P class.

SPECIAL INSTRUCTIONS

MONTEREY BRANCH

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

Except P-1, P-3, P-5 and P-6 class may be used between Monterey and Pacific Grove when weight on drivers does not exceed 172,000 lbs., but must not exceed 15 MPH where slow boards restrict to 25-18.

Except F-1, Mk, P, Mt and GS class may be used between Castroville and Monterey passenger station but must not exceed 20 MPH on curves and 30 MPH on tangent.

Except F-1, Mk, P, Mt and GS class using east leg of wye at Castroville must not exceed 8 MPH and must not be operated on Monterey siding between west switch Del Monte and first crossover west of scale house Monterey.

SPRECKELS BRANCH

AC, AM, Mt, GS, SP class.

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 39 when making running air test.

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. 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, without interference with movements within the interlocking limits. Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield road crossing only when distant Signal D-269 is found to be in proceed position.

SPEED RESTRICTIONS

Passenger trains, handling steel wheel box cars commonly known as "P.M.T." cars or foreign line steel wheel box cars equipped for movement in passenger trains except those equipped with high speed trucks, must not exceed speed of 60 MPH.

All trains must not exceed speed of 15 MPH San Luis Obispo yard. Not more than two light engines will be coupled for any road movement.

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

Trains and engines must not exceed 10 MPH through crossovers, turnouts and on sidings except controlled sidings in C.T.C. limits unless otherwise specified.

Engines turning on wye Spreckles Jet. must not exceed 6 MPH.

Maximum speed for engines and motors backing is 30 MPH except where track conditions require lower speed and not exceed 25 MPH on curves and approaching grade crossings.

Maximum speed for switch engines S or SE class, 20 MPH.

Trains and engines via Newark line must not exceed speed of 35 MPH Redwood Jet. to end of Coast Division M.P. 27.59.

Trains and engines must not exceed speed of 15 MPH from Division point (M.P. 45.17) on Milpitas line to junction of westward main track (M.P. 47.39) at San Jose.

Trains and engines must not exceed speed of 12 MPH between Goldtree and Camp San Luis Obispo.

Trains and engines must not exceed speed of 15 MPH between Tangair and Camp Cooke, 12 MPH on legs of wye and Government balloon track and 10 MPH through turn-outs.

When tenders of engines have water capacity of 7000 gallons or less, except 70-R-1 and 70-SC-1, maximum speed 50 MPH. Tenders having water capacity in excess of 7000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

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

- With all rods on, hauled in trains... 30
When main rod only is removed... 30
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 pair drivers... 30
When engine truck is removed... 20
Class S and SE engines under all conditions... 20

SP 5000 class engines when inside main rod has been removed account middle cylinder disabled, must not exceed 30 MPH whether running under its own steam or towed in train.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Table with columns: Page No., TERRITORY, PASSENGER (GS: Mt; P-; P-7-8; E; F-1-3-4-5; M; C-2 to 10, inc.; M-21; FREIGHT AND MIXED), LIGHT ENGINES RUNNING FORWARD (E, P, A, T-26-32-37-40, M, DES, LIGHT ENGINES BACKING).

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Table with columns: Page No., TERRITORY, PASSENGER, FREIGHT, Engines and Motors Backing, Switch Engines S-SE Class, LIGHT ENGINES RUNNING FORWARD.

SPEED OF TRAINS THROUGH CITY LIMITS

Table with columns: Pages, LOCATION, MPH. Includes entries for Burlingame trains, Redwood City, San Jose, Santa Cruz, Watsonville, Gilroy, Hollister, Salinas, Santa Barbara.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Sup. of Surgical Serv., Genl. Hosp.
San Francisco	Dr. R. Emmet Allen	Sup. of Medical Serv., Genl. Hosp.
San Francisco	Dr. Clinton Horn	Examiner, 65 Market St.
San Francisco	Dr. S. P. Strange	Dist. Surgeon and Examiner, 3rd and King Sts.
Daly City	Dr. Homer Righetti	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	Emergency Surgeon.
Burlingame	Dr. E. G. Gamette	District Surgeon.
San Mateo	Dr. Benjamin H. Page	District Surgeon.
Redwood City	Dr. Harper Peddiord	District Surgeon.
California Ave.	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. Burt L. Davis, Jr.	District Surgeon.
Palo Alto	Dr. A. H. MacFarlane	District Surgeon.
Los Altos	Dr. Howard Diesner	District Surgeon.
Sunnyvale	Dr. W. I. Merrill	District Surgeon.
Campbell	Dr. William R. Harder	District Surgeon.
Los Gatos	Dr. Samuel B. Randall	District Surgeon.
Santa Cruz	Dr. A. A. Cowden	Assistant District Surgeon.
Santa Cruz	Dr. A. H. McFarlane	District Surgeon.
Mountain View	Dr. J. I. Beattie	District Surgeon.
Santa Clara	Dr. C. M. Burchfiel	District Examiner and Surgeon.
San Jose	Dr. C. Kelly Canelo	District Examiner & Surgeon.
San Jose	Dr. J. Allison Cary	District Surgeon.
Morganhill	Dr. Elmer J. Chesebro	District Surgeon.
Gilroy	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodard	District Examiner and Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Watsonville	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 Examiner and Surgeon.
Salinas	Dr. Rollin Reeves	District Examiner and Surgeon.
Castroville	Dr. A. J. Trinkle	District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. Edward Blair	District Surgeon.
Paso Robles	Dr. G. L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler	District Examiner and Surgeon.
San Luis Obispo	Dr. J. B. V. Butler	District Examiner and Surgeon.
San Luis Obispo	Dr. R. T. Treadwell	Assistant District Surgeon.
San Luis Obispo	Dr. Geo. B. Kelker	Oculist and Aurist.
Santa Maria	Dr. W. D. Sink	District Surgeon.
Santa Maria	Dr. W. C. Conser	Assistant District Surgeon.
Santa Maria	Dr. M. E. Mesrirow	Oculist and Aurist.
Guadalupe	Dr. A. M. Beckler	District Examiner and Surgeon.
Lompoc	Dr. L. E. Heiges	District Examiner and Surgeon.
Lompoc	Dr. L. E. Heiges, Jr.	Asso. District Examiner & Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Examiner and Surgeon.
Santa Barbara	Dr. Edwin R. Kluss	District Surgeon.
Santa Barbara	Dr. A. B. Steele	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.

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

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct.	Watsonville to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara	
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	2950	6500	2550	780	700	1750	
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	3650	7500	3150	990	890	2150	
M-9, 11	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	3850	8000	3350	1050	950	2250	
M-11	M-63 22/28 153-S, 162-SF	1832 to 1835	200							
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	9000	3650	1150	1050	2500	
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384	210	4300	9000	3750	1150	1050	2550	
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	7000	3050	860	770	2000	
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	8000	3450	1000	860	2400	
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	9000	3750	1100	970	2500	
P-7	P-73 25/28 171-S	2476, 2477	200	4350	9000	3800	1150	1050	2550	
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	4600	10000	4000	1200	1050	2650	
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491	200	4800	10000	4150	1250	1150	2900	
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	7000	3200	900	800	2100	
P-12	P-73 26/28 189-SF	3120 to 3129	205	5050	10000	4400	1250	1150	2900	
C-8, 9, 10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2624 to 2860	210	4600	10000	3950	1300	1150	2700	
C-5	C-57 22/30 185-S, 187-S									
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	7500	3050	950	850	2050	
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	3900	9000	3200	1050	950	2250	
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	5500	2400	630	550	1550	
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	6000	2500	630	550	1700	
Mk-2, 4	Mk-57 23 1/2/30 206-S, 230-SF	3200 to 3240	210	5400	10000	4650	1500	1350	3200	
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277	210	5850	12000	5150	1600	1450	3500	
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3300 to 3324	176	6350	12000	5550	1750	1600	3750	
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF		205							
F-1	F-63 27 1/2/32 273-S, 282-SF	3611 to 3652	200	6700	12000	5800	1900	1700	3900	
F-3	F-63 29 1/2/32 297-S, 300-SF	3653 to 3667	200	7600	12000	6600	2100	1900	4500	
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3769	200	8000	12000	7000	2350	1900	4750	
F-5	F-63 29 1/2/32 306/B-62-SF									
AC-4, 5	AC-63 2 4/8-2 4/8 475-SF, 483-SF	4100 to 4125	235	11900	16000	10400	3150	2950	6900	
AC-6, 7	AC-63 2 4/8-2 4/8 517-SF, 515-SF	4126 to 4176	250	12500	17000	11000	3300	3100	7300	
AC-8, 10	AC-63 2 4/8-2 4/8 532-SF	4177 to 4244	210	6600	12000	5750	1700	1500	4000	
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-73 27/30 262/B-104-SF	4400 to 4409	250	7000	12000	6100	1750	1550	4200	
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415	280							
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429	300	7200	12000	6300	1800	1600	4350	
GS-4	GS-80 25 1/2/32 276/B-118-SF	4430 to 4459								
GS-5	GS-80 25 1/2/32 279/B-122-SF									
SP-1	SP-63 2 8/8-2 8/8 316/B-60-SF	5000 to 5049	225	8000	12000	7900	2600	2100	5300	
SP-2, 3	SP-63 2 8/8-2 8/8 317/B-61-SF									
Allowance for Empty and Underloaded Cars—M's				Less than 45 M's	6	6	6	3	3	6
				45 M's to 55 M's	3	3	3	3	3	3
				More than 55 M's	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

RATING OF ENGINES—COAST DIVISION BRANCH LINES
In Ms of 1000 lbs. back of tender

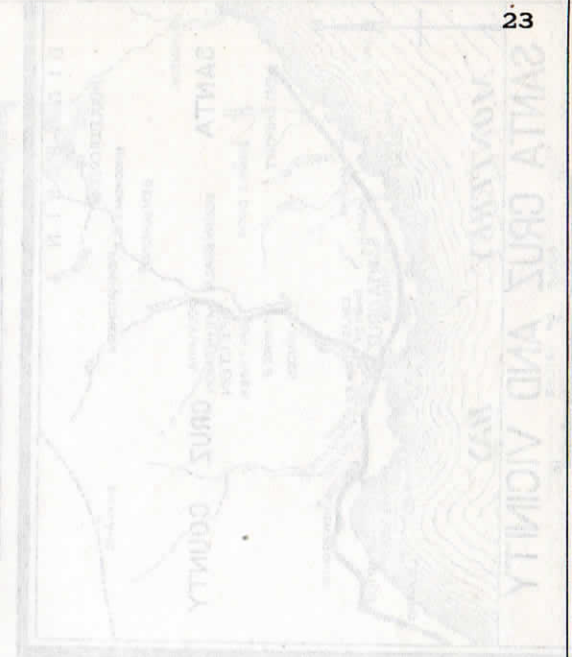
NOMINAL CLASS	ENGINE NUMBERS	California Ave. to Los Gatos San Jose to Los Gatos	Los Gatos to California Ave.	Simla to Permanente	Watsonville Jct. and Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Castroville to Pacific Grove Pacific Grove to Ord Hollister to Tres Pinos	Ord to Castroville Gilroy to Hollister Tres Pinos to Gilroy	Santa Cruz to Olympia
M-4	1617 to 1713	1850	2400	630	1200	1400	2550	1550	3450	610
M-6, 8	1721 to 1803, 1823 to 1825	2200	2850	720	1450	1650	3000	1850	4050	740
M-9, 11	1804 to 1822, 1826 to 1836	2300	3000	820	1550	1750	3150	1950	4250	790
T-28, 31, 32	2311 to 2384	2550	3300	900	1700	1950	3450	2150	4650	850
P-1, 3, 5	2400 to 2452, 2459, 2460	1950	2600	....	....	....	....	*1700	*3700	....
P-4	2400 to 2436	2150	2850	....	....	....	....	....	....	....
C-5, 8, 9, 10	2513 to 2599, 2624 to 2860	2900	3750	1040	1950	2200	3900	2450	5250	1000
TW-1	2900 to 2913	2200	2900	800	1350	1700	3000	1850	4000	760
TW-8	2914 to 2923	2450	3200	890	1650	1900	3350	2050	4450	850
Mk-2, 4	3201 to 3240	3200	4250	1110	....	....	....	*2700	*5900	....
Mk-5, 6	3241 to 3277	3550	4650	1260	....	....	....	*2950	*6400	....
Mk-7, 8, 9	3300 to 3324	3900	5150	1450	....	....	....	*3350	*7200	....
F-1	3600 to 3652	4050	5400	1500	....	....	....	*3500	*7500	....

*Rating on Monterey Branch only.

DIVISION MILEAGE

First Main Track		
San Francisco 3rd St. to Santa Barbara.....	{ S. P. R. R. Co... 354.72 S. P. Co..... 10.37	365.09
End Western Division to San Jose.....	{ C. P. Ry..... 1.51 S. P. R. R. Co... 0.71	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
College Park to San Jose.....	S. P. Co.....	1.31
Total First Main Track.....		371.27
Second Main Track		
San Francisco to Santa Barbara.....	{ S. P. R. R. Co... 66.87 S. P. Co..... 10.37	77.24
Redwood Jct. to Sweeney.....	C. P. Ry.....	1.32
Total Second Main Track.....		78.56
Total 1st and 2nd Main Track.....		449.83
Branches		
San Bruno to Bernal.....	S. P. R. R. Co.....	9.81
Baden to San Bruno via South San Francisco	{ S. P. R. R. Co... 1.60 S. P. Co..... 1.29	2.89
California Ave. to Vasona Junction.....	{ S. P. R. R. Co... 0.01 S. P. Co..... 16.25	16.26
San Jose to Los Gatos.....	S. P. Co.....	8.92
Olympia to Santa Cruz.....	S. P. Co.....	9.14
Lick to Alamos.....	S. P. R. R. Co.....	3.83
Carnadero to Hollister.....	S. P. R. R. Co.....	13.01
Santa Cruz to Davenport.....	S. P. R. R. Co.....	11.91
Watsonville Junction to Santa Cruz.....	S. P. R. R. Co.....	20.19
Castroville to Lake Majella.....	S. P. R. R. Co.....	19.60
Spreckels Junction to Spreckels.....	S. P. R. R. Co.....	2.82
Surf to White Hills.....	{ S. P. R. R. Co... 10.35 S. P. Co..... 3.96	14.31
Total Branches.....		132.69
Total All Tracks Coast Division.....		582.52

SOUTHERN PACIFIC CO
COAST DIVISION



TERMINAL SUPERINTENDENT
J. G. SELDEN.....San Francisco
ASSISTANT TERMINAL SUPERINTENDENT
W. P. OLSEN.....San Francisco
TERMINAL TRAINMASTERS
F. HINCH.....San Francisco
C. H. KOONS.....San Francisco
ROAD FOREMEN OF ENGINES
W. G. FIFIELD.....San Francisco
M. E. KETCHUM.....San Luis Obispo

TRAINMASTERS
J. M. CARDWELL.....San Francisco
W. D. LAMPRECHT.....Watsonville Jct.
F. E. KALBAUGH.....San Luis Obispo
ASSISTANT TRAINMASTERS
W. H. FERGUSON.....Salinas
J. E. SCHWARTZ.....Salinas
C. E. JONES.....San Francisco
M. R. HARRINGTON.....San Luis Obispo
T. W. BERNARD.....Surf
ASSISTANT TRAINMASTER—DIVISION EXAMINER
T. W. ROBY.....San Francisco

CHIEF TRAIN DISPATCHERS
A. S. BRAINARD.....San Francisco
J. L. EMERY.....San Luis Obispo
ASSISTANT CHIEF TRAIN DISPATCHERS
J. W. DEARDORF.....San Francisco
O. L. SPAULDING.....San Francisco
D. B. SAUNDERS.....San Luis Obispo
C. R. ROBERTS.....San Luis Obispo

E. C. PEARCE, Assistant Superintendent

B. S. BAUMAN, Assistant Superintendent

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES
0 5 10

MAP OF THE COAST DIVISION SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

REVISED: TO JAN. 1, 1941

