

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

116

TIME TABLE
FOR THE
COAST DIVISION

To Take Effect Sunday, July 8, 1923, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)



For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Coast Div #115
eff 10 May 23

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

FIRST CLASS

Main train schedule table with columns for train numbers (72, 68, 102, 46, 44, 70, 42, 66, 28, 92, 40, 80, 38, 64, 24, 84, 78, 36, 32, 34) and rows for departure times and arrival times. Includes side labels for 'San Francisco Terminal Yard' and 'San Jose Term. Yard'.

Time Table No. 116
July 8, 1923

STATIONS

Vertical list of stations from San Francisco to San Jose, including distances between stations and labels like 'TO-R SAN FRANCISCO' and 'TO-R REDWOOD JCT.'.

Block Signals

Double Track

NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose. New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays and on such days San Francisco-San Jose local passenger trains will perform only such service as on Sunday. Menlo Park water supply located on spur track and is for emergency use only.

ADDITIONAL REGULAR STOPS TO RECEIVE OR DISCHARGE PASSENGERS table with columns: Train, At, Receive or Discharge, Passengers to (or beyond), Passengers from (or beyond), Frequency.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS table with columns: Train, At, Receive or Discharge, Passengers to (or beyond), Passengers from (or beyond), Frequency.

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 116

July 8, 1923

FIRST CLASS

STATIONS

TO-R SAN FRANCISCO
1.9
23D STREET
0.3
ARMY STREET
3.0
BAYSHORE
1.3
VISITACION
0.4
TO-R VISITACION TOWER
2.4
SO. S. FRANCISCO
1.1
TANFORAN WYE
0.6
R SAN BRUNO
1.1
LOMITA PARK
0.8
AQUA
0.8
MILLBRAE
1.5
BROADWAY
1.1
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
REDWOOD CITY
0.8
TO-R REDWOOD JCT.
1.6
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
TO-R SAN JOSE

Distance from San Jose	33	503	35	37	61	39	41	17	71	43	45	47	75	73	69	49	101	51	27	63
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
46.9	s 6.20AM		s 7.20AM	s 7.35AM	s 7.50AM	s 8.00AM	s 8.15AM	s 8.20AM	s 8.30AM	s 8.40AM	s 9.00AM	s 9.20AM	s 9.30AM		s 9.52AM	s 10.20AM	s 10.30AM	s 12.05PM	s 12.20PM	s 1.40PM
45.0	s		s	s	s	s														
44.7																				
41.7	s 6.08		s 7.09	s 7.23	s 7.39	7.49	8.05	8.10	8.20	8.30	8.50	9.10	9.20		9.41	s 10.08	10.20	f 11.53AM	12.10	f 1.30
40.4			f																	
40.0																				
37.6	s 6.02		s 7.02	s 7.16	s 7.32	s 7.43	s 7.59	8.04	8.14	s 8.24	s 8.43	s 9.03	9.14		9.34	s 10.01	10.14	s 11.45	12.04	s 1.24
36.5																				
35.9	s 5.59		s 6.57	7.13	s 7.27	7.39	s 7.55	8.00	8.11	8.21	s 8.39	f 8.59	9.11		9.31	s 9.58	10.11	s 11.40	12.01PM	s 1.21
34.8	f		s			s	s				f					f		f		f
34.0																				
33.2	f 5.53		s 6.52	7.09	f 7.21	s 7.32	s 7.48	7.56	8.07	8.17	8.34	f 8.54	9.07		9.27	f 9.50	10.07	f 11.32	11.57AM	f 1.16
31.7	f		s	s	s	s	s		s	s	s	s				f		f		s
30.6	s 5.48		s 6.46	s 7.02	s 7.15	s 7.26	s 7.42		s 8.03	s 8.12	s 8.29	s 8.49				s 9.44		s 11.27		s 1.11
30.1																				
29.0	s 5.44		s 6.42	s 6.58	s 7.11	s 7.22	s 7.38	7.50	s 7.59	s 8.08	s 8.25	s 8.45	9.01		9.21	s 9.39	10.01	s 11.22	s 11.51	s 1.07
28.0			f	f			s				s							f		f
27.2																				
26.6	f		f			f				f		f				f				f
25.0	f		s	s 6.49	f	s	s 7.29			f	s 8.17	s 8.37				s 9.30		s 11.14		
24.2																				
23.7	f 5.33		f 6.33	f 6.46	s 7.00	s 7.11	s 7.26	7.42	7.48	8.00	f 8.14	f 8.34	8.54		9.14	f 9.27	9.54	f 11.11	11.44	f 12.57
21.5	s 5.29		s 6.29	s 6.41	s 6.56	s 7.07	s 7.21		s 7.45	s 7.57	s 8.10	s 8.30				s 9.23		s 11.07	s 11.41	s 12.53
20.7	5.26		6.27	6.39	6.54	7.05	7.19	7.36	7.42	7.54	8.08	8.28	8.49		9.09	9.20	9.49	11.05	11.39	12.50
19.1	f 5.23		f 6.24	6.36	f 6.51	7.02	s 7.16	7.33		s 7.51	s 8.05	f 8.25	8.47		9.06	f 9.17	9.47	f 11.02	11.36	f 12.47
18.0	f		f	s	f	s	s			s	s	s				s		s		f
16.8	s 5.17		s 6.18	s 6.30	s 6.46	s 6.58	s 7.11			s 7.46	s 7.58	s 8.21				s 9.10		s 10.55	s 11.31	s 12.41
15.1	f 5.12		s 6.14	6.27	s 6.43	s 6.54	s 7.06	7.27	7.33AM	s 7.41	s 7.54	s 8.17	8.42		9.00AM	s 9.05	9.42	s 10.49	11.28	12.38PM
12.1			f				f											f		
10.8	s 5.06	Via Newark	s 6.07	s 6.21	s 6.37	s 6.48	s 6.58	7.21	Via Los Altos	s 7.33	s 7.48	s 8.10	8.36	Via Newark	Via Los Altos	s 8.58	9.36	s 10.42	11.22	
8.1	s 5.00		s 6.16	s 6.33	s 6.43	s 6.52				s 7.44	s 8.05					s 8.52		s 10.36	s	
6.1	s 4.55		6.00	f 6.12	f 6.29	6.39	f 6.47	7.15		7.26	7.41	f 8.01	8.30			s 8.47	9.30	f 10.31	11.15	
2.6	f 4.50		f 5.55	f 6.06	f 6.25	f 6.35	s 6.41	7.10		s 7.21	s 7.36	s 7.56	8.25			s 8.41	9.25	s 10.26	s 11.10	
1.2	f	f 4.48AM									f	f		8.28AM		f		f		
1.1																				
0.0	4.45AM	4.45AM	5.50AM	6.00AM	6.20AM	6.30AM	6.35AM	7.05AM		7.15AM	7.30AM	7.50AM	8.20AM	8.25AM		8.35AM	9.20AM	10.20AM	11.04AM	
(46.9)	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District.....	(1.35)	(0.03)	(1.30)	(1.35)	(1.30)	(1.30)	(1.40)	(1.15)	(0.57)	(1.25)	(1.30)	(1.30)	(1.10)	(0.03)	(0.52)	(1.45)	(1.10)	(1.45)	(1.16)	(1.02)
Average speed per hour.....	29.62	24.00	31.27	29.62	31.27	31.27	28.14	37.52	33.47	33.11	31.27	31.27	40.20	24.00	36.69	26.80	40.20	26.80	37.07	30.77

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

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays, and on such days San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

ADDITIONAL REGULAR STOPS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
33-35	14th Ave.	Receive or Discharge	Any Station	Any Station	Daily
37	14th Ave. Atherton	Discharge		Any Station	Sunday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
37	Lomita Park San Bruno (Any Station not schedule stop)	Receive or Discharge	Any Station	Any Station	Sunday
43-47		Receive or Discharge	Any Station	Any Station	Sunday
101		Discharge	Any Station	Yuma	Daily
69-27	San Bruno	Discharge		Any Station	Funeral parties only

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

Time Table No. 116

July 8, 1923

Capacity of sidings in car lengths.	THIRD CLASS					FIRST CLASS												Distance from San Francisco
	254	242	304	302	244	60	58	62	110	74	76	56	54	52	50	82	48	
	Ogden and Portland Manifest	Fresno Mdse. Freight	Local Freight	Local Freight	Manifest Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	Sunset Express	The Padre	The Lark	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Mayfield Passenger	San Jose Passenger	
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SAT AND SUNDAY	Leave Daily EX. SAT. AND SUN.	Leave Daily EX. SUNDAY	
BKWF TYP						11.45PM	10.30PM	8.45PM	8.30PM		8.00PM	7.25PM	6.15PM	5.45PM	5.30PM	5.25PM	5.20PM	
BKWF ITYP	10.00PM	7.00PM		1.30AM	12.01AM	f 11.55PM	f 10.40	f 8.55	8.40		8.10	f 7.35	f 6.27	f 5.56	5.40	5.35	5.29	
IP						f						f	f					
P						s 12.02AM	s 10.47	s 9.02	8.46		8.16	s 7.42	s 6.33	s 6.03	s 5.47	5.41	5.35	
Y																		
18 P						f 12.06	f 10.51	s 9.06	8.49		8.19	s 7.46	s 6.37	s 6.07	s 5.50	s 5.45	5.38	
16						f	f	f				f	f	s			s	
62 P						f 12.12	f 10.57	f 9.12	8.53		8.23	f 7.52	f 6.43	f 6.13	s 5.55	s 5.49	5.44	
18						s	s	s				s	s	s			s	
23 12 8						s 12.18	s 11.03	s 9.18				s 7.58	s 6.49	s 6.19	s 6.01	s 5.54	s 5.49	
13																		
92 WP						s 12.22	s 11.07	s 9.22	8.59		8.29	s 8.02	s 6.53	s 6.23	s 6.05	s 5.58		
18						f	f	f				f	f	f	s			
13																		
21						f 12.29	f 11.15	s 9.30				f 8.09	s 7.01	s 6.31	s 6.14	s		
9																		
52						f 12.32	f 11.18	f 9.33	9.06		8.36	f 8.12	f 7.05	f 6.35	f 6.18		s 6.00	
BKYP	12.05AM	8.00PM	6.00AM	3.45AM		s 12.36	s 11.22	s 9.37				s 8.16	s 7.09	s 6.39	s 6.23	s 6.10	s 6.04	
53						12.38	11.24	9.39	9.11		8.41	8.18	7.11	6.41	6.25		6.06	
28 12 21 WP						f 12.41	f 11.27	f 9.42	9.13		8.43	f 8.21	f 7.14	f 6.44	f 6.28	f		
47 34 P						f	s	s				s	s	s	f	f		
50 WYP						s 12.46	s 11.32	s 9.48				s 8.27	s 7.20	s 6.51	s 6.35	s 6.19	s 6.12	
						f 12.50	f 11.36	f 9.52	9.18		8.48	f 8.30	s 7.24	6.54	f 6.39	s 6.23PM	6.15	
51 P						f								f				
74 P	Via Dumbarton	Via Dumbarton				f 12.56	f 11.42	f 9.59	9.24	Via Newark	8.54	s 8.37	s 7.30	s 7.00	f 6.45		f 6.21	
50						f 1.01	f 11.47	f 10.04				f 8.41	f 7.35	f 7.05	f 6.50		f 6.26	
						f 1.05	f 11.50	f 10.07	9.30		9.00	f 8.44	f 7.39	7.08	f 6.54			
						f 1.10	f 11.55PM	f 10.14	9.35		9.05	f 8.49	f 7.45	f 7.14	f 7.00		s 6.34	
IP						f		f		9.22PM		f	f	f				
BKW FITP			10.00AM		2.15AM													
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SAT AND SUNDAY	Arrive Daily EX. SAT. AND SUN.	Arrive Daily EX. SUNDAY	

STATIONS	
TO-R	SAN FRANCISCO 1.9
	23D STREET 0.3
	ARMY STREET 3.0
	BAYSHORE 1.3
	VISITACION 0.4
TO-R	VISITACION TOWER 2.4
	SO. SAN FRANCISCO 1.1
	TANFORAN WYE 0.6
R	SAN BRUNO 1.1
	LOMITA PARK 0.8
	AQUA (Spur) 0.8
	MILLBRAE 1.5
	BROADWAY (Spur) 1.1
	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
	REDWOOD CITY 0.8
TO-R	REDWOOD JCT. 1.6
	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
TO-R	SAN JOSE 46.9

Block Signals

Double Track

(2.05)	(1.90)	(4.00)	(2.15)	(2.14)	(1.30)	(1.31)	(1.35)	(1.10)	(0.03)	(1.10)	(1.30)	(1.35)	(1.35)	(1.35)	(0.58)	(1.20)	.....	Time over District
10.08	21.00	5.17	9.33	18.87	31.27	30.93	29.62	40.20	24.00	40.20	31.27	29.62	29.62	29.62	32.74	35.11	.....	Average speed per hour

NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose. Menlo Park water supply located on spur track and is for emergency use only.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays and on such days San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
52	Mayfield, Lawrence	Receive or Discharge	Any Station	Any Station	Sunday
54	14th Avenue	Receive or Discharge	Any Station	Any Station	Daily

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 116

July 8, 1923.

FIRST CLASS

THIRD CLASS

STATIONS

TO-R SAN FRANCISCO	46.9
1.9	
23D STREET	45.0
0.3	
ARMY STREET	44.7
3.0	
BAYSHORE	41.7
1.3	
VISITACION	40.4
0.4	
TO-R VISITACION TOWER	40.0
2.4	
SO. SAN FRANCISCO	37.6
1.1	
TANFORAN WYE	36.5
0.6	
R SAN BRUNO	35.9
1.1	
LOMITA PARK	34.8
0.8	
AQUA	34.0
0.8	
MILLBRAE	33.2
1.5	
BROADWAY	31.7
1.1	
BURLINGAME	30.6
0.5	
HOWEST	30.1
1.1	
SAN MATEO	29.0
1.0	
LESLIE	28.0
0.8	
ROMAO	27.2
0.6	
BERESFORD	26.6
1.6	
BELMONT	25.0
0.8	
PUMORK	24.2
0.5	
SAN CARLOS	23.7
2.2	
REDWOOD CITY	21.5
0.8	
TO-R REDWOOD JCT.	20.7
1.0	
ATHERTON	19.1
1.1	
MENLO PARK	18.0
1.2	
PALO ALTO	16.8
1.7	
R MAYFIELD	15.1
3.0	
CASTRO	12.1
1.3	
MOUNTAIN VIEW	10.8
2.7	
SUNNYVALE	8.1
2.0	
LAWRENCE	6.1
3.5	
SANTA CLARA	2.6
1.4	
R COLLEGE PARK	1.2
0.1	
S. P. C. Crossing	1.1
1.1	
TO-R SAN JOSE	0.0

Distance from San Jose	FIRST CLASS												THIRD CLASS			
	23	53	65	55	67	57	81	85	557	87	77	59	243	303	301	253
	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	Passenger Via Oakland	Scenic Local Passenger	Shore Line Limited	San Francisco Passenger	Sunset Manifest	Local Freight	Local Freight	Ogden Manifest Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. SAT. & SUN.	Arrive Daily	Arrive Daily Ex. SAT. & SUN.	Arrive Daily	Arrive Daily	Ar. SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
46.9	s 3.10PM	s 4.15PM	s 5.00PM	s 5.45PM	s 6.50PM	s 7.10PM	s 7.30PM	s 8.15PM		s 9.45PM	s 10.30PM	s 11.10PM				
45.0																
44.7																
41.7	2.59	f 4.05	f 4.50	f 5.34	6.40	f 7.00	7.20	8.05		9.33	10.20	f 10.59	3.00AM		8.05AM	11.30PM
40.4				f												
40.0																
37.6	s 2.51	s 3.58	s 4.44	s 5.26	6.34	s 6.53	7.14	7.59		s 9.26	10.14	s 10.52				
36.5																
35.9	f 2.47	f 3.53	s 4.40	s 5.20	6.31	f 6.49	7.11	7.56		9.21	10.11	f 10.48				
34.8	f		f			f						f				
34.0																
33.2	f 2.41	f 3.48	f 4.35	f 5.15	6.27	f 6.43	7.07	7.51		9.16	10.07	f 10.43				
31.7	f	f	s	f	s	f	f			f		f				
30.6	s 2.35	s 3.43	s 4.30	s 5.09	s 6.23	s 6.38	s	s		s 9.12		s 10.37				
30.1																
29.0	s 2.30	s 3.38	s 4.26	s 5.04	s 6.19	s 6.34	s 7.00	s 7.44		s 9.08	10.01	s 10.33				
28.0	f	f	f	f		f						f				
27.2				f												
26.6	f	f	f	f		f						f				
25.0	s 2.22	s		s 4.55		s 6.27		f				f 10.26				
24.2																
23.7	f 2.19	f 3.26	f 4.17	s 4.52	6.12	f 6.24	6.53	f 7.36		9.01	9.54	f 10.23				
21.5	s 2.14	s 3.22	s 4.13	s 4.48	s 6.09	s 6.20	s	s 7.32		s 8.57		s 10.19				
20.7	2.11	3.19	4.10	4.45	6.07PM	6.18	6.48	7.30		8.54	9.49	10.16		5.00AM	5.30AM	10.20PM
19.1	f 2.08	f 3.16	f 4.07	f 4.42		f 6.15		f 7.27		8.51	9.47	f 10.13				
18.0	s	s	f	s		s		s		s		f				
16.8	s 2.02	s 3.10	s 4.01	s 4.35		s 6.08	s	s 7.21		s 8.45		s 10.07				
15.1	s 1.57	s 3.04	3.58PM	s 4.29		s 5.59	6.40PM	f 7.17		f 8.41	9.42	f 10.03				
12.1				f		f						f				
10.8	s 1.50	s 2.57		s 4.23		s 5.52		s 7.11	Via Newark	s 8.35	9.36	s 9.56				Via Dumbarton
8.1	s 1.46	s 2.51		s 4.17		s 5.46		s 7.06		s 8.30		s 9.50				
6.1	f 1.42	f 2.47		f 4.12		f 5.42		f 7.02		8.26	9.30	f 9.45				
2.6	s 1.36	s 2.42		s 4.07		s 5.37		s 6.56		s 8.21	9.25	s 9.40				
1.2	f	f		f		f				f 8.13PM	8.15PM					
1.1																
0.0	1.30PM	2.35PM		4.00PM		5.30PM		6.50PM	8.10PM	Via West San Jose	9.20PM	9.35PM	12.01AM	3.00AM		
(46.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SAT. & SUN.	Leave Daily	Leave Daily Ex. SAT. & SUN.	Leave Daily	Lv. SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily

Time over District	(1.40)	(1.40)	(1.02)	(1.45)	(0.43)	(1.40)	(0.50)	(1.25)	(0.03)	(1.30)	(1.10)	(1.35)	(2.50)	(2.00)	(2.35)	(1.10)
Average speed per hour	28.14	28.14	30.77	26.80	36.56	23.14	38.16	33.11	24.00	30.47	40.20	29.62	13.97	10.35	8.13	22.46

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

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days, San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
55	Butler Road	Receive or Discharge	Any Station	Any Station	Daily except Saturday, Sunday and Holidays
57	14th Avenue	Receive or Discharge	Any Station	Any Station	
87	23rd Street	Receive or Discharge	Any Station	Any Station	
87	San Bruno	Discharge	Beyond Los Gatos	Beyond Los Gatos	
87	Any Station	Discharge			Daily Sundays

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

Time Table No. 116

July 8, 1923

Capacity of sidings in car lengths	THIRD CLASS				FIRST CLASS												Distance from San Francisco
			414 Local Freight	244 Manifest Freight				110 Sunset Express	74 The Padre	76 The Lark	102 Sunset Limited	206 Mixed	28 Del Monte Express	24 San Luis Obispo Passenger	204 Mixed	78 Shore Line Limited		32 Watsonville Junction Passenger
Term. Yard BKWFTIP			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
			8.20AM	3.15AM			9.50PM	9.30PM	9.15PM	6.15PM		3.15PM	10.56AM		9.15AM	8.20AM	46.9
I																	48.0
18																	51.7
44 18 P			8.45	3.45			10.02	9.41	9.26	6.27		3.26	f 11.08		9.27	f 8.32	53.2
45 P			8.58	3.52			10.05	9.44	9.29	6.30		3.29	f 11.12		9.30	f 8.35	54.2
63 P			9.15	4.02			10.09	9.48	9.33	6.34		3.33	11.18		9.34	8.39	55.5
64 WP			9.25	4.22			f 10.14	9.52	9.37	6.38		3.37	s 11.26		9.38	s 8.49	57.4
42			10.00														58.2
61 P			10.29	4.40			f 10.20	9.56	9.42	6.43		3.42	f 11.30		9.43	f 8.55	60.4
26 P							f						f 11.34			f 9.01	63.1
52 P			11.00	4.50			f 10.28	10.02	9.48	6.49		s 3.50	s 11.38		9.49	s 9.05	66.3
32													f			f	69.2
2																	70.8
63 P			11.20	5.10			f 10.34	10.07	9.53	6.54		3.57	s 11.44		9.55	s 9.11	72.0
70 P			11.30	5.20			10.38	10.10	9.56	6.57			f 11.48		9.58	f 9.15	74.1
14																	74.6
Yard BKWFTIP			11.45AM	6.00			s 10.47	10.17	10.03	s 7.04	4.15PM	s 4.07	s 11.55	10.15AM	s 10.08	s 9.30	77.0
P			12.45PM														79.1
52			12.55	6.09			10.52	10.21	10.07	7.09	s 4.23PM	4.12	11.59AM	s 10.25AM	10.12	9.35	80.7
17																	83.2
73 WP			1.15	6.16			10.57	10.26	10.12	7.14		s 4.19	s 12.06PM		10.18	s 9.42	84.1
25 P													f			9.48	84.4
90 P			1.50	6.26			11.05	10.34	10.20	7.22		f 4.28	f 12.15		10.26	f 9.53	87.1
91 P																	89.0
52 P			2.30	6.50			f 11.11	10.40	10.26	7.29		4.35	s 12.21		10.31	s 10.00	91.9
63 P			3.00	7.06									f 12.25			f 10.04	93.2
Term. Yard BKWFTYP			3.20PM	7.30AM			s 11.20PM	s 10.49PM	s 10.35PM	s 7.40PM		s 4.45PM	f 12.30PM		s 10.40AM	s 10.10AM	94.6
																	97.1
			Arrive Daily EX. SUNDAY	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	100.4

STATIONS

TO-R SAN JOSE 1.1
 4TH ST., SAN JOSE 1.5
 W.P.R.R. Crossing 1.0
 LUTHER (Spur) 1.3
 R LICK 1.9
 EDENVALE 0.8
 SPARROW 2.2
 POMAR 2.7
 TO COYOTE 3.2
 PERRY 2.9
 MADRONE 1.6
 TO MORGANHILL 1.2
 TENNANT 2.1
 DURNEY (Spur) 0.5
 TO SAN MARTIN 2.4
 RUCKER 2.1
 LONOKE (Spur) 1.6
 TO-R GILROY 2.5
 R CARNADERO 0.9
 NEMA (Spur) 0.3
 MILLER 2.7
 TO SARGENT 1.9
 BETABEL 2.9
 CHITTENDEN 1.3
 LOGAN 1.4
 TO AROMAS 2.5
 VEGA 3.3
 TO-R WATSONVILLE JCT

(49.8)

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

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 32 is superior to No. 203.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102 110	Any Station Any Station	Receive Receive	Yuma Los Angeles		Daily Daily

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 116

July 8, 1923

STATIONS	Distance from Watsonville Jct.	FIRST CLASS											THIRD CLASS							
		17 Seashore Express	75 The Lark	73 The Padre	101 Sunset Limited	203 Mixed	27 Del Monte Express	201 New Almaden Mixed	23 San Francisco Passenger	205 Mixed	85 San Francisco Passenger	77 Shore Line Limited					415 Local Freight	243 Sunset Manifest		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily EX. SUNDAY	Arrive Daily			
TO-R SAN JOSE 1.1	49.8	s 6.55AM	s 8.15AM	s 8.20AM	s 9.15AM		s 10.56AM	s 12.30PM	s 1.20PM		s 6.42PM	s 9.15PM				3.10PM	10.50PM			
4TH ST., SAN JOSE 1.5	48.7	f					s													
W. P. R. R. Crossing 1.0	47.2																			
LUTHER 1.3	46.2																			
R LICK 1.9	44.9	f 6.42	8.02	8.07	9.01		10.45	12.10PM	f 1.09		6.27	9.02				2.40	10.38			
EDENVALE 0.8	43.0	f 6.39	7.59	8.04	8.58		10.42		f 1.05		f 6.16	8.59				2.30	10.32			
SPARROW 2.2	42.2																			
POMAR 2.7	40.0	f 6.35	7.55	8.00	8.54		10.38		1.00		6.11	8.55				2.15	10.24			
TO COYOTE 3.2	37.8	s 6.31	7.51	7.56	8.49		10.34		s 12.56		s 6.05	8.51				2.05	10.14 9.25			
PERRY 2.9	34.1	f 6.25	7.47	7.52	8.45		10.29		f 12.49		f 5.55	8.46				1.35	9.15			
MADRONE 1.6	31.2	f							s											
TO MORGANHILL 1.2	29.6	s 6.18	7.41	7.46	8.38		s 10.23		s 12.42		s 5.49	8.40				1.15	9.00			
TENNANT 2.1	28.4	f							f											
DURNEY 0.5	26.8																			
TO SAN MARTIN 2.4	25.8	f 6.11	7.34	7.39	8.31		10.18		s 12.34		f 5.41	8.35				12.55	8.45			
RUCKER 2.1	23.4	f 6.06							f 12.29		f 5.35					12.40				
LONOKE 1.6	21.8																			
TO-R GILROY 2.5	19.7	s 6.00	7.24	7.29	8.21	s 9.00AM	s 10.08		s 12.22	s 3.45PM	s 5.28	s 8.25				12.25PM 11.00AM	8.25			
R CARNADERO 0.9	17.2	5.51	7.20	7.25	8.16	8.50AM	9.58		12.12	3.35PM	5.18	8.19				10.50	7.50			
NEMA 0.8	16.3																			
MILLER 2.7	16.0								f											
TO SARGENT 1.9	13.8	f 5.45	7.14	7.19	8.10		s 9.52		s 12.06PM		s 5.12	8.14				10.20 9.10	7.35			
BETABEL 2.0	11.4						9.48		f											
OHITTENDEN 1.3	8.5	f 5.37	7.07	7.12	8.02		9.42		f 11.52AM		f 5.05	8.07				8.50	7.22			
LOGAN 1.4	7.2	f																		
TO AROMAS 2.5	5.8	f 5.31	7.01	7.06	7.56		9.36		s 11.46		s 4.58	8.01				8.15	6.55			
VEGA 3.3	3.3	5.26	6.56	7.01	7.51		9.33		f 11.41		f 4.51	7.56				8.05	6.45			
TO-R WATSONVILLE JCT	0.0	5.20AM	6.48AM	6.55AM	7.45AM		9.27AM		11.35AM		4.45PM	7.50PM				7.50AM	6.30PM			
(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily EX. SUNDAY	Leave Daily			

Time over District	(1.35)	(1.27)	(1.25)	(1.30)	(0.10)	(1.20)	(0.20)	(1.45)	(0.10)	(1.57)	(1.25)		(7.20)	(4.20)
Average speed per hour	31.51	34.34	35.15	33.20	15.00	33.57	14.70	28.46	15.00	25.54	35.15		6.79	11.41

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 32 is superior to No. 203. Third Class and Extra trains may run ahead of Nos. 203 and 205 Carnadero to Gilroy, and No. 201 Lick to San Jose.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
101	Any Station	Discharge		Yuma	Daily
101	Gilroy	Discharge		Los Angeles	Daily

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

Time Table No. 116

July 8, 1923

Capacity of sidings in car lengths	THIRD CLASS					FIRST CLASS												Distance from San Francisco			
	330	244	310	312	308	110	74	76	102	106	28	104	24	84	78						
	Freight	Sunset Manifest	Local Freight	Local Freight	Local Freight	Sunset Express	The Padre	The Lark	Sunset Limited	Salinas Passenger	Del Monte Express	Salinas Passenger	San Luis Obispo Passenger	Scenic Local Passenger	Shore Line Limited						
Term Yard BKWFTYP	Leave Daily	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 Daily	Leave Daily	Leave Daily						
2	9.30AM	8.45AM		7.00AM	6.49AM						11.30PM	10.54PM	10.40PM	7.45PM	4.55PM	12.55PM	12.50PM	10.50AM	100.4		
62 P	9.48	9.05		7.31	7.01						11.39	11.03	10.49	7.55	f 5.05	f 1.05	f 1.00	11.00	105.6		
45 KWYP 62	9.58	9.30		7.50AM	7.22						s 11.58PM	11.10	10.56	s 8.05	5.20PM	s 5.15PM	3.20PM	s 1.15	s 1.10PM	s 11.10	110.4
62 P	10.05	9.42			7.45						12.03AM	11.15	11.01	8.10	f 5.27		f 3.27	f 1.22		11.15	113.9
30 P															f		f				115.6
84 KWTP	10.25	9.55	9.20AM		8.10AM						s 12.15	11.21	11.07	s 8.18	s 5.35PM		s 3.35PM	s 1.30		s 11.23	118.2
70 YP	10.32	10.16	9.25								12.20	11.24	11.10	8.23				1.35		11.27	120.3
45 P	10.41	10.30	9.35								12.27	11.30	11.16	8.30				f 1.42		11.35	125.3
48 WP	10.49	10.45	9.44								f 12.33	11.35	11.21	8.36				s 1.50		11.41	129.1
38 P																					131.0
44 P	10.54	10.54	9.56								12.38	11.39	11.25	8.41				1.55		11.46	131.9
4																					133.9
45 P	11.00	11.15	10.12								f 12.43	11.43	11.29	8.46				s 2.05		11.51	135.1
8																					137.1
26																					138.8
42 P	11.12	11.30	10.30								12.50	11.50	11.36	8.53				f 2.13		11.58AM	140.6
57 WP	11.25	11.45AM	10.40								f 12.55	11.54PM	11.40	8.57				s 2.20		12.02PM	143.6
6																					144.2
71 P	11.38	12.09PM	11.25								1.02	12.01AM	11.46	9.04				f 2.27		12.09	148.3
45 P	11.45	12.35	11.45AM								1.07	12.06	11.51PM	9.09				s 2.34		12.15	152.3
24 P																					153.4
44 P	11.59AM	12.55	12.05PM								1.16	12.16	12.01AM	9.18				f 2.44		12.24	158.9
81 YP																					161.0
60 WP	12.15PM	1.20	12.31								s 1.27	12.22	12.07	s 9.25				s 2.55		s 12.31	163.7
15 P																					165.2
76 P	12.36	1.35	1.15								1.32	12.27	12.12	9.30				f 3.00		12.36	167.1
38 P	1.00	2.00	1.45								f 1.40	12.34	12.19	9.37				s 3.08		12.44	172.4
44 P	1.15	2.15	2.00								1.47	12.41	12.26	9.44				3.15		12.51	177.7
38 BKW 74 FP	1.30PM	2.30PM	2.15PM								s 2.00AM	12.49AM	12.36AM	9.55PM				s 3.25PM		f 1.00PM	182.9
	Arrive Daily	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 Daily	Arrive Daily	Arrive Daily	Arrive Daily

STATIONS

TO-R	WATSONVILLE JCT	3.2
	LYDA (Spur)	2.0
	ELKHORN	4.8
TO-R	DEL MONTE JCT.	3.5
	COOPER	1.7
	GRAVES	2.6
TO-R	SALINAS	2.1
	SPRECKELS JCT.	5.0
	SPENCE	3.8
TO	CHUALAR	1.9
	GABILAN	0.9
	PENVIR	2.0
	DEAN (Spur)	1.3
TO	GONZALES	2.0
	RACK (Spur)	1.7
	MOLUS (Spur)	1.8
	CAMPORA	3.0
TO	SOLEDAD	0.6
	CHALON (Spur)	4.1
	HARLEM	4.0
TO	METZ	1.1
	ESPINOSA	5.5
	COBURN	2.1
	ELSA (Spur)	2.7
TO	KING CITY	1.5
	ARGUS	1.9
	WELBY	5.3
TO	SAN LUCAS	5.3
	DOCAS	5.2
TO-R	SAN ARDO	

Block Signals

(4.00) (5.45) (4.55) (0.50) (1.21) (2.30) (1.55) (1.56) (2.10) (0.15) (0.20) (0.15) (2.30) (0.20) (2.10) Time over District
 20.63 14.34 13.13 12.00 13.19 33.00 43.04 42.67 38.07 31.20 30.00 31.20 33.00 30.00 38.07 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 104 is superior to No. 103.

Third class and extra trains may run ahead of Nos. 104 and 106 Del Monte Junction to Salinas.

Water supply at Chualar to be obtained from stand pipe opposite section house and is for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
84	Miller Gun Club	Receive or Discharge	Any Station	Any Station	Daily
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD

Time Table No. 116

July 8, 1923

FIRST CLASS

THIRD CLASS

STATIONS	Distance from San Luis Obispo	FIRST CLASS										THIRD CLASS			
		17 Seashore Express	75 The Lark	73 The Padre	101 Sunset Limited	27 Del Monte Express	23 San Francisco Passenger	103 Del Monte Junction Passenger	85 San Francisco Passenger	105 Pacific Grove Passenger	77 Shore Line Limited	309 Local Freight	311 Local Freight	307 Local Freight	243 Sunset Manifest
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	
TO-R WATSONVILLE JCT. 3.2	151.7	s 5.15AM	s 6.42AM	s 6.49AM	s 7.40AM	s 9.17AM	f 11.10AM		s 4.35PM		s 7.45PM				
LYDA 2.0	148.5								f				1.45PM	2.30PM	4.50PM
ELKHORN 4.8	146.5	5.05	6.33	6.40	7.31	9.05	f 11.00		f 4.25		7.30		1.30	2.15	4.35
TO-R DEL MONTE JCT. 3.5	141.7	s 4.57	6.25	6.31	s 7.22	8.55AM	s 10.45	s 4.05PM	4.15PM	s 7.00PM	s 7.20		1.15PM	2.05	4.20
COOPER 1.7	138.2	4.51	6.20	6.26	7.17		f 10.33	f 3.58		f 6.53	7.10			1.40	4.08
GRAVES 2.6	136.5						f	f		f					
TO-R SALINAS 2.1	133.9	s 4.45	6.14	6.20	s 7.10		s 10.25	3.50PM		6.45PM	s 7.04	8.00AM		1.30PM	3.55
SPRECKELS JCT. 5.0	131.8	4.40	6.10	6.16	7.05		10.16				6.55	7.50			3.10
SPENCE 3.8	126.8	4.32	6.03	6.08	6.57		f 10.08				6.48	7.40			2.50
TO CHUALAR 1.9	123.0	f 4.26	5.58	6.03	6.51		s 10.02				6.43	7.20			2.25
GABILAN 0.9	121.1														
PENVIR 2.0	120.2	4.21	5.54	5.59	6.46		9.56				6.39	6.55			2.15
DEAN 1.2	118.2														
TO GONZALES 2.0	117.0	f 4.16	5.49	5.54	6.41		s 9.50				6.35	6.41			2.05
RACK 1.7	115.0														
MOLUS 1.8	113.3														
CAMPORA 3.0	111.5	4.09	5.42	5.47	6.34		f 9.36				6.28	6.10			1.30
TO SOLEDAD 0.6	108.5	s 4.05	5.38	5.43	6.30		s 9.31				6.24	6.00			1.15
CHALON 4.1	107.9											5.40			12.55
HARLEM 4.0	103.8	3.58	5.32	5.37	6.24		f 9.20				6.17	5.15			12.35PM
TO METZ 1.1	99.8	f 3.52	5.27	5.32	6.19		s 9.13				6.11	5.00			11.45AM
ESPINOSA 5.5	98.7														
COBURN 2.1	93.2	3.42	5.18	5.23	6.10		f 9.02				6.02	4.45			11.15
ELSA 2.7	91.1														
TO KING CITY 1.5	88.4	s 3.36	5.12	5.17	s 6.03		s 8.55				f 5.55	4.30			10.50
ARGUS 1.9	86.9														
WELBY 5.3	85.0	3.30	5.07	5.12	5.56		f 8.44				5.48	4.00			10.25
TO SAN LUCAS 5.2	79.7	f 3.22	5.00	5.05	5.49		s 8.37				5.41	3.45			10.10
DOCAS 5.2	74.4	3.15	4.53	4.58	5.42		8 28				5.34	3.30			9.40
TO-R SAN ARDO	69.2	3.07AM	4.46AM	4.51AM	5.35AM		8.20AM				5.27PM	3.15AM			9.20AM
(82.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily

Time over District	(2.08)	(1.56)	(1.58)	(2.05)	(0.22)	(2.50)	(0.15)	(0.20)	(0.15)	(2.18)	(4.45)	(0.30)	(1.00)	(7.30)
Average speed per hour	38.67	42.67	41.95	39.60	27.27	29.10	31.20	30.00	31.20	35.86	13.62	20.00	17.80	10.96

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 104 is superior to No. 103.
Third class and extra trains may run ahead of Nos. 103 and 105 Salinas to Del Monte Junction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
85	Millers Gun Club	Receive or Discharge	Any Station	Any Station	Daily
17	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS						Distance from San Francisco	Time Table No. 116 July 8, 1923.	Distance from San Luis Obispo	FIRST CLASS						THIRD CLASS		
	244	330	314	102	24	78	110	74	76				17	75	73	101	23	77	243	313	
	Sunset Manifest	Freight	Local Freight	Sunset Limited	San Luis Obispo Passenger	Shore Line Limited	Sunset Express	The Padre	The Lark				Seashore Express	The Lark	The Padre	Sunset Limited	San Francisco Passenger	Shore Line Limited	Sunset Manifest	Local Freight	
Leave Daily	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY				
33 BKWFP	2.30PM	1.30PM	6.00AM	9.55PM	3.25PM	1.00PM	2.00AM	12.49AM	12.36AM	182.9	TO-R SAN ARDO	69.2	f 3.07AM	4.46AM	4.51AM	5.35AM	s 8.20AM	f 5.27PM			
44 P	2.40	1.40	6.10	10.00	3.30	1.06	2.05	12.54	12.41	186.4	GETTY	65.7	3.00	4.41	4.46	5.30	f 8.15	5.22			
45 P	2.50	1.47	6.20	10.05	f 3.35	1.11	2.10	12.59	12.46	189.7	WUNPOST	62.4	2.55	4.37	4.42	5.25	f 8.11	5.17			
46 P	3.05	2.02	6.50	10.15	s 3.45	1.20	f 2.20	1.07	12.55	195.9	TO BRADLEY	56.2	f 2.45	4.29	4.34	5.17	s 8.01	5.09			
59 P	3.20	2.12	7.05	10.23	f 3.53	1.28	2.28	1.14	1.02	201.4	NACIMIENTO	50.7	2.37	4.22	4.27	5.10	f 7.52	5.02			
110 P	3.30	2.17	7.15	10.27	f 3.57	1.32	2.32	1.17	1.06	203.8	MCKAY	48.3	f 2.32	4.19	4.24	5.07	f 7.48	4.58			
38 WP	3.40	2.25	7.35 8.00	10.31	s 4.02	1.37	f 2.37	1.21	1.10	207.0	TO SAN MIGUEL	45.1	f 2.22	4.15	4.20	5.03	s 7.43	4.54			
43 P	3.50	2.34	8.20	10.37	f 4.08	1.43	2.42	1.26	1.15	210.9	WELLSONA	41.2	2.17	4.10	4.15	4.58	f 7.36	4.49			
Yard WP	4.05	2.52	9.30	s 10.46	s 4.18	s 1.53	s 2.50	1.33	1.22	216.3	TO PASO ROBLES	35.8	s 2.10	4.03	4.08	s 4.51	s 7.28	s 4.41			
68 P	4.21 4.31	3.10	10.10	10.56	s 4.31	2.03	f 3.00	1.40	1.31	221.8	TO TEMPLETON	30.3	f 2.02	3.55	4.00	4.43	s 7.15	4.31			
30 P	4.57	3.20	10.20	11.01	f 4.41	2.08	3.05	1.45	1.37	224.9	ASUNCION	27.2	1.56	3.51	3.56	4.39	f 7.08	4.27			
22 P				f 11.04	s 4.44	f 2.11	f 3.08			226.7	ATASCADERO	25.4	f 1.53		f 4.36	s 7.05	f 4.24				
										227.4	BRICKTON (Spur)	24.7									
42 P	5.30	3.27	11.00	11.06	4.46	2.13	3.10	1.50	1.42	228.0	HENRY	24.1	1.50 1.42	3.47	3.52	4.34	7.03	4.22			
68	5.45	3.35	11.10AM	11.10	f 4.51	2.18	3.15	1.54	1.46	230.3	EAGLET	21.8	1.34	3.43	3.48	4.30	f 6.58	4.17			
72 KWYP	6.15	4.10	12.01PM	s 11.25	s 5.02	s 2.35	s 3.35 3.40	2.07	2.00	235.5	TO-R SANTA MARGARITA	16.6	s 1.25	3.35	3.40	s 4.22	s 6.50	s 4.10			
78 P	7.00	4.30	12.15	11.35	f 5.12	2.45	3.50	2.17	2.10	238.9	CUESTA	13.2	1.10	3.23	3.28	4.10	f 6.38	3.57			
9										240.0	THYLE (Spur)	12.1									
67 P	7.35	4.50	12.35	11.47	5.24	2.56	4.01	2.28	2.21	242.6	NOVA	9.6	1.00	3.14	3.19	4.01	6.25	3.47			
42 WP	7.45	4.55	12.40	11.49	s 5.26	2.58	4.03	2.30	2.23	243.4	TO SERRANO	8.7	12.58	3.12	3.17	3.57	f 6.23	3.45			
46 P	8.00	5.10	1.00	11.56PM	5.36	3.05	4.10	2.37	2.30	246.3	CHORRO	5.8	12.50	3.05	3.10	3.50	6.15	3.37			
18										248.0	GOLDTREE (Spur)	4.1									
104 P	8.20	5.25	1.20	12.10AM	5.45	3.15	4.20	2.46	2.40	250.6	HATHAWAY	1.5	12.40	2.55	3.00	3.40	6.05	3.25			
Term. Yard BKWFP	8.30PM	5.35PM	1.30PM	s 12.15AM	s 5.50PM	s 3.20PM	s 4.25AM	s 2.50AM	s 2.45AM	252.1	TO-R SAN LUIS OBISPO	0.0	12.35AM	2.50AM	2.55AM	3.35AM	6.00AM	3.20PM			
	Arrive Daily	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	
	(6.00)	(4.05)	(7.30)	(2.20)	(2.25)	(2.20)	(2.25)	(2.01)	(2.09)	Time over District.....		(2.32)	(1.56)	(1.56)	(2.00)	(2.20)	(2.07)		(4.55)	(7.00)
	11.53	16.95	9.23	29.65	28.60	29.65	28.60	34.49	32.19	Average speed per hour.....		27.31	35.78	35.78	34.60	29.65	32.69		14.07	9.88

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily
17	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD

San Luis Obispo and Santa Barbara Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 116 July 8, 1923.	Distance from Santa Barbara	FIRST CLASS					THIRD CLASS	
	244	330	316	78	110	74	76	102				75	73	101	77	17	315	243
	Sunset Manifest	Freight	Local Freight	Shore Line Limited	Sunset Express	The Padre	The Lark	Sunset Limited				The Lark	The Padre	Sunset Limited	Shore Line Limited	Seashore Express	Local Freight	Sunset Manifest
Term. Yard BKWFTP	Leave Daily	Leave Daily	Leave MON., WED. & FRI.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive TUES., THURS., SAT.	Arrive Daily		
	10.15PM	8.00PM	7.00AM	3.30PM	4.35AM	3.00AM	2.55AM	12.25AM	TO-R SAN LUIS OBISPO	118.6	s 2.35AM	s 2.40AM	s 3.25AM	s 3.10PM	s 12.25AM	2.25PM	2.15AM	
45 P	10.27	8.14	7.20	3.40	f 4.45	3.15	3.10	12.35	5.8 EDNA	112.8	2.21	2.26	3.15 3.10	2.55	f 12.12AM	1.55	1.50	
IP									TO HADLEY TOWER	111.6								
26 P									P. C. R. R. Crossing									
9				f 3.49	f 4.53	3.23	3.18	12.43	0.9 TIBER	110.7								
50 P	10.40	8.27	7.40	3.52	4.56	3.25	3.20	12.46	2.8 PISMO (Spur)	107.9	2.12	2.17	2.51	f 2.43	f 11.59PM			
38 WP	11.10	8.31	8.00	s 3.55	f 4.59	3.28	3.23	12.49	1.4 GROVER	106.5	2.10	2.15	2.49	2.41	11.55	12.40	1.00	
34 P	11.25	8.39	8.20	4.02	f 5.06	3.34	3.29	12.55	1.7 TO OCEANO	104.8	2.07	2.12	2.45	s 2.38	f 11.52	12.30PM	12.49	
38 P	11.40PM	8.44	8.45	4.06	f 5.11	3.38	3.33	12.59	4.0 CALLENDER	100.8	2.01	2.06	2.38	2.31	f 11.45	11.45AM	12.32	
24 P	12.15AM	9.00	9.45	s 4.15	s 5.23	3.44	3.39	1.05	2.5 BROMELA	98.8	1.57	2.02	2.34	2.27	f 11.40	11.30	12.25	
35 WP	12.15AM	9.00	9.45	s 4.15	s 5.23	3.44	3.39	1.05	4.1 TO GUADALUPE	94.2	1.51	1.56	2.28	s 2.20	s 11.32	11.00	12.15	
44 P	12.35	9.20	10.10	4.22	f 5.30	3.50	3.45	1.12	4.2 WALDORF	90.0	1.45	1.50	2.22	2.11	f 11.17	10.00	12.03AM	
45 P	12.50	9.40	10.30AM	4.29	5.39	3.57	3.52	1.20	4.1 SCHUMAN	85.9	1.39	1.44	2.16	2.05	11.11	9.45	11.50PM	
12									0.9 DEVON (Spur)	85.0								
90 P	12.08	9.46	12.01PM	f 4.34	f 5.45	4.02	3.57	1.34	1.8 TO CASMALIA	83.2	1.34	1.39	2.11	f 1.59	f 11.04	9.30	11.35	
43 P	1.05	9.51	12.15	4.39	5.50	4.07	4.02	1.44	2.5 ANTONIO	80.7	1.29	1.34	2.06	1.53	10.57	9.10	11.25	
74 P	1.19	9.59	12.48	4.44	f 5.56	4.12	4.07	2.01	3.2 NARLON	77.5	1.24	1.29	2.01	1.48	f 10.51	9.00	11.15	
45 P	2.20	10.10	1.05	4.50	f 6.02	4.18	4.13	2.07	4.0 TANGAIR	73.5	1.18	1.23	1.54	1.42	10.45	8.45	11.00	
16									4.1 AJAX (Spur)	69.4								
87 KWFYP	3.35AM	10.30PM	1.25PM	s 4.59PM	s 6.24AM	4.27AM	4.22AM	2.16AM	1.4 TO-R SURF	68.0	1.08AM	1.13AM	1.42AM	1.30PM	10.35PM	8.20AM	10.40PM	
	Arrive Daily	Arrive Daily	Arrive MON., WED. & FRI.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(50.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUES., THURS., SAT.	Leave Daily	
	(5.20) 10.50	(2.30) 20.20	(6.25) 8.71	(1.29) 34.10	(1.49) 27.85	(1.27) 34.98	(1.27) 34.98	(1.51) 27.35	.....Time over District.....		(1.27) 34.89	(1.27) 34.89	(1.38) 30.98	(1.40) 30.36	(1.50) 27.60	(6.05) 8.32	(3.35) 14.12
									.....Average speed per hour.....								

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

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
78	Waldorf	Receive or Discharge	Any Station	Any Station	Sunday Thursday Saturday Daily
102	Any Station	Receive	Yuma		
110	Any Station	Receive	Los Angeles		
17	Any Station	Discharge		San Francisco Los Angeles	Daily
77	Waldorf	Receive or Discharge	Any Station	Any Station	Tuesday Friday Saturday Daily
101	Any Station	Discharge		Yuma	Daily
No. 78 will stop at Surf daily to exchange U. S. Mail.					

EASTWARD

San Luis Obispo and Santa Barbara Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 116 July 8, 1923.	Distance from Santa Barbara	FIRST CLASS					THIRD CLASS	
	330	318	244	78	110	74	76	102				77	17	75	73	101	317	243
	Freight	Local Freight	Sunset Manifest	Shore Line Limited	Sunset Express	The Padre	The Lark	Sunset Limited				Shore Line Limited	Seashore Express	The Lark	The Padre	Sunset Limited	Local Freight	Sunset Manifest
Leave Daily	Leave TUE., THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MON., WED. & FRI.	Arrive Daily			
87 KWFYP	10.35 PM	7.15 AM	3.35 AM	4.59 PM	6.24 AM	4.27 AM	4.22 AM	2.16 AM	302.7	TO-R SURF	68.0	s 1.30 PM	s 10.35 PM	1.08 AM	1.13 AM	1.42 AM	2.30 PM	10.25 PM
42 P	11.01	7.45	3.55	5.09	f 6.35	4.37	4.32	2.26	307.9	HONDA	62.8	1.19	f 10.24	12.56	1.01	1.29	2.05	10.08
34				f	f				310.5	ARLIGHT (Spur)	60.2	f	f					
44 P	11.13	8.05	4.20 4.50	5.19	6.43	4.45	4.40	2.34	312.6	ARGUELLO	58.2	1.12	10.17	12.49	12.54	1.22	1.55	9.55
46 P	11.21	8.25	5.05	f 5.26	f 6.54	4.52	4.47	2.41	317.3	SUDDEN	53.4	f 1.04	f 10.09	12.42	12.47	1.14	1.35	9.39
43 WP	11.37	8.40	5.15	f 5.31	f 6.59	4.57	4.52	2.46	320.8	JALAMA	49.9	f 12.58	f 10.03	12.37	12.42	1.08	1.15	9.30
40 38 P	11.52 PM	9.00	5.30	f 5.39	f 7.10	5.05	5.00	2.54	325.3	TO CONCEPCION	45.4	f 12.50	f 9.55	12.29	12.34	12.58	12.50	9.07
9									328.6	ANACAPA (Spur)	42.1							
44 P	12.15 AM 12.51	9.15	5.40	5.46	7.18	5.11	5.06	3.00	329.8	GATO	40.9	12.43	9.48	12.22	12.27	12.51	12.25	8.45
16 P				f	f				331.0	SAN AUGUSTINE	39.7	f	f					
15				f	f				334.2	DRAKE	36.5	f	f					
59 P	1.05	9.30	5.55	5.54	7.28	5.18	5.13	3.07	334.8	SACATE	35.9	12.36	9.41	12.14	12.19	12.43	12.05 PM	8.30
43 WP	1.15	10.15	6.20	s 6.02	s 7.38	5.25	5.20	3.14	339.4	TO GAVIOTA	31.3	s 12.29	s 9.34	12.06	12.11	12.36	11.45 AM	8.10
23									340.0	SEAGIRT (Spur)	30.7							
44 P	1.21	10.45	6.30	6.07	7.43	5.30	5.25	3.19	342.6	LENTO	28.1	12.22	9.28	12.01 AM	12.06	12.31	10.45	7.55
48 P	1.27	11.00	6.45	f 6.12	f 7.49	5.35	5.30	3.24	345.7	TAJIGUAS	25.0	f 12.17	f 9.23	11.56 PM	12.01 AM	12.27	10.35	7.45
25				f	f				348.6	ORELLA (Spur)	22.1	f	f					
44 P	1.35	11.20	7.00	6.20	7.58	5.42	5.37	3.31	349.9	CAPITAN	20.8	12.09 PM	9.16	11.49	11.54 PM	12.21	10.20	7.30
11									353.1	VERAS (Spur)	17.6							
45 WP 38	1.57	11.59 AM	7.15	s 6.30	s 8.10	5.52	5.47	3.40	355.0	TO NAPLES	15.7	s 11.59 AM	s 9.08	11.41	11.46	12.14	10.00	7.10
5									357.1	VILLO (Spur)	13.6							
49 P	2.06	12.20 PM	7.25	6.36	f 8.17	5.57	5.52	3.45	358.9	ELLWOOD	11.8	11.51	f 8.58	11.33	11.38	12.06	9.40	6.36
25 P					f				360.2	COROMAR	10.5		f					
20 P									361.7	LA PATERA	9.0							
45 P	2.16	12.45	7.35	6.42	f 8.24	6.02	5.57	3.50	362.8	TO GOLETA	7.9	11.46	f 8.52	11.28	11.33	12.01 AM	9.20	6.23
2									364.9	IRMA (Spur)	5.8							
41 P	2.23	1.00	7.45	6.49	8.30	6.07	6.02	3.55	366.5	HOPE RANCH	4.2	11.41	8.46	11.23	11.28	11.55 PM	8.45	6.16
2									367.9	OLIVA	2.8							
	2.29			6.55	8.35	6.13	6.08	4.00	368.5	WEST STA. BARBARA	2.2	11.36	8.41	11.18	11.23	11.50	8.35	6.10
Term. Yard BKWFTP	2.40 AM	1.30 PM	8.00 AM	s 7.05 PM	s 8.45 AM	s 6.23 AM	s 6.18 AM	s 4.10 AM	370.7	TO-R SANTA BARBARA	0.0	11.30 AM	8.35 PM	11.13 PM	11.18 PM	11.45 PM	8.25 AM	6.00 PM
	Arrive Daily	Arrive TUE., THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(68.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MON., WED. & FRI.	Leave Daily

(4.05)	(6.15)	(4.25)	(2.06)	(2.21)	(1.56)	(1.56)	(1.54)	..... Time over District.....	(2.00)	(2.00)	(1.55)	(1.55)	(1.57)	(6.05)	(4.25)
16.65	10.88	15.40	32.31	29.14	35.11	35.11	35.80	..... Average speed per hour.....	34.00	34.00	35.48	35.48	34.87	11.18	15.39

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily
17	Any Station	Discharge		San Francisco	Daily
101	Any Station	Discharge		Los Angeles	Daily
	Any Station	Discharge		Yuma	Daily

No. 75 will stop at Surf daily to exchange U. S. Mail.

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD 13

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS							Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Pacific Grove	FIRST CLASS						THIRD CLASS
	312	148	146	28	84	144	140	141				27	143	147	85	149	311	
	Local Freight	Passenger	Passenger	Del Monte Express	Scenic Local Passenger	Passenger	Passenger	Passenger				Del Monte Express	Passenger	Passenger	Passenger	Passenger	Local Freight	
Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			
45 62 KWYP	7.50AM							110.4	TO-R DEL MONTE JCT. 2.0	17.9	s 7.10AM	s 8.55AM	s 10.40AM	s 3.15PM	s 4.15PM	s 7.05PM	1.05PM	
15	8.00	f 8.10	f 7.25	f 5.20	f 1.15	f 11.20	f 7.30	112.4	NASHUA P. V. R. R. Crossing 1.6	15.9	f 7.05	f 8.50	f 10.34	f 3.11	f 4.11	f 6.59	12.50	
14 WP	8.05	f 8.15	f 7.30	5.23	f 1.20	f 11.25	f 7.35	113.9	NEPONSET 0.9	14.4	f 7.01	8.47	f 10.29	f 3.06	f 4.07	f 6.54	12.45	
23		f	f		f	f	f	114.8	LAPIS (Spur) 0.6	13.5	f		f	f	f			
6	8.15	f 8.20	f 7.35	5.27	f 1.25	f 11.30	f 7.40	115.4	BARDIN 1.9	12.9	f 6.57	8.44	f 10.25	f 3.02	f 4.03	f 6.49	12.30	
7		f	f		f	f	f	117.3	MARINA 2.4	11.0	f		f	f	f			
16 P	8.35	f 8.29	f 7.44	5.36	f 1.34	f 11.39	f 7.49	119.7	GIGLING 0.7	8.6	f 6.48	8.35	f 10.16	f 2.53	f 3.54	f 6.40	12.20	
12		f	f		f	f	f	120.4	WORKFIELD 1.7	7.9	f		f	f	f			
5		f	f		f	f	f	122.1	PRATTOO (Spur) 1.2	6.2	f		f	f	f			
9	8.50	f 8.36	f 7.51	5.43	f 1.41	f 11.46	f 7.56	123.3	SEASIDE 1.0	5.0	f 6.41	8.28	f 10.09	f 2.46	f 3.47	f 6.33	12.01PM	
9								124.3	RETREAT (Spur) 0.6	4.0								
110 P	9.00	s 8.40	s 7.55	s 5.50	s 1.45	s 11.50	s 8.00	124.9	DEL MONTE 0.8	3.4	s 6.37	s 8.23	s 10.05	s 2.42	s 3.43	s 6.29	11.50AM	
P	9.25	s 8.43	s 7.58	s 5.58	s 1.48	s 11.53AM	s 8.15	125.7	MONTEREY 0.3	2.6	s 6.34	s 8.15	s 10.00	s 2.39	s 3.40	s 6.25	11.40	
								126.0	SARD 0.4	2.3		s		s				
7								126.4	ORD 0.5	1.9								
8		f	f		f		f	126.9	HOFFMAN AVE. 1.4	1.4	f		f	f	f			
26 19 BKWTFP	9.45AM	s 8.55PM	s 8.10PM	s 6.10PM	s 2.00PM	s 12.03PM	s 8.25AM	128.3	TO-R PACIFIC GROVE 1.6	0.0	6.25AM	7.55AM	9.50AM	2.30PM	3.30PM	6.15PM	11.00AM	
8								129.9	ASILOMAR 0.1	1.6								
51								130.0	LAKE MAJELLA (Spur) (17.9)	1.7								
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	

(1.55) 9.34 (0.50) 21.48 (0.50) 21.48 (0.54) 19.88 (0.50) 21.48 (0.48) 22.37 (1.00) 17.90 Time over District (0.45) 23.86 (1.00) 17.90 (0.50) 21.48 (0.45) 23.86 (0.45) 23.86 (0.50) 21.48 (2.05) 8.59
Average speed per hour

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

EASTWARD Watsonville Jct. and San Luis Obispo Subdiv.				EASTWARD San Luis Obispo and Santa Barbara Subdivision.										WESTWARD							
Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 116 July 8, 1923		Distance from Spreckels	Capacity of sidings in car lengths.	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 116 July 8, 1923		Distance from Lompoc	FIRST CLASS		THIRD CLASS	
		320	316			174	172	171	173	319	315										
		Local Freight	Local Freight			Mixed	Mixed	Mixed	Mixed	Local Freight	Local Freight										
		Leave Mon. Wed. Fri.	Leave Mon. Wed. Fri.			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily			Arrive Tues. Thurs. Sat.	Ar. Tues. Thurs. Sat.				
70 YP	120.3	SPRECKELSJCT 2.5		2.5	87 KWFYP	2.45PM	1.50PM	1.40PM	6.30AM	302.7	TO-R SURF 1.1	9.7	s 6.10AM	s 1.10PM		6.20AM	8.00AM				
	122.8	SPRECKELS (2.5)		0.0	29			f	f	303.8	BARODA 3.8	8.6	f	f							
					21			f	f	307.6	POST 0.5	4.8	f	f							
					14			f	f	308.1	GARUS (Spur) 0.2	4.3	f	f							
					9			f	f	308.3	LA SALLE (Spur) 1.5	4.1	f	f							
					11					309.8	ACOEN (Spur) 2.6	2.6									
					Term. BKTP	3.15PM	2.20PM	s 2.10PM	s 7.00AM	312.4	TO-R LOMPOC (9.7)	0.0	5.40AM	12.40PM		5.50AM	7.30AM				
						Arrive Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Tues. Thurs. Sat.	Lv. Tues. Thurs. Sat.				

Service performed by extra trains only.

(0.30) 19.40 (0.30) 19.40 (0.30) 19.40 (0.30) 19.40 Time Over District (0.30) 19.40 (0.30) 19.40 (0.30) 19.40 (0.30) 19.40
Average Speed per Hour

Westward trains are superior to trains of the same class in the opposite direction.
Water supply at Neponset to be obtained from stand pipe opposite section house and is for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
171-172 173-174	Baroda Pumping Station MP 306.2	Receive or Discharge	Any Station	Any Station	Daily
			No. 144 will stop at Hoffman Ave. daily to put off newspapers. No. 172 will stop at a point ¼ mile west of Post to receive milk.		

14 EASTWARD

WESTWARD

S. F. and Watsonville Jct. Subdiv.

Capacity of sidings in car lengths.	SECOND CLASS	Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from New Almaden
	202			
	Mixed			
STATIONS				
30 W	10.31AM	50.7	TO-R CAMPBELL 0.1	13.4
		50.8	JC. ALMADEN BR. 0.9	13.3
		54.6		9.6
25		55.4	CAMPBELL GRAVEL PIT 0.6	8.7
	f 10.38	56.0	L. G. & S. J. ROAD 0.7	8.1
44	f 10.42	56.7	UNION AVE. (Spur) 2.4	7.4
16	f 10.52	59.1	LE FRANC 0.3	5.0
	f 10.56	59.9	THONA 1.1	4.2
2		61.0	MERCURY (Spur) 1.7	3.1
6	f 11.08	62.7	ALMADEN CROSS'G 1.4	1.4
Term.	s 11.15AM	64.1	R NEW ALMADEN (9.7)	0.0
	Arrive MON. ONLY			

(0.44) Time over District
13.22 Average speed per hour

EASTWARD

WESTWARD

San Francisco and Watsonville Jct. Subdiv.

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from New Almaden	FIRST CLASS	
				201	Mixed
				Arrive MON. ONLY	
STATIONS					
44 P	55.5	R	LICK 3.4	7.5	s 12.05PM
11	58.9		ALAMITOS 0.9	4.1	f 11.45AM
16 W	59.8		SEALS 1.5	3.2	f 11.40
6	61.3		GREYSTONE 1.7	1.7	s 11.33
Term.	63.0	R	NEW ALMADEN (7.5)	0.0	11.25AM
					Leave MON. ONLY

..... Time over District (0.40)
..... Average speed per hour 11.25

EASTWARD

San Francisco and Watsonville Jct. Subdivision

WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS				Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from San Bruno	FIRST CLASS			
	90							91			
	San Bruno Passenger								San Francisco Passenger		
Leave Daily EX. SUNDAY				Arrive Daily EX. SUNDAY							
STATIONS											
BKWFITY P					6.00AM	0.0	TO-R SAN FRANCISCO 0.9	13.6	s	7.45AM	
I						0.9	W. P. Ry. Crossing 0.3	12.7			
						1.2	O. S. Ry. Crossing 0.4	12.4			
					6.07	1.6	EIGHTEENTH STREET 1.1	12.0		7.38	
					s 6.11	2.7	VALENCIA STREET 1.3	10.9	s	7.34	
14					f 6.16	4.0	BERNAL 1.0	9.6	f	7.29	
3						5.0	CRESCENT (Spur) 0.2	8.6			
43					f 6.19	5.2	ELKTON 0.6	8.4	f	7.25	
6						5.8	RUP (Spur) 0.5	7.8			
9 P					s 6.23	6.3	OCEAN VIEW (Spur) 1.1	7.3	s	7.21	
41					f 6.26	7.4	DALY CITY 0.7	6.2	f	7.17	
33					f 6.28	8.1	UNION PARK 0.4	5.5	f	7.15	
21 P					s 6.29	8.5	COLMA 0.6	5.1	s	7.13	
4					f	9.1	GREENLAWN (Spur) 0.5	4.5	f		
						9.6	HANNA 0.1	4.0			
4					f	9.7	EMANUEL (Spur) 0.4	3.9	f		
9						10.1	CARROLL (Spur) 0.2	3.5			
9					f 6.34	10.3	HOLY CROSS 1.1	3.3	f	7.07	
11 W					f 6.37	11.4	BADEN (Spur) 1.6	2.2	f	7.05	
42 Y					f 6.40	13.0	TANFORAN 0.6	0.6		7.02	
40 Y					s 6.45AM	13.6	R SAN BRUNO (Spur)	0.0		7.00AM	
18 P					Arrive Daily EX. SUNDAY		(13.6)			Leave Daily EX. SUNDAY	

(0.45) Time over District (0.45)
18.13 Average speed per hour 18.13

EASTWARD S. F. and Watsonville Jct. Subdiv. WESTWARD

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from So. San Francisco		
				FIRST CLASS	
				STATIONS	
11 W	11.4	BADEN (Spur) 1.6	1.6		
Yard	13.0	SO. SAN FRANCISCO (1.6)	0.0		

Service performed by extra trains only

EASTWARD S. F. and Watsonville Jct. Subdiv. WESTWARD

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Loma Prieta		
				FIRST CLASS	
				STATIONS	
10 WY	87.0	TO APTOS 1.6	8.4		
	88.6	READY (Spur) 1.4	1.8		
	90.0	MOLINO (Spur) 0.4	0.4		
	90.4	LOMA PRIETA (3.4)	0.0		

Service performed by extra trains only

ADDITIONAL STOPS—Nos. 90 and 91 on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim, Cypress Lawn and Judson Ave. No. 91 on signal at School Street, west of Colma, Knowles Avenue, Daly City and at 22nd and Harrison Sts., S.F.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 90 is superior to No. 91.

EASTWARD

San Francisco and Watsonville Jct. Subdivision

WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS									Distance from San Francisco	Time Table No. 116	Distance from Santa Cruz	FIRST CLASS							THIRD CLASS	
	352	128	72	70	118	80	502	84	116		July 8, 1923		129	71	69	119	501	121	87	351	
	Local Freight	Passenger	Los Gatos Passenger	Santa Cruz Limited	Passenger	Los Gatos Passenger	Passenger (Via Oakland)	Scenic Local Passenger	Passenger		STATIONS		Passenger	San Francisco Passenger	San Francisco Limited	Passenger	Passenger (Via Oakland)	Passenger	Scenic Local Passenger	Local Freight	
30WYP			6.12PM	4.50PM		2.00PM		9.15AM		31.8	TO-R MAYFIELD	43.7									
47 P			s 6.20	s 4.59		s 2.09		s 9.23		34.0	ALTA MESA	41.5									
			f			f				35.7	LOS ALTOS	39.8		s 7.19	s 8.48						
10			f			f				37.5	SPRINGER ROAD	38.0		f							
28			f			f				38.2	LOYOLA	37.3		f							
49	From College Park		f	f		f	Via West San Jose	f 9.31		39.7	SIMLA (Spur)	35.8		f		Via West San Jose	Via West San Jose	To College Park			
12			f	f		f				41.0	MONTA VISTA	34.5		f	f 8.37						
10			f	f		f		f 9.39		43.8	AZULE (Spur)	31.7		f							
33			f	f		f		f		45.2	CONGRESS JCT.	30.3		f	f						
			f	f		f		f		46.1	SAN TOMAS	29.4		f	f						
			f	f		f		f 9.43		46.9	POLLARD ROAD	28.6		f	f						
P	7.31AM		s 6.46	s 5.25		s 2.35		s 9.46		47.8	QUITO	27.7		f	f						
64 WP	8.19		s 6.55PM	s 5.35		s 2.45PM		s 9.56		48.1	R VASONA JCT.	27.4		s 6.56	s 8.25		s 3.20PM	s 7.46PM	1.15PM		
										51.8	TO-R LOS GATOS	24.9		6.50AM	s 8.19		s 3.13	s 7.40	1.05		
11	8.45			f 5.45				s 11.04		54.8	LYNDON	28.1				f	f				
				f				s 11.15		56.1	TO ALMA	22.2			f 8.10		f 3.02	f 7.31	12.05PM		
19	8.55			f 5.54				f 11.24		57.0	ALDERCROFT	20.7									
				f				f 10.15		58.6	EVA	19.2			8.01		f 2.53	f 7.23	11.45AM		
15 W	9.15			s 5.59				s 11.32		60.0	CALL OF THE WILD	18.9			f		f	f			
6				f				s		60.3	TO WRIGHT	17.9			s 7.56		s 2.48	s 7.17	11.32		
22	9.40			f 6.11				s 11.44		61.3	LAUREL	16.8			f		f	f			
				f				s 10.33		63.4	TO GLENWOOD	14.4			f 7.45		s 2.33	s 7.04	10.33		
11	10.00			f 6.17				f 11.50		64.8	CLEMS	13.4									
5				f				f 10.38		65.8	VIRGINIA	13.0									
9	10.10			f 6.22				f 11.56AM		66.2	TANK SIDING	12.6			f 7.39		f 2.24	f 6.55	9.51		
52	10.20			f 6.27				f 10.44		66.6	ZAYANTE (Spur)	11.8			f		f	f			
				f				s 12.01PM		67.4	MEEHAN	10.6			7.33		f 2.17	f 6.47	9.41		
24 WTP	10.30AM			f				f 12.05		68.6	OLYMPIA	8.8			f		f 2.12	s 6.42	9.35		
34	2.10PM			s 6.34				f 10.53		70.4	MT. HERMON	7.1			f		f	f			
4	2.20			f				s 12.16		72.1	TO-R FELTON	6.8		s 6.07AM	s 7.22	s 10.50AM	s 2.05	s 4.45PM	s 6.34	9.25	
24	2.30			f				s 11.00		72.4	BIG TREES	5.9		f		s 10.45	s 1.59	s 4.40	s 6.20	8.40	
				f				f 12.25		73.3	RINCON	3.8		5.57		7.12	f 10.38	f 1.53	f 4.33	f 6.13	8.30
12				f				f		75.4	GOLF LINKS	2.3				f		f			
				f				f		76.9	EHLIS (Spur)	1.1				f		f			
Term. Yd. BKWFTYP	2.45PM			s 6.57PM				s 11.20AM		78.1	PARK STREET	0.8		f		f		f			
				s 2.30PM				s 12.40PM		78.4	TO-R SANTA CRUZ	0.0		5.45AM		7.00AM	10.25AM	1.40PM	4.20PM	6.00PM	8.00AM
				Arrive Daily				Arrive Daily		79.2	(43.7)			Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. MON, WED, & FRIDAY

Time over District	(0.22)	(0.38)	(1.58)	(0.25)	(1.40)	(0.25)	(1.46)	(5.15)
Average speed per hour	13.54	29.68	22.22	16.32	16.44	16.32	15.50	5.22

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
84-87	Aldercroft	Receive or Discharge	Any Station	Any Station	Saturday and Sunday

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Watsonville Jct.	FIRST CLASS					THIRD CLASS	
	358	356	126	124	84	122	120	119	123	125				87	127	355	357			
	Local Freight	Local Freight	Passenger	Passenger	Scenic Local Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Scenic Local Passenger	Passenger	Local Freight	Local Freight			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY					
Term. Yard BKWFTYP	4.10PM	11.50AM	6.35PM	3.35PM	11.35AM	9.40AM	8.20AM	10.23AM	11.35AM	1.30PM	5.45PM	8.40PM	8.00AM	1.00PM						
5			f 6.38	f 3.38	s 11.38	f 9.43	f 8.23	f 10.18	f 11.30	f 1.24	s 5.34	f 8.35								
2			f	f	f	f	f	f	f	f	f	f								
5			f	f	f	f	f	f	f	f	f	f								
6 34																				
17 P	4.27	12.15PM	s 6.52	s 3.48	s 11.48	s 9.53	s 8.33	s 10.08	s 11.20	s 1.15	s 5.25	f 8.25	7.35	12.40						
10 WYP	4.37	12.30 1.08	s 6.59	s 3.55	s 11.57AM	s 10.01	s 8.40	s 10.01	s 11.13	s 1.08	s 5.18	f 8.18	7.25	12.30PM 11.45AM						
5																				
8			f	f	f	f	f	f	f	f	f	f								
2			f	f	f	f	f	f	f	f	f	f								
12 P	5.07	1.33	f 7.10	f 4.08	f 12.09PM	f 10.13	f 8.52	f 9.47	f 11.02	f 12.57	f 5.07	f 8.07	7.09	11.30						
32 P	5.18	1.45	f 7.17	f 4.18	f 12.16	f 10.21	f 9.00	f 9.40	f 10.55	f 12.50	f 5.00	f 8.00	6.58	11.15						
	5.25	1.52	s 7.22	s 4.23	s 12.22	s 10.27	s 9.06	s 9.35	s 10.50	s 12.45	s 4.55	s 7.55	6.51	11.06						
Term. Yard BKWFTYP	5.35PM	2.00PM	s 7.30PM	s 4.30PM	12.30PM	s 10.35AM	s 9.15AM	9.30AM	10.45AM	12.40PM	4.50PM	7.50PM	6.45AM	11.00AM						
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY						
	(1.25) 14.12	(2.10) 9.23	(0.55) 21.82	(0.55) 21.82	(0.55) 21.82	(0.55) 21.82	(0.55) 21.82	Time over District Average speed per hour	(0.53) 22.64	(0.50) 24.00	(0.50) 24.00	(0.55) 21.82	(0.50) 24.00	(1.15) 16.00	(2.00) 10.00					

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Boulder Creek	FIRST CLASS					THIRD CLASS	
	354	526	524	522	520	518	519	521	523	525				527	353					
	Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Local Freight					
	Leave Daily TUESDAY, THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily TUESDAY, THURS. & SAT.								
36 WTP	11.25AM	6.35PM	4.45PM	12.20PM	11.00AM	6.10AM	7.20AM	12.10PM	2.00PM	6.20PM	7.50PM	1.40PM								
		f	f	f	f	f	f	f	f	f	f									
3		f	f	f	f	f	f	f	f	f	f									
13		f	f	f	f	f	f	f	f	f	f									
10	11.57AM	s 6.50	s 5.00	s 12.33	s 11.13	s 6.23	s 7.04	s 11.57AM	s 1.47	s 6.04	s 7.34	1.17								
		f	f	f	f	f	f	f	f	f	f									
8		f	f	f	f	f	f	f	f	f	f									
		f	f	f	f	f	f	f	f	f	f									
8	12.15PM	f 6.59	f 5.09	f 12.40	f 11.20	f 6.30	f 6.55	f 11.50	f 1.40	f 5.55	f 7.25	12.57								
		f	f	f	f	f	f	f	f	f	f									
		f	f	f	f	f	f	f	f	f	f									
Term. WTP	12.25PM	s 7.05PM	s 5.15PM	s 12.45PM	s 11.25AM	s 6.35AM	6.50AM	11.45AM	1.35PM	5.50PM	7.20PM	12.50PM								
	Arrive TUESDAY, THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUESDAY, THURS. & SAT.								
	(1.00) 7.30	(0.30) 14.60	(0.30) 14.60	(0.25) 17.52	(0.25) 17.52	(0.25) 17.52	Time over District Average speed per hour	(0.30) 14.60	(0.25) 17.52	(0.25) 17.52	(0.30) 14.60	(0.30) 14.60	(0.50) 8.76							

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

EXCEPTIONS: No. 518 is superior to No. 519. No. 520 is superior to No. 521. No. 522 is superior to No. 523. No. 524 is superior to No. 525. No. 526 is superior to No. 527. No. 354 is superior to No. 353.

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Vasona Junction	FIRST CLASS				THIRD CLASS	
	352 Local Freight	202 Mixed	502 Passenger (Via Oakland)	501 Passenger (Via Oakland)	87 Scenic Local Passenger	351 Local Freight	Arrive MON., WED., & FRI.				2.25 PM					
	Leave TUES. THURS. & SATURDAY	Leave MONDAY ONLY	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Term. Yard	IP	IP	I	34 21	4	30 W	6	P								
	7.00 AM	10.15 AM	10.35 AM	45.7	R	COLLEGE PARK	7.6	s 3.45 PM	s 8.15 PM							
	7.05	s 10.20	s 10.40	46.8		WEST SAN JOSE	6.5	s 3.40	s 8.10						2.20	
				47.6		W. P. R. R. Crossing	5.7									
	7.10	f 10.25	f	48.9		FOYLE (Spur)	4.4									
		f	f	49.7		MOULTON (Spur)	3.6									
	7.25	s 10.31 AM	s 10.48	50.7	TO-R	CAMPBELL	2.6	s 3.25	f 7.51						2.00	
				52.9		VASONA (Spur)	0.4									
	7.31 AM		s 10.55 AM	53.3	R	VASONA JUNCTION	0.0	3.20 PM	7.46 PM						1.15 PM	
	Arrive TUES. THURS. & SATURDAY	Arrive MONDAY ONLY	Arrive Daily	51.8		(7.6)		Leave Daily	Leave Daily						Leave MON., WED., & FRI.	
	(0.31)	(0.16)	(0.20)	22.80		Time over District	(0.25)	(0.29)							(1.10)	
	14.71	18.75				Average speed per hour	18.24	15.72							6.50	

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

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

EASTWARD

San Fran. and Watsonville Jct. Subdiv.

WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS		Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Tres Pinos	FIRST CLASS	
	206 Mixed	204 Mixed				203 Mixed	205 Mixed
	Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily	
P	4.23 PM	10.25 AM	83.2	R	CARNADERO	s 8.50 AM	s 3.35 PM
22	f	f	83.9		PLANTEL	f	f
	f	f	85.0		SAWYER	f	f
22		f	85.9		FEP (Spur)	f	
9	f 4.35	f 10.40	90.3		HUDNER	f 8.36	s 3.10
	f	f	93.7		DURI	f	f
16 WP	s 4.48	s 11.00	94.9	TO	HOLLISTER	s 8.28	s 3.00
	f	f	98.7		AGATE	f	f
Term. RTP	s 5.03 PM	s 11.20 AM	101.1	TO-R	TRES PINOS	8.15 AM	12.30 PM
	Arrive Daily	Arrive Daily			(17.9)	Leave Daily	Leave Daily
	(0.40)	(0.55)			Time over District	(0.35)	(3.05)
	26.85	19.52			Average speed per hour	30.61	5.80

EASTWARD

San Francisco and Watsonville Jct. Subdivision

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 116 July 8, 1923	Distance from Davenport	FIRST CLASS			THIRD CLASS		
	362 Local Freight	360 Local Freight	406 Passenger	404 Passenger	402 Mixed				401 Passenger	403 Mixed	405 Passenger	359 Local Freight	361 Local Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Term. yard BK WFTYP	1.15 PM	8.20 AM	11.35 PM	3.35 PM	6.45 AM	79.2	TO-R	SANTA CRUZ	11.5	s 1.05 AM	s 8.15 AM	s 5.05 PM	10.45 AM	3.30 PM
43	1.20	8.25	f 11.40	f 3.40	f 6.55	81.1		ORBY	9.6	f 12.58	f 8.08	f 4.58	10.37	3.23
2			f	f	f	83.4		WILDER (Spur)	7.3	f	f	f		
32	1.32	8.37	f 11.47 PM	f 3.52	f 7.07	85.9		GORDOLA	4.8	f 12.46	f 7.56	f 4.46	10.26	3.11
3			f	f	f	86.7		MAJORS (Spur)	4.0	f	f	f		
Term. WYP	1.45 PM	8.50 AM	s 12.05 AM	s 4.05 PM	s 7.20 AM	90.7	R	DAVENPORT	0.0	12.35 AM	7.45 AM	4.35 PM	10.15 AM	3.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(11.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.30)	(0.30)	(0.30)	(0.30)	(0.35)			Time over District	(0.30)	(0.30)	(0.30)	(0.30)	(0.30)	(0.30)
	23.00	23.00	23.00	23.00	19.70			Average speed per hour	23.00	23.00	23.00	23.00	23.00	23.00

ADDITIONAL STOPS

First class trains on signal at Younglove Avenue and California Street, Santa Cruz. At a point opposite dairy building one-half mile west of Wilder Spur. At Laguna Creek, Liddel and Lower Crossing, Davenport.

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

Exceptions: No. 402 is superior to No. 403; No. 404 is superior to No. 405; No. 406 is superior to No. 401.
No. 360 is superior to No. 359; No. 362 is superior to No. 361.
No. 204 is superior to No. 205.

SPECIAL INSTRUCTIONS.



THE FOLLOWING APPLICATION AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

W. F. Hayes, General Time Inspector, 65 Market Street, San Francisco	
Gensler-Lee, 818 Market Street.....	San Francisco
Kline & Logie, 2048 Mission Street.....	San Francisco
H. W. Copp, 696 Third Street.....	San Francisco
Cheney and Pruett.....	San Jose
R. Kocher & Son.....	San Jose
J. G. McAlpine.....	Gilroy
Herbert Rappe.....	Watsonville
Klein & Trumbley.....	Santa Cruz
E. E. Barnard.....	Los Gatos
Goodfriend & Traub.....	Salinas
E. B. Lewis.....	Pacific Grove
R. I. Lawrence & Co.....	San Luis Obispo
I. F. Bitterly Co.....	Santa Barbara
Walter Zeiche.....	Lompoc

RULE 3. At San Francisco and Bayshore, enginemen will compare and register time before leaving roundhouse.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULES 17, S-19, D-19. Headlights of all engines, marker lights of trains and lights in occupied passenger cars must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 33. Crossing flagmen will be on duty at crossings on Ocean View line between 22d and Harrison Streets and Ocean Avenue, San Francisco, and Ocean Avenue and Sickles Avenue, Ocean View, between the hours of 6 A. M. and 7:45 A. M. only. Trains or yard engines via this line during other hours must protect each crossing with flagman passing ahead of train.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore irrespective of time-table superiority except that freight trains and yard engines must take every precaution possible to avoid delay to passenger trains.

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

Bayshore Yard	Gilroy	Salinas
San Bruno	Los Gatos	San Ardo
Redwood Junction.—Trains originating and terminating and trains via Dumbarton line.		
Mayfield.—Trains originating and terminating and trains via Los Altos.		
College Park.—Trains originating and terminating and trains via West San Jose. Eastward trains on Campbell line when stopping to register at switch house, must not stop until rear of train is beyond interlocking signal governing this line. Eastward trains going toward Market Street station, when stopping to register at switch house must not stop with more than one car west of switch house.		
Lick	}.....Trains to and from New Almaden line.	
Campbell	}	
Carnadero.—Trains to and from Tres Pinos line.		
Del Monte Junction.—Trains originating and terminating, and trains via Gigling.		
Surf.—Trains 315 and 316 and trains originating and terminating.		

RULE 83 (B). SANTA BARBARA: The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first class trains.

Los Angeles Division train orders held by westward first class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14 (K) must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first class trains may accept the registration of westward first class trains at the passenger station as applying at the yard office.

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

RULE 83 (C). Santa Margarita: All extra trains will register.

RULE 83 (D). 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 line must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card before leaving Mayfield when an operator is on duty.

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

SAN FRANCISCO	SALINAS	CASMALIA
REDWOOD JCT.	SAN ARDO	FELTON
SAN JOSE	PASO ROBLES	SANTA CRUZ
GILROY	SAN LUIS OBISPO	PACIFIC GROVE
WATSONVILLE JCT.	SURF	SANTA BARBARA

RULE 95. Western Division trains holding orders to display signals to College Park will continue to do so to San Jose, and when holding orders to display signals from College Park, will display them from San Jose.

RULE D-97 (A). On double track between Third Street, San Francisco, and San Jose via Bayshore, trains may run extra moving with the current of traffic without running orders.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED:

Watsonville.....	Pajaro Valley Consolidated R'y.
Nashua.....	Pajaro Valley Consolidated R'y.

RULE 103 (A). All moves across highway, while working E. B. & A. L. Stone Co.'s spur at Coyote, and Shell Oil Co.'s spur at King City, must be protected by man on crossing.

RULE D-152. Cross-overs are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3), South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Redwood Jet., (located 100 feet east of east switch leading to Dumbarton Wye), Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will 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.

Tanforan Wye.—Cross-over is located between eastward signal 102, and westward signal 111, and switches are numbered as follows:

- No. 1. Initial switch in the drill or third track.
- No. 2. Opposite end of same cross-over.
- No. 3. Switch from eastward main track to westward main track, initial switch in the eastward main track.
- No. 4. Opposite end of this cross-over.

When passing from third track to eastward or westward main track to insure signal protection switches should be thrown in the following order:

- No. 1, No. 3, No. 2, No. 4.

Lining back over main track after move is made do so in the most convenient manner.

RULE 221. That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

Overlaps are located at:

Nova	}.....Affecting eastward trains.
Hathaway	
Tennant	}.....Affecting westward trains.
Miller	
Logan	}...Affecting eastward and westward trains.
Casmalia (west siding)	

RULE 820. Enginemen who have had less than 610 days' actual experience as enginemen in freight service and less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days' experience and less than 60 days' service on the district and firemen of less than one year's experience stand to help or double-head a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 835. Between San Francisco and South San Francisco employes riding on top of closed cars should take a position on running board or to side next to adjoining track and must not ride on side of cars between these points. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

RULES 844-866. Special attention must be given at San Mateo, Redwood City, Gilroy and Watsonville and cars must not be left standing in streets at these points.

AUTOMATIC BLOCK SYSTEM

When westward trains are to meet or wait for an opposing train at Carnadero, they will stop east of Signal No. 833.

Distant Signal No. 933 governing westward trains at Logan is located on left side of track.

When trains are stopped by Automatic Block Signals 1001 or 1002, Watsonville Junction Yard, and track is known to be clear or on a signal from yardman, may proceed with caution not exceeding six (6) miles per hour to the next home signal.

When trains are stopped by Automatic Block Signal 1184, Salinas Yard, if track is known to be clear, may proceed with caution not exceeding six (6) miles per hour to the passenger station, or when stopped by Signal 1185, if track is known to be clear, may proceed with caution not exceeding six (6) miles per hour to the next home signal.

When trains are stopped by Automatic Block Signals 2524 or 2525, San Luis Obispo Yard, and track is known to be clear, or on a signal from yardman, may proceed with caution not exceeding six (6) miles per hour to next home signal.

Home Signal No. 2525 governing westward trains, San Luis Obispo, is located on left side of track.

Signal No. 3686 at West Santa Barbara will not assume proceed position until the switch has been lined for eastward main track.

The normal position of Signal 516 at Vasona Junction is "stop" and will assume proceed position after junction switch has been lined for Los Altos, Los Gatos line. The normal position of Signal 518 is "proceed" and will assume stop position when the switch has been lined for the same route.

INTERLOCKING

When working or moving within interlocking limits trains and engines must be governed by fixed signals and move far enough beyond to receive signal for movement in opposite direction.

One short and two long (o ——— ———) blasts of whistle is signal for Coast Division main track.

FOURTH STREET—San Francisco

Limits 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 with caution and position of switches observed as such signals govern movements for various routes.

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

When one blast of air whistle located at tower is sounded all trains and engines within limits of plant must stop.

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

As detector circuits control switches, cars or engines must not be left standing on them.

The tracks and switches within this plant are numbered and in arranging between yardmen and signalmen for movements, tracks, or switch numbers or both should be used so a clear understanding will be had. All instructions over telephone must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1, on westward main track, to dwarf two-arm home and distant signal 600 feet west of tower on eastward main track, including main tracks, yard and roundhouse leads and certain switches adjacent.

All movements within these limits will be governed by dwarf signals, except westward movement on westward main track through Tunnel No. 1; which movement will be governed by high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1; this signal good only through Tunnel No. 1 to dwarf two-arm home and distant signal 210 feet west of west portal of Tunnel No. 1. Westward trains and yard engines moving through Tunnel No. 1 must be prepared to stop at this dwarf signal.

If westward trains or engines are stopped at interlocking signal 550 feet east of east portal of Tunnel No. 1 they will call signalman on telephone, located in shelter shed at 23d Avenue. When authorized by signalman, they may move through the tunnel preceded by a flagman.

Whistle signals governing routes as follows:

- For Mission Bay Yard, one long, one short (——— o).
- For Roundhouse, three short, one long, one short (o o o —— o).
- For Track No. 2, one long, two short, one long (——— o o ——).
- For Track No. 3, one short, one long, two short (o —— o o).
- For track adjacent and parallel to eastward main track..... } two short, one long, two short (o o —— o o).

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

- For outbound yard, Bayshore } one long, one short, one long, one short (——— o —— o).
- For inbound yard, Bayshore } two short, one long, one short (o o —— o).
- For movement into yard, Bayshore, through either 5 or 7 switch just east of westward cross-over which is 300 feet east of Bayshore station..... } one short, two long, one short (o —— —— o).

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

BAYSHORE

Limits extend from high three-arm home and distant signal 400 feet east of east portal Tunnel No. 4, on eastward main track to high two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 on westward main track, including main tracks, yard leads and certain switches adjacent.

High three-arm home and distant signal 400 feet east of Tunnel No. 4, top arm good for eastward main track, middle arm is distant signal for eastward main track lower or short arm good eastward for other routes. High two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 good for westward main track.

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:

- For outbound yard, one long, one short, one long, one short (——— o —— o).
- For inbound yard, two short, one long, one short (o o —— o).
- For movement into yard through either 5 or 7 switch located just east of westward cross-over 300 feet east of Bayshore station..... } one short, two long, one short (o —— —— o).

- For car repair yard, two short, one long, two short (o o —— o o).
- For drill Track No. 1, three short, one long, one short (o o o —— o).
- For drill Track No. 2, one long, two short, one long (——— o o ——).

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

- For Mission Bay yard, one long, one short (——— o).
- For Track No. 2, one long, two short, one long (——— o o ——).
- For Track No. 3, one short, one long, two short (o —— o o).

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

VISITACION TOWER

The limits extend from dwarf signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower, including main tracks, yard leads, and certain switches adjacent.

Movement of westward trains on westward main tracks will be governed by home and distant signal on high mast 440 feet east of tower, other routes by lower or short arm.

Movement of eastward trains on eastward main track will be governed by home and distant signal on signal bridge; movement against current of traffic by lower or short arm.

Other movements governed by dwarf signals.

Signal 420 feet west of tower on inbound yard lead for movement out of yard is not operative. Whenever necessary to make this move it must be under flag protection only, after receiving signal from signalman as per Rule 628.

Westward trains and yard engines for Bayshore yard must use inbound lead. Eastward trains and yard engines from Bayshore yard must use outbound lead.

Whistle signals governing routes as follows:

- For Bayshore Yard, one long, one short (——— o).
- For Tunnel No. 5 Spur, three short, one long, one short (o o o —— o).

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from dwarf signal 250 feet west of tower to high one-arm signal 600 feet east of tower, including main track and certain switches adjacent.

Eastward trains governed by dwarf signal 250 feet west of tower.

Westward trains governed by one-arm signal 600 feet east of tower; this signal governs 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.

Other movements governed by dwarf signals.

Interlocking signals govern only through interlocking limits.

Whistle signals governing routes as follows:

- For Chemical Works, three short, one long, one short (o o o —— o).
- For Upper Stone yard, two short, one long, two short (o o —— o o).
- For Lower Stone yard, one short, one long, two short (o —— o o).
- Portland Cement Co.'s track... } one short, two long, one short (o —— —— o).
- For Dunham, Carrigan and Hayden Spur... } one long, one short, one long, one short (——— o —— o).
- For old eastward track, one long, one short (——— o).

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to three-arm signal 700 feet east of tower on westward main track, including main tracks and certain switches adjacent.

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

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.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark line, and lower arm good for other routes.

Westward trains Campbell line governed by dwarf signal 500 feet east of tower.

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

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:

- For Newark or Campbell line, two short, one long, two short (o o —— o o).
- For San Jose freight yard, one long, one short (——— o).
- For Santa Cruz } one long, one short, one long, one short (——— o —— o).
- drill track... }
- For Santa Clara, three short, one long, one short (o o o —— o).

SAN JOSE—(Coast Division)

Limits extend from dwarf signals just west of First Street to high one-arm signal at Fourth Street, including main tracks and certain switches adjacent.

Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

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.

One-arm signal at Fourth Street governs movement westward trains to two-arm signal 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.

Three-arm signal between First and Second streets, upper arm to Western Division main track, middle arm Coast Division main track, lower arm other routes.

Dwarf signals govern movement of eastward trains from track three or from freight yard to main track.

Whistle signals governing routes as follows:

- For Coast Division trains to Freight Yards, one long, one short (——— o).
- For Shed track, one short, two long, one short (o —— —— o).
- For Eastward main track, one long, two short, one long (——— o o ——).

SAN JOSE—(Western Division)

Limits extend from dwarf signals just west of First Street to high two-arm signal at Third Street, including main track and certain switches adjacent.

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.

Dwarf signal governs movement of westward trains from freight yard or track three to Niles line.

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:

For Western Division trains for Freight Yard, one long, one short (— o).

For San Jose Yard to Niles line, two short, one long, two short (o o — o o).

For Borchers Spur, three short, one long, one short (o o o — o).

WEST SAN JOSE

Limits extend from high one-arm signal 486 feet west of tower to high one-arm signal 604 feet east of tower, including main track and sidings parallel and adjacent to main track.

Movement of eastward trains on main track will be governed by high one-arm signal 486 feet west of tower. Movement of westward trains on main track will be governed by high one-arm signal 604 feet east of tower.

Movements on sidings governed by dwarf signals.

VALBRICK

Limits extend from high two-arm signal 730 feet west of tower to high three-arm signal 1000 feet east of tower, including main track and siding.

Movement eastward main track governed by home and distant signal (high mast) 730 feet west of tower.

Movement westward main track governed by home and distant signal (high mast) 1000 feet east of tower, short arm on this mast good to Valbrick Siding.

Other movements Valbrick siding governed by dwarf signals.

Whistle signals governing routes as follows:

For Valbrick Siding, one long, one short (— o).

HADLEY TOWER

Note general rules.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

Consolidated and Mikado engines (57-inch drivers), when used in passenger service must not exceed a maximum speed of 45 miles per hour.

Engines of the 2-10-2 type (numbered 3653 and up) must not be used in passenger service.

Trains and engines must not exceed 10 miles per hour when using cross-overs, turn-outs and on sidings, and must run with caution through interlocking plants.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Trains must not exceed six (6) miles per hour around curves on New Almaden line.

Passenger trains between San Luis Obispo and Santa Margarita, in both directions, will use a minimum of 40 minutes running time.

Trains must not exceed 15 miles per hour in and for a distance of 1000 feet east of east switch San Luis Obispo yard.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

Miles per Hour:

Redwood City	45
Palo Alto (over University Ave. to and over Lytton Ave.)	20
San Jose, Gilroy, Santa Cruz, Watsonville.....	20
Hollister.....	15
Salinas.....	25

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Running Light
2-3-4-5	San Francisco, Third St. Sta.—East Portal Tunnel No. 1,—1.8 miles	25	25	15	25
2-3-4-5	East Portal Tunnel No. 1,—South San Francisco.....	45	20	20	35
2-3-4-5-6-7-8-9-10	South San Francisco—Santa Margarita.....	50	35	20	35
10	Santa Margarita—Goldtree.....	30	18	15	22
10	Goldtree—San Luis Obispo.....	40	18	15	22
11-12	San Luis Obispo—Santa Barbara.....	50	35	20	35
15	Mayfield—Vasona Junction.....	40	30	20	30
17	College Park—Vasona Junction.....	40	30	20	30
15	Vasona Junction—Los Gatos.....	30	18	15	25
15	Los Gatos—Eva.....	20	15	10	20
15	Eva—Eblis.....	25	18	15	25
16	Santa Cruz—Watsonville Jct.....	30	25	15	25
17	Davenport—Santa Cruz.....	30	30	20	25
16	Boulder Creek—Felton.....	20	12	8	12
17	Carnadero—Hollister.....	40	30	20	30
17	Hollister—Tres Pinos.....	30	18	15	25
13	Del Monte Jct.—Monterey.....	30	18	15	25
13	Monterey—Pacific Grove.....	25	18	15	20
13	Pacific Grove—Asilomar.....	15	15	10	15
13	Surf—Lompoc.....	30	20	15	25
14	Valencia St.—San Bruno, via Tanforan.....	30	18	12	20
14	Lick—New Almaden—Campbell.....	15	15	8	15
13	Spreckels Jct.—Spreckels.....	..	15	8	15

SPEED TABLE

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.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All engines with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Max. speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009.....	63	45120 lbs.
MC-1	4000 and 4001.....	53	42760 "
MC-2	4002 to 4016.....	53	42760 "
MC-4	4017 to 4028.....	53	43130 "
MC-6	4029 to 4043.....	53	43230 "
MC-6	4044 to 4048.....	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211.....	49	46140 "
MK-4	3216 to 3230, 3232 to 3235.....	49	45560 "
F1	3600 to 3652.....	63	44800 "
MM-2	4200 to 4211.....	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205.....	50	22740 "
T-6	2197, 2208.....	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.....	54	46220 "
TW-2	2946, 2948 to 2953.....	43	25360 "
TW-4	2926 to 2931.....	44	26000 "

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

MISCELLANEOUS

1. All available retainers on passenger and freight trains will be used as follows: Eastward trains from Summit, between San Luis Obispo and Santa Margarita, to

west switch at Hathaway and westward trains from Summit to distant block signal, east of Santa Margarita.

2. Passenger trains, westward, will not exceed a speed of 20 miles per hour from Summit to west switch Cuesta, and eastward from Summit to west portal Tunnel No. 8 in order to get retainers in operation before any great distance is covered.

3. Freight trains, eastward, will reduce speed to 10 miles per hour from a point one-half mile west of the west switch to the east switch Hathaway to give trainmen an opportunity to turn down retainers.

4. Retainers will be used at other points and under conditions where in the judgment of trainmen and enginemen it is deemed necessary.

5. Where retainers are used the rate of speed of freight trains on any grade of over one per cent (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. This will not be authority to exceed specified speed restrictions.

6. Passenger trains originating at points where car inspectors are not employed will make air brake test in the manner prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at intermediate or turning points, where the brake pipe has been separated, as prescribed by Air Brake Rule No. 17.

7. Freight and mixed trains originating at points where car inspectors are not employed will make air brake test in manner prescribed by Air Brake Rule No. 11, on the initial trip each day and will make the rear end brake test at intermediate and turning points or where brake pipe has been separated as prescribed by Air Brake Rule No. 17. Rule 17 applies to all yard drags between Bayshore and San Francisco.

8. All trains will make rear end brake test at Santa Margarita and Glenwood, also at any point where brake pipe has been separated, as prescribed by Air Brake Rule No. 17. Also when cutting helpers off of head end, Rules 20 and 37, Rules and Regulations governing air brake and signal apparatus must be complied with.

9. Running test to be made by passenger trains immediately after passing summit in Tunnel 6 between Cuesta and Thyle. See Air Brake Rules 15 and 16.

10. To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street. At San Jose, (both tracks) until rear of train has passed water tanks. At Watsonville Junction and Santa Margarita until rear of train has passed water columns. At San Luis Obispo until rear of train has passed point where engines stand on train. At other points, if test is required where rails may be made slippery due to oil and water from "standing engines," it must not be made until rear of train has passed such point.

11. Eastward freight trains stop at Chorro 10 minutes or more to permit heat to radiate to center of wheels and for trainmen to inspect wheels and running gear. Trains delayed at Serrano 10 minutes or more will make inspection at that point and omit stop at Chorro. Engines running light will make the same stops, but for 5 minutes only.

12. Conductors will show on delay reports where inspections are made and the time consumed in doing so.

STAFF RULES

20. The train staff system is in operation between Wright and Glenwood, but is only used as an additional precaution and in no way suspends the requirements of rules, train-order, or time-table rights governing the operation of trains outside of Staff System limits.

21. When an operator is on duty trains will obtain a staff and must not pass the train-order signal without having same in their possession.

22. When offices are closed trains may move without possession of staff, but will register at both stations.

23. If communication with Train Dispatcher is cut off, trains may proceed on authority of staff alone, when necessary to avoid delay.

SAN FRANCISCO-SAN JOSE—Including Ocean View Line

25. When moving stock from Bayshore to Union Stock Yard and Miller and Lux Yard, after ascertaining from Yardmaster if any sections or extra passenger trains due, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Cars may be handled. Flagman will comply with Rule 99, placing two torpedoes on westward track one-fourth mile east of Signal No. 39 and take a position at Signal No. 39 where he will place one torpedo. When clear of main track, switch and derail on stock track must be lined promptly in normal position, after which foreman will advise flagman at Signal No. 39 by telephone, when the one torpedo may be removed.

OUTBOUND: Cars must not be handled. When engine foreman is ready to make the movement, he will, after having eastward track protected as per Rule 99, (never omitting to place torpedoes) call flagman at Signal No. 39 on telephone, who will protect westward track in the same manner as for inbound movement as required by Rule 99. Then derail will be lined first, then eastward main track switch for cross-over, next westward main track switch for cross-over and last, stock track switch to main track. After engine has crossed over, switches must be lined in normal position, lining eastward main track switch to cross-over last. When cross-over movement has been completed and switches normal, foreman will advise flagman at Signal No. 39, who will then remove all torpedoes from westward main track.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 26 near the center of viaduct and remain so until the train has passed Signal No. 33 located 500 feet east of east portal of Tunnel No. 3.

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

If one or both of the indicators are out of order and continuously indicate "block occupied," it must first be ascertained that no trains are in the block before lining switches for cross-over and before commencing the cross-over movement, that signals controlling movement on both tracks indicate "stop". The necessary information concerning signals on westward track to be obtained from flagman at Signal No. 39, and on eastward track by noting position of the signal.

When Santa Fe are operating tracks in this vicinity, Southern Pacific must make all movements to Stock Yards under flag protection.

26. Normal position of east switch at Bernal will be for siding. Trains and engines using Ocean View line must stop and line up for route to be used.

27. At Redwood Junction trains on Dumbarton line only and at Santa Clara and College Park trains on Western Division tracks, when calling in flagmen from the west, will sound four long and one short (— o) blasts of the whistle and when calling in flagman from the east will sound six long (—) blasts of the whistle. This exception in order to avoid confusion between trains on Coast and Western Divisions.

28. Westward trains arriving at Redwood Junction during early morning hours when it will be impossible for them to leave on account of morning passenger trains, will stop east of the Middlefield road crossing in order that local crew will not be delayed in switching spurs leading off of Western Division main track.

29. Westward Coast Division trains stopping at College Park station must not stop until rear of train is opposite shelter shed.

SAN JOSE-WATSONVILLE JUNCTION

35. Chittenden. Track nearest County Road and parallel thereto is the property of the California Central Railroad. Track between that track and Southern Pacific Company main track, is used as an interchange track between the two companies and is accessible from Southern Pacific Company main track at east end. Southern Pacific Company engines must not use tracks of California Central Railroad.

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

37. Unless otherwise directed by yardmaster, Watsonville Junction, eastward passenger trains will take siding on what is known as the middle track, initial switch at Signal 1002 and eastward freight trains will use middle track from Signal 1002.

WATSONVILLE JUNCTION-SAN LUIS OBISPO

45. Unless otherwise directed by yardmaster, Watsonville Junction, westward passenger trains will hold main track to Signal 1001. Westward freight trains will use main track to Signal 1001 located just east of freight yard lead.

46. Eastward passenger trains, stopping at Del Monte Junction, will pull far enough east so the rear car will clear at the west switch of siding. This to permit a westward train to pull out while eastward train is standing at the station.

47. Extreme west switch at Del Monte Junction will be the junction switch for Del Monte Junction-Pacific Grove line.

48. When westward trains are to hold the main track and cut out helpers at Santa Margarita, they will stop with "cut in engines" clear of the east switch of siding. Helper on the head end will remain coupled with road engine until head end is re-coupled to rear portion of train, then cut off and go to house track through link.

When necessary to take siding and there is sufficient time, make the same stop. The head end will pull in on siding until "cut in engines" are clear then back to a coupling, when helper on head end will cut off and go to main track through link.

In case of insufficient time to make these moves when meeting train at Santa Margarita, all engines remain in train and pull in on siding, practically the same moves, however, to be made, i. e., after train has been met, westward train would back up to clear the link switch, between siding and main track, head end pull west, "cut in engines" cut out, head end with head helper still coupled back to a coupling, then head helper cut off and clear.

49. Engines on eastward trains, when equipped with Vanderbilt tanks, will take a full tank of water at Santa Margarita.

50. The tonnage of freight trains between summit in Tunnel 6 (located between Cuesta and Thyle) and San Luis Obispo or Santa Margarita must not exceed 115 M's per operative brake.

SAN LUIS OBISPO—SANTA BARBARA

56. The normal position of west wye switch in siding at Casmalia will be for

the wye, and the switch leading to the A. O. Co.'s spurs to be left lined for the west leg of wye.

57. Trains taking siding at Casmalia will use siding on opposite side of main track from station building unless otherwise directed.

58. Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as Marshall is 2.3 miles from Narlon and a spur of 25 car capacity known as Graham, is 4.0 miles from Narlon. These are industry tracks used during harvest season to handle beets.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

65. The normal position of junction switch at Vasona Junction is for the Campbell-Los Gatos line.

66. The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Eblis must not exceed 115 M's per operative brake.

67. Switch at Felton must be left lined, making track from Vasona Junction to Santa Cruz the continuous main track.

68. Enginemens of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

69. The normal position of switch located 150 feet west of overhead wagon bridge at east end of Santa Cruz Yard will be for siding, where all westward trains will enter yard.

70. 1400, 1500, 2400 or 3000 class engines must not be used between Vasona Junction and Santa Cruz.

DEL MONTE JUNCTION-LAKE MAJELLA

75. Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

APTOS-LOMA PRIETA

85. Tank cars of over 8,000 gallons capacity must not be accepted for movement between Aptos and Loma Prieta.

86. Trains going into Loma Prieta will sound one long blast of whistle before entering Loma Prieta Lumber Company's Yard as a warning to Lumber Company's employees.

FELTON-BOULDER CREEK

90. Switch located 600 feet east of Felton station on the Boulder Creek line siding will be the junction switch for the Felton-Boulder Creek line.

CAMPBELL-NEW ALMADEN-LICK

95. Wooden frame tank cars of 10,500 gallons capacity must not be accepted for movement between Campbell and New Almaden, nor tank cars of over 8,000 gallons capacity for movement between Lick and New Almaden.

96. Southern Pacific Company's trains and Los Gatos and San Jose Interurban Ry. Co.'s cars will use Southern Pacific Company's track jointly from junction Almaden line to L. G. and S. J. road. Normal position of switches at junction points will be for the L. G. & S. J. line.

Southern Pacific train No. 202 has right over interurban cars but must stop before entering and must not exceed a speed of ten (10) miles per hour over joint track. Other Southern Pacific trains will stop before entering joint track. Immediately send a flagman ahead, wait at least five (5) minutes after he has started, then follow, keeping at least one-fourth mile behind him until he reaches end of joint track. All trains must protect rear as prescribed by Rule 99.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WEIGHTS—POUNDS		
	Wood	Steel	Steel Underframe
Baggage.....	75,000	91,000	
Baggage—(Dynamo).....		101,000	
Baggage and Mail.....	75,000	{122,000-69' 97,000-60'}	92,000
Baggage and Passenger.....	65,000		
Buffet.....		131,000	122,000
Buffet—(Dynamo).....		146,000	
Business.....	108,000	179,000	136,000
Chair.....	84,000	98,000	
Coaches.....	75,000	95,000	
Dining.....	131,000	146,000	138,000
Horse Express.....	79,000		
Observation.....	122,000	144,000	128,000
Postal.....		{111,000-60' 72,000-40'}	
Pullman Observation.....	124,000	148,000	142,000
Pullman Parlor.....	115,000	149,000	142,000
Pullman Standard Sleepers.....	125,000	152,000	145,000
Pullman Tourist Sleepers.....	94,000		133,000
Tea and Silk.....	48,000		
Am. Ry. Express Refs. 40 to 154.....			78,000
" " 155 to 224.....			89,000
" " 500 to 506.....			110,000
" " 1101 to 1175.....			85,000
N. P. " ".....	60,000		74,000
G. N. " ".....	70,000		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

M. P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco.....	Bayshore.....	Mariposa St. Bridge.....	21.8'	See Note 1
1.3	".....	".....	A. T. & S. F. R. R. Crossing.....	21.6'	.....
1.5	".....	".....	Tunnel 1.....	21.9'	7.0'
1.7	".....	".....	22nd Street Crossing.....	21.3'	See Note 2
1.9	".....	".....	23rd Street Crossing.....	21.3'	See Note 3
2.0	".....	".....	Tunnel No. 2.....	21.9'	7.0'
3.1	".....	".....	15th Avenue So.....	21.0'	See Note 4
3.4	".....	".....	Tunnel 3.....	21.9'	7.0'
4.2	".....	".....	Paul Ave.....	21.1'	See Note 5
4.6	".....	".....	Tunnel 4.....	21.4'	6.4'
7.7	Bayshore.....	So. San Francisco.....	" 5.....	21.9'	6.9'
29.7	Menlo Park.....	Palo Alto.....	San Francisco Creek Br.....	21.8'	7.5'
46.9	San Jose.....	Passenger Station.....	Station Building.....	20.1'	.....
120.5	Spreckels Jct.....	Spence.....	P. V. C. R. R. Crossing.....	21.5'	.....
200.6	Bradley.....	Nacimiento.....	Salinas River Bridge.....		7.6'
222.0	Templeton.....	Asuncion.....	Road Crossing.....	20.6'	8.3'
239.6	Cuesta.....	Thyle.....	Tunnel 6.....	18.8'	6.7'
240.2	Thyle.....	Serrano.....	" 7.....	18.7'	6.1'
240.6	".....	".....	" 8.....	19.1'	6.3'
240.9	".....	".....	" 9.....	18.9'	6.2'
241.7	".....	".....	" 10.....	18.0'	6.4'
245.8	Serrano.....	Chorro.....	" 11.....	18.8'	6.2'
251.1	Hathaway.....	San Luis Obispo.....	Road Crossing.....	21.6'	7.6'
251.2	".....	".....	".....	21.6'	7.9'
251.8	".....	".....	".....	21.6'	8.2'
261.4	Tiber.....	Pismo.....	Villa Creek, 2nd Crossing.....	20.1'	7.0'
275.4	Bromela.....	Guadalupe.....	Santa Maria Bridge.....		8.3'
279.5	Guadalupe.....	Waldorf.....	Road Crossing.....	21.7'	7.3'
301.9	Ajax.....	Surf.....	Santa Ynez River Bridge.....	19.2'	7.7'
318.3	Sudden.....	Jalama.....	Tunnel 12.....	19.2'	7.7'
334.4	Drake.....	Sacate.....	Tunnel 13.....	19.2'	8.0'
335.0	Sacate.....	Gaviota.....	Overhead Bridge.....		8.1'
358.2	Vilo.....	Ellwood.....	" Crossing.....		7.9'
368.0	Hope Ranch.....	Santa Barbara.....	" Bridge.....		

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

3.0	Valencia Street.....	Bernal.....	Dolores Street Bridge.....	19.1'	7.0'
3.6	Bernal.....	Elkton.....	Spring Valley Pipe Crossing.....	21.3'	.....
3.7	Bernal.....	Elkton.....	St. Charles St. Crossing.....	21.4'	.....
5.6	Elkton.....	Rup.....	Road Crossing.....		7.4'
5.7	Elkton.....	".....	Mt. Vernon Ave. Crossing.....	20.3'	8.4'

VASONA JUNCTION—SANTA CRUZ

32.4	Mayfield.....	Congress Jct.....	Trolley Poles.....		7.5'
45.3	".....	".....	".....		7.5'
62.0	Wright.....	Laurel.....	Tunnel 1.....	19.9'	7.1'
64.0	Laurel.....	Glenwood.....	" 2.....	19.8'	6.9'
66.0	Glenwood.....	Clems.....	" 3.....	20.2'	7.2'
69.3	Meehan.....	Olympia.....	" 4.....	21.3'	7.2'
73.4	Big Trees.....	Rincon.....	San Lorenzo River Bridge.....	19.2'	7.5'
74.1	".....	".....	Tunnel 5.....	16.8'	5.5'
75.5	Rincon.....	Golf Links.....	Road Crossing.....	21.0'	.....
78.2	Eblis.....	Park Street.....	Tunnel 6.....	17.2'	5.5'

WATSONVILLE JCT.—SANTA CRUZ

79.4	Santa Cruz.....	Seabright.....	Road Crossing.....	17.7'	.....
80.1	".....	".....	San Lorenzo River Bridge.....		7.5'
90.1	Leonard.....	Manresa.....	Road Crossing.....	19.7'	7.8'

DEL MONTE JUNCTION—PACIFIC GROVE

113.5	Nashua.....	Neponset.....	Salinas River Bridge.....		7.4'
123.5	Seaside.....	Del Monte.....	Foot Bridge.....	21.1'

LICK—NEW ALMADEN

62.1	Greystone.....	New Almaden.....	Arroyo Seco Bridge.....	21.3'	6.8'
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FELTON—BOULDER CREEK

72.3	Felton.....	Lime Kiln.....	San Lorenzo River Bridge.....	19.3'	7.3'
76.5	Fen Lomond.....	Phillipshurst.....	1st Crossing Lorenzo River.....	21.7'	8.0'
78.5	Brookdale.....	Harris.....	5th.....	21.8'	7.9'

NOTES

- 1.—Mariposa St. Bridge side clearance is 4.5' at a point 17.0' above top of rail on Eastward Main Track.
- 2.—22d St. Bridge side clearance is 5.7' at a point 16.2' above top of rail on Eastward Main Track, and 6.1' at a point 17.2' above top of rail on Westward Main Track.
- 3.—23d St. Bridge side clearance is 7.1' at a point 16.7' above top of rail on Westward Main Track and 6.2' at a point 16.7' above top of rail on Eastward Main Track, and 8.3' at every point from top of rail to a point 16.7' above top of rail on Eastward Main Track.
- 4.—15th Ave. Bridge side clearance is 5.7' at a point 16.1' above top of rail on Westward Main Track, and 6.3' at a point 16.1' above top of rail on Eastward Main Track.
- 5.—Paul Ave. Bridge side clearance is 6.1' at a point 19.0' above top of rail on Westward Main Track and 7.1' at a point 19.0' above top of rail on Eastward Main Track.

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

NAME	TITLE	LOCATION
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco
Dr. W. B. Coffey	Division Surgeon	San Francisco
Dr. J. H. O'Connor	District Surgeon	San Francisco
Dr. S. J. Gardner	District Surgeon	San Francisco
Dr. G. R. Carson	District Surgeon	San Francisco
Dr. G. H. Willcutt	Aurist	San Francisco
Dr. H. B. Graham	Consulting Aurist	San Francisco
Dr. Wm. F. Blake	Oculist	San Francisco
Dr. H. B. Dixon	District Surgeon	Daly City
Dr. F. S. Dolley	District Surgeon	South San Francisco
Dr. Harry A. Deering	Emergency Surgeon	Ocean View
Dr. F. Holmes Smith	Emergency Surgeon	San Bruno
Dr. Wood C. Baker	District Surgeon	San Mateo
Dr. J. L. Ross	District Surgeon	Redwood City
Dr. J. M. Fisher	Emergency Surgeon	Mayfield
Dr. L. E. Phillips	District Surgeon	Palo Alto
Dr. W. J. Merrill	Emergency Surgeon	Campbell
Dr. R. F. Guber	District Surgeon	Los Gatos
Dr. R. B. Hoag	Emergency Surgeon	Boulder Creek
Dr. P. T. Phillips	District Surgeon	Santa Cruz
Dr. A. Phillips	Assistant District Surgeon	Santa Cruz
Dr. A. H. McFarlane	District Surgeon	Mountain View
Dr. J. I. Beattie	District Surgeon	Santa Clara
Dr. D. A. Beattie	District Surgeon	San Jose
Dr. E. F. Holbrook	District Surgeon	San Jose
Dr. W. D. Miner	Emergency Surgeon	Morganhill
Dr. J. W. Thayer	District Surgeon	Gilroy
Dr. C. W. Merrill	District Surgeon	Hollister
Dr. S. O. Rodgers	District Surgeon	Watsonville
Dr. F. H. Koepke	District Surgeon	Watsonville
Dr. H. M. Hoyt	District Surgeon	Pacific Grove
Dr. T. C. Edwards	District Surgeon	Salinas
Dr. E. W. Reeves	Assistant District Surgeon	Salinas
Dr. E. W. Bingaman	Emergency Surgeon	Gonzales
Dr. Geo. A. Starbird	District Surgeon	Soledad
Dr. C. T. Bullard	District Surgeon	King City
Dr. Wm. McNaull	District Surgeon	San Miguel
Dr. R. O. Dresser	District Surgeon	Paso Robles
Dr. H. A. Gallup	District Surgeon	San Luis Obispo
Dr. H. G. Mugler	Assistant District Surgeon	San Luis Obispo
Dr. W. M. Stover	Consulting Surgeon	San Luis Obispo
Dr. C. P. Proudfoot	Oculist and Aurist	San Luis Obispo
Dr. J. H. Franklin	District Surgeon	Guadalupe
Dr. L. E. Heiges	District Surgeon	Lompoc
Dr. G. S. Lovern	District Surgeon	Santa Barbara
Dr. R. M. Clarke	District Surgeon	Santa Barbara
Dr. Wm. J. Mellinger	Oculist and Aurist	Santa Barbara

COMPANY HOSPITALS

GENERAL HOSPITAL	San Francisco
EMERGENCY HOSPITAL	San Francisco
EMERGENCY HOSPITAL	Bayshore

MILEAGE.

MAIN LINES

San Francisco to Santa Barbara	S. P. R. R.	365.45
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		367.14

BRANCH LINES

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 Santa 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.	Surf 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
Santa Cruz	S. P. R. R.	Watsonville Jct. to Santa Cruz	20.18
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno	13.13
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			179.82
Total Coast Division			546.96

RATING OF ENGINES—COAST DIVISION.

For Through and Local Trains in Ms of 1000 lbs. Back of Tender.

Revised for August, 1921.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco and Watsonville Jct. *Santa Maragrita to Watsonville Jct.	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo to Santa Barbara
E-2	E-69 18/24 59	1372, 1373, 1375	150	1540	1340	350	310	870
E-2	E-69 18/24 61	1374, 1376 to 1381	150	1540	1340	340	300	860
E-23	E-73 20/24 89	1434 to 1443	190	2320	2020	530	470	1310
E-23	E-73 20/24 92	1445 to 1458	190	2320	2010	530	470	1300
E-24	E-63 18/26 74	1464 to 1467, 1469, 1471, 1482	165	1790	1560	420	370	1020
E-25	E-63 18/26 69	1473, 1479	160	1880	1630	470	420	1080
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	1740	1510	470	360	990
E-25	E-63 18/26 71	1468	150	1740	1510	420	380	1000
E-25	E-63 18/26 70	1476	160	1880	1640	410	420	1090
E-27	E-73 20/26 113-S	1526 to 1540 (Superheated)	210	2800	2430	670	600	1600
E-27	E-73 20/26 100	1526 to 1540 (Saturated)	200	2580	2250	630	560	1480
M-4	M-63 20/28 126	1615 to 1719	190	2950	2570	780	700	1730
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1784, 1786 to 1789	200	3630	3170	990	890	2150
M-6	M-63 21/28 144	1791, 1792, 1794 to 1797, 1799 to 1803	195	3370	2940	910	820	2140
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	3830	3350	1050	950	2270
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	3450	3010	930	830	2030
T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	1930	1680	490	440	1120
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181 to 2183	160	1910	1670	480	430	1110
T-10	T-57 18/24 86	2134 to 2152	170	2050	1790	520	460	1190
T-9	T-57 18/24 96	2155, 2175, 2180	160	1930	1680	490	440	1120
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	1960	1700	460	410	1110
T-2	T-63 19/24 105	2221 to 2234	180	2660	2320	700	630	1550
T-1	T-63 20/26 112	2235 to 2273	200	3380	2950	860	770	1960
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	3260	2840	830	740	1890
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	3450	3010	930	840	2030
T-23	T-63 21/28 144	2301 to 2308, 2310	210	4190	3660	1150	1040	2480
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	200	3790	3310	1020	920	2230
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	3970	3470	1080	970	2340
T-31	T-63 22/28 162-S	2353 to 2362	200	4080	3560	1060	950	2380
T-32	T-69 23/28 174-S	2363 to 2370	210	4320	3770	1140	1030	2530
T-32	T-69 23/28 174-S	2371 to 2378	210	3490	3030	860	770	2010
P-1, P-3	P-77 22/28 141-S	2400 to 2437 (Superheated)	200	3190	2770	760	680	1820
P-1, P-3	P-77 22/28 141	2400 to 2437 (Saturated)	200	4310	3760	1090	970	2490
P-6	P-77 25/28 172-S	2453 to 2458	210	4590	3970	1280	1150	2710
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2836, 2839 to 2857 (Superheated)	200	4080	3530	1110	1000	2400
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2836 (Saturated)	200	4080	3530	1110	1000	2400
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	4130	3440	1160	1050	2400
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	185	3960	3300	1100	990	2300
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	3960	3300	1100	990	2300
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	3960	3300	1100	990	2300
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	4620	4000	1310	1190	2750
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)	210	4620	4000	1310	1190	2750
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	4110	3560	1140	1030	2430
C-5	C-57 22/30 178	2680 to 2693 (Saturated)	210	4590	3970	1280	1160	2710
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	200	4080	3530	1110	1000	2400
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200	4080	3530	1110	1000	2400
TW-3	TW-50 20/26 120	2933 to 2939, 2941 to 2945	170	2920	2530	810	730	1730
TW-2	TW-50 20/26 118	2946 to 2953	170	2910	2520	800	720	1720
A-1	A-84 15-25 110	3000 to 3009	200	2240	1940	460	400	1240
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	2780	2410	630	550	1560
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	2520	2190	550	480	1410
MK-5, MK-6	MK-63 26/28 210-S	3236 to 3270	200	5600	4890	1540	1390	3310
F-1	F-63 27 1/2/32 273-S	3600 to 3652	200	5600	4890	1540	1390	3310
Allowance for Empty and Under-Loaded Cars			Under 40 M's	6	6	3	3	3
			40 to 50 M's	3	3	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.

TRAINMASTERS

J. D. BRENNAN	San Francisco
L. C. GRAM	Watsonville Jct.
T. J. FOLEY	San Luis Obispo

CHIEF TRAIN DISPATCHERS

I. J. ONYON	San Francisco
A. S. BRAINARD	San Francisco
G. MERRITT	San Luis Obispo
D. W. BROPHY	San Luis Obispo

ROAD FOREMEN OF ENGINES

H. L. MOORE	San Francisco
L. A. HAMLIN, Assistant	San Francisco

EXAMINER

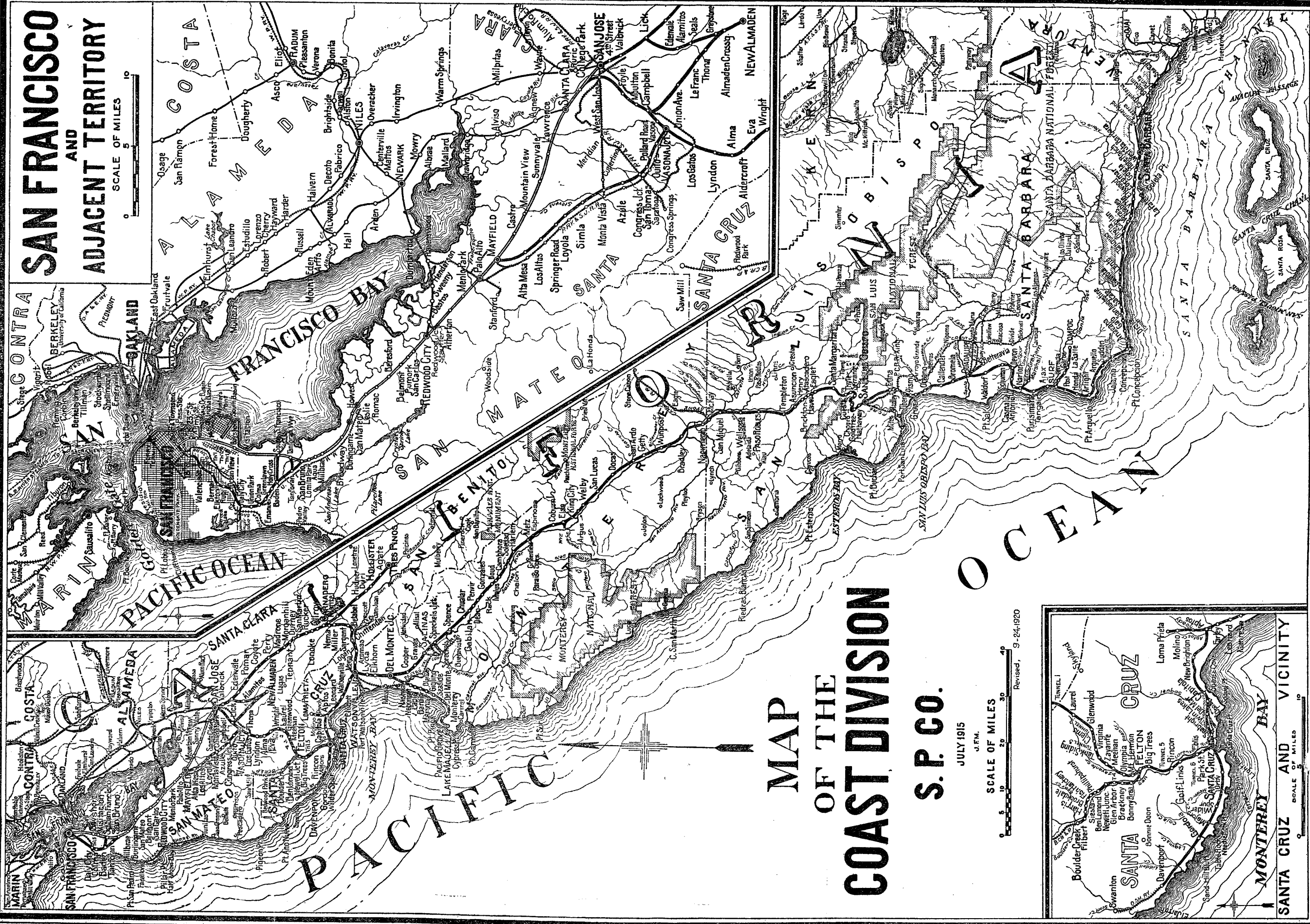
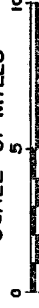
J. T. BELL	San Francisco
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F. M. WORTHINGTON,
Superintendent,
San Francisco.

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

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES



MAP OF THE COAST DIVISION S. P. CO.

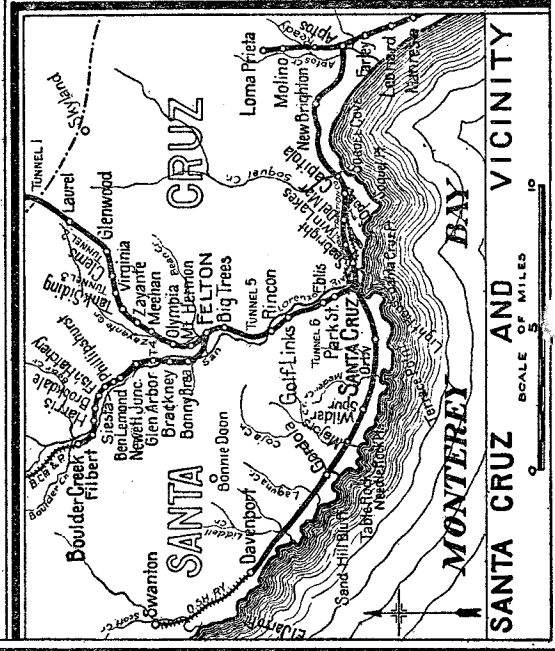
JULY 1915

J. E. M.

SCALE OF MILES



Revised, 9-24-1920



SANTA CRUZ AND VICINITY

SCALE OF MILES

