# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

COAST DIVISION







Effective Sunday, March 26, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT, General Manager. R. E. HALLAWELL,
Assistant General Manager.

G. C. BAKER,

General Superistendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

A STATE AND THE OWNER OF THE PARTY OF THE PA

J. J. JORDAN, Superintendent.

2		EAS	STWAR	D				SAN F	RANCIS	co su	BDIVI	ON										
Capacity of sidings and spurs in	122 Passenger	36 Del Monte	120 Passenger	172	118 Passenger	170 Passenger	168 Passenger	72 Passenger	166 Passenger	164 Passenger	116 ussente		32 enger	114 Passenger	98 Daylight	250 Passenger	112 Passenger	110 Passenger	108 Express	106 Passenger	rancisco	Time Table No. 152  March 26, 1944
car lengths	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays on	I ave Dail H Sunda a Holia	Sunda	ave ays and ays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Daily	Leave Daily	Distance San Fran	STATIONS
BKWOIT	4.05 PM	4.00 PM	3.05 PM	2.15 PM	1.35PM	1.15PM	1.05 PM	1.00 PM	12.25PM	12.10	M 11.15	10.	SOAM	8.20AM	8.15AM		7.00 AM	6.00AM	1.30	M 12.30AM	0.0	TO-R SAN FRANCISCO
	s		f		f							1	· - 1	f	4		s	s		S	1.9	23rd STREET E. 1.2
P	f												The second								3.1	NEWCOMB AVE.
yard								gerrago:	f					ting, and	a dept and	In the second					4.1	PAUL AVE.
BKWO	4.16	4.09	3.15	f 2.25	f 1.45	1.24	1.14	1.09	f 12.36	12.19	1.24	f 10.	40	s 8.30	CAR .		s 7.10	s 6.09	1.39	s12.40	5.2	BAYSHORE E. 1.7
KIP					7.00								- No. 10		8.26			,			6.9	R VISITACION TOWER
Sar	A A A				f						f		3	f			8	s		s	8.6	BUTLER ROAD E. 0.7
			s 3.23	s 2.31	s 1.51	s 1.29	1.20		s 12.42	s 12.24	s 1.32	s 10.	47	s8.36			s 7.17	s 6.17	s 1.55	s 12.47	9.3	SO. SAN FRANCISCO
Y	All and													T.	4		- and				10.4	TANFORAN WYE
P	s 4.24	134.3	s 3.27	f 2.35	s 1.55	s 1.33	Name of the		f 12.46		s 1.37	s 10	.51	s8.40	AND ST	The Third	s 7.21	s 6.21	s 2.15	s 12.51	11.0	SAN BRUNO
			f	f	f			No.	f		S	f		f				f	4 12	f	12.1	LOMITA PARK
M 48 P	M/Alles		f	f	8	s			f		s	f		8.	8.33		8	8	s	s	13.7	MILLBRAE
49 Spur P	s 4.31		s 3.36	s 2.45	s 2.05	8, 1.41	s 1.27		812.55	s 12.32	g1 1.4	s 10	.59	88.49			s 7.29	s 6.30	2 1	s 1.01	15.2	BROADWAY
65 Spur P	s 4.35	The results	s 3.40	s 2.49	8 2.09	s 1.45	s 1.31	1.25	s12.59	s 12.36	11.5	s 1 1	.03	88.53		THE PLANT	s 7.33	s 6.35	s 2.35	s 1.05	16.3	BURLINGAME
1 84 WP	8 4.39		s 3.45	s 2.53	s 2.13	s 1.49	8 1.35	1.28	s 1.03	s 12.40	11.5	AM s 11	.08	s 8.57			s 7.37	s 6.40	s 2.55	8 1.09	17.9	SAN MATEO
N S4 WP			f	f	r				f		Yt.			f	Name III			f		f	18.9	HAYWARD PARK
29 Spur		allo I W Toll I				-					1111	The same		John S						1000	20.0	BAY MEADOWS
	THE STATE OF THE S	N 380	f	8	f		DE STATE		f .		Ar II	f	5.11		8.41		f	f		f	20.3	HILLSDALE
25 Spur P		4.26	s	s	f	s			f	To Marie	s	8		8			s	8	s	s	21 9	BELMONT
M 47 P	s 4.48		s 3.56	s 3.04	8 2 24	s 1.58			s 1.14	s 12.47	s 12.10	PM s 1 1	.18	s 9.06		Sec. 10.	в 7.46	8 6.51	s 3.15	s 1.20	23.2	SAN CARLOS
ints.	s 4.53	ALDE OF	s 4.02	s 3.08	s 2 29	s 2.02	s 1.45	1.36	s 1.19	s 12.52	F 12.1	s 1 1	.24	s9.10		THE REAL PROPERTY.	s 7.51	s 6.56	s 3.40	s 1.24	25.4	REDWOOD CITY
WIYP		4.32								BATTE I				A BOAR	8.47						26.2	R REDWOOD JCT.
West Hard	s	The same	f	f	f		s		f	8	f	f	( Total	f			f	f		f	27.8	ATHERTON
35 Spur P	7	Z No.	s	s	s	s	s		s	8	s	s	7.70	8			8	8	s	8	28.9	MENLO PARK
48 P	s 5.01	4.37	s 4.12	s 3.18	s 2.40	s 2.11	s 1.56	1.45	s 1.29	s 1.02	s 12.2	s 1 1	.35	89.19			s 8.02	s 7.06	s 3.58	s 1.34	30.1	PALO ALTO
M 50 WYP	s 5.06	The William	s 4.16		s 2.45	s 2.15	s 2.00PM		s 1.33	s 1.06	100	1		s 9.24			s 8.07	s 7.11	s 4.03	s 1.38	31.8	R CALIFORNIA AVE.
	BYAKE:						Via Los Altos	- 1147	All the Mark	3 2 1		1 9 60		or to Tilling	12. O.	14-163	V48				34.8	E. 2.7 CASTRO
M 49 P	s 5.14	4.45	s 4.24	s 3.30	s 2.53	s 2.21	LOS AITOS		s 1.41	s 1.14	s 12.3	s 1 1	.46	s 9.31			s 8.14	s 7.19	s 4.28	s 1.46	36.1	MOUNTAIN VIEW
72 Spur P	s 5.19			s 3.35		s 2.27		1.53	s 1.46		s 12.4	1000		s 9.36	8.59		s 8.20	s 7.25	s 4.43	s 1.51	38.8	SUNNYVALE
28 Spur							THE WATER			1			N. T.			Via Newark					40.8	LAWRENCE
y KIP	5.29	4.54	s 4.38	s 3.43	s 3.09	2.34		2.04	s 1.54	1.25	s 12.5	s 1 1	.58AM	s9.44	THE		f 8.28	s 7.34	s 4.54	s 1.59	44.3	SANTA CLARA
X KP				3.13		2.51		2.01	1.01				- 1			J. 20.				0 1.39	45.2	TO-R SAN JOSE YARD
IP IP		10	f	f	f						f	f		200	•		f				45.7	COLLEGE PARK
BKWO	8 5.35PM	8 4.59PM	8 4 45 PM	s 3.50PM	8 3 150	N s 2 40 P		s 2.10PM	8 2 OOP	8 1 304	M s 1 Or	PM s 1 2	O5PM	s 9, 50 AM	8 9 084	88 45	8 8 351	8 7 40 M	8 5 00	M s 2.05 AM		TO-R SAN JOSE
1	Arrive Dafly	The second	Arrive Daily	Arrive		Anntun	Arrive	77.160	Arrive	Arrive	A Pive Dis	b A	rrive	Martin California	18 mm2 1	100					40.0	
	Ex. Sundays and Holidays	Arrive Daily	Ex. Sundays	Saturdays only	Arrive Daily	Saturdays only	Saturdays only	Arrive Daily	Saturdays only	Saturdays onl	y ard Holid	Bund Holid	ays and ays only	Affive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily		(46.9)
	(1.30) 31.27	(0.59) 47.69	(1.40) 28,14	(1.35) 29.62	(1.40) 28.14	(1.25) 33.11	(0.55) 34.69	(1.10) 40.20	(1.35) 29.62	(1.20) 35.18	(1.45) 26.80	(1	.35) 9.62	(1.30) 31.27	(0.53) 53.09	(0.05)	(1.35) 29.62	(1.40) 28.14	(3.30)	(1.35) 29.62		Time over District
				)			3.00									1		1		1 2002		

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

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

See page 6 for list of additional stations.

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, San Francisco, and 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 the location of station sign 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.

Nos. 110, 116 and 120 reduce speed Vistacion Tower to exchange U. S. Mail.

	ADDITIONA	L FLAG STOPS TO RECEI	VE OR DISCHARGE PA	SSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
114 122 36 36 36	Hillsdale Paul Ave. Burlingame Palo Alto Burlingame San Mateo Redwood City Palo Alto	Receive or Discharge Receive Receive Receive Receive Receive Receive Receive Receive	Gilroy Watsonville Jct. Points east of San		Sun. & Hol Sat. only Daily Daily Daily Daily Daily Daily Daily

									SAN	FRANC	isco st	BDIVIS	ION				WE	STWAR	D		3
										FI	RST CLAS	8									
Time Table No. 152		105	107	71	109	111	113	115	163	117	119	121	123	125	127	165	129	69	131	75	73
March 26, 1944	San Jose	105	107	71		1	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	• Passenger	Passenger	Passenger	Passenger	Passenger	Coaster	Passenger	Lark	Oakland Lark
	San	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		12000	Lancinger			1-1-D-D-	Arrive Daily	Arrive Daily	Arrive	Arrive Daily		Arrive Daily		LEST THE LA
STATIONS		Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Rh. Sundays	Ex. Sundays and Holidays	Arrive Sundays only	W1916 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Arrive Daily Ex. Sundays	and Holidays	Arrive Daily Ex. Sundays and Holidays	Ex. Sundays and Holidays	Ex. Sundays and Holidays	Sundays and Holidays only	Ex. Sundays and Holidays	Arrive Daily	Ex. Sundays and Holidays	Arrive Daily	Arrive Daily
(TO-R SAN FRANCISCO	46.9	s 6.15AM	s 6.40AM	s 6.45AM	s 7.15AM	s 7.29 AM	s 7.35AM	8 7.43AM	s 8.00AM	s 7.50AM	s 8.00AM	8 8.05 AM	8.30AM	s 8.13AM	8 8.20 AM	s 8.40AM	s 8.40AM	8 8.45 AM	s 8.50AM	s 9.00 AM	
W. 1.9 ——————————————————————————————————	45.0	g	s		s	8	8	8	s	В	8					f					
NEWCOMB AVE.	43.8	S			S			The state of													
PAUL AVE.	42.8		s				8			s	8										
BAYSHORE	41.7	s 6.02	s 6.25	6.34	s 7.01	s 7.16	7.22	7.30	f 7.47	s 7.37	s 7.46	7.55	8.20	8.03	8.10	f 8.27	8.30	8.34	8.40	8.50	
R VISITACION TOWER	40.0																				-
BUTLER ROAD	38.3	s			8	s	g	s	f	s											
SO. SAN FRANCISCO	37.6	s 5.55	s 6.17	6.29	s 6.52	s 7.06		s 7.22	s 7.37			s 7.49	s 8.15			f 8.17			s 8.35		
TANFORAN WYE	36.5										W CONTRACTOR								- 0.01		
SAN BRUNO	35.9	s 5.51	s 6.12		s 6.48	s 7.02		s 7.16	s 7.33	14 14	s 7.37					s 8.13	s 8.22	8.26	s 8.31		
LOMITA PARK	34.8	s	S		s	s	s		f		8					S	S		8		12//
W. 1.9	33.2	s	s		8		7 4	s 7.11	f		8				s 7.59	0.00	- 012		8 9 22		N.
BROADWAY W, 1.1	31.7	s 5.42	s 6.01		s 6.37		s 7.05	0	s 7.23	s 7.20		s 7.39	в 8.06	s 7.51		s 8.03	8 8.13	. 0.12	s 8.22	8.29	
BURLINGAME W, 1.6	30.6	s 5.38	s 5.57	6.17	s 6.33	ar hind	s 7.01	2.6	s 7.19	s 7.16	s 7.25	s 7.35	s 8.02	<u> </u>	-	s 7.59	s 8.09	8 8.13	s 8.18 s 8.14	0.29	100
SAN MATEO	29.0	s 5.34	s 5.53	6,12	s 6.29	8 6.51	s 6.57	s 7.05	s 7.14	s 7.12	- 0. 0. 0	s 7.31	s 7.58	Carlo Allanda	- The same	s 7.54	s 8.05		8 0.14	7. 71. 1	100
HAYWARD PARK	28.0	f	s 5.49		8	8		THE ST	f	-41	s 7.18		s 7.54					1	•	10/10/10	
BAY MEADOWS	26.9									7											11/8
HILLSDALE W. 1.6	26.6	f	f		f			8	f	12		s 7.24				S	8				100
BELMONT W. 1.4	25.0	8	8		S		s 6.50		f	113/2		8	-	8	8 7.45	s 7.44	s 7.55		s 8.03		
SAN CARLOS	23.7	s 5.23	s 5.40		s 6.15	s 6.41		s 6.54	s 7.04	7.04	s 7.10				8 7.41	s 7.44	s 7.50		s 7.59		TATE !
REDWOOD CITY	21.5	8 5.19	s 5.35	J. Francisco	s 6.10	s 6.37		s 6.50	s 7.00		s 7.06	7.15	7:49	7.35	7.39	\$ 7.40	\$ 7.50	7.52	5 1.05	8.16	
R REDWOOD JCT.	20.7			5.52		6.35	6.42			7.00		7.15	7.21		1100			1.52	q	7/7	
ATHERTON W. 1.1	19,1	f	f		f		S		f	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		8				8	g		g		*
MENLO PARK	18.0	8	8		S	8	10.00		8	8	- 650	8		# 7.28		7 30	s 7.40	s 7 44	s 7.49	88.09	
PALO ALTO	16.8	s 5.09	s 5.25	5.45	s 6.01	8 6.28		2018	-	s 6.52	s 6.58	s 7.05	7.13	7.24	7.30AM				s 7.45		WELLOW!
R CALIFORNIA AVE.	15.1	s 5.00	s 5.20		s 5.57		8 6.32		8 6.46	44		8 7.03	7.13	1,24	Via Los Altos	1.20	0 1.00				
CASTRO W. 1.8	12.1	f							5 20	6 43	1	s 6.58	7.08	s 7.17	Los Altos	7.19	s 7.27	7.32	s 7.38	7.58	The Market
MOUNTAIN VIEW	10.8	s 4.52	s 5.13	5.34	s 5.50	10 0	в 6.24		s 6.39	8 6.43	0 6 45	8 6.56	7.08			7.14	5 1.21	7.02	s 7.33		TO SHAFT
SUNNYVALE W. 2.0	8.1	f 4.47	s 5.08	(CO. E)	s 5.45	8 6.15	LE BY	20.00	s 6.34	41	s 6.45			8 7.12	CO II	1 1.13					Via Newark
LAWRENCE W. 3.5	6,1	1	154 3					f 6.29	1 6.00	6 21		0 6 16	6.55			s 7.06	s 7.15	7.20	s 7.25	7.50	7.52 AN
SANTA CLARA	2.6	4.40	в 5,00	5.26	s 5.37	6.06	s 6.12		8 6.26	8 6.31		s 6.46	0.55			1.00	5 1.13				
TO-R SAN JOSE YARD	1.7				Tak Bat y		-									f	f				
COLLEGE PARK	1.2			1	f		f		1 6 20"	6 254	6 3011	6.40AM	6.50AN	7.00		7.00A	7.084	7.15A	7.20AN	7.45 AM	7.47
TO-R SAN JOSE	0,0	4.35A	4.554	5.20A	5.30A	Leave Daily	Cassa Dalle			6.25 A	_	Leave Daily	Leave Daily			A STATE OF THE STA	Leave Daily		Loove Delly	Leave Daily	
(46.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sundays and Holidays	Ex. Sundays	Ex. Sundays and Holidays	Sundays only	Leave Daily Ex. Sundays	Ex. Sundays	Ex. Sundays and Holidays	and Holidays	and Holidays	Ex. Sundays and Holidays	Sundays and Holidays only	Ex. Sundays and Holidays		and Holidays		(0.05

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

See page 6 for list of additional stations.

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, San Francisco, and must be clear of main track and insulated joints at passing points for trains 98 and 99.

(1.29)

(1.30)

RULE 5. Schedule time and train orders will apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 71 reduce speed, stopping if necessary, at Palo Alto, San Mateo and South San Francisco to exchange U.S. Mal

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
107 {	College Park Castro	Receive or Discharge	10 M S 10 T.		Sundays and Holida
113 75	Redwood City Burlingame	Receive or Discharge Discharge		Santa Barbara	Holidays only Daily
10 (	Palo Alto	Discharge			
71	Redwood City San Mateo	Discharge		East of San Jose	Daily

		EA	STWAR	D			3	SAN FR		O SUB		N									Time Table No. 1
apacity of dings and spurs in	38 Passenger	148 Passenger	70 Coaster	146 Passenger	144 Passenger	142 Passenger	140 Passenger	138 Passenger	180 Passenger	136 Passenger	134 Passenger	132 Passenger	178 Passenger	130 Passenger	128 Passenger	176 Passenger	126 Passenger	124 Passenger	174 Passenger	stance from n Francisco	March 26, 1944
ar lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays	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 Daily Ex. Sat., Sun. and Holidays	Leave Saturdays and Holidays only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sum. and Holidays		Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Dist	STATIONS
BKWOIT YP	7.05 PM	6.35PM	6.30PM	6.00PM	5.45 PM	5.37PM	5.33PM	5.29PM	5.25 PM	5.25PM	5.21 P	5.17PM	5.00 PM	5.00 PM	4.45 PM	4.40PM	4.37PM	4.20PM	4.05PM	0.0	TO-R SAN FRANCISCO
		3			8				f		100		f	8	s	s	8	8	S	1.9	23rd STREET E. 1.2
P			1										f			f	200			3.1	NEWCOMB AVE.
DKWO					8				f		X		f		8	f			f	4.1	PAUL AVE.
BKWO	7.14	6.45	6.39	6.09	s 5.57	5.46	5.42	5.38	1 5.36	5.34	5.30	5.26	f 5.12	5.09	8 4.56	f 4.51	4.47	s 4.30	f 4.16	5.2	BAYSHORE E. 1.7
KIP																-		No.		8.6	R VISITACION TOW
		s 6.51			s 6.03				s 5.42		10.57		s 5.20			f 4.58	S	s 4 30	f 4 22	9.3	BUTLER ROAD E. 0.7
Y		8 6.31			8 0.03				5 5.42				5 3.20		8 5.02	1 4.56	- 9	s .4.38	f 4.23	10.4	SO. SAN FRANCIS E. 1.1 TANFORAN WY
P	7.20	s 6.55		s 6.17		s 5.54			s 5.46	E-37 7			s 5.25		s 5.06	f 5.02		s 4.42	s 4.27	11.0	E. 0.6 —
	7.20	8		5 0.11	8	8			f		JAN 1		f		a 5.00	8	8	5 7.72	f 7.21	12.1	E.1.1 LOMITA PARK
P					8	8			f				t			8	s	8	•	13.7	E. 2.3
pur P	X 1 1 2 3	s 7.05		s 6.24	s 6.14		s 5.55	107	s 5.55	100			8 5.35	8 5.22		s 5.11	s 5.05	s 4.50	s 4.36	15.2	BROADWAY
pur P	s 7.29	s 7.09	s 6.55	s 6.28	s 6.18	s 6.05		8 5.53	s 5.59			No.	8 5.39	s 5.26	s 5.15	s 5.15		s 4.54	s 4.40	16 3	BURLINGAME
The state of		s 7.13		s 6.32	s 6.22	6.09	s 6.01		s 6.03	s 5.48		5.39	s 5.43	s 5.30	8 5.19	s 5.20	The same of the sa	s 4.58	8 4.45	17.9	SAN MATEO
WP	Z Z	8			s			s 5.58	f		- 4		f					8		18.9	HAYWARD PAR
pur		7																		20.0	BAY MEADOW
		1		s		8			f	s			f		8	f		f	f	20.3	HILLSDALE E. 1.6
pur P	18 1/8			8	8		s 6.08		f				f		8	f		s	f	21.9	BELMONT E. 1.9
P		s 7.24		8 6.41		s 6.18			8 6.14	8 5.59		5.45	8 5.54		8 5.29	f 5.31		s 5.10	s 4.56	23.2	SAN CARLOS
	8 7.45	s 7.28		s 6.45	s 6.36	8 6.22	8 6.14		8 6.19	1000	8 5.54		s 5.59		8 5.34	8 5.37	85.24	s 5.15	s 5.02	25.4	REDWOOD CIT
WIYP	Mark Street	May 12 in										5.50		5.41				11.0		26 2	R REDWOOD JC
		1		NAME OF THE OWNER OWNER OF THE OWNER OWN	8	-	s 6.18		f		8		f	8		f		8	8	27.8	ATHERTON E. 1.1
pur P		8		8		8	s 6.21		f		8		8	8 5.46		8	S	8	f	28 9	MENLO PARK
100			s 7.15	s 6.55	8 6.47	8 6.31		8 6.14	8 6.29			8 5.56	8 6.09		s 5.41		s 5.32	s 5.26	s 5.12	30.1	PALO ALTO
WYP		s 7.43		s 6.59		s 6.35	6.26	s 6.18	8 6.34	6.12	6.07	8 6.00 PM	s 6.14	5.52	s 5.46	f 5.51		s 5.31	8 5.16	31 8	R CALIFORNIA AV
P	9.00	. 7.51	7.00		. 6 50		1		0 6 43	. 6 10	6 12	Los Altos	. 6 00	- 600		f = ===	- 5 40			34 8	CASTRO E. 2.4
P Spur P	8.00	s 7.51	7.23		s 6.58	s 6.47	s 6.33	. 6 20	8 6.43	8 6.19	6.13		s 6.22	8 6.00	5.53	The state of the s	s 5.43	8 5.39	s 5.24	36 1	MOUNTAIN VIE
Spur P	Charles and the same of the sa	s 7.56		s 7.11		5 0.47	6.37	s 6.30	8 6.48	6.23	8 6.17		s 6.27	6.04	5.57	s 6.05	s 5.50	s 5.44	s 5.30	38.8	SUNNYVALE E. 2.0
KIP	8.15	f 8.04	7.34	s 7.18	7.09	6.56	6.44	s 6.38	s 6.57	8 6.29	6.25		s 6.34	. 6.13	6.04	f 6.13	5.58	e E E 4	1 5 20	44 3	E. 3.5
KP	0.15	0.04	7.34	7.10	119	0.50	0.44	0.36	5.51	5 0.25	0.23		3 0.34	0.13	0.04	0.13	3.38	s 5.54	f 5.38	45.2	TO-R SAN JOSE YAI
IP						f			f				Table 1	1				1	•	45.7	E. 0.5 COLLEGE PAR
BKWO ITYP	s 8.20PM	8 8.10PM	s 7.40PM	s 7.25 PM	s 7.15P	M 8 7.02PM	8 6.50PM	8 6.44PM	8 7.05 PM	8 6.35PM	s 6.31 PI		8 6.40PM	8 6.20PM	8 6.10PM	8 6.20PM	86.05PM	s 6.00PM	s 5.45PM		TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive Daily	Austra Dalle	Arrive Daily Ex. Sundays		Arrive Daily Ex. Sat., Sun. and Holidays		Arrive Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	The second secon				Arrive Daily Ex. Sat., Sun. and Holidays		Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays only		(46.9)
	(1.15) 37.52	(1.35) 29.62	(1.10) 40.20	(1.25) 33.11	(1.30)	(1.25)	(1.17)	(1.18)	(1.40) 28.14	(1.10) 40.20	(1.10)	(0.43) 44.37	(1.40) 28.14	(1.20) 35.18	(1.25) 33.11	(1.40) 28.14	(1.28) 31.98	(1.40) 28.14	(1.40) 28.14		Time over Distr

See page 6 for list of additional stations.

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, San Francisco, and 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 the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

	ADDI	FIONAL FLAG STOPS TO REC	EIVE OR DISCHARG	E PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
148	Bayshore	Receive or Discharge	A Committee of	100 Apr 600 A	Sundays and Holidays

AL SEASOT				PERSONS	or Atquir	al camar.	DANIEL TO	en en	SAN	FRANC	ISCO SI	UBDIVIS	SION		Dr. Jak	No.	WESTW.	ARD	ASSESSED AND	5
Time Table No. 152	THE I			1900						FI	RST CLAS	8					PART PROPERTY	Tym Carlot		
March 26, 1944	E C	133	135	167	137	35	169	139	141	143	171	145	37	99	255	147	149	151	153	155
	San Jose	Passenger	Passenger	Passenger	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
THE REAL PROPERTY OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COL	Dieta		Lacocuget	Lasscuger	-	Del monte	1000	7 abstingti	- 10	Maria Caracteria							Arrive Daller	-		
STATIONS		Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays		Arrive Daily	· Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily
(TO-R SAN FRANCISCO W. 1.9	46.9	s 9.30AM	8 9.55AM	s 10.10AM	s11.10AM	s 11.30AM	s 12.35 PM	8 1.25 PM	s 3.00PM	s 4.10PM	8 4.10PM	s 5.20 PM	s 5.35PM	s 6.00PM		s 6.45PM	s 7.37PM	8 7.50 PM	s 9.30PM	s11.15PM
23rd STREET 	45.0		Lings La						8		f	8								8
NEWCOMB AVE.	43.8					100				NIN I								-		
PAUL AVE.	42.8					6 1			f		f	f - 26					2 7 07	7.20		-11.03
BAYSHORE W. 1.7	41.7	9.19	9.45	f 10.00	11.00	11.20	f12.22	1.15	s 2.49	f 4.00	f 3.58	s 5.06	5.25	5.50		6,35	f 7.27	7.39	f 9.20	s11.03
R VISITACION TOWER	40.0		- Table   188													**************************************				
BUTLER ROAD W. 0.7	38.3								- 10	2.50	f 0.50	4 50	00.7			s 6.29	s 7.20	s 7.32	s 9.12	s 10.56
SO. SAN FRANCISCO	37.6	s 9.14	1000	f 9.55	s 10.55	11.15	s12.17	s 1.09	8 2.43	в 3.53	s 3.52	s 4.58				8 0.29	8 7.20	5 1.52	5 9.12	\$10.50
TANFORAN WYE	36.5			2 0 51	10.50		210.12	1.05	2.20	2 2 26	2 10	2 4 52	10.00	5.43		s 6.24	s 7.10	s 7.27	s 9.08	s 10.52
SAN BRUNO W. 1.1	35.9	s 9.09	The same of	f 9.51	s 10.50		f12.13	s 1.05	s 2.39	s 3.36	s 3.48	s 4.52		5,45		5 0.21	f 1.10	1	3 3.00	1
LOMITA PARK	34.8	8	-	I	1		• 10 (10 (10 (10 (10 (10 (10 (10 (10 (10		I HONE	9					Cha.	R	8	f	f	s
MILLBRAE W. 2.3	31.7	8 9.00	s 9.32	s 9.42	10.40		s 12.03PM	1 12 55	s 2.30	s 3.24	s 3.41	s 4.43	THE	T IL		s 6.17	f 6.49	s 7.17	s 9.01	s10.42
BROADWAY W. 1.1 BURLINGAME	30.6	s 8.56	s 9.32 s 9.28	s 9.42 s 9.38	8 10.40 8 10.37	s 11.05	-		s 2.30 s 2.27	s 3.24	s 3.41	s 4.43	s 5.08	10 12 1017	10 10 10	s 6,13	s 6.45	s 7.13	s 8.57	s 10.38
W. 1.6———————————————————————————————————	29.0	s 8.56 s 8.52	s 9.25 s 9.24	s 9.34	8 10.37 8 10.33	811.03	811.55	s 12.32	8 2.23	s 3.13	s 3.33	s 4.34	(Sn.u)	5.34	TRANSPORT	s 6.08	s 6.40	s 7.09	s 8.53	s 10.34
W. 1.0	28.0	8 0.32	8 9.21	5 5.51	110.33		6	6	f 2.25	8 3.13 f	5 5,55	1	Will the	Hay ENTE	The GENT	THE TYPE				1
MAYWARD PARK W. 1.1 BAY MEADOWS	26.9				1	-	Total Val		- 0	With the second	The Party of the P					The same			1 1 1 1 1 1 1 1	
W. 0.3	26.6	q		e					1	f		1	THICK IS			f	i			t
W. 1.6 BELMONT	25.0	4		f			•	1	8	s	s	8		16			s	S	f	f
W. 1.4	23 7	s 8.41	в 9.16	s 9.23	s 10.22		f11.44	s 12.37	s 2.12	8	s 3.23	8 4.24		BUILDIE!		s 5.58	s	s 6.59	s 8.43	s 10.22
REDWGOD CITY	21 5	s 8.37	8 9.12	s 9.19	s 10.18	s 10.52	s11.40	s 12.33	s 2.08	s 2.50	8 3.19	s 4.20	s 4.54	(APPLE I)		s 5.54	s 6.22	s 6.54	s 8.39	s 10.18
R REDWOOD JCT.	20 7													5.25		The state of the s	HALA			
W. 1.6	19.1	8	THE TANK	f	r		f	f	f	f #	f	f				f	f	f minimizer)	f	f
MENLO PARK	18.0	s		f			f	8	g	s	8	8		The same of		8	s	8	f	8
PALO ALTO	16.8	s 8.27	s 9.04	s 9.08	s 10.08	s 10.44	811.30	812.24	в 1.59	s 2.30	s 3.09	s 4.10	s 4.46	( a ( a ( a ( a ( a ( a ( a ( a ( a ( a		s 5.44	s 6.07	s 6.44	s 8.29	s 10.09
R CALIFORNIA AVE.	15.1						f11.26	s 12.20	s 1.55	s 2.18	s 3.05	s 4.06	4.42		The state of the s	s 5.39	f 5.56	f 6.39	s 8.24	f 10.04
CASTRO W. 1.8	12.1									1/1/2		f			The Village of the State of the				THE PARTY OF THE P	1
MOUNTAIN VIEW	10.8	8 8.17	s 8.52	s 8.57	8 9.57		f11.19	s12.13	s 1.48	s 2.12	s 2.58	s 3.59	4.38	5.15	THE LOCAL	s 5.32	s 5.49	s 6.32	s 8.17	s 9.57
SUNNYVALE W. 2.0	8.1	s 8.12	op e w	f 8.53	s 9.53	10.35	f11.14	s 12.08	s 1.43	s 2.03	s 2.53	в 3.54	4.35		Via	s 5.27	s 5.38	s 6.27	s 8.12	s 9.52
LAWRENCE W. 3.5	6,1					The second				1200					Via Newark				1000	
SANTA CLARA	2 6	# 8.05	Aug Brant	f 8.45	s 9.45	10.30	f11.06	s 12.01 PM	s 1.36	s 1.56	s 2.46	8 3.46	4.30		5.13PM	s 5.20	s 5.30	s 6.20	s 8.05	s 9.45
TO-R SAN JOSE YARD	1.7					Carry Mill Trans		December 1997		648	Maria B									
COLLEGE PARK	1.2						Direct des		f	f	f	f					- Charles		A PROPERTY OF THE PERSON NAMED IN COLUMN 1	1-1-1-1
(TO-R SAN JOSE	0.0	8.00AM			THE RESERVE THE PROPERTY OF	10.25AM		11.55AM	1.30PM	Leave Daily	The state of the s	3.40PM	4.25PM	5.03PM	5.08PM	5.15PM	27 57 17-21 44	6.15PM	8.00 PM	9.40PM
(46.9)	1 -	Ex. Sundays and Holidays	Ex. Sundays and Helidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily	Bundays and Holidays only	Ex. Sundays and Holidays	Leave Daily	Ex. Sundays and Holidays		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		(1.30) 31.27	(1.17) 36.55	(1.30) 31.27	(1.30) 31.27	(1.05) 43.29	(1.35) 29.62	(1.30) 31.27	(1.30) 31.27	(2.20)	(1.30) 31.27	(1.40) 28.14	(1.10) 40.20	(0.57) 49.37	(0.05)	(1.30)	(2.12) 21.32	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62

See pages 2, 3, 4 and 6 for additional schedules between San Jose and San Francisco. See page 6 for list of additional stations.

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. San Francisco, and 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 the location of station sign 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 Mountain View and South San Francisco to dispatch U. S. Mail.

and the second second second		TO THE STATE OF PROC	CHARGE PASSENGERS	The state of the s
At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
Hillsdale Bayshore	Receive or Discharge	A complete the state of the sta		Sundays and Holidays
	Hillsdale	Hillsdale Receive or Discharge	Hillsdale Passive or Discharge	Hillsdale Passive or Displayer

6	EA	STWAR	D C	The said				IN THE ESTENCES	MOS O	pa myse		200	SAN FRANCISCO	SUBI	IVISION			WE	STWAR	D	
		SE	COND CLA	ss				FIRST	CLASS		ie iii		Mi M-11- N- 150		SECOND			THIRD	CLASS	AY MANAGE	
Capacity of sidings and spurs in car lengths	766 Freight	402 Freight	772 Freight	770 Freight	768 Freight	156 Passenger	154 Passenger	76 Lark	152 Passenger	74 Oakland Lark	150 Passenger	Distance from San Francisco	Time Table No. 152  March 26, 1944	Distance from San Jose	761 Freight	401 Freight	409 Freight	763 Freight	765 Freight	413 Freight	767 Freight
( white the same	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BKWOIT						11.00 PM	9.45 PM	9.00 PM	8.20PM		7.20 PM	0.0	(TO-R SAN FRANCISCO	46.9							
						s			•		s	1.9	E. 1.9 — W. 1.9 ——————————————————————————————————	45.0							
P P											4	8.1	NEWCOMB AVE. E. 1.0 — W. 1.0	43.8							
8 BKWO												4.1	PAUL AVE. E.1.1 – W.1.1 —	42.8		X 20 1 (81)				AND DESCRIPTION	N-ruin-
IPT KIP	9.15 PM	8.00 PM				f11.11	9.54	9.09	f 8.29		7.29	5.2	BAYSHORE E. 1.7 - W. 1.7	41.7		4.10AM	11.55AM			7.55 PM	10.00 PM
E				Total Total								6.9	R VISITACION TOWER	40.0					9/11/11		
Z	-				+	. 1 1 177	-10.00				La V	8.6	BUTLER ROAD E. 0.7 — W. 0.7 ———	38.3			-	7.6		4000	
Y	A 1000 m	-			4	s 11.17	\$10.00	100.7	s 8.35		s 7.34	9.3	SO. SAN FRANCISCO	37.6						•	
P						s 11.21	210.04	0.15	. 0.30			10.4		36.5					- Sales		<b>-</b>
					7	f 11.21	s 10.04	9.15	s 8.39		s 7,38	11.0	E.1.1 - W.1.1	35.9		181 4					-
M 48 P						•	0		•		S	12.1	LOMITA PARK ——E. 2.3 — W. 1.9	34.8		THE EXTENT				Date of the State	
49 Spur P						811.31	810.14		s 8.48		S 7 47	13.7		33.2			The state of the s				
65 Spur P						s 11.35	s 10.11	8 9.23	s 8.52		s 7.47 s 7.51	15.2	BROADWAY E.1,1-W.1.1	31.7		10 A A A	A STATE OF THE PARTY OF THE PAR				- 1 - F
					-	811.39	s 10.22	0 7.23	s 8.56		s 7.55	17.9	BURLINGAME E. 1.6 - W. 1.6 - SAN MATEO	29.0							171
M 84 WP						r	1		1		1	18.9	E.1.0 - W.1.0	28.0						-	
29 Spur -										-	6.598780	20.0	E. 1.1 - W. 1.1 BAY MEADOWS	26.9						THE REAL PROPERTY.	
					ALL A	f	f		t	- A	2	20.3	E.0.3 - W.0.3	26.6		- Alexander					
25 Spur P						f	s		f		s	21.9	E. 1.6 — W. 1.6 ——————————————————————————————————	25.0		100				17.7	109-1
M 47 P						s 11.50	s 10.33	10000	s 9.07		s 8.05	23.2	E. 1.9 — W. 1.4 ——————————————————————————————————	23.7		- W/W					and the same
<b>[</b> {	444					s 11.54 PM	s 10.37	The Parties of	s 9.11		s 8.09	25.4	REDWOOD CITY	21.5		-146	21				
WIYP	10.05	8.50PM						9.35				26.2	R REDWOOD JCT.	20.7		3.10AM	10.55AM			6.55PM	9.05
		Via Dumbarton				f	f		f		1	27.8	E. 1.6 — W. 1.6 ——————————————————————————————————	19.1		Via Dumbarton	Via Dumbarton			Via Dumbarton	
35 Spur P						s	8		8		s	28.9	MENLO PARK E. 0.9 – W. 1.5	18.0						AND PARKET	
48 P	A MILES					s 12.04 AM	s 10.47	8 9.42	s 9.21		s 8.18	30.1	PALO ALTO E. 2.3 — W. 1.7	16.8							
M 50 WYP		esta 17.1	de la lance			s 12.08	s 10.52		s 9.26		s 8.22	31.8	R CALIFORNIA AVE.	15.1		1					N. L.
	1			AND SECTION					f			34.8	CASTRO E. 2.4 – W. 1.8 ———	12.1		- N - 1					
M 49 P				APPEAR DE		s 12.16	s 11.00	9.50	s 9.34		s 8.30	86.1	MOUNTAIN VIEW E. 1.6 - W. 2.2	10.8							5 ES
72 Spur P 28 Spur	-			100		s 12.21	s 11.05		s 9.39	Via	s 8.35	38.8	SUNNYVALE E. 2.0 - W. 2.0	8.1							
KIP									f	Newark		40.8	E.3.5 - W.3.5	6.1			1				
The state of the s	10.45PM	1000	E 000	0.15#	10000	f 12.28	f 11.13	9.58	s 9.49	9.43PM	f 8.43	44.8	E.0.9W.0.9	2.6						May 1	
NP IP	10.45 m		5.00PM	9.15AM	1.15AM							45.2	TO-R SAN JOSE YARD E. 0.5 — W. 0.5	1.7	2.45AM			12.15PM	7.15PM	Yaley 35	8.30
BKW	12.01 AM		5.15PM	9.30AM		1 2 25 W	1 . 11 . 00	. 10 00=	. 0.555		f	45.7	E.1.9 – W.1.9	1.2					10	W	
OITPY	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	1.30 AM		S 11.20PM	Arrive Daily	8 9.55PM	8 9.50PM	s 8.50PM	46.9	(TO-R SAN JOSE )	0.0	2.30 AM	Leave Daily	Leave Daily	11.59 AM	7.00 PM	Losvo Dotte	8.20PM
Total Oliver	(2.46)												Time over District			4.1			Leave Daily	Leave Daily	Leave Daily
	15.07	(0.50) 25.20	(0.15) 06.80	(0.15) 06.80	(0.15) 06.80	(1.35) 29.62	(1.35) 29.62	(1.03) 44.67	(1.35) 29.62	(0.07) 22.29	(1.30) 31.27	11-1-1	Average Speed per Hour		(0.15) 06.80	(1.00) 21.00	(1.00) 21.00	(0.16) 06.47	(0.15) 06.80	(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 the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at Junction switch, Santa Clara.

# ADDITIONAL STATIONS

NAME	Mile Post	Capac-
Visitacion Aqua. Howest. Romac	6.5 12.9 16.8 19.7	12 14 11

Train	At	Receive or Discharge	(or Beyond)	(or Beyond)	Frequency
150	Bayshore	Receive or Discharge			Sundays and Holidays

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

		EASTWAR	ED .	S	AN I	FRANCISCO SUBDIVIS	SION	WIHO.	WES	TWARD	NEW Y
		FIRST CLAS	38		TEN.TO				FIRST (	DLASS	
Capacity of Sidings and Spurs in Car Lengths	eldall opp	132 Passenger	168 Passenger	192 Equipment	Distance from San Francisco	Time Table No. 152  March 26, 1944	Distance from Los Gatos	127 Passenger	185 Equipment	193 Equipment	
		Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sunday and Holidays	A 88	Los Gatos Branch STATIONS	Q	Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays	
BKWO				5.45AM	46.9	TO-R SAN JOSE E. 0.4 — W. 0.4	8.9	Town town	3.35PM	7.35 PM	•
45 WP		Via	Via	77124	47.6	W. P. R. R. Crossing E. 3.3 — W. 3.4	8.2	Via			
'		Los Altos	Los Altos	5.58	50.7	CAMPBELL E. 2.5 – W. 2.3	5.1	Los Altos	3.21	7.21	
YP		6.43PM	2.43PM	6.10	53.3 51.8	R VASONA JUNCTION E. 2.4 – W. 2.6	2.5	8 6.46AM	3.10	7.10	
Yard Limits P		s 6.53PM	s 2.53PM	6.20AM	54.3	TO-R LOS GATOS	0.0	6.40AM	3.00PM	7.00PM	
		Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	- 1	(8.9)	-	Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Daily Ex.Sat.,Sun. and Holidays	المام
7 79	No. new	(0.10)	(0.10) 15.00	(0.35) 15.26		Time over DistrictAverage Speed per Hour		(0.06) 25.00	(0.35) 15.26	(0.35) 15.26	

	EAST	WARD		SAN FRANCISCO SUBDIVISION	WE	STWARD
911	FIRST	OLASS				FIRST
Capacity of Sidings and Spurs in Car Lengths	132 Passenger	168 Passenger	Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from Vasona Jet.	127
Car Deligates	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Dis Sar	Los Altos Branch STATIONS	NO.	Arrive Daily Ex. Bundays and Holidays
28 WYP	6.03PM	2.03PM	31.8	R CALIFORNIA AVE.	16.3	8 7.23AN
11 Spur P	s 6.13	s 2.13	35.7	LOS ALTOS	12.4	8 7.14
	8		37.5	SPRINGER ROAD	10.6	f
	8 6.18	s 2.18	38.2	LOYOLA E. 0.9 – W. 1.7	9.9	f
65 W	f °	1	89.7	SIMLA E. 1.9 - W. 1.1	8.4	f
7 Spur	8 6.24	8 2.24	41.0	MONTA VISTA E. 2.8 – W. 2.8	7.1	f 7.00
	f	f	43.8	E. 1.4 – W. 1.4	4.3	f
	s 6.32	f 2.32	45.2	CONGRESS JCT. E. 0.9 – W. 0.9	2.9	f 6.50
	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	47.8	QUITO E. 0.3 – W. 0.3	0.8	-5374
YP	f 6.43PM	f 2.43PM	48.1 51.8	R VASONA JCT.	0.0	6.46
	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only		(16.3)		Leave Daily Ex. Sundays and Holidays
	(0.40) 24.45	(0.40) 24.45		Time over District		(0.37) 25.74

Mile Post	Location	Time Table No. 152 March 26, 1944 San Bruno Branch STATIONS	Distance from San Bruno
1	4.0	BERNAL 1.2	9.6
	5.2	ELKTON	8.4
	6.3	OCEAN VIEW	7.3
rard	7.4	DALY CITY	6.2
clseo	8.1	UNION PARK	5.5
San Francisco Yard	8.5	COLMA 1.2	5.1
Se Se	9.7	EMANUEL 1.7	3.9
	11.4	BADEN 1.6	2.2
	13.0	TANFORAN 0.6	0.6
1	13.6	SAN BRUNO	0.0

RULE 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 DISCHAF	RGE PASSENGER	RS	
Train	AL	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
127-132-168 127-132-168 127-132-168	Road Crossing 1.4 mile west of Asule Alta Mesa M.P. 34 Neal M.P. 33	Receive or Discharge Receive or Discharge Receive or Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station	Daily Daily Daily

NAME	Mile Post	Capac- ity
Los Gatos Branch Vasona	52.9	6
Los Altos Branch Neal Alta Mesa Permanente (2.42 Miles from Simla)	33.0 34.0	
Santa Cruz Branch Park Street Twin Lakes Cliffside New Brighton Leonard Cristo	121.4 118.9 118.1 114.7 110.1	4 6

SECOND	CLASS				THIRD C	LASS
Capacity of Sidings and Spurs in	774 Freight	Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from Olympia	773 Freight	
Car Lengths	Leave Daily Ex. Sundays	AZ	Santa Cruz Branch STATIONS	Dis	Arrive Daily Ex. Sundays	
BKWOTYP Watsonville Jct.	8.30AM	100.4 100.5	TO-R WATSONVILLE JCT.	28.9	5.00 PM	
yard yard		102.0	WATSONVILLE E. 1.8 - W. 2.1	27.4		
33 P		104.0	NUGA E. 3.4 — W. 3.2	25.4		
12 P		107.3	ELLICOTT E. 5.5 - W. 5.6	22.1	REE I	1
9 P	9.05	112.8	APTOS E. 3.1 – W. 3.2	16.6	4.20	
17 P		115.9	CAPITOLA E. 3.6 — W. 3.3	13.5		
(5 Spur		119.4	SEABRIGHT	10.0		191
	U <sub>11</sub>	120.1	E.O. 7— W.O.7	9.3	47-28 17	
BKWO TYP	9.45AM	120.6	TO-R SANTA CRUZ	8.8	3.45PM	
16		121.8	E.1.2 – W.1.2 – EBLIS	7.6		90.70
23 P		124.4	E. 2.5 — W. 2.8 ——————————————————————————————————	5.0		
		126.5	E. 2.2 – W. 1.9 – BIG TREES	2.9		
Yard Limits 31 WP	MIN'-1 1-715-	127.4	TO FELTON	2.0		1
		127.7	E. 0.9 — W. 0.5 — MT. HERMON	1.7		
13 P		129.4	E.1.5 – W.1.8 – OLYMPIA	0.0		
	Arrive Daily Ex. Sundays		(28.9)		Leave Daily Ex. Sundays	77.4
	(1.15) 16.08		Time over District	HELL I	(1.15) 16.08	

EASTWAR	RD S	SAN I	FRANCISCO SUBDIVIS	SION	WESTWARD
SECOND	OLASS		Time Wells We 150	William Co.	THIRD CLASS
Capacity of Sidings and	774 Freight	Mile Post Location	Time Table No. 152 March 26, 1944	Distance from Davenport	773 Freight
Spurs in Car Lengths	Leave Daily	MH	Davenport Branch	Dis	Arrive Daily
	Ex. Bundays	and and	STATIONS		Ex. Sundays
BKWO TYP	11.00AM	120.6 79.2	TO-R SANTA CRUZ	11.5	2.45 PM
四世 44		81.1	ORBY E. 2.5 — W. 2.0	9.6	
2 Spur		83.4	WILDER E. 2.4 — W. 2.7	7.3	
83		85.9	GORDOLA E. 1.0 – W. 0.6	4.8	
2 Spur		86.7	MAJORS E. 4.0 — W. 4.0	4.0	
WYP	12.01PM	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

8	maža i	EAS	TWAR	0	mara				S	AN FRA	NCISC	o subdivi	SION	KKIETO	HARY ?			CHAR	BAS	
20125		SECONE	CLASS	1				Water Comment					- William	-	FIRST CL	158		Miles In the		
Capacity of Sidings and	772 Freight	770 Freight	768 Freight	766 Freight	704			ezeman ministra Mistra	- /42 				76	38 Passenger	70 Coaster	36 Del Monta	72 Passenger	98 Daylight	Distance from San Francisco	Time Table No. 152 March 26, 1944
Spurs in Car Lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily									Leave Dally	Leave Daily	Di Ba	STATIONS				
BKWO E	5.15PM	9.30AM	1.30AM	12.01 AM							7		10.12PM	8.30PM	7.52PM	5.10PM	2.25 PM	9.12AM	46.9	TO-R SAN JOSE
ITYP						Vani I			1 21		The state of					0 1 40			49.1	W.P.R.R. Crossing
P king	5.30	9.45	1.45	12.15									10.19	8.37	7.59	5.17	2.32	- Pak	51.4 55.3	LICK
M 94 WP	5.50	10.05	2.09	12.35								UN VITTE BELLEVILLE	10.28	8.45	8.08	5.25	2.40	9.26	63.1	TO COYOTE
29 P	5.58	10.13	2.19	12.43							4		10.33	8.49	8.12	5.29	2.44	WF08	66.8	PERRY E. 3.1
23 Spur P		une I	- VANHA		E City		The sense			E	1					1000	21 200	- Opening	69.2	MADRONE E. 1.4
25 P	6.18	10.33	2.39	1.03							4. 64		10.38	8.54	8.17	5.33	s 2.52	9.34	70.8	TO MORGANHILL E. 3.4
30 P	6.24	10.39	2.45	1.09		20 121-11	8 0	134 -9	A PROPERTY.		Mar I		10.42	8.58	8.21	5.37	2.56	ar to the second second	74.6	SAN MARTIN
29 P	6.29	10.44	2.51	1.14							1		10.45	9.01	8.24	5.40	2.59		77.0	RUCKER E. 4.2
M 98 Yard Limits WTP	6.36	10.50	3.00	1.21			4		Chart	NA	Con N	Contract of	10.49	9.08	s 8.30	s 5.46	s 3.12	9.44	80.7	TO-R GILROY E. 2.0
P											Same A Same					13/3			83.2	CARNADERO E. 3.4
25 WP	6.45	11.00	3.10	1.30	XC III								10.56	9.15	8.38	5.54	3.22	9.50	87.1	SARGENT E. 4.2
27 P	7.00	11.15	3.25	1.45					- 39/	10000	Teally M		11.04	9.23	8.46	6.02	3.30	Marie Land	91.9	CHITTENDEN E. 2.2
P	7.05	11.21	3.30	1.50	1, 10								11.07	9.26	8.49	6.05	3.33	10.01	93.2	LOGAN E. 1.6
33 Spur P					4						166	& Frankling		A PROTECTION OF			f		94.6	TO AROMAS
Watsonville Jct. yard BKWOTYP	7.20PM	11.35AM	3.45AM	2.05 AM					2.5		AX	1	811.17PM	8 9.36PM	8 8.59PM	8 6.15 PM	s 3.44 PM	10.10AM	100.4	(TO-R WATSONVILLE JCT.
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							(h)		Arrive Daily		(49.6)					
dance.	(2.05)	(2.05) 23.81	(2.15) 22.04	(2.04) 24.00		MALE .	gal sino	May 1	Sus V		1/10		(1.05) 45.79	(1.06) 45.09	(1.07) 44.42	(1.05) 45.79	(1.19) 37.67	(0.58) 51.31		Time over District

EASTWARD	SAN FRANCISCO	SUBDIVISION	WESTWARD
			II EO I III III E

Capacity of Sidings and Spurs in Car Lengths	×-5, (),	Distance from San Francisco	Time Table No.152 March 26, 1944 Lick Branch STATIONS	Distance from Alamitos	
Sp 11 Spur		51.4 55.3	LICK 3.6	3.6	Mary PA
op pres 10 Spur P	100	58.9	ALAMITOS	0.0	
			(3.6)		
Capacity of Sidings and Spurs in Car Lengths	•	Distance from San Francisco	Time Table No. 152 March 26, 1944 Hollister Branch STATIONS	Distance from Alamitos	
P	4 1	83.2	CARNADERO	11.7	
16 WP		94.9	HOLLISTER	0.0	
//interpolicy			(11.7)		
	1/12				

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.

	ADDITI	ONAL FLAG STOPS TO F	ECEIVE ON DISC	HANGE PASSENGEN	S
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
	Section of the last	AND LEGISLATION OF THE PARTY OF		The second second	

							A Property	SAN	FRAN	VCISCO	SUBDI	VISION	7			WES	STWAI	SD.		9
			1				F	IRST CLASS		The second		NAME OF			SECOND	CLASS	THE NO. 10	TI	HIRD CLAS	38
Time Table No. 152	Jot.	71	69	75	35	37	99				PERM			761	AND THE			763	765	767
March 26, 1944	Distance from Watsonville Jct.	Passenger	Coaster	Lark	Del Monte	Passenger	Daylight			100				Freight		mare :	and the same	Freight	Freight	Freight
STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			*	<i>σ</i> .			Arrive Daily	e silv	HIPSAN DE		Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAN JOSE W. 2.2	49.6	s 4.56AN	8 6.51AM	s 7.25AN	8 10.20AM	8 4.15PM	s 4.58PM							2.30 AM	E. F. 249	IN PAR		11.59AM	7.00 PM	8.20 PM
W.P.R.R. Crossing W. 2.3	47.4	THE DATE OF		172.0		BE 01 2 1				7					P. J.		1 2	E 24 14 14 14 14 14 14 14 14 14 14 14 14 14		OTHER STATE
W. 2.3 LICK W. 9.8	45.1	4.48	6.43	7.17	10.13	4.06	4.51		1/ (18/2)	41112				2.19		A B LEE	And a	11.46	6.47	8.01
TO COYOTE	37.3	4.40	6.35	7.09	10.05	3.58	4.43			10 5 BL				2.09			The ball	11.36	6.37	7.51
PERRY W. 1.8	34.1	4.35	6.31	7.06	10.01	3.54	4.40						in a large state of the large st	2.00				11.29	6.30	7.44
MADRONE W. 2.7	31.2	PLE LINE	A STATE OF		1000		1200 1 1 1			1/2 1/19/2		MILITA		Charte			A Maril	Cana	THE PARTY	VIII WE TO
TO MORGANHILL	29.6	f 4.30	6.26	7.01	9.56	3.48	4.36			2/1				1.51			1000	11.20	6.18	7.35
SAN MARTIN	25.8	4.24	6,21	6.57	9.52	3.44				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				1.41	9/18/19			11.10	6.06	7.25
RUCKER W. 4.0	23.4	4.20	6.18	6.54	9.49	3.40				111				1.31				11.00	5.56	7.15
TO-R GILROY	19.7	s 4.15	8 6.12	6.50	s 9.44	s 3.35	4.25		WILL STATE					1.21		4.20	1 12 7	10.50	5.46	7.05
CARNADERO	9 17.2		WAR I		Bulan Spring	F100 - 10 / - 10	The second		New York St	Cr Burn					TAK			NE PL		
W. 4.6	18.3	4.02	6.02	6.42	9.35	3.22	4.19			100				12.56	1 1	E CONTRACTOR	497	10.25	5.15	6.45
CHITTENDEN	8.5	3.53	5.53	6.34	9.27	3.14	00.01	ARTIE 7			ALTERNATION OF THE PARTY.	TATE		12.40		STATE OF THE PARTY.	1 11 37	10.09	4.59	6.29
W. 0.9	7.2	3.50	5.50	6.31	9.24	3.11	4.08	A THE LOW	1	The August of th				12.35				10.05	4.55	6.25
TO AROMAS	5.8	f			U.S. III I													70 7 0 7		
TO-R WATSONVILLE JCT.	0.0	3.39 AM	5.39AM	6.20AM	9.13AM	3.00 PM	4.00 PM					And Fig.		12.10AM				9.40AM	4.30PM	6.00P
(49.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily				Leave Daily	Leave Daily	Leave Daily
Average Speed per Hour Time over District		(1.17) 38.65	(1.12) 41.33	(1.05) 45.79	(1.07) 44.42	(1.15)	(0.58) 51.31	Mary Hard						(2.20) 21.26				(2.19) 21.41	(2.30) 19.84	(2.20) 21.26

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.

NAME	Mile Post	Capac- tiy
P Edenvale Lonoke Miller P Eaton	57.4 79.1 84.4 97.1	20 7 18 14
Hollister Branch Hudner	90.3	9

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

10			I	EASTWA	RD	-	SA	LINAS SUBDIVISI	ON				14-		
			SECOND	CLASS	the same of the same		The state of the s	Market Market Street	-	FII	RST CLAS	8			
Capacity of Sidings and Spurs in	772 Freight	770 Freight	768 Freight	766 Freight	764 Freight	762 Freight			76	38 Passenger	70 Coaster	36 Del Monte	72 Passenger	98 Daylight	Distance from San Francisco
Car Lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Daily Ex. Sundays		7.4	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis
Watsonville Jct. Yard BKWOTYP	11.45PM	4.10PM	10.20AM	8.15AM	6.40AM	6.30AM			11.25 PM	9.50PM	9.15PM	6.20PM	4.01 PM	10.10AM	100.4
104 P	11.58PM	4.23	10.33	8.28	6.53	6.43			11.33	9.58	9.23	6.27	4.09	10.18	105.8
132 Yard Limits WYP	12.08AM	4.33	10.43	8.38	7.03AM	6.53			11.39	10.04	9.29	s 6.35 PM	s 4.17	10.23	110.4
110 P	ES MILITER	the state of						144	11.43	10.08	9.33	1 73	4.22	Marie de la	113.9
228 BKWOTP	12.22	4.55	10.57	8.55		7.10AM			s 11.55	s 10.34	s 9.47	1000	s 4.45	s 10.35	118.2
93 YP	12.27	5.00	11.02	9.14				The second second	11.59 PM	10.38	9.51		4.50	10.38	120.3
44 P	12.35	5.10	11.10	9.22						10.43	9.56	T GLILL	4.55	5419 5	125.3
101 WP	12.45	5.18	11.18	9.30					12.09AM	10.48	10.01		s 5.01	10.46	129.1
44 P	F1 1	-			V Date					-	THE ST	3.9		100.01	131.9
119 P	12.55	5.27	11.27	9.40					12.15	f 10.54	10.07	ALC: NO.	s 5.12	10.51	135.1
41 P		5.37	11.37	9.50					12.21	11.00	10.13		5.19		140.6
Yard Limits 156 KWP	1.09	5.43	11.43	9.58				The second second second	12.24	f11.03	10.16	100	s 5.28	10.58	143.6

11.51

11.58AM

12.09PM

12.20PM

Arrive Daily

10.06

10.16

10.27

10.40AN

Arrive Daily

Arrive Daily Ex. Sundays Arrive Daily Ex. Sundays

102

76

76 Spur Y

Yard Limits

1.50

2.02

2.15

2.25 AM

Arrive Daily

(2.40) 23.74 5.51

5.58

6.09

6.20PM

Arrive Daily

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.

No. 38 reduce speed Saturday to 30 MPH at Soledad, to dispatch papers.

	ADDITIONA	L FLAG STOPS TO I	RECEIVE OR DIS	CHARGE PASSENGE	ERS
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72 35-36	Any Station Marina	Receive Receive or Discharge	Los Angeles		Daily Daily

EAS	STWARD			SALIN	AS SUBDIVISIO	N	WES	TWARD
I I entre	SECOND	FIRST CLASS		Ti	ime Table No. 152	<b>B a</b>	FIRST CLASS	THIRB
Capacity of Sidings and Spurs in	764 Freight	36 Del Monte	Distance from		March 26, 1944	Distance from Lake Majella	35 Del Monte	769 Freight
Car Lengths	Leave Daily Ex. Sundays	Leave Dail	, H		Monterey Branch STATIONS	Dist	Arrive Daily	Arrive Daily Ex. Sundays
Yard Limits 132 WYP	7.10AM	6.38	PM 110	4 TO-R	CASTROVILLE E. 1.0 — W. 1.8	19.6	s 8.50AM	3.30 P
77 P	7.12	6.40	111	5	GAY E. 1.2 – W. 0.6	18.5	8.47	3.25
14	7.15	6.42	112	4	NASHUA E. 1.5 — W. 1.5	17.6	8.43	3.20
13 P	7.21	6.47	113	9	NEPONSET E. 4.6 — W. 5.5	16.1		3.05
101 P		f 6.57	119	0	ORD E. 1.3 – W. 0.4	11.0	r	
16 P	7.40		119	7	GIGLING E. 0.6 — W. 0.6	10.3	8.26	2.45
12			120	4	WORKFIELD E. 2.9 – W. 2.9	9.6		
9			123	3	SEASIDE E. 1.6 — W. 1.5	6.7		LINE DATE
Yard Limits		s 7.15	124	9	DEL MONTE E. 0.8 – W. 0.8	5.1	s 8.15	6 31
V117 ( P	8.10	s 7.18	125	7 TO	MONTEREY E. 2.6 — W. 2.6	4.3	s 8.10	2.00P
Yard Limita KWTP	8.45AM	s 7.55	PM 128	TO-R	PACIFIC GROVE	1.7	7.45 AM	11.30 A
27 Spur			129	9	ASILOMAR E. 0.1 – W. 0.1	0.1		
		- Marian Marian Control	130	0	LAKE MAJELLA	0.0		
	Arrive Daily Ex. Sundays	Arrive Dai	7		(19.6)		Leave Daily	Leave Daily Ex. Sundays
THE PER	(1.35) 11.35	(1.17) 13.94			Time over District		(1.05) 16.53	(4.00) 04.47

12.29

12.41

Arrive Daily

11.08

11.20

12.46AM s 11.25PM s 10.38PM

Arrive Daily

(1.35) 39.98

10.21

10.33

Arrive Daily

Capacity of Sidings and	e from	Time Table No. 152 March 26, 1944	Distance from Spreckels
Spurs in Car Lengths	Distance from San Francisco	Spreckels Branch	Distanc
No. of Lot	1 8	STATIONS	
2 € 93 YP	120.3	SPRECKELS JCT.	2.5
Limits 43 Ab	122.8	SPRECKELS	0.0
		(2.5)	

SALINAS

148.3

152.3

158,9

161.0

163.7

11.08

11.15

11.20AM

Arrive Daily

5.34

5.40

5.47

5.53PM

Arrive Daily

(1.52)

Arrive Dally

(0.15) 40.00 Time Table No. 152
March 26, 1944

STATIONS

TO-R WATSONVILLE JCT.

E. 6.9

ELKHORN
E. 4.6

TO-R CASTROVILLE
E. 3.7

COOPER E. 3.3 —

SPRECKELS JCT.
E. 4.9
SPENCE
E. 3.5
CHUALAR
E. 3.1
PENVIR
E. 2.1
TO GONZALES
E. 6.4
CAMPHORA
E. 2.8
TO-R SOLEDAD

HARLEM

METZ E. 6.3

COBURN E. 2.9

ELSA E. 1.7

(63.3)

Time over District

TO-R KING CITY

# SALINAS SUBDIVISION

	8				FIRST	CLASS		SECOND CLASS	THIRD	CLASS
Time Table No. 152	from	71	69	75	35	37	99	767	3 765	
March 26, 1944	Distance an Luis	Passenger	Coaster	Lark	Del Monte	Passenger	Daylight	Freight Fre		THE REPORT OF THE PARTY OF THE
STATIONS	Di Ban	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Arriv	Daily Arrive Daily	
TO-R WATSONVILLE JCT.	151.7	s 3.24 AM	s 5.24 AM	86.08AM	s 9.08AM	s 2.55PM	4.00 PM	2.30AM 10.	00AM 5.35PM	
W. 6.6 ————— ELKHORN	146.3	3.16	5.16	5.59	9.00	2.47	3.52	2.17	5.22	
TO-R CASTROVILLE	141.7	f 3.10	5.10	5.53	8.53AM	2.40	3.47	2.07	35 5.12	
COOPER W. 4.0	138.2	3.06	5.05	5.47		2.35	WE WENT	2.00 9.	5.05	
TO-R SALINAS W. 2.8	133.9	s 3.00	s 5.00	85.42		s 2.30	s 3.38	1.53	4.55	
SPRECKELS JCT.	131.8	2.35	4.40	5.35	0.35	2.17	3.30	1.46	4.30	
SPENCE W. 4.0	126.8		4.35	T BK	They're	2.12	3.26	1.36	4.20	
CHUALAR W. 2 5	123.0	s 2.25	4.31	5.26		2.07	3.22	1.31	01 4.15	
PENVIR W. 2.9	120.2			TIME						
TO GONZALES	117.0	s 2.14	4.25	5.20		s 2.01	3.17	1.21	4.05	
CAMPHORA W. 3.8	111.5	The state of	HALL DE STATE		250	- FOR	- January			
TO-R SOLEDAD	108.5	s 1.59	4.16	5.12	" Brito.	s 1.50	3.10	1.09	3.53	Language of the
HARLEM W. 3.7	103.8	1.50	4.11	5.07		1.42	3.06	12.59	3.43	
METZ W. 6.6	99.8	f 1.44	4.06	5.02	1	1.37			3.33	
COBURN W. 2.1	93.2	1.37	3.59	4.55		1.30	2.55	12.41 8.	3.23	
ELSA W. 2.8	91.1									
TO-R KING CITY	88.4	1.31 AM	3.53AM	4.50AM		1.25 PM	2.51 PM	12.10AM 8.	3.15 PM	
(63.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Leave	Daily Leave Daily	
Time over District		(1.53) 33.61	(1.31)	(1.18) 48.69	(0.15) 40.00	(1.30) 42.20	(1.09) 55.04	(2.20) 27.13	4) (2.20) 31 27.13	The Edit A Maria

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 and 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.

Train	At	Receive or Discharge	Te (or beyond)	From (or beyond)	Frequency
71 71 37	Elkhorn Any Station Elkhorn	Receive Discharge Receive	San Jose San Jose	Los Angeles	Daily Daily Daily
				A STATE OF THE PARTY OF THE PAR	ALC: No.

## ADDITIONAL STATIONS

NAME	Mile Post	Capac
Graves	115.6	28
Molus	138.8	26
Monterey Branch		
Lapis	114.8	115
Bardin	115.4	8
Marina	117.3	13
Prattco	122.1	13
Retreat	124.3	13

12		MINE -		EAST	WARD				SA	NTA	MAR	GARITA SUBDI	VISIC	N			W	ESTWA	RD			
		SECOND	CLASS			FI	RST CLAS									FIR	ST GLASS			SECOND	THIRD	CLASS
Capacity of Sidings and	770 Freight	768 Freight	766 Freight	772 Freight	38 Passenger	70 Coaster	72 Passenger	98 Daylight	76 Lark	Ince from Francisco	AUNTE	e Table No. 152 March 26, 1944	ance from	69 Coaster	75 Lark	37 Passenger	99 Daylight	71 Passenger	in 1	767 Freight	763 Freight	765 Freight
Spurs in Car Lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Distance San Fran	AFE	STATIONS	Distance San Luis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily				
Yard Limits 117 KWP	6.30PM	12.20 PM	10.40AM	2.40AM	11.29 PM	10.43PM	6.00PM	11.20AM	12.46AM	163.7	(TO-R	KING CITY -E. 4.0 - W. 3.6	88.4	s 3.50 AM	4.50AM	s 1.20PM	2.51 PM	1.26AM		11.55 PM	8.00AM	3.15PM
117 KWP 75 P	6.36	12.26	10.46	2.46	11.33	10.47	6.05		12.51	167.1		WELBY - E. 4.7 - W. 6.0	85.0	3.46	4.46	1.15	Milaton	1.21		11.50	7.50	3.10
100 P	6.46	12.36	10.56	2.56	11.39	10.53	s 6.15	11.29	12.57	172.4	то	SAN LUCAS -E. 6.2 - W.5.0	79.7	3.40	4.40	1.10	2.43	1.14	BA F 3.00	11.39	7.40	3.00
44 P		ELE III				Tarion			1.03	177.7		DOCAS -E. 4.3 - W. 5.1	74.4		(II) 1	C Thurston	TOP -	1.03	197 5 199		attion	J (0-007)
122 WOP	7.01	12.59	11.11	3.29	f 11.49	11.03	s 6.22	11.38	1.08	182.9	TO	SAN ARDO E. 4.3 - W. 3.6	69.2	3.29	4.29	12.59	2.34	12.46	ACE TE	11.03	7.25	2.45
44 P			10,0		TOTAL YELL	Bald d				186.4		GETTY -E. 2.8 - W. 3.4	65.7	P.E.				10000	CO. E. S. S. S.		a kaptana	- 08
109 P	7.15	1.15	11.22	3.50	11.57PM	11.11	6.38	11.44	1.15	189.7	11/2/24	WUNPOST - E. 6.1 - W. 6.1	62.4	3.22	4.22	12.50	2.27	12.36	/ E S 3.44	10.35	7.10	2.27
109 P	7.27	1:30	11.52AM	4.14	12.05AM	11.19	s 6.51	11.52AM	1.24	195.9		BRADLEY	56.2	3.13	4.14	12.43	2.20	s 12.26		10.25	7.00	1.58
			12.06PM		12.18	11.25	7.00		1.30	201.4	-	-E. 6.2 - W. 5.8	50.7	3.07	4.08	12.36	1 10 CM	12.18	CE SA CAP	10.15	6.50	1.48
69 P	7.38	2.31	12.06	4.31	12.10	11.25	7.00		1.50	202.8	70	E. 1.6 - W. 0.9	49.3	8		8		S	\$ 5000		1813 30 V 2817	
P	<b>5</b> 40	2.26	12.29	4 27	12.22	11.30	7.09	12 NOON	1.33	203.8		- E. 0.8 - W. 2.4	48.3	2.59	4.05	12.29	2.11	12.10	ALC: 020	10.10	6.45	1.43
106 37 KWP	7.43	2.36	12.45	4.37	12.23 s 12.32	s 11.37	s 7.28		1.00	207.0	то	- E. 3.2 - W. 2.2	45.1	s 2.55	4.01	812.25		s 12.05 AM	Barri Barri	10.05	6.40	1.38
to the same of the same of	7.51	2.44	12.53	4.45	12.41	11.45	7.35	12.07PM	1.41	210.9		E. 3.9 — W. 4.3 ——————————————————————————————————	41.2	2.46	3.56	12.07PM	2.04	11.45PM	Politic laster	9.59	6.34	1.32
101 P 58 P	7.59 8.16	3.02	1.03	5.03	s 12.55	811.57PM			1.47	216.3	∞i TO	PASO ROBLES	35.8	s 2.40	3.50	s 1 1.50 AM	1 197	s 11.25	00.1	9.51	6.26	1.23
	8.27	3.13	1.12	5.20	1.05	12.04AM		12.19	1.54	221.8	¥   —	TEMPLETON	30.3	2.26	3.43	11.36	1.53	s11.10		9.43	6.18	1.12
103 P	0.21	3.13	The parties	3.20	1.03	12.01				224.9		ASUNCION	27.2		THE PARTY	- Charles	4	d Paris				
	8.42	3.20	1.19	5.39	f 1.15	12.10	s 8.10			226.7	TO	ATASCADERO	25.4	2.20		s 11.30		s11.02		9.33	6.08	12.56
21 Spur P	0.42	3.20	1.45	3.35	1.15		8.13	12.26	2.02	228.0		HENRY	24.1				1.45	10.57	Talky paste			
68 P	8.50	3.30	2.00	5.47	1.21	12.16	8.17		2.05	230.3	2	EAGLET	21.8	2.13	3.33	11.21		10.54	Sales Sint S	9.25	6.00	12.48
125 P	8.59	3.40	2.10	5.55	1.25	12.19	8.21		2.09	233.4		E. 3.1 — W. 3.6 ——————————————————————————————————	18.7	2.09	3.29	11.17	1.39	10.50		9.20	5.55	12.43
W130 BKWYP	9.15	4.10	2.35	6.10	s 1.40	s 12.35	s 8.30	12.37	2.16	235.5		SANTA MARGARITA	16.6	s 2.00	3.26	f11.14	1.36	s 10.45		9.15	5.50	12.37PM
E119 Yd. Lmts.	0.20	1.10	2.00							238.9		CUESTA	13.2									
175 WP		The state of		THUN						243.4		E. 4.5 — W. 4.9 ——————————————————————————————————	8.7					XI W	Series III			A FEMALES
105 P										246.3	100	A SECURE LA LO LA	5.8			plurgue he	andbore,	A CHARLESTON	(i) whomas has a		B1 57 157	
40 YP								1 10		248.0		GOLDTREE - E. 2.2 - W. 2.8	4.1			AND DESCRIPTION OF THE PARTY OF		V				The sails in the
103 P			with the second		No.					250.6		HATHAWAY -E. 1.7 - W. 2.1	1.5					T. Office of	Contracting acts	the principalities	or the state of	north of
8. L. Obispo yd. BKWOTYP	10.45 PM	5.20 PM	3.50PM	7.30AM	8 3.10AM	8 1.20AM	8 9.15PM	s 1.15PM	s 3.02AM	252.1	TO-R	SAN LUIS OBISPO	0.0	1.10 AM	2.40 AM	10.30AM	12.55PM	9.55 PM		7.30 PM	4.20 AM	11.00AM
BKWUTYP	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		ZA	(88.4)	g-4/10	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Test per la state	Leave Daily	Leave Daily	Leave Daily
	(4.15) 20.80	(5.00) 17.68	(5.10) 17.11	(4.50) 18.29	(3.41) 24.00	(2.37)	(3.15) 27.20	(1.55) 46.12	(2.16) 39.00			Time over District		(2.40)	(2.10) 40.80	(2.50) 31.20	(1.56) 45.72	(3.31) 25.14		(4.25) 20.01	(3.40) 24.11	(4.15) 20 <b>.8</b> 0

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

No. 38 reduce speed Saturday to 30 MPH at San Lucas, San Ardo and Bradley to dispatch papers.

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

ADDITIONAL ST	TATIONS	W.
NAME	Mile Post	Capacity
P ThyleLompoc-White Hills Branches	240.0	14
GarusLa Salle	308.1	14 22

A 18 16	ADDIT	IONAL FLAG STOPS TO REC	CEIVE OR DISCH	ARGE PASSENGE	RS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	F	quency
72 71 72 71 72 71 72 71	Any Station Any Station Serrano Serrano Chorro Chorro	Receive Discharge Discharge (men and supplies) Discharge (men and supplies) Discharge (men and supplies) Discharge (men and supplies)	Los Angeles Salinas & west	Los Angeles	Tues.,	Daily Daily Ved., Fri. hurs., Sat. In., Fri. In., Fri. aily

EASTWARD	GUAD	ALUPE SUBDIVIS	ION	WESTWARD
Capacity of Sidings and Spurs in Car	Distance from San Francisco	Time Table No. 152 March 26, 1944 Lompoc-White Hills	Distance from White Hills	
Lengths	Distr	Branches  STATIONS	Dista	
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	- water of the second
21	307.6	POST E. 2.3 — W. 2.2	9.1	
9	309.8	ACORN E. 2.7 — W. 2.5	6.9	
BKWTP	312.4	TO-R LOMPOC E. 0.5 - W. 0.5	4.3	
BKWTP	812.9	WHITE HILLS JCT.	3.8	
Yard	316.7	WHITE HILLS (14.0)	0.0	

EA	STWAR	D		dem N.	The same					GU.	ADALUPE SUBDIVISION	ON						WEST	VARD	13
	SE	OND CLA	ss	I also	- A - A - A - A - A - A - A - A - A - A	FIRST	CLASS	A CONTRACTOR	20一年5		A SOLAR MANAGEMENT	er et			FIRST	CLASS		TH	IRD CLAS	s
Capacity of Sidings and spurs in	770 Freight	768 Freight	766 Freight			72 Passenger	98 Daylight	76 Lark	70 Coaster	ance from Francisco	Time Table No. 152  March 26, 1944	ance from	99 Daylight	71 Passenger	69 Coaster	75 Lark		763 Freight	765 Freight	767 Freight
car lengths	Leave Daily	Leave Daily	Leave Daily		Superior3	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist	STATIONS	Distan Santa	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily
B. L. Obispo yd. BKWOTYP	7.50 PM	1.35 PM	3.45AM		le ve li	9.35 PM	1.20PM	3.11 AM	1.38 AM	252.1	(TO-R SAN LUIS OBISPO	118.6	s 12.50PM	в 9.35PM	s 12.56AM	s 2.28AM		10.15 AM	7.50PM	2.45AM
P	8.05	1.50	4.00	THE STATE OF	- X	9.47	1.32	3.23	1.50	259.1	HADLEY	111.6	12.38	9.15	12.44	2.16		10.00	7.35	2.30
125 P	8.15	2.00	4.10			9.56	1.39	3.31	1.58	264.2	E. 4.7 — W. 6.0 ——————————————————————————————————	106.5	12.31	9.01	12.36	2.07		9.48	7.23	2.15
36 WP	8.18	2.03	4.13			s 10.05	1.05	3.33	2.04	265.9	TO OCEANO	104.8		s 8.57	12.34	2.04		9.45	7.20	1.45
98 P	8.46	2.11	4.21	A STATE OF THE PARTY OF THE PAR	100	10.11	1.46	3.38	2.12	269.9	E. 4.0 — W. 4.6 ——————————————————————————————————	100.8	12.25	8.46	12.29	1.59		9.36	7.12	1.37
38 P	8.59	2.16	4.26	· V		10.14			2.15	272.4	BROMELA	98.3		8.43	12.26	1.55	Total Service	9.30	7.07	1.32
Yard Limits 108 BKWP	9.10	2.30	4.40		- WHITE	s 10.40	1.52	3.45	s 2.37	276.5	TO-R GUADALUPE	94.2	12.19	s 8.36	s 12.20	1.50	A Land Company of the	9.20	6.58	1.24
77 P	9.19	2.39	4.49		the Marie	10.46	1.57	3.50	2.43	280.7	E.4.3 = W.4.0	90.0	12.14	8.11	12.03AM	1.42		8.58	6.48	1.14
46 P	9.30	2.50	5.00			10.52			2.49	284.8	SCHUMAN	85.9		8.05	11.57PM	1.37	The same of the sa	8.49	6.39	1.05
87 YP	9.34	2.54	5.04		- White -	10.55	2.04	3.58	2.52	286.5	E.1.5 — W.1.9 — DEVON — E.1.2 — W.0.8 —	84.2	12.07	8.01	11.55	1.34	THE PARTY OF THE PARTY OF	8.44	6.34	1.00
40 P	9.36	2.56	5.06	1690	At My	s 11.00			f 2.55	287.5	TO CASMALIA E.2.3 - W.2.6	83.2		8 7.59	11.53		10 3 W 12 W 1 ST	8.42	6.32	12.58
74 P	9.41	3.01	5.11	15.00		11.06		4.03	2.58	290.0	ANTONIO E.3.1 – W.3.7	80.7	12.03PM	7.52	11.49	1.29	A Same of Same of	8.38	6.28	12.54
128 P	9.47	3.07	5.17	Supplied to	The same of the sa	11.13	2.11	4.07	3.02	293.2	NARLON E. 4.2 – W. 3.7 –	77.5	11.59AM	7.47	11.45	1.25	Distance of the control	8.32	6.22	12.48
75 YP	9.55	3.15	5.25		Cir.	11.19		4.12	f 3.07	297.2	TO TANGAIR E.5.1 - W.5.5	73.5	11.55	7.42	f11.38	1.20		8.25	6.15	12.41
117 WOYP	10.10	3.30	5.40	ES .	1100	8 11:48	2.21	4.19	s 3.25	302.7	TO SURF  E. 4.08—W. 4.9———	68.0	11.49	8 7.30	s 11.26	1.11	A CONTRACTOR OF	8.10	6.00	12.20AM
131 P	10.25	3.45	5.55	arr and	1 000	11.57PM	2.26	4.26	3.33	307.9	HONDA E. 3.7 – W. 2.9	62.8	11.43	6.58	11.14	1.04	TO THE REAL PROPERTY.	7.53	5.35	11.57PM
41	Cody C		described in	A Control of the last	The second	f			Branch H.	310.5	ARLIGHT E.1.8 — — —	60.2		f	THE RESERVE	W 100	A DESCRIPTION OF THE PARTY OF T	const site	11 11 11 11	
43 P						1.702			II of all-right	312.5	ARGUELLO E. 4.9 — W. 4.9	58.2			The state of the s					
44 P	10.45	4.05	6.15		130	f 12.21 AM	2.36	4.38	3.46	317.3	E.2.4 — W.3.8 —	53.4	11.34	f 6.40	11.02	12.53		7.35	5.15	11.30
85 P	10.57	4.12	6.22		10	12.30	2.40	4.43	3.51	320.8	E.4.5 W.4.2	49.9	11.30	6.34	10.57	12.48		7.27	5.06	11.22
125 P	11.10	4.19	6.29		R LINE	f 12.42	2.45	4.50	3.57	325.3	TO CONCEPCION E. 5.5 - W. 4.4	45.4	11.25	1 6.26	10.51	12.42	TAXABLE TO THE PARTY OF THE PAR	7.17	4.56	10:48
105 P	11.25	4.34	6.44	Total I	Anguna	1.01	0.55	5.00	4.10	329.8	E. 5.0 — W. 5.6	40.9	11.15		10.20	10.00	100 To 10	7.01	4.34	10.07
78 WP	11.32	4.41	6.51	ET LA CONT	7379	s 1.12	3.00	5.03	4.10	334.8	E.4.3 — W.4.1 — GAVIOTA	35.9	11.15	6.06	10.39	12.30	100	7.01 <b>6.51</b>		10.27
45 P				Jan 1875 A.		5 1.12	3.00	3.10	4.17	339.4	E.3.5 - W.3.2	31.3	11.10	8 6.00	10.34	12.24		0.02	4.18	10.17
46 P	11.42	4.51	7.01		117.	1.21		5.18	4.25	345.7	TAJIGUAS	25.0	11.04	5.50	10.26	12.17		6.31	4.08	10.07
102 P	11.49PM	4.58	7.08	The state of the s	19	1.29	3.11	5.24	4.31	349.9	E.4.6 — W 4.1 — — — — — — — — — — — — — — — — — — —	20.8	10.59	5.44	10.20	12.11	Mary and the second	6.24	4.01	10.00
75 WP	12.06AM	5.08	7.18	STOL STOLE	T WHO CO	f 1.40	3.16	5.31	4.38	355.0	NAPLES	15.7	10.54	f 5.38	10.14	12.06		6.15	3.55	9.51
47 P	12.25	5.14	7.24	DISTRIBUTION OF		1.47		5.36	4.43	358.9	E.3.6 — W.3.8 — — — — — — — — — — — — — — — — — — —	11.8	Surp.	5.32	10.09	12.01 AM		6.08	3.48	9.45
21					1, 6					361.7	E.3.1 — W. 2.7 — LA PATERA — E.0.3 — W. 1.2 —	9.0	THE REAL PROPERTY.						100	
117 P	12.35	5.27	7.32	No. of Contract of		f 1.56	3.23	5.41	4.49	362.8	TO GOLETA E.4.4 - W.3.6	7.9	10.47	5.27	10.04	11.57PM	A CONTRACTOR OF THE PARTY OF TH	6.01	3.23	9.38
39 P	COMPANY OF	Ward Co.	He de la	THE PARTY	TANK AND	MOP-LOS				366.5	HOPE RANCH E.2.3 - W.1.8	4.2	Sup Flynnia				THE PERSON NAMED IN	intel pad a		EL .
Santa Barbara vd	12.45	5.40	7.42		78,1,23		3.29	5.51	4.58	368.5	WEST STA. BARBARA	2.2	10.41	5.17	9.57	11.51	GREAT STERROUGH	5.51	2.50	9.30
Santa Barbara yd. BKWOTP	1.00 AM	5.55 PM	7.55AM			s 2.25 AM	s 3.35 PM	s 5.58 AM	s 5.05AM	870.7	TO-R SANTA BARBARA	0.0	10.35AM	5.10PM	9.50 PM	11.44 PM	ALL CONTRACTOR AND ADDRESS OF THE PARTY OF T	5.30 AM	2.35 PM	9.15PM
	Arrive Daily	Arrive Daily	Arrive Daily		E THE	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(118.6)	NON	Leave Daily	Leave Daily	Leave Daily	Leave Daily	AL WEST A PROPERTY	Leave Dally	Leave Daily	Leave Daily
	(5.10) 22.95	(4.20) 27.37	(4.10) 28.46			(4.50) 24.54	(2.15) 52.71	(2.47) 42.61	(3.27) 34.42		Time over District		(2.15) 52.71	(4.25) 26.86	(3.06) 38.26	(2.44) 43.39		(4.45) 24.97	(5.15) 21.35	(5.30) 21.57
		AT A PART OF THE	dia Call	4-130		TOTAL TOTAL						ondere C	1.07		To the Beat of the	demonstrate	to all the diagnorated	r Iran Dynas		

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 and 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 reduce speed at Guadalupe and Surf to 25 MPH to dispatch mail.

ADDITIONAL STA	TIONS	
NAME	Mile Post	Capac- ity
P Edna	257.9 260.0	18
Pismo	262.8	10
P Drake	331.0 334.2	19
Coromar	360.2	6

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

#### RULE 2. Watch Inspectors:

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

San Francisco Kline & Logie, 2058 Mission Street
E. J. Land, 745 Third Street
Bayshore Forrest E. Brown, 2442 Bayshore Ave. San Mateo. A. E. Benoit, 224 B. Street Redwood City. Geo. Peterson, 2738 Broadway Redwood City. Geo. Feterson, 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
Geo. Feterson, 2738 Broadway
Kochers, 169 So. First St.
San Luis Obispo. V. C. Jerram
Santa Barbara.
Howard V. Weirum
Lompoc. Walter Ziesche
Los Gatos. J. B. Streepey

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

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, fourth Thursday in November.
Christmas Day, December 25th.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars only (other than Lark equipment) with engines counterbalanced for speeds of 75 MPH or over.

Slow boards located to left side of track as follows:

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

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

MP 8.54......55 car lengths from point of restriction. MP 302.4...... 58 car lengths from point of restriction.

Affecting eastward trains:

1400 feet east of MP 125 (Monterey Branch)

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board.

Eastward		West	ward
27.4	SAN FRANCISCO-WATSONVILLE JC	T. 15.8	27.8
202.2	KING CITY-SAN LUIS OBISPO	206.0	
A WALL	SAN LUIS OBISPO-SANTA BARBARA	271.8	364.6

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing home signal three fourths mile beyond the slow board.

Eastward		bojona the bien assista	Westward
10.1		N FRANCISCO-WATSO	
	16.4		
30.4	37.4		

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, be indication that flagman may return from west as prescribed by

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 o Castroville-Trains on Mon-

terey Branch. on Los Altos Branch. San Jose - Trains on Los Gatos Branch. Santa Cruz - Trains on Daven-Carnadero—Trains on Hollister port Branch. Branch. Surf-Trains on Lompoc Branch.

RULE 14 (k). Will apply in C. T. C. Limits.

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

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

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. 7 will not apply on controlled sidings.

RULE 21. Will apply in C.T.C. Limits.

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

RULE 82 (A). Pacific Grove Los Gatos Davenport Santa Clara....

Crews ordered for No. 35 (Sundays and Holidays), No. 193 and No. 773 may assume these schedules without clearance.

Nos. 250 and 74 from Western Division may assume corresponding schedules on Coast Division without clearance.

Trains obtaining clearance are not required to obtain San Jose Yard.. clearance at San Jose.

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. Identification may be made at San Jose or between San Jose and San Jose Yard, Lick and Coyote—Gilroy and Sargent—Logan and Watsonville Junction—San Luis Obispo and Hadley—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).

Operator San Jose will report arrival and departure of all first class trains at San Jose to operator, San Jose Yard, who will enter same on registration.

ter and verify same by repeating registration.

Fifteen minutes or more after a westward first class train is registered as having left San Jose, interlocking signal indicating "proceed" at Santa Clara Tower will indicate that such train has left Santa Clara.

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

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

Visitacion Tower......Trains originating and terminating Bayshore. California Ave......Scheduled trains via Los Altos and trains originating and terminating.

San Jose Yard..... Trains originating and terminating.

Also second and inferior class trains except trains consisting entirely of passenger equipment.
San Jose ...... First class trains; also trains consisting entirely

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. 

Also second and inferior class and extra trains consisting entirely of passenger equipment.

Watsonville Junction...Nos. 35, 36, 98 and 99. King City.....All trains.

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

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
0	San Francisco	11.5
4.0	" (San Bruno Branch)	13.6
24.5	Redwood Junction	27.2
21.0	Redwood Junction	28.2
43.5	San Jose	56.0
10.0	(Lick Branch)	58.9
	" (Los Gatos Branch)	51.5
44.8	" (Milpitas Line)	01.0
43.7	" (Agnew Line)	
79.3	Cilror	82.4
96.1	Gilroy Watsonville Junction	101.25
90.1	" (Santa Cruz Branch)	103.58
109.6	Costroville	111.7
109.0	Castroville	111.5
113.24	Calinas (Monterey Branen)	121.5
110.24	Salinas	122.8
142.4	Coloded (Opreckels Dranen)	144.7
162.2	Soledad	
	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
F 1 4 6 6 1 6 1	" (Davenport Branch)	81.7
123.3	Monterey	127.66
127.7	Pacific Grove	129.9
310.6	Lompoc	316.7

RULE 95. Train 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 or San Jose yard.

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 vard).

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).

RULE 99 (C). Will apply on Los Altos, Los Gatos, Hollister, Santa Cruz, Davenport, Monterey and Lompoc-White Hills Branches.

#### 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 cross-over can be made, the switches will be lined as follows: First derail, then cross-over switch in eastward main track, then crossover 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 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 21. nal 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). 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.

No train, motor, engine or car may 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.

Movements in and out of spur tracks, over crossings, Lincoln Street, Race Street and Moorpark Ave., San Jose and over Eighth and Taylor Streets, on drill track, San Jose (Niles Subdivision), must be protected by member of crew acting as flagman, as wig-wag signals are not connected to drill track.

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 than an open view may

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

arting as flagman.

Tracks Nos. 2 and 3 and Spur Track No. 4, leading off siding at Ord, crossing State Highway at MP 118.8, MP 118.9 and MP 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 Ford 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 Ford Ord, trailing the spring derail, care should be used not to make a reverse movement without manually operating spring derail.

Crossover on track No. 2 must be left lined for stub end.

Westward movements off tracks Nos. 2 and 3 must have air cut in on

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

Speed on Del Monte Ice Co. a 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.

RULE 104. THE NORMAL POSITION OF RIGID SWITCHES AT JUNCTIONS, WILL BE AS FOLLOWS:

San Bruno ...... San Bruno Branch, for eastward main track. California Ave. Los Altos Branch, for eastward main track.
San Jose. Los Gatos Branch, for freight lead.
San Jose Yard. (San Pedro St.) for freight lead.

Lick..... Lick Branch, for eastward main track. Carnadero ....... Hollister Branch, 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.

Surf. Lompoc-White Hills Branch, for main track Surf line.

Vasona Jct. For Los Gatos-Los Altos line.

Santa Cruz Davenport Branch, for Santa Cruz Branch line.

Permanente Livetion switch for the laboratory of the labor

Permanente......Junction switch for track No. 1.

White Hills Jct..... For Lompoc-Surf line.

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.

RULE 105. SANTA MARGARITA: Eastward siding located on station side of main track and limits extend as follows: From east crossover MP 234.1 to crossover just west of road crossing west of station. That portion of track between crossover switch, west of station and extreme east switch, will be used by helper engines. Sign placed at MP 234.24 to designate west switch eastward siding and at MP 234.16 to designate east switch Cushing siding.

Westward siding located on opposite side of main track to station.

# 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 Broad-

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.

Hayward Park-Eastward track 2800 feet west of station indicates if a train on westward track between Signal 195 and station.

Hillsdale—Eastward track 2500 feet west of station indicates if a train on westward track between Signal 209 and station.

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 Jet., 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.

Nwitches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill track, line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track, adjacent to westward main track, to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal

After movement is completed switches may be restored to normal position in most convenient manner.

RULE 221. Trains must obtain clearance before leaving: Visitacion Tower...... Eastward trains originating Bayshore. Redwood Junction..... Trains from Western Division. San Jose...... First class trains; also second and inferior class trains and extra trains when consisting entirely of passenger equipment. San Jose Yard...... Eastward and westward trains except first class 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 equipment receiving train orders and instructions at freight station will deliver them to reliev-

ing crews at passenger station.

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

Light will not be displayed in train order signals on Santa Cruz Branch at Felton except when train-order operator is on duty.

RULES D-251, D-253 and D-254: Applies to both tracks between San Francisco and San Bruno and between College Park and Santa Clara interlockings.

#### RULE 281 D-EXCEPTION:

When entering station tracks Nos. 1 to 14 inclusive, Fourth St. Interlocking, San Francisco, dwarf signals displaying indication illustrated by Rule 281 (D) Figs. 6 and 7, movements must be made with caution.

#### RULE 282—EXCEPTIONS:

Signals without number plate, located at MP 262.18 and 260.42 displaying indication as illustrated by Rule 282, Fig. 1, govern the approach to 10 degree curve three-fourths mile in advance of these signals, require speed to be restricted to 30 MPH for passenger trains, and 25 MPH for all other trains on the 10 degree curve. Signals do not govern movement for balance of the block.

#### RULE 505. AUTOMATIC BLOCK SYSTEM.

San Jose-From Signal 467 at Third St. to signal located 50 feet west of spring switch at junction with roundhouse lead or wye not protected by block signals.

Santa Cruz-From station building to Signal 791 not protected by block signals.

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 (inter).

"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(J) in order to avoid blocking street crossings.

Do not pass Signal 465 in stop position without proceed signal from vardman 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.

Before fouling crossover from eastward to westward main track at San Jose Passenger Station, trains and engines moving westward off eastward main track or westward out of coach yard must receive signal, green flag by day, green light by night, from yardman at Alameda subway.

Trains and engines encountering Signals 470 and 473 at Park Ave. subway in stop position will not pass signals without a signal from yard-

man, 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.

Gilroy-End of double track: Westward trains leaving end of double track from eastward main track will be governed by Signal P-805.

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.

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 highway 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 highway 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.

Signals 1932 and 1943, west and east of Bradley curve, govern the speed approaching the curve, normally indicate "stop", but will clear provided the speed of train does not exceed 40 MPH passing over speed circuits beginning 1500 feet in approach of these signals.

Signal 1949 located 3450 feet in approach of Signal 1943, normal indication as illustrated by Rule 281D, Fig. 1. East End: If Signal 1001 is in stop position, after stopping, train

Cushing-West End: Westward Home Signal P-2329 at clearance point and located between main track and siding will govern movements on main track. Dwarf light Signal P-2331 at clearance point on siding will on main track. Dwarf light Signal P-2331 at clearance point on siding will govern movement from siding. Westward trains using siding to allow train to pass on main track, must not enter approach circuit, which will be indicated by sign 500 feet from dwarf light Signal P-2331. If two trains in same direction encounter main track Signal P-2329 and dwarf light Signal P-2331 at west end of Cushing at "stop" it will be necessary for member of crew to use push button which is located in release box on Signal P-2320 are follows: Signal P-2329, as follows:

For westward trains, if it is desired that train on main track is to proceed first, use push button 2329 and hold same until pilot light, which is adjacent to button, is illuminated. Same until pilot light, which is adjacent to button, is illuminated. Same procedure is followed if train on siding is to proceed first, using push button 2331. After push button has been operated, time element will allow signal to indicate "proceed" after interval of two minutes, provided block is unoccupied. If necessary for train on siding to pass approach circuit, member of crew should immediately push release button 2329 at west end of siding for westward train on main track to avoid delay. If signals involved do not indicate "proceed" Bule 500(F) or 500(I) as the case may be will govern. ceed" Rule 509(F) or 509(J) as the case may be will govern.

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 Catos 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.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device:

Castward	STATE OF THE PARTY	Westward
Signal	Protection	Signal
	Spring switch, end double track, Redwood Jct	P- 275
P- 514	Spring switch, Lick	
P- 634	Spring switch, Covote	P- 635
P- 660	Spring switches, east and west end, Perry	P- 673
P- 708	Spring switches, east and west end, Morganhill	P- 719
P- 740	Spring switches, east and west end, San Martin	P- 753
P- 770	Spring switches, east and west end, Rucker	P- 783
P- 804	Spring switch, Gilrov	P- 805
P- 866	Spring switch, end double track, Sargent	P- 867
P- 866	Spring switch, east end siding, Sargent	P- 879
P- 908	Spring switches, east and west end, Chittenden	P- 925
	(Earthquake detector, Pajaro River Bridge, Chit-	
P- 924	tenden	P- 931
	Slide detector fence, Logan	
P- 930	Spring switch, Logan	P- 931
P-1008	Spring switch, Logan	P-1009
P-2328	Spring switch, west end Cushing	∫P-2329
1-2020		T. ANOOT
	Fire detector, Tunnel 6, Cuesta	P-2401
	Fire detector, Steiner Creek bridge, Goldtree	P-2493
P-2588	Spring switch, end double track, Hadley	P-2589
P-2604	Flood detector, Second Villa Creek bridge, Tiber	P-2623
P-2736	Collision Detector Oso Flaco underpass, MP-274.06	P-2747
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2953
P-3082	Fire detector, Honda Canon bridge, Honda	P-3097
P-3104	Slide detector fence, MP 311.65	P-3123
P-3188	Fire detector, Jalama Canon bridge, Jalama	P-3207
P-3356	Fire detector, Alegris Canon bridge, Sacate	P-3373
P-3368	Fire detector, Gaviota Canon bridge, Gaviota	P-3389
P-3686	Spring switch, West Santa Barbara	P-3687

RULE 516. O	verlap p	oosts:
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Chittenden			
Spreckels Junction	Affecting	westward	trains
Cushing	Affecting	eastward	trains
Grover	Affecting	eastward	trains
Devon Affecting es	astward and	westward	trains

#### SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them.

NORMAL POSTTION

	NORMAL POSITION	MPH
Lick	.Eastward main track	
	Trailing westward	35
Ooyote	. Westward main track	25
Perry	Trailing eastward	25
Perry west end siding.	Trailing westward from siding	25
Perry East end siding.	. Main track	20
	Trailing eastward from siding.	25
Morganhill West end siding.	. Main track	
62	Trailing westward from siding.	15
Morganhill East end siding	. Main track	15
San Martin West end siding.	Trailing eastward from siding.	10
san Martin west end siding.	Trailing westward from siding.	25
San Martin East end siding.	. Main track	
A STATE OF THE PARTY OF THE PAR	Prailing eastward from siding.	25
Rucker West end siding.	. Main track	
	Trailing westward from siding.	25
Rucker East end siding.	. Main track	~~
The d double has a	Trailing eastward from siding.	25
Ollroy End double track	Trailing westward	25
Sargent End double track	Westward main track	20
	Trailing eastward	25
Hargent East end siding.	. Main track	
The same of the sa	Trailing westward from siding.	25
Ohittenden West end siding.	. Main track	
Children and siding	Trailing westward from siding.	25
Ohittenden East end siding.	Trailing eastward from siding.	25
Logan End double track	Eastward main track	20
nogan	Trailing westward	25
	Facing eastward	25
Watsonville Jct End double track	Westward main track	
	Trailing eastward	25
Cushing West end siding:	Main track	05
Hadley End double track	Trailing westward from siding.	25
Hadiey	Trailing eastward	25
West Santa Barbara. End double track	Eastward main track	
11 000 00000000000000000000000000000000	Trailing westward	35
	Facing eastward	35
The state of the s		190

Spring switches that are not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them.

	NORMAL POSITION	MILH
Redwood Jct End double track (Dumbarton Line)	. Westward main track Trailing eastward	25
San Jose (Freight lead)	. Freight lead [Main track. Tralling eastward Freight lead. Trailing eastward Freight lead. Facing westward	30 20 20
San Jose(Milpitas "Y" switch)	. Main track to passenger station {Facing eastward Trailing westward	15 15
San Luis Obispo	Trailing westwardwith facing point lock. When	signal

governing westward movement indicates "stop" and permi 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., Hadley 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 required to provide the stop of the

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.

Spring switch derails (3) at Ord located on spur tracks Nos. 2, 3 and 4, are normally set to derail leaving Fort Ord tracks. It will not be necessary to manually operate spring derail when moving into Fort Ord. When moving out of Fort Ord, it will be necessary to manually operate spring derail. In making forward movements into Fort Ord, trailing the spring switch derail, care should be used not to make a reverse movement without manually operating spring derail.

#### RULE 605. INTERLOCKING

sounds of whistle is signal for Coast Division main track.

Movements governed by diverging route 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.

#### 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

Trains or engines from train sheds, may proceed to first signal east-

One sound of siren on tower requires that trains and engines within limits of interlocking 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 at interlocking Signal 22L on westward main track between Tunnels 1 and 2 at 23rd Street. Trains and engines being delayed by "stop" indication will communicate with signal operator Potrero

Whistle signals governing routes as follows:
For Mission Bay yard, —— o ——. For Roundhouse, o o o -For Track No. 2, 0 — 0 0 0. For Track No. 3, 0 — 0 0. For track adjacent and parallel 00 ---- 00. to eastward main track.....

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

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.

For Government Hold Yard, o — o — .

One long blast of air whistle on tower requires that trains and engines

One long binst of air whistle on tower requires that trains and engines within limits of interlocking 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 150 feet west of west 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:

be filed for future reference.

For outbound yard, o o o.

For inbound yard, 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...

For car repair yard, 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 For Garbage spur o - o. For Government Hold yard o ---- o ----

Telephones located as follows: Interlocking Signal No. 1 on westward main track 1850 feet east of east portal Tunnel 4. Interlocking Signal No. 24 on eastward main track 150 feet west of west portal Tunnel 4. Trains and engines delayed by "stop" indication by these signals will communicate with signal operator Bayshore Tower, and be governed by Rule 663(b).

One long blast of siren on tower requires that trains and engines

within limits of interlocking must stop.

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

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

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 ---For Tunnel 5, spur, o o o — o.
For outbound track, 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.

Portland Cement Co.'s track o \_\_\_\_\_ o.

For Dunham, Carrigan and Hayden spur, \_\_\_\_ o \_\_\_\_ o. For old eastward track, --- 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.

Movement against current of traffic, o \_\_\_\_\_o o. For siding, o o \_\_\_\_\_ o o.

For drill track westward, o o \_\_\_\_\_ o.

For Harbor spur, o \_\_\_\_\_ o o.

For Pratt-Lowe Co.'s spur, o \_\_\_\_\_ o.

#### SANTA CLARA

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

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

Whistle signals govern routes as follows:

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

Limits extend from Signal Bridge 455 to 466 inclusive on eastward and westward main tracks; from Signal Bridge 466 to signal bridge located just west of spring switch at junction of Milpitas line and roundhouse lead; and from dwarf signal located 800 feet east of Newhall Street to Signal Bridge 465 on freight lead.

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

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

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:

Whiatle signals governing routes as follows:

For roundhouse, 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 three pulls of cord.
necessary to foul westward main track.

#### SAN JOSE-LICK

Limits extend from dwarf signals on eastward and westward main tracks 1500 feet west of end of double track San Jose to light signal 700 feet east of end of double track Lick on westward track, and to light signal 500 feet east of end of double track Lick on eastward track.

On Lick Branch, to dwarf signal at clearance point.

On freight lead from signal bridge 464 to junction with eastward main track 1250 feet west of end of double track.

On Los Gatos Branch, from junction with freight lead to westward.

On Los Gatos Branch, from junction with freight lead to westward signal opposite signal 474.

Movements within these limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic, or semi-automatic.

When automatic block signals indicate "stop" Rule 509, 509(F) or 509(J) as the case may be, as applied to single track will govern.

When for any reason, proceed indication of an interlocking signal cannot be acted when a town at oversel experts any transposition by a stiffed

not be acted upon at once, signal operator must immediately be notified. From Los Gatos Branch, movement governed by westward interlocking Signal 11-W located 30 feet east of crossover between freight lead and Los Gatos Branch. Upper unit governs to westward main track and station tracks. Lower unit governs to freight lead. When both units indicate "stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and if crossover 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 interlocking signal located opposite Signal 471 at Park Avenue Subway. Signal will be normally dark until lineup is made. Westward movement from Los Gatos Branch to freight lead must first be authorized by signal operator. Crossover switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, crossover switches lined, and if interlocking signal indicates "proceed," movement may be made.

Movement to Los Gatos Branch from eastward main track governed by lower unit Signal 470 located east of station, and from freight lead governed by lower unit of signal located 400 feet west of junction switch. ing Signal 11-W located 30 feet east of crossover between freight lead and

governed by lower unit of 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(F).

GREEN-Proceed to next Signal 474.

Signal 485 on San Jose Canning Co. spur at MP 48.5 governs movement to main track. Derail 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 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. Derail and main track switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, switch lined, and if Signal 495 indicates "proceed," movement may be made.

Telephones located closely adjacent to signals involved. If delayed,

consult signal operator.

#### SAN JOSE-LICK LINE—(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

#### SAN JOSE-LOS GATOS LINE-(Western Pacific R. R. Crossing)

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

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

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

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

#### 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 1612 and 1657, west and east of King City. When letter "M" is displayed in indicator on Signal 1612 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 1657 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.

When Signal 1657 displays signal indication as per Rule 281D—Fig. 1, proceed prepared to stop at next home signal with letter "S" displayed

and Signal 1641 displays signal indication in accordance with Rule 290— Fig. 2—Stop, Rule 509(a) will govern.

Cushing-Santa Margarita—Take-siding indicators located on Signal 2328 at west switch of Cushing. When letter "M" is displayed it will authorize eastward trains to continue on main track to the beginning of the C. T. C. at absolute Signal 38R Santa Margarita, irrespective of superiority. When letter "S" is displayed trains will take siding on eastward siding Santa Margarita at west switch at crossover Signal 2342.

#### RULE 760. CENTRALIZED TRAFFIC CONTROL

#### 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

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.

Lower unit in absolute signal 2518SA 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 Margarità 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.

Where electric switch locks are installed, first secure permission from Dispatcher, unlock electric lock control box and open door. If semaphore indicator in lock control box indicates "clear" unlock switch by moving lock lever from right to left position, then line inside switch of crossover. If dwarf light signal does not indicate "proceed" or "proceed prepared to stop at next home signal" train may proceed in accordance with Rule 509, 509(F) or 509(J) as case may be as applied to single track. After train has entered main track, it will be necessary to restore switches to normal and move electric switch lock lever to normal position. Close electric lock box door and lock with switch lock.

Instructions for handling electric switch lock are posted inside elec-

tric lock control box at each lock.

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

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

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 auto-

matic dwarf signals governing movements to main track.

RULE 763. Train indicators and signals must be displayed through C. T. C. Limits.

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.

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

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

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, MP 121.8 and Harkins Road crossing MP 122.2.

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

RULE 852. Eight mm and sixteen mm moving picture films are now classed by the Bureau of Explosives as "non-inflammable" and are excluded from provisions of Rule 852.

Thirty-five mm motion picture films which are on a nitrate base and considered "inflammable" must not be carried in cars occupied by passengers.

#### 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 without stopping for inspection is 55 miles except when conditions are favorable 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.

Cars bearing placards denoting contents are explosive, inflammable,

poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

#### AIR BRAKE RULES FREIGHT TRAINS

RULE 24. Rear end test on freight trains must be made immediately 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 33. One operative retainer for the amount of M's shown below must be turned up:

Eastward from summit in Tunnel 6 between Cuesta and Thyle to west switch Hathaway. Westward from summit in Tunnel 6 to Santa Margarita.

120 M's Westward from Olympia to MP 127.6 and from Rincon to Operative

MP 121.8.
Permanente (Interchange tracks) to Simla.
Goldtree and Camp San Luis Obispo.
Between White Hills and White Hills Jct. Brake

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 opportunity 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 where all retainers must be turned down.

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 Olympia and Santa Cruz and between Permanente interchange tracks and Simla must not exceed 120 M's per operative brake.

#### PASSENGER TRAINS

RULE 35. Car inspectors at San Francisco will furnish passenger conductors and engineers a written check of the number, type, percentage of graduated release, and condition of air brake equipment in their trains. Conductors will give this information to road and helper engines coupled to their trains enroute, delivering a written check to relieving

Car inspectors at San Jose will furnish same information for trains to and from Western Division and Western Pacific.

### RULE 38. San Luis Obispo and Santa Barbara:

When engine crew and/or train crew is changed on passenger trains. but engine is not changed and no angle cock has been closed except for detaching cars on the rear, during the hours that carmen are not on duty rear-end air brake test will be made as follows:

On a passenger train after brake pipe has been charged to standard pressure, the engineer will apply the brakes with a ten pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainmen will immediately signal by four blasts of the air signal whistle (using will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard presented. sure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39

as soon as speed permits after starting train.

Exception: At Santa Barbara, engineers will use hand instead of steam whistle, signals. Trainmen will place themselves in position to relay signals to the best advantage.

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
must straighten out on Seventh St. before test is made.

spring switch from freight lead.

Tunnel 6 between Cuesta and Thyle immediately after All trains passing summit.

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.

RULES 40, 41 and 42. When making a station or other ordinary stop with a passenger train of any length up to 25 cars, close locomotive throttle to drifting position and make an initial reduction of 6 pounds. This may be increased by additional reductions as required. When speed has been reduced to approximately 10 MPH, close locomotive throttle and place automatic brake valve handle in release position (for example, 6 seconds for 15 cars and 10 seconds with 20 cars or more) and recharge the system. Return brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Complete the stop with moderate brake pipe reductions totaling not more than 8 lbs., allowing engine brakes to apply with the train brakes, and hold all brakes applied until the train stops.

For spot stops, as for fuel or water, proceed as outlined in first part of this rule. When the speed has been reduced to approximately 10 MPH, close the locomotive throttle, place the automatic brake valve handle in release position and recharge the system. Return the automatic brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. The stop may be completed with the independent brake valve, using the required locomotive brake cylinder pressure and avoiding slack action due to rapid increase or decrease of engine brake cylinder pressures.

On heavy ascending grades the train may be pulled to a stop without

Passenger trains of more than 25 cars must be handled under freight

#### RULE 46. Retainers will be used 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 re-

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

Westward from summit in Tunnel 6 to east switch Santa Margarita. Use all accessible retainers.

Between 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 MP 127.6 and Rincon to MP 121.8, 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers to be turned up from head end of train.

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

#### 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.

Water supply at Oceano, Gaviota and Lompoc for emergency use only. Locomotives take only sufficient water at Guadalupe to make San Luis Obispo or Surf.

Locomotives take water at Salinas, Chualar or Soledad in preference to King City.

4. In helper service.

No helper engine will be placed behind wooden underframe cars. Engines weighing more than 235,060 pounds on the drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses

Helper engines will not be placed behind caboose of eastward freight trains from Santa Margarita.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being

4 (a). Pushing trains out of yards.

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

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

Air will not be coupled through the pusher engine.

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.

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

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 40 feet not including engines and caboose.

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

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

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

PAGE	The same of the	RESTRICTED TRACKS
2,3,4,5,6	Millbrae	Dairy and pottery spurs.
	Broadway	Oil spur.
The state of	Burlingame	Cahalan spur.
	Howest	San Mateo Feed & Fuel and H. E. Casey spure
1000	San Mateo	Wisnom spur, P.G.& E. spur.
	Hayward Park Romac	Sait spur.
1, 11 20 30	San Carlos	Industry spur on bay side of main track.
	San Carlos	house track west of freight shed.
	Redwood City	Corral track, team track, Pratt-Low, Cullen
Hallman.		spurs; Redwood Harbor track spurs; all
	Total Marian Control	spurs off Dumbarton line
N. 178.6	Menlo Park	Peninsular Bldg. Matl. Co. spur and wood
Later and San		spur, house track west of freight shad
	Palo Alto	All spurs leading off drill track. Minton, Shell Oil and beet spurs.
	Mountain View	Minton, Shell Oil and beet spurs.
According to	Sunnyvale	All spurs off both drill tracks,
THE RESERVE	Santa Clara	except Schuckl and Berry Growers spurs.
	San Jose	All industry spurs. All industry spurs.
8-9	Lick	Correl track
	Morganbill	Standard Oil and dried fruit spurs.
	Lonoke	Spur
10-11	Castroville	All industry and sour tracks
	Salinas	Leads 4, 35, 55, 57, 200, 210, 250; lead 133
		. Leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing;
		all industry spurs.
10	Gonzales	Gibson spur.
12	MP 199.6	Spur serving East Garrison Bradley Camp.
	Thyle	spur.
100	Hathaway	Spur. Shell Oil, Standard Oil, and Richfield Oil
1000000	Hathaway	spurs.
12, 13	San Luis Obispo	Vegetable spur, and west end of team track.
13	Casmite	Spur, engines must not operate beyond spot
1000		one on loading made
3.0	Surf	. Short leg of wve.
	MP 306.45	Work track can be used to clearance point
A STATE OF THE PARTY OF THE PAR		only.
A CONTRACTOR	Jalama	. Spur.
THE RESERVE	Goleta	wainut spur.
1000		MONTEREY BRANCH
10	Castroville	Water track, may use 600 feet on west end
	Cumulovino	only.
	Nashua	. Siding.
	Lapis	. Siding. . Bay Development Co. spur.
	Seaside	Siding.
	Retreat	. Spur.
	Del Monte	Hotel spur.
	Monterey	House and team tracks; corral track, San
and an all a		Carlos Canning Co. spur, F. Mimmick
-	A STATE OF	warehouse spurs.

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

Engines, other than MT and GS class, equipped with pilot plows are

prohibited over tracks adjacent to station platform at San Jose and San Francisco.

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,

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. If delayed stop to clear Bestos Spur.

23. Not more than two light engines will be coupled for any road

29. Trainmen and enginemen operating over any portion of Government tracks listed below will be governed by Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules, Time Table Bulletins and Special Instructions:

Camp Cooke—Wye connection leading from siding at Tangair to end

Camp San Luis Obispo-Wye connections leading from siding at Goldtree to end of line.

Camp Roberts-Connection leading from tracks at McKay to end of

Fort Ord-Connections leading from siding at Ord. Gigling-Balloon track and spurs to unloading ramps.

13 M.P. 368.0—Santa Barbara....

#### \*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except eng. 2470;
F-1 class: 3611, 3612, 3615, 3619, 3625, 3634, 3636, 3643, 3652;
F-3 class: 3654, 3656, 3658, 3660, 3661, 3664, 3665, 3666;
F-4 class: 3668, 3674, 3676, 3677, 3681, 3682, 3683, 3684, 3685, 3687, 3692, 3701, 3705, 3706, 3708, 3709, 3711, 3716, 3717;
F-5 class: 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768.

AC-6 class: 4123, 4127, 4128, 4130, 4132, 4135, 4137, 4140, 4142, 4143,

4144, 4146, 4149, 4150; SP-1 class: 5003, 5006, 5009, 5011, 5013; SP-2 class: 5017, 5019, 5020, 5021, 5028, 5029, 5033, 5035; SP-3 class: 5039, 5040, 5041, 5045.

# MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTION AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Engines backing must not exceed 20 MPH on all curves and when approaching highway crossings at grade.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines with tenders having water capacity of 7000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed speed 50 MPH.

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

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running For With Train		Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7 inc	40	35	35
DES-100 to 107 inc	40	35	35

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

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

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

Trains and engines via Newark Line must not exceed speed of, Passenger 50 MPH, Freight 35 MPH Santa Clara and end of Coast Division

Maximum speed, yard drags San Francisco and San Bruno S or SE class engines 20 MPH, other class engines 35 MPH.

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.

Wooden equipment must not be handled in regular passenger trains. Extra passenger trains handling wooden coaches or chair cars must

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

Trains consisting of streamlined cars, when handled by other than GS class engines, must not exceed speed prescribed for class of power

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

When all the weight has been removed from any one pair of drivers 20 When all the weight has been removed from only one wheel of any pair of drivers. 30
When engine truck is removed. 20 

When both main and side rods are removed.... 

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."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

tra	ins if less than 35 MPH.			MOTI	LTDA	IN EN	GINE RUNN	ING E	DEWARD			LIGI	HT ENGI	NE RUNNING F	ORWARD	lengine B	RACKI
	and a subdivine the same of th		A Di	WITE		SSEN	Man over a street with	ING FO	DRWAND	1000	a green to			2 1. 17		WITH TR	RAIN C
Page No.	TERRITORY	GS P (if CCB*) with strean lined cars only (other than Lark equipment)	10-12	E A P-1-3- 4-5-0- 11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5- 7-8-9- 10-11- 12 AC-6 (If GCB*)	T-1-8-9- 23-28-31- 36-57-58 Mk-5-6-7- 8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9- 10-18-19-28- 27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17- 32 Mk-10-11 MM-3 SP (If not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26- 32-37- 40 F (if CCB*)	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9-10- 18-19-26-27- 28-29 Mk-5-6-7-8-9 F (if not CCB*)	C-15- 17-32 TW Mk-2-4- 10-11 AC AM-2 MM-3	E Mk T F P Mt C GS TW SP	M AC AN MI Ga
2, 3, 4, 5, 6 2, 3, 4, 5, 6	San Francisco—East Portal Tunnel 1.  East Portal Tunnel 1—Bayshore.  Bayshore—M.P. 19.0.  M.P. 19.0—24.6.  M.P. 24.6—32.0.  M.P. 32.0—44.0.  M.P. 44.0—College Park.  College Park—Signal Bridge 464.  Signal Bridge 464—End of double track.	50 60 75 60 75 60	25 50 60 70 60 70 60 45 30	25 50 60 65 60 65 60 45 30	25 50 60 60 60 60 45 30	25 50 50 50 50 50 50 45 30	25 45 45 45 45 45 45 45 45 45	25 45 45 45 45 45 45 45 45 30	25 40 40 40 40 40 40 40 30	25 35 35 35 35 35 35 35 35 35	25 35 40 40 40 40 40 40 20	25 45 45 45 45 45 45 45 20	25 40 40 40 40 40 40 20	25 35 35 35 35 35 35 30 20	25 30 30 30 30 30 30 30 30 20	15 30 30 30 30 30 30 30 20	
8, 9 8, 9 8, 9 8, 9 8, 9 8, 9 8, 9	End of double track — M.P. 49 M.P. 49—M.P. 86.0 M.P. 86.0—End of double track Sargent. End double track Sargent—M.P. 87.9 M.P. 87.9—88.9 M.P. 88.9—92.1 M.P. 92.1—93.0 M.P. 93.0—94.5 M.P. 94.5—98.0	50 75 60 50 30 50 25 50	50 70 60 50 30 50 25 50 70	50 65 60 50 30 50 25 50 65	50 60 60 50 30 50 25 50 60	40 50 50 50 50 30 50 25 50 50	40 45 45 45 45 30 45 25 45 45	40 45 45 45 30 45 25 45 45	40 40 40 40 30 40 25 40 40	35 35 35 35 30 35 25 35 35	35 40 40 35 25 35 25 35 40	45 45 45 45 30 45 25 45 45	40 40 40 30 40 25 40	35 35 35 35 25 35 25 35 25 35	30 30 30 30 25 30 25 30 25 30	30 30 30 30 20 30 20 30 20	
8, 9, 10, 11 10, 11 10, 11 10, 11 10, 11 10, 11 10, 11 10, 11 10, 11	M.P. 98.0—Watsonville Jct. Yard Office. Watsonville Jct. Yard Office—End double Watsonville Jct. end double track—M.P. M.P. 103.8—105.5. M.P. 105.5—109.0. M.P. 109.0—112.5. M.P. 112.5—117.5. M.P. 117.5—119.7. M.P. 119.7—147.0.	rack 35 103.8 50 40 50 60 75	45 35 50 40 50 60 70 35 70	45 35 50 40 50 60 65 35 65	45 35 50 40 50 60 60 35 60	45 35 50 40 50 50 50 35 50	45 35 45 40 45 45 45 45 45 45 45	45 35 45 40 45 45 45 45 45	40 35 40 35 40 40 40 40 40 35 40	35 35 35 35 35 35 35 35 35	30 35 35 35 40 40 35 40	30 30 45 40 45 45 45 45 45	30 40 40 40 40 40 35	30 30 35 35 35 35 35 35 35 35	30 30 30 30 30 30 30 30 30 30 30 30	20 20 30 20 30 30 30 30 30 30	
10, 11 10, 11 10, 11, 12 10, 11, 12 12 12 12 12 12 12	M.P. 147.0—154.5 M.P. 154.5—158.0 M.P. 158.0—163.5 M.P. 163.5—164.0 M.P. 164.0—167.3 M.P. 167.3—168.8 M.P. 168.8—185.5 M.P. 185.5—188.0 M.P. 188.0—193.7	65 75 45 75 50 75 65	55 65 70 45 70 50 70 65 60	55 65 65 45 65 50 65 65 65 65	55 60 60 45 60 50 60 60	50 50 50 45 50 50 50 50 50	45 45 45 45 45 45 45 45 45	45 45 45 45 45 45 45 45 45	40 40 40 40 40 40 40 40 40 40	35 35 35 35 35 35 35 35 35 35	40 40 40 40 40 35 40 40 40	45 45 45 45 45 45 45 45	40	35 35 35 35 35 35 35 35 35 35	30 30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30	
12 12 12 12 12 12, 13 13 13 13	M.P. 236.6—248.3 M.P. 248.3—251.5 M.P. 251.5—253.1 M.P. 253.1—259.0 M.P. 259.0—261.2	60 20 25 35 15 60 50	30 60 20 25 35 15 60 50 30	30 60 20 25 35 15 60 50	30 60 20 25 35 15 60 50	30 50 20 25 35 15 50 50	30 45 20 25 35 15 45 45 30	30 45 20 25 35 15 45 45 30	30 40 20 25 35 15 40 40 30	30 35 20 25 35 15 35 35 30	25 40 20 20 20 15 40 35 25	30 45 20 22 22 15 45 45 25	40 20 22 22 22 15 40 40	25 35 20 22 22 15 35 35 25	25 30 20 22 22 22 15 30 30 25	20 30 20 15 15 15 30 30 20	
13 13 13 13 13 13 13 13 13 13 13	M.P. 267.9—269.0 M.P. 269.0—275.6 M.P. 275.6—277.0 M.P. 277.0—280.0 M.P. 280.0—283.0 M.P. 283.0—291.3 M.P. 291.3—295.8		70 40 70 50 65 70 55 70 55	65 40 65 50 65 65 65 55 65	60 40 60 50 60 60 55 60 55	50 40 50 50 50 50 50 50 50 50	45 40 45 45 45 45 45 45 45 45	45 40 45 45 45 45 45 45 45	40 40 40 40 40 40 40 40 40 40	35 35 35 35 35 35 35 35 35 35	40 35 40 40 40 40 40 40 40	45 40 45 45 45 45 45 45 45	40 40 40 40 40 40 40	35 35 35 35 35 35 35 35 35	30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30	
13 13 13 13 13 13 13 13 13	M.P. 300.2—309.0 M.P. 309.0—312.0 M.P. 312.0—318.0 M.P. 318.0—323.0 M.P. 323.0—338.6 M.P. 338.6—343.5 M.P. 343.5—350.0	60 50 75 50 65 75 65	60 50 70 50 65 70 65 70	60 50 65 50 65 65 65 65	60 50 60 50 60 60 60	50 50 50 50 50 50 50 50	45 45 45 45 45 45 45 45	45 45 45 45 45 45 45 45	40 40 40 40 40 40 40 40 40	35 35 35 35 35 35 35 35 35	40 35 40 35 40 40 40 40	45 45 45 45 45 45 45 45	40 40 40 40 40 40	35 35 35 35 35 35 35 35 35	30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30	

50 | 50 | 50 | 50 | 50 |

SPEED RESTRICTIONS—BRANCHES

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

		PASSENGER	FREIGHT	Engines	Switch	LIGHT
Page No.	TERRITORY	Maximum	Freight and Mixed Maximum	and Motors Backing	Engines S-SE Class	ENGINES RUNNING FORWARD Maximum
7	San Bruno Branch		15	12	15	15
7	California Ave.—Vasona Jct	35	30	20	20	30
7	San Jose—Vasona Jct	40	30	20	20	30
7	Vasona Jet.—Los Gatos	30	18	15	20	25
7	Santa Cruz—MP 122.5		20	15	20	20
7	MP 122.5—MP 126.5	15	15	10	15	15
7	MP 126.5—Olympia Davenport—Santa Cruz	25	18	15	20	20
7	Davenport—Santa Cruz	20	20	20	20	20
7	Santa Cruz—Watsonville Jct.		25	15	20	25
8	Lick-Alamitos		10	1. 1	10	
8	Carnadero-Hollister	30	25	15	20	30
10	Castroville-Monterey	30	20	15	20	30
10	Monterey-Pacific Grove	25	20	15	20	20
10	Pacific Grove—Asilomar	15	15	10	15	15
10	Spreckels Jct.—Spreckels	.,	15	10	15	15
12	Surf—Lompoc	20	20	15	20	20
12	Lompoc-White Hills	15	15	10	10	10

Page	Class Engine	Territory	мрн
7	Mt, F-1, Mk	California Ave.—Vasona Jct San Jose—Los Gatos	15 15
7	P-1-3-4-5	San Jose—Los Gatos, except. San Jose—MP 47.38. MP 53.28—MP 52.67 MP 52.67—Los Gatos.	35 10 25 30
10	E.I. Ml. D.	California Ave.—Vasona Jct., except	35
10	F-1, Mk, P, Mt, GS P-1-3-5-6	Castroville-Monterey	30 20
10	P-1-3-5-6	Monterey—Pacific Grove where slow boards restrict to 25-20.	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers,	The same of the sa
turnouts and slip-switches, except:	10
San Jose Freight lead	20
Moffett Field Spur	10
Spreekels Spur	10
Goldtree to Camp San Luis Obispo	10
Tangair to Camp Cooke	15
Tangair Wye. Camp Cooke, Balloon Track.	10
Camp Cooke, Balloon Track	15
Permanente Spur Gigling, Balloon Track	15
Gigling, Balloon Track	15
Tanforan Wye	10
California Ave. Wye	10
Vasona Jet, Wye	10
San Jose Wye	
Watsonville Jet. Wye	5
Castroville Wye	5
Spreckels Jet. Wye	5 5 5
Elsa Wyo	
Santa Margarita Wye	10
Goldtree Wye	10
San Luis Obispo Wye	5
Devon Wye	5
Surf Wye	10
Santa Cruz Wye	5
Davenport Wye.  Entering, leaving and passing through sidings in C.	5
Entering, leaving and passing through sidings in C.	T. C.
territory: All trains and light engines running forw	rard 15
Engines backing	10

#### SPEED OF TRAINS THROUGH CITY LIMITS

Pages	LOCATION	MPH
2, 3, 4, 5, 6 2, 3, 4, 5, 6 2, 3, 4, 5, 8 6, 7, 8 7 8, 9 10, 11	Burlingame trains 114, 98, 122 and 36 (over crossings Oak Grove Ave. to Peninsula Ave., incl.).  Redwood City. San Jose, unprotected grade crossings Stockton Ave. and Emery St., 10:00 P.M. to 6:00 A.M. Santa Cruz. Watsonville Gliroy. Hollister. From westerly line of Main St. to easterly city limits	30 45 12 20 20 35 15
13	Salinas. Santa Barbara (over all grade crossings)	25 20

At Burlingame, Gilroy and Salinas speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

#### MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT:

PAGE		МРН
2-3-4 5-6 All	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks.  except SPMW 4044. On tangent branch tracks. On all curves. 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards. Trains handling locomotive cranes hoom disconnected and light end forward (must not be handled in this manner except	35 25 25 25
2-3-4 All	in emergency): On tangent main tracks. On curves and on branch tracks. Trains handling locomotive cranes with boom in place, either end	20 15
2-3-4 All All	forward (to be handled in work trains when practicable): On tangent main tracks. On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight train speed.	25 15
2-3-4 5-6 All	Trains handling relief outfit with steam derrick: On tangent main tracks On tangent branch tracks On all curves5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.  Through interlocking plants with caution.	35 25

Whenever practicable, locomotive cranes, or cranes of similar type, should be handled in trains with heavy end forward. These instructions do not apply to commercial cranes nor to caterpillar or other types loaded on flat cars, but do apply to all locomotive cranes moving on their own wheels.

# LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars passing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MP	EAST OF	WEST OF	DESCRIPTION
.0	San Francisco	Sixth Street	Interlocking tower
.0		Fourth Street	Station umbrella sheds
0.0-1.3		West Portal Tunnel	Side dwarf interlocking
1.0		9th and Division St.	signals. Side dwarf interlocking
1.0		Tower	signals.
1.3		Bayshore	Mariposa St. Bridge
1.3			A.T. & S.F.Ry. Crossing
1.5			Tunnel 1
1.7			22nd Street Crossing
1.9			23rd Street Crossing Tunnel 2
2.0			Oakdale Avenue
3.4	100	(A) ::::::::::::::::::::::::::::::::::::	Tunnel 3
4 2			Paul Ave.
4.6			Tunnel 4
7.7	Bayshore	South San Francisco	* 5
29.7	Menlo Park	Palo Alto	San Francisquito Creek
		7 7 7	Bridge
46.9 155.1	San Jose	Passenger Station	Station Umbrella Sheds Tunnel 51/2
182.9	Metz	At San Ardo, siding	East water tank spout
200.0	Bradley	Nacimiento	Government building
200.6	Bradley	Nacimiento	Salinas River Bridge
207.0		At San Miguel, main	
		track and siding	Water tank spout
222.0	Templeton		Road Crossing Tunnel 6
239.6 240.2	Cuesta Thyle	Thyle	Tunnel 6
240.6	1 Hylo	Seriano	• 8
240.9	•		• 9
241.7		/ /*	• 10
245.8	Serrano	Chorro	* 11
251.1	Hathaway	San Luis Obispo	Road Crossing
251.2 251.8			AND THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS
261.4	Tiber	Pismo	Villa Creek 2nd Crossing
262.7	I I DOL	Tiano	Villa Creek, 2nd Crossing Villa Creek, 3rd Crossing
266.4	Oceano	Callender	Arroyo Grande River Bridge
265.9		At Oceano, main track	West water tank tub
279.5	Guadalupe	Waldorf	Road Crossing
318.3	Sudden	Jalama	Tunnel 12 Water tank floor beams
339.4	* Atanian	Gaviota, main track Ellwood	Road Crossing
358.2	Naples	Enwood	Road Crossing
MP	EAST OF	WEST OF	DESCRIPTION

#### SAN BRUNO BRANCH

5.3 | ..... At Elkton, Ocean Ave. | Trolley wires

# SOUTH SAN FRANCISCO BELT RY.

South San Francisco . . Stock runway

#### SAN JOSE-LOS GATOS

51.0 |..... | Campbell ...... | When cars on siding

#### OLYMPIA-WATSONVILLE JUNCTION

126.0	Felton	Big Trees	Redwood tree (side clear
126.3	Big Trees	Rincon	San Lorenzo River Bridge
121.5 119.7	Eblis	Park Street Seabright	San Lorenzo River Bridge Tunnel 5 6 San Lorenzo River Bridge

#### CASTROVILLE-PACIFIC GROVE

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

			ALL PARTY OF THE P		The State of	married A	CONTRACTOR OF STREET	70			k of Ten				Name of Street					
ENGINE NUMBERS	San Francisco to Morganhill Watsonville Jet, to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jet.	Morganhiii to San Jose Morganhiii to San Jose Watsonviiie Jet. te Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo & Santa Barbara Surf to M. P. 304.3	California Ave. to Los Gatos San Jose to Los Gatos	Los Gatos to California Ave.	Simia to Permanente	Watsonville Let. & Santa Cruz	Santa Cruz to Davenport	Devenport to Senta Cruz	Santa Cruz to Olympia	Gilroy and Hollister	Monterey and Pacific Grove	Ord to Castroville Ord to Monterey	Castroville to Ord Monterey to Ord	M. P. 304.3 and Lompoc	Lompoc to White Hills		
1000 to 1022 1300 to 1395 1500 and 1502 1617 to 1713 1721 to 1803, 1823 to 1825 1804 to 1822, 1826 to 1831 and 1836 1832 to 1835	1550 2450 2300 2950 3650 3850 3950	4400         1350           5500         2200           5100         2000           6500         2550           7500         3150           8000         3350           8600         3450	400 700 560 780 990 1050 1050	400 700 490 700 890 950 970	1000 1600 1300 1750 2150 2250 2300	1850 2200 2300 2500	2400 2850 3000 3250	630 720 820 900	1200 1450 1550 1650	1400 1650 1750 1900	2550 3000 3150 3350	610 740 790 860	3450 4050 4250 4550	1150 1550 1850 1950 2100	2650 3450 4050 4250 4550	1150 1550 1850 1950 2100	2000 2350 2500 2600	490 600 650 680		
2242 to 2271	2600 1850 3750 3300 4200 4300 2800 3750 3400	5700 2250 4100 1600 8200 3250 7200 2850 9000 3650 9000 3750 6100 2400 8200 3250 7400 2950	680 460 1000 850 1150 1150 760 1000 910	610 410 900 760 1050 1050 680 910 820	1500 1050 2200 1900 2500 2550 1650 2200 2000	1650 1150 2350 2050 2600 2650 1750 2350 2150	2150 1500 3100 2700 3400 3450 2300 3100 2800	560 370 830 700 930 950 630 840 760	1100 760 1550 1350 1750 *1800 1200 1600 1400	1200 860 1800 1550 1950 *2000 1350 1800 1600	2200 1550 3200 2800 3500 *3600 2350 3200 2900	540 350 800 650 890 *910 610 800 730	3000 2150 4300 3800 4750 4850 3200 4350 3900	1350 970 2000 1700 2200 2250 1500 2000 1800	3000 2150 4300 3800 4750 4850 3200 4350 3900	1350 970 2000 1700 2200 2250 1500 2000 1800	1700 1200 2450 2150 2750 2800 1850 2450 2250	420 260 620 520 700 720 480 630 570		
(2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423, 2425 to 2435. 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415. (2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436. 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483. 2475, 2484 to 2491 3100 to 3109. 3120 to 3129	4800 3700	7000 3050 7800 3100 8000 3450 9000 3750 9000 3800 10000 4000 10000 4150 7000 3200 10000 4400	860 890 1000 1100 1150 1200 1250 900 1250	770 790 860 970 1050 1050 1150 800 1150	2000 2050 2400 2500 2550 2650 2900 2100 2900	1950 2200 2150	2600 2900 2850	690 720 760	1350 1450 1500	1550 1650 1700	2850 3000 3150	660 690 730		1700 1850 1900 2200	3700 4100 4250 4850 5150 5350 5650 4200 5650	1700 1850 1900 2200 2350 2400 2550 1900 2550				
2513 to 2599, 2624 to 2860, 3440 to 3469 . 2500, 2505 to 2507 . 2510 and 2511 . 3400 to 3409 . 3410 to 3426 . 2900 to 2913 . 2932 to 2952 . 2926 to 2931 and 2957 . 2914 to 2923 .	4600 2900 3600 4200 4350 3500 2800 2650 3900	10000 3950 6300 2550 7800 3150 9100 3650 9500 3800 7500 3050 6100 2400 5800 2300 9000 3200	1300 800 1000 1150 1200 950 740 690 1050	1150 720 920 1050 1050 850 670 620 950	2700 1700 2150 2500 2600 2050 1650 1550 2250	2900 1850 2300 2650 2750 2200 1750 1650 2450	3750 2400 2950 3450 3600 2900 2300 2150 3200	1040 660 850 980 1000 800 620 570 890	1950 1250 1550 1800 1850 1350 1150 1100 1650	2200 1400 1750 2000 2100 1700 1300 1250 1900	3900 2500 3050 3550 3700 3000 2350 2250 3350	1000 640 820 940 970 760 590 550 850	5250 3350 4150 4800 5000 4000 3200 3050 4450	2450 1550 1950 2250 2350 1850 1450 1400 2050	5250 3350 4150 4800 5000 4000 3200 3050 4450	2450 1550 1950 2250 2350 1850 1450 1400 2050	3000 1900 2400 2800 2900 2300 1850 1750 2550	780 510 660 750 770 600 460 430 660		
3029. 3025, 3036, 3052 and 3057 3000 to 3003. 3201 to 3240. 3241 to 3277. 3300 to 3324. 3295. 3297 and 3298.	5850 6350 4900	12000 5150 12000 5550 10600 4250	630 630 800 1500 1600 1750 1350 1300	550 550 710 1350 1450 1600 1300 1200	1550 1700 1850 3200 3500 3750 2900 2800	3200 3550 3900 3100 3000	4250 4650 5150 4050 3900	1110 1260 1450 1150 1100						: X		2700 2950 3350 2650 2550				
3600 to 3652. 3653 to 3667. 3668 to 3769. 3900 to 3911. 3930 and 3931. 4000 to 4048. 4100 to 4125. 3800 to 3811, 4126 to 4294.	7600 8000 7550 8750 9150 11900	12000         6600           12000         7000           14000         6600           16000         7650           16000         8000           16000         10400	1900 2100 2350 2050 2400 2550 3150 3300	1700 1900 1900 1850 2200 2300 2950 3100	3900 4500 4750 4450 5200 5450 6900 7300	4050	5400	1500								3500				
4300 to 4376	7000 7200	12000 5800 12000 6100 12000 6300	1700 1800 1750 1800 2600	1500 1600 1550 1600 2100	4000 3900 4200 4350 5300						::::	::::				3250 3550 3450 3600				:::: c
(Less than 45 M's	6 3 0	6 6 3 0 0	3 3 0	3 3 0	6 3 0															
	1000 to 1022 1300 to 1395 1500 and 1502 1617 to 1713 1721 to 1803, 1823 to 1825 1804 to 1822, 1826 to 1831 and 1836 1832 to 1835  2242 to 2271 2161, 2174 and 2178 2301 to 2310 2283 to 2299 2311 to 2362 2363 to 2384 2103 2105 and 2106 2385 and 2386  (2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423, 2425 to 2435 2437 to 2452, 2459 and 2460 2400, 2403 to 2407 and 2415 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2442, 2424 and 2436 2476 and 2477 2461 to 2474, 2478 to 2483 2475, 2484 to 2491 3100 to 3109 3120 to 3129 2513 to 2599, 2624 to 2860, 3440 to 3469 2500, 2505 to 2507 2510 and 2511 3400 to 3409 3410 to 3409 3410 to 3426 2900 to 2913 2932 to 2952 2926 to 2931 and 2957 2914 to 2923 3029 3000 to 3033 3201 to 3240 3241 to 3277 3300 to 3324 3297 and 3298 3600 to 3652 3668 to 3769 3900 to 301 3900 to 4084 4100 to 4125 3800 to 4376 4385 to 4390 4400 to 4415 4400 to 4415 4400 to 4416 4400 to 4416 4400 to 4416 4400 to 5404 4416 to 4469 4500 to 5048  (Less than 45 M's 45 M's to 55 M's	1000 to 1022	1000 to 1022.	1000 to 1022	1000 to 1022	1000 to 1022	1000 to 1022	1000 to 1022	1000 to 1022	1000 to 1002	100 to	1900 to 1902	1800 to 1302	1900 to 1902.	1800 to 1802	1800 to 1902	1809 to 1222	1905   1902   1905   1906   130   1400   1	1909 to 1922	1980   1982   1982   1983   1980

\*Exception: Eng. 2371 not permitted on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

	CONDI	AIR-	CONDI	R- TIONED
CLASS	All-Steel	Steel Under- frame		All-Steel Heating Season
Baggage-60ft	93,070			
66 tt	93,070 127,610 122,620			
-70 ft. -70 ft. (With Auto, End Door)	125,800			
		87,120	·····	
Baggage & Mail—60ft	103,620		T/X	
09 ft	124,760 129,140			
-(Dynamo)  Baggage & Mail-60/t80 ft70 ft.	109 875	103,590		
Express Refr.—N. P. Ry.	100,010	112,640 74,000 78,000		
Passenger  Express Refr.—N. P. Ry  —A. R. E. No. 40-154  — 153-224  — 500-506  — 1101-1175  —P. F. E. 500-799  Express, Horse	•••••	78,000 89,000		••••••
		110,000		
-P. F. E. 500-799		85,000 83,000		
Express, Horse	133,050			
Postal. Postal Storage 40 ft60 ft.	112,120 74,530			
			168,950	168,950
Assembly (ACI) Club. (ACI) Official (NAC)	146,210 170,700	122,300 155,370	168,950 172,200	164,700
Club (ACB) Official (NAC) (ACW)—Cars 107-128 (ACW)—Cars 140-141-90 (Chair—60 ft.	170,700	155,370	182,800	182,800
(ACW)—Cars 140-141-99	100 400		195,040	195,040
-72 ft(ACI)	100,020		165,000	157,800
-72 ft. (ACW)			182,800 195,040 138,000 165,000 158,700 108,900	182,800 195,040 132,000 157,800 158,700 104,500 172,600 173,125 181,600 130,100 151,000 151,000 157,400 163,500 163,500 161,200
-Art(ACS)			181,400	172,600
74 ft(ACI)(ACS)			181,400 180,915 186,000	173,125 181, <b>6</b> 00
Coaches 60ft(ACI)	98,130		136,100 136,100 157,800 151,000 164,500 153,500 163,000 168,500	130,100
701t(ACI)(ACW)	137,640		151,000	151,000
-72 ft(ACI)			164,500	157,400
-73 ft. 6 in(ACW)			163,000	163,000
-73 ft. 6 in(ACI)	120,000	X	168,500	161,200
All-Day Lunch—Chair.	105,970			*********
Cafe-Coach (ACI)	100,070	138,600	155,700	149,000
Cafe-Lounge(ACI)	148,950	161,200	173,500	166,000 156,000
Daylight—(20-car train).			2,163,450	2,163,450
- Chair-Baggage (ACW)			203,000	203,000
-Diner (Triple Unit)(ACW)			121,200	336,200 121,200
-Tavern(ACS)			129,180	129,180
Parlor-Obs. (ACW)			117,350	117,350
Assembly (ACD) Official (NAC) (ACW) Care 107-128 (ACW) Care 140-141-09. Chair 601t. (ACI) -72 ft. (ACI) -72 ft. (ACI) -72 ft. (ACI) -74 ft. (ACS) -74 ft. (ACS)  Coaches 60 ft. (ACI) -70 ft. (ACI) -70 ft. (ACI) -70 ft. (ACI) -72 ft. (ACI) -74 ft. (ACI) -74 ft. (ACI) -74 ft. (ACI) -75 ft. (ACI) -7	127.000	127.000	155,700 173,500 156,000 2,163,450 124,250 203,000 336,200 121,200 129,180 124,000 117,350 2,755,000	149,000* 166,000 156,000 2,163,450 124,250 203,000 336,200 121,200 129,180 124,600 117,350 2,547,000
-Postal (NAC)	132,000	132,000	90k 000	
-Pullmans-Streamline (ACM)			325,000 146,000	325,000 130,000
Diner-70ft	155 330	135,93		
-77 ft. (Arch Roof)(ACI)	155,330 156,000		170,100 162,950	162,700
Diner-70ft.   -72ft.   -72ft.   -72ft.   (ACI)   -77ft.   (Arch Roof).   (ACW).   -77ft.   (Clere Story Roof).   (ACW).   -77ft.   (NAC).   -70ft.   (NAC).   -70ft.   (ACM).   -70ft.   (ACM).   (ACM).   (ACI).   (ACI)		165,58	162,950	162,950 169,450
-77 ft. ( (ACM)	160 100		189,581	173,836
-80 ft. (Clere Story Roof)(ACM)	169,100		201,323	184,700 181,630 160,300
Lounge (Aci)			189,800 167,500 164,980 169,185	181,630
. (ACW)		A	164,980	157,780 161,900
Observation—75ft	154,400		194,543	186,166
*	160,800	141,87 153,00		169,200
- (ACM)	. 160,800	153,00	177,314 192,300	176,300
Lounge(ACM)	171,200		194,900	178,900 179,600
-Bedroom. (ACI)	. 167,600		183,920 195,800	176,000
-Sleeper (ACM)	. 167,600 163,100		191,100	179,800 175,100
(ACI)	. 163,100		180,075	175,100 171,500
(ACI)	. 153,000 153,000		185,200 168,663	169,200 161,400
- Troop Bleeper	76,300			
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" CODE:-NAC-Non-Air Conditioned.

-ACI - Air-Conditioned - Ice System.
-ACM - Air-Conditioned - Mochanical System.
-ACW - Air-Conditioned - Waukesha System.
-ACS - Air-Conditioned - Steam Ejector System.

#### LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
San Francisco	Dr. W. W. Washburn Dr. E. N. Greenwood Dr. R. Emmet Allen	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	Sup. of Surgical Serv., Genl. Hosp. Sup. of Medical Serv., Genl. Hosp. Examiner, 65 Market St.
San Francisco	Dr. S. P. Strange	Dist. Surgeon and Examiner, 3rd an King Sts.
Daly City South San Francisco	Dr. Homer Righetti	District Surgeon.
South San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
South San Francisco	Dr. W. H. Musselman	District Surgeon.
San Bruno	Dr. E. C. Kading	Emergency Surgeon.
Ocean View	Dr. A. L. W. Zillmer	Emergency Surgeon.
Burlingame	Dr. A. L. W. Zillmer	District Surgeon.
San Mateo	Dr. Benjamin H. Page	District Surgeon.
San Mateo	Dr. George W. Sevenman.	Assistant District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
California Ave		
Palo Alto	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. Burt L. Davis, Jr	District Surgeon.
Palo Alto	Dr. Albert D. Storey	District Physician and Surgeon.
Los Altos	Dr. A. H. MacFarlane	District Surgeon.
Sunnyvale	Dr. Howard Diesner	District Surgeon.
Campbell	Dr. W. I. Merrill	District Surgeon
Los Gatos	Dr. William P. Harden	District Surgeon.
Canta Caus	Dr. William R. Harder Dr. Samuel B. Randall	
Santa Cruz	Dr. Samuel B. Randan	District Surgeon.
Santa Crus	Dr. A. H. McFarlane	Assistant District Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
San Jose	Dr. C. M. Burchfiel	District Examiner and Surgeon.
San Jose	Dr. C. Kelly Canelo	District Examiner and Surgeon.
Morganniii	Dr. J. Allison Cary	District Surgeon.
Gilroy	Dr. Elmer J. Chesebro	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Hollister	Dr. E. Nelson Moore	Acting District Surgeon.
Watsonville	Dr. F. H. Koepke Dr. D. S. Woodard	District Surgeon.
Watsonville	Dr. D. S. Woodard	District Examiner and Surgeon.
Watsonville	Dr. L. M. Liles Dr. M. F. Bettencourt	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.
Salinas	Dr. A. J. Trinkle	District Surgeon.
Gonzales	Dr. Gustav Eberhardt	Emergency Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
Ban Miguel	Dr. Edward Blair	District Surgeon.
Pano Robles	Dr. G. L. Sobey	District Surgeon.
Ataseadero	Dr. H. McGarvey	Fire Surgeon.
Banta Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler Dr. J. B. V. Butler Dr. R. T. Treadwell.	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	Omilist and Aurist
Santa Maria	Dr. W. D. Sink	District Surgeon.
Santa Maria	Dr. Geo. B. Kelker Dr. W. D. Sink Dr. W. C. Conser	Assistant District Surgeon.
Santa Maria	Dr. M. E. Mesirow	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. L. E. Heiges, Jr 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		Aurist.
Santa Barbara	Dr. William J. Mellinger. Dr. William H. Johnston.	

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

## DIVISION MILEAGE

DIVISION MILEAGE			
San Francisco 3rd St. to Santa Barbara (S. P. R. R. Co 354	1.70		
San Francisco 3rd St. to Santa Barbara S. P. R. R. Co 354	0.37	365.07	
End Western Division to San Jose	.51	2.22	
End Western Division to Santa Clara S. P. Co S. P. R. R. Co	.24	1.28	
End Western Division to Redwood Junction . C. P. Ry. College Park to San Jose		1.37 1.31	
Total First Main Track		371.25	
Second Main Track			
San Francisco to Santa Barbara S. P. R. R. Co 66 S. P. Co 10	3.86	77.23	
Redwood Jct. to Sweeney		1.32	
Total Second Main Track Total 1st and 2nd Main Track	:::	78.55	449.80
Branches			
San Bruno to Bernal. S. P. R. R. Co	.60	9.81	
	.29	2.89	
California Ave. to Vasona Junction   S. P. R. R. Co 0  S. P. Co 16	.01	16.27	
San Jose to Los Gatos		8.85	
Olympia to Santa Crus		9.14	
Lick to Alamitos. S. P. R. R. Co. Carnadero to Hollister S. P. R. R. Co.		3.83	
Santa Caus to Dovernment		12.82 11.91	
Santa Cruz to Davenport. S. P. R. R. Co	• • •	20.19	
Castroville to Lake Majella S. P. R. Co.	•••	19.60	
Spreckels Junction to Spreckels		2.82	
Watsonville Junction to Santa Cruz.   S. P. R. R. Co.   Castroville to Lake Majella   S. P. R. R. Co.   Spreckels Junction to Spreckels   S. P. R. R. Co.   Surf to White Hills   S. P. R. R. Co.   10   S. P. Co.   3	.35	14.31	
Total Branches	_		130.51
Total All Tracks Coast Division			580.31

#### SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILI IN MIN. SEC.
6	10.00	24	2.30	87	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10 12	5.00	26 27	2.18	89	1.33	52 53	1.09	65 67	0.55
15	4.00	28	2.08	40	1.27	54	1.06	68	0.54
16 17	3.45	28 29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	42 43 44 45	1.23	56	1.04	70	0.51
18	3.20	31	1.50	44	1.21	57	1.03	72	0.50
19	3.09	32 33 34	1.52	45	1.20	58 59	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21 22	2.51	34	1.45	47	1.16	60	1.00		1 49
22	2.43	35	1.42	48 .	1.15	61	0.59	111 000	
23	2.36	36	1.40	49	1.13	62	0.58	11	100

# TERMINAL SUPERINTENDENT

G. E. SKILLICORN......San Francisco

ASST. TERMINAL SUPERINTENDENTS J. G. SELDEN..... San Francisco F. HINCH...... San Francisco

# TERMINAL TRAINMASTERS

C. H. KOONS...... San Francisco S. P. WILLIAMSON ...... San Francisco

#### ROAD FOREMEN OF ENGINES

W. G. FIFIELD San Francisco
M. E. KETCHUM San Luis Obispo

### ENGINEMEN'S INSTRUCTORS

L. G. COVELL...... San Francisco E. P. HONNERT ..... San Luis Obispo

# TRAINMASTERS

W.	D. LAMPRECHT	San Francisco
w.	MACE	
C	H PHELDS	San Luie Objent

#### ASSISTANT TRAINMASTERS

W. H. FERGUSON	Salinas
J. E. SCHWARTZ	San Luis Obispo
T. W. ROBY	San Francisco
M. A. McINTYRE	Salinas
T. W. BERNARD	Surf

## ASSISTANT TRAINMASTER— DIVISION EXAMINER

G. H. MOORE......San Francisco

### CHIEF TRAIN DISPATCHERS

A. S. BI	RAINARD	San Francisco
J. L. EM	MERY	San Luis Obispo

# ASSISTANT CHIEF TRAIN DISPATCHERS

J. W. DELLE	ORF	 Francisco
O. L. SPAULI	DING	 Francisco

D. B. SAUNDERS..... San Francisco C. R. ROBERTS..... San Luis Obispo

T. R. DE STAEL..... San Luis Obispo

B. S. BAUMAN, Assistant Superintendent

