

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE COAST DIVISION

146



To Take Effect Sunday, May 7, 1939, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

SAN FRANCISCO SUBDIVISION.

FIRST CLASS

Table with columns for station names (126-106), passenger status, departure/arrival times, and distance from San Francisco. Includes rows for various stations like San Francisco Terminal Yard, 51 Center P, 52 Spur P, etc.

Time Table No. 146
May 7, 1939

STATIONS list with distances from San Francisco. Includes stations like TO-R SAN FRANCISCO, 23D STREET, 14TH AVE., PAUL AVE., BAYSHORE, VISITACION, R VISITACION TOWER, BUTLER ROAD, SO. SAN FRANCISCO, TANFORAN WYE, SAN BRUNO, LOMITA PARK, MILLBRAE, BROADWAY, BURLINGAME, SAN MATEO, HAYWARD PARK, BAY MEADOWS, BERESFORD, BELMONT, SAN CARLOS, REDWOOD CITY, REDWOOD JCT., ATHERTON, MENLO PARK, PALO ALTO, MAYFIELD, CASTRO, MOUNTAIN VIEW, SUNNYVALE, LAWRENCE, SANTA CLARA, SAN JOSE YARD, COLLEGE PARK, TO-R SAN JOSE.

(46.9)
Time over District
Average Speed per Hour

NOTE.—See pages 3, 4, 5 and 6 for additional schedules between San Francisco and San Jose.
RULES 85, 86 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.
Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

Trains 112 and 126 reduce speed Visitacion to permit safe dispatch and/or exchange of U. S. Mail when not necessary to stop on flag.
Trains 124 and 126 reduce speed at following stations when not necessary to stop on flag or other business:
No. 124—Atherton.
No. 126—Lomita Park, Millbrae, Hayward Park and Atherton.
San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest and Romac.

Additional Stations
(Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7
Standard Clock at Santa Clara located in interlocking tower.
Water supply at Redwood Jct. located on Dumbarton line.

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 146
May 7, 1939

FIRST CLASS

Automatic Block System

Table with columns for stations (TO-R SAN FRANCISCO, 23D STREET, 14TH AVE., PAUL AVE., BAYSHORE, VISITACION, R VISITACION TOWER, BUTLER ROAD, SO. SAN FRANCISCO, TANFORAN WYE, SAN BRUNO, LOMITA PARK, MILLBRAE, BROADWAY, BURLINGAME, SAN MATEO, HAYWARD PARK, BAY MEADOWS, BERESFORD, BELMONT, SAN CARLOS, REDWOOD CITY, R REDWOOD JOT., ATHERTON, MENLO PARK, PALO ALTO, R MAYFIELD, CASTRO, MOUNTAIN VIEW, SUNNYVALE, LAWRENCE, SANTA OLARA, SAN JOSE YARD, COLLEGE PARK, TO-R SAN JOSE) and rows for train numbers (105, 107, 259, 169, 109, 111, 69, 115, 117, 1, 121, 123, 125, 129, 131, 75, 73, 133, 31, 135) showing arrival and departure times.

NOTE.—See pages 2, 4, 5 and 6 for additional schedules between San Jose and San Francisco.
RULES 85, 86 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.
Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.
Additional Stations (Aqua (Spur) MP 12.9, Howest (Spur) MP 16.8, Romac (Spur) MP 19.7)

Table with columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Includes entries for trains 31, 135, 1-75 and stations like San Bruno, Bay Shore, Burlingame, Palo Alto, Santa Barbara.

EASTWARD

SAN FRANCISCO SUBDIVISION.

FIRST CLASS

Main train schedule table with columns for train number (154-176), passenger type, departure times, and arrival times. Includes sub-sections for San Francisco Terminal Yard, Yard, and San Jose Term. Yard.

Time Table No. 146

May 7, 1939

STATIONS

Station list table with columns for station name and distance from San Francisco. Includes stations like TO-R SAN FRANCISCO, 23D STREET, 14TH AVE., etc.

Automatic Block System

Double Track

NOTE.—See pages 2, 3, 5 and 6 for additional schedules between San Francisco and San Jose. RULES 85, 86 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara—Newark line will apply at junction switch, Santa Clara.

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

Additional Stations (Aqua (Spur) MP 12.9, Howest (Spur) MP 16.8, Romac (Spur) MP 19.7) Standard Clock at Santa Clara located in interlocking tower. Water supply at Redwood Jct. located on Dumbarton line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Table with columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Example row: 36, Palo Alto, Receive, Watsonville Jct., From (or beyond), Daily.

TO-R

R VIS

B

SO.

TA

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

Str

on

Time

Avera

SAN FRANCISCO SUBDIVISION

WESTWARD

5

Time Table No. 146

May 7, 1939

FIRST CLASS

Automatic Block System

STATIONS	Distance from San Jose	FIRST CLASS																		
		173	137	139	35	39	141	143	147	149	179	151	181	153	99	255	155	157	33	47
		Passenger	Passenger	Passenger	Del Monte	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	
TO-R SAN FRANCISCO	46.9	s 10.10AM	s 10.40AM	s 11.05AM	s 11.30AM	s 11.55AM	s 12.01PM	s 1.25PM	s 3.00PM	s 4.05PM	s 4.05PM	s 5.15PM	s 5.15PM	s 5.50PM	s 6.00PM		s 6.50PM	s 7.35PM	s 9.05PM	s 9.55PM
23D STREET	45.0					f					f	f								
14TH AVE.	43.8					f														
PAUL AVE.	42.8					f														
BAYSHORE	41.7	f 10.01	10.31	10.56	11.20	f 11.43	f 11.51AM	1.16	f 2.49	f 3.55	f 3.55	f 5.03	f 5.06	5.40	5.50		f 6.39	7.25	8.55	9.45
VISITAION	40.4																			
R VISITAION TOWER	40.0																			
BUTLER ROAD	38.3					f						f	f						f	f
SO. SAN FRANCISCO	37.6	s 9.55		s 10.50	11.14	s 11.37	s 11.44	s 1.10	s 2.43	s 3.48	f 3.49	s 4.56	f 5.00	s 5.34			s 6.33	s 7.18	s 8.48	s 9.38
TANFORAN WYE	36.5																			
SAN BRUNO	35.9	f 9.52		s 10.46		f	s 11.40	s 1.06	s 2.39	s 3.43	f 3.45	s 4.50	f 4.57	5.30			f 6.28	s 7.14	f 8.45	f 9.34
LOMITA PARK	34.8	f		f		f	f	f	f	f	f		f				f			
MILLBRAE	33.2	f		f		f	f	f	f	f	f		f				f	f		
BROADWAY	31.7	s		s		s	s	s	s	s	s	s	s	s			s	s	s	s
BURLINGAME	30.6	s 9.42	s 10.15	s 10.37		s 11.24	s 11.29	s 12.57	s 2.30	s 3.32	s 3.37	s 4.40	s 4.48	s 5.21			s 6.17	s 7.04	s 8.36	s 9.24
SAN MATEO	29.0	s 9.38	s 10.12	s 10.33		s 11.20	s 11.25	s 12.53	s 2.26	s 3.28	s 3.33	s 4.36	s 4.44	s 5.17			s 6.13	s 7.00	s 8.32	s 9.20
HAYWARD PARK	28.0	f		f		f	f	f	f	f	f	f	f				f	f		
BAY MEADOWS	26.9																			
BERESFORD	26.6	f				f	f		f	f	f	f	f				f	f		
BELMONT	25.0	f	10.07	s		f	s	f	s	s	f	s	s				f	s	f	f
SAN CARLOS	23.7	f 9.29		s 10.24		f	s 11.15	s 12.44	s 2.16	s 3.15	f 3.24	s 4.25	f 4.34				f 6.02	s 6.52	s 8.24	f 9.09
REDWOOD CITY	21.5	s 9.25	s 10.03	s 10.20		s 11.07	s 11.11	s 12.41	s 2.12	s 3.11	s 3.21	s 4.22	s 4.30	s 5.07			s 5.58	s 6.48	s 8.20	s 9.05
R REDWOOD JCT.	20.7	9.23	10.01	10.18	10.54	11.05	11.09	12.39	2.10	3.09	3.19	4.17	4.28	5.05	5.25		5.54	6.45	8.18	9.03
ATHERTON	19.1	f		f		f	f	f	f	f	f	f	f				f	f	f	f
MENLO PARK	18.0	f		s		f	s	s	s	f	s	s	s				f	s	f	f
PALO ALTO	16.8	s 9.15	s 9.55	s 10.10	s 10.49	s 10.57	s 11.01	s 12.31	s 2.02	s 3.01	s 3.11	s 4.10	s 4.20	s 4.59			s 5.47	s 6.38	s 8.12	s 8.57
R MAYFIELD	15.1	f 9.12		s 10.07		f 10.53	s 10.57	s 12.27	s 1.58	s 2.57	s 3.07	s 4.05	f 4.16	s 4.55			s 5.43	s 6.34	s 8.08	s 8.53
CASTRO	12.1					f	f					f	f				f			
MOUNTAIN VIEW	10.8	s 9.06		s 10.01		f 10.47	s 10.51	s 12.22	s 1.52	s 2.52	f 3.02	s 3.59	f 4.10	s 4.49	Via Newark		s 5.38	s 6.27	s 8.02	s 8.47
SUNNYVALE	8.1	f	9.44	s		f 10.42	s 10.47	s 12.17	s 1.47	s 2.47	f 2.57	s 3.52	f 4.05	s 4.43			s 5.33	s 6.22	f 7.58	f 8.43
LAWRENCE	6.1					f	f		f	f	f	f	f					f		
SANTA CLARA	2.6	f 8.55		s 9.50		f 10.35	s 10.40	s 12.10	s 1.40	s 2.40	f 2.50	s 3.45	f 3.58	s 4.36	5.13PM		f 5.26	s 6.15	s 7.51	s 8.36
SAN JOSE YARD	1.7																			
COLLEGE PARK	1.2	f				f	f		f	f		f	f				f	f	f	f
TO-R SAN JOSE	0.0	8.50AM	9.35AM	9.45AM	10.30AM	10.30AM	10.35AM	12.05PM	1.35PM	2.35PM	2.45PM	3.40PM	3.53PM	4.30PM	5.02PM	5.08PM	5.20PM	6.10PM	7.45PM	8.30PM
(46.9)		Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY
Time over District.....		(1.20)	(1.05)	(1.20)	(1.00)	(1.25)	(1.26)	(1.20)	(1.25)	(1.30)	(1.20)	(1.35)	(1.22)	(1.20)	(0.58)	(0.05)	(1.30)	(1.25)	(1.20)	(1.25)
Average Speed per Hour.....		35.18	43.29	35.18	46.90	33.11	32.72	35.18	33.11	31.27	35.18	29.62	34.32	35.18	48.52	31.20	31.27	33.11	35.18	33.11

NOTE.—See pages 2, 3, 4 and 6 for additional schedules between San Jose and San Francisco.

RULES 85, 86 and 93. Inferior trains and engines will clear the time of Nos. 93 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

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

Additional Stations (Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
141	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
155	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
47	Any Station	Discharge		Beyond Los Gatos	Daily

No. 157 stop at Lomita Park daily except Sunday to pick up mail.

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS			FIRST CLASS						Distance from San Francisco	Time Table No. 146 May 7, 1939	Distance from San Jose	FIRST CLASS		THIRD CLASS	
	472	402	408	160	158	76	156	74	2				71	159	473	401
	Freight	Freight	Freight	Passenger	Passenger	Lark	Passenger	Oakland Lark	Sunset Limited				Passenger	Passenger	Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
BKWOIT YP				10.45 PM	9.45 PM	9.00 PM	8.30 PM		8.00 PM	0.0	TO-R SAN FRANCISCO	46.9	s 10.00 PM	s 11.20 PM		
P										1.9	1.9	45.0		f		
BKWOITP	9.55 PM	7.40 PM	3.00 AM	f 10.54	f 9.54	9.09	f 8.39		8.09	5.2	23D STREET	43.8				
KIP										6.5	14TH AVE.	42.8				
Y				s 11.00	s 10.00		s 8.45			9.3	PAUL AVE.	41.7	9.50	s 11.10	1.10 AM 4.30 AM	
P				s 11.03	s 10.03		s 8.49			11.0	BAYSHORE	40.4				
51 Center P				f	s		f			12.1	VISITACION	40.0				
52 Spur P				f	f		f			13.7	R VISITACION TOWER	38.3		f		
60 Spur P				s	s		s			15.2	BUTLER ROAD	37.6	9.44	s 11.03		
91 Center WP				s 11.12	s 10.12	s 9.22	s 8.59		s 8.22	16.3	SO. SAN FRANCISCO	36.5				
31 Spur				s 11.16	s 10.16		s 9.03			17.9	TANFORAN WYE	35.9	9.41	f 11.00		
24 Spur				f	f		f			18.9	SAN BRUNO	34.8		f		
28 Spur P										20.0	LOMITA PARK	33.2		f		
51 Center P				s 11.24	s 10.24		s 9.12			20.3	MILLBRAE	31.7		s		
WIYP	10.40 PM	8.20 PM	3.50 AM	s 11.28	s 10.28		s 9.16			21.9	BROADWAY	30.6	s 9.33	s 10.50		
41 Spur P	Via Dumbarton	Via Dumbarton	Via Dumbarton	f	f		f			23.2	BURLINGAME	29.0	s 9.29	s 10.46		
51 Spur P				s 11.39	s 10.39	s 9.40	s 9.26		s 8.40	25.4	SAN MATEO	28.0		f		
53 Center WYP				s 11.42	s 10.42		s 9.29			26.2	HAYWARD PARK	26.9		f		
51 Center P				f 11.48	f 10.48		s 9.35	Via Newark		27.8	BAY MEADOWS	26.6		f		
77 Spur P				f 11.52	f 10.52		f 9.40			28.9	BERESFORD	25.0		f		
29 Spur				f 11.59 PM	f 10.59		f 9.48	9.45 PM		30.1	BELMONT	23.7		s 10.38		
KIP										31.8	SAN CARLOS	21.5	s 9.18	s 10.34		
KP										34.3	REDWOOD CITY	20.7	9.16	10.32	12.10 AM 3.30 AM	
IP				f	f		f			36.1	R REDWOOD JCT.	19.1		f		
BKWOITPY				s 12.05 AM	s 11.05 PM	s 10.03 PM	s 9.55 PM	s 9.50 PM	s 9.03 PM	46.9	ATHERTON	18.0		s	Via Dumbarton Via Dumbarton	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		MENLO PARK	16.8	s 9.10	s 10.25		
	(0.45) 28.00	(0.40) 31.50	(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.03) 44.67	(1.25) 33.11	(0.05) 31.20	(1.03) 44.67		PALO ALTO	15.1	9.06	f 10.22		
											OASTRO	12.1		f		
											MOUNTAIN VIEW	10.8	9.01	f 10.16		
											SUNNYVALE	8.1	8.57	f 10.12		
											LAWRENCE	6.1				
											SANTA CLARA	2.6	8.50	f 10.05		
											SAN JOSE YARD	1.7				
											COLLEGE PARK	1.2				
											TO-R SAN JOSE	0.0	8.45 PM	10.00 PM		
											(46.9)		Leave Daily	Leave Daily	Leave Daily Leave Daily	
											Time over District		(1.15) 37.52	(1.20) 35.18	(1.00) 21.00 (1.00) 21.00	
											Average Speed per Hour					

Automatic Block System

Double Track

NOTE.—See pages 2, 3, 4 and 5 for additional schedules between San Francisco and San Jose.
 Rules 85, 86 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.
 Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at Junction switch, Santa Clara.
 San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

Additional Stations
 Aqua (Spur) MP 12.9
 Howest (Spur) MP 16.8
 Romac (Spur) MP 19.7
 Standard Clock at Santa Clara located in interlocking tower.
 Water supply Redwood Jct. located on Dumbarton line.
 No. 76 reduce speed at San Mateo to 25 M.P.H. to dispatch U. S. Mail.
 No. 71 reduce speed at South San Francisco to permit U. S. Mail pouch to be thrown on.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Santa Clara Sunnyvale Mountain View Menlo Park San Carlos Broadway South San Francisco	Discharge		Beyond San Jose	Daily
159	College Park	Receive	Any Station	Any Station	Monday

Terminal Yard	Capacity of sidings and spurs in car lengths
BKWOITYP	48
67 19 Yard W	30
14 W	7
24	13
9	35
9 34 Yard V	24
18 BKWOITYP	30
EAS	13 Spur
Capacity of sidings and spurs in car lengths	36
	7 S
	14 S
	5 S

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Table with columns for Capacity of sidings and spurs in car lengths, Terminal Yard, First Class (138, 32, 168, 34, 46), Time Table No. 146 (May 7, 1939), Stations (TO-R SAN JOSE to TO-R SANTA CRUZ), and First Class (123, 31, 185, 45, 33, 47). Includes arrival and departure times and distances from San Francisco.

Table for SAN FRANCISCO SUBDIVISION WESTWARD, Time Table 146 (May 7, 1939), Davenport Branch. Columns include Capacity of sidings and spurs in car lengths, Distance from San Francisco, Stations (TO-R SANTA CRUZ to DAVENPORT), and Distance from Davenport.

Table for SAN FRANCISCO SUBDIVISION WESTWARD, Time Table 146 (May 7, 1939), Santa Cruz Branch. Columns include Capacity of sidings and spurs in car lengths, Distance from San Francisco, Stations (TO-R SANTA CRUZ to WATSONVILLE JOT.), and Distance from Watsonville Jct.

Table for SAN FRANCISCO SUBDIVISION EASTWARD, Time Table No. 146 (May 7, 1939), Los Altos Branch. Columns include Capacity of sidings and spurs in car lengths, First Class (138, 168), Stations (MAYFIELD to VASONA JCT.), and First Class (123). Includes arrival and departure times and distances from San Francisco.

Table for SAN FRANCISCO SUBDIVISION WESTWARD, Time Table No. 146 (May 7, 1939), San Francisco-San Bruno Branch. Columns include Capacity of sidings and spurs in car lengths, First Class (123), Stations (TO-R SAN FRANCISCO to SAN BRUNO), and First Class (123). Includes arrival and departure times and distances from San Bruno.

- ADDITIONAL STATIONS
Los Altos Branch
Alta Mesa M.P. 34.0
San Jose-Santa Cruz Branch
Vasona M.P. 52.9 Spur
Lyndon M.P. 56.1
Aldercroft M.P. 58.5
Call of the Wild M.P. 60.3
Clems M.P. 65.8
Zayante M.P. 67.4
Golf Links M.P. 76.9
Park St. M.P. 78.4
Santa Cruz Branch
Twin Lakes M.P. 80.9 Spur
Cliffside M.P. 81.7 Spur
New Brighton M.P. 85.1
Farley M.P. 87.7
Leonard M.P. 89.7 Spur
Cristo M.P. 90.8 Spur

Table for ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS. Columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction:
Exceptions: No. 46 and No. 34 superior to No. 123.
No. 168 superior to No. 185.
No. 138 superior to No. 45.
Schedule time and train orders will apply at OLYMPIA eastward at cross over.
Water supply at Felton for emergency only.

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	EASTWARD								Distance from San Francisco	Time Table No. 146 May 7, 1939	Distance from Watsonville Jct.	WESTWARD							
	SECOND CLASS		FIRST CLASS									FIRST CLASS							
	766 Freight	Leave Daily	76 Lark	2 Sunset Limited	70 Coaster	36 Del Monte	72 Passenger	98 Daylight				69 Coaster	1 Sunset Limited	75 Lark	35 Del Monte	39 Del Monte	99 Daylight	71 Passenger	
Term. Yard BKWO ITPY I P 195 East WP 102 Center 85 P 25 P 132 P 66 P 72 P 103 Center Yd. WTP P 79 WP 26 P 96 P P 36 Spur P Term. Yard BKWOTYP	1.30 AM	10.10 PM	9.10 PM	8.10 PM	5.06 PM	9.16 AM	9.10 AM	46.9	TO-R SAN JOSE 2.2	49.6	s 6.22 AM	s 6.49 AM	s 7.40 AM	s 10.27 AM	s 10.27 AM	s 5.00 PM	s 8.38 PM		
	1.42	10.17	9.17	8.17	5.12	9.22	9.15	49.1	W.P.R.R. Crossing 2.3	47.4									
	2.02	10.26	9.26	8.26	5.20	9.31	9.23	51.4	LIOK 7.8	45.1	6.14	6.41	7.32	10.21	10.21	4.53	8.30		
								55.3	TO COYOTE 3.2	37.3	6.05	6.32	7.23	10.13	10.13	4.45	8.20		
								66.3	PERRY 2.9	34.1	6.01	6.27	7.19						
							f	69.2	MADRONE 1.6	31.2								f	
		2.28	10.35	9.35	8.35	5.28	f 9.41	70.8	TO MORGANHILL 3.3	29.6	5.56	6.21	7.14	10.04	10.04	4.37	8.10		
		2.35					f	74.6	SAN MARTIN 2.4	25.8	5.51	6.16	7.09					f	
							9.57	77.0	RUCKER 3.7	23.4				9.57	9.57				
		2.55	10.46	9.46	s 8.47	s 5.40	s 10.05	80.7	TO-R GILROY 2.5	19.7	s 5.41	6.07	7.00	s 9.53	s 9.53	4.27	7.55		
								83.2	CARNADERO 3.9	17.2									
		3.05	10.53	9.53	8.55	5.48	10.13	87.1	SARGENT 1.9	13.3	5.30	5.55	6.51	9.44	9.44	4.20	7.43		
								89.0	BETABEL 2.9	11.4									
								91.9	CHITTENDEN 1.3	8.5		5.46	6.43						
		3.25	11.03	10.03	9.06	5.58	10.23	93.2	LOGAN 1.4	7.2	5.20	5.44	6.41	9.34	9.34	4.10	7.33		
							f	94.6	AROMAS 5.8	5.8								f	
		3.40 AM	s 11.14 PM	s 10.14 PM	s 9.16 PM	s 6.08 PM	s 10.35 AM	100.4	TO-R WATSONVILLE JCT	0.0	5.10 AM	5.33 AM	6.31 AM	9.25 AM	9.25 AM	4.02 PM	7.22 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(49.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily	Leave Daily			
	(2.10) 22.89	(1.04) 46.50	(1.04) 46.50	(1.06) 45.09	(1.02) 48.00	(1.19) 37.67	(0.58) 51.31	Time over District.....		(1.12) 41.33	(1.16) 39.16	(1.09) 43.13	(1.02) 48.00	(1.02) 48.00	(0.58) 51.31	(1.16) 39.16			
								Average Speed per Hour.....											

EASTWARD		SAN FRANCISCO SUBDIVISION		WESTWARD		
Capacity of Siding and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 146 May 7, 1939				Distance from Alamo
		Lick Branch				
		STATIONS				
Terminal Yard		LIOK 3.6	3.6			
11 Spur P	51.4	ALAMITOS	0.0			
12	58.9	(3.6)				
Service performed by yard engines						
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 146 May 7, 1939				Distance from Tres Pinos
		Tres Pinos Branch				
		STATIONS				
		CARNADERO 11.7	17.9			
		HOLLISTER 6.2	6.2			
P	83.2	TRES PINOS	0.0			
16 WP	94.9	(17.9)				
TP	101.1	Service performed by extra trains				

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—except No. 98 is superior to Westward first-class trains.

RULES 85, 86 and 93. Eastward and Westward first-class trains except No. 98 must clear the time of No. 99 not less than five minutes; Eastward and Westward first class trains must clear the time of No. 98 not less than five minutes (except No. 35 and No. 39 may clear before the leaving time of No. 98 at Sargent) and second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

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

- ADDITIONAL STATIONS**
- P Edenvale M.P. 57.4 Spur
 - Durney M.P. 74.1 Spur
 - Lonoke M.P. 79.1 Spur
 - Nema M.P. 84.1
 - Miller M.P. 84.4 Spur
 - P Vega M.P. 97.1 Spur
- Tres Pinos Branch**
- P Hudner M.P. 90.3 Spur

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

Capacity sidings a spurs in car length

Term. Y BKWOT

66

142 Y W

45

66

BKW

101

47

108

42 Spur

47

131

45

58 Y

168 K

75

46

81

82 Spur

125 Y K

EAST

Capacity sidings a spurs in car length

142 Y W

15

14

18

13 Spur

10

122 {

Yard KWOT

30 Spur

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS		FIRST CLASS							Distance from San Francisco
	768	766	76	2	70	36	72	98	196	
	Freight	Freight	Lark	Sunset Limited	Coaster	Del Monte	Passenger	Daylight	Passenger	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Term. Yard BKWOTYP	10.50 AM	6.15 AM	11.20 PM	10.22 PM	9.27 PM	6.10 PM	10.45 AM	10.08 AM	6.40 AM	100.4
66 P	11.03	6.28	11.28	10.30	9.35	6.17	10.52		6.47	105.8
142 45 Yard WYP	11.13	6.38	11.34	10.36	9.41	s 6.23 PM	f 10.59	10.21	s 6.53 AM	110.4
Salinas Yard	66 P		11.38	10.40	9.45					113.9
	BKWOTYP	11.27	6.52	s 11.48	s 10.49	s 9.54	s 11.14	s 10.32		118.2
101 YP	11.32	6.57	11.52 PM	10.52	9.57		11.18			120.3
47 P	11.40	7.05								125.3
108 WP	11.47	7.13	12.01 AM	11.01	10.07		s 11.30	10.44		129.1
42 Spur										131.0
47 P										131.9
131 P	11.57 AM	7.22	12.07	11.07	10.14		s 11.40	10.50		135.1
45 P	12.07 PM	7.32	12.13	11.13	10.20					140.6
58 168 Yard KWP	12.13	7.38	12.16	11.16	10.24		s 11.55 AM	10.57		143.6
75 P	12.21	7.46			10.29			12.01 PM		148.3
46 P	12.28	7.53					f			152.3
81 P	12.39	8.04	12.33	11.33	10.41		12.13			158.9
82 Spur Y										161.0
125 Yard KWP	12.59 PM	8.20 AM	12.39 AM	11.39 PM	s 10.48 PM		s 12.23 PM	11.17 AM		163.7
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(2.09) 29.44	(2.05) 30.39	(1.19) 48.08	(1.17) 49.33	(1.21) 46.89	(0.13) 46.15	(1.38) 38.75	(1.09) 55.04	(0.13) 46.15	

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Luis Obispo	Time Table No. 146 May 7, 1939														
	69	1		75	35	39	99	71	197	STATIONS								
	Coaster	Sunset Limited		Lark	Del Monte	Del Monte	Daylight	Passenger	Passenger	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily	Arrive Daily
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R WATSONVILLE JOT.	151.7	s 5.00 AM	s 5.17 AM	s 6.15 AM	s 9.23 AM	s 9.23 AM	4.02 PM	s 7.11 PM	s 9.15 PM	TO-R WATSONVILLE JOT.	151.7	5.4						
ELKHORN	146.3	4.51	5.06	6.04				7.02		ELKHORN	146.3	4.6						
TO-R CASTROVILLE	141.7	4.44	4.59	5.57	9.08 AM	9.08 AM	3.49	f 6.55	8.57 PM	TO-R CASTROVILLE	141.7	3.5						
OOOPER	138.2	4.38						6.50		OOOPER	138.2	4.3						
TO-R SALINAS	133.9	s 4.32	4.47	s 5.46			s 3.39	s 6.44		TO-R SALINAS	133.9	2.1						
SPRECKELS JOT.	131.8	4.25	4.39	5.41				6.33		SPRECKELS JOT.	131.8	5.0						
SPENOE	126.8							6.27		SPENOE	126.8	3.8						
TO OHUALAR	123.0	4.15	4.29	5.32			3.24	s 6.23		TO OHUALAR	123.0	1.9						
GABILAN	121.1									GABILAN	121.1	0.9						
PENVIR	120.2									PENVIR	120.2	3.2						
TO GONZALES	117.0	4.08	4.23	5.26			3.19	s 6.14		TO GONZALES	117.0	5.5						
CAMPORA	111.5							6.05		CAMPORA	111.5	3.0						
TO-R SOLEDAD	108.5	3.58	4.14	5.17			3.12	s 6.01		TO-R SOLEDAD	108.5	4.7						
HARLEM	103.8							5.53		HARLEM	103.8	4.0						
METZ	99.8	3.48	4.04	5.07				f		METZ	99.8	6.6						
OOBURN	93.2	3.40						5.41		OOBURN	93.2	2.1						
ELSA	91.1									ELSA	91.1	2.7						
TO KING CITY	88.4	3.33 AM	3.52 AM	4.54 AM			2.53 PM	5.34 PM		TO KING CITY	88.4	3.0						
(63.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUN. & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily	Leave Daily	(63.7)								
Time over District.....		(1.27)	(1.25)	(1.21)	(0.15)	(0.15)	(1.09)	(1.37)	(0.18)	Time over District.....								
Average Speed per Hour.....		43.65	44.68	46.89	40.00	40.00	55.04	39.16	33.33	Average Speed per Hour.....								

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 146 May 7, 1939		Distance from Lake Majella	FIRST CLASS		
	36	196		Monterey Branch					
	Del Monte	Passenger		STATIONS					
	Leave Daily	Leave Daily				Arrive Daily	Arrive SUN. & HOLIDAYS	Arrive Daily	
142 45 Yard WYP	6.25 PM	6.55 AM	110.4	TO-R CASTROVILLE	19.6	s 9.08 AM	s 9.08 AM	s 8.55 PM	
15		f	112.4	NASHUA	17.6			f	
14 P	6.32	f 7.04	113.9	NEPONSET	16.1			f 8.46	
18 P	6.41	f 7.14	119.7	GIGLING	10.3	8.53	8.53	f 8.36	
13 Spur		f	120.4	WORKFIELD	9.6			f	
10		f	123.3	SEASIDE	6.7			f 8.30	
122 { P	s 6.50	s 7.25	124.9	DEL MONTE	5.1	s 8.45	s 8.45	s 8.27	
	P s 6.52	s 7.39	125.7	MONTEREY	4.3	s 8.40	s 8.40	s 8.22	
Yard KWOTYP	s 7.05 PM	s 7.50 AM	128.3	TO-R PACIFIC GROVE	1.7	8.20 AM	8.20 AM	8.15 PM	
30 Spur			129.9	ASLOMAR	0.1				
			130.0	LAKE MAJELLA	0.0				
	Arrive Daily	Arrive Daily		(19.6)		Leave Daily	Leave SUN. & HOLIDAYS	Leave Daily	
	(0.40) 26.85	(0.55) 19.53		Time over District.....		(0.48) 22.38	(0.48) 22.38	(0.40) 26.85	

Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 146 May 7, 1939		Distance from Spreckels
	Spreckels Branch					
	STATIONS					
101 YP	120.3			SPRECKELS JOT.	2.5	
Yard	122.8			SPRECKELS	0.0	
	(2.5)					

Service performed by extra trains.

ADDITIONAL STATIONS
Graves, M.P. 115.6
Rack, M.P. 137.1 Spur
Molus, M.P. 138.8 Spur

Monterey Branch
Lapis, M.P. 114.8 Spur
Bardin, M.P. 115.4 Spur
Marina, M.P. 117.3 Spur
Prattco, M.P. 122.1 Spur
Retreat, M.P. 124.3 Spur

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—Except No. 98 is superior to Westward first-class trains; No. 196 is superior to No. 35 and No. 39. No. 36 is superior to No. 197.

RULES 85, 86 and 93. Eastward and Westward first-class trains except No. 98 must clear the time of No. 99 not less than five minutes; Eastward and Westward first-class trains must clear the time of No. 98 not less than five minutes and second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

Schedule time and train orders will apply at Salinas Eastward at crossover west of signal 1185 and at Gonzales Eastward at crossover at station building.

No. 70 reduce speed Saturday to 30 M.P.H. at Soledad, to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Elkhorn	Receive	San Jose		Daily
196-197	Any Station	Discharge		Los Angeles	Daily
"	Lapis	Receive or Discharge	Any Station	Any Station	Daily
"	Bardin	Receive or Discharge	Any Station	Any Station	Daily
"	Marina	Receive or Discharge	Any Station	Any Station	Daily
"	Prattco	Receive or Discharge	Any Station	Any Station	Daily

Frequency
Daily
Daily

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS						Distance from San Francisco	Time Table No. 146 May 7, 1939		Distance from San Luis Obispo	FIRST CLASS				
	768	766		2	70	72	98	76		69	1		75	99	71		
	Freight	Freight		Sunset Limited	Coaster	Passenger	Daylight	Lark		Coaster	Sunset Limited		Lark	Daylight	Passenger		
Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
125 Yard KWP	12.59 PM	8.20 AM		11.39 PM	10.48 PM	12.23 PM	11.17 AM	12.39 AM	163.7	TO KING CITY 3.4	88.4	s 3.33 AM	3.52 AM	4.54 AM	2.53 PM	s 5.34 PM	
84 P	1.08	8.28				12.28			167.1	WELBY 5.3							
94 P	1.18	8.38		11.48	10.58	s 12.36	11.25	12.48	172.4	TO SAN LUCAS 5.3	79.7	3.22	3.43	4.44	2.45	s 5.19	
47 P	1.26	8.46							177.7	DOOAS 5.2							
131 WOP 38	1.36	8.56		11.59 PM	11.08	s 12.49	11.35	12.59	182.9	TO SAN ARDO 3.5	69.2	3.10	3.32	4.33	2.35	s 5.04	
47 P									186.4	GETTY 3.3							
81 P	1.51	9.11				12.57	11.42		189.7	WUNPOST 6.2	62.4	3.02	3.25	4.25	2.28	4.54	
116 P	2.20	9.23		12.15 AM	11.24	s 1.06	11.50	1.15	195.9	BRADLEY 5.5	56.2	2.54	3.17	4.17	2.20	s 4.45	
74 P	2.35	9.34							201.4	NACIMIENTO 2.4						4.36	
112 P	2.40	9.39		12.23	11.32	1.15	11.58 AM	1.23	203.8	McKAY 3.2	48.3	2.44	3.09	4.08	2.12	4.33	
40 WP	2.55	9.50			11.36	s 1.20	12.02 PM		207.0	TO SAN MIGUEL 3.9	45.1	2.40			2.09	s 4.29	
108 P	3.03	9.56		12.31	11.41	1.26	12.06	1.31	210.9	WELLSONA 5.4	41.2	2.33	3.01		2.05	4.23	
64 WP	3.13	10.06		12.37	11.51	s 1.36		1.37	216.3	TO PASO ROBLES 5.5	35.8	2.26		3.54	1.59	s 4.17	
111 P	3.23	10.17		12.43	11.58 PM	s 1.53	12.17	1.43	221.8	TEMPLETON 3.1	30.3	2.17	2.48	3.47	1.53	s 4.07	
33 P									224.9	ASUNCION 1.8	27.2					s 4.00	
22 P						s 2.05			226.7	TO ATASCADERO 1.3	25.4						
45 P		10.29							228.0	HENRY 2.3	24.1						
73 P	3.54	10.34		12.53	12.11 AM	2.11	12.26	1.53	230.3	EAGLET 3.1	21.8	2.07	2.37	3.35	1.42	3.54	
79 P	4.00	10.39							233.4	OUSHING 2.1	18.7				1.39	3.49	
W83 BKWYP E143 Yard	4.25	11.05		1.06	s 12.26	s 2.22	12.33	2.00	235.5	TO-SANTA MARGARITA 3.4	16.6	s 2.00	2.30	3.28	1.36	s 3.46	
82 P	4.40	11.20		1.16	12.36	2.32	12.40	2.17	238.9	UESTA 4.5	13.2	1.40	2.17	3.13	1.29	3.36	
177 WP	5.01	11.42 AM		1.28	12.46	2.43	12.49	2.26	243.4	TO SERRANO 2.9	8.7	1.28	2.04	3.04	1.21	3.27	
41 P	5.21	12.02 PM		1.35	12.54	2.50		2.33	246.3	OHORRO 4.3	5.8	1.15	1.56	2.54		3.19	
111 P	5.35	12.17		1.45	1.05	3.00	1.03	2.44	250.6	HATHAWAY 1.5	1.5	1.05	1.45	2.44	1.03	3.09	
Term. Yard BKWOTP	5.45 PM	12.25 PM		s 1.50 AM	s 1.10 AM	s 3.05 PM	s 1.07 PM	s 2.48 AM	252.1	TO-SAN LUIS OBISPO 1.5	0.0	1.01 AM	1.40 AM	2.40 AM	12.58 PM	3.05 PM	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(88.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(4.46) 18.54	(4.05) 21.65		(2.11) 40.48	(2.22) 37.35	(2.42) 32.74	(1.50) 48.22	(2.09) 41.12		Time over District.....		(2.32) 34.89	(2.12) 40.18	(2.14) 39.59	(1.55) 46.12	(2.29) 35.59	

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

Siding located on opposite side of main track to station is WESTWARD siding. Schedule time and train orders EASTWARD will apply at east switch of this siding.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—except No. 98 is superior to Westward first-class trains.

RULES 85, 86 and 93. Eastward and Westward first-class trains except No. 98, must clear the time of No. 99 not less than five minutes; Eastward and Westward first-class trains must clear the time of No. 98 not less than five minutes and second and inferior class trains, extra trains and engines must clear the time of Nos. 98 and 99 not less than ten minutes.

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

Siding at Hathaway will not be used by eastward trains except on authority of Dispatcher.

No. 70 reduce speed Saturday to 30 M.P.H. at San Lucas, San Ardo, Bradley, San Miguel and Atascadero to dispatch papers.

ADDITIONAL STATIONS:
 Brickton, M.P. 227.4 Spur
 P Thyle, M.P. 240.0 Spur
 Goldtree, M.P. 248.0 Spur

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Any Station	Discharge		Los Angeles	Daily
72	Serrano	Discharge (men and supplies)			Mon., Wed., Fri.
71	Serrano	Discharge (men and supplies)			Tues., Thurs., Sat.

Capacity of Sidings and Spurs in Car Lengths

Term. Ya BKWOT

132

40

104

45

118 Yau BKV

83

48

93

43

77

136

79

125 Yau BKV

85 WOT

140

44

46

47

92

134

56

47

62

85

47

49

47

81

49

29

23

123

42

31

Term. Ya BKWOT

SAN WA

cep wa les; and mir

Main timetable table for Guadalupe Subdivision. Columns: EASTWARD (Second Class 768, 766; First Class 72, 98, 76, 2, 70) and WESTWARD (First Class 99, 71, 69, 1, 75). Includes station names, arrival/departure times, and distances.

ADDITIONAL STATIONS table listing stations like P Edna, Tiber, Pismo, San Augustine, P Drake, Orella, Vilo, Coromar, and Oliva with their M.P. and spur status.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction—Except No. 98 is superior to Westward first-class trains.

No. 72 stop at Pismo daily. No. 75 will reduce speed at Guadalupe to 25 M.P.H. to dispatch mail. No. 76 will reduce speed at Guadalupe and Surf to 25 M.P.H. to dispatch mail.

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

SPECIAL INSTRUCTIONS.

"SAFETY"

RULE 2. Watch Inspectors:

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

San Francisco	.....	I. S. Preston, Phelan Building
	.....	Kline & Logie, 2058 Mission Street
Redwood City	.....	L. E. Brown, 709 Third Street
	.....	Geo. Peterson, 2738 Broadway
San Jose	.....	W. H. Turick, 275 So. First St.
	.....	Koehers, 169 So. First St.
Watsonville	.....	E. L. Reiding San Luis Obispo... V. C. Jerram
Santa Cruz	.....	Klein & Trumbley Santa Barbara... I. F. Bitterly
Salinas	.....	Goodfriend & Traub Lompoc..... Walter Ziesche
Pacific Grove	.....	G. H. Ehmann Los Gatos..... J. B. Strepey
King City	.....	W. V. Bolton

RULE 4. Designated Holidays:

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

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

Slow boards located on left-hand side of track as follows:
 Governing westward trains:
 200 feet west of M.P. 117.
 500 feet west of M.P. 119.
 1800 feet west of M.P. 190.
 1400 feet east of M.P. 233.
 2300 feet east of M.P. 264.
 400 feet east of M.P. 339.
 Governing eastward trains:
 1400 feet east of M.P. 125 (Monterey Branch).
 200 feet west of M.P. 127 (Monterey Branch).

Curve warning signals placed at M.P. 194.6 and 261.95 for westward trains and at M.P. 193.2 and M.P. 260.7 for eastward trains, in advance of 10 degree curves where speed is restricted to 30 M.P.H. for passenger trains and 25 M.P.H. for freight trains, remain at caution position at all times.

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

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
 Watsonville Jet.—Trains on Santa Cruz line.
 Vasona Jet.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
 Mayfield—Trains on Los Altos line. Castroville—Trains on Pacific Grove line.
 San Jose—Trains on Campbell line. Santa Cruz—Trains on Davenport line.
 Carnadero—Trains on Tres Pinos line.
 Surf—Trains on Lompoc line.

RULE 14 (1). Eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

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

RULES 17 and 19. Night signals will be displayed through tunnels.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay Roundhouse and Third Street Station, San Francisco, and from San Jose and San Luis Obispo Passenger Stations to Roundhouse. They must be removed on arrival delivery track at Roundhouse.

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE D-71. Trains and engines may move between San Francisco and San Bruno via Bayshore, and between Santa Clara and College Park interlocking plants, with current of traffic irrespective of timetable superiority. They will accept proceed indication of interlocking signal or verbal authority of signal operator in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains, extra trains and engines moving between these points must avoid delaying first-class trains, also other movements when so instructed by signal operator.

RULE S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on pages 7, 8, 9, 10 and 11.

RULE 83.
 If a positive observation check be made at San Jose or between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa Barbara, it will apply at the end of double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.
 Rule 14 (k) Must be applied when approaching trains on opposite track.

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

Visitation Tower	Los Gatos	Santa Margarita
Redwood Junction	Salinas	Guadalupe
Gilroy	Soledad	

San Jose—Westward Coast Division freight trains moving from San Jose will register at Santa Clara tower.
 Western Division trains originating and terminating San Jose Yard will register at Santa Clara tower.
 Mayfield—Scheduled trains via Los Altos and trains originating and terminating.
 Castroville—Trains originating and terminating, and trains on Monterey Branch.
 Santa Cruz—Extra trains will register.

RULE 83 (B). Visitation Tower—Eastward trains originating at Bayshore Yard may obtain clearance from mast located at Visitation Tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction—Trains to and from Western Division may register by ticket, and receive clearance from mast located near tower.

San Jose—Receptacles are located on station platform at end post of umbrella sheds from which through passenger trains may obtain clearance and may register by ticket. When no clearance received: when irregularities noted, conductor will report to train-order office.

CME, Coast Division freight trains and light engines operating between Watsonville Junction and San Jose via Gilroy or Los Gatos will register by ticket at San Jose passenger station.
 Eastward Coast Division freight trains arriving San Jose will register by ticket at Santa Clara Tower.
 Train-order mast located on freight lead, San Jose Passenger Station, where eastward Coast Division freight trains and CME will receive clearance.

Gilroy—Attachment applied to base of train-order signal for holding train-order hoops for eastward and westward trains.
 Watsonville Junction—Nos. 98, 99, 36, 35 and 39 will register by ticket.

King City—Train-order mast located between main track and station, for holding train-order hoops for eastward and westward trains.
 Santa Barbara—Train-order office is located at the freight house.

Crews of westward first-class trains and passenger extras receiving train orders and instructions at freight house will deliver them to relieving crews at passenger station.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in Column captioned "Signals." When train is so authorized to check the register, it must register and place the restricting order number and date in Column captioned "Signals."

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

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

San Francisco	Castroville	San Luis Obispo	Santa Cruz
Redwood Jct.	Salinas	Guadalupe	Pacific Grove
San Jose	Soledad	Surf	Los Gatos
Gilroy	King City	Santa Barbara	Lompoc
Watsonville Jct.	Santa Margarita	Felton	

LOCATION OF YARD LIMIT SIGNS

- San Francisco—From terminal building to M.P. 11.5 East of San Bruno, including San Bruno Branch.
- Redwood Junction—From M.P. 24.5 to M.P. 27.2 and to M.P. 28.2 on Western Division.
- San Jose—From M.P. 43.5 to M.P. 56.0 including Lick Branch, to M.P. 51.5 on Santa Cruz Branch, including Campbell, to M.P. 44.8 on Milpitas line and to M.P. 43.7 on Agnew line.
- Gilroy—From M.P. 79.4 to M.P. 82.4.
- Watsonville Junction—From M.P. 96.1 to M.P. 101.4 to M.P. 96.2 on Santa Cruz Branch.
- Castroville—From M.P. 109.6 to M.P. 111.7 to M.P. 111.5 on Monterey Branch.
- Salinas—From M.P. 113.5 to M.P. 121.5 including Spreckles Branch.
- Soledad—From M.P. 142.4 to M.P. 144.7.
- King City—From M.P. 162.2 to M.P. 165.1.
- Santa Margarita—From M.P. 233.9 to M.P. 237.0.
- San Luis Obispo—From M.P. 249.6 to M.P. 254.0.
- Guadalupe—From M.P. 275.2 to M.P. 277.3.
- Surf—From M.P. 301.7 to M.P. 303.7 to M.P. 303.8 on Lompoc-White Hills Branch.
- Santa Barbara—From M.P. 369.20 to M.P. 373.33.
- Los Gatos—From M.P. 52.7 to M.P. 54.6.
- Felton—From M.P. 72.0 to M.P. 73.4.
- Santa Cruz—From M.P. 77.1 to M.P. 80.5 to M.P. 81.7 on Davenport Branch.
- Pacific Grove—From M.P. 127.7 to M.P. 129.9.
- Lompoc—Board at M.P. 310.6 to end of branch at White Hills.

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE 97. Extra trains must not run via San Jose-Santa Cruz, Los Altos or Santa Cruz Branches unless train order so specifies.

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

RULE 98. Railroad Crossings at Grade not interlocked.
 Western Pacific R. R. at Valbrick (San Jose yard) "Stop."
 After stopping and trains, engines or motors are approaching on Western Pacific R. R. tracks within such distance that they are liable to conflict with movement over crossing, such movement must not be made until movement on conflicting route has stopped.

RULE 99. Trains moving on siding Hathaway, Rule 93 will govern and Rule 99 must be complied with against first-class trains. Speed on siding must not be in excess of 25 M.P.H. for passenger trains and 18 M.P.H. for freight trains.

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

Upon encountering automatic signals 466 and 470, located on eastward main track, and automatic signals 473 and 467, located on westward main track east and west of station, San Jose, in stop position, trains or engines will not pass signals until hand signals are received from herder on duty.

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

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARD

When making movements from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined up and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, flagman will immediately proceed to telephone located at East portal Tunnel 3 and communicate with other member of crew at telephone at 14th Avenue, indicating that proper protection has been provided on Westward main track. In the meantime foreman will obtain by telephone a line-up of trains and other movements from signal operator at Bayshore. When conditions are such that crossover can be made the switches will be lined as follows: First derail, then crossover switch in eastward main track, then crossover switch in westward main track and last switch from main track to stock track. After crossover movement has been made, line switches in normal position, closing crossover switch to eastward main track last. After which flagman may be recalled.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel 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. 22 at west end of viaduct and remain so until the train has passed Signal No. 38, 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."

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

RULE 103 (A). Between Seventh St. and 17th and Harrison Sts., San Francisco, trains or yard engines via Ocean View must protect street crossings when no flagman is on duty. East of 17th and Harrison Sts., unprotected crossings must be protected by member of crew at all times.

Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching, stop should be made before fouling crossing.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

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

First Street crossing, Watsonville, is protected by crossing flagman only from September 1st to December 15th each year. At other times all switching movements must be protected by member of the crew acting as flagman on the crossing.

Cars spotted on tracks in this vicinity will be left as far as practicable from the street crossing, in order that an open view may obtain.

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

Speed on Del Monte Ice Co.'s spur, Castroville, must not be in excess of ten miles per hour over county road unless protected by flagman.

RULE 104. Normal position of junction switch San Pedro Street, San Jose yard, is for freight lead.

Normal position of junction switch at Vasona Junction is for Los Gatos—Campbell line.

Normal position of junction switch, Davenport Branch, at Santa Cruz is for Santa Cruz branch line.

Normal position of inside crossover switch at Olympia will be for storage track.

Normal position of switch 150 feet west of overhead bridge east end of Santa Cruz yard is for Track No. 2 where westward trains will enter yard.

RULE 105. Following tracks are designated for use as sidings:
Casmalia—Siding opposite station building.
 West siding Casmalia between M.P. 286 and M.P. 287.
Los Gatos—Siding opposite station building.
 West siding between M.P. 53.9 and M.P. 54.2.

Felton—Siding opposite station East siding Felton, between M.P. 72.58 and M.P. 72.96.

RULE 107. When passenger trains are standing at Santa Margarita station, trains and engines must not move between station and trains unless the movement be properly safeguarded.

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

San Francisco located 100 feet west of west portal Tunnel No. 3, 1740 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Millbrae, Broadway, Burlingame, Howest, San Mateo, Hayward Park, Beresford, Belmont, San Carlos, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Tanforan Wye—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track, line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

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

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

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

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

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

RULE 221. All trains, except westward Coast Division freight trains, must obtain clearance before leaving San Jose.

Westward Coast Division freight trains must obtain clearance before leaving Santa Clara Tower.

Western Division trains originating San Jose Yard must obtain clearance at Santa Clara Tower.

Trains must obtain clearance before leaving Santa Cruz, Pacific Grove and Lompoc when operator on duty. This does not supersede Rule 83 (D).

Light will not be displayed in train-order signals at Felton or Los Gatos except when train orders are to be delivered.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

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

Outfit cars must not be left in front of warehouses, storehouses, lumber yards or other buildings.

Cars must not be left on storage track between Spreckels Junction and Spreckels, within 100 feet of Hunter Lane crossing, M.P. 121.8 and Harkins Road crossing, M.P. 122.2.

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

RULE 869. In addition to brakemen on freight trains being on top of their trains when descending steep grades, they must ride on top of trains through yards as follows:

Between Bayshore and Tunnel No. 5.
 Western Division trains through interlocking plant at Redwood Junction.

San Jose, between the west limits Santa Clara interlocking plant and 4th Street, San Jose and between San Jose Yard and Western Pacific R. R. crossing.

Watsonville Junction, San Luis Obispo and Santa Barbara, entering and leaving yard.

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

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

TRAIN INSPECTION

When conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains may make a run of 55 miles and may run in either direction between Surf and Santa Barbara, Santa Margarita and King City and King City and Watsonville Junction without stopping for inspection, except that trains known as the CME and CMW will not be required to stop for inspection.

Eastward freight trains will stop at Serrano for inspection.

AIR BRAKE RULES

RULE 24. Freight Trains

Rear end air test must be made by eastward freight trains at Santa Margarita.

Rear end test will be made by trains known as CME and CMW as per Rule 24 and other rules pertaining to freight trains.

Applies to yard drags between points where air brakes are used, except in San Francisco Terminal will only be required on yard drags for movements over main tracks between San Francisco and San Bruno and between San Bruno and 16th Street.

RULE 33.

Retainers will be used between San Luis Obispo and Santa Margarita; eastward from summit to west switch Hathaway, and westward from summit to Santa Margarita.

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

Retainers will be used between Los Gatos and Santa Cruz. Eastward from Glenwood to M.P. 72 and from Rincon to M.P. 78. Westward from Wright to M.P. 55.

The tonnage of freight trains between San Luis Obispo and Santa Margarita and between Glenwood and Santa Cruz must not exceed 120 M's per operative brake.

One retaining valve must be used for every 120 M's in train, and when helper engines remain cut into train, three additional retainers to be used for each helper engine.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down. Trains will reduce speed to 20 M.P.H. approaching West Santa Barbara to enable trainmen to turn up retainers.

RULE 39. Passenger Trains

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, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

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

Passenger trains must make running test immediately after passing summit in Tunnel No. 6 between Cuesta and Thyle, and at Glenwood immediately after passing station building.

RULE 46.

Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

SPECIAL INSTRUCTIONS

When eastward trains have more than four head-end cars on which retainers are not accessible while running, stop will be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Serrano to turn up the retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made, leaving Santa Margarita before reaching summit of grade, where inaccessible retainers must be turned up.

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

AUTOMATIC BLOCK SYSTEM

RULE 509. Main tracks within automatic block system limits not protected by signals—

San Jose—From automatic signal No. 467 at Third St. to signal located 50 feet west of oil buffer spring switch at junction with roundhouse lead or wye.

Santa Cruz—From station building to signal No. 791.

A train or engine when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in Stop position.

RULE 509 (e). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

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

Signal No.	Special Protective Device	Track or Structure Location
P- 275	Spring switch	End double track, Redwood Jct.
P- 514	Spring switch	Lick
P- 634	Spring switch	Coyote
P- 635	Spring switch	Coyote
P- 804	Spring switch	Gilroy
P- 805	Spring switch	Gilroy
P- 866	Spring switch	Sargent
P- 867	Spring switch	Sargent
P- 924	{Earthquake detector Slide detector fence	Pajaro River Bridge (Chittenden)
P- 930	Spring switch	Logan
P- 931	{Slide detector fence Spring switch	Logan
	{Earthquake detector	Pajaro River Bridge (Chittenden)
P-1008	Spring switch	Watsonville Junction
P-1009	Spring switch	Watsonville Junction
P-2390	Fire Detector	Tunnel No. 6
P-2401	Fire Detector	Tunnel No. 6
P-2422	Spring switch	West end Serrano
P-2421	Spring switch	West end Serrano
P-2423	Spring switch	West end Serrano
P-2436	Spring switch	East end Serrano
P-2438	Spring switch	East end Serrano
P-2439	Spring switch	East end Serrano
P-2500	Spring switch	Hathaway
P-2511	Spring switch	Hathaway
P-2518	Spring switch	San Luis Obispo
P-2519	Spring switch	San Luis Obispo
P-2604	Flood detector	Second Villa Creek Bridge (Tiber)
P-2623	Flood detector	Second Villa Creek Bridge (Tiber)
P-3686	Spring switch	West Santa Barbara

Rules 509, 512 and 512-A:

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

Bay Meadows	Signal 199
Mayfield	Signal 319
East of Mountain View, Air Base	Signal 367
West end Coyote	Signal 621
East end Coyote	Signal 628
West end Gilroy	Signal 811
East end Gilroy	Signal 822
Carnadero	Signal 831
Watsonville Junction	Signal 991

Signals will indicate "Proceed" when derails and main track switches are set for movements to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

Mayfield—Junction switch No. 2 and eastward main track switch No. 3 are equipped with electric switch locks.

Instructions pertaining to operation of switches and locks are posted inside of switch boxes located adjacent to switches referred to.

After switches have been lined for crossover and signal 319 indicates stop, crossover movement must be made under flag protection.

Locks No. 2 and No. 3 affected by approaching trains on eastward main track within limits of approach circuit, marker for which is located by overlap board 2000 feet west of signal 312.

Lock No. 3 is also affected by approaching trains on westward main track within limits of approach circuit, marker for which is located by overlap board 2000 feet east of signal 325.

Trains and engines should avoid passing overlap marker post when first-class trains, which normally should move in advance in order to maintain schedule, are due at Mayfield off the Los Altos Branch.

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

Do not pass automatic signal 465 in stop position without proceed signal from herder at The Alameda.

Eastward automatic signal 464 on signal bridge 466 will govern entrance to station tracks Nos. 1, 2 and 3 from the westward main track. Eastward trains and engines moving against the current of traffic on westward main track must not pass signal 464 in stop position without proceed signal from herder at The Alameda.

Eastward automatic signal No. 466 on signal bridge 466, west of The Alameda Subway, San Jose, has route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.

Eastward trains and engines moving on eastward main track will not pass signal No. 466 in the stop position without a proceed signal from herder at The Alameda.

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

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

- Red—Do not pass indicators.
- Yellow—Proceed with caution to automatic signal 465 at clearance point of westward main track No. 4.

Carnadero—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

The normal position of signal 516 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Los Altos-Los Gatos line. The normal position of signal 532 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Watsonville Junction—Following will govern the handling of freight train entering Watsonville Junction yard:

West End: If route signal 990 is in proceed position freight train may proceed to the first yard track switch leading to track 101 but will not pass this switch without signal from yard forces. If route signal 990 is in stop position train should remain at the signal until given a proceed signal by yard forces.

East End: Eastward trains leaving end of double track Watsonville Junction from westward main track will be governed by indications displayed by eastward automatic signal P-1008. If route signal 1001 is in stop position, after stopping for signal, train may proceed on westward track to Horrigan crossing at yard office, but will not pass this point nor make crossover movement until a proceed signal is received from yard forces. If route signal 1001 is in proceed position freight train may proceed on westward main track to Horrigan crossing at yard office but will not move beyond that point nor through crossovers until a proceed signal is received from yard forces.

Serrano—Trains using siding to allow train on main track to pass, must not enter approach circuit, which will be indicated by sign 500 feet from dwarf light signal at either end of siding.

If two trains in the same direction encounter main track signal No. 2421 and dwarf light signal No. 2423 at west end of siding, or main track signal No. 2438 and dwarf light signal No. 2436 at east end of siding at "Stop", it will be necessary for member of crew to use push button, which is located in time release box at dwarf light signal No. 2423 at west end of siding and in time release box at main track signal No. 2438 at east end of siding, as follows:

For westward trains, if it is desired that train on main track is to proceed first, use push button No. 2421 and hold same until pilot light, which is adjacent to button, is illuminated. Same procedure is followed if train on siding is to proceed first, using push button No. 2423.

At east end of siding for eastward trains, same procedure is followed using push button No. 2438, which is located in time release box at high signal 2438 for main track trains, and push button No. 2436 for siding trains.

After button has been operated, time element will allow signal to indicate proceed after interval of two minutes, provided no train is in block.

If necessary for train on siding to pass approach circuit, member of crew should immediately press button No. 2421 at west end of siding for westward main track trains, or button No. 2438 at east end of siding for eastward main track trains, in order to avoid delays.

If signals involved do not indicate proceed, Rule 509 will govern.

OIL BUFFER SPRING SWITCHES

When block signal in advance of facing point switch indicates "Stop", careful examination of the switch must be made.

If switch is equipped with a facing point lock, hand throw the switch from normal to reverse and back to normal before passing over it. When movement has been completed through switch, reverse movement must not be made until point closes.

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor slack taken, until switch has been thrown by hand.

Running switches are prohibited, sand, blow off cocks and injector must not be used nor booster started while passing over switches and flange oilers.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches. This does not authorize exceeding other speed restrictions.

Redwood Junction (Dumbarton line)	Trailing eastward 25 MPH. Facing westward 35 MPH.
San Jose (Freight lead)	Main line —trailing eastward 35 MPH. Freight lead—trailing eastward 25 MPH. Freight lead—facing westward 25 MPH.
San Jose (Milpitas "Y" switch)	Facing eastward 15 MPH. Trailing westward 15 MPH.
Lick (Facing point lock)	Trailing westward 35 MPH.
Coyote (Facing point lock)	Trailing eastward 25 MPH.
Gilroy (Facing point lock)	Trailing westward 25 MPH.
Sargent (Facing point lock)	Trailing eastward 25 MPH.
Logan (Facing point lock)	Trailing westward 30 MPH. Facing eastward 25 MPH.

Watsonville Junction (Facing point lock)	Trailing eastward 25 MPH.
Serrano—West End (Facing point lock)	Trailing westward { Passenger 25 MPH. Freight 18 MPH.
Serrano—East End (Facing point lock)	Trailing eastward { Passenger 25 MPH. Freight 18 MPH.
Hathaway (Facing point lock)	Trailing westward { Passenger 25 MPH. Freight 18 MPH.
San Luis Obispo (Facing point lock)	Trailing westward 15 MPH. Facing eastward 15 MPH.
Hadley Tower	Trailing eastward 25 MPH. Facing westward 35 MPH.
West Santa Barbara	Trailing westward 35 MPH. Facing eastward 35 MPH.

Oil buffer spring switch Lick equipped with facing point lock. When interlocking signal governing westward movement indicates stop and permission obtained from signal operator to pass signal, switch must be thrown by hand before and after movement has been made.

Oil buffer spring switches at Coyote, Gilroy, Sargent, Logan, Watsonville Junction and east and west end of Serrano are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations, is in the stop position or indicates stop, switch must be thrown by hand before and after movement has been made.

At San Luis Obispo trains and engines may pass signal 2518 with caution when in stop position, on proceed signal from yardman or trainman in attendance at switch, who must know that points are in proper position before giving signal.

Oil buffer spring switch at San Luis Obispo, equipped with facing point lock. When interlocking signal governing westward movement indicates stop and permission obtained from signal operator to pass signal, switch must be thrown by hand before and after movement has been made.

RULE 516. Overlap posts are located at:

Chittenden.....	Affecting eastward trains
Spreckels Junction.....	Affecting westward trains
Cushing.....	Affecting eastward trains
Grover.....	Affecting westward trains
Casmalia (west siding).....	Affecting eastward and westward trains

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

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

When train or engine has been given interlocking signal and does not desire to use the route sound whistle signal two short, one long, two short, for information of signal operator.

FOURTH STREET—San Francisco

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

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

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

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

Tracks and switches within this plant are numbered. Yardmen and signal operator when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23rd Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

- For Mission Bay Yard, one long, one short, one long.
- For Roundhouse, three short, one long, one short.
- For Track No. 2, one short, one long, three short.
- For Track No. 3, one short, one long, two short.

For track adjacent and parallel to eastward main track..... } two short, two long, two short.

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

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station..... } one short, two long, one short.

Signal operator Potrero Tower will notify signal operator Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.

For inbound yard, two short, one long, one short.

For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station.... } one short, two long, one short.

For car repair yard, two short, two long, two short.

For drill Track No. 1, three short, one long, one short.

For drill Track No. 2, one short, one long, three short.

For lead No. 3, two long, one short, two long.

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, one long.

For Track No. 2, one short, one long, three short.

For Track No. 3, one short, one long, two short.

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

Movement from Garbage Spur to westward main track must be made under flag protection, as switch is not connected with Interlocking plant.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.

For Tunnel No. 5 Spur, three short, one long, one short.

For outbound track, one short, one long, two short.

NINTH and DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.

For Upper Stone yard, two short, two long, two short.

For Lower Stone yard, one short, one long, two short.

Portland Cement Co.'s track, one short, two long, one short.

For Dunham, Carrigan } one long, one short, one long, one short.
and Hayden Spur..... }

For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.

To Western Division westward, one long, one short, one long, one short.

Movement against current of traffic, one short, one long, three short.

For siding, two short, two long, two short.

For drill track westward, two short, one long, one short.

For Harbor Spur, one short, one long, two short.

For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

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

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

Whistle signals govern routes as follows:

For Newark Line, two short, two long, two short.

For Yard, one long, one short, one long.

Yard to roundhouse, one long, one short, one long, one short.

Yard to San Jose station, three short, one long, one short.

Yard to Santa Clara drill track, one short, two long, one short.

Yard to drill track, two short, one long, one short.

Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 455 to 466 inclusive on eastward and westward main tracks; from signal bridge 466 to signal located just west of oil buffer spring switch at junction of Milpitas line and roundhouse lead; and from dwarf light signal located 800 feet east of Newhall Street to signal bridge 464 on freight lead.

Track between new passenger station and College Park facing San Francisco will be designated as follows:

Track on extreme left..... Freight Lead.

Track next adjacent..... Eastward Main Track.

Track next adjacent..... Westward Main Track.

Trains may operate in either direction on any of these tracks on proper signal indication. Speed against current of traffic on eastward and westward main tracks and both directions on freight lead restricted to 30 M.P.H.

Derailed on tracks Nos. 404, 411, 412, 416 and 515 within these limits are equipped with electric locks under control of signal operator at College Park Tower. Permission of signal operator must be obtained to unlock derails. Release of lock will be authority to proceed. When entering main track, derail must be thrown first, then main track switch. Restore derail and electric lock to normal position when not in use. Instructions on operation of electric lock are posted inside door of lock box.

Switches on spur tracks Nos. 405, 406 and 409 leading off freight lead are manually operated. Engines must not foul freight lead without permission from signal operator.

The main track switch and derail leading to roundhouse opposite roundhouse office and all crossover switches are power operated. The switch at west end of wye is an oil buffer spring switch, normally lined for Milpitas line main track.

Trains stopped by signals call signal operator on the telephone. If authority obtained to move against "Stop" indication, a careful examination of switches must be made before passing over them. French type telephones will be located in boxes on signal bridges or in close proximity of interlocking signals or locked derails, and direct communication may be had with signal operator at College Park. Button on ear phone should be pressed while in use.

Whistle signals governing routes as follows:

For westward movement to train } yard via drill track..... } one short, two long, one short.

For track 51 to train yard, two short, two long, two short.

For San Jose freight yard, one long, two short, one long.

For Freight Lead, one long, one short, one long, one short.

For Santa Clara, drill track, three short, one long, one short, one long.

For roundhouse, one short, two long, two short.

For Milpitas Line, two short, one long, two short.

SPECIAL INSTRUCTIONS

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movements from roundhouse to main track.

Following code of signals for routes to be used:

Roundhouse to Passenger Station; one pull of cord.

Roundhouse to College Park; two pulls of cord.

For movements in roundhouse yard when necessary to foul westward main track... three pulls of cord.

SAN JOSE-SANTA CRUZ LINE—(Western Pacific R. R. Crossing

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

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

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

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

Speed on main track must not exceed 30 M. P. H. through limits of plant.

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

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

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

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

HADLEY TOWER

Limits extend from signal 2591SA east of Tower to interlocking signal located 1050 feet west of Tower.

Signal 2591SA governs movements west on westward main track. Interlocking signal located 1050 feet west of Tower governs movements from eastward main track to single track.

Dwarf light signal, located west of Tower will remain in its most restrictive position and movements against the current of traffic will be made under flag protection.

Signal operators not on duty except between the hours of 7:00 a. m. and 11:30 a. m. and 12:30 p. m. and 4:00 p. m. daily except Sunday.

When no signal operator on duty, signals, switches and derails will be in position for Southern Pacific main track movements and against Pacific Coast Railway movements. When signals indicate stop, Rule 663 (c) will govern.

**CENTRALIZED TRAFFIC CONTROL SYSTEM
(Authorized Abbreviation C. T. C. S.)**

Movements within C. T. C. S. limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic.

Interlocking rules will govern and supersede time-table and train-order superiority.

Within C. T. C. S. limits Rule 509 will govern when automatic block signals are encountered in stop position.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must be notified immediately.

When an interlocking signal indicates stop signal operator must be consulted by phone as quickly as possible after stopping. When authorized to proceed against the stop indication, careful examination of switch must be made after which train may proceed as per Rule 663.

Trains authorized to proceed in C. T. C. S. territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

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

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

On Lick Branch, to dwarf signal at clearance point of main track.

At San Jose—From and to dwarf signals on eastward and westward main tracks located 1,500 feet west of end of double track east of passenger yard, and on freight lead between signal bridge 464 and junction with eastward main track at a point 1,250 feet west of end of double track.

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

A westward dwarf C.T.C.S. signal located opposite automatic signal No. 471 at Park Avenue subway. This signal will display three indications, red, yellow or green. Signal will be normally dark until lineup is made. Westward movements from Santa Cruz line to freight lead must first be authorized by signal operator. Crossover switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, crossover switches lined, and if C.T.C.S. signal indicates "Proceed", movement may be made.

To Santa Cruz Branch from eastward main track governed by lower signal of two-indication signal located east of station and from freight lead governed by lower signal of two indication signal located 400 feet west of junction switch.

Eastward automatic dwarf signal No. 474.5 on seven-foot mast will display RED or GREEN indication.

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

GREEN—Proceed to next signal 474.

Switch at end of double track, east end passenger yard San Jose is power operated over which speed is restricted to 35 M.P.H. in either direction.

Movements from Valbrick (San Jose Yard) connection to main track must first be authorized by signal operator. Derail and main track switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, switch lined, and if signal 495 indicates "proceed", movement may be made.

Telephones and instructions located in small box signal on bridges or closely adjacent to signals involved.

C.T.C.S. limits between Hathaway and San Luis Obispo as follows:

At San Luis Obispo—Westward from interlocking signal located 280 feet east of west switch on westward main track and interlocking dwarf light signal located 280 feet east of west switch on eastward main track.

At Hathaway—Eastward from interlocking signal located 280 feet west of east switch on main track and interlocking dwarf light signal located 280 feet west of east switch on siding.

Signal 2511 SA, located 65 feet east of east switch Hathaway, top arm governs movement westward on main track and lower arm governs movement westward on siding.

Switch at east end of siding Hathaway is power operated. If signals are at stop, communicate with signal operator by phone located in booth adjacent to switch. If instructed to operate switch by hand, follow instructions located in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to former position, or remain at switch and return it to former position, unless otherwise instructed by signal operator.

Telephones are located at west switch San Luis Obispo. At spur 200 feet west of distant signal 2516 and booth adjacent to east siding switch Hathaway.

TAKE-SIDING INDICATORS

RULES 705, 706, 707, 708 and 709.

Coyote—Take-Siding indicators located on signal 637 east of Coyote. When letter "M" is displayed it will authorize westward trains to continue on main track to end of double track at Lick, irrespective of superiority. When letter "S" is displayed trains will take siding on center siding Coyote. Indicator located on signal 621 at west end of center siding, when letter "M" is displayed, it will authorize trains to enter and continue on westward main track to end of double track at Lick, irrespective of superiority.

King City—Take-Siding indicators located on distant signals 1622 and 1645, west and east of King City. When letter "M" is displayed in indicator on signal 1622 it will authorize eastward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at west switch of siding. When letter "M" is displayed on signal 1645 it will authorize westward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at east switch of siding.

MISCELLANEOUS

1. Engines with tenders less than 9,000 gallon capacity must have full tank of water San Luis Obispo westward and Santa Margarita eastward.

Eastward passenger trains via Los Gatos with 6 cars or less take full tank of water at Los Gatos. Trains with more than 6 cars take full tank of water at Mayfield.

Eastward freight trains take full tank of water at Los Gatos.

4. Pushing trains out of yards.

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

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

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

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

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

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

4 (a). In helper service.

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

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

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

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

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

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

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

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

Following engines cannot run on branches under which listed:

SAN FRANCISCO—SAN BRUNO BRANCH

E, A, P (Except P-11), Mk, F, MC, AC, AM, MM, Mt, GS, SP: Over the Dolores Street Bridge only the following engines can be used: 1000, 1100 and 1200 class.

LOS ALTOS, COLLEGE PARK (TO LOS GATOS) AND MONTEREY BRANCHES

E, A, P (Except P-11), Mk, F, MC, AC, AM, MM, Mt, GS, SP. (In cases of emergency passenger engines P and Mt Type may be run Mayfield to San Jose via Vasona Jct., speed, however, to be restricted to 15 M. P. H.)

P-1 and 3 types may be used on Monterey Branch in an emergency but must not exceed 10 miles per hour where slow boards restrict to 25-18.

TRES PINOS, LOMPOC AND WHITE HILLS BRANCHES

A, P (Except P-11) Mk, F, MC, AC, AM, MM, Mt, GS, SP.

LICK BRANCH

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

LOS GATOS—SANTA CRUZ LINE

E, A, P (Except P-11) Mk, F, MC, AC, AM, MM, Mt, GS, SP. P-1 and P-3 may be used between Vasona Junction and Los Gatos but must have full tank of water leaving Los Gatos.

WATSONVILLE JCT.—SANTA CRUZ AND DAVENPORT BRANCHES

E, A, T-40 (2371), Mk, F, MC, AC, AM, MM, Mt, GS, SP, P (Except P-11).

SPRECKELS BRANCH

MC, AC, AM, MM, Mt, GS, SP.

SPECIAL INSTRUCTIONS

Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield Road Crossing only when distant signal D-269 is found to be in proceed position.

When train known as "MM" (Monterey Merchandise), operating between Watsonville Jct., Salinas, Pacific Grove and Santa Cruz, is entirely made up of steel wheel box cars and caboose, passenger train speed may be made, observing other restrictions as to type of engine.

Two GS type (4400) engines should not be coupled together eastward between Cuesta and San Luis Obispo.

4100 class (AC 6 and AC 7) engines must not be operated on or across Pajaro River bridge 92.37 near Chittenden.

Light engines, not more than two engines will be coupled at any point on the Division.

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

Trains and engines must not exceed speed of 20 M. P. H. from Division point on Milpitas line to 1st Street and 15 M. P. H. from 1st Street to junction of westward main track at San Jose.

When tenders of engines have water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. Tenders having water capacity in excess of 7,000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

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

Table with 2 columns: M. P. H. and description of engine removal conditions. Includes entries like 'With all rods on, hauled in trains', 'When main rod only is removed', etc.

On 5000 class engines when inside main rod has been removed account middle cylinder disabled, restrictions should be 30 miles per hour whether running under its own steam or towed in train.

Table with 2 columns: M. P. H. and description of engine restrictions. Includes entries like 'Relief trains with steam derrick', 'Through crossovers, turn outs and on sidings unless otherwise specified', etc.

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

For speed restrictions over all buffer spring switches see page 14.

Wooden equipment must not be handled in passenger trains.

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

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

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

SPEED OF TRAINS THROUGH CITY LIMITS

Table with 3 columns: Pages, LOCATION, M. P. H. Lists locations like Burlingame, Redwood City, Palo Alto, San Jose, Santa Cruz, Watsonville, Gilroy, Hollister, Salinas, Santa Barbara, and San Francisco with corresponding page numbers and speeds.

SPEED TABLE

Table with 10 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MIN. SEC. Lists speeds for various mileages.

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

Table with 4 columns: M. P., EAST OF, WEST OF, DESCRIPTION. Lists locations and structures like Mariposa St. Bridge, Tunnel 1, Tunnel 2, Tunnel 3, Tunnel 4, Tunnel 5, Tunnel 6, Tunnel 7, Tunnel 9, Tunnel 10, Tunnel 11, Tunnel 12, and Overhead Bridge.

Table with 4 columns: M. P., EAST OF, WEST OF, DESCRIPTION. Lists specific locations and structures like Bernal, Dolores Street Bridge, Vasona Junction, Santa Cruz, Watsonville Jct., and Castroville.

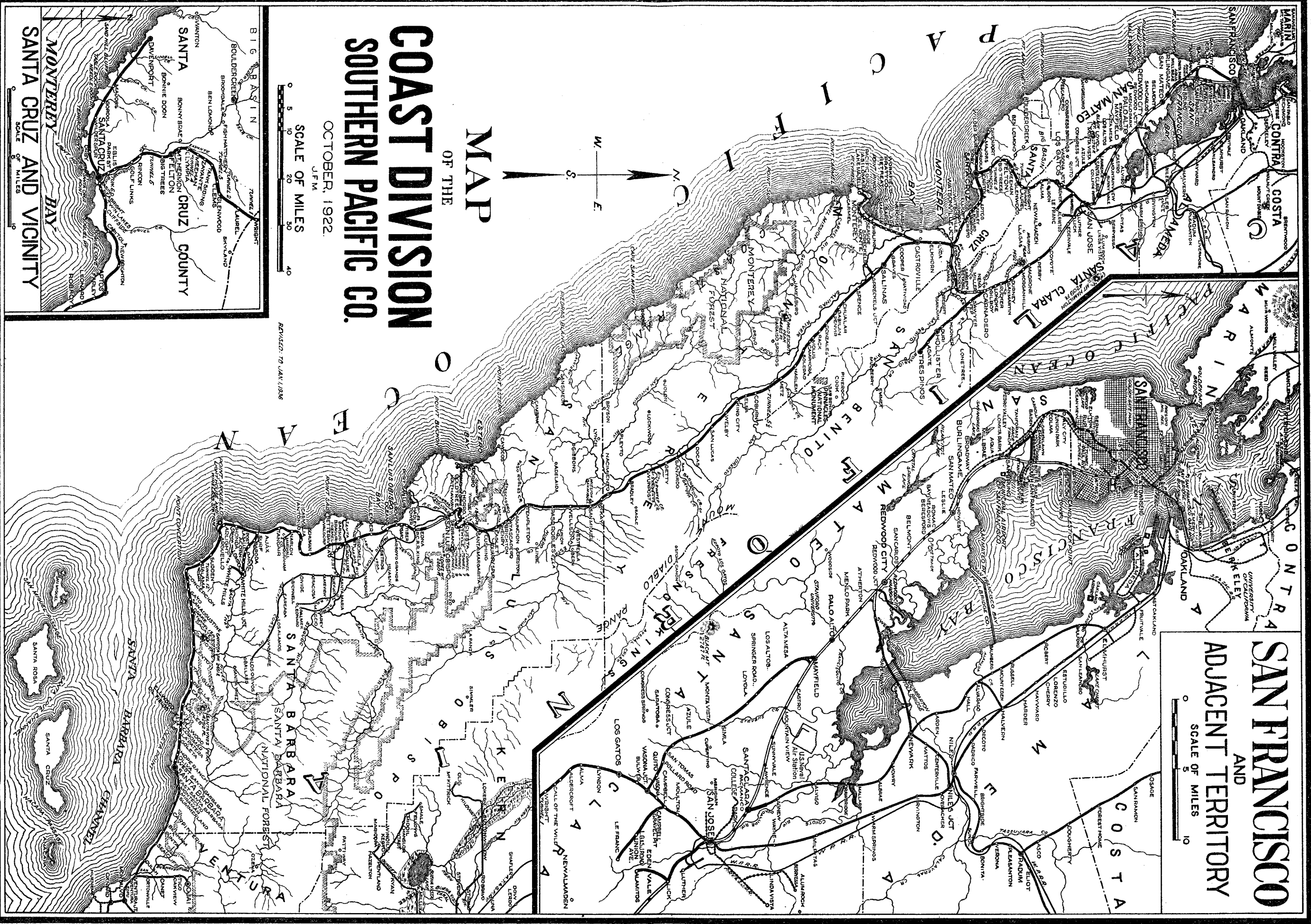
AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with 5 columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel Under-frame), AIR-CONDITIONED (All-Steel Heating Season, All-Steel Heating Season). Lists various train car classes and their tare weights.

*Steel underframe. CODE:—NAC—Non-Air Conditioned. —ACI—Air-Conditioned—Ice System. —ACM—Air-Conditioned—Mechanical System. —ACW—Air-Conditioned—Waukesha System. —ACS—Air-Conditioned—Steam Ejector System.

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES
0 5 10



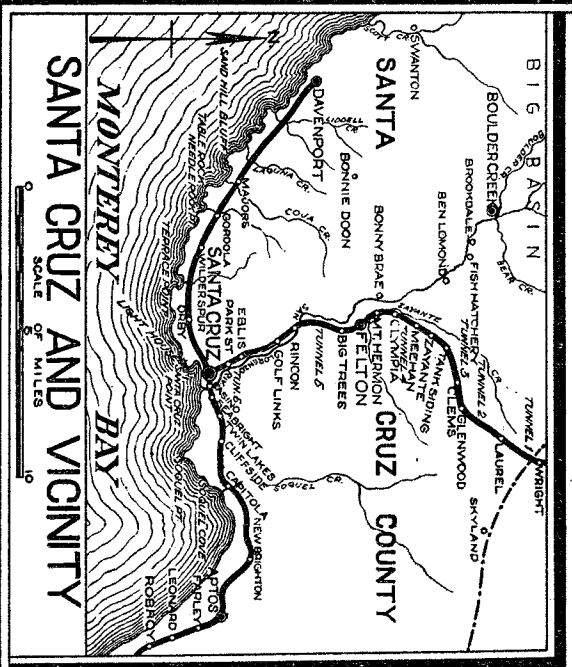
MAP OF THE COAST DIVISION SOUTHERN PACIFIC CO.

OCTOBER, 1922.

J.F.M.

SCALE OF MILES
0 5 10 20 30 40

REVISED TO JAN. 7, 1936



MONTEREY BAY SANTA CRUZ AND VICINITY

SCALE OF MILES
0 5 10