

SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM.)

104
TIME TABLE
FOR THE
COAST DIVISION
To Take Effect Sunday, October 1, 1916, at 12:01 A. M.
PACIFIC STANDARD TIME (120th MERIDIAN)



RECEIVED
SEP 25 1916

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

FIRST CLASS

Table with columns for station names (50, 48, 46, 44, 70, 74, 86, 30, 510, 28, 62, 40, 38, 24, 84, 78, 36, 32, 508, 34) and rows for departure times and arrival times. Includes notes like 'Via Los Altos' and 'Via Newark'.

Time Table No. 104

October 1, 1916

STATIONS

Vertical list of stations with distances from San Francisco: DNR SAN FRANCISCO, 28D STREET, ARMY STREET, 14TH AVENUE, BAY SHORE, VISITACION, SO. S. FRANCISCO, TANFORAN WYE, SAN BRUNO (Spur), LOMITA PARK, AQUA (Spur), MILLBRAE, EASTON (Spur), BURLINGAME (Spur), HOWEST (Spur), SAN MATEO, LESLIE (Spur), ROMAC (Spur), BERESFORD, BELMONT (Spur), PUMORK (Spur), SAN CARLOS, DNR REDWOOD CITY, ATHERTON, MENLO PARK (Spur), PALO ALTO (Spur), MAYFIELD, CASTRO, MOUNTAIN VIEW, SUNNYVALE (Spur), LAWRENCE, SANTA CLARA, COLLEGE PARK, S. P. C. Crossing, DNR SAN JOSE.

Automatic Block

Double Track

Summary table with columns for arrival times and average speeds per hour for various stations.

On single track westward trains are superior to trains of the same class in the opposite direction. NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS. Nos. 34 and 38 stop on signal at Visitation Sunday. No. 24 stop at South San Francisco Sunday. No. 40 stop on signal at Castro Sunday. No. 62 stop on signal at Bay Shore and Visitation Sunday. No. 28 stop on signal at San Mateo to receive passengers for points east of San Jose. No. 30 stop on signal at Lomita Park, Saturday.

October 1,

STATION

Vertical list of stations with distances from San Francisco: DNR SAN FRANCISCO, 28D STREET, ARMY STREET, 14TH AVENUE, BAY SHORE, VISITACION, SO. S. FRANCISCO, TANFORAN WYE, SAN BRUNO (Spur), LOMITA PARK, AQUA (Spur), MILLBRAE, EASTON (Spur), BURLINGAME (Spur), HOWEST (Spur), SAN MATEO, LESLIE (Spur), ROMAC (Spur), BERESFORD, BELMONT (Spur), PUMORK (Spur), SAN CARLOS, DNR REDWOOD CITY, ATHERTON, MENLO PARK (Spur), PALO ALTO (Spur), MAYFIELD, CASTRO, MOUNTAIN VIEW, SUNNYVALE (Spur), LAWRENCE, SANTA CLARA, COLLEGE PARK, S. P. C. Crossing, DNR SAN JOSE.

Time over District. Average speed per hour.

On

ADDITIONAL

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward. 3

ime Table No. 104

Time Table No. 104

October 1, 1916

October 1, 1916

STATIONS	
R	SAN FRANCISCO
1.9	23D STREET
0.3	ARMY STREET
0.9	14TH AVENUE
2.1	BAY SHORE
1.3	VISITACION
2.8	SO. S. FRANCISCO
1.1	TANFORAN WYE
0.6	SAN BRUNO (Spur)
1.1	LOMITA PARK
0.8	AQUA (Spur)
1.4	MILLBRAE
1.2	EASTON (Spur)
0.5	BURLINGAME (Spur)
1.1	HOWEST (Spur)
1.0	SAN MATEO
0.8	LESLIE (Spur)
0.6	ROMAC (Spur)
1.6	BERESFORD
0.8	BELMONT (Spur)
0.5	PUMORK (Spur)
2.2	SAN CARLOS
2.4	REDWOOD CITY
1.1	ATHERTON
1.2	MENLO PARK (Spur)
1.7	PALO ALTO (Spur)
3.0	MAYFIELD
1.3	CASTRO
2.7	MOUNTAIN VIEW
2.0	SUNNYVALE (Spur)
3.5	LAWRENCE
1.4	SANTA CLARA
0.1	COLLEGE PARK
1.1	S. P. C. Crossing
1.1	NRP SAN JOSE

STATIONS	
DNR	SAN FRANCISCO
1.9	23D STREET
0.3	ARMY STREET
2.1	14TH AVENUE
1.3	BAY SHORE
2.8	VISITACION
1.1	SO. S. FRANCISCO
0.6	TANFORAN WYE
R	SAN BRUNO
1.1	LOMITA PARK
0.8	AQUA (Spur)
1.4	MILLBRAE
1.2	EASTON (Spur)
0.5	BURLINGAME (Spur)
1.1	HOWEST (Spur)
1.0	SAN MATEO
0.8	LESLIE (Spur)
0.6	ROMAC (Spur)
1.6	BERESFORD
0.8	BELMONT (Spur)
0.5	PUMORK (Spur)
2.2	SAN CARLOS
2.4	REDWOOD CITY
1.1	ATHERTON
1.2	MENLO PARK
1.7	PALO ALTO (Spur)
R	MAYFIELD
1.3	CASTRO
2.7	MOUNTAIN VIEW
2.0	SUNNYVALE (Spur)
3.5	LAWRENCE
1.4	SANTA CLARA
R	COLLEGE PARK
1.1	S. P. C. Crossing
DNR	SAN JOSE

Distance from San Jose	STATIONS	FIRST CLASS																			
		33	35	57	37	39	41	43	45	17	29	75	69	47	187	61	27	49	23	83	53
		San Francisco Passenger Arrive Daily EX. SUNDAY	San Francisco Passenger Arrive Daily	San Francisco Passenger Arrive Daily EX. SUNDAY	San Francisco Passenger Arrive Daily	San Francisco Passenger Arrive Daily EX. SUNDAY	San Francisco Passenger Arrive Daily EX. SUNDAY	San Francisco Passenger Arrive Daily	San Francisco Passenger Arrive Daily EX. SUNDAY	Seashore Express Arrive Daily	San Francisco Passenger Arrive Daily	The Lark Arrive Daily	San Francisco Limited Arrive Daily EX. SUNDAY	San Francisco Passenger Arrive Daily	Niles Passenger Arrive Daily	San Francisco Passenger Arrive Daily	Del Monte Express Arrive Daily	San Francisco Passenger Arrive Daily	San Francisco Passenger Arrive Daily	San Francisco Passenger Arrive Daily	San Francisco Passenger Arrive Daily
46.9		6.25AM		7.25AM	7.35AM	8.00AM	8.20AM	8.40AM	9.00AM		9.40AM	9.45AM	9.50AM	10.10AM		11.45AM	12.30PM	2.00PM	4.00PM	5.30PM	5.50PM
45.0	s																				
44.7	s	6.10	Via Ocean View	7.08	7.20	7.49	8.08	8.29	8.48		9.29	9.34	9.39	9.59		11.34	12.18	1.49	3.48	5.19	f 5.38
43.8	s																				
41.7	s																				
40.4	s																				
37.6	s	6.03		7.01	7.14	7.42	8.02	8.24	8.43		9.23	9.28	9.34	s 9.53		s 11.28	12.13	s 1.42	s 3.42	s 5.14	s 5.32
36.5	s																				
35.9	s	5.58	6.45AM	6.54	7.11	7.38	7.59	8.21	8.39		9.19	9.24	9.31	9.50		s 11.22	12.10	s 1.37	3.38	5.10	s 5.29
34.8	f																				
34.0	f																				
33.2	s	5.53	f 6.35	s 6.48	7.07	s 7.30	f 7.55	8.17	8.34		s 9.15	9.20	9.27	9.46		f 11.15	12.05PM	f 1.31	3.33	5.06	f 5.24
31.8	f																				
30.6	s	5.48	s 6.28	s 6.41	7.01	s 7.24	s 7.49	s 8.12	s 8.28		s 9.08					s 11.09		s 1.25	s 3.29	s 5.02	s 5.17
30.1	s																				
29.0	s	5.43	s 6.23	s 6.37	6.55	s 7.20	s 7.44	s 8.07	s 8.24		s 9.03	9.12	9.21	s 9.36		s 11.04	s 11.57AM	s 1.21	s 3.25	s 4.58	s 5.12
28.0	s																				
27.2	s																				
26.6	f																				
25.0	s	5.36	f 6.11		s 6.47	f	s 7.36		s 8.17		s 8.52					f 10.54		s 1.12	f		s 5.03
24.2	s																				
23.7	f	5.33	s 6.08	6.28	f 6.44	f 7.09	s 7.33	7.58	f 8.14		f 8.48	9.02	9.14	9.28		f 10.51	11.48	f 1.09	3.16	4.49	f 5.00
21.5	s	5.29	s 6.03	s 6.24	s 6.39	s 7.05	s 7.28	s 7.54	s 8.10		s 8.45	8.58	9.11	s 9.24		s 10.46	s 11.44	s 1.05	s 3.12	s 4.45	s 4.55
19.1	f	5.24	5.58	f 6.19	6.34	7.01	s 7.23	s 7.49	f 8.05		f 8.39	8.54	9.08	f 9.19		f 10.41	11.39	f 1.00	3.07	4.38	f 4.48
18.0	s																				
16.8	s	5.18	s 5.50	s 6.15	s 6.29	s 6.56	s 7.17	s 7.43	s 7.58		s 8.35			s 9.13		s 10.33	s 11.35	s 12.54	s 3.01	s 4.35	s 4.40
15.1	f	5.15	f 5.45	s 6.11	6.26	s 6.52	s 7.13	s 7.39	s 7.54		s 8.30	8.47	9.03AM	f 9.10		s 10.28	11.32	12.50PM	2.57	4.30PM	s 4.35
12.1	s																				
10.8	s	5.09	s 5.38	s 6.04	s 6.20	s 6.45	s 7.05	s 7.31	s 7.48	Via Newark	s 8.24	8.42	Via Los Altos	f 9.04	Via Newark	s 10.19	11.26	s 2.51			s 4.27
8.1	s	5.05	s 5.29		s 6.15	s 6.40	s 7.00		s 7.44		s 8.18			f		s 10.13	f				s 4.22
6.1	f	5.02	f 5.25	5.57	f 6.12	6.37	f 6.56	7.25	7.41		f 8.13	8.35		8.58		f 10.08	11.16		2.43		f 4.17
2.6	s	4.56	s 5.17	s 5.51	s 6.06	s 6.31	s 6.50	7.20	s 7.36		s 8.07	8.30		s 8.53		s 10.03	s 11.10		s 2.37		s 4.12
1.2	f										f 8.00AM	f									f
1.1	s																				
0.0		4.50AM	5.10AM	5.45AM	6.00AM	6.25AM	6.45AM	7.15AM	7.30AM	7.55AM	8.00AM	8.25AM		8.47AM	8.50AM	9.55AM	11.04AM		2.30PM		4.05PM

	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)	(46.9)
Time over District.....	(1.35)	(1.35)	(1.40)	(1.35)	(1.35)	(1.35)	(1.25)	(1.30)	(0.05)	(1.40)	(1.20)	(0.47)	(1.23)	(0.05)	(1.50)	(1.26)	(1.10)	(1.30)	(1.00)	(1.45)		
Average speed per hour.....	29.62	22.61	28.14	29.62	29.62	29.62	33.10	31.26	14.40	28.14	35.17	40.60	33.90	14.40	25.35	32.72	27.25	31.26	31.80	26.80		

On single track westward trains are superior to trains of the same class in the opposite direction.

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

ADDITIONAL STOPS. { No. 37 stop on signal at San Bruno Sunday.
No. 37 stop at 23d Street to discharge passengers.
No. 37 stop at 14th Avenue Sunday to discharge passengers.
Nos. 43 and 29 Sunday stop on signal at stations not indicated as regular stops.

ADDITIONAL STOPS. { No. 27 stop on signal at Lawrence and Mountain View to receive funeral parties only.
No. 69 stop at San Bruno to discharge funeral parties only.
No. 75 stop at any station west of San Jose to discharge passengers from Santa Barbara or east thereof.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS					FIRST CLASS											Distance from San Francisco
	254	242	802	302	244	60	64	18	58	76	56	54	68	52	506		
	Ogden and Portland Manifest	Fresno Mdse. Freight	Way Freight	Way Freight	Manifest Freight	San Jose Passenger	San Jose Passenger	Seashore Express	San Jose Passenger	The Lark	San Jose Passenger	San Jose Passenger	Mayfield Passenger	San Jose Passenger	San Jose Passenger (Via Oakland)		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave Daily EX. SATURDAY AND SUNDAY	Leave Daily	Leave Daily		
	10.05PM	6.50PM		12.15AM	12.05AM											0.0	
																1.9	
																2.2	
																3.1	
Yard																5.2	
																6.5	
Yard																9.3	
Y																10.4	
P																11.0	
																12.1	
																12.9	
52																13.7	
																15.1	
40																16.3	
																16.8	
99 W																17.9	
																18.9	
																19.7	
																20.3	
																21.9	
																22.7	
64																23.2	
158 Y	12.05AM	8.20PM														25.4	
56																27.8	
																28.9	
P																30.1	
31 WY																31.8	
																34.8	
55																36.1	
P	Via Dumbarton	Via Dumbarton	Via Newark													38.8	
54																40.8	
Yard																44.3	
I				2.10PM												45.7	
Yard ITWF				2.20PM	8.15AM	2.05AM										45.8	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily EX. SATURDAY AND SUNDAY	Arrive Daily	Arrive Daily	46.9	

Time Table No. 10
October 1, 1916

STATIONS

DNR SAN FRANCISCO
1.9
23D STREET 0.3
ARMY STREET 0.9
14TH AVENUE 2.1
BAY SHORE 1.3
VISITACION 2.8
SO. SAN FRANCISCO 1.1
TANFORAN WYE 0.6
R SAN BRUNO (Spur) 1.1
LOMITA PARK 0.8
AQUA (Spur) 0.8
MILLBRAE 1.4
EASTON (Spur) 1.2
BURLINGAME (Spur) 0.5
HOWEST (Spur) 1.1
SAN MATEO 1.0
LESLIE (Spur) 0.8
ROMAC (Spur) 0.6
BERESFORD 1.6
BELMONT (Spur) 0.8
PUMORK (Spur) 0.5
SAN CARLOS 2.2
DNR REDWOOD CITY 2.4
ATHERTON 1.1
MENLO PARK (Spur) 1.2
PALO ALTO (Spur) 1.7
R MAYFIELD 3.0
CASTRO 1.3
MOUNTAIN VIEW 2.7
SUNNYVALE (Spur) 2.0
LAWRENCE 3.5
SANTA CLARA 1.4
R COLLEGE PARK 0.1
S. P. C. Crossing 1.1
DNR SAN JOSE

Automatic Block

Double Track

Time Table No.
October 1, 1916

STATIONS

DNR SAN FRANCISCO
1.9
23D STREET 0.3
ARMY STREET 0.9
14TH AVENUE 2.1
BAY SHORE 1.3
VISITACION 2.8
SO. SAN FRANCISCO 1.1
TANFORAN WYE 0.6
R SAN BRUNO 1.1
LOMITA PARK 0.8
AQUA 0.8
MILLBRAE 1.4
EASTON 1.2
BURLINGAME 0.5
HOWEST 1.1
SAN MATEO 1.0
LESLIE 0.8
ROMAC 0.6
BERESFORD 1.6
BELMONT 0.8
PUMORK 0.5
SAN CARLOS 2.2
DNR REDWOOD CITY 2.4
ATHERTON 1.1
MENLO PARK 1.2
PALO ALTO 1.7
R MAYFIELD 3.0
CASTRO 1.3
MOUNTAIN VIEW 2.7
SUNNYVALE 2.0
LAWRENCE 3.5
SANTA CLARA 1.4
R COLLEGE PARK 0.1
S. P. C. Crossing 1.1
DNR SAN JOSE

Automatic Block

(2.00) (1.30) (0.10) (8.00) (2.00) (1.35) (1.30) (0.05) (1.40) (1.13) (1.35) (1.45) (1.15) (1.40) (0.05) Time over District
12.70 16.93 7.20 5.86 23.45 29.62 31.26 14.40 28.14 38.54 29.62 26.80 25.44 28.14 14.40 Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction.

NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS.

No. 52 stop on signal at Bay Shore and any station east Sunday.
No. 76 stop on signal at any station west of San Jose to receive passengers for Santa Barbara or east thereof.

NOTE

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward. 5

Time Table No. 10

October 1, 1916

STATIONS

R SAN FRANCISCO	1.9
23D STREET	0.3
ARMY STREET	0.9
14TH AVENUE	2.1
BAY SHORE	1.3
VISITACION	2.8
SAN FRANCISCO	1.1
TANFORAN WYE	0.6
SAN BRUNO (Spur)	1.1
LOMITA PARK	0.8
AQUA (Spur)	0.8
MILLBRAE	1.4
EASTON (Spur)	1.2
BURLINGAME (Spur)	0.5
HOWEST (Spur)	1.1
SAN MATEO	1.0
LESLIE (Spur)	0.8
ROMAC (Spur)	0.6
BERESFORD	1.6
BELMONT (Spur)	0.8
PUMORK (Spur)	0.5
SAN CARLOS	2.2
R REDWOOD CITY	2.4
ATHERTON	1.1
MENLO PARK (Spur)	1.2
PALO ALTO (Spur)	1.7
MAYFIELD	3.0
CASTRO	1.3
MOUNTAIN VIEW	2.7
SUNNYVALE (Spur)	2.0
LAWRENCE	3.5
SANTA CLARA	1.4
COLLEGE PARK	0.1
S. P. C. Crossing	1.1
RP SAN JOSE	

Double Track

Time Table No. 104

October 1, 1916

STATIONS

DNR SAN FRANCISCO	1.9
23D STREET	0.3
ARMY STREET	0.9
14TH AVENUE	2.1
BAY SHORE	1.3
VISITACION	2.8
SO. SAN FRANCISCO	1.1
TANFORAN WYE	0.6
R SAN BRUNO	1.1
LOMITA PARK	0.8
AQUA	0.8
MILLBRAE	1.4
EASTON	1.2
BURLINGAME	0.5
HOWEST	1.1
SAN MATEO	1.0
LESLIE	0.8
ROMAC	0.6
BERESFORD	1.6
BELMONT	0.8
PUMORK	0.5
SAN CARLOS	2.2
DNR REDWOOD CITY	2.4
ATHERTON	1.1
MENLO PARK	1.2
PALO ALTO	1.7
R MAYFIELD	3.0
CASTRO	1.3
MOUNTAIN VIEW	2.7
SUNNYVALE	2.0
LAWRENCE	3.5
SANTA CLARA	1.4
R COLLEGE PARK	0.1
S. P. C. Crossing	1.1
DNR SAN JOSE	

Automatic Block

Double Track

Distance from San Jose	FIRST CLASS										THIRD CLASS			
	55	59	31	65	557	87	77	21	63		243	301	801	253
	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger (Via Oakland)	Scenic Local	Shore Line Limited	Coaster	San Francisco Passenger		Sunset Manifest	Way Freight	Way Freight	Ogden Manifest Freight
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. SATURDAY & SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SATURDAY & SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
46.9	7.20PM	7.45PM	8.10PM	8.40PM		9.30PM	9.50PM	10.55PM	11.55PM		3.30AM	8.05AM		11.00PM
45.0														
44.7														
43.8														
41.7	7.09	7.34	7.59	f 8.28		9.18	9.39	10.44	11.44					
40.4				f										
37.6	s 7.04	s 7.28	7.53	s 8.23		9.12	9.34	10.39	s 11.39					
36.5														
35.9	7.01	s 7.23	7.50	s 8.19		9.08	9.31	10.36	s 11.36					
34.8		f		f					f					
34.0														
33.2	6.56	f 7.15	7.46	f 8.14		9.04	9.27	10.32	f 11.32					
31.8	f	f		f					f					
30.6	s 6.51	s 7.07		s 8.09		s 9.00			s 11.26					
30.1														
29.0	s 6.47	s 7.03	s 7.38	s 8.04		s 8.57	9.21	f 10.26	s 11.22					
28.0		f		f										
27.2														
26.6		f		f					f					
25.0		f 6.52		f 7.56					f 11.13					
24.2														
23.7	6.38	s 6.48	7.26	f 7.53		8.48	9.14	10.18	f 11.10					
21.5	s 6.35	6.43PM	s 7.22	s 7.48		s 8.44	9.11	f 10.15	s 11.06					9.15PM
19.1	f 6.28		7.16	f 7.43		8.38	9.08	10.10	f 11.01					
18.0	s			f					s					
16.8	s 6.17		s 7.12	s 7.38		s 8.34		f	s 10.54					
15.1	s 6.11		7.07	7.34PM		f 8.30	9.03	10.04	s 10.50					
12.1	f								f					
10.8	s 6.02		s 7.01		Via Newark	s 8.23	8.57	9.58	s 10.42				Via Newark	Via Dumbarton
8.1	s 5.52		s 6.56			s 8.18			s 10.36					
6.1	f 5.45		6.51			8.12	8.50	9.51	f 10.31					
2.6	s 5.37		s 6.46			s 8.06	8.45	9.46	s 10.26					
1.2	f					s 8.00PM	8.03PM						4.36PM	
1.1							Via West San Jose							
0.0	5.30PM		6.40PM		7.55PM	8.40PM	9.41PM	10.20PM		1.15AM	12.05AM	4.30PM		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SATURDAY & SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY & SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	

Time over District	(1.50)	(1.02)	(1.30)	(1.06)	(0.05)	(1.27)	(1.10)	(1.14)	(1.35)	(2.15)	(8.00)	(0.05)	(1.45)
Average speed per hour	25.59	24.51	31.26	28.90	14.40	31.52	40.20	38.01	29.62	20.85	5.96	14.40	14.51

On single track westward trains are superior to trains of the same class in the opposite direction.

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

ADDITIONAL STOPS.
 No. 87 stop at South San Francisco Saturday and Sunday, and stop on other days to discharge passengers only.
 No. 87 stop at San Bruno to discharge passengers from stations east of Los Gatos.

Capacity of sidings in car lengths and location of sales, fuel, water, turning, etc. at stations and interlockers.	THIRD CLASS				FIRST CLASS											Distance from San Francisco	Time Table No. 104		
	414		416		244		10	76	208	74	28	206	24	78	204		32	October 1, 1916	
	Way Freight	Way Freight	Way Freight	Way Freight	Manifest Freight	Seashore Express	The Lark	Tres Pinos Passenger	Valley Passenger	Del Monte Express	Tres Pinos Passenger	San Luis Obispo Passenger	Shore Line Limited	Tres Pinos Passenger	Watsonville Junction Passenger		STATIONS		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	SAN FRANCISCO	
				12.05AM												0.0	SAN FRANCISCO		
Yard ITWFO	9.30AM			3.00AM												46.9	DNRP SAN JOSE		
70	9.42			3.15												48.0	4TH ST., SAN JOSE		
19																51.7	VALBRICK		
50	9.50			3.25												54.7	MULIA (Spur)		
50	10.00			3.31												55.5	RP LICK		
68	10.10			3.40												57.4	EDENVALE		
71 W	10.31			3.53												60.4	POMAR		
69	10.51			4.05												63.1	DN COYOTE		
28	11.01			4.15												66.3	PERRY		
58	11.20AM			4.20												69.2	MADRONE		
35				4.24												70.8	D MORGANHILL		
70	12.25PM			4.30												72.0	TENNANT		
35	12.40			4.36												74.1	DURNEY (Spur)		
Yard TWF	12.55 2.00	7.00AM		4.49												74.6	D SAN MARTIN		
	2.07	7.12AM		4.55												77.0	RUCKER		
18	2.12			5.00												79.1	LONOKE (Spur)		
46	2.25			5.07												80.7	DNRP GILROY		
28																83.2	RP CARNADERO		
97	2.40			5.20												84.1	NEMA (Spur)		
58	4.29			5.28												84.4	MILLER		
68	4.48			5.35												87.1	D SARGENT		
Yard YWOF	5.10PM			5.45AM												89.0	BETABEL		
																91.9	CHITTENDEN		
																93.2	LOGAN (Spur)		
																94.6	D AROMAS		
																97.1	VEGA		
																100.4	DNRP WATSONVILLE JCT		
																	49.8		

(7.40)	(0.12)	(2.45)	(1.25)	(1.15)	(0.08)	(1.45)	(1.25)	(0.10)	(1.47)	(1.20)	(0.07)	(1.58)	.....	Time over District
6.50	12.05	18.10	35.15	39.84	18.75	28.45	35.15	15.00	27.92	37.35	21.42	25.32	.....	Average speed per hour

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

ADDITIONAL STOPS.

No. 10 stop on signal at any station to receive passengers for Los Angeles and east. No. 28 stop on signal at Chittenden Saturday only.

Time Table
October

STATIONS

SAN FRANCISCO

DNRP SAN JOSE
1.1
4TH ST., SAN JOSE
0.9
VALBRICK
2.1
MULIA (Spur)
0.8
RP LICK
1.9
EDENVALE
3.0
POMAR
2.7
DN COYOTE
3.2
PERRY
2.9
MADRONE
1.6
D MORGANHILL
1.2
TENNANT
2.1
DURNEY (Spur)
0.5
D SAN MARTIN
2.4
RUCKER
2.1
LONOKE (Spur)
1.6
DNRP GILROY
2.5
RP CARNADERO
0.9
NEMA (Spur)
0.3
MILLER
2.7
D SARGENT
1.9
BETABEL
2.9
CHITTENDEN
1.3
LOGAN (Spur)
1.4
D AROMAS
2.5
VEGA
3.3
DNRP WATSONVILLE JCT
3.3

49.8

Time over District
Average speed per hour

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward. 7

me Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

RP SAN JOSE	1.1
4TH ST., SAN JOSE	0.9
VALBRICK	2.1
MULLA (Spur)	0.8
LICK	1.9
EDENVALE	3.0
POMAR	2.7
COYOTE	3.2
PERRY	2.9
MADRONE	1.6
MORGANHILL	1.2
TENNANT	2.1
DURNEY (Spur)	0.5
SAN MARTIN	2.4
RUCKER	2.1
LONOKE (Spur)	1.6
RP GILROY	2.5
GARNADERO	0.9
NEMA (Spur)	0.3
MILLER	2.7
SARGENT	1.9
BETABEL	2.9
CHITTENDEN	1.3
LOGAN (Spur)	1.4
AROMAS	2.5
VEGA	2.3
RP WATSONVILLE JCT	49.8

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

Automatic Block

Distance from Watsonville Jct.	FIRST CLASS											THIRD CLASS				
	203	17	75	27	201	205	23	207	31	77	21	415	413	243		
	Gilroy Passenger	Seashore Express	The Lark	Del Monte Express	New Almaden Mixed	Gilroy Passenger	San Francisco Passenger	Gilroy Passenger	San Francisco Passenger	Shore Line Limited	Coaster	Way Freight	Way Freight	Sunset Manifest		
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		
100.4	9.40AM	10.10AM	9.45AM	12.30PM		4.00PM	4.00PM	8.10PM	8.10PM	9.50PM	10.55PM			3.30AM		
53.5		s 7.45AM	s 8.20AM	s 10.56AM	s 12.15PM		s 2.22PM		s 6.30PM	s 8.36PM	s 9.36PM			3.55PM	12.15AM	
52.4		s			s											
48.7																
47.8		7.33	8.12	10.46	12.01PM		2.12		6.22	8.27	9.28			3.43	12.05AM	
45.7																
44.9	RP LICK	f 7.29	8.08	10.42	11.55AM		f 2.08		6.18	8.23	9.17			3.27	11.47PM	
43.0	EDENVALE	s 7.24	8.05	10.39			f 2.03		f 6.15	8.20	9.14			3.15	11.34	
40.0	POMAR	f 7.17	8.01	10.35			1.56		6.10	8.16	9.10			3.01	11.28	
37.3	DN COYOTE	s 7.11	7.57	10.31			s 1.51		s 6.05	8.12	9.06			2.50	11.22	
34.1	PERRY	f 7.06	7.53	10.27			f 1.45		f 5.52	8.08	9.02			2.30	11.15	
31.2	MADRONE	f					s							2.15		
29.6	D MORGANHILL	s 6.55	7.47	f 10.21			s 1.34		s 5.40	8.02	8.56			2.05	11.05	
28.4	TENNANT	f					f									
26.3	DURNEY															
25.8	D SAN MARTIN	s 6.46	7.42	10.14			s 1.25		f 5.32	7.56	8.51			1.43	10.51	
23.4	RUCKER	f 6.41					f 1.20		f					1.30	10.40	
21.3	LONOKE															
19.7	DNRP GILROY	s 6.25AM	s 6.35	7.32	s 10.03		s 11.42AM	s 1.14	s 5.04PM	s 5.20	7.46	s 8.40		1.19PM 11.00AM	12.15PM	10.32
17.2	RP GARNADERO	6.17AM	6.25	7.27	9.57		11.35AM	1.03	4.56PM	5.11	7.41	8.34		10.50	12.05PM	10.24
16.3	NEMA															
16.0	MILLER						f 1.01									
13.3	D SARGENT	f 6.18	7.21	s 9.51			s 12.56		s 5.06	7.36	8.28			10.13	10.16	
11.4	BETABEL			9.48			f 12.52									
8.5	CHITTENDEN	f 6.09	7.15	9.43			f 12.47		f 4.59	7.30	8.22			9.54 9.30	9.45	
7.2	LOGAN	f														
5.8	D AROMAS	s 6.03	7.09	9.37			s 12.41		s 4.53	7.25	8.17			7.30	9.27	
3.3	VEGA		5.57	7.04	9.33		f 12.36		4.48		8.12			7.20	9.19	
0.0	DNRP WATSONVILLE JCT		5.50AM	6.58AM	9.27AM			12.30PM		4.42PM	7.14PM	8.06PM		7.10AM	9.05PM	
(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EXSUNDAY	Leave Daily EX. SUNDAY	Leave Daily

Time over District	(0.08)	(1.55)	(1.22)	(1.29)	(0.20)	(0.07)	(1.52)	(0.09)	(1.48)	(1.22)	(1.30)	(8.45)	(0.10)	(3.10)
Average speed per hour	18.75	25.91	38.60	33.56	14.70	21.42	26.68	18.88	27.66	38.60	33.20	5.69	15.00	15.73

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

ADDITIONAL STOPS.

No. 21 Stop at Morganhill to discharge passengers from points east of San Luis Obispo.

Los Angeles and east.

Capacity of sidings in car length and location of Brakes, Fuel, Water, Lumber, Stations and Interlocks.	THIRD CLASS			SECOND CLASS		FIRST CLASS							Distance from San Francisco
	310	312	244	106	104	10	76	74	28	24	84	78	
	Way Freight	Way Freight	Sunset Manifest	Salinas Mixed	Salinas Mixed	Seashore Express	The Lark	Valley Passenger	Del Monte Express	San Luis Obispo Passenger	Scenic Local	Shore Line Limited	
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			12.05AM										0.0
Yard YWOF	7.50AM	7.15AM	7.00AM			7.40PM	8.00PM	4.00PM	2.00PM	9.00AM	8.05AM	8.00AM	100.4
								f					103.6
68	8.05	7.30	7.15			11.53PM	10.49	f 7.19	f 5.00	f 1.05	f 12.57	10.50	105.6
53 YW	8.18	7.45AM	7.26	5.10PM	8.55AM	s 12.15AM	f 10.57	s 7.35	s 5.10PM	s 1.20	s 1.10PM	s 11.01	110.4
55													113.9
71	8.36		7.34	f 5.17	f 9.00	12.20	11.02	f 7.41		f 1.27		11.06	118.9
16	8.48		7.38	f 5.23	f 9.05			f		f 1.30			116.6
Yard TW	8.58		7.53	s 5.35PM	s 9.15AM	s 12.28	s 11.11	s 7.50		s 1.40		s 11.12	118.2
75 Y	9.25		8.00			12.33	11.14	7.55		1.45		11.18	120.3
													125.3
49	9.42		8.12			12.41	11.21	8.02		f 1.53		11.25	129.1
50	9.52		8.22			f 12.47	11.26	f 8.07		s 2.00		11.31	131.0
43													131.9
50	10.00		8.30			12.52	11.30	8.11		2.05		11.35	133.9
													135.1
72	10.20		8.58			f 12.58	11.35	s 8.17		s 2.12		11.40	137.1
	10.31												138.0
													138.8
51	10.50		9.15			1.06	11.42	8.24		f 2.21		11.47	140.6
89 W	11.05AM		9.28			s 1.16	11.46	s 8.30		s 2.30		11.51	143.6
	12.17PM												148.3
78	12.30		9.55			1.23	11.52	8.37		f 2.40		11.57AM	152.3
51	12.45		10.10			1.31	11.58PM	f 8.43		s 2.48		12.04PM	158.9
50	1.10		10.25			1.44	12.09AM	8.54		f 3.03		12.15	161.0
													163.7
55 W	1.30		10.40			s 1.54	12.15	s 9.02		s 3.18		12.21	167.1
48	1.45		10.50			2.00	12.20	9.07		3.23		12.26	172.4
50	2.10		11.05			f 2.10	12.27	s 9.15		s 3.31		12.33	177.7
50	2.30		11.20			2.18	12.34	9.22		3.39		12.40	182.9
50 WF	3.00PM		11.35AM			s 2.30AM	12.43AM	s 9.33PM		s 3.49PM		12.49PM	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

(7.10) 11.51 (0.30) 20.00 (4.35) 18.00 (0.25) 18.72 (0.20) 23.40 (2.47) 29.64 (2.04) 39.84 (2.24) 34.44 (0.20) 30.00 (2.59) 27.60 (0.25) 24.00 (2.09) 38.37 Time over District Average speed per hour

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

ADDITIONAL (No. 10 stop on signal at any station to receive passengers for Los Angeles and east.
 STOP (No. 24 stop on signal at "Miller's Gun Club," 300 feet west of Mile Post 108.

Time Table No. 104
October 1, 1916

STATIONS	
SAN FRANCISCO	
DNRP	WATSONVILLE JCT
	3.2
	LYDA (Spur)
	2.0
	ELKHORN
	4.8
DNR	DEL MONTE JCT.
	3.5
	COOPER
	1.7
	GRAVES
	2.6
DNR	SALINAS
	2.1
	SPRECKELS JCT.
	5.0
	SPENCE
	3.3
D	CHUALAR
	1.9
	GABILAN
	0.9
	PENVIR
	2.0
	DEAN (Spur)
	1.2
D	GONZALES
	2.0
	RACK (Spur)
	0.9
	DOUD (Spur)
	0.8
	MOLUS (Spur)
	1.8
	CAMPORA
	3.0
DN	SOLEDAD
	4.7
	HARLEM
	4.0
D	METZ
	6.6
	COBURN
	2.1
	ELSA (Spur)
	2.7
DN	KING CITY
	3.4
	WELBY
	5.3
D	SAN LUCAS
	5.3
	DOCAS
	5.2
DNR	SAN ARDO
	(82.5)

Time Table No. 104
October 1, 1916

STATIONS	
SAN FRANCISCO	
DNRP	WATSONVILLE
	3.2
	LYDA
	2.0
	ELKHORN
	4.8
DNR	DEL MONTE J
	3.5
	COOPER
	1.7
	GRAVES
	2.6
DNR	SALINAS
	2.1
	SPRECKELS JCT
	5.0
	SPENCE
	3.3
D	CHUALAR
	1.9
	GABILAN
	0.9
	PENVIR
	2.0
	DEAN
	1.2
D	GONZALES
	2.0
	RACK
	0.9
	DOUD
	0.8
	MOLUS
	1.8
	CAMPORA
	3.0
DN	SOLEDAD
	4.7
	HARLEM
	4.0
D	METZ
	6.6
	COBURN
	2.1
	ELSA
	2.7
DN	KING CITY
	3.4
	WELBY
	5.3
D	SAN LUCAS
	5.3
	DOCAS
	5.2
DNR	SAN ARDO
	82.5

Time over District
Average speed per hour

Westward train

TOWARD SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Westward. 9

ne Table No. 104
October 1, 1916

STATIONS	
SAN FRANCISCO	
WATSONVILLE JCT	
LYDA (Spur)	2.0
ELKHORN	4.8
DEL MONTE JCT.	
COOPER	1.7
GRAVES	2.6
SALINAS	2.1
SPRECKELS JCT.	
SPENCE	3.8
CHUALAR	1.9
GABILAN	0.9
PENVIR	2.0
DEAN (Spur)	1.2
GONZALES	2.0
RACK (Spur)	0.9
DOUD (Spur)	0.8
MOLUS (Spur)	1.8
CAMPORA	3.0
SOLEDAD	4.7
HARLEM	4.0
METZ	6.6
COBURN	2.1
ELSA (Spur)	2.7
KING CITY	3.4
WELBY	5.3
SAN LUCAS	5.3
DOCAS	5.2
SAN ARDO	
(82.5)	

Time Table No. 104 October 1, 1916		Distance from San Luis Obispo	FIRST CLASS							SECOND CLASS			THIRD CLASS		
STATIONS			17 Seashore Express	75 The Lark	27 Del Monte Express	23 San Francisco Passenger	87 Scenic Local	77 Shore Line Limited	21 Coaster	103 Del Monte Junction Mixed	105 Del Monte Junction Mixed	309 Way Freight	311 Way Freight	243 Sunset Manifest	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
SAN FRANCISCO		252.1	10.10AM	9.45AM	12.30PM	4.00PM	9.30PM	9.50PM	10.55PM						
DNRP WATSONVILLE JCT		151.7	s 5.45AM	s 6.55AM	s 9.17AM	f 11.50AM	s 4.30PM	s 7.09PM	s 8.00PM						
LYDA		148.5				f									
ELKHORN		146.5	5.35	6.46	9.05	f 11.38	f 4.20	6.59	f 7.47						
DNR DEL MONTE JCT.		141.7	s 5.25	s 6.38	8.55AM	s 11.27	4.10PM	s 6.50	s 7.35	s 8.50AM	s 4.05PM				
COOPER		138.2	5.15	6.31		f 11.19		6.42	7.27	f 8.36	f 3.51				
GRAVES		136.5				f				f 8.32	f 3.47				
DNR SALINAS		133.9	s 5.08	s 6.25		s 11.12		s 6.36	s 7.20	8.25AM	3.40PM				
SPRECKELS JCT.		131.8	5.00	6.19		10.56		6.31	7.14						
SPENCE		126.8	4.53	6.12		f 10.48		6.24	7.07						
D CHUALAR		123.0	f 4.47	6.07		s 10.42		6.18	f 7.00						
GABILAN		121.1													
PENVIR		120.2	4.42	6.03		10.37		6.14	6.55						
DEAN		118.2													
D GONZALES		117.0	f 4.37	5.59		s 10.31		6.09	s 6.50						
RACK		115.0													
DOUD		114.1													
MOLUS		113.3													
CAMPORA		111.5	4.29	5.52		f 10.14		6.01	6.40						
DN SOLEDAD		108.5	f 4.24	5.48		s 10.07		5.56	s 6.35						
HARLEM		103.7	4.14	5.42		f 9.55		5.50	6.27						
D METZ		99.8	f 4.07	5.37		s 9.43		5.43	f 6.20						
COBURN		93.2	3.57	5.27		f 9.31		5.32	6.10						
ELSA		91.1													
DN KING CITY		88.4	s 3.49	5.19		s 9.22		5.25	s 6.00						
WELBY		85.0	3.41	5.14		9.13		5.20	5.53						
D SAN LUCAS		79.7	f 3.33	5.08		s 9.04		5.13	s 5.45						
DOCAS		74.4	3.25	5.02		8.55		5.06	5.38						
DNR SAN ARDO		69.2	3.16AM	4.55AM		8.47AM		4.59PM	5.30PM						
82.5			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Time over District			(2.29)	(2.00)	(0.22)	(3.03)	(0.20)	(2.10)	(2.30)	(0.25)	(0.25)	(7.15)	(0.30)	(5.30)	
Average speed per hour			33.22	41.25	27.27	27.04	30.00	38.08	33.00	18.72	18.72	11.38	20.00	15.00	

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

ADDITIONAL STOPS Nos. 23 and 87 stop on signal at "Miller's Gun Club," 300 feet west of mile post 108. No. 17 stop at any station to discharge passengers from Los Angeles and East.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 104		
	314		244								October 1, 1916		
	Way Freight	Sunset Manifest						24	74		78	10	76
	Leave Daily EX. SUNDAY	Leave Daily						San Luis Obispo Passenger	Valley Passenger	Shore Line Limited	Seashore Express	The Lark	
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			12.05AM					9.00AM	4.00PM	8.00AM	7.40PM	8.00PM	0.0
50 WF	4.15PM	11.35AM						3.49PM	9.33PM	12.49PM	2.30AM	12.43AM	182.9
50	4.30	11.45						3.55	9.38	12.54	2.35	12.48	186.4
50	4.40 5.18	11.55AM						f 4.00	9.43	12.59	2.40	12.52	189.7
49	5.33	12.10PM						s 4.10	s 9.53	1.08	f 2.50	1.01	195.9
66	5.45	12.25						f 4.20	10.02	1.15	2.59	1.08	201.4
103	6.00	12.31						f 4.27	f 10.06	1.18	3.03	1.11	208.8
35 W	6.30	12.40						s 4.36	s 10.12	1.22	s 3.11	1.15	207.0
50	6.50	12.56						f 4.43	10.18	1.27	3.18	1.20	210.9
													215.1
63 W	7.30	1.05						s 4.55	s 10.30	s 1.35	s 3.28	f 1.27	216.3
37	8.10	1.20						s 5.06	f 10.40	1.43	f 3.38	1.35	221.8
35	8.30	1.30						f 5.12	10.44	1.48	3.43	1.39	224.9
													226.3
													227.4
48	9.03	1.53						f 5.18	f 10.50	1.53	f 3.51	1.43	228.0
													229.4
33	9.40	2.05						f 5.23	10.54	1.56	3.56	1.47	230.3
42 YW	10.10	2.40						s 5.36	s 11.10	2.08	s 4.10	1.57	235.5
91	10.35	3.20 3.50						5.47	11.22	2.17	4.20	2.10	238.9
													240.0
73	10.50	4.10						5.59	11.33	2.27	4.30	2.21	242.6
48 W	10.55	4.13						f 6.02	11.36	2.29	4.32	2.24	243.4
45	11.05	4.30						6.10	11.45	2.35	4.43	2.34	246.3
													248.0
88	11.25	4.45						6.23	11.55	2.46	4.54	2.45	250.9
Yard TWFO	11.40PM	4.55PM						s 6.30PM	s 11.59PM	s 2.50PM	s 5.00AM	s 2.50AM	252.1
	Arrive Daily EX. SUNDAY	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 104	
October 1, 1916	
STATIONS	
SAN FRANCISCO	
DNR	SAN ARDO 3.5
	GETTY 3.3
	WUNPOST 4.2
D	BRADLEY 5.5
	NACIMIENTO 2.4
	McKAY 3.2
D	SAN MIGUEL 3.9
	WELLSONA 4.2
	EOCENE (Spur) 1.2
DN	PASO ROBLES 5.5
D	TEMPLETON 3.1
	ASUNCION 1.4
	ATASCADERO (Spur) 1.1
	BRICKTON (Spur) 0.6
	HENRY 1.4
	HAVEL (Spur) 0.9
	EAGLET 5.2
DNR	SANTA MARGARITA 3.4
	CUESTA 1.1
	THYLE (Spur) 2.6
	NOVA 0.8
N	SERRANO 2.9
	CHORRO 1.7
	GOLDTREE (Spur) 2.9
	HATHAWAY 1.2
DNR	SAN LUIS OBISPO

(7.25) (5.20) (2.41) (2.26) (2.01) (2.30) (2.07)Time over District
 9.33 12.97 23.50 25.43 34.31 27.63 32.68Average speed per hour

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

ADDITIONAL STOPS—No. 10 stop on signal at any station to receive passengers for Los Angeles and east.

Time Table No.	
October 1, 1916	
STATIONS	
SAN FRANCISCO	
DNR	SAN ARDO 3.5
	GETTY 3.3
	WUNPOST 4.2
D	BRADLEY 5.5
	NACIMIENTO 2.4
	McKAY 3.2
D	SAN MIGUEL 3.9
	WELLSONA 4.2
	EOCENE (Spur) 1.2
DN	PASO ROBLES 5.5
D	TEMPLETON 3.1
	ASUNCION 1.4
	ATASCADERO (Spur) 1.1
	BRICKTON (Spur) 0.6
	HENRY 1.4
	HAVEL (Spur) 0.9
	EAGLET 5.2
DNR	SANTA MARGARITA 3.4
	CUESTA 1.1
	THYLE (Spur) 2.6
	NOVA 0.8
N	SERRANO 2.9
	CHORRO 1.7
	GOLDTREE (Spur) 2.9
	HATHAWAY 1.2
DNR	SAN LUIS OBISPO

Time over District.....
 Average speed per hour..

Westward t

TOWARD SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Westward. 11

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

R SAN ARDO	3.5
GETTY	3.3
WUNPOST	6.2
BRADLEY	5.5
NACIMIENTO	2.4
McKAY	3.2
SAN MIGUEL	3.9
WELLSONA	4.2
EOCENE (Spur)	1.2
PASO ROBLES	5.5
TEMPLETON	3.1
ASUNCION	1.4
ATASCADERO (Spur)	1.1
BRICKTON (Spur)	0.6
HENRY	1.4
HAVEL (Spur)	0.9
EAGLET	5.2
R SANTA MARGARITA	3.4
CUESTA	1.1
THYLE (Spur)	2.6
NOVA	0.8
SERRANO	2.9
CHORRO	1.7
GOLDTREE (Spur)	2.9
HATHAWAY	1.2
SAN LUIS OBISPO	(69.2)

Time over District
Average speed per hour

Time Table No. 104 October 1, 1916	Distance from San Luis Obispo	FIRST CLASS										THIRD CLASS	
		17	75	23	77	21						243	313
		Seashore Express	The Lark	San Francisco Passenger	Shore Line Limited	Coaster						Sunset Manifest	Way Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily EX. SUNDAY
SAN FRANCISCO	252.1	10.10AM	9.45AM	4.00PM	9.50PM	10.55PM						3.30AM	
DNR SAN ARDO	69.2	s 3.16AM	f 4.55AM	s 8.47AM	f 4.59PM	s 5.30PM						3.00PM	1.30AM
GETTY	65.7	3.06	4.49	8.37	4.51	5.23						2.48	1.10
WUNPOST	62.4	3.00	4.45	f 8.31	4.47	5.18						2.38	12.52
D BRADLEY	56.2	f 2.50	4.36	s 8.22	4.38	s 5.08						2.18	12.15AM
NACIMIENTO	50.7	2.42	4.29	f 8.13	4.31	4.59						2.00	11.30PM
McKAY	48.3	f 2.38	4.26	f 8.09	4.27	4.55						1.50	11.15
D SAN MIGUEL	45.1	s 2.33	4.22	s 8.04	4.23	s 4.49						1.22	11.00
WELLSONA	41.2	2.26	4.17	f 7.58	4.17	4.43						12.56	10.45
EOCENE	37.0												
DN PASO ROBLES	35.8	s 2.17	f 4.09	s 7.51	s 4.09	s 4.35						12.44	10.30
D TEMPLETON	30.3	f 2.05	3.59	s 7.40	3.59	s 4.24						12.24	9.30
ASUNCION	27.2	2.00	3.55	f 7.34	3.55	4.19						12.12	9.13
ATASCADERO	25.8												
BRICKTON	24.7												
HENRY	24.1	f 1.55	3.51	f 7.29	3.51	f 4.14						12.01PM	9.03
HAVEL	22.7												
EAGLET	21.8	1.47	3.48	f 7.24	3.48	4.10						11.50AM	8.58
DNR SANTA MARGARITA	16.6	s 1.38	3.38	s 7.17	3.41	s 4.02						11.35	8.40
CUESTA	13.2	1.25	3.25	7.04	3.25	3.50						11.09	7.30
THYLE	12.1												
NOVA	9.5	1.15	3.15	6.54	3.15	3.39						10.49	7.09
SERRANO	8.7	1.12	3.12	f 6.51	3.12	3.36						10.45	7.05
CHORRO	5.8	1.02	3.05	6.44	3.05	3.28						10.25	6.50
GOLDTREE	4.1												
HATHAWAY	1.2	12.49	2.53	6.33	2.46	3.18						10.00	6.35
DNR SAN LUIS OBISPO	0.0	12.45AM	2.50AM	6.30AM	2.40PM	3.15PM						9.45AM	6.30PM
	(69.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily	Leave Daily EX. SATURDAY
Time over District		(2.31)	(2.05)	(2.17)	(2.19)	(2.15)						(5.15)	(7.00)
Average speed per hour		27.49	33.21	30.30	29.87	30.75						13.18	9.89

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

ADDITIONAL STOPS—No. 17 stop at any station to discharge passengers from Los Angeles and east.

and east.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.

Yard TWFO	THIRD CLASS				FIRST CLASS				Distance from San Francisco
	244	316			22	78	10	76	
	Sunset Manifest	Way Freight			Coaster	Shore Line Limited	Seashore Express	The Lark	
	Leave Daily	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	12.05AM								0.0
	7.15PM	7.00AM							252.1
50	7.35	7.20			f 3.20	3.15	f 5.20	3.08	257.9
									258.9
I									259.1
30									260.0
	7.55	7.40			f 3.31	3.23	f 5.30	3.16	262.8
56	8.00	7.45			3.33	3.25	5.33	3.18	264.2
42 W	8.05	8.05			s 3.37	3.28	f 5.37	3.21	265.9
38	8.17	8.15			3.43	3.34	f 5.47	3.27	269.9
48	8.27	8.25			3.47	3.38	f 5.51	3.31	272.4
44 W	8.45	8.39			s 3.55	3.44	s 6.00	3.37	276.5
50	9.05	8.56			f 4.03	3.51	f 6.10	3.43	280.7
50	9.30	9.12			4.09	3.59	6.20	3.51	284.8
									285.7
45	9.40	9.22			s 4.14	4.03	f 6.25	3.55	287.5
30	9.50	9.30			4.18	4.07	6.30	3.59	290.0
50	10.00	9.40			4.23	4.12	f 6.36	4.04	293.2
52	10.20	9.55			4.29	4.19	f 6.42	4.10	297.2
									301.3
93 YWF	10.59PM	10.10AM			s 4.41 PM	4.32PM	s 6.55AM	4.24AM	302.7
	Arrive Daily	Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 104
October 1, 1916

STATIONS

SAN FRANCISCO

DNR SAN LUIS OBISPO
5.8
D EDNA 1.0
HADLEY (Spur) 0.2
P. C. R. R. Crossing 0.9
TIBER 2.8
PISMO (Spur) 1.4
GROVER 1.7
D OCEANO 4.0
CALLENDER 2.5
BROMELA 4.1
DN GUADALUPE 4.2
WALDORF 4.1
SCHUMAN 0.9
DEVON (Spur) 1.8
D CASMALIA 2.5
ANTONIO 3.2
NARLON 4.0
TANGAIR 4.1
AJAX (Spur) 1.4
DN LOMPOC JCT.

(50.6)

(3.44)	(3.10)	(1.31)	(1.27)	(1.45)	(1.26)	..... Time over District
13.55	15.98	33.36	34.89	28.91	35.30	..... Average speed per hour

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

ADDITIONAL STOPS.

- No. 10 stop on signal at any station to receive passengers for Los Angeles and east.
- No. 78 stop on signal at Lompoc Junction to receive passengers destined to Los Angeles or beyond.
- No. 22 stop on signal at Callender Friday and Sunday.

Time Table No. 104
October 1, 1916

STATIONS

SAN FRANCISCO

DNR SAN LUIS OBISPO
5.8
D EDNA 1.0
HADLEY (Spur) 0.2
P. C. R. R. Crossing 0.9
TIBER 2.8
PISMO (Spur) 1.4
GROVER 1.7
D OCEANO 4.0
CALLENDER 2.5
BROMELA 4.1
DN GUADALUPE 4.2
WALDORF 4.1
SCHUMAN 0.9
DEVON (Spur) 1.8
D CASMALIA 2.5
ANTONIO 3.2
NARLON 4.0
TANGAIR 4.1
AJAX (Spur) 1.4
DN LOMPOC JCT.

(50.6)

..... Time over District
..... Average speed per hour

Westward

TOWARD SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

ime Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

R SAN LUIS OBISPO

5.8
EDNA
1.0
HADLEY (Spur)
0.2
P. C. R. R. Crossing
0.9
TIBER
2.8
PISMO (Spur)
1.4
GROVER
1.7
OCEANO
4.0
CALLENDER
2.5
BROMELA
4.1
GUADALUPE
4.2
WALDORF
4.1
SCHUMAN
0.9
DEVON (Spur)
1.8
CASMALIA
2.5
ANTONIO
3.2
NARLON
4.0
TANGAIR
4.1
AJAX (Spur)
1.4
LOMPOG JCT.

(50.6)

...Time over District
...Average speed per hour

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

DNR SAN LUIS OBISPO

D EDNA

HADLEY

P. C. R. R. Crossing

TIBER

PISMO

GROVER

D OCEANO

CALLENDER

BROMELA

DN GUADALUPE

WALDORF

SCHUMAN

DEVON

D CASMALIA

ANTONIO

NARLON

TANGAIR

AJAX

DN LOMPOG JCT.

(50.6)

Time over District.....
Average speed per hour.....

FIRST CLASS

THIRD CLASS

Distance from Santa Barbara	FIRST CLASS				THIRD CLASS			
	75 The Lark	77 Shore Line Limited	21 Coaster	17 Seashore Express			243 Sunset Manifest	315 Way Freight
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily EX. SUNDAY
SAN FRANCISCO	370.7	9.45AM	9.50PM	10.55PM	10.10AM		3.30AM	
DNR SAN LUIS OBISPO	118.6	s 2.35AM	s 2.30PM	s 3.05PM	s 12.35AM		8.45AM	2.15PM
D EDNA	112.8	2.21	2.16	f 2.54	f 12.22		8.30	1.55
HADLEY	111.8							
P. C. R. R. Crossing	111.6							
TIBER	110.7							
PISMO	107.9	2.13	2.06	f 2.47	f 12.14			
GROVER	106.5	2.10	2.03	2.43	12.11		8.12	1.30
D OCEANO	104.8	2.07	2.00	s 2.40	f 12.08		8.05	1.15
CALLENDER	100.8	1.59	1.54	2.32	f 12.01AM		7.46	12.55
BROMELA	98.3	1.54	1.51	2.27	f 11.55PM		7.36	12.40
DN GUADALUPE	94.2	1.47	1.45	s 2.19	s 11.49		7.24	12.25
WALDORF	90.0	1.41	1.39	f 2.11	f 11.39		6.50	12.10PM
SCHUMAN	85.9	1.35	1.33	2.04	11.33		6.40	11.55AM
DEVON	85.0							
D CASMALIA	83.2	1.30	1.29	s 1.57	f 11.27		6.25	11.45
ANTONIO	80.7	1.26	1.26	1.53	11.22		6.16	11.35
NARLON	77.5	1.21	1.21	1.48	f 11.16		6.08	11.25
TANGAIR	73.5	1.15	1.15	f 1.42	11.09		5.55	11.10
AJAX	69.4							
DN LOMPOG JCT.	68.0	1.05AM	1.05PM	1.31PM	10.59PM		5.38AM	10.50AM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily EX. SUNDAY

(1.30) (1.25) (1.34) (1.36)
33.73 35.71 32.30 31.62

(3.07) (3.25)
16.23 14.81

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

ADDITIONAL STOP.

No. 17 stops at any station to discharge passengers from Los Angeles and east.
No. 21 stop on signal at Callender Wednesday, Friday and Saturday.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.

THIRD CLASS

FIRST CLASS

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Automatic Block				
	244		316		22		78				10		76	
	Sunset Manifest	Way Freight	Leave Daily	Leave Daily EX. SUNDAY	Coaster	Shore Line Limited	Seashore Express	The Lark			Leave Daily	Leave Daily	Leave Daily	Leave Daily
												0.0		
93 YWF			12.05AM									302.7		
50			10.59PM	10.10AM					f 4.41PM	8.00AM	7.40PM	8.00PM	307.9	
			11.19	10.25					f 4.52	4.42	f 7.10	4.34	310.5	
50			11.35	10.40					5.03	4.50	7.22	4.42	312.5	
50			11.52PM	11.00					f 5.11	4.57	f 7.32	4.49	317.8	
50 W			12.06AM	11.13					5.17	5.02	f 7.39	4.54	320.8	
44			12.28	11.25					f 5.26	5.09	f 7.50	5.01	325.3	
													328.6	
51			12.54	11.40AM					5.34	5.16	8.02	5.08	329.8	
10									f		f		331.0	
16									f		f		334.2	
65			1.20	12.05PM					5.42	5.26	8.12	5.18	334.8	
			12.35											
47 W			1.45	1.20					s 5.51	5.34	s 8.22	5.26	339.4	
50			2.00	1.37					5.56	5.39	8.27	5.31	342.6	
53			2.22	2.00					f 6.01	5.44	f 8.32	5.36	345.7	
									f		f		348.6	
51			2.55	2.20					6.09	5.52	8.42	5.44	349.9	
													353.1	
44 W			3.30	2.45					f 6.20	6.00	f 8.53	5.52	355.0	
													357.1	
54			3.50	3.15					f 6.27	6.07	f 9.01	5.59	358.9	
28				3.25							f		360.2	
26				3.35									361.7	
50			4.10	3.45					f 6.35	6.13	f 9.12	6.04	362.8	
46			4.40	4.15					6.40	6.18	9.20	6.10	366.5	
													368.5	
TWFO			5.30AM	5.00PM					s 6.55PM	s 6.30PM	s 9.35AM	s 6.25AM	370.7	
			Arrive Daily	Arrive Daily EX. SUNDAY					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Time Table No. 104
October 1, 1916

STATIONS

SAN FRANCISCO	0.0
DN LOMPOC JCT.	3.2
HONDA	2.6
ARLIGHT (Spur)	2.0
ARGUELLO	4.8
SUDDEN	3.5
JALAMA	4.5
D CONCEPCION	3.3
ANACAPA (Spur)	1.2
GATO	1.2
SAN AUGUSTINE	3.2
DRAKE	0.6
SACATE	4.6
DN GAVIOTA	3.2
LENTO	3.1
TAJIGUAS	2.9
ORELLA (Spur)	1.3
CAPITAN	3.2
VERAS (Spur)	1.9
D NAPLES	2.1
VILLO (Spur)	1.8
ELLWOOD	1.3
COROMAR	1.5
LA PATERA	1.1
D GOLETA	3.7
HOPE RANCH	2.0
WEST STA. BARBARA	2.2
DNRP SANTA BARBARA	
(68.0)	

(6.31) (6.50) (2.14) (1.58) (2.40) (2.01) Time over District
10.43] 9.95 30.45 34.58 25.50 33.72 Average speed per hour

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

ADDITIONAL STOPS.

No. 10 stops on signal at any station to receive passengers for Los Angeles and east.

Time Table No. 104
October 1, 1916
STATIONS
SAN FRANCISCO
DN LOMPOC JCT.
HONDA
ARLIGHT (Spur)
ARGUELLO
SUDDEN
JALAMA
D CONCEPCION
ANACAPA (Spur)
GATO
SAN AUGUSTINE
DRAKE
SACATE
DN GAVIOTA
LENTO
TAJIGUAS
ORELLA (Spur)
CAPITAN
VERAS (Spur)
D NAPLES
VILLO (Spur)
ELLWOOD
COROMAR
LA PATERA
D GOLETA
HOPE RANCH
WEST STA. BARBARA
DNRP SANTA BARBARA
Time over District
Average speed per hour

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

LOMPOG JCT.	5.2
HONDA	2.6
ARLIGHT (Spur)	2.0
ARGUELLO	4.8
SUDDEN	3.5
JALAMA	4.5
CONCEPCION	3.3
ANACAPA (Spur)	1.2
GATO	1.2
SAN AUGUSTINE	3.2
DRAKE	0.6
SACATE	4.6
GAVIOTA	3.2
LENTO	3.1
TAJIGUAS	2.9
ORELLA (Spur)	1.3
CAPTAN	3.2
VERAS (Spur)	1.9
NAPLES	2.1
VILO (Spur)	1.8
ELLWOOD	1.3
COROMAR	1.5
LA PATERA	1.1
GOLETA	3.7
HOPE RANCH	2.0
EST STA. BARBARA	2.2
RP SANTA BARBARA	

(68.0)

... Time over District
... Average speed per hour

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

DN LOMPOG JCT.	5.2
HONDA	2.6
ARLIGHT	2.0
ARGUELLO	4.8
SUDDEN	3.5
JALAMA	4.5
D CONCEPCION	3.3
ANACAPA	1.2
GATO	1.2
SAN AUGUSTINE	3.2
DRAKE	0.6
SACATE	4.6
DN GAVIOTA	3.2
LENTO	3.1
TAJIGUAS	2.9
ORELLA	1.3
CAPTAN	3.2
VERAS	1.9
D NAPLES	2.1
VILO	1.8
ELLWOOD	1.3
COROMAR	1.5
LA PATERA	1.1
D GOLETA	3.7
HOPE RANCH	2.0
WEST STA. BARBARA	2.2
DNRP SANTA BARBARA	

(68.0)

Time over District.....
Average speed per hour.....

Distance from Santa Barbara	FIRST CLASS								THIRD CLASS							
	77	21	17	75					243	315						
	Shore Line Limited	Coaster	Seashore Express	The Lark					Sunset Manifest	Way Freight						
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily EX. SUNDAY						
SAN FRANCISCO	370.7	9.50PM	10.55PM	10.10AM	9.45AM											
DN LOMPOG JCT.	68.0	1.05PM	s 1.31PM	s 10.59PM	1.05AM											
HONDA	62.8	12.53	f 1.17	f 10.44	12.55											
ARLIGHT	60.2		f	f												
ARGUELLO	58.2	12.46	1.10	10.37	12.48											
SUDDEN	53.4	12.39	f 1.03	f 10.28	12.41											
JALAMA	49.9	12.34	12.57	f 10.22	12.36											
D CONCEPCION	45.4	12.27	f 12.50	f 10.15	12.28											
ANACAPA	42.1															
GATO	40.9	12.20	12.43	10.08	12.22											
SAN AUGUSTINE	39.7		f	f												
DRAKE	36.5		f	f												
SACATE	35.9	12.13	12.35	10.00	12.15											
DN GAVIOTA	31.3	12.06	s 12.28	s 9.52	12.08											
LENTO	28.1	12.01PM	12.22	9.46	12.03AM											
TAJIGUAS	25.0	11.56AM	f 12.17	f 9.42	11.59PM											
ORELLA	22.1		f	f												
CAPTAN	20.8	11.49	12.09	9.35	11.53											
VERAS	17.6															
D NAPLES	15.7	11.42	f 12.02PM	s 9.28	11.45											
VILO	13.6															
ELLWOOD	11.8	11.36	f 11.56AM	f 9.19	11.39											
COROMAR	10.5			f												
LA PATERA	9.0															
D GOLETA	7.9	11.30	f 11.50	s 9.10	11.34											
HOPE RANCH	4.2	11.24	11.44	9.04	11.29											
WEST STA. BARBARA	2.2	11.20	11.40	9.00	11.25											
DNRP SANTA BARBARA	0.0	11.15AM	11.35AM	8.55PM	11.20PM											
		Leave Daily	Leave Daily	Leave Daily	Leave Daily											

Time over District..... (1.50) (1.56) (2.04) (1.45)
Average speed per hour..... 37.09 35.17 32.90 38.55

(4.33) (5.20)
14.94 12.75

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

ADDITIONAL STOP.
No. 17 stop at any station to discharge passengers from Los Angeles and east.

Main table for Time Table No. 104, October 1, 1916, showing train schedules for Eastward and Westward directions with columns for class, stations, and arrival/departure times.

(2.40) 6.71 (0.45) 23.86 (0.50) 21.48 (0.54) 19.81 (0.50) 21.48 (0.45) 23.86 (0.50) 21.48 Time over District Average speed per hour (0.45) 23.86 (1.00) 17.90 (0.50) 21.48 (1.00) 17.90 (0.50) 21.48 (0.50) 21.48 (1.55) 9.30

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

Eastward. FROM S. F., TOWARDS S. F. Westward. Watsonville Jct. and San Luis Obispo Sub-Div.

Table for Eastward/Westward service between San Francisco and Watsonville Jct. and San Luis Obispo Sub-Div.

Eastward. FROM S. F.—San Luis Obispo and Santa Barbara Sub-Division—TOWARD S. F. Westward.

Table for Eastward/Westward service between San Francisco and San Luis Obispo and Santa Barbara Sub-Division.

Service on Spreckels Branch performed by extra trains only. (0.30) 19.40 (0.30) 19.40 (0.30) 19.40 Time over District Average speed per hour (0.40) 14.55 (0.30) 19.40 (0.40) 14.55

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

ADDITIONAL STOPS. No. 172 stop to receive milk 3/4 mile west of Post. All trains stop on signal at Baroda pumping station 1.4 miles west of Post.

Partial table on the right edge of the page, showing station names and times.

Partial table at the bottom right edge of the page, showing station names and times.

Westward.

THIR CLASS
311
Way Freight
Arrive Daily EX. SUNDAY
2.25PM
2.15
2.05
1.55
1.32
1.00
12.55
12.50
12.30PM
Leave Daily EX. SUNDAY
(1.55) 9.30

Eastward. FROM S. F. TOWARD S. F. Westward.

S. F. and Watsonville Jct. Sub-Div.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	SECOND CLASS	Distance from San Francisco	Time Table No. 104		Distance from New Almaden
			October 1, 1916		
			STATIONS		
			San Francisco	64.1	
34 W	10.16AM	50.7	DR CAMPBELL	13.4	
		50.8	JC. ALMADEN BR.	13.3	
		54.5		9.6	
	f 10.23	56.0	L. G. & S. J. ROAD	8.1	
	f 10.27	56.7	UNION AVE. (Spur)	7.4	
9	f 10.37	59.1	LE FRANC	5.0	
	f 10.41	59.9	THONA	4.2	
8	f 10.53	62.7	ALMADEN CROSS'G	1.4	
Term.	s 11.00AM	64.1	R NEW ALMADEN	0.0	
		(0.44)	..... Time over District.....	
		13.23	..... Average speed per hour.....	

Eastward. FROM S. F.—TOWARD S. F. Westward.
San Francisco and Watsonville Jct. Sub-Div.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 104		Distance from New Almaden	FIRST CLASS
		October 1, 1916			
		STATIONS			
		San Francisco	63.0		
50	55.5	RP LICK	7.5	s 11.50AM	
12	58.9	ALAMITOS	4.1	f 11.30	
17 W	59.8	SEALS	3.2	f 11.25	
8	61.3	GREYSTONE	1.7	s 11.18	
Term.	63.0	R NEW ALMADEN	0.0	11.10AM	
		(7.5)	Leave MON. ONLY		
		(0.40)	..... Time over District.....	
		11.25	..... Average speed per hour.....	

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward. 17

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	FIRST CLASS				Distance from San Bruno	FIRST CLASS				
		96	94	92	91		35	93	95		
		San Bruno Motor	San Bruno Motor	San Bruno Motor	San Francisco Motor		San Francisco Passenger	San Francisco Motor	San Francisco Motor		
		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
		5.30PM	12.35PM	5.05AM	0.0	DNR SAN FRANCISCO	13.6	6.35AM	7.30AM	2.25PM	7.00PM
I					0.9	W. P. Ry. Crossing	12.7				
					1.2	O. S. Ry. Crossing	12.4				
		5.37	12.42	5.12	1.6	EIGHTEENTH STREET	12.0	6.27	7.22	2.18	6.52
		s 5.42	s 12.47	s 5.15	2.7	VALENCIA STREET	10.9	s 6.23	s 7.18	s 2.14	s 6.48
17		f 5.48	f 12.51	f 5.19	4.0	BERNAL	9.6	f 6.19	f 7.14	f 2.09	f 6.44
					5.0	CRESCENT (Spur)	8.6				
48		f 5.51	f 12.54	f 5.22	5.2	ELKTON	8.4	f 6.16	f 7.11	f 2.06	f 6.41
					5.8	RUP (Spur)	7.8				
		s 5.55	s 12.58	s 5.25	6.3	OCEAN VIEW (Spur)	7.3	s 6.13	s 7.08	s 2.03	s 6.38
46		f 5.57	f 1.01	f 5.28	7.4	DALY CITY	6.2	f 6.10	f 7.04	f 1.59	f 6.34
50		f 5.59	f 1.03	f 5.30	8.1	UNION PARK	5.5	f 6.08	f 7.02	f 1.56	f 6.32
		s 6.00	s 1.05	s 5.31	8.5	COLMA (Spur)	5.1	s 6.07	s 7.01	s 1.55	s 6.31
		f	f	f	9.1	GREENLAWN (Spur)	4.5	f	f	f	f
					9.6	HANNA (Spur)	4.0				
		f	f	f	9.7	EMANUEL (Spur)	3.9	f	f	f	f
					10.1	CARROL (Spur)	3.5				
12		f 6.05	s 1.14	f 5.40	10.3	HOLY CROSS	3.3	f 6.00	f 6.54	f 1.46	f 6.24
W		f 6.08	f 1.17	f 5.43	11.4	BADEN (Spur)	2.2	f 5.57	f 6.51	f 1.43	f 6.21
Y		f 6.12	f 1.20	f 5.47	13.0	TANFORAN	0.6	5.53	6.47	1.39	6.17
		s 6.14PM	s 1.22PM	s 5.50AM	13.6	SAN BRUNO (Spur)	0.0	5.51AM	6.45AM	1.37PM	6.15PM
		(0.44)	(0.47)	(0.45)	..... Time over District.....		(0.44)	(0.45)	(0.48)	(0.45)	
		18.54	17.36	18.13	..... Average speed per hour.....		18.54	18.18	16.70	18.13	

Eastward. FROM S. F. S. F. and Watsonville Jct. Sub-Div. Westward. TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 104		Distance from So. San Francisco
		October 1, 1916		
		STATIONS		
		San Francisco	13.0	
W	11.4	DNR BADEN (Spur)	1.6	
Yard	13.0	D SO. SAN FRANCISCO	0.0	
		(1.6)		

Eastward. FROM S. F. S. F. and Watsonville Jct. Sub-Div. Westward. TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 104		Distance from Loma Prieta
		October 1, 1916		
		STATIONS		
		San Francisco	90.4	
11 WY	87.0	APTOS	3.4	
	90.0	MOLINO (Spur)	0.4	
	90.4	LOMA PRIETA	0.0	
		(3.4)		

Service performed by extra trains only.

Service on Loma Prieta Branch performed by extra trains only.

ADDITIONAL STOPS—Nos. 35, 91, 92, 93, 94, 95 and 96 stop on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim and Cypress Lawn.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 91. No. 96 is superior to No. 95. No. 94 is superior to No. 93.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS						Distance from San Francisco	Time Table No. 104	
	352	Way Freight	126	70	120	502	84	118		October 1, 1916	
										STATIONS	
	Leave TUESDAY THURSDAY & SATURDAY		Santa Cruz Passenger	Watsonville Junction Limited	Santa Cruz Passenger	Santa Cruz Passenger (Via Oakland)	Scenic Local	Watsonville Junction Passenger	0.0	SAN FRANCISCO	
31 WY			Leave SUN. ONLY	Leave Daily EX. SUN.	Leave Daily EX. SATURDAY & SUNDAY	Leave Daily	Leave Daily	Leave Daily	31.8	DR MAYFIELD	
				4.10PM		8.00AM			34.0	ALTA MESA	
54				4.56PM					35.7	P LOS ALTOS	
					5.03			f 9.23	37.5	SPRINGER ROAD	
									38.2	LOYOLA	
54	From College Park					Via West San Jose		f 9.31	39.7	SIMLA (Spur)	
									41.0	MONTA VISTA	
									43.8	AZULE (Spur)	
41								f 9.40	45.2	CONGRESS JUNC.	
									46.1	SAN TOMAS	
									46.9	POLLARD ROAD	
50								f 9.45	47.8	QUITO	
	6.01 AM								48.1	RP VASONA JCT.	
68 W	7.10					10.35 AM		s 9.47	51.8	DP LOS GATOS	
									54.8	LYNDON	
									56.1	D ALMA	
32	7.30								57.0	ALDERCROFT	
									58.5	EVA	
									60.0	CALL OF THE WILD	
22	8.08								60.3	D WRIGHT	
									61.3	LAUREL	
18 W	9.01								63.4	D GLENWOOD	
8									64.8	CLEMS	
23	9.30								66.2	VIRGINIA (Spur)	
									66.6	TANK SIDING	
15 W	9.45								67.4	ZAYANTE (Spur)	
									68.6	MEEHAN	
11	10.00								70.4	OLYMPIA	
57	10.10								72.1	MT. HERMON	
36 TW	10.25 AM 2.10 PM								72.4	DRP FELTON	
5	2.15								73.3	BIG TREES	
11	2.25								75.4	RINCON	
									76.9	GOLF LINKS	
									78.1	EBLIS (Spur)	
Term. Yd. TWFY	2.45 PM								78.4	PARK STREET	
	Arrive TUESDAY THURSDAY & SATURDAY								79.2	DRP SANTA CRUZ	
										(43.7)	

Westward trains are superior to trains of the same class in the opposite direction.
 Westward trains take siding at Santa Cruz.
 Westward First Class trains take siding when meeting Eastward First Class trains at Felton.

ADDITIONAL STOPS. {
 No. 84 stop on signal at Aldercroft Saturday and Sunday.
 Nos. 84 and 502 stop on signal at Eccles.

Time Table 1	
October 1,	
STATIONS	
DR	SAN FRANCISCO
DR	MAYFIELD
	ALTA MESA
P	LOS ALTOS
	SPRINGER ROAD
	LOYOLA
	SIMLA (Spur)
	MONTA VISTA
	AZULE (Spur)
	CONGRESS JUNC.
	SAN TOMAS
	POLLARD ROAD
	QUITO
RP	VASONA JCT.
DP	LOS GATOS
	LYNDON
D	ALMA
	ALDERCROFT
	EVA
	CALL OF THE WILD
D	WRIGHT
	LAUREL
D	GLENWOOD
	CLEMS
	VIRGINIA (Spur)
	TANK SIDING
	ZAYANTE (Spur)
	MEEHAN
	OLYMPIA
	MT. HERMON
DRP	FELTON
	BIG TREES
	RINCON
	GOLF LINKS
	EBLIS (Spur)
	PARK STREET
DRP	SANTA CRUZ

Time over District ...
 Average speed per hour
 Westward ...
 Westward ...

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward. 19

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO
R MAYFIELD 2.2
ALTA MESA 1.7
LOS ALTOS 1.8
SPRINGER ROAD 0.7
LOYOLA 1.5
SIMLA (Spur) 1.3
MONTA VISTA 2.8
AZULE (Spur) 1.4
CONGRESS JUNC. 0.9
SAN TOMAS 0.8
POLLARD ROAD 0.9
QUITO 0.3
RP VASONA JCT. 2.5
DP LOS GATOS 1.8
LYNDON 0.9
D ALMA 1.5
ALDERCROFT 1.5
EVA 0.3
CALL OF THE WILD 1.0
D WRIGHT 2.1
LAUREL 1.4
D GLENWOOD 1.0
CLEMS 0.4
VIRGINIA (Spur) 0.4
TANK SIDING 0.8
ZAYANTE (Spur) 1.2
MEEHAN 1.8
OLYMPIA 1.7
MT. HERMON 0.3
DRP FELTON 0.9
BIG TREES 2.1
RINCON 1.5
GOLF LINKS 1.2
EBLIS (Spur) 0.3
PARK STREET 0.8
DRP SANTA CRUZ

Time Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO	79.2
DR MAYFIELD 2.2	47.4
ALTA MESA 1.7	45.2
P LOS ALTOS 1.8	43.5
SPRINGER ROAD 0.7	41.7
LOYOLA 1.5	41.0
SIMLA 1.3	39.5
MONTA VISTA 2.8	38.2
AZULE 1.4	35.4
CONGRESS JUNCTION 0.9	34.0
SAN TOMAS 0.8	33.1
POLLARD ROAD 0.9	32.3
QUITO 0.3	31.4
RP VASONA JUNCTION 2.5	27.4
DP LOS GATOS 1.8	24.9
LYNDON 0.9	23.1
D ALMA 1.5	22.2
ALDERCROFT 1.5	20.7
EVA 0.3	19.2
CALL OF THE WILD 1.0	18.9
D WRIGHT 2.1	17.9
LAUREL 1.4	15.8
D GLENWOOD 1.0	14.4
CLEMS 0.4	13.4
VIRGINIA 0.4	13.0
TANK SIDING 0.8	12.6
ZAYANTE 1.2	11.8
MEEHAN 1.8	10.6
OLYMPIA 1.7	8.8
MT. HERMON 0.3	7.1
DRP FELTON 0.9	6.8
BIG TREES 2.1	5.9
RINCON 1.5	3.8
GOLF LINKS 1.2	2.3
EBLIS 0.3	1.1
PARK STREET 0.8	0.8
DRP SANTA CRUZ	0.0

Distance from Santa Cruz

STATIONS	Distance from Santa Cruz	FIRST CLASS						THIRD CLASS	
		69 San Francisco Limited Arrive Daily EX. SUNDAY	119 Boulder Creek Passenger Arrive Daily	501 San Francisco Passenger (Via Oakland) Arrive Daily	121 Boulder Creek Passenger Arrive Daily EX. SATURDAY & SUNDAY	87 Scenic Local Arrive Daily	129 Boulder Creek Passenger Arrive SUNDAY ONLY	351 Way Freight Ar. MON., WED. & FRIDAY	
SAN FRANCISCO	79.2	9.50AM		5.50PM		9.30PM			
DR MAYFIELD	47.4	s 8.59AM							
ALTA MESA	45.2								
P LOS ALTOS	43.5	s 8.51							
SPRINGER ROAD	41.7								
LOYOLA	41.0								
SIMLA	39.5								
MONTA VISTA	38.2	f 8.43		Via West San Jose		Via West San Jose		To Colgate Park	
AZULE	35.4								
CONGRESS JUNCTION	34.0								
SAN TOMAS	33.1	f							
POLLARD ROAD	32.3	f							
QUITO	31.4	f							
RP VASONA JUNCTION	27.4	s 8.33		s 3.16PM		s 7.46PM			
DP LOS GATOS	24.9	s 8.27		s 3.10		s 7.40		2.23PM	
LYNDON	23.1		f		f			2.15	
D ALMA	22.2	f 8.17		s 2.58		f 7.31		1.00	
ALDERCROFT	20.7		f						
EVA	19.2	8.08		f 2.48		f 7.23		12.40	
CALL OF THE WILD	18.9	f		f		f			
D WRIGHT	17.9	s 8.02		s 2.43		s 7.17		12.30PM	
LAUREL	15.8	f		s		f			
D GLENWOOD	14.4	f 7.50		s 2.31		s 7.04		11.25 AM 10.25	
CLEMS	13.4		f						
VIRGINIA	13.0		f						
TANK SIDING	12.6	7.44		f 2.22		f 6.54		10.11	
ZAYANTE	11.8		f			f			
MEEHAN	10.6	7.37		f 2.16		f 6.46		10.01	
OLYMPIA	8.8	f		s 2.11		s 6.39		9.55	
MT. HERMON	7.1	f 7.27		f 2.02		f 6.32			
DRP FELTON	6.8	s 7.25	s 10.50AM	s 2.00	s 4.45PM	s 6.30	s 7.30PM	9.45 8.45	
BIG TREES	5.9	f	s 10.45	s 1.55	s 4.40	s 6.16	s 7.25	8.40	
RINCON	3.8	7.13	f 10.38	f 1.48	f 4.33	f 6.09	f 7.18	8.30	
GOLF LINKS	2.3		f		f		f		
EBLIS	1.1	f			f		f		
PARK STREET	0.8	f			f		f		
DRP SANTA CRUZ	0.0	7.00AM	10.25AM	1.35PM	4.20PM	5.55PM	7.05PM	8.00AM	

Automatic Block

Time over District.....	(1.59)	(0.25)	(1.41)	(0.25)	(1.51)	(0.25)
Average speed per hour.....	22.03	16.32	16.27	16.32	14.80	16.32

Westward trains take siding at Santa Cruz. Westward trains are superior to trains of the same class in the opposite direction.
Westward First Class Trains take siding when meeting Eastward First Class Trains at Felton.

ADDITIONAL STOPS.
No. 87 stop on signal at Aldercroft Saturday and Sunday.
Nos. 501 and 87 stop on signal at Eccles.
No. 69 stop on signal at Zayante Monday.

me over District.

verage speed per hour.

(6.25)
6.84

Table with columns for Third Class (358, 356) and First Class (128, 70, 124, 84, 122, 118, 116). Rows include station names, departure/arrival times, and distance from San Francisco. Includes a section for 'Time Table No. 104' with dates and station names.

Table with columns for Third Class (354) and First Class (522, 520, 518, 516, 514, 512). Rows include station names, departure/arrival times, and distance from San Francisco. Includes a section for 'Time Table No. 104' with dates and station names.

Westward trains are superior to trains of the same class in the opposite direction. No. 512 is superior to No. 513. No. 354 is superior to No. 353.

Exception: No. 116 is superior to No. 117.

Westward trains take siding at Santa Cruz.

Table of station names and distances for the rightmost page, including Santa Cruz, Casino, Seabright, Twin Lakes, Del Mar, Opal, Capitola, New Brighton, Aptos, Farley, Leonard, Manresa, Ellicott, Nuga, and Watsonville Jct.

Time over District Average speed per hour

Table of station names and distances for the rightmost page, including Felton, Old Felton, Bonny Brae, Brackney, Glen Arbor, Newell Junc., Ben Lomond, Phillipshurst, Siesta, Fish Hatchery, Brookdale, Harris, and Boulder Creek.

Time over District Average speed per hour

Table No. 104
October 1, 1916

STATIONS
SAN FRANCISCO
SANTA CRUZ
0.5
CASINO
0.7
SEABRIGHT (Spur)
0.5
TWIN LAKES (Spur)
1.1
DEL MAR
1.2
OPAL (Spur)
0.7
CAPITOLA
1.2
NEW BRIGHTON
1.9
APTOS
0.7
FARLEY
2.0
LEONARD (Spur)
0.9
MANRESA (Spur)
1.9
ELICOTT
3.3
NUGA
2.0
P. V. R. R. Crossing
WATSONVILLE
1.7
WATSONVILLE JCT.
(20.3)

Time over District
Average speed per hour

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward. 21

Time Table No. 104 October 1, 1916	Distance from Watsonville Jct.	FIRST CLASS						THIRD CLASS	
		117 Santa Cruz Passenger	119 Boulder Creek Passenger	123 Santa Cruz Passenger	125 Santa Cruz Passenger	87 Scenic Local	127 Santa Cruz Passenger	355 Way Freight	357 Way Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO	99.5				5.50PM	9.30PM			
DRP SANTA CRUZ	20.3	s 7.50AM	s 10.18AM	s 11.30AM	s 1.25PM	s 6.45PM	s 8.55PM		
CASINO	19.8							6.30AM	11.20AM
SEABRIGHT	19.1	f 7.45	f 10.13	f 11.25	f 1.20	s 5.34	f 8.50		
TWIN LAKES	18.6	f	f	f	f	f	f		
DEL MAR	17.5	f	f	f	f	f	f		
OPAL	18.3				1.13				
D CAPITOLA	16.6	s 7.35	s 10.04	s 11.15	s 1.09	s 5.25	s 8.40		6.15
NEW BRIGHTON	14.4	f	f	f	f	f	f		11.00
D APTOS	12.5	s 7.27	s 9.53	s 11.07	s 1.01	s 5.17	s 8.32		5.55
FARLEY	11.8	7.25		11.05	12.58	5.15	8.30		
LEONARD	9.8	f	f	f	f	f	f		
MANRESA	8.9	f	f	f	f	f	f		
ELICOTT	7.0	f 7.17	f 9.42	f 10.57	f 12.49	f 5.07	f 8.22	5.43	10.30
NUGA	3.7	f 7.10	f 9.35	f 10.50	f 12.42	f 5.00	f 8.15	5.28	10.15
P. V. R. R. Crossing WATSONVILLE	1.7	s 7.05	s 9.30	s 10.45	s 12.37	s 4.55	s 8.10	5.21	9.51
DNRP WATSONVILLE JCT.	0.0	7.00AM	9.25AM	10.40AM	12.30PM	4.50PM	8.05PM	5.15AM	9.45AM
(20.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(0.50)	(0.53)	(0.50)	(0.55)	(0.55)	(0.50)	(1.15)	(1.35)
Average speed per hour		24.36	22.98	24.36	22.14	22.14	24.36	16.24	12.80

Table No. 104
October 1, 1916

STATIONS
SAN FRANCISCO
FELTON
0.3
OLD FELTON (Spur)
0.7
BONNY BRAE
0.9
BRACKNEY
0.4
GLEN ARBOR (Spur)
1.2
EWELL JUNC. (Spur)
0.4
BEN LOMOND
1.0
PHILLIPSHURST
0.3
SIESTA (Spur)
0.3
FISH HATCHERY
0.4
BROOKDALE (Spur)
0.5
HARRIS
0.3
FILBERT
0.6
BOULDER CREEK
(7.3)

Time over District
Average speed per hour

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 104 October 1, 1916	Distance from Boulder Creek	FIRST CLASS				THIRD CLASS	
		511 Watsonville Jct. Passenger	513 Felton Passenger	515 Felton Passenger	517 Felton Passenger	353 Way Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
SAN FRANCISCO	79.7	9.50AM		5.50PM	9.30PM		
DRP FELTON	7.3	s 7.25AM	s 11.58AM	s 1.55PM	s 6.20PM		
OLD FELTON (Spur)	7.0					1.40PM	
BONNY BRAE	6.3	f	f	f	f		
BRACKNEY	5.4	f	f	f	f		
GLEN ARBOR	5.0	f	f	f	f		
EWELL JUNC.	3.8	f	f	f	f		
BEN LOMOND	3.4	s 7.09	s 11.45	s 1.42	s 6.04		
PHILLIPSHURST	2.4	f	f	f	f		
SIESTA	2.1	f	f	f	f		
FISH HATCHERY	1.8	f	f	f	f		
BROOKDALE	1.4	f 7.00	f 11.38	f 1.35	f 5.55		
HARRIS	0.9	f	f	f	f	12.57	
FILBERT	0.6	f	f	f	f		
DRP BOULDER CREEK	0.0	6.55AM	11.33AM	1.30PM	5.50PM	12.50PM	
(7.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District		(0.30)	(0.25)	(0.25)	(0.30)	(0.50)	
Average speed per hour		14.60	17.52	17.52	14.60	8.76	

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

Exceptions: No. 116 is superior to No. 117.
No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 104							
	802	352		202					18		506	510	502	508	October 1, 1916			
	Way Freight	Way Freight		New Almaden Mixed					Seashore Express		San Jose Passenger (Via Oakland)	Milk Train	Santa Cruz Passenger (Via Oakland)	Milk Train				
	Leave Daily EX. SUNDAY	Leave TUES. THURS. & SATURDAY		Leave MONDAY ONLY					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
									7.40PM	5.00PM		8.00AM		0.0				
Yard	2.05PM								9.52PM	7.05PM	3.30PM	10.10AM	5.43AM	44.3				
I	2.10PM	5.30AM		10.00AM					s 9.55PM	s 7.10PM	s 3.40PM	s 10.15	s 5.50AM	45.7				
Yard TWFO		5.35		s 10.05	Western Division trains will be governed by Western Division time table between Santa Clara and College Park.								s 10.20	46.8				
		5.40		f 10.10													f	48.9
				f													f	49.7
24 W		5.55		s 10.16AM								s 10.28		50.7				
		6.01AM											s 10.35AM	52.9				
	Arrive Daily EX. SUNDAY	Arrive TUES. THURS. & SATURDAY		Arrive MONDAY ONLY					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	53.3				
														51.8				
	(0.05)	(0.31)		(0.16)					(0.03)	(0.05)	(0.10)	(0.25)	(0.07)	Time over District				
	16.80	14.71		18.75					28.00	16.80	8.40	21.60	12.00	Average speed per hour				

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 104		Distance from Tres Pinos	FIRST CLASS			THIRD CLASS	
	416		208	206	204		October 1, 1916	203		205	207		413	
	Way Freight		Tres Pinos Passenger	Tres Pinos Passenger	Tres Pinos Passenger			Gilroy Passenger		Gilroy Passenger	Gilroy Passenger		Way Freight	
	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY			
			4.00PM		6.30AM	00.0								
	7.12AM		6.30PM	1.30PM	9.42AM	83.2	RP	s 6.17AM	s 11.35AM	s 4.55PM		12.05PM		
22			f	f	f	83.9		f	f	f				
			f	f	f	85.0		f	f	f				
					f	85.9		f	f					
11	7.32		f 6.42	f 1.42	f 9.54	90.3		f 6.03	f 11.20	f 4.33		11.45AM		
						93.7								
28T W	8.30		s 6.55	s 1.55	s 10.07	94.9	DR	s 5.54	s 11.10	s 4.23		11.10		
			f	f	f	98.7		f	f	f		10.45		
Term. T	8.50AM		s 7.10PM	s 2.15PM	s 10.25AM	101.1	DR	5.40AM	10.55AM	4.00PM		10.25AM		
	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily		Leave Daily EX. SUNDAY		
	(1.38)		(0.40)	(0.45)	(0.43)			(0.37)	(0.40)	(0.55)		(1.40)		
	10.00		26.85	23.86	24.81			29.03	26.85	19.53		10.70		

Westward trains are superior to trains of same class in opposite direction. Exception No. 204 is superior to No. 205. No. 416 is superior to No. 413.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward. 23

ne Table No. 104

October 1, 1916

STATIONS

SAN FRANCISCO

SANTA CLARA

COLLEGE PARK

WEST SAN JOSE

FOYLE (Spur)

MOULTON (Spur)

CAMPBELL

VASONA (Spur)

VASONA JUNCTION

(9.0)

Time over District

Average speed per hour

(1.40)

10.70

Time Table No. 104 October 1, 1916	Distance from Vasona Junction	FIRST CLASS										THIRD CLASS			
		17 Seashore Express	187 Niles Passenger	501 San Francisco Passenger (Via Oakland)	557 San Francisco Passenger (Via Oakland)	87 Scenic Local							801 Way Freight	351 Way Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily EX. SUN.	Arrive Daily MON., WED., & FRI.		
SAN FRANCISCO	53.3	10.10AM		5.50PM	10.00PM	9.30PM									
D SANTA CLARA 1.4	9.0	8.05AM	s 8.58AM	s 3.45PM	s 8.06PM							4.45PM			
R COLLEGE PARK 1.1	7.6	8.00AM	8.55AM	s 3.40	8.00PM	s 8.03PM						4.35PM	4.00PM		
DP WEST SAN JOSE 2.1	6.5			s 3.35		s 8.00							3.50		
FOYLE (Spur) 0.8	4.4			f											
MOULTON (Spur) 1.0	3.6			f											
DR CAMPBELL 2.2	2.6			s 3.21		s 7.51							3.21		
VASONA (Spur) 0.4	0.4														
RP VASONA JUNCTION (9.0)	0.0			3.16PM		7.46PM							2.23PM		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily EX. SUN.	Leave Daily MON., WED., & FRI.		
Time over District		(0.05)	(0.03)	(0.34)	(0.06)	(0.17)						(0.10)	(1.37)		
Average speed per hour		16.80	28.00	15.88	14.00	26.82						8.40	4.70		

Western Division trains will be governed by Western Division time table between College Park and Santa Clara.

Eastward.

FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F.

Westward.

Westward.

THIRD CLASS

413

Way
Freight

Arrive
Daily
EX. SUNDAY

12.05PM

11.45AM

11.10
10.45

10.25AM

Leave
Daily
EX. SUNDAY

(1.40)

10.70

Capacity of sidings in car lengths and location of tracks, fuel, water, timing stations and interlocks.	FIRST CLASS								Distance from San Francisco	Time Table No. 104 October 1, 1916	Distance from Davenport	FIRST CLASS			
												401 Santa Cruz Passenger	403 Santa Cruz Mixed	405 Santa Cruz Mixed	407 Santa Cruz Mixed
									STATIONS		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	
								0.0	SAN FRANCISCO	90.7					
Term. FWTY								79.2	DRP SANTA CRUZ 1.9	11.5	s 7.15AM	s 11.45AM	s 4.00PM	s 6.10PM	
48								81.1	ORBY 2.3	9.6	f 7.08	11.37	3.53	f 6.03	
								83.4	WILDER SPUR 2.5	7.3					
37								85.9	GODOLA 4.8	4.8	f 6.56	11.26	f 3.41	f 5.51	
Term. WY								90.7	RP DAVENPORT (11.5)	0.0	6.45AM	11.15AM	3.30PM	5.40PM	
											Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	
											(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	

ADDITIONAL STOPS—Nos. 401, 402, 407 and 408 stop on signal at Younglove Avenue, Santa Cruz. Nos. 402 and 407 stop on signal at California Street, Santa Cruz. Nos. 404 and 407 stop on signal at Laguna Creek. Nos. 401, 402, 405, 406 and 408 stop on signal at Laguna Creek, Liddell and Lower Crossing, Davenport. All trains stop on signal at Wilder Spur, and at point opposite dairy building one-half mile west of Wilder spur. No. 17 stop at any station to discharge passengers from Los Angeles and East.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 402 is superior to No. 401; No. 408 is superior to Nos. 405 and 407.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO. ON DOUBLE TRACK, BETWEEN THIRD AND TOWNSEND STREETS SAN FRANCISCO AND SAN JOSE VIA BAY SHORE, ANY ENGINE MAY RUN EXTRA BETWEEN ANY POINTS WITHOUT RUNNING ORDERS, BUT MUST COMPLY WITH RULE 83-A BEFORE LEAVING SAN FRANCISCO AND SAN JOSE.

STANDARD CLOCKS.

Table listing standard clocks for various locations including San Francisco, Redwood City, San Jose, Santa Cruz, Gilroy, Tres Pinos, and Watsonville Jct., with corresponding station names like Boulder Creek passenger station, Del Monte Jct., Pacific Grove, Salinas, San Ardo, Santa Margarita, Lompoc Jct., and Santa Barbara.

WATCH INSPECTORS.

Table listing watch inspectors for various routes and locations, including J. J. Fretwell, J. P. McAlpine, G. P. Martin, Klein & Trumbley, A. W. Anderson, E. B. Lewis, A. J. Dutton, A. A. Poole, and E. H. Pratt.

BULLETIN BOARDS.

Table listing bulletin board locations: San Francisco, Redwood City, San Jose, Gilroy, Watsonville Jct., Santa Cruz, Pacific Grove, Boulder Creek, Salinas, San Ardo, San Luis Obispo, Lompoc Jct., and Santa Barbara.

CLEARANCES.

Trains must obtain clearance card before leaving San Jose. Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty. Trains to and from Pacific Grove branch must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

EXCEPTIONS.

San Bruno: Only No. 35 and trains originating and terminating will register. Redwood City: Only trains via Dumbarton line and trains originating and terminating will register. Mayfield: Only trains via Los Altos and trains originating and terminating will register. College Park: Only trains via West San Jose and Western Division trains originating or terminating at San Jose or College Park will register.

Del Monte Junction: Only trains running under schedules originating and terminating and trains via Gigling will register. Salinas: Only trains originating and terminating will register. San Ardo: Only trains originating and terminating will register.

RAILROAD CROSSINGS NOT INTERLOCKED.

Watsonville.....Pajaro Valley Consolidated Ry. Nashua.....Pajaro Valley Consolidated Ry. One long blast of the whistle should be sounded at the proper distance when approaching same and speed reduced to 20 miles per hour until train has passed over crossing.

TRAIN AND AIR INSPECTION.

Air brakes on all trains must be tested at Santa Margarita, Davenport, Glenwood, Santa Cruz, Boulder Creek, Tres Pinos and New Almaden and when air line has been cut or cars are picked up or set out at any point, in the manner prescribed by air brake Rule No. 17. Special attention should also be given to Rule No. 14.

When making running test leaving San Francisco, San Jose, Watsonville Jct., Santa Margarita, and San Luis Obispo it must not be made until rear of train is over Fourth Street, San Francisco, by the water columns on both tracks at San Jose, by the water columns at Watsonville Jct., by the water tank at Santa Margarita, and by the place that engine stands on train at San Luis Obispo. At other places where running tests are required to be made rear of train must pass place where track is slippery, due to oil and water on rails from standing engines; this on account of liability of sliding and flattening wheels at these points.

USE OF RETAINERS.

Conductors will be responsible for proper handling of retainers by brakemen. On passenger trains descending grades between San Luis Obispo and Santa Margarita, all available retainers will be turned up, including the retainer on tenders of locomotives, as soon as the train passes the summit; in order that the retainers may be gotten into operation before any considerable distance is covered, trains will not exceed a speed of twenty miles per hour on westward trains from summit to west switch at Cuesta and on eastward trains from summit to west portal of Tunnel No. 8.

On freight trains, descending grades between San Luis Obispo and Santa Margarita, all retainers will be turned up, including retainer on tender of locomotives.

Retainers will be used on westward trains to the automatic distant signal east of Santa Margarita and on eastward trains to the west switch at Hathaway. Should wheels give evidence of excessive heating, retainer may be turned down for a time and then turned up again.

Retainers will be used at other points and under other conditions where in judgment of the engine and train crew it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (over 1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between San Francisco and Santa Barbara, and between Vasona Junction and Santa Cruz, the note under Rule No. 211 is modified as follows: Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

- (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule No. 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule No. 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operators on all districts will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Attention of conductors and engineers is called to the importance of approaching at a moderate rate of speed, not to exceed 20 miles per hour, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SYSTEM.

Signal westward trains San Luis Obispo yard and distant signal westward trains Logan yard on left side of track.

Referring to Rule No. 504, Book of Rules: On SINGLE TRACK trains will wait five minutes before following flagman.

San Jose. If signal 464 is at stop, proceed immediately; in storm or fog, flag. When train is stopped by automatic block signals 1001 or 1002, Watsonville Junction Yard, 1184 or 1185, Salinas Yard, 2524 or 2525, San Luis Obispo Yard, it may proceed under control not exceeding six (6) miles per hour to next home signal if track is known to be clear or in established yards on signal of yardman.

Vasona Junction signal 518 will not assume proceed position until after junction switch is lined for Campbell-Los Gatos line.

West Santa Barbara, signal 3686 will not assume the proceed position until after switch is lined for eastward track.

Westward trains will stop east of signal 833 if to hold main track with a meet at Carnadero.

Trains delayed by block signals must report to Superintendent by wire. Conductor must use every reasonable effort to ascertain cause.

OVERLAPS.

Affecting eastward trains—Nova and Hathaway. Westward trains—Tennant and Miller. Eastward and westward trains—Logan. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head opposing train into siding until it is known that expected train has passed signal at opposite end of block.

STAFF LIMITS.

Wright and Glenwood. Staff is used as additional precaution and does not suspend requirements of rules, time-table nor train orders. Westward trains obtain staff at Glenwood, eastward trains at Wright when operator is on duty, and must not pass station train order signal until staff is in their possession.

In case of wire trouble, trains may move within these limits on authority of staff only; Rule 457 will not apply. When office at Wright or Glenwood is closed trains moving without staff must register.

INTERLOCKING SIGNAL TOWERS.

Trains must clear detector circuit at all times. Particular attention to Rules 663, 671 and 903.

Movements through interlocking plants on a hand signal from towerman, train must be preceded by a flagman.

Engineers will sound one short and two long (o ———) blasts of the whistle for Coast Division main track.

The limits of 4th Street interlocking plant, San Francisco, extend from point where main tracks intersect King Street to Terminal Station and include main tracks and ladders and certain switches adjacent.

All moves within these limits will be governed by dwarf signals (home signals are not semi-automatic), each signal over route train is using good only to next signal. Movement must be made under control and position of switches observed as such signals govern movements for various routes.

Trains, or yard engines, coming from train sheds at Passenger station may proceed to first signal eastward from train shed.

When working in interlocking limits all trains and yard engines must be governed by fixed signals and must move far enough to get fixed signal for move in reverse direction.

If one blast of large air whistle at interlocking plant is sounded all trains and yard engines within limits of interlocking plant must stop.

When their train is ready to depart Conductors will push button on same side of post in train shed as the starting light for their train is on.

As detector circuits control switches, cars must not be left standing on them. The tracks and switches within this plant are numbered and in arranging between yard men and tower men for movements track, or switch numbers or both should be used so clear understanding will be had. All orders over phone must be carefully given and repeated back.

Ninth and Division Tower. Eastward trains governed by dwarf signal 300 feet west of tower.

Westward trains governed by one-arm signal 900 feet east of tower; this signal governs to two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for movement westward on main track; lower arm other routes.

Eastward movement on industry track governed by one-arm signal 420 feet west of tower.

Other movements governed by dwarf signals within interlocked limits. Whistle signals to be used.

One short and one long (o ———) blast of whistle for Chemical Works (track 66); two short, one long and two short (o o ——— o o) blasts of whistle for upper stone yard; one short, one long and two short (o ——— o o) blasts of whistle for lower stone yard; two long and one short (———— o) blasts of whistle for Dunham, Carrigan and Hayden Spur; one long and one short (———— o) blast of whistle for old eastward track.

College Park Tower. Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track trains approach.

Upper arm g... lower; lower or s... Two-arm post to San Jose; lowe... Westward tra... of tower; upper... track, and lowest... Westward tra... of tower; upper... track, and lowest... Trains from... cross-over switch... Other movem... Engineers wil... of whistle for Ne... of whistle for Sa... blasts of whistle... blasts of whistle... San Jose Tower... Towerman w... trains while west... Two-arm sign... eastward trains, n... Single arm s... two-arm signal a... Upper arm a... ward main track... over to dwarf sig... Dwarf signal... freight yard to n... Westward Co... one long and one... San Jose Tower... Two-arm sign... trains to dwarf s... Second streets... Dwarf signal... track 3 to Niles... Eastward We... one long and one... Other movem... Hadley Tower... Note general

Table with columns: Speed per Hour, 1 Mile in Min. Se. Values: 6/10, 8/7.30, 10/6, 12/5, 15/4, 16/3.45, 17/3.31, 18/3.20, 19/3.9, 20/3.

Table with columns: Class of Locomotive, Maximum. Values: A-84 (15-25/2), A-81 (20/28), P-77 (22/28), P-77 (25/28), T-63 (19/24), T-63 (20/26), C-57 (22/30), C-57 (22/30), C-57 (22/30), M-63 (20/28), M-63 (21/28), M-63 (20/28), E-73 (20/28), E-73 (20/24).

The above tab to in any way aut... Maximum sp... Trains must... San Francisco, a

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through cross-over to dwarf signal or to eastward main track.

Westward Coast Division trains desiring to enter freight yard will sound one long and one short (— o) blasts of the whistle.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Eastward Western Division trains desiring to enter freight yard will sound one long and one short (— o) blasts of the whistle.

Note general and special rules.

SPEED TABLE. Table with 8 columns: Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec.

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED.

Table with 4 columns: Class of Locomotive, Engine Numbers, Maximum Speed in Miles per Hr., Maximum Wheel Pressure.

The above table is for the information of Enginemen, and must not be considered in any way authorize exceeding speed restrictions.

Maximum speed of any train at any point must not exceed 50 miles per hour. Trains must not exceed a speed of 15 miles per hour between Third St. station, San Francisco, and west portal of Tunnel No. 1; and between Third St. station,

San Francisco, and Valencia St. Trains must not exceed a speed of 12 miles per hour through San Jose and Los Gatos, 20 miles per hour through Gilroy, Santa Cruz and Watsonville, 8 miles per hour through Salinas, and 6 miles per hour through Hollister; 30 miles per hour between Dumbarton Wye switch and the first street crossing west of freight house at Redwood City. Time required between slow boards at Redwood City, 2 minutes.

Table with 3 columns: Trains must reduce speed as follows, Speed per Hour, Distance.

Eastward freight trains not to exceed speed of 15 miles per hour through Tunnel No. 4 Bay Shore and look for signal to stop from flagman who might be protecting eastward track, stationed inside east end of tunnel.

Running time passenger trains Vasona Junction to Santa Cruz, exclusive of stops, 1 hour 12 minutes.

No train shall exceed a speed of 6 miles per hour on curves New Almaden line, nor speed of 10 miles per hour through cross-overs and entering sidings.

Eastward freight trains reduce to 10 miles per hour from a point one-half mile west of Hathaway to Hathaway to give trainmen an opportunity to turn down retainers.

No freight train must make a continuous run of over forty (40) miles without making a stop of not less than 5 minutes to make a careful examination of all cars.

Westward trains reduce to 15 miles per hour approaching switches at east end of San Luis Obispo yard and not exceed this speed through yard.

Except as shown in "Speed Restrictions" the following limits of speed will govern:

Table with 3 columns: Location, Passenger, Freight, Motor.

Maximum speed of certain classes of locomotives running light must not exceed: Engines of consolidated type..... 40 miles per hour.

Mogul type—compound engines..... 45 " " Switch engines, 6 wheel connected..... 20 " "

Running Backward. Consolidated type 20 miles per hour. Mogul type 25 " " All types passenger power..... 25 " "

LOCATION OF STRUCTURES NOT HAVING STANDARD CLEARANCE.

Table with 5 columns: M.P., East of, West of, Description, Height, Side Clearance.

SAN BRUNO BRANCH.

Table with 5 columns: M.P., East of, West of, Description, Height, Side Clearance.

LOS GATOS LINE—VASONA TO SANTA CRUZ.

Table with 5 columns: M.P., East of, West of, Description, Height, Side Clearance.

WATSONVILLE JCT.—SANTA CRUZ BRANCH.

Table with 5 columns: M.P., East of, West of, Description, Height, Side Clearance.

MONTEREY BRANCH.

Table with 5 columns: M.P., East of, West of, Description, Height, Side Clearance.

LICK—NEW ALMADEN BRANCH.

Table with 5 columns: M.P., East of, West of, Description, Height, Side Clearance.

Employes must not ride on top of cars at above places. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

Stock Chute at Orella is not standard clearance, being old-style chute, clearance 6' from center of track.

JUNCTION SWITCHES.

Switches at Vasona Junction and Felton must be left set, making track from Mayfield to Santa Cruz the continuous main track.

S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. Switches at junction points must be lined up for Interurban Ry. Co. line.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

Kind of Car	Average Wts.—Pounds		
	Wood	Steel	Steel Underframe
Baggage.....	79,000	90,000	.....
Baggage—(Dynamo).....	.....	105,000	.....
Baggage and Mail.....	77,000	{121,000-69' 90,000-60'}	93,000
Baggage and Passenger.....	61,000	.....	.....
Buffet.....	.....	130,000	122,000
Buffet—(Dynamo).....	.....	146,000	.....
Business.....	107,000	178,000	135,000
Chair.....	86,000	98,000	.....
Coaches.....	80,000	95,000	.....
Dining.....	128,000	147,000	135,000
Horse Express.....	81,000	.....	.....
Observation.....	122,000	145,000	131,000
Postal.....	.....	{110,000-60' 77,000-40'}	.....
Pullman Parlor.....	115,000	146,000	.....
Pullman Observation.....	125,000	151,000	127,000
Pullman Standard Sleepers.....	125,000	153,000	145,000
Pullman Tourist Sleepers.....	94,000	.....	133,000
Tea and Silk.....	48,000	.....	.....

MISCELLANEOUS.

YARDS.

Yards are established at the following stations:
 San Francisco San Jose Gilroy Watsonville Jct. Santa Cruz
 Salinas San Ardo San Luis Obispo Lompoc Junction

Rules 93 and 93-D are revised as follows:

“Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.”

Flagging Exceptions:

San Jose: Westward first-class trains, having passed beyond the easterly limits of San Jose interlocker, and eastward first-class trains, standing at San Jose Passenger Station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of special rule relative to Signal 464.

Sidings on Double Track at:

Visitation, South San Francisco, Millbrae, San Mateo, San Carlos, Redwood City, Atherton, Mayfield, Mountain View and Lawrence. Cross-overs at San Francisco, 100 feet west of West Portal Tunnel No. 3, Bay Shore, Visitation, South San Francisco, Tanforan “Y”, San Bruno, Aqua, Millbrae, Easton, Burlingame, San Mateo, Belmont, Redwood City, 100 feet east of East Switch leading to Dumbarton Wye, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara, College Park, San Jose.

Train Dispatching Circuit telephones at all telegraph offices and sidings between Watsonville Junction and Santa Barbara, excepting Graves. Train Dispatching Circuit telephones also between Del Monte Junction and Pacific Grove. Dispatching telephone can be used from outside of telegraph office at Gonzales, Bradley, San Miguel and Edna.

Trains via Bay Shore must approach Tanforan Y and San Bruno under control, looking out for trains via Ocean View, crossing over or going onto eastward track.

Trains via Ocean View must be protected while crossing over or going onto eastward track at San Bruno and Tanforan Y.

Where helper engines on passenger trains are picked up at West San Jose or Santa Cruz, and are to be cut out at Glenwood in either direction, the helper shall be cut in ahead, but in event of the helper going through from Santa Cruz to West San Jose, or vice versa, the road engine shall be cut in ahead.

Trains going in on Loma Prieta Branch should sound one long blast of whistle before entering yard Loma Prieta Lumber Company to give warning to Lumber Company’s men of arrival.

When using cross-overs, trainmen must comply with Rule 99, in both directions. After switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

When one torpedo is exploded, train will stop (see Rule 15). If no person is at hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(A) If view is obscured (by curves, fog, storm, etc.), flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate “PROCEED,” train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

On double track lines, when a train finds a fusee burning red, train should be brought to a stop and may then proceed CAUTIOUSLY, not exceeding six (6) miles per hour, to the obstruction or until clear signal is reached, or until track is known to be clear.

When a train encounters a red light or a red flag on single track unattended, they will protect ahead and to the rear and flag ahead one-half mile, stop signal to be answered by two short blasts of the whistle.

REDWOOD CITY—

Westward trains via Dumbarton line will stop to clear sign reading “End of Dumbarton Line,” same located just east of the west wye switch. Conductor will then proceed to telegraph office and check register and obtain clearance and get advice of westward extras on Coast Division; then wait five minutes before fouling Coast main track, line switches from Coast siding to Coast westward main track and spur switch (located approximately 700 feet east of passenger station). With proper protection on the Coast Division main track, train may then proceed. This arrangement is necessary to avoid blocking street crossings. Eastward Western Division trains will stop west of the first street crossing west of the passenger station. Conductor will then proceed to the telegraph office and get authority from Coast Division train dispatcher to cross over, throw switches, wait five minutes and make cross-over movement under proper protection.

BAY SHORE—

When westward trains cross-over to enter Bay Shore yard at the east end, must stop at signal 71, sound four blasts of whistle (call for signals). On receiving hand proceed signal from herder, move into yard under control, speed not exceeding ten miles per hour. Switches must be thrown in the following order:

- A. No. 4, switch at the yard end of cross-over.
- B. No. 3, trailing point switch in eastward main track.
- C. No. 1, switch in westward main track.
- D. No. 2, facing point switch in eastward main track.

Before throwing any switches, it must be known that there is no train between signal 62 and the cross-over. Also, five minutes must have elapsed from the time switch No. 4 is thrown before switch No. 2 is thrown.

Westward trains leaving Bay Shore yard will throw switches in the following order:

- E. Switch No. 5, trailing point switch in westward main track.
- F. Switch No. 6, trailing point switch in eastward main track.
- G. Switch No. 7, facing point switch in eastward main track.

Before throwing switch No. 7 it must be seen that no eastward train is approaching. Five minutes must have elapsed from the time of throwing No. 5 to the time of throwing No. 7. In addition, after switch No. 7 is thrown, five minutes more must elapse before fouling the main track. Full protection as per Rule 99 must also be given.

When engineers of eastward freight trains desire switch at Bay Shore lined for the main track, they will so notify the switch tender by giving one short and two long (o ———) blasts of the steam whistle immediately after leaving Tunnel 4.

TUNNEL No. 1—

Westward passenger trains approach west portal of Tunnel No. 1 prepared to stop, and proceed only on proceed signal with green flag or light by switch tender located at the cross-over switches.

Following whistle signals will be used by engineers for the guidance of switch tender at west end of Tunnel No. 1:

Engineers on westward trains and engineers from train yard or tracks paralleling Seventh Street in yard, will sound one short and two long (o ———) blasts of whistle for main track.

Engineers on westward trains will sound one long and one short (——— o) blasts of whistle for train yard, Mission Bay.

Engineers on westward trains will sound one short, one long, one short (o ——— o) blasts of the whistle for tracks paralleling Seventh Street main lines in yard.

Engineers on westward trains must whistle at overhead bridge at Twenty-third Street to notify switch tender at west portal of Tunnel No. 1; be sure about place as sound does not carry otherwise.

At Mayfield, crossing over from Los Gatos line to westward main track, trainmen throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

Street crossings at San Mateo and Gilroy must not be blocked to exceed 5 minutes.

Street crossings must not be blocked nor cars left standing in the street at Watsonville.

Cars must not be left standing on the streets of Redwood City. This refers particularly to the long drill track on the right of the eastward main track.

Head-lights of all engines, marker lights of trains and lights in passenger cars occupied must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree and Wright and Santa Cruz.

Engines on trains of twenty cars or over must in all cases be cut off before taking water.

In such case, or when cut off to flag to telegraph station leaving balance of train on main track, as a precaution, in addition to flagman, place one torpedo on rail 600 feet from remaining portion of train.

E. B. and A. L. Stone Company will do switching at Lapis. S. P. Co. trains going on this spur must protect.

Engines can take an emergency supply of water from stand pipe opposite section house at Neponset.

Consolidation engines must not be turned on Spreckels Junction wye.

FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

LOCATION	NAMES	TITLES	DISTRICTS
San Francisco...	Dr. F. K. Ainsworth....	Chief Surgeon and Manager.....	Pacific System.
"	Dr. W. B. Coffey.....	Division Surgeon.....	San Francisco.
"	Dr. J. H. O'Connor.....	District Surgeon.....	"
"	Dr. S. J. Gardner.....	" " " ".....	"
"	Dr. C. A. Walker.....	" " " ".....	"
"	Dr. I. E. Bennett.....	" " " ".....	"
"	Dr. G. R. Carson.....	" " " ".....	"
"	Dr. G. Selridge.....	Aurist.....	"
"	Dr. G. H. Willcutt.....	Assistant Aurist.....	"
"	Dr. Wm. F. Blake.....	Oculist.....	"
Visitation.....	Dr. E. J. Dowdall.....	Emergency Surgeon.....	Visitation.
So. San Francisco.....	Dr. F. S. Doley.....	District Surgeon.....	Ocean View and Millbrae.
Ocean View.....	Dr. Mary Dangel.....	Emergency Surgeon.....	Ocean View.
San Mateo.....	Dr. W. C. Baker.....	District Surgeon.....	Millbrae and Belmont.
Redwood City.....	Dr. J. L. Ross.....	" " " ".....	Belmont and Atherton.
Palo Alto.....	Dr. L. E. Phillips.....	" " " ".....	Atherton and Mayfield.
Mayfield.....	Dr. F. M. Seibert.....	Emergency Surgeon.....	Mayfield.
Los Altos.....	Dr. E. H. Coleman.....	" " " ".....	Los Altos.
Campbell.....	Dr. W. I. Merrill.....	" " " ".....	Campbell.
Los Gatos.....	Dr. R. P. Gober.....	District Surgeon.....	Campbell and Glenwood.
Brookdale.....	Dr. W. A. Phillips.....	" " " ".....	Felton and Boulder Creek.
Santa Cruz.....	Dr. P. T. Phillips.....	" " " ".....	Aptos and Glenwood.
Mountain View.....	Dr. A. H. McFarlane.....	" " " ".....	Mayfield and Lawrence.
Santa Clara.....	Dr. J. I. Beattie.....	" " " ".....	Lawrence and San Jose.
San Jose.....	Dr. D. A. Beattie.....	" " " ".....	Santa Clara, Campbell.
"	Dr. E. F. Holbrook.....	Assistant Surgeon.....	Milpitas and Coyote.
Morganhill.....	Dr. W. D. Miner.....	Emergency Surgeon.....	Morganhill.
Gilroy.....	Dr. J. A. Clark.....	District Surgeon.....	Coyote and Chittenden.
Hollister.....	Dr. P. L. Rookledge.....	" " " ".....	Carnadero and Tres Pinos.
Watsonville.....	Dr. S. C. Rodgers.....	" " " ".....	Chittenden and Aptos.
"	Dr. E. S. Porter.....	Assistant Surgeon.....	"
Pacific Grove.....	Dr. H. N. Yates.....	District Surgeon.....	Del Monte Junct. and Lake Majella.
Salinas.....	Dr. T. C. Edwards.....	District Surgeon.....	Elkhorn and Gonzales.
Gonzales.....	Dr. M. B. Gould.....	Emergency Surgeon.....	Gonzales.
Soledad.....	Dr. F. J. Bryant.....	District Surgeon.....	Gonzales and King City.
King City.....	Dr. D. Brumwell.....	Emergency Surgeon.....	King City.
San Miguel.....	Dr. Wm. McNaul.....	District Surgeon.....	King City and Wellsona.
Paso Robles.....	Dr. R. O. Dresser.....	District Surgeon.....	Wellsona and Asuncion.
San Luis Obispo.....	Dr. W. M. Stover.....	" " " ".....	Serrano and Oceano.
"	Dr. J. A. Guilfoil.....	Assistant Surgeon.....	"
Guadalupe.....	Dr. J. H. Franklin.....	District Surgeon.....	Oceano and Concepcion.
Lompoc.....	Dr. L. E. Heiges.....	" " " ".....	Lompoc Junct. and Lompoc.
Santa Barbara.....	Dr. W. H. Campbell.....	" " " ".....	Concepcion and Carpinteria.
"	Dr. G. S. Lovern.....	Assistant Surgeon.....	"
COMPANY HOSPITALS.			
San Francisco.....	General Hospital.....	.....	Hayes and Baker Streets.
"	Emergency Hospital.....	.....	Third and King Streets.

RATING OF LOCOMOTIVES—COAST DIVISION.

In M's. of 1,000 pounds back of Tender.

Revised for June 8, 1913.

CLASS	ENGINE NUMBERS	Boiler Pressure	SAN FRANCISCO AND WATSONVILLE JCT. *SANTA MARGARITA TO WATSONVILLE JCT.	WATSONVILLE JCT. TO SANTA MARGARITA	SANTA MARGARITA TO SAN LUIS OBISPO	SAN LUIS OBISPO TO SANTA MARGARITA	SAN LUIS OBISPO AND SANTA BARBARA	
							THROUGH	LOCAL
E-69	18/24 59	1370, 1372 to 1375	150	1580	1380	.....	.....	.....
E-69	18/24 61	1376 to 1381	150	1560	1360	.....	.....	940 980
E-73	20/24 89	1433 to 1443	190	2315	2015	540	480	1320 1350
E-73	20/24 92	1445 to 1458	160	1615	1405	405	360	935 1000
E-62	18/26 62	1465, 1468, 1470, 1472, 1473, 1476 to 1479	200	2635	2290	625	555	1500 1585
E-73	20/26 100	1526 to 1540	190	2985	2605	815	740	1765 1905
M-63	20/28 126	1615 to 1719	200	3295	2880	900	810	1950 2140
M-63	15 1/2-26/28 144	1793	195	3460	3020	935	845	2040 2220
M-63	21/28 144	1799 to 1808	200	3460	3020	935	845	2040 2220
M-63	21/28 147	1804 to 1822	160	1940	1695	510	460	1135 1215
T-57	18/24 86	2134 to 2153	160	2005	1745	515	455	1160 1220
T-57	18/24 83	2154 to 2173	180	2680	2340	715	645	1575 1680
T-57	18/24 87	2174 to 2183	200	3275	2860	845	760	1905 2120
T-63	19/24 105	2221 to 2234	200	3460	3020	935	845	2040 2220
T-63	20/26 112	2235 to 2273	200	3185	2755	765	675	1820 2030
T-69	21/28 149	2283 to 2300	200	4130	3590	1015	905	2370 2500
T-62	21/28 144	2301, 2310	200	4115	3530	1145	1030	2420 2650
P-77	22/28 141	2400 to 2437	185	3990	3160	1140	1020	2320 2530
P-77	25/28 172-s	2453 to 2458	200	4115	3530	1145	1030	2420 2650
C-57	22/30 187	2513 to 2599, 2752 to 2836	200	4115	3530	1145	1030	2420 2650
C-57	22/30 176	2620 to 2623	200	4115	3530	1145	1030	2420 2650
C-57	22/30 180	2624 to 2679	200	4115	3530	1145	1030	2420 2650
C-57	22/30 178	2680 to 2693	200	4115	3530	1145	1030	2420 2650
C-57	22/30 184	2694 to 2751	180	2945, 2948	2325	1800	620	1330 1455
TW-51	20-29/26 110	2933 to 2940	170	2800	.....	.....	.....	.....
TW-51	20/26 120	2949 to 2953	200	2265	1965	480	420	1270 1325
A-84	15-25/28 110	3000 to 3009	200	2525	2190	545	480	1410 1485
A-81	20/28 105	3025 to 3071	200	.....	.....	.....	.....	.....
MK-63	26/28 210	3236 to 3270	200	.....	.....	.....	.....	.....
Allowance for Empty and Under-Loaded Cars—Ms.....			Less than 40 Ms...	6	6	3	3	3 3
			40 to 50 Ms.....	3	3	0	0	0 0
			More than 50 Ms..	0	0	0	0	0 0

*When Rating of Road Engine and Helpers from San Luis Obispo to Santa Margarita exceeds Rating of Road Engine from Santa Margarita to Watsonville Jct., Rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

NOTE:—BOILER PRESSURE EXCEPTIONS { 1749 and 1799 carry 195 lbs. 2948 carries 170 lbs.

“SAFETY FIRST.”
There is Always a “Best Way”
To do Things—Learn the
“Best Way” and Become
Efficient and Safe Employees.

MILEAGE.

MAIN LINES.

San Francisco to Santa Barbara.....	S. P. R. R.....	365.46
End Western Div. to San Jose.....	C. P. Ry.....	.32
End Western Div. to College Park.....	S. P. C. Ry.....	1.37
Total Main Line.....		367.15

BRANCHES.

Almaden.....	S. P. C. Ry. Campbell to Almaden Jct....	9.12
Boulder Creek.....	S. P. C. Ry. Felton to Boulder Creek....	7.50
College Park and Sta. Cruz.....	S. P. C. Ry. College Park to Santa Cruz...	34.77
Davenport.....	S. P. R. R. Santa Cruz to Davenport....	11.91
Lick.....	S. P. R. R. Lick to New Almaden.....	7.77
Loma Prieta.....	S. P. R. R. Aptos to Loma Prieta.....	3.70
Lompoc.....	S. P. R. R. Lompoc Jct. to Lompoc.....	10.36
Los Altos.....	S. P. R. R. Mayfield to Vasona Jct.....	16.27
Monterey.....	S. P. R. R. Del Monte Jct. to Lake Majella.....	19.56
Newell Creek.....	S. P. C. Ry. Newell Jct. to Newell Creek Mill.....	1.54
Santa Cruz.....	S. P. R. R. Watsonville Jct. to Santa Cruz	20.52
San Fran.—San Bruno.....	S. P. R. R. San Francisco to San Bruno.	13.09
South San Francisco.....	S. P. R. R. Baden to San Bruno via South San Francisco.....	2.89
Spreckels Spur.....	S. P. R. R. Spreckels Jct. to Spreckels....	2.82
Tres Pinos.....	S. P. R. R. Carnadero to Tres Pinos....	18.30
Total Branches.....		180.12
Total Coast Division.....		547.27

P. SLATER, Trainmaster, San Jose.
W. H. CURRAN, “ San Luis Obispo.

I. J. ONYON, Chief Train Dispatcher, San Francisco.
L. C. GRAM, Assistant Chief Train Dispatcher, San Francisco.
G. MERRITT, Chief Train Dispatcher, San Luis Obispo.
D. W. BROPHY, Assistant Chief Train Dispatcher, San Luis Obispo.
J. E. EWALD, Train Dispatcher, San Francisco.
A. KELLER, “ “ “ “
A. S. BRAINARD, “ “ “ “
A. P. HEFNER, “ “ “ “
H. E. LEVERIDGE, “ “ San Luis Obispo.
W. T. MASENGILL, “ “ “ “
J. LEARY, “ “ “ “

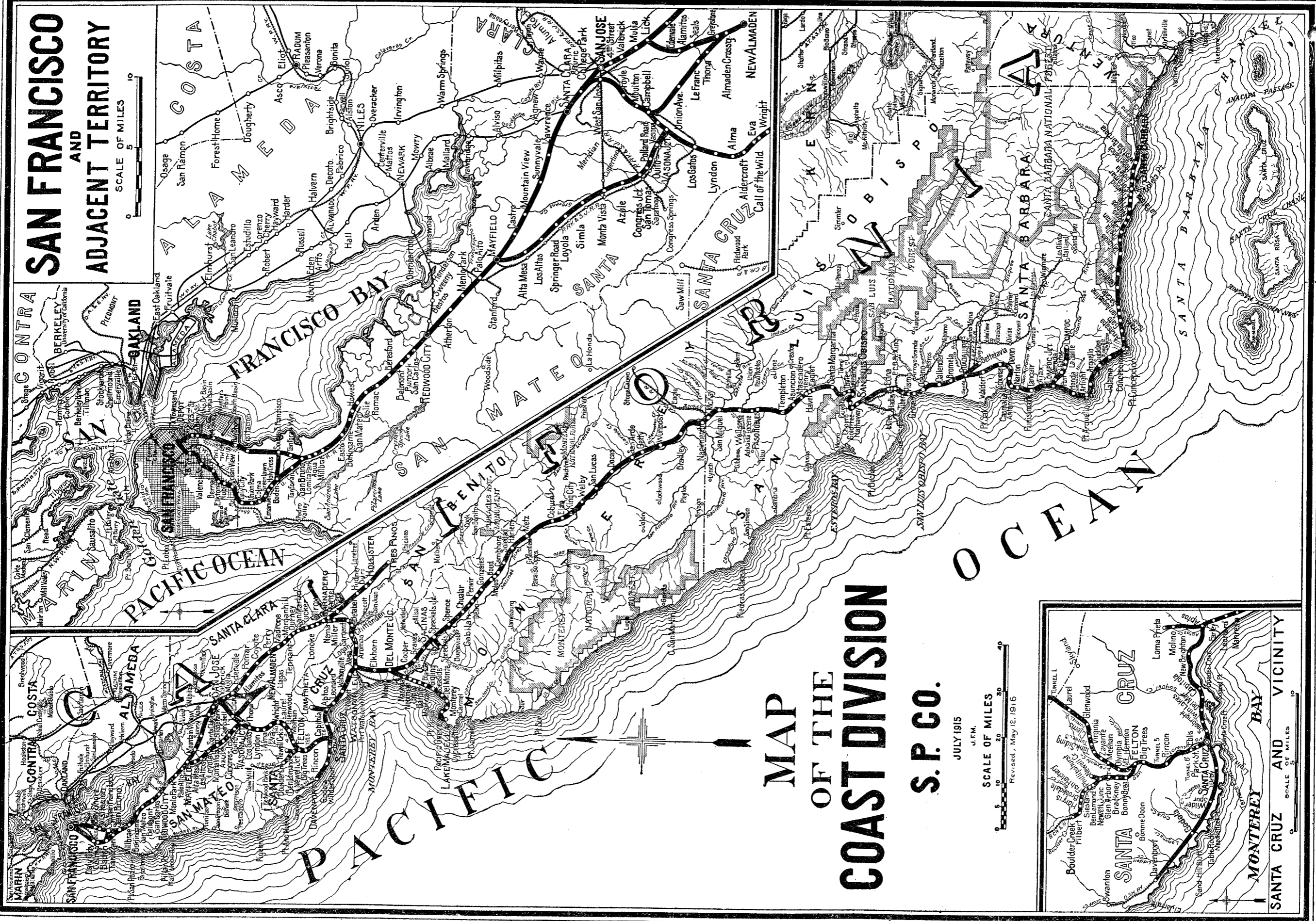
T. AHERN,
Superintendent,
San Francisco.

E. R. ANTHONY,
Asst. Superintendent,
San Francisco.

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id Atherton.
nd Mayfield.
nd Glenwood.
Boulder Creek.
Glenwood.
id Lawrence.
nd San Jose.
a, Campbell.
d Coyote.
Chittenden.
and Tres Pinos.
and Aptos.
Junct. and Lake Majella.
d Gonzales.
d King City.
nd Wellsona.
d Asuncion.
l Oceano.
Concepcion.
ct. and Lompoc.
and Carpinteria.
Baker Streets.
King Streets.

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES
0 5 10



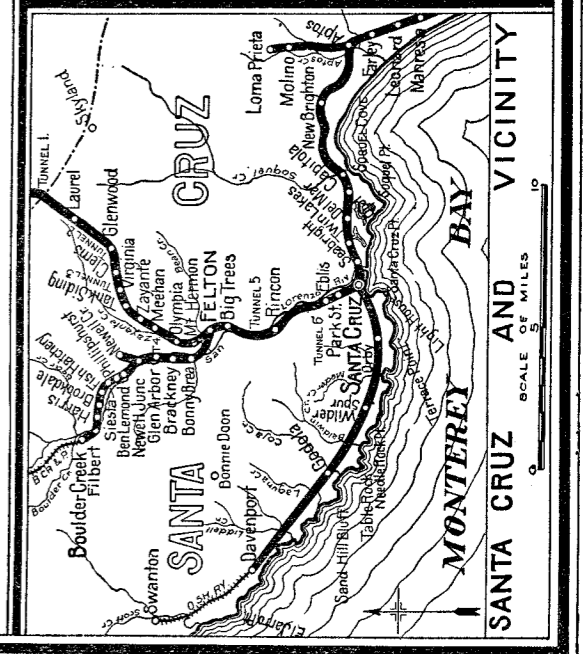
MAP OF THE COAST DIVISION S. P. CO.

JULY 1915

J.F.M.

SCALE OF MILES
0 5 10 20 30 40

Revised, May 12, 1916



SANTA CRUZ AND VICINITY

SCALE OF MILES
0 5 10