# NORTHWESTERN PACIFIC RAILROAD CO.

# TIME-TABLE INTERURBAN TRAINS



To Take Effect Wednesday, February 1, 1933, at 3:01 AM

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,

President and General Manager

WM. N. NEFF.

General Superintendent

A. Daily   Lv. D	SOUTHERN DIVISION													
Part		Time-Table No.59		-										
State   Stat		February 1, 1933		621										
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	9.20 8.50 8.20 7.50 7.45 7.15 7.12 6.42 6.12 5.53 5.47 5.23 18.8	MANOR WEST END	5.25 5.55 6.25 6.27 6.55 6.57 7.25 7.27 7.27 5.29 5.43 5.59 6.29 6.59 7.29	7.55										
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5.48	5.48     5.43     5.10     4.48     4.10     3.48     3.18     2.48     2.43     2.1       5.50     5.45     5.12     4.50     4.12     3.50     3.20     2.50     2.45     2.45     2.1	5 FAIRFAX MANOR	1.25 1.27 2.25 3.25 4.25 4.55 5.25											
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Lv. Daily	Lv. Daily	Lv. Daily	Lv.Daily	Lv . Daily	Lv. Daily	Lv. Daily	Lv.Daily	Lv. Dail	Lv. Daily	Lv. Sat. and Sun.	v.Daily Ex	Daily Lv. and Sun.	1.10	Lv.Daily Ex. Sat. and Sun.	STATIONS	and Sun.	the second second	100, 100	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
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	10.00		9.15		8.30		7.30		7.00		6.30		6.0	00	BALTIMORE PARK LARKSPUR			6.40		$\frac{7.10}{7.09}$		8.00		8.45		9.30		10.15		
	10.06		9.21		8.36	3	7.36	3	7.06		6.36	3.33	6.0	6.03	ROSS	8.07	 a 20	6 22	7.00	7 03	7.40	7.53	0 27	8.38	0.00	0.03	10.07	10.00	10.50	11 00
10.12 10.17 10.18		9.27 9.32 9.33		8.43 8.48 8.50		7.48	3	7.18	В	6.48 6.50	e	3.43 6	.13 6.1 .18		FAIRFAX	6.02 6.00	6.27	0.33	7.02 6.57 6.55	7.03	7.42 7.37 7.35	7.03	8.37 8.32 8.30		9.22 9.17 9.15	9.23	10.07 10.02 10.00	10.08	10.52 10.47 10.45	11,22 11,17 11,15
10.18	10.15		9.30		8,45 8,48	5	7.45		7.15		3.45 3.48		6.1	5	WEST END B STREET			6.29		6.59 6.56		7.49		8.34 8.31		9.19 9.16		10.04 10.01		
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				halt for-	d Kall and							For a	ddition	al sch	edules see Curre	nt Ste	am T	ime-T	able			No	s. <b>551</b> a	nd <b>555</b> st	op on fla	g at all s	tations,	San Rafae	l-Almont	te.

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	7.0	_	5.5		2.29		10.29	9.29	7.37		6.37	6.07	13.0	BALTIMORE PARK	6.48		7.48	8.18	8.48					_				
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		1.26	11.56	10.41 9. 10.47 10.	56 9.1	1 8.26	7.26 6	56 6.2	6 5.56	5.26	4.56	4.26 3.	26 2.5	6 ALMONTE	3.50		4.45				50 7. 45 7.					0.24 1	1.38 1.0 1.33 1.0	
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											For a	ddition	al sch	edules see Currer	t Stea	m Tin	ie-Tab	le					No.	801 boat	daily.			

4 .

# FERRY SERVICE

Daily I	v. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Sat.	Lv. Daily	Lv, Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Western The Samuel of the Samu	Dist.	Ar. Daily	Ar. Daily	r. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar, Daily	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	r. Daily Ar	r. Daily
M	-				Commence of the last		100			-						SAN FRANCISCO	0.0	AM 7.35	8.35	AM 9.35	AM 10.32	11.32	PM 12.32	PM 1.32	PM 2.32	PM 3.32	PM 4.32	PM 6.02	PM 7.32	PM 8.52	PM 9.37	PM
											11.17					SAUSALITO	6.5	7.00	8.00	9.00	10.00	11.00	12.00	1.00							9.05	
											11.18							6.55			9.55	10.55	11.55	12.55	1.55	2.55	3.55	5.28	6.45	8.15	9.00 1	0.30
		10.00									11.30					BELVEDERE		6.43													8.48 1	
		10.05									11.35 AM			8.35 AM	4	TIBURON	8.7	6.35 AM	7.35 AM	8.35 AM	9.35 AM	10.35 AM	11.35 AM	12.35 PM	1.35 PM	2.35 PM	3.35 PM	5.08 PM	8,25 PM	7.55 PM	8.40 1	O. 10
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## STOPS FOR PASSENGERS

SOUTHWARD—Regular: B Street, West End, San Anselmo, Larkspur, Corte Madera.

Flag: Highland, Escalle (Baltimore Park when Detour trains not running), Alto, Pine.

To let off Passengers: Almonte (Baltimore Park when Detour trains are running.)

NOTE—Passengers for Bolinas Avenue, Ross and Kentfield, boarding trains San Rafael to Highland inclusive, will transfer to Manor trains at San Anselmo.

NORTHWARD—Regular: Corte Madera, Larkspur, Kentfield, San Anselmo, West End, B. Street (Baltimore Park when Detour trains not running.)

SAN RAFAEL

TRAINS

Flag: Alto, Chapman, Escalle, Highland.

To pick up Passengers: Pine Trains 504, 534, Almonte (Baltimore Park when Detour trains are running.)

To let off Passengers boarding train Almonte and north: Baltimore Park, Ross, Bolinas Avenue.

NOTE—Regular and flag stops in both directions, Almonte to San Anselmo, when Manor trains not running.

SOUTHWARD—Regular: All stations Manor to Kentfield inclusive.

Flag: Chapman.

To let off Passengers: Escalle, Larkspur, Baltimore Park, Corte Madera, Alto, Almonte.

MILL

TRAINS

NORTHWARD—Regular: All stations Ross to Manor (Except train 612 flag all stations.)

Regular: Baltimore Park.

MANOR TRAINS

SAN RAFAEL VIA

Flag: California Park, Green Brae. (Manzanita trains 901, 903, 905, 907.)

DETOUR TRAINS

To let off Passengers from Southward trains: Boarding train south of San
Rafael, Alto, Almonte.

SOUTHWARD-Regular: Locust Avenue, Park Avenue.

Flag: High School, Almonte, Waldo. (Manzanita, except trains 805, 807, 809, 811, daily except Sunday.)

To let off Passengers: Pine (Manzanita trains 805, 807, 809, 811, daily except Sunday.)

NORTHWARD-Regular: Locust Avenue, Park Avenue.

Flag: Pine, Waldo, Manzanita, Almonte, High School.

### LOCATION OF ADDITIONAL STATIONS

SAUSALITO TO SAN RAFAEL	ALMONTE TO MILL VALLEY	BALTIMORE PARK TO MANOR	SAN ANSELMO TO SAN RAFAEL
PINE MP 7.7. Flag Stop. WALDO MP 8.4. Flag Stop. MANZANITA MP 9.2. Flag Stop. ALTO MP 11.0. Flag Stop. CHAPMAN MP 12.3. Flag Stop. GREEN BRAE MP 14.9. Flag Stop.	HIGH SCHOOL MP 10.3. Flag Stop. LOCUST AVE MP 10.9. Regular Stop. PARK AVE MP 11.2. Regular Stop.	ESCALLE MP 14.0. Flag Stop. BOLINAS AVE MP 16.2. Regular Stop. YOLANDA MP 17.2. Regular Stop. LANSDALE MP 17.6. Regular Stop. PASTORI MP 17.9. Regular Stop.	HIGHLAND MP 17.2. Flag Stop.

### ROSTER OF RUNS FOR TRAINMEN

Where Tie-up is shown at San Rafael, equipment will be tied up at B Street.

	Daily E	xcept Saturday,	, Sunday and Holida	ıys.			801	Satu	rday.	
Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number	Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below
1	San Rafael	7.40 a.m. 12.18 p.m.	Sausalito San Rafael	7.58 a.m. 7.07 p.m.	Tie-up Tie-up	1 2007 20	San Rafael	7.40 a.m. 12.48 p.m.	Sausalito San Rafael	9.25 a.m. 2.50 p.m.
DE EL	(San Rafael	5.55 a.m.	San Rafael	9.50 a.m.	Tie-up	Letor	Sausalito	5.48 p.m.	San Rafael	7.07 p.m.
2	San Rafael	2.25 p.m. 5.18 p.m.	Sausalito San Rafael	4.25 p.m. 5.50 p.m.	Tie-up Tie-up	2	San Rafael	5.55 a.m. 1.48 p.m.	San Rafael San Anselmo	9.50 a.m. 4.32 p.m.
3	San Rafael San Rafael Sausalito	6.40 a.m. 12.25 p.m. 5.18 p.m.	Sausalito San Rafael San Rafael	8.25 a.m. 1.50 p.m. 6.37 p.m.	10 2 Tie-up	3	San Rafael Sausalito San Rafael	6.40 a.m. 1.18 p.m. 4.25 p.m.	Sausalito San Rafael San Rafael	9.55 a.m. 2.37 p.m. 5.50 p.m.
4	San Rafael San Anselmo Sausalito	6.55 a.m. 12.43 p.m.	Sausalito San Anselmo	8.28 a.m. 5.02 p.m.	Tie-up	4	San Rafael	6.55 a.m. 10.18 a.m.	Sausalito San Rafael	8.28 a.m. 2.20 p.m.
5	San Rafael	5.48 p.m. 5.25 a.m.	San Anselmo	6.32 p.m. 11.50 a.m.	Tie-up	5	Sausalito	5.18 p.m. 5.25 a.m.	San Rafael	6.37 p.m. 7.55 a.m.
6	San Rafael	5.25 p.m.	Sausalito	5.55 p.m.	14		Sausalito	9.48 a.m.	San Rafael	1.50 p.m.
	San Rafael	6.48 p.m. 11.15 p.m.	San Rafael	10.20 p.m. 1.50 a.m.	Tie-up Tie-up	6	San Rafael	5.25 p.m. 9.03 p.m.	Sausalito	7.25 p.m. 1.50 a.m.
7	Sausalito	5.48 p.m.	San Rafael	11.05 p.m.	6	7	San Rafael	2.25 p.m. 6.48 p.m.	Sausalito San Rafael	4.25 p.m. 10.20 p.m.
9	B Street	5.10 a.m. 6.57 a.m.	San Anselmo	12.32 p.m. 7.25 a.m.	4 Tie-up	8	Sausalito	2.48 p.m.	Sausalito	9.00 p.m.
10	Sausalito San Rafael	8.48 a.m. 4.25 p.m.	Sausalito Manor	9.55 a.m. 5.45 p.m.	11 Tie-up	9	B Street	5.10 a.m. 1.18 p.m.	San Anselmo Manor	10.32 a.m. 1.45 p.m.
11	Sausalito Sausalito Mill Valley	6.45 a.m. 10.18 a.m. 4.15 p.m.	Sausalito Sausalito Sausalito	7.55 a.m. 11.55 a.m. 7.26 p.m.	Tie-up 1 Tie-up	10	Manor San Anselmo	6.57 a.m. 10.43 a.m.	Sausalito Manor	7.25 a.m. 2.45 p.m.
12	Mill Valley	5.45 p.m.	Mill Valley	1.32 a.m.	Tie-up	11	Sausalito	6.45 a.m. 12.48 p.m.	Sausalito Mill Valley	7.55 a.m. 3.02 p.m.
13	San Anselmo	5.05 p.m. 6.18 p.m.	San Anselmo B Street	5.32 p.m. 1.59 a.m.	Tie-up Tie-up	12	Mill Valley	4.15 p.m. 5.45 p.m.	Sausalito Mill Valley	7.26 p.m. 1.32 a.m.
14	Sausalito Mill Valley	7.18 a.m. 1.45 p.m.	Mill Valley Mill Valley	10.32 a.m. 5.32 p.m.	15 12	13	San Anselmo	4.43 p.m.	B Street	1.59 a.m.
15	Mill Valley	6.18 p.m. 5.45 a.m.	Sausalito	7.25 p.m.	Tie-up	14	Sausalito Mill Valley	7.18 a.m. 1.45 p.m.	Mill Valley Mill Valley	10.32 a.m. 5.32 p.m.
10	Mili valley	0.40 a.m.	Mill Valley	1.32 p.m.	14	15	Mill Valley	5.45 a.m.	Mill Valley	1.32 p.m.

Crews run: 1, 2, 3, 4, 5 and repeat. Crews run: 6, 7 and repeat. Runs 9, 10, 11, 12, 13, 14, 15, assigned. Run 8 extra crew.

Sunday and Holidays.\*

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Relieved by Run Number	Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
5 Tie-up Tie-up	1	San Rafael	8.40 a.m. 4.40 p.m.	San Rafael San Rafael	10.37 a.m. 6.37 p.m.	Tie-up Tie-up
Tie-up	2	San Rafael	5.55 a.m. 10.25 a.m.	San Rafael San Rafael	9.50 a.m. 11.50 a.m.	Tie-up
4 Tie-up	3	San Rafael	7.25 a.m. 12.25 p.m.	San Rafael San Rafael	10.20 a.m. 3.50 p.m.	2 6
Tie-up	4	San Rafael San Rafael	1.25 p.m. 5.25 p.m.	San Rafael Sausalito	4.50 p.m. 7.25 p.m.	7 Tie-up
Tie-up 7 Tie-up	5	San Rafael	6.25 a.m.	San Rafael	1.20 p.m.	4
1 Tie-up	6	San Rafael Sausalito San Rafael	3.55 p.m. 6.48 p.m. 11.15 p.m.	Sausalito San Rafael San Rafael	4.25 p.m. 10.20 p.m. 1.50 a.m.	Tie-up Tie-up Tie-up
Tie-up Tie-up	7	San Rafael	4.55 p.m.	San Rafael	11.05 p.m.	6
Tie-up Tie-up	10	B Street	5.40 a.m. 12.43 p.m.	San Anselmo	12.32 p.m. 8.37 p.m.	10
6	12	Mill Valley	5.45 p.m.	Mill Valley	1.32 a.m.	Tie-up
10 Tie-up	13	San Rafael   San Anselmo	4.25 p.m. 8.43 p.m.	San Rafael B Street	5.50 p.m. 1.59 a.m.	Tie-up Tie-up
Tie-up Tie-up	14	Mill Valley Mill Valley Mill Valley	7.15 a.m. 10.45 a.m. 4.15 p.m.	Mill Valley Mill Valley Sausalito	10.02 a.m. 1.32 p.m. 7.26 p.m.	Tie-up 15 Tie-up
Tie-up Tie-up Tie-up	15	Mill Valley	6.15 a.m. 1.45 p.m.	Mill Valley Mill Valley	10.32 a.m. 5.32 p.m.	14 12

Crews run: 1, 2, 3, 4, 5 and repeat. Crews run: 6, 7 and repeat. Runs 9, 10, 12, 13, 14, 15, assigned.

### \*HOLIDAYS

Memorial Day, Independence Day, Labor Day. When Holiday falls on Sunday, following Monday is recognized as the Holiday.

### HOSDITAL DEDARTMENT

Crews run: 1, 2, 3, 4, 5 and repeat. Crews run: 6, 7 and repeat. Runs 9, 10, 11, 12, 13, 14, 15 assigned.

HOSPITAL DEPARTMENT										
NAME	Location									
Dr. W. B. Coffey, Chief Surgeon and Manage	S. P. Bldg., 65 Market St., San Francisco. [512 Medical Bldg., 909 Hyde St.									
Dr. O. E. Eklund, Division Surgeon	San Francisco. (Phone Graystone 0274)									
Dr. O. D. Hamlin, Emergency Surgeon Dr. L. Michael, Emergency Surgeon	. Oakland.									
Dr. C. W. Clark, District Surgeon Dr. O. W. Jones, Emergency Surgeon	. Tiburon and San Anselmo.									
Dr. C. F. Larson, District Surgeon Dr. R. R. Robertson, Associate Dist. Surg.	. Sausalito.									
Dr. J. J. Spottiswood, Emergency Surgeon. Dr. G. M. Landrock, Emergency Surgeon.	. Mill Valley.									
Dr. J. H. Kuser, District Surgeon	. San Rafael.									
Dr. Harry O. Hund, Emergency Surgeon Dr. L. L. Stanley, Emergency Surgeon	. San Rafael.									

HOSPITALS: Southern Pacific General Hospital...Baker and Fell Streets,
San Francisco. Phone FI llmore 8781.
Emergency Hospital.....San Rafael.

NOTE:—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 District Surgeon.

### PREPARATORY AND TIE-UP TIME TRAIN AND ENGINEMEN

Tie-up

Tie-up

12

Deres de la comp	Between B ST. and	SAN RAFAEL	Between B ST. and	MANOR	SAUSALITO	MILL V	ALLEY	ALL OTHER
GRUFFATE	SAN RAFAEL		MANOR	22221021	DISCONDE	Main Track	Track 1	POINTS
Preparatory	15"	5"	10"	10"	5"	5"	5"	See Note
Tie-up	10"	5.4	5"	5"	5"	5"	10"	See Note
		and the same of th			personal designation of the second			

NOTE:—At all other points where Crews relieve one another, equipment being ready and waiting and no switching required, no pre-paratory or tie-up time allowed. Swing Brakemen will be allowed five minutes preparatory and five minutes tie-up time at commencement and end of their runs.

### TIME INSPECTORS

NAME	Location
S. A. Pope, Manager Time Service	65 Market St., San Francisco. 210 Phelan Bldg., San Francisco. Sausalito. San Rafael.

# SPECIAL INSTRUCTIONS

When the route "Via Cut Off" appears in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

Trains register at Sausalito. Standard clocks at Sausalito and San Rafael.

Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).

Movement of trains over single track between Almonte and Mill Valley is governed by automatic block signals. Trains finding such signals at "proceed" may proceed, irrespective of time-table superiority. In case of heavy storms, fogs, or other cause rendering view obscure, trains must proceed with caution

Trains may move between Sausalito and San Rafael, via Detour and via San Anselmo and between San Anselmo and Manor with the current of traffic irrespective of timetable superiority. Freight trains must not delay passenger trains.

Trains moving with the current of traffic may run extra or work extra without train-order authority except when a train order Form D-S is in effect, but must obtain a clearance before commencement of trip if at an open train-order office.

The movement of interurban trains must be given preference over other trains. Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flag.

Except in foggy weather, markers will not be displayed by electric trains by day. Southward trains having connections with bus or steam train at Manor, will wait five minutes for such connections when necessary.

When trains are being delayed, for any reason, conductors must immediately notify dispatcher so that arrangements may be made with other trains to pick up passengers. Electric trains with dead time at San Rafael must clear station while steam trains are making station stop, except when by so doing, departure of electric trains will be delayed.

When necessary to cut off or restore current in power rail, notify Alto Substation. Alto Substation may be called on Company telephone or P. T. & T. telephone Mill Valley 1.

### INTERLOCKING

Location. Sausalito, Almonte, Baltimore Park, San Rafael, San Anselmo.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

Whistle signals; diverging route; one short, one long, one short (o - o).

When whistle on tower is sounded all engines and trains moving with district controlled by tower must stop and get proper signal from towerman before proceeding.

### SAUSALITO

Limits. South; indicated by signs on signals. North; northward main track, Signal 56, 230 feet north of freight house; southward main track, Signal 47, opposite freight house; Drill track, Signal 48, opposite freight house; limits also indicated by signs on signals.

No operator on duty: 1:25 A. M. to 5:50 A. M., daily except Sunday.
1:25 A. M. to 6:15 A. M., Sunday.
Switches will be lined track 8 to southward main track, Rule 663 will govern

movements through interlocking.

Trains will leave in following order: San Rafael via Detour, Manor, San Rafael via San Anselmo, Mill Valley.

Engineers, after receiving proceed signal from conductor must not start train until interlocking signal governing movement is at PROCEED.

If train is unable to proceed, engineman will give one short, one long, one short and one long sound of the whistle thus: (o ---- o ----) to indicate to towerman that he cannot accept signal.

### ALMONTE

No operator on duty: 1:35 A. M. to 5:45 A. M., daily except Sunday. 1:35 A. M. to 6:15 A. M., Sunday.

Switches will be lined for Sausalito-Baltimore Park route, Rule 663 will govern movements through interlocking.

### BALTIMORE PARK

No operator on duty: Midnight to 6:00 A. M. \ Daily, except Saturday 10:00 P. M. to Midnight and Sunday. Midnight to 6:00 A. M. 10:00 P. M. to Midnight) Saturday.

Midnight to 6:30 A. M. 10:30 P. M. to Midnight Sunday.

Switches will be lined and locked for Sausalito-San Anselmo route, and when signals for Sausalito-San Anselmo route are at STOP, trains will be governed by Rule 663. No train movements can be made to or from Cut Off when operator is not on duty.

### SAN ANSELMO

No operator on duty: 2:15 A. M. to 5:00 A. M., daily except Sunday. 2:15 A. M. to 5:30 A. M., Sunday.

Switches will be lined for San Anselmo-San Rafael route, Rule 663 will govern movements through interlocking.

Yellow light indications on masts of interlocking signals govern movements of southward trains from San Rafael and from Manor routes, when southward main track is occupied or obstructed within interlocking limits. On display of this indication train and engine movements over this section of track must be made with caution.

LIMITS OF DOUBLE TRACK

Sausalito-MP 11.56, 686 feet south of South Portal Tunnel No. 1 MP 12.11, North Portal Tunnel No. 1-San Rafael via Detour. Baltimore Park-Manor San Anselmo-San Rafael.

LIMITS OF AUTOMATIC BLOCK SYSTEM

Sausalito-San Rafael via Detour Almonte-Mill Valley Baltimore Park-Manor San Anselmo-San Rafael.

LOCATION OF DASHPOT SPRING SWITCHES

Mill Valley. Main track-Track No. 1. Tunnel No. 1. End of double track at each end of tunnel. Detour. Northward main track-Tiburon main track. San Rafael. End of double track at Mission Street.

Manor. Both ends of Crossover "A." Light Signal, indicating position of switch for facing point movements, is located in advance of switch. Signal at Mission Street is 115 feet distant from switch; signals at other points are from 25 feet to 55 feet from switch.

YARD LIMITS

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; B Street, San Rafael. California Park, one yard.

TUNNEL No. 1, M. P. 11.9

Movement of trains on single track will be irrespective of time table superiority and governed by automatic block signals as follows:

South End: Signal 116, normal position STOP. There is a preliminary beginning

North End: Signal 121, normal position STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals with caution. In case of stop, having waited five minutes, should signal not change to PRO-CEED, or should it not change to STOP as train strikes insulated joints at signal, and a train cannot be seen or heard within the limits of the block, train may proceed

with caution and under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train. On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at PROCEED, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from PROCEED to STOP as train strikes insulated joints at signal. Should engineer not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joints at signal; and must advise engineer of such observation.

Circuit breakers are located at north and south portal of tunnel. In case of accident or other emergency requiring shutting off of current in power rail in tunnel section, circuit breakers can be operated by any one of eight push buttons located at lights placed at a lower elevation than other lights on east side of tunnel.

Pressing one of these buttons when lights are burning will open both circuit

When lights are not burning, current can be shut off only by tripping breakers at

both portals by hand. I'o restore current, both circuit breakers must be closed by hand.

Northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel.

### SPEED RESTRICTIONS Trains must not exceed the following maximum speeds (shown in miles per hour)

BETWEEN	Passenger	Freigh
Sausalito and San Rafael via Detour	50	30
Almonte and Mill Valley		25
Baltimore Park and San Rafael via San Anselmo	50	30
San Anselmo and Manor		30
except that maximum speeds shown below must not be exceeded	2 200	- 5.9

PAGE	BETWEEN	Passenger	Freight
2-3-4	Through Tunnel No. 1, M. P. 11.9	35	25
2-3-4	Corte Madera, road crossing north of station platforms	20	20
	Baltimore Park, interlocking switches		12
2-3	Larkspur, road crossing north of station platforms	20	20
2-3	Kentfield, road crossing south of station platforms	20	20
	Ross, road crossing north of station platforms		10
2-3-4	San Rafael within city limits	10	10

The speeds shown are maximum speeds allowed on straight track. Good judgment and care must be used on sharp curves and trains must be moved at lower speeds as may be necessary.

Trains must not exceed 10 miles per hour through Crossovers and Turnouts.

TRACKMAN'S CALL

Four long, followed by four short blasts of whistle (———— o o o o) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

LOCATION OF TELEPHONES Highland Sausalito \*Corte Madera Lansdale \*West End Waldo Baltimore Park Fairfax B Street Almonte Larkspur Manor Alto Substation Kentfield \*High School San Rafael South Porta! \*Locust Avenue California Park Ross \*Bolinas Avenue Mill Valley North Portal Detour San Anselmo

\*P. T. & T. telephone. SAUSALITO

When necessary, current can be cut off power rail south of freight house by notifying operator in tower, or by operating either of two push buttons located on posts (identified by black band painted thereon) between Tracks 5 and 6.

When power has been cut off by operation of push button operator in tower must

be promptly notified.

SAN ANSELMO

When wye or freight house switch on northward main track, Manor Line, at San Anselmo is thrown for siding, wigwag signal at Madrone Avenue, second crossing north of station, will not operate.

If an engine or train is moving northward on northward track, neither switch must be thrown for siding until such engine or train has passed Madrone Avenue.

MANOR

Northward track between Signal B-186 and north switch is known as Track No. 1. Southward track between Signal B-186 and north switch is known as Track No. 2.

Southward track between Signal B-180 and north switch is known as Track No. 2.

First crossover south of Signal B-187 is known as Crossover "A."

Second crossover south of Signal B-187 is known as Crossover "B."

Signal B-186 located on northward track 2500 feet north of Signal B-182 governs northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and

Signal B-187 located 400 feet south of Station on Track No. 2, governs southward train movements on Tracks 1 and 2 and through Crossover "A" and "B" to Signal

Trains must approach these signals with caution. If signal at stop, trains may proceed with caution and under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch must be made with caution.

Normal position of switches, Crossover "A." South switch for crossover North switch for Track No. 2. Normal position of switches, Crossover "B." South switch for Track No. 2.

North switch for Track No. 1.

Electric trains will use Track No. 2 making station stop.

Northward steam trains will use Track No. 1.

Southward steam trains will use Track No. 1 to north switch Crossover "B." SAN RAFAEL

Double track extends to Mission street. Normal position of switch is for southward track.

Wigwag signals at the following street crossings are controlled and operated by towerman in Tower No. 5.

Irwin Street, at south end of freight house

Toll Road, second crossing south of passenger depot. Third Street, first crossing south of passenger depot. Mission Street, third crossing north of passenger depot.

No train or engine movements must be made upon or over any of these crossings when wigwag signal is not in operation, except when movement is preceded by a

Conductors must announce in waiting room departure of their trains at least one minute before leaving.

Push button on east side of Express Company's building will operate annunciator in Tower No. 5. Conductors of southward electric trains must press button not less than 15 seconds or more than 20 seconds prior to departure.

DETOUR

Train movements Tiburon route to northward main track are governed by automatic block signal located 300 feet south of junction switch. Trains must approach signal with caution.

Southward trains desiring to use crossover must stop before reaching signal No. 143. When north switch is lined for crossover, the upper arm of signal No. 143 should indicate STOP. When both switches are lined for crossover, lower arm of signal No. 143 should indicate PROCEED. If both switches are lined for crossover and lower arm of signal No. 143 does not indicate PROCEED, train must wait not less than five minutes and may then proceed under protection of flag.

Normal position junction switch is for northward main track.

J. L. HALEY,

Trainmaster.

R. D. SHUGRUE,

Chief Train Dispatcher.

