SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION







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

2		EAS	STWAR	D				SAN FR		O SUB		N.									
Capacity of	126	124	170	120	168	166	116	164	162	114	112	174	34	98	72	250	110 Passenger	108 Passenger	106 Passenger	tance from Francisco	Time Table No. 146 May 7, 1939
	Passenger Leave Daily EX. SUNDAY	Passenger Leave Daily EX. SUNDAY		Passenger Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave SUN.& HOLI-	Passenger Leave Daily EX. SUNDAY & HOLIDAYS	Passenger Leave Daily EX. SUNDAYS	Leave SUN. & HOLI-	Passenger Leave Daily	Daylight Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS		Leave Daily	San	STATIONS
BKWOIT	3.15PM	& HOLIDAYS 2.15PM	0NLY 1.35PM	1.15PM						11.00 AM		9.30AM	8.17AM	8.15AM	7.45AM		7.00 AM	6.00 AM	12.15M	0.0	(TO-R SAN FRANCISCO
YP	7	2.15	f		-11-1						- 100 miles						f			1.9	23D STREET
			-									Land Control of Contro								3.1	1 4TH AVE.
							f													4.1	PAUL AVE.
BKWO	2 24	f 2.24	1.44	f 1.24	1.09	12.39	f 12.24	12.19	f11.24	f 11.09	f 9.39	f 9.39	f8.26	8.24	7.55		s 7.10	f 6.09	f 12.24	5.2	BAYSHORE
ITP P	3.24	1 2.43	4.22	1 1.21							f	f					f		f	6.5	VISITACION
KIP				100																6.9	R VISITACION TOWER
											f	f	f				8	f		8.6	BUTLER ROAD
		- 0.70	s 1.49	s 1.30		s 12.45	s 12.30		s 11.30	s 11.16	s 9.46	s 9.45	s8.32		s 8.02		s 7.17	s 6.16	s 12.30	9.3	SO. SAN FRANCISCO
Y	s 3.30	s 2.30	8 1.45	8 1.30		512.13	W. Z. Z. C. C.													10.4	TANFORAN WYE
P			- 1.50	- 124		f 12.48	f 12.34		f11.33	s11.20	s 9.50	s 9.48	s 8.36				s 7.20	s 6.20	s 12.33	11.0	SAN BRUNO
F	8 3.34	f 2.33	s 1.52	8 1.34		112.40	, 12.51	***************************************	7	1	f	f	f				f	f	f	12,1	LOMITA PARK
Center P	1	<u> </u>	1							e	•	f	f				f	8	f	13.7	MILLBRAE
	<u>r</u>	<u>r</u>	<u> </u>	<u> </u>	_		1		<u>.</u>	<u>.</u>	g	a	g		s		8	8	8	15.2	BROADWAY
Spur P	8	8	8	8	8	10.50	* 10.42	a 10 21	*11.43	s 11.31	s 10.00	s 9.57	s 8.48		s 8.13		s 7.31	s 6.35	s 12.42	16.3	BURLINGAME
Spur P	8 3.44	s 2.43	s 2.03	8 1.45				s 12.31	s11.43	500	s 10.05		s 8.52	8.37	s 8.17			s 6.40	s 12.46	17.9	SAN MATEO
Center WP	s 3.48	s 2.47	s 2.07	s 1.49	s 1.29	s 1.02	s12.47		s 11.47	811.33	\$ 10.03	\$ 10.01	f 0.52	0.01		assessment of the second	f	f	f	18.9	HAYWARD PARK
	<u>r </u>	f	f	f		f	r		I	1	1	I .				-	-			20.0	BAY MEADOWS
Spur		-					200											4	f	20.3	BERESFORD
Spur	ſ		-			f			r -	I	I	1	1				<u> </u>	a a	f .	21.9	BELMONT
Spur P	8	8	8	8		f	f		f	8	8	8	8 0.00			-	s 7.44	s 6.50	f 12.55	23.2	SAN CARLOS
Center P	s 3.58	s 2.57	s 2.17	s 1.58		s 1.11	s 12.57		f 11.57AM	I	s 10.14	s 10.09	s 9.02		- 0.00	-	s 7.48	s 6.57	s 1.02	25.4	REDWOOD OITY
	s 4.02	s 3.01	s 2.21	s 2.02	8 1.39	s 1.15	s 1.01	s 12.43	s 12.01 PM		s 10.18	s 10.13	s 9.06		s 8.28	-		6.58	1.03	26.2	REDWOOD JOT.
WIYP	4.03	3.02	2.22	2.03	1.40	1.16	1.02	12.44	12.02	11.49	10.19	10.14	9.08	8.45	8.30		7.49	6.36	1.03	27.8	ATHERTON
	ť	f	f	f	8	f	f	S	f	<u>f</u>	f	f	. T			-	-	1		28.9	MENLO PARK
Spur P	8	8	S	8	8	8	8	8	f	8	8	s	8			-	- 0.00	- 7.10	. 1 13	30.1	PALO ALTO
	s 4.14	s 3.12	s 2.31	s 2.12	s 1.49							CONTRACTOR OF THE STATE	s 9.17		s 8.37	-			s 1.13	31.8	R MAYFIELD
Center WYP	s 4.17	s 3.15	s 2.35	s 2.15	s 1.53PM	s 1.30	s 1.16	s 12.56	812.15	s12.03PM	s 10.34	s 10.27	s 9.21				s 8.03	s 7.13	f 1.16	34.8	OASTRO
	ť						f		f			100000000000000000000000000000000000000				Via Newark	<u> </u>	f		36.1	1.3
Center P	s 4.24	s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.22		s12.21		s 10.41	-	s 9.27	4.50			s 8.09	8 7.20	f 1.22	38.8	MOUNTAIN VIEW
Spur P	s 4.29	s 3.25	s 2.46	s 2.26		8 1.41	s 1.27		s 12.26	s12.16	s 10.46	s 10.37	s 9.32			_	s 8.14	s 7.24	f 1.27		SUNNYVALE 2.0
Spur	r			f					f	and an investment plants	f	f********	f			_	f	<u>f</u>		40.8	LAWRENCE 3.5
KIP	s 4.38	8 3.38	s 2.55	s 2.33		s 1.48	s 1.34		s 12.33	s 12.23	s 10.54	s 10.44	s 9.39		8.54	8.53M	8 8.23	s 7.38	f 1.35	44.3	SANTA CLARA 0.9
KP									2.5	33331		3.5								45.2	SAN JOSE YARD
KP IP	ť	f		f		f			f	f'	1000	f	f				<u> f</u>	f		45.7	OOLLEGE PARK
BKWY	s 4.45PM	s 3.45PM	s 3.00PM	s 2.40PM		s 1.55PM	s 1.40PM	s 1.17PM	s 12.40PM	s 12.30PM	s 11.00A	s 10.50AM	s 9.45 AM	s '9.08AN	s 9.00 AM	88.58AN	8 8.30 AM	s 7.45 AN	s 1.40AM	46.9	TO-R SAN JOSE
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily	SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI DAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily		(46.9)
	(1.30) 31.27	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.07) 42.00	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.28) 31.98	(0.53) 53.09	(1.15) 37.52	(0.05) 31.20	(1.30) 31.27	(1.45) 26.80	(1.25) 33.11		Time over Distric

 ${\bf NOTE.}{\bf --}{\bf See}$ 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.

A Markette Late To be the hard and the

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.

o. 146 IOISCO ET E. Æ N TOWER)AD CISCO WYE 10 RK ι¥ ME 02 ARK 8WC D os TTI JOT. N RK O, D /IEW æ Œ RA \RK

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Time Table No. 146		and the second confidence of	T-1000 200 200 200 200 200 200 200 200 200	A to the treatment of the treatment of	T	1 222	TELL		Tarana and and and and and and and and and	i i	RST CLAS	1 1				1	l == 1		400	1 04	1 40-
May 7, 1939	from	105	107	259	169	109	111	69	115	117	7	121	123	125	129	131	75	73	133	31	135
	istance fron San Jose	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Coaster	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Oakland Lark	Passenger	Santa Cruz	Passenger
STATIONS	Dis	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive SUN.& HOLI- DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX, SUNDAY & HOLIDAYS	EX. SUNDAY & HOLIDAYS	Arrive Daily	EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAY
(TO-R SAN FRANCISCO)	46.9	s 6.15AM	s 7.15AM	0.000	s 7.15AN	1 s 7.30 AN	s 7.45AM	s 7.50AN	s 8.00AN	s 8.05AM	s 8.10AM	s 8.15AM	s 8.21 AM	s 8.30AM	s 8.40 M	s 8.55AM	s 9.00AM		s 9.20AM	s 9.40AM	s 10.10 A
23D STREET	45.0	S	8			8	s	8	S												
1.2 1.4TH AVE.	43.8	S	s																		
PAUL AVE.	42.8	A TOTAL DESIGNATION OF THE STATE OF THE STAT	and the second second second second				S		S	000			100								
BAYSHORE	41.7	s 6.03	s 7.02		f 7.04	s 7.18	s 7.32	7.40	s 7.46		8.00	8.06	8.12		8.31	8.45	8.50		9.10	9.31	10.01
VISITACION	40.4		f											1 TO 100 S							
R VISITACION TOWER	40.0	7000																			9,000
BUTLER ROAD	38.3		8				S											Calculation Cons			
SO. SAN FRANCISCO	37.6	s 5.58	s 6.54		s 6.57	s 7.12	s 7.26	7.32		s 7.50	The second	g 10. 60		s 8.15		s 8.39		- page - 46	s 9.05		s 9.55
TANFORAN WYE	36.5		a de la constanta de la consta				11 - 12 - 12 - 12 - 12 - 12 - 12 - 12 -												1.00		
SAN BRUNO	35.9	s 5.54	s 6.50	1000	f 6.53	s 7.08	s 7.22		s 7.39					3	s 8.22	s 8.35			s 9.02		s 9.52
LOMITA PARK	34.8	S	8		f	f	8		8				199 199		S	s		100			8
MILLBRAE	33.2	S	8		f		8	3.3		8			s 8.00			s	800		8		f sassas as
BROADWAY	31.7	S	8		8	8	s		8	8		s 7.54		s 8.07	s	8	9.0		8	100	8
BURLINGAME	30.6	s 5.44	s 6.39		s 6.42	s 6.57	s 7.10	s 7.16	s 7.28	s 7.37	7.41		2.2	s 8.04	8 8.12	s 8.24	8.31	la e	s 8.52	(1) (1) (1) (1)	s 9.40
SAN MATEO	29.0	s 5.40	s 6.35		s 6.37	s 6.53	s 7.06	S. E. S.	s 7.24	s 7.33	D 2 1 1		(1) (1) (A) (1)	s 8.00	s 8.08	s 8.20	S. 3 16		s 8.48	9.15	s 9.36
HAYWARD PARK	28.0	f 5.36	f		f	f	S	ACC 2011 SECURIOR SEC	ALTERNATION CONT.	s 7.30				s 7.56		8			Care La Silva Andreas (Constant	Market Service Action 1	f
BAY MEADOWS	26.9		100												-						662.72
BERESFORD	26.6	f	f		f					f					f			1			f
BELMONT	25.0	8	8		f	8	8		s			8				8		66.0	s 8.42		8
SAN CARLOS	23.7	s 5.30	s 6.25		f 6.27	8 6.42	s 6.55	1000	s 7.13	s 7.22		1000	S		s 8.00	s 8.11		Page 1	s 8.39		s 9.26
REDWOOD CITY	21.5	s 5.26	s 6.21		s 6.23	s 6.37	s 6.51	20.22.3	s 7.08	s 7.18			s 7.44		s 7.56	s 8.07	\$.00 V		s 8.35		s 9.22
R REDWOOD JOT.	20.7	5.24	6.19	in the second	6.21	6.35	6.49	7.00	7.06	7.16	7.27	7.39	7.41	7:45	7.54	8.05	8.17	8.3.1	8.33	9.06	9.20
1.6 ATHERTON	19.1	f	f		f		8	and the second		s 7.13					s 7.51	s 8.02			f		s 9.17
MENLO PARK	18.0	s	8		f	S	8		S	S			4,046.0		8	s		4.1	8		S
PALO ALTO		s 5.16	s 6.12	3.00 (20.00)	s 6.14	s 6.27	8 6.41	s 6.52	s 6.59	s 7.07	7.21	s 7.33			s 7.45	s 7.57	8.11		s 8.24	s 9.00	s 9.11
R MAYFIELD		s 5.08	s 6.08		f 6.11	6.24	s 6.37			s 7.03		7.29	7.34 AM		s 7.41	s 7.53			s 8.21	s 8.56	s 9.08
OASTRO	12.1	f					2		f				10				AND DESCRIPTION OF THE PROPERTY OF THE PROPERT				
MOUNTAIN VIEW	10.8	s 5.02	s 6.02	Via Newark	f	s 6.18	s 6.31	1 2 10 10 10	1.2	s 6.56		s 7.24	Via Los Altos	7.03	s 7.35	s 7.48		Via Newark	s 8.15	s	s 9.02
SUNNYVALE	8.1	f 4.58	s 5.57	HOWER	f	s 6.13	f 6.27	9.70	s 6.47			s 7.19				s 7.43			s 8.10		s 8.57
LAWRENCE	6.1	f			f	f	100		10.00	f	7.06			6.58	f		7.56		f	8.45	1000
SANTA OLARA	2.6	f 4.50	s 5.50	f 5.35 AM	s 5.55	s 6.05	f 6.20	1.3613	6.40	s 6.46			Ja 34 10 11 1	E 2 1 1	s 7.22	s 7.36	25. nation (1), 10. 11. 11. 11. 11. 11. 11. 11. 11. 11.	7.58 AM	s 8.03		s 8.50
SAN JOSE YARD	1.7		7.7.7.5				-														
OOLLEGE PARK	1,2	f	f	r	-	f			f			198			f	f		100 to 10		1 1	f
TO-R SAN JOSE	0.0	4.45 AM	5.45AM	5.30 AM	5.50AN	6.00AM	6.15AM	6.30AN	6.35AN	6.40AM	6.59AM	7.08AM		6.50AM	7.15AN	7.30AM	7.49 AM	7.53AM	7.58AM	8.38 AM	8.45
(46.9)			Leave Daily				Leave Daily Y EX. SUNDAY & HOLIDAYS			Leave Daily EX. SUNDAY & HOLIDAYS						Leave Daily EX. SUNDAY & HOLIDAYS					
Time over District		(1.30) 31.27	& HOLIDAYS (1.30) 31.27	(0.05) 31.20	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(1.25) 33.11	(1.25) 33,11	(1.11) 39.63	(1.07) 42.00	(0.47) 40.60	(1.40) 28.14	(1.25) 33.11	(1.25) 33.11	(1.11) 39.63	(0.05) 31.20	(1.22) 34.32	(1.02) 45.39	(1.25) 33.11

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

Additional Stations Additional Stations (Spur) MP 12.9 (Spur) MP 16.8 (Spur) MP 19.7

rain	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
31 135 1-75	San Bruno Bay Shore {Burlingame {Palo Alto	Discharge Discharge Discharge		Any Station Any Station Santa Barbara	Funeral parties Daily Daily

4		EA	STWAF	D			٤	SAN FR	ANCISC	O SUBI	DIVISIO	٧.						-			
	154	70	150	150	148	146	144	184	142	ST CLASS	138	182	136	134	180	132	32	36	176	from	Time Table No. 146
acity of ngs and rs in Car	154 Passenger	70 Coaster	152 Passenger	150 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Santa Cruz	Del Monte	Passenger	Fran	May 7, 1939
engths	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX.SAT,SUN	Leave Daily EX.SAT,SUN & HOLIDAYS	SATURDAY ONLY	Leave Daily EX.SAT.,SUN	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave Daily	Leave SUN.4 HOLI- DAYS ONLY	Dista San 1	STATIONS
TIOW:	7.20PM		6.20P#		5.32PM		5.26PM	5.23PM		5.20PM		5.03PM	5.03PM							0.0	TO-R SAN FRANCISCO
					s			f				ſ	8	S	f	f				1.9	23D STREET
P								f				f		f	f	f				3.1	14TH AVE.
								f				f		8						4.1	PAUL AVE.
KWO ITP	7.29	7.09	6.29	f 5.59			10	f		ers par in the ear		f 5.14	5.12	s 5.01	f 4.55	s 4.31	4.19	4.09	3.39	5.2	BAYSHORE
P				f				f												6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWE
								f			100	f		f	f	S				8.6	BUTLER ROAD
	s 7.34	0.0 000.00	s 6.35	s 6.05	s 5.47		a substitution	s 5.39				s 5.20		s 5.08	s 5.02	s 4.39		100	f 3.45	9.3	SO. SAN FRANCISCO
Y	984774458484848484848			0.15																10.4	TANFORAN WYE
P	s 7.37	2 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	s 6.39	s 6.09	s 5.50			f 5.42			16.00	s 5.24		s 5.12	f 5.06	s 4.42	Albania Maria		f 3.48	11.0	SAN BRUNO
	f		8	S	S			f				f	8		f	S			f	12.1	LOMITA PARK
enter P	The second secon		8	8	s			f				f	8		f	S			f	13.7	MILLBRAE
ur P	8		8	8	S	s 5.48	3.9	8	6		015 016 016 016	8	S	8	8	s			8	15.2	BROADWAY
ur P	s 7.46	s 7.22	s 6.49	s 6.21	s 6.02	1	s 5.46	s 5.52		de de		s 5.35	s 5.29	s 5.20	s 5.16	s 4.52	s 4.31	British and the	s 3.57	16.3	BURLINGAME 1.6
1	s 7.49		s 6.53	s 6.25	s 6.06	s 5.55	ille ille in the	s 5.56	s 5.45	5.42	5.39	s 5.39	s 5.32	s 5.24	s 5.20	s 4.57			s 4.01	17.9	SAN MATEO
enter WP	r		8	8	S			f	s			f			ſ	8			ſ	18.9	HAYWARD PARK
our ,																				20.0	BAY MEADOWS
ur			f	£	f	s		f				f				f		100	f	20.3	BERESFORD
ur P	e	-	8	8	S	,	s	f				f		8	f	8			ſ	21.9	BELMONT
nter P	s 7.58		s 7.04	8	s	8		s 6.05	8		5.45	s 5.49		8	f 5.30	s 5.08	10.00		f 4.10	23.2	SAN CARLOS
	s 8.02		s 7.08	s 6.40	s 6.20	s 6.07	s 6.04	s 6.09	s 6.00	s 5.50		s 5.53	8 5.41	s 5.36	s 5.34	8 5.12	s 4.43	1 10 10 10	8 4.14	25.4	REDWOOD CITY
WIYP	8.03	7.33	7.09	6.41	6.21	6.08	6.05	6.10	6.01	5.51	5.50	5.54	5.42	5.37	5.35	5.13	4.45	4.32	4.15	26.2	R REDWOOD JOT.
	f		f	f	f		8	f		8		f	8	100	ſ	8			f	27.8	ATHERTON
ur P	8		8	8	S	8		f	8	8		8	8		f	8			f	28.9	MENLO PARK
	s 8.13	s 7.40	s 7.18	s 6.50	s 6.31	s 6.17	s 6.13	s 6.19	s 6.09	s 6,01	s 5.56	s 6.05		s 5.45	s 5.42	s 5.23	s 4.50		s 4.24	30.1	PALO ALTO
			s 7.22			s 6.21		s 6.23	s 6.12		s 6.00 PM			s 5.48	s 5.45	s 5.27	s 4.53	16 (7.2)	s 4.27	31.8	R MAYFIELD
WIL				i e			f	1				ſ			f	f				34.8	OASTRO
enter P	s 8.22	10.000	s 7.28	s 7.00	s 6.41		s 6.22	s 6.29		8	Via Los Altos	8 6.16		s	s 5.51	s 5.34	s 4.59	and the same of the	s 4.33	36.1	MOUNTAIN VIEW
our P	f 8.26		s 7.32			s 6.31			s 6.23	8	EU ALUS	8 6.21		8	s 5.55	s 5.39		1.6060.34	s 4.37	38.8	SUNNYVALE
our		20 20 0000 270 0000		f			£	f			1000 1000 1000	f			f	f			r	40.8	LAWRENCE
KIP	f 8.34		f 7.39	f 7.13	s 6.54	f 6.38	s 6.34	s 6.42		S		s 6.30	8 6.11	200	f 6.03	s 5.48		100	s 4.44	44.3	SANTA OLARA
KP		100000000000000000000000000000000000000						- 3.12												45.2	SAN JOSE YARD
IP	l _e				f	-		<u> </u>	f	0.50		ſ	S		f	f	9			45.7	COLLEGE PARK
BKWY	8 8.409	s 8 03 PM	s 7.45PM	s 7 19PM	s 7.00PM	8 6 44 PM	s 6.40PM	s 6 4 9 PM	s 6.35PM	s 6.30PM		s 6.36M	s 6.18PM	s 6.12PM	s 6.10PM	s 5.55P	s 5.14 PM	s4.59PM	s 4.50PM	46.9	TO-R SAN JOSE
OITP	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX.SAT. SUN	Arrive Daily	Arrive Daily EX.SAT,SUN	Arrive SATURDAY	Arrive Daily EX.SAT.,SUN	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	SATURDAY ONLY	Arrive Daily EX SAT., SUN.	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLI DAYS ONLY	Arrive Daily -EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUN.& HOLI- DAYS ONLY		(46.9)
	(1.20) 35.18	(1.03) 44.67	(1.25) 33.11	(1.28) 31.98	(1.28) 31.98	(1.15) 37.52	(1.14) 38.03	(1.25) 33.11	(1.12) 39.08	(1.10) 40.20	(0.43) 44.37	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.25) 33.11	(1.35) 29.62	(1.04) 43.97	(0.59) 47.69	(1.20) 35.18		Time over Distri

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.

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Additional Stations Additional Stations Additional Stations Additional Stations Additional Stations Additional Stations Additional Stational Additional Stational Additional Stational Additional Addi

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Adua, Howest, Romac.

Romac (Spur) MP 19.7

Standard Clock at Santa Clara located in interlocking to Water supply at Redwood Ict. located on Dumbarton line

	ADDITION	AL FLAG STOPS TO RECEI	VE OR DISCHARGE	PASSENGERS	
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	Palo Alto	Receive	Watsonville Jet.		Daily

	2347								SAN		SCO SU		ION				WESTW	ARD		D
Time Table No. 146	m _C	170	127	120	35	39	141	143	147	149	179	151	181	153	99	255	155	157	33	47
May 7, 1939	nce froi n Jose	173	137 Passenger	139 Passenger	Del Monte	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS	Distanc San	Passenger Arrive SUN.& HOLI-	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUN. & HOLL	Arrive Daily EX.SUNDAY			A 200	Arrive SUN.& HOLI-		Arrive SUN.& HOLI-	Arrive Daily EX. SUNDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUN. & HOL
(TO-R SAN FRANCISCO)	46.0	DAYS ONLY	& HOLIDAYS	& HOLIDAYS	& HOLIDAYS	DAYSONLY	& HOLIDAYS			& HULIDATS	DATSUNLI		DAYS ONLY		s 6 00 PM		s 6.50PM	s 7.35 PM	s 9.05PM	
1.9 23D STREET	46.9	8 IU. IUAM	8 1 U. 4 U AM	SII.UJAM	511.30AM	8 1 1 . J J MIII	8 1 2.01 7 18	8 1.23/8	, 3.0018	5 7.0318	8 4.00.	g 3.13.m	g 3.13.m	* J.JU!#	<u> </u>					
1.2	-		0.000			1 			1			•	-							
14TH AVE.	43.8				8640	0				100000000		,	-	-						
PAUL AVE.	42.8				11 20	811 42	e 1 1 E 1 M	116	5 2 40	. 255	f 3.55	r 5.03	f 5.06	5.40	5.50		f 6.39	7.25	8,55	9.45
BAYSHORE 1.3	41.7	f 10.01	10.31	10.56	11.20	f11.43	f 11.51 AM	1.16	f 2.49	f 3.55	1 3.55	2.03	1 3.06	3.40			- 0.00			2.13
VISITACION 0.4	40.4				3.88	100000000000000000000000000000000000000			-			I					-			
R VISITACION TOWER	40.0	10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (200											-	
BUTLER ROAD	38.3					f .			- 10 miles			<u> </u>	1				~ 6 22	- 710	- 0.40	
SO. SAN FRANCISCO	37.6	s 9.55	and the second	8 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				2000	23.0	<u> </u>	8.0												
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	<u>f</u>		<u>f</u>		f and	f	f	f	<u>f</u>	<u>f</u>		<u>f</u>	-	_		1			-
MILLBRAE1.5	33.2	<u>f</u>		f		f #	f	f	ſ	f	<u>f</u>	f	<u>f</u>				1	<u>f</u>		
BROADWAY	31.7	g		8		8	8	8	8	8	8	8	8	8		and the second	8	8	8	8
BURLINGAME 1.6———	30.6	s 9.42	s 10.15	s 10.37	100000000000000000000000000000000000000	s11.24	811.29	s 12.57	s 2.30	s 3.32	8 3.37	s 4.40	s 4.48	s 5.21		Calcare Fig.	s 6.17	s 7.04	s 8.36	8 9.24
SAN MATEO	29.0	s 9.38	s10.12	s 10.33		s11.20	811.25	s 12.53	s 2.26	s 3.28	в 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	<u>f</u>		f		f	f	f	f	<u>f</u>	<u>f</u>	f	f				f	f		-
BAY MEADOWS	26.9							359		and a standard	<u> </u>									
BERESFORD	26.6	ſ				f	f		f	f	f	ſ	f				f	<u>f</u>		
BELMONT	25.0	f	10.07	8		f	8	f	8	8	<u>f</u>	s	8				f	8	<u>f</u>	f
SAN CARLOS	23.7	f 9.29		s 10.24		f	811.15	s 12.44	8 2.16	s 3.15	f 3.24	s 4.25	f 4.34	and the second	100		f 6.02	в 6.52	s 8.24	f 9.09
REDWOOD CITY	21.5	s 9.25	s 10.03	s 10.20	9.500	s11.07	811.11	812.41	8 2.12	s 3.11	s 3.21	s 4.22	s 4.30	s 5.07			s 5.58	8 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		ſ	1000000	f	f	f	ſ	f	f	ſ	f				f	f	f	f
MENLO PARK	18.0	f		8		f	8	8	8	8	f	8	8	8	4		f	8	f	ſ
PALO ALTO	16.8	8 9.15	s 9.55	810.10	s10.49	s 10.57	s 1 1.O1	s 12.31	s 2.02	s 3.01	s 3.11	s 4.10	s 4.20	8 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				Processing and the second	f	f					ſ	f				f	100		
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	8		f 10.42	s 10.47	s12.17		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		1995
SANTA OLARA	2.6	f 8.55	8.00 0	8 9.50		f 10.35	s 10.40	s 12.10	s 1.40	8 2.40	f 2.50	s 3.45	f 3.58	8 4.36		5.13PM	f 5.26	s 6.15	s 7.51	s 8.36
SAN JOSE YARD	1.7	1	eren eren eren eren eren eren eren eren		1	10.00					The Work County Constitution of the Constituti	(80,000)	tion of the second							
OOLLEGE PARK	1.2		100 - 200 000 000 000		300 300 300	f	f	100000000000000000000000000000000000000	1	f		f	f		-		f	f	f	f
TO-R SAN JOSE	0.0	8.50AM	9.35AM	9.45M	10.30AM	10.30AM	10.35AM	12.05PM	1.35™	2.35™	2.45PM	3.40PM	3.53PM	4.30P	5.02PM	5.08 PM	5.20PM	· 6.10PM	7.45 PM	8.30
(46.9)	9	Leave SUN, 4 HOLI-		Leave Daily	Leave Daily	Leave SUN. & HOLI- DAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUN.& HOLI-	Leave Daily	Leave SUN.& HOLI- DAYS ONLY	Leave Daily EX. SUNDAYS		a facility of the st			Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOL
Time over District		(1.20) 35.18	(1.05) 43.29	(1.20) 35.18	(1.00) 46.90	(1.25) 33.11	(1.26) 32.72	(1.20) 35.18	(1.25) 33.11	(1.30) 31.27	(1.20) 35.18	(1.35) 29.62	(1.22) 34.32	(1.20) 35.18	(0.58) 48.52	(0.05) 31.20	(1.30) 31.27	(1.25) 33.11	(1.20) 35.18	(1.25) 33.11
Average Speed per Hour	•	35.18	43.29	35.18	46.90	35.11	32.12	30,15	33.11	31.21	33.10	29.02	34.32	35.18	40.94	31.40	31.61	33.11	30.10	33.11

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Additional Stations Additional Stations Stations Stations (Spur) MP 12.9 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.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
141 155 47	Butler Road 14th Avenue Any Station	Receive or Discharge Receive or Discharge Discharge	Any Station Any Station	Any Station Any Station Beyond Los Gatos	Saturday Saturday Daily

6	EA!	STWAR	D			1900			100	1	SAN I	FRANCISCO SUBDIVI	ISION	<u>T</u>		WESTWAR	
Marie Company	l TH	IRD CLAS	s l			FIRST	CLASS	\$10 a 3 b 1		190000		Time Table No. 140	gel og e simurier		FIRST CLASS		IRD CLASS
Capacity of	472	402	408		160	158	76	156	74	2	Distance from San Francisco	Time Table No. 146 May 7, 1939	Distance from San Jose	71	159	473 Freight	401 Freight
sidings and spurs in	Freight	Freight	Freight	Programme Programme	Passenger	Passenger	Lark	Passenger	Oakland Lark	Sunset Limited	San Fr		Distan	Passenger	Passenger	Service Servic	Arrive Daily
car lengths	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily		Arrive Daily	Arrive Daily
BKWOIT YP			Leader to the second seco	14.15. No. 14.15.	10.45PM	9.45PM	9.00PM	8.30PM	¥	8.00 PM	0.0	(TO-R SAN FRANCISCO)	46.9	s 10.00 PM	s 11.20PM		
									eliel (C. C. C	and the second	1.9	23D STREET	45.0	<u> </u>	<u>f</u>		20 Maria 20 Maria
P	-								is a construction of the		3.1	14TH AVE.	43.8			Control Control	
	-										4.1	PAUL AVE.	42.8			Service Control	2.1
BKW0 ITP	9.55PM	7.40PM	3.00 AM		f 10.54	f 9.54	9.09	f 8.39		8.09	5.2	BAYSHORE	41.7	9.50	811.10	1.10AM	4.30 AM
P			<u>paragonal sacran desillentiles</u>	Name of the State	0100					3	6.5	VISITACION 0.4	40.4	and the second second second	SON STREET, SON ST		200
KIP	-		CONTRACTOR CONTRACTOR	<u> </u>							6.9	R VISITACION TOWER	40.0		and the state of t		
	9 (9)										8.6	BUTLER ROAD	38.3		f	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	-	81 T e	2.622		в 11.00	s 10.00		s 8.45			9.3	SO. SAN FRANCISCO	37.6	9.44	s11.03		
Y	-				7.757.7	5 5 6 8 5 8 5 8 5 8 5 8 5 8 5 8 5 8 5 8					10.4	TANFORAN WYE	36.5				3
P	-		0.5		811.03	s 10.03	60.00	8 8.49			11.0	SAN BRUNO	35.9	9.41	f 11.00		
1			Market Ma		f	s		ſ			12.1	LOMITA PARK	34.8		ſ	The state of the s	
1 Center P			and the second second		-	ļ 		f			13.7	MILLBRAE	33.2		f	2.00	
2 Spur P	-			<u> </u>	- -	8		8		-	15.2	BROADWAY	31.7		g	A COMP	\$ 15 5.5 200 5.5 1
0 Spur P		- 100 F (1) (0)			s 11.12	s 10.12	s 9.22	s 8.59		s 8.22	16.3	BURLINGAME	30.6	s 9.33	s 10.50		
The second secon	1	737.7		The Mark		810.16		s 9.03			17.9	SAN MATEO	29.0	s 9.29	s 10.46		
1 Center WP			EXAMPLE 1		1	1		f	-		18.9	HAYWARD PARK	28.0		f		
1 Spur	<u> </u>					-		Hart Hart Specific			20.0	BAY MEADOWS	26.9				
4 Spur	-				Secretarion de la companya del companya de la companya del companya de la company			<u>ulan mananamentalan</u>			20.3	BERESFORD	26.6		f		
8 Spur P						-		2			21.9	BELMONT	25.0		f TO		
il Center P	-				s 11.24	s 10.24		s 9.12			23.2	SAN CARLOS	23.7	9 9 6	s 10.38		
1									a 86		25.4	REDWOOD CITY	21.5	s 9.18	s 10.34	10 10 10 10 10 10 10 10 10 10 10 10 10 1	
WIYP			700		s 11.28	8 10.28	9.33	s 9.16	10000	8.33	26.2	R REDWOOD JOT.	20.7	9.16	10.32	12.104	3.30AM
("111	10.40PM	8.20PM	3.50AM		11.29	10.29	9.33	9.17	HARMAN PROGRAMMENT OF THE	0.00	27.8	ATHERTON	19.1		f		
	Via	Via	Via		Total and control	I Company		<u>I</u>			28.9	MENLO PARK	18.0		s	Via Dumbarton	Via Dumbarton
H Spur P	Dumbarton	Dumbarton	Dumbarton		<u></u>	10.00	- 0.40	- 0.06		s 8.40		PALO ALTO	16.8	s 9.10	s 10.25		
1 Spur P				<u> </u>	811.39		8 9.40	2012		5 0.40	30.1	R MAYFIELD	15.1	-1	f 10.22	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
3 Center WYP		30.0			s 11.42	s 10.42	-	8 9.29		CHANGE TO SERVICE AND ADDRESS OF THE	MANAGEMENT OF THE	3.0 CASTRO	12.1		f		
2	200				2.2.2	2000		1 - 055	Via		34.8	MOUNTAIN VIEW	10.8	9.01	f 10.16		7 7 8 7 7 8 19
1 Center P	3.0.0	76.45 6		Constraint	f11.48	f 10.48		8 9.35	Via Newark		36.1	2.7 SUNNYVALE	8.1		f 10.12		
77 Spur P	Sept. St.	133.33 8	2208 4		f 11.52	f 10.52		f 9.40			38.8	LAWRENCE	1	J.J.			
9 Spur					<u> </u>	f	B. (20) - 00.00 - 500	I a come			40.8	3.5 SANTA CLARA	6.1	8.50	f 10.05		F-12 / F-1
KIP		2.1.00	86.8		f 11.59 PM	f 10.59		f 9.48	9.45 PM	100	44.3		2.6	8.50	110.00	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
KP KP					<u>i ja </u>	<u>antina transa anakakakan an</u>					45.2	SAN JOSE YARD	1.7	all provides seeming up to come	Section (Control of the control of t		1000
EKWY OITPY	1		200		f	f		Company of the	Express in the	2000	45.7	OOLLEGE PARK	1.2		10 00 PM		
BKWY OITPY		# G / J / * ·	88 (5)	94.74.9	s 12.05 AM	s 11.05 PM	s 10.03PM	s 9.55 PM	s 9.50PM	s 9.03PM	46.9	(TO-R SAN JOSE)	0.0		10.00 PM	No. of the second secon	Target Party
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Company Comp	Arrive Dally	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	nie Pysia	(46.9)		Leave Daily		Leave Daily	<u> </u>
	(0.45)	(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			.	(1.15) 37.52	(1.20) 35.18	(1.00) 21.00	(1.00) 21.00

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Additional Stations 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.

paten c. c.					
* Nr. 71	reduce speed pouch to be th	at South	Can Francis	ern ta	nermit
710. 17	reduce speed	at South	Sau Plancis	,,,,	Lorunte.
TT C Mail	notich to be th	1703779 09			
U. O. Man	powers so no st	mown on.			
U. U. MAULI	post-se so se sa	44 O W ILL OLIA			

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Santa Clara Sunnyvale Mountain View Amenlo Park San Carlos Broadway	Discharge		Beyond San Jose	Daily
159	South San Francisco College Park	Receive	Any Station	Any Station	Monday

Capacity of sidings and spurs in car lengths

BKWO ITYP

48 W

67 Yard V 30 14

24 13

35

9 Yard V

DE SERVICE SE

EAS

sidings ar car lengt

30 W 13 Spur

24

EA	STWAF	D OF					SAN I	FRANCISCO SUBDIV	ISION	1			WES	STWARE)
			FIRST	CLASS				Time Table No. 146				FIRST	CLASS		
Capacity of sidings and		138	32	168	34	46	tance from 1 Francisco	May 7, 1939	Distance from Santa Cruz	123	31	185	45	33	47
spurs in car lengths		Passenger	Santa Cruz	Passenger	Passenger	Passenger	Distar San E	San Jose-Santa Cruz Branch	Sant	Passenger	Santa Cruz	Passenger	Passenger	Passenger	Passenger
1980 (E. 180) (MB)		Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	п <i>и</i>	STATIONS	Н	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY	SATURDAY ONLY	EX.SAT.,SUN & HOLIDAYS	Arrive Daily EX.SUNDAY & HOLIDAYS	SUN. & HOLI DAYS ONLY
BKWO ITYP			5.18 PM	10.00	9.50 AM	5.55 AM	46.9	TO-R SAN JOSE	33.8		s 8.34AM	s 3.21PM	s 7.27PM	s 7.40PM	s 8.24M
I	3,07	Via Los Altos		Via Los Altos			47.6	W. P. R. R. Crossing	33.1	Via Los Altos		96		31.00	2.13
48 WP		Lug ratus	f	en e	s 9.58	6.07	50.7	CAMPBELL	30.0		f	3.09	7.15	f 7.32	f 8.17
P		6.37PM	s 5.28	2.30 PM	f 10.03	6.15	53.3 51.8	VASONA JUNCTION	27.4	s 6.55AM	s 8.24	3.00	7.06	f 7.27	f 8.12
7 Yard WP		s 6.46PM	s 5.36	s 2.40PM	s 10.11	s 6.25AM	54.3	TO-R LOS GATOS	24.9	6.49 AM	s 8.18	2.50 PM	6.56PM	s 7.22	s 8.06
0 P			f 5.45		f 10.20	100	57.0	ALMA	22.2		f 8.07			f 7.11	f 7.56
4 WP	181		f 5.58		f 10.33		61.3	WRIGHT	17.9	1000000	f 7.54			f 6.59	f 7.43
7 P			f	-1312	f		63.4	LAUREL	15.8		f		5.32	f	f
4 P			f 6.08	News critical and place and place	f 10.43	100	64.8	GLENWOOD	14.4		f 7.44			f 6.49	f 7.32
3 P		Colonia Cherry Indiana					66.6	TANK SIDING	12.6	12 (12 day)	18.11	Appending 100 g	8.6	f	f
9		272	f 6.18	13.2	f 10.53		68.6	2.0 MEEHAN 1.8	10.6	25773	f 7.34	to plant out of		f 6.39	f 7.22
5 P			f 6.22		f 10.57		70.4	OLYMPIA 	8.8		f 7.30			f 6.35	f 7.17
	1 (1)		f	Mark the state	f	200	72.1	MT. HERMON	7.1		f	p. (2)	1401-1		f
9 4 Yard WP			s 6.29		s11.04		72.4	TO FELTON	6.8		s 7.23				s 7.10
	981.894	91, 361, 150	f		f		73.3	BIG TREES	5.9		f			f	f
4 P		F 18 10	f 6.37	100	f11.12	30 .53	75.4	RINCON	3.8		f	3 1 1	COST	f 6.18	f 6.58
18			f		<u> 2011-100 200 200 200 200 200 200 200 200 200 </u>		78.0	EBLIS	1.2			- 100 M		f	f
BKWO TYP	- 686	47.50	s 6.48 PM		s11.26AM	4-1-7-7-	79.2	TO-R SANTA CRUZ	0.0	Leave Daily	7.05 AM	Leave	Leave Daily	6.08 PM	6.48P
		Arrive Daily EX.SAT.,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	100	(33.8)		EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	SATURDAY	EX.SAT.,SUN	EX. SUNDAY & HOLIDAYS	SUN. & HOLI
		(0.09) 16.66	(1.30) 22.53	(0.10) 15.00	(1.36) 21.12	(0.30) 17.80		Time over District		(0.06) 25.00	(1.29) 22.79	(0.31) 17.22	(0.31) 17.22	(1.32) 22.04	(1.36) 21.12
EASTW	ARD				ANCISCO VISION		ESTWA	RD FASTWARD SUBDI			ARD	ADI	DITIONAL		
	FIRST	CLASS	1				FIR	ST S Time Tabl	e No.	146 8		Alta B	Los Altos I Viesa		
Capacity of sidings and	138	168	se from		le No. 14 7, 1939	Distance from	12		, 1939	nce froi		San	Jose-Santa	Cruz Branch	
spurs in car lengths	Passenger	Passenger	Distance San Fran	- 1848 A 1850 A	and different business by	anc son	Passe	enger San Francisco-Sa	an Bruno	Branch G	San	Vason Lyndo		M.P. 52.9 M.P. 56.1	Spur

EASTW	/ARD			SUBDIVISION	WE	STWARD	EA	ISTWA	RD SUBDIN
Capacity of sidings and spurs in	FIRST 138 Passenger	GLASS 168 Passenger	Distance from San Francisco	Time Table No. 146 May 7, 1939	Distance from Vasona Jet.	FIRST GLASS 123 Passenger	Dictance from	San Francisco	Time Table May 7, San Francisco-Sa
car lengths	Leave Daily EX.SAT.,SUN	Leave SATURDAY	Dist	Los Altos Branch STATIONS	Dist Va	Arrive Daily EX. SUNDAY			TO-R SAN FRA
30 WYP	& HOLIDAYS 6.01 PM	1.54 PM	31.8	R MAYFIELD		& HOLIDAYS		0.0	
		40 700 300 300		3.9	16.3	lI			0.3
13 Spur P	s 6.10	s 2.05	35.7	LOS ALTOS	12.4	s 7.21		1.2	O. S. Ry. Cr 4.0
	S	s	37.5	SPRINGER ROAD	10.6	f	ard	5.2	ELKT
	s	s	38.2	LOYOLA 1.5	9.9	f	nal Y	6.3	OOEAN
36	f	f	39.7	SIMLA 1.3	8.4	f	Terminal	7.4	DALY 0.7
7 Spur	s 6.20	s 2.15	41.0	MONTA VISTA	7.1	f 7.10	1	8.1	UNION 0.4
14 Spur	f	f	43.8	AZULE	4.3	f	Francisco	8.5	COL
5 Spur	s 6.28	s 2.22	45.2	CONGRESS JCT.	2.9	f 7.01		9.7	EMAN 0.0
	f	f	46.1	SAN TOMAS	2.0	f	San	10.3	HOLY
	f	f	46.9	POLLARD ROAD	1.2	f		11.4	BAD 1.0
	f	f	47.8	QUITO	0.3			13.0	TANE
P	f 6.37PM	f 2.30PM	48.1 51.8	VASONA JOT.	0.0	6.55 AM		13.6	SAN B
	ArriveDaily EX.SAT.,SUN & HOLIDAYS	SATURDAY		(16.3)		Leave Daily Ex. SUNDAYS & HOLIDAYS			(13.
	(0.36) 27.17	(0.36) 27.17		Time over District		(0.34) 28.77			ice performed by rgency water supp

)aily

Ionday

	Distance from San Francisco	Time Table No. 146 May 7, 1939	Distance from San Bruno	
	an F	San Francisco-San Bruno Branch	istan San J	
	a <i>0</i> 2	STATIONS	<u> </u>	
	0.0	TO-R SAN FRANCISCO	13.6	
	0.9	W. P. R. R. Crossing	12.7	
	1.2	O. S. Ry. Crossing	12.4	
ard	5.2	ELKTON	8.4	
ial Y	6.3	OCEAN VIEW	7.3	
rmir	7.4 8.1 8.5	DALY CITY	6.2	
San Francisco Terminal Yard		UNION PARK	5.5	
ncisc		COLMA .	5.1	
Fra	9.7	EMANUEL 0.6	3.9	
San	10.3	HOLY CROSS	3.3	
	11.4	BADEN 1.6	2.2	
	13.0	TANFORAN 0.6	0.6	
	13.6	SAN BRUNO	0.0	
		(13.6)		

A	DDITIONA	L STATIONS	
	Los Alt	os Branch	
Alt	a Mesa	M.P. 34.0	
S	an Jose-San	ita Cruz Branch	
Vas	sona	M.P. 52.9 Sp	ur
Lyı	ndon	M.P. 56.1	
Alc	lercroft	M.P. 58.5	
Cal	ll of the Wil	d M.P. 60.3	
C1e	ems	M.P. 65.8	
Zav	yante	M.P. 67.4	
Go	lf Links	M.P. 76.9	
	rk St.	M.P. 78.4	

Santa Cruz Branch M.P. 80.9 Spur M.P. 81.7 Spur M.P. 85.1 M.P. 87.7 M.P. 89.7 Spur M.P. 90.8 Spur Twin Lakes
Cliffside
New Brighton
Farley
Leonard
Cristo

EASTWARD		SUBDIVISION WESTWARD						
Capacity of sidings and	Distance from San Francisco	Time Table 146 May 7, 1939	Distance from Davenport					
spurs in car lengths	Oists an F	Davenport Branch	Dave					
1 150 100 100 100		STATIONS	Α					
BKWO TYP	79.2	TO-R SANTA ORUZ	11.5					
P TYP A 47	81.1	ORBY 2.3	9.6					
2 Spur	83.4	WILDER 2.5	7.3					
35	85.9	GORDOLA 0.8	4.8					
3 Spur	86.7	MAJORS 4.0	4.0					
WYP	90.7	DAVENPORT	0.0					
W 12 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		(11.5)						
		Service Performed by Extra Trains						
		m: m_t1_ 440						
Capacity of sidings and	nce from rancisco	Time Table 146 May 7, 1939	ice from					
	Distance from San Francisco	e de la companya del companya de la companya de la companya del companya de la co	Distance from Fatsonville Jct.					
sidings and spurs in	Distance from San Francisco	May 7, 1939	Distance from Watsonville Jet.					
sidings and spurs in car lengths	Distance from San Francisco	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA ORUZ	Distance from Watsonville Jot.					
sidings and spurs in car lengths		May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ 0.5 CASINO						
sidings and spurs in car lengths	79.2	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ 0.5 CASINO 0.7 SEABRIGHT	20.0					
sidings and spurs in car lengths BKWO TYP	79.2 79.7	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ O.5	20.0					
sidings and spurs in car lengths BKWO TYP TYP S Spur	79.2 79.7 80.4	May 7, 1939 Santa Cruz Branch STATIONS	20.0 19.5 18.8					
sidings and spurs in car lengths BKWO TYP	79.2 79.7 80.4 83.9	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ 0.5 CASINO 0.7 SEABRIGHT 3.5 CAPITOLA 3.1 APTOS 5.5 ELLICOTT	20.0 19.5 18.8 15.3					
sidings and spurs in car lengths Section 2	79.2 79.7 80.4 83.9 87.0	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ 0.5	20.0 19.5 18.8 15.3					
Sidings and spurs in car lengths Section Section	79.2 79.7 8Q.4 83.9 87.0 92.5	May 7, 1939 Santa Cruz Branch STATIONS	20.0 19.5 18.8 15.3 12.2 6.7					
BKWO TYP 5 Spur 18 P 10 P 13 P 34 P	79.2 79.7 8Q.4 83.9 87.0 92.5 95.8	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ 0.5	20.0 19.5 18.8 15.3 12.2 6.7 3.4					
BKWO TYP Solution TYP Torm. Yard	79.2 79.7 8Q.4 83.9 87.0 92.5 95.8	May 7, 1939 Santa Cruz Branch STATIONS TO-R SANTA CRUZ 0.5	20.0 19.5 18.8 15.3 12.2 6.7 3.4					

SAN FRANCISCO

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.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequenc
123-138-168	Road Crossing 1.4 mile west of Azule	Receive or Discharge	Any Station	Any Station	Daily
123-138-168 123-138-168	Alta Mesa M.P. 34 Neal M.P. 33	Receive or Discharge Receive or Discharge	Any Station Any Station	Any Station Any Station	Daily Daily Daily
34-32-31-33 and 47	Aldercroft M.P. 58.5 Zayante M.P. 67.4	Receive or Discharge Receive or Discharge	Any Station Any Station	Any Station Any Station	Daily Daily
	Eccles M.P. 70	Receive or Discharge	Any Station	Any Station	Daily Daily Daily Daily
34-31-33-47 32-31-33-47	Lyndon M.P. 56.1 Call of the Wild M.P. 60.3	Receive or Discharge Receive or Discharge Receive or Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station	Dai Dai Dai
34-32 31-32-33-34-47	Park St. M.P. 78.4 Big Trees (North Gate)	Receive or Discharge Receive or Discharge	Any Station Any Station	Any Station Any Station	Daily Daily

8	EAST	WARD		1 to 1				SAN :	FRANCISCO SUBDIV	ISIOI	1				WE	STWAR		
	SECOND CLASS	Acres and the second	FII	RST CLAS	S		1		and the second s		1990	and the second		FII	RST CLASS	3		
Capacity of	766	76	2	70	36	72	98	ance from Francisco	Time Table No. 146 May 7, 1939	e from ille Jot.	69	1	75	35	39	99	71	
Sidings and Spurs in Car Lengths	Freight	Lark	Sunset Limited	Coaster	Del Monte	Passenger	Daylight	Distanc San Fra		Distance from Watsonville Jct.	Coaster	Sunset Limited	Lark	Del Monte	Del Monte	Daylight	Passenger	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	e de la companya de l	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI- DAYS ONLY	Arrive Daily	Arrive Daily	
BKWO ITPY	1.30AM	10.10PM	9.10PM	8.10PM	5.06PM	9.16AM	9.10AM	46.9	(TO-R SAN JOSE	49.6	s 6.22AM	s 6.49AM	s 7.40 AM	s 10.27AM	s 10.27AM	s 5.00PM	s 8.38PM	
{ <u> </u>	98.88	1,18						49.1	W.P.R.R. Crossing	47.4								
P	1.42	10.17	9.17	8.17	5.12	9.22	9.15	51.4 55.3	LICK (A	45.1	6.14	6.41	7.32	10.21	10.21	4.53	8.30	
195 East WP 102 Center	2.02	10.26	9.26	8.26	5.20	f 9.31	9.23	63.1	TO COYOTE	37.3	6.05	6.32	7.23	10.13	10.13	4.45	f 8.20	
85 P								66.3	PERRY	34.1	6.01	6.27	7.19					
25 P		1,000		0.000		f		69.2	2.9 MADRONE	31.2							f	
32 P	2.28	10.35	9.35	8.35	5.28	f 9.41	9.31	70.8	TO MORGANHILL	29.6	5.56	6.21	7.14	10.04	10.04	4.37	s 8.10	
66 P	2.35					f		74.6	SAN MARTIN	25.8	5.51	6.16	7.09		described to professionary (1997) (di		f	
72 P		armeters occup Silver Albanias (1995) (1995)	100			9.57		77.0	RUCKER	23.4		0.000		9.57	9.57			
03 Center Yd. WTP	2.55	10.46	9.46	s 8.47	s 5.40	s 10.05	9.42	80.7	TO-R GILROY	19.7	s 5.41	6.07	7.00	s 9,53	s 9.53	4.27	s 7.55	
P		e salatining en					14/2	83.2	CARNADERO	17.2								_
79 WP	3.05	10.53	9.53	8.55	5.48	10.13	9.49	87.1	SARGENT SARGENT	13.3	5.30	5.55	6.51	9.44	9.44	4.20	7.43	_
26 P	2003 - 1203E							89.0	BETABEL 2.9	11.4	1 1 1 1 1 1 1 1 1 1	4.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			NO.		
96 P		1600 Sec. 1500 S					500000000000000000000000000000000000000	91.9	CHITTENDEN	8.5		5.46	6.43					
P	3.25	11.03	10.03	9.06	5.58	10.23	9.59	93.2	LOGAN) 5	7.2	5.20	5.44	6.41	9.34	9.34	4.10	7.33	_ _
36 Spur P						f		94.6	AROMAS	5.8		0.78	SE 114 SE STUKBULU				<u>f</u>	_ _
Term. Yard BKWOTYP	3.40AM	s11.14PM	s 10.14PM	s 9.16PM	s 6.08PM	s 10.35AM	10.08	100.4	TO-R WATSONVILLE JCT	0.0	5.10AM	5.33AM	6.31AM	9.25 AM	9.25 AM	4.02PM	7.22 PM	_ _
	Arrive Daily	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	
2.2	(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	

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.

Distance f San Franc

51.4 55.3

58.9

83.2

94.9

101.1

F 12

Capacity of Sidings and Spurs in Car Lengths

TP

WP

STATIONS

LICK

ALAMITOS

(3.6)

Service performed by yard engines

Time Table No. 146

May 7, 1939

Tres Pinos Branch

STATIONS

CARNADERO

HOLLISTER

TRES PINOS (17.9) Service performed by extra trains 3.6

0.0

17.9

6.2

0.0

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.

M.P. 74.1 Spur M.P. 79.1 Spur M.P. 84.1 M.P. 84.4 Spur M.P. 97.1 Spur Durney Lonoke Nema Miller P Vega

Capacity sidings a spurs car leng

66

EAST

Capacity sidings a

spurs i

car lengt

142 W

14

18

122

Yard KWOT

30 Spur

13 Spui 10

Tres Pinos Branch P Hudner M.P. 90.3 Spur

rain	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

			O	EA:	STWARI	כ				S	ALINAS SUBDIVISIO	1				W	ESTWA	RD		
- 1	SECOND	CIAGE		(A. 1.1.118)	F	IRST CLA	SS	-	- I				l .			Fi	IRST GLAS	is		
apacity of dings and spurs in	768	766 Freight	76	2 Sunset Limited	70 Coaster	36 Del Monte	72 Passenger	98 Daylight	196 Passenger	Distance from San Francisco	Time Table No. 146 May 7, 1939	stance from Luis Obispo	69 Coaster	1 Sunset Limited	75 Lark	35 Del Monte	39 Del Monte	99 Daylight	271 Passenger	197 Passenger
ar lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI- DAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily
erm. Yard KWOTYP	10.50AM	6.15 AM	11.20PM	10.22 PM	9.27PM	6.10PM	10.45AM	10.08	6.40AM	100.4	(TO-R WATSONVILLE JOT.	151.7	s 5.00AM	s 5.17AM	s 6.15 AM	s 9.23AM	s 9.23AM	4.02PM	s 7.11PM	s 9.15 PM
i P	11.03	6.28	11.28	10.30	9.35	6.17	10.52		6.47	105.8	ELKHORN	146.3	4.51	5.06	6.04		-11		7.02	
Yard WYP	11.13	6.38	11.34	10.36	9.41	s 6.23PM	f 10.59	10.21	s 6.53AM	110.4	TO-R CASTROVILLE	141.7	4.44	4.59	5.57	9.08AM	9.08M	3.49	f 6.55	8.57PM
66 P		-	11.38	10.40	9.45					113.9	COOPER	138.2	4.38	SELECTION OF SELEC					6.50	
вкмотр	11.27	6.52	s 11.48	s 10.49	s 9.54		s11.14	s 10.32	<u> </u>	118.2	TO-R SALINAS	133.9	s 4.32	4.47	s 5.46			s 3.39	s 6.44	
101 YP	11.32	6.57	11.52PM	10.52	9.57		11.18	100		120.3	SPREOKELS JOT.	131.8	4.25	4.39	5.41				6.33	
P	11.40	7.05	-							125.3	5.0 SPENCE	126.8							6.27	
WP	11.47	7.13	12.01 AM	11.01	10.07		s 11.30	10.44		129.1	TO CHUALAR	123.0	4.15	4.29	5.32			3.24	s 6.23	
Spur										131.0	ත් GABILAN	121.1						(100)		
P									16.00	131.9	PENVIR	120.2		38196	No. of the last of					
P	11.57AM	7.22	12.07	11.07	10.14		s 11.40	10.50	900	135.1	TO GONZALES	117.0	4.08	4.23	5.26			3.19	s 6.14	
P	12.07PM	7.32	12.13	11.13	10.20	and the state of	n annangan salah sal	and the second of the		140.6	OAMPHORA	111.5		entra de la companya		international consult of	ggrafication and the second second	halagin arang samungi M	6.05	
Yard KWP	12.13	7.38	12.16	11.16	10.24		s11.55AM	10.57		143.6	TO-R SOLEDAD	108.5	3.58	4.14	5.17			3.12	s 6.01	and the second second
P	12.21	7.46			10.29		12.01 PM			148.3	HARLEM 4.0	103.8			100 mm/s	Caller Street By Secretarion			5.53	
P	12.28	7.53					f			152.3	METZ 6.6	99.8	3.48	4.04	5.07				f	
P	12.39	8.04	12.33	11.33	10.41		12.13			158.9	COBURN	93.2	3.40						5.41	100
Spur Y	12.02								4-12-2	161.0	2.1 ELSA 2.7	91.1		Teger Story (College)						
Yard KWP	12.59PM	8.20AM	12.39AM	11.39PM	s10.48PM		s 12.23PM	11.17AM	3,100	163.7	TO KING CITY	88.4	3.33AM	3.52AM	4.54 AM			2.53PM	5.34 PM	34.0
KWP	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(63.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily	Leave 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		Time over District		(1.27) 43.65	(1.25) 44.68	(1.21) 46.89	(0.15) 40.00	(0.15) 40.00	(1.09) 55.04	(1.37) 39.16	(0.18) 33.33
ASTWA	RD	DLASS	SAL	INAS S	UBDIVIS	.6	35	WE FIRST CL	STWAR	D	SALINA SUBDIVIS	ION W	The state of the s	in		lirection—E	xcept No. 98	is superior	to Westward	s of the same
apacity of idings and spurs in ar lengths	36 Del Monte	196 Passenger	Distance from San Francisco		7, 1939 ey Branch	Distance from	Del Mon	te Del Mont	e Passenger		Capacity of sidings and spurs in the state of the spurs in the spurs i	1939	Distance from Spreckels		RULES 85,	86 and 93.	Eastward a	nd Westwar	d first-class	trains except
100000000000000000000000000000000000000	Leave Daily	Leave Daily			TIONS	archine become sur	EX SUND	Arrive AY SUN. & HO YS DAYS ON	LI- Arrive Da	ily 📗	car lengths 검赁 Opiockers		_ 8 7							five minutes

	FIRST	CLASS		Time Table No. 146		FI	RST CLAS	S
Capacity of sidings and	36	196	Distance from San Francisco	May 7, 1939	Distance from Lake Majella	35	39	197
spurs in car lengths	Del Monte	Passenger	Distand Jan Fr	Monterey Branch	elstand Jake N	Del Monte	Del Monte	Passenger
(at lengths	Leave Daily	Leave Daily	H 32	STATIONS		Arrive Daily EX. SUNDAY & HOLIDAYS		Arrive Daily
142 Yard WYP	6.25PM	6.55AM	110.4	ro-r CASTROVILLE	19.6	s 9.08AM	s 9.08AM	s 8.55M
15		ſ	112.4	NASHUA 1.5	17.6			f
14 P	6.32	f 7.04	113.9	NEPONSET 5.8	16.1			f 8.46
18 P	6.41	f 7.14	119.7	GIGLING 0.7	10.3	8.53	8.53	f 8.36
13 Spur		f	120.4	WORKFIELD	9.6		100000000000000000000000000000000000000	f
10		f	123.3	SEASIDE 1.6	6.7		and the second	f 8.30
100 P	s 6.50	s 7.25	124.9	DEL MONTE	5.1	s 8.45	s 8.45	s 8.27
122 { P	s 6.52	s 7.39	125.7	MONTEREY 2.6	4.3	s 8.40	s 8.40	s 8.22
Yard KWOTP	s 7.05PM	s 7.50AM	128.3	TO-R PACIFIC GROVE	1.7	8.20AM	8.20AM	8.15PM
30 Spur			129.9	ASILOMAR 0.1	0.1	and the second	native on the property of	No. of Control
		1000	130.0	LAKE MAJELLA	0.0		45.67	
- 300	Arrive Daily	Arrive Daily	nue Anagojo	(19.6)	al T	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI- DAYS ONLY	Leave Daily
	(0.40) 26.85	(0.55) 19.53	September 199			(0.48) 22.38	(0.48) 22.38	(0.40) 26.85

Capacity of sidings and	Distance from San Francisco	Time Table No. 146 May 7, 1939	Distance from Spreckels
spurs in car lengths	Distan San Fr	Spreckels Branch	Distanc Spre
	en de la companya de La companya de la co	STATIONS	<u>-</u>
101 YP	120.3	SPRECKELS JOT.	2.8
Yard	122.8	SPREOKELS	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

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.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72 71 71 196-197 "	Any Station Elkhorn Any Station Lapis Bardin Marina Pratteo	Receive Receive Discharge Receive or Discharge Receive or Discharge Receive or Discharge Receive or Discharge	Los Angeles San Jose Any Station Any Station Any Station Any Station	Los Angeles Any Station Any Station Any Station Any Station	Daily Daily Daily Daily Daily Daily Daily Daily

10			EAS	TWARD				SALINAS SUBDIVISION					WESTWARD						
	SECONO	CLASS		Fil	RST CLAS	S							40.000		•	IRST CLASS			
Capacity of	768	766	88 (85)	2	70	72	98	76	ance from Francisco	Time Table No. 146	from bispo	69	1	75	99	71			
Sidings and Spurs in Car Lengths	Freight	Freight	anglised to be designed	Sunset Limited	Coaster	Passenger	Daylight	Lark	stance n Fran	May 7, 1939	Distance from San Luis Obispo	Coaster	Sunset Limited	Lark	Daylight	Passenger	a de la company	3888	1
Dougland	Leave Daily	Leave Daily	AND SHOULD SEE THE STATE OF THE	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dista San 1	STATIONS	Die	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard KWP	12.59PM	8.20AM		11.39 PM	10.48PM	12.23PM	11.17AM	12.39AM	163.7	TO KING CITY	88.4	s 3.33AM	3.52 AM	4.54 AM	2.53PM	s 5.34PM	100000000000000000000000000000000000000		
84 P	1.08	8.28			200, 20, 200	12.28			167.1	WELBY	85.0					100		42.5 (1.1)	
94 P	1.18	8.38		11.48	10.58	s 12.36	11.25	12.48	172.4	TO SAN LUCAS	79.7	3.22	3.43	4.44	2.45	s 5.19		0.000	
47 P	1.26	8.46		The second secon					177.7	DOCAS	74.4					al debit in a	the second		
131 WOP 38	1.36	8.56	Carlo	11.59PM	11.08	s 12.49	11.35	12.59	182.9	TO SAN ARDO	69.2	3.10	3.32	4.33	2.35	s 5.04			
47 P								and the same of the same of	186.4	GETTY	65.7						and the second		
81 P	1.51	9.11	1906 Salahan pananan Salahan Salahan Salah	The Designation of the Con-		12.57	11.42	And the state of t	189.7	WUNPOST	62.4	3.02	3.25	4.25	2.28	4.54			
116 P	2.20	9.23	FA C	12.15 AM	11.24	s 1.06	11.50	1.15	195.9	BRADLEY	56.2	2.54	3.17	4.17	2.20	s 4.45		10 m de 18	
74 P	2.35	9.34	30 Mars		e transcription of the	the second second	The second second	Extraction (Contraction)	201.4	NACIMIENTO	50.7	nderes a supporter del 2001.			La taga ang ang ang ang ang ang	4.36			
112 P	2.40	9.39		12.23	11.32	1.15	11.58AM	1.23	203.8	McKAY	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	45.1	2.40	n inger over the second		2.09	s 4.29		10 10 10 10	
08 P	3.03	9.56		12.31	11.41	1.26	12.06	1.31	210.9	WELLSONA	41.2	2.33	3.01		2.05	4.23			
64 . WP	3.13	10.06	No. 2	12.37	11.51	s 1.36		1.37	216.3	TO PASO ROBLES	35.8	2.26		3.54	1.59	s 4.17			
111 P	3.23	10.17		12.43	11.58PM	s 1.53	12.17	1.43	221.8	TEMPLETON	30.3	2.17	2.48	3.47	1.53	s 4.07	The state of the s		
33 P	all control parties at 1975.	3 C		and the second control of the	R. Wallacker Section of the Control				224.9	ASUNCION	27.2				propries with the contract			100 (10)	
22 P		3.50		10.7500.08		s 2.05			226.7	TO ATASCADERO	25.4		Applied to the first			s 4.00	The second		
45 P		10.29	nako suure sa						228.0	HENRY	24.1	principal de la companya de la compa		ere and remains a community	man and a constant	and water statement and the statement to the	All the state of t	The second secon	
73 P	3.54	10.34		12.53	12.11 AM	2.11	12.26	1.53	230.3	EAGLET	21.8	2.07	2.37	3.35	1.42	3.54			the second
79 P	4.00	10.39			Tage a second	1000 0000	2522 10000		233.4	OUSHING	18.7		2 4 2 4 6		1.39	3.49		W. W. L.	
V83 BKWYP E143 Yard	4.25	11.05		1.06	s 12.26	s 2.22	12.33	2.00	235.5	TO-R SANTA MARGARITA	16.6	s 2.00	2.30	3.28	1.36	s 3.46		200.00	
82 P	4.40	11.20		1.16	12.36	2.32	12.40	2.17	238.9	3.4 OUESTA	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	8.7	1.28	2.04	3.04	1.21	3.27			
41 P	5.21	12.02PM		1.35	12.54	2.50		2.33	246.3	CHORRO	5.8	1.15	1.56	2.54		3.19	er annannen er an er er er er	estilia de contiguesto o	1993
111 P	5.35	12.17		1.45	1.05	3.00	1.03	2.44	250.6	HATHAWAY , S	1.5	1.05	1.45	2.44	1.03	3.09		LASS PROPERTY.	
Term. Yard BKWOTP	5.45 PM	12.25 PM		s 1.50AM	s 1.10AM	s 3.05 PM	s 1.07PM	s 2.48 AM	252.1	TO-R SAN LUIS OBISPO	0.0	1.01 AM	1.40AM	2.40AM	12.58PM	3.05PM		i i i i i i i i i i i i i i i i i i i	100
	Arrive Daily	Arrive Daily	and the first section of the section	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(88.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			22 VI
<u> </u>	(4.46)	(4.05)		(2.11)	(2.22)	(2.42)	(1.50)	(2.09)	1000	Time over District	10 TO 100 CO	(2.32)	(2.12)	(2.14)	(1.55)	(2,29)			

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

ADDITIONAL STATIONS:

Capacity o Sidings and Spurs in O

Term, Ya BKWOT

136

140

47 92

47 62

49

Term. Ya BKWOT

Brickton, M.P. 227.4 Spur P Thyle, M.P. 240.0 Spur Goldtree, M.P. 248.0 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					
72	Serrano	Discharge (men and supplies)			Mon., Wed., Fri.					
71	Serrano	Discharge (men and supplies)	determine the second		Tues., Thurs., Sat.					

E/	ASTWAF	D						GU	ADALUPE SUBDIVIS	ION	- 100 year 200		WE	STWAR	D				11
	SECONE	CLASS		FIRST C	LASS		1000 2				FIRST CLASS					EASTWARD GUADALUPE WESTWARD			
Capacity of	768	766	72	98	76	2	70	from	Time Table No. 146	from	99	71	69	1	75			SUBDIVISION WES	11
Sidings and Spurs in Car Lengths	Freight	Freight	Passenger	Daylight	Lark	Sunset Limited	Coaster	Distance San Fran	May 7, 1939	Distance Santa Ba	Daylight	Passenger	Coaster	Sunset Limited	Lark	Capacity of Sidings and	e from netseo	Time Table No. 146 May 7, 1939	e from Hills
16.00	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	ни	STATIONS	1 62	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Spurs in Car Lengths	Distance San Franc	Lompoc-White Hills Branch	Distance White
Term, Yard BKWOTP	8.00 PM	1.20 PM	3.15PM	1.12PM	3.00AM	2.02AM	1.20 AM	252.1	(TO-R SAN LUIS OBISPO)	118.6	s 12.53PM	s 2.53PM	s 12.51 AM	s 1.28AM	s 2.30 AM	(1984)		STATIONS	
IP	8.15	1.35	3.28	1.24	3.12	2.14	1.33	259.1	TO HADLEY TOWER P. C. R. R. Crossing	111.6	12.42	2.40	12.39	1.17	2.14	125 WOYP 85	302.7	TO SURF	14.0
132 P	8.25	1.45	3.36		3.20	2.22	1.41	264.2	5.1 — / # GROVER 1.7 — — — — — — — — — — — — — — — — — — —	106.5		2.30	12.30	1.08	2.06	31	303.8	BARODA 3.8	12.9
40 WP			s 3.40	1.33			1.44	265.9	TO OCEANO	104.8	12.33	s 2.27				23	307.6	POST 0.5	9.1
104 P	8.40	1.54	3.46		3.27	2.29	1.59	269.9	CALLENDER	100.8	2.7	2.22	12.23	1.01	1.59	15 Spur	308.1	GARUS 0.2	8.6
45 P	8.45	1.59	3.49	constit for	Annual Control		100	272.4	BROMELA ————4.1	98.3		2.19	12.20			24 Spur	308.3	LA SALLE	8.4
Yard 118 BKWP	10.00	2.14	s 4.01	1.43	3.35	2.37	s 2.22	276.5	TO-R GUADALUPE	94.2	12.22	s 2.14	s12.14	12.53	1.50	10	309.8	ACORN 2.6	6.9
83 P	10.12	2.29	4.08	1.48	3.41	2.43	2.28	280.7	WALDORF 4.1	90.0	12.17	1.59	12.04AM	12.47	1.44	BKWTP	312.4	TO-R LOMPOO	4.3
48 P	10.24	2.44	4.14	1.53	3.47	2.49	2.34	284.8	SCHUMAN 2.7	85.9	12.12	1.53	11.58 PM	12.41	1.38	\rightaria	312.9	WHITE HILLS JOT.	3.8
93 43 YP	10.29	2.49	s 4.20	1.58	3.52	2.54	2.38	287.5	TO CASMALIA	83.2	12.08	s 1.38	11.54	12.37	1.34		316.7	WHITE HILLS (14.0)	0.0
77 P	10.34	2.54		2.01	3.56	2.59	2.42	290.0	ANTONIO 3.2	80.7	12.05PM	273	11.50	12.33	1.30		Se	rvice[Performed by Extra Tral	ins
136 P	10.41	3.00	4.28			3.04		293.2	NARLON 4.0	77.5	100	1.29	11.46		er i de de paren	Section Control Control	MANAGE CONTRACTOR		
79 P	10.59	3.09	4.34	2.09	4.08	3.11	2.51	297.2	TANGAIR 5.5	73.5	11.56 AM	1.24	11.40	12.23	1.20				
125 Yard 85 WOYP	11.30PM	3.25	s 4.49	2.17	4.16	3.19	s 3.03	302.7	TO SURF	68.0	11.50	s 1.16	s 11.30	12.13	1.11			man with the many succession.	
140 P	12.05AM	3.40	4.57	2.23	4.24	3.27	3.11	307.9	HONDA 2.6	62.8	11.43	1.04	11.18	12.05AM	1.03				
44			f	and the second of			2 a 2 a a a a a	310.5	ARLIGHT	60.2		<u>f</u>				600 6006 8386			
46 P	12.20	3.50	5.05		4.31	3.34	3.19	312.5	ARGUELLO	58.2	11.38	12.57	11.11	11.58PM	12.56			Total because area (1991)	
47 P	12.28	4.00	f 5.12			3.41	3.25	317.3	SUDDEN 3.5	53.4		f 12.51			12.47				
92 WP	12.47	4.07		2.36	4.45	3.48	3.31	320.8	JALAMA 4.5	49.9	11.29	12.46	11.01	11.48					
134 P	1.01	4.17	f 5.22	2.42	4.51	3.56	3.37	325.3	TO CONCEPCION 4.5	45.4	11.24	f 12.40	10.55	11.42	12.41				
47 P	1.10		5.28		4.57	4.02	3.43	329.8	GATO 5.0	40.9	and Englished	12.35	10.49	11.36	12.36				
62 P	1.19	4.31	5.35	2.53	5.04	4.09	3.50	334.8	SACATE 4.6	35.9	11.15	12.29	10.43	11.30	12.30				
85 WP	1.28	4.40	s 5.42	2.58	5.11	4.16	3.57	339.4	TO GAVIOTA 3.2 LENTO	31.3	11.10	s 12.23	10.38	11.25	12.23			IONAL STATIONS	
47 P							4.05	342.6	3.1 TAJIGUAS	28.1		10.15	10.30	11.17	12.17		iber	M.P. 257.9 Spur M.P. 260.0 Spur	
49 P		4.52	5.50		5.19	4.24	4.05	345.7	4.2 OAPITAN	25.0		12.15	10.35	11.12	12.12		ismo an Augu	M.P. 262.8 Spur stine M.P. 331.0 Spur	
47 P 81 WP	1.49	4.59	5.55	3.14	5.25 5.32	4.30	4.11	349.9 355.0	5.1 NAPLES	15.7	10.55	f 12.04 PM	75.00	11.06	12.06	PD	rake rella	M.P. 334.2 Spur	
81 49 WP 49 29 P	1.59	5.08	f 6.03 6.08	3.14	5.32	4.42	4.23	358.9	ELLWOOD	11.8	20,00	- 12.07.11	10.14	11.01	12.01 AM	V	ilo oromar	M.P. 348.6 Spur M.P. 357.1 M.P. 360.2 Spur	
29	2.07	5.15	0.00		3.31	7.74	1.23	361.7	2.8— LA PATERA	9.0		aras di			<u> </u>		liva	M.P. 360.2 Spur M.P. 367.9 Spur	
123 P	2.15	5.22	f 6.14	3.22	5.45	4.50	4.31	362.8	TO GOLETA	7.9	10.48	f 11.55 AM	10.09	10.56	11.56PM				
42 31 P	2.15	3.24	6.20	0.00	5.49	4.56	4.37	366.5	HOPE RANCH	4.2		with the same of t	177		2.00				
31 1 P	2.27	5.32	6.23	3.28	5.53	5.00	4.42	368.5	WEST STA, BARBARA)	2.2	10.42	11.47	10.02	10.49	11.49			report 12 Table 1	
Term, Yard	2.40AM	5.45 PM		s 3.35PM		s 5.08AM			TO SANTA BARBARA	0.0		11.40AM			11.42門			urest introduction and	
BKWOTP	Arrive Daily			Arrive Daily					(118.6)		Leave Daily	Silleria	Leave Daily	190000000000000000000000000000000000000	Leave Daily			Alleger of the state of the sta	
***************************************	(6.40) 17.79	(4.25) 26.85	(3.15) 36.49	(2.23) 49.76	(3.00) 39.53	(3.06) 38.26	(3.30) 33.88		Time over District		(2.18) 51.57	(3.14) 36.68	(2.56) 40.43	(2.46) 42.87	(2.48) 42.35				

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.

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.

The wye at Casmalia is located at the west siding.

Water supply at Oceano, Jalama, Gaviota and Lompoc for emergency use only.

	ADDITION	IAL FLAG STOPS TO R			1
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72 71	Any Station Any Station (Pismo M.P. 262.8	Receive Discharge Receive or Discharge	Los Angeles Any Station	Los Angeles Any Station	Daily Daily Daily Daily
71	San Augustine M.P. 331.0 Drake M.P. 334.2 San Augustine M.P. 331.0	Receive or Discharge Receive or Discharge Receive or Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station	Daily Daily Daily
72	Drake M.P. 334.2	Receive or Discharge	Any Station	Any Station	Daily

RULE 2. Watch Inspectors:

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

I. S. Preston, Phelan Building
Kline & Logie, 2058 Mission Street
L. E. Brown, 709 Third Street Redwood City Geo. Peterson, 2738 BroadwayW. H. Turick, 275 So. First St. Watsonville E. L. Reiding Santa Cruz Klein & Trumbley Salinas ... Goodfriend & Traub Lompoc ... Walter Ziesche Pacific Grove......G. H. Ehmann Los Gatos......J. B. Streepey

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 eastward trains: Governing westward trains: 2200 feet west of M.P. 92. 200 feet west of M.P. 117. 2100 feet east of M.P. 211. 500 feet west of M.P. 119. 500 feet west of M.P. 294. 1800 feet west of M.P. 190. 2000 feet east of M.P. 321. 1400 feet east of M.P. 233. 2000 feet east of M.P. 324. 2300 feet east of M.P. 264. 700 feet west of M.P. 325. 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

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 Jct.—Trains on Santa Cruz line. Vasona Jct.—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 San Jose—Trains on Campbell line. Grove line.

Carnadero-Trains on Tres Pinos Santa Cruz-Trains on Davenport

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 RoundRULE 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.

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

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

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

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). Visitacion Tower-Eastward trains originating at Bayshore Yard may obtain clearance from mast located at Visitacion Tower. Westward trains terminating at Bayshore Yard will register by

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 or 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

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

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 follow-

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

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 A'tos 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).

SPECIAL INSTRUCTIONS

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARD

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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. 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 intoSan 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) Logan
P- 930	Spring switch	Logan
P- 931	Slide detector fence Spring switch Earthquake detector	Logan Logan 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	
West end Coyote	Signal 621
East end Coyote	
West end Gilroy	
East end Gilroy	
Carnadero	
Watsonville Junction	

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.

ng	other speed restrictions.	where the action of the contract of the
	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.

SPECIAL INSTRUCTIONS

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

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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.

\Freight 18 MPH.

Freight 18 MPH.

Freight 18 MPH.

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

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 westward trains
Cushing	Affecting eastward trains
	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.

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

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

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

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 one short, two long, one short. is 300 feet east of Bayshore sta-

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.

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 one short, two long, one short. east of westward crossover 300 feet east of Bayshore station....

For car repair vard, 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.

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

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.

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

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.

Derails 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 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

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

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

Following code of signals for routes to be used:

Roundhouse to Passenger Station; one pull of cord.

Roundhouse to College Park; two pulls of cord.

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

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

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

No signal operators on duty. Signals, switches and derails in 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

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 move-

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 trainorder 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 trace and santa Cruz Branch. Upper signal governs to westward main trace 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

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 Louis 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

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 vards.
- (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 (Ex-

SPRECKELS BRANCH

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

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

Daly City, Golden Gate Atlas spur.

Elkton, Raisch spur.

Aqua, spur.

Millbrae, dairy and pottery spurs.

Broadway, oil spur.

Burlingame, Cahalan spur.

Howest, San Mateo Feed & Fuel and H. E. Casey spurs.

San Mateo, Wisnom spur, P. G. & E. spur, Pullman spur.

Hayward Park, salt spur.

Romac, spur.

San Carlos, industry spurs on bay side of main track, house track

west of freight shed.

Redwood City, corral track, team track, Pratt-Low, Cullen spurs; Redwood Harbor track and spurs; all spurs off Dumbarton line. Menlo Park, Peninsular Bldg. Matl. Co. spur and wood spur, house track west of freight shed.

Palo Alto, all spurs leading off house track drill.

Mountain View, Minton, Shell Oil and beet spurs.

Sunnyvale, Libby spur; all spurs off both drill tracks, except Schuckl and Berry Growers spurs.

Lawrence, house track west of freight shed.

Santa Clara, all industry spurs.

San Jose, all industry spurs.

Lick, corral track.

Coyote, Pacific Coast Aggregates spur Bayside, Gravel spur.

Morganhill, Standard Oil and dried fruit spur.

Durney, spur.

Lonoke, spur.

Gilroy, track 111 cannot be used between switch leading to track 115 and 9th Street.

Castroville, all industry and spur tracks.

Salinas, leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing; all industry spurs.

Spreckels Jct., east leg of wye. May be used by engines not larger than 2-10-2 type. Speed restricted to five (5) miles per hour.

Gonzales, Gibson spur.

Camphora, beet spur.

King City, lumber yard spur.

San Lucas, house track.

Nacimiento, short spur.

Eaglet, short spur. Thyle, spur.

East end tunnel No. 9, spur.

Hathaway, Shell Oil, Standard Oil and Richfield Oil spurs.

San Luis Obispo, vegetable spur, west end of team track.

West Casmalia, wye tracks.

Surf, oil spur; short leg of wye.

Honda Notches, work track can be used to clearance point only.

Lompoc White Hills branch. Except between Surf and Baroda

Mk and F type engines may be used.

Goleta, Walnut spur.

20. Handling of head end cars on rear of passenger trains is not permitted unless so constructed that trainmen can pass through in an emergency, except that between San Francisco and San Jose such cars may be handled on rear provided retaining valve be on head end of car to enable compliance with air brake Rule 39 when making running air test.

Handling of freight cars in trains behind passenger cars is prohibited. This does not refer to a baggage, express, or mail car, or a caboose.

21. Western Division westward main track between Middlefield Read Crossing and home interlocking signal, located just east of Redwood Junction Tower, will accommodate a train of approximately 39 cars, exclusive of set-cut, without interference with movements within the interlocking limits.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour except as otherwise provided for.

Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

		10 PM		PASS Other Tha	ENGER n Streamlined	2010 - 1910 1417 - 1418	FREIGHT			LIGH	T ENGINES	RUNNING I	FORWARD
Page Nos.	TERRITORY	STREAMLINED CARS with GS, MT and P Cross- Counter- balanced Engines	With E, T-26, 32, 37, 40, P, A, MT GS Engines and Motors	With C-15, C-17 TW, Mk 2, 4, 10, MC 2, 4, 6, AC-1, 2, 3, Engines	With F-1, 3, 4, 5 C-2 to 10 incl., C-18, 19, SP-1, 2, 3 AC-4, 5, 6, AM-2 Engines	With M, T-1, 8, 9, T-23, 28, 31, T-36, 57, 58 Mk-5, 6, 7, 8, 9 Engines	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	P, A, Mt-1, 2, 3, 4, 5, GS 1, 2, 3	T-26, 32, 37, 40, F-1, 3, 4, 5, Cross Counter- balanced	C-15, 17, Mk-2, 4, 10, MC-2, 4, 6, TW, AC-1, 2, 3, AC-4, 5, 6, 7 MM-2, AM-2	T-1 to 58 incl C-2 to 10 incl C-18, 19, Mk-5, 6, 7, 8, 9, F-1, 3, 4, 5 SP-1, 2, 3,
2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 2,3,4,5,6 8,8 8,8 8,9	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles. East Portal Tunnel No. 1—Bayshore. Bayshore—M.P. 19.0. M.P. 19.0—24.6. M.P. 24.6—32.0. M.P. 32.0—45.0. M.P. 32.0—45.0. M.P. 45.0—College Park. College Park—Signal Bridge 464. Signal Bridge 464—San Jose. San Jose—Willow Glen, (M.P. 49) Willow Glen (M.P. 49)—M.P. 86.0. M.P. 86.0—End double track Sargent. End double track Sargent—M.P. 94.5. M.P. 94.5—West Switch Watsonville Jct. Yard West Switch Watsonville Jct. Yard Office—East end double	25 50 60 75 60 75 60 45 30 50 75 60 50 75	25 50 60 65 60 65 60 45 30 65 60 50 65 64 50	25 40 40 40 40 40 40 40 40 40 40 40 40 40	25 45 45 45 45 45 45 45 40 45 45 45 45 45	25 50 50 50 50 50 50 45 30 40 50 50 50	25 35 40 40 40 40 35 20 35 40 40 35 40 30	15 30 30 30 30 30 30 30 30 30 30 30 30 20 20	20 20 20 20 20 20 20 20 20 20 20 20 20 2	25 45 45 45 45 45 45 30 20 45 45 45 45 45 45 45	25 40 40 40 40 40 40 30 20 40 40 40 40 40 40 30 20 40 40 40 40 40 40 40 40 40 40 40 40 40	25 30 30 30 30 30 30 30 30 30 30 30 30 30	25 35 35 35 35 35 35 30 20 35 35 35 35 30 20
9	track {Eastward	30 45	30 45	30 40	30 45	30 45	30 30	20 20	20 20	30 30	30 30	30 30	30 30
9 9 9 9, 10 10 10 10 11 11 11 11 11 11 11 11 11	109.0. M.P. 109.0—112.5. M.P. 112.5—147.5. M.P. 147.5—155.0. M.P. 155.0—188.0. M.P. 188.0—236.7. M.P. 236.7—Goldtree. Goldtree—San Luis Obispo. San Luis Obispo—M.P. 262.3. M.P. 262.3—283.0. M.P. 283.0—291.3. M.P. 291.3—295.8. M.P. 295.8—300.2. M.P. 300.2—309.0. M.P. 309.0—312.0. M.P. 312.0—318.0. M.P. 312.0—318.0. M.P. 323.0—368.0. M.P. 368.0—Santa Barbara.	50 60 75 60 75 60 30 35 50 75 55 75 55 60 50 75 50	50 60 65 60 30 35 50 65 55 60 50 65 50 65	40 40 40 40 40 30 35 40 40 40 40 40 40 40 40 40 40 40 40	45 45 45 45 45 45 30 35 45 45 45 45 45 45 45 45	50 50 50 50 50 30 30 35 50 50 50 50 50 50 50 50	35 40 40 40 40 18 18 35 40 40 40 40 40 35 40 35 40 35	30 30 30 30 30 30 15 15 30 30 30 30 30 30 30 30 30 30 30	20 20 20 20 20 20 20 20 20 20 20 20 20 2	45 45 45 45 45 22 22 22 45 45 45 45 45 45 45 45	40 40 40 40 40 40 22 22 40 40 40 40 40 40 40 40 40 40	30 30 30 30 30 30 22 22 22 30 30 30 30 30 30 30 30 30	35 35 35 35 35 35 22 22 22 35 35 35 35 35 35 35 35 35

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only:

All GS-1, 2, 3, MT-1, 2, 3, 4, 5.

P-7, 8, 10, 12—2461, 2463, 2467, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2488, 2489, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains.

F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, \$685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5-4111, 4114, 4115, 4116, 4117, 4123, 4124.

SPEED RESTRICTIONS—BRANCHES
Maximum speed of passenger, freight and mixed trains is as shown below:

	and the second s	PASSENGER	FREIGHT	Engines	Switch	LIGHT
Page No.	TERRITORY	Maximum	Freight and Mixed Maximum	and Motors Backing	Engines S-SE Type	ENGINES RUNNING FORWARD Maximum
7	Valencia St.—San Bruno via Tanforan	15		10		
7	Mayfield—Vasona Jet	35	15 30	12	15	15
7 7	San Jose—Vasona Jet	40	30	20 20	20 20	30 30
7	Vasona Jct.—Los Gatos	30	18	15	20	25
7	Los Gatos—M.P. 60	20	15	10	20	20
7	M.P. 60—Santa Cruz	25	18	15	20	25
7 7	Davenport—Santa Cruz	20	20	20	20	20
7	Santa Cruz-Watsonville Jct	30	25	15	20	25
8	Lick—Alamitos		10		10	
8 8	Carnadero—Tres Pinos	30	25	i5	20	30
9	Castroville—Monterev	40	30	15	20	30
9	Monterey—Pacific Grove	25	18	15	20	20
9	Pacific Grove—Asilomar	15	15	ĨŎ	15	15
9	Spreckels Jct.—Spreckels		15	ĨŎ.	15	15
11	Surf—Lompoc	20	20	15	20	20
11	Lompoc—White Hillspeed of 15 M.P.H. must not be e	15	15	10	10	10

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.

 $4100~\rm{class}$ (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:

М.	P.	H.
With all rods on, hauled in trains	30	
When main rod only is removed	30	
When side rod only is removed	30	
When both main and side rods are removed	20	
When all weight removed from any one pair drivers	20	
When all weight removed from only one wheel any pair		
drivers		
When engine truck is removed	20	

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.

Relief trains with steam derrick	25
Through crossovers, turn outs and on sidings unless otherwise specified	
San Luis Obispo yard, limits indicated by slow boards	
San Francisco—San Bruno, (SW type engines yard drags	$\frac{20}{35}$
Locomotive cranes with light end forward	25
Through interlocking plants with caution.	

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

Pages	LOCATION	M. P. H.
2, 3, 4, 5, 6 2, 3, 4, 5, 6 2, 3, 4, 5, 6		30 45 20
2, 3, 4, 5, 6, 7, 8	San Jose, unprotected grade crossings Stockton Ave. and Emery St., 10:00 P.M. to 6:00 A.M	12
7 7 8	Santa Cruz Watsonville Gilroy	20 20 35
9	Hollister Salinas From westerly city limit signs to Main St From Main St. to Griffin St	15 35 25
11 7	Santa Barbara (over all grade crossings). San Francisco—San Bruno Line between 3rd and Valencia Streets	20 15

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS		1 MILE IN MIN. SEC.
6 8 10 12 15 16 17 18 19 20 21 22 23	10.00 7.30 6.00 5.00 4.00 3.45 3.31 3.20 3.00 2.51 2.43 2.36	24 25 26 27 28 29 30 31 32 33 34 35	2.30 2.24 2.18 2.13 2.08 2.04 2.00 1.56 1.49 1.45 1.42	37 38 39 40 41 42 43 44 45 46 47 49	1.37 1.34 1.33 1.30 1.27 1.25 1.23 1.21 1.20 1.18 1.16 1.15	50 51 52 53 54 556 57 58 59 60 61 62	1.12 1.10 1.09 1.08 1.05 1.04 1.03 1.02 1.01 1.00 0.59 0.58	63 64 65 67 68 69 70 72 74 75	0.57 0.56 0.55 0.54 0.53 0.52 0.51 0.49 0.48

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

М. Р.	EAST OF	WEST OF	DESCRIPTION	
1.3	San Francisco	Bayshore	Mariposa St. Bridge	
1.3	"	*	A.T.& S.F.R.R.Crossing	
1.5	• • • • • • • • • • • • • • • • • • • •	•	Tunnel 1	
1.7	•	•	22nd Street Crossing	
1.9	•	*	23rd Street Crossing	
2.0	• • • • • • • • • • • • • • • • • • • •	•	Tunnel 2	
3.1	• • • • • • • • • • • • • • • • • • • •	•	Oakdale Aven ue	
3.4	•	•	Tunnel 3	
4.2	*	•	Paul Ave.	
4.6	_ .	South San Francisco	Tunnel 4	
7.7	Bayshore	South San Francisco	• 5	
2 9.7	Menlo Park	Palo Alto	San Francisquito Creek Bridge	
46.9	San Jose	Passenger Station	Station Umbrella Sheds	
155.1	Metz	Coburn	Tunnel 51/2	
200.6	Bradley	Nacimiento	Salinas River Bridge	
222.0	Templeton	Asuncion	Road Crossing	
239.6	Cuesta	Thyle	Tunnel 6	
240.2	Thyle	Serrano	* 7	
240.9	<i>a</i>	•	4 9	
241.7	•	•	1 0	
245.8	Serrano	Chorro	* 11	
251.1	Hathaway	San Luis Obispo	Road Crossing	
251.2	4	• • • • • • • • • • • • • • • • • • • •	«	
251.8	•	•	•	
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing	
262.7	*	a	Villa Creek, 3rd Crossing	
266.4	Oceano	Callender	Arroyo Grande River Bridge	
279.5	Guadalupe	Waldorf	Road Crossing	
318.3	Sudden	Jalama	Tunnel 12	
334.4	Drake	Sacate	13	
335.0	Sacate	Gaviota	Overhead Bridge	
M. P.	EAST OF	WEST OF	DESCRIPTION	

VASONA JUNCTION—SANTA CRUZ						
61.4	Wright	Laurel	Tunnel 1			
63.5	Laurel	Glenwood	4 2			
65.9	Clems	Tank Siding.	• 3			
69.3	Meehan	Olympia	san Lorenzo River Bridge Redwood tree (side clear-			
72.3	Felton	Lime Kiln Spur	San Lorenzo River Bridge			
73.1	Felton	Big Trees	Redwood tree (side clear-			
		1	ance			
73.4	Big Trees	Rincon	San Lorenzo River Bridge			
74.1		*	Tunnel 5			
78.2	Eblis	Park Street	San Lorenzo River Bridge Tunnel 5			

WATSONVILLE JCT .- SANTA CRUZ

80.1 | Santa Cruz.... | Seabright..... | San Lorenzo River Bridge

CASTROVILLE-PACIFIC GROVE

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

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

	NOT CONDIT	AIR- TIONED	CONDI	R- TIONED
CLASS	All-Steel	Steel Under- frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage-60ft	93,070			
" —66 ft	127,610 122,620			
# -70 ft	122,620 125,800	· · • • • • • • • • • • • • • • • • • •		
"—(Dynamo)	98,730			
u -		87,120		
Baggage & Mail—60 ft	103,620 124,760			
" " — — 09 I t	124,760 129,140			
	1	103,590		
" Passenger. Express Refr.—N. P. Ry. " —A. R. E. No. 40-154. " " 153-224. " " 500-506.	108,675	112,640 74,000 78,000 89,000		
Express Refr.—N. P. Ry		74,000		
" " 153-224		89 000		
" " 153-224 " " " 500-506 " " " " 1101-1175		110,000		
" " " 1101-1175 " " —P. F. E. " 500-799 Express, Horse		110,000 85,000 83,000		
" P. F. E. * 500-799	122 050	83,000		
Poetal	1 112 120			
Postal. Postal Storage—40 ft. " —60 ft.	112,120 74,530			
" —60 ft	105,120			
Assembly (ACI)			168,950	168,950 164,700
Official (NAC)	170,700	122,300	172,200	104,700
" (ACW)—Cars 107-128	170,700	100,010	182,800	182.800
" (ACW)—Cars 140-141			195,040 138,000	195,040
Chair—60ft(ACI)	100,620		138,000	132,000
" —72 ft (ΔCW)			158 700	157,800
"Streamline-Single (ACS)			120,900	104.500
" — " —Art(ACS)			205,400	172,600
*74 ft(ACI)			180,915	173,125
Coachee—60 ft (ACI)	98 130		136 100	130,100
-70 ft(ACI)	137.640		157.800	151.000
" −70 ft(ACŴ)	137,640		151,000	151,000
# —72 ft(ACI)			165,000 158,700 120,900 205,400 180,915 197,944 136,100 157,800 151,000 164,500 163,000	182,800 195,040 132,000 157,800 158,700 104,500 172,600 173,125 181,600 130,100 151,000 151,000 157,400 163,500 161,200
-721t(ACW)		• • • • • • • • • • •	163,000	163,000
" —73 ft. 6 in(ACI)			168,500	161,200
—72 ft. (Interurban)	120,000			
Postal Storage—40 ft. Assembly (ACI). Club. (ACI). Official. (NAC). " (ACW)—Cars 107-128. " (ACW)—Cars 140-141. Chair—60 ft. (ACI). "—72 ft. (ACI). "—72 ft. (ACI). "—8 treamline—Single (ACS). "—8 —Art. (ACS). "—74 ft. (ACI). "—75 ft. (ACI). "—72 ft. (ACI). "—73 ft. 6 in. (ACI). "—72 ft. (ACI). "—72 ft. (ACI). "—73 ft. 6 in. (ACI). "—74 ft. (ACI). "—75 ft. (ACI). "—74 ft. (ACI). "—75 ft. (ACI). "—75 ft. (ACI). "—76 ft. (ACI). "—76 ft. (ACI). "—70 ft. (ACS). "—71 ft. (ACS). "—71 ft. (ACS). "—72 ft. (ACS). "—72 ft. (ACS). "—72 ft. (ACS). "—72 ft. (ACS).	105,970			
Cafe-Coach(ACI)	100,570	138.600	155,700 173,500 156,000 1,344,080 118,940 203,640 130,850 129,860 115,880 118,690	149,000* 168,000 156,000 1,147,280 102,540 170,840 114,450 113,460 99,480 102,290
Cafe Lounge(ACI)	148,950	161,200	173,500	166,000
Davijah4 (10 anadania) (ACW)		· • • • • • • • • • • • • • • • • • • •	156,000	156,000
-Comb Baggage & Coach (ACS)		• • • • • • • • • • • • •	118 040	102 540
-Art. Chair(ACS)			203,640	170.840
" —Tavern(ACS)			130,850	114,450
- Diner(ACS)	ļ		129,860	113,460
-Parlor-Observation (ACS)			118,690	102,290
Diner-70ft		135,930		
"—Parlor-Observation (ACS) Diner-70 ft. (Arch Roof) (ACI) "—72 ft. (" ") (ACW) "—77 ft. (" ") (ACW) "—77 ft. (Clere Story Roof) (ACW) "—77 ft. (" ") (ACM) "—79 ft. (NAC) "—80 ft. (Clere Story Roof) (ACM) Lounge (" (Arch Roof) (ACI) "—(Arch Roof) (ACI) "—(Arch Roof) (ACI) "—(ACW) Observation—75 ft. (ACI) "—(ACI)	155,330	146,930	170 100	100 700
-77 ft. (" ") (ACW)	150,000		170,100 162,950 169,450 189,581	162,700 162,950 169,450 173,836
" -77 ft. (Clere Story Roof)(ACW)		165,530	169,450	169,450
" -77 ft. (" ")(ACM)			189,581	173,83 6
" —79 it(NAC)	169,100	• • • • • • • • • •	001 202	
Lounge (" " ") (ACI)		• • • • • • • • • • • • • • • • • • • •	201,323 189,800 167,500 164,980 169,185	184,700 181,630 160,300 157,780 161,900
(Arch Roof)(ACI)			167,500	160,300
(.	164,980	157,780
Ubservation—75 it(ACI)	154,400		169,185 194,543	161,900 186,166
4		141.870	131,010	
Pullman—Observation(ACI)	160,800	153,000	177,314 192,300	169,200
(ACM)	160,800	153,000		176,300
4 — 4 Lounge(ACM)	171,200		187,682	179,600
Bedroom(ACI)	167,600		183,920	176,000
" — "(ACM)	167,600		194,900 187,682 183,920 195,800	179,800
—Sleeper(ACM).,	163,100		191,100	170,100
" —Tourist(ACI)	153,000		180,075 185,200	169,200 176,300 178,900 179,600 179,600 179,800 175,100 171,500 169,200 161,400
" — "(ACI)	153,000		168,663	161,400
" —Bedroom. (ACI). " (ACM). " —Sleeper. (ACM). " — (ACI).	160,800 171,200 171,200 167,600 163,100 163,100 153,000 153,000 158,400 167,200			
" " —600 H.P	107,200	• • • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • • •
	<u> </u>	<u> </u>	<u> </u>	

*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

Chief Surgeon and Manager.
Sup. of Surgical Serv., Genl.Hosp.
Visiting Physician Genl.Hospital.
Aurist.
Oculist.
Assistant Oculist.
District Surgeon.
District Surgeon.
District Surgeon.
Emergency Surgeon.
Emergency Surgeon.
District Surgeon.

District Surgeon.
District Surgeon.
District Surgeon.
District Surgeon.
District Surgeon.
Emergency Surgeon.
District Surgeon.
Assistant District Surgeon.
Oculist and Aurist.
District Surgeon.
Assistant District Surgeon.
Oculist Surgeon.
District Surgeon.
Assistant District Surgeon.
District Surgeon.
District Surgeon.
Associate District Surgeon.
District Surgeon.

NAME

Dr. C. A. Walker.
Dr. W. W. Washburn.
Dr. G. R. Carson.
Dr. H. B. Graham
Dr. Wilbert F. Swett.
Dr. John C. Williams
Dr. Jos. Butler.
Dr. Edwin I. Bartlett.
Dr. W. H. Musselman.
Dr. Harry A. Derring.
Dr. Norman C. Fox.
Dr. Alan Benner
Dr. Benjamin H. Page.
Dr. Harper Peddicord.
Dr. L. E. Phillips.
Dr. Dennistoun Wood, Jr.
Dr. Howard Diesner
Dr. W. I. Merrill.
Dr. William R. Harder.
Dr. A. L. Phillips.
Dr. Dannistoun Wood, Jr.
Dr. Samuel B. Randall.
Dr. Robert B. Case.
Dr. A. H. McFarlane
Dr. J. I. Beattle.
Dr. D. R. Threlfall.
Dr. Robert W. King.
Dr. J. Allison Cary
Dr. R. H. Prien.
Dr. L. E. Smith.
Dr. F. H. Koepke.
Dr. D. S. Woodward.
Dr. L. M. Liles
Dr. M. S. Woodward.
Dr. L. M. S. Wolfson.
Dr. H. S. Hoyt.
Dr. R. Shot.
Dr. Rollin Reeves.
Dr. C. E. Schultz.
Dr. L. P. Davlin
Dr. C. T. Bullard.
Dr. C. T. Bullard.
Dr. C. R. Kennedy.
Dr. C. Gifford L. Sobey.

LOCATION
San Francisco South San Francisco South San Francisco South San Francisco Ocean View San Bruno San Mateo San Mateo San Mateo Redwood City Mayfield Palo Alto Palo Alto Palo Alto Sunnyvale Campbell Los Gatos Santa Cruz Davenport Mountain View Santa Cruz Davenport Mountain View Santa Clara San Jose Salinas San Luis Obispo
Santa Barbara. Emergency Surgeons sho attention is required and w District Surgeon.
San Francisco 3rd St. to Sa End Western Division to S
End Western Division to S
End Western Division to R
College Park to San Jose
Total First Main
Total First Main ' San Francisco to Santa Bai

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

Dr. C. R. Kennedy...
Dr. Gifford L. Sobey.
Dr. H. McCarvey.
Dr. Harry J. Coventry.
Dr. F. R. Mugler...
Dr. J. B. Butler...
Dr. Geo. B. Kelker
Dr. W. D. Sink...
Dr. W. C. Conser
Dr. A. L. Mollath...
Dr. L. E. Heiges.
Dr. L. E. Heiges, Jr...
Dr. Kent R. Wilson...
Dr. C. S. Stevens...
Dr. A. B. Steele...
Dr. William J. Mellinger.
Dr. William J. Mellinger.

DIVISION First Mai				
San Francisco 3rd St. to Santa Barbara		54.72 10.37	365.09	
End Western Division to San Jose	(C. P. Ry S. P. R. R. Co	1.51 0.71	2.22	
End Western Division to Santa Clara	S. P. Co S. P. R. R. Co	1.24 .04	1.28	
End Western Division to Redwood Junction. College Park to San Jose	.C. P. Rv		1.37 1.31	
Total First Main Track Second Ma	ain Track		371.27	
San Francisco to Santa Barbara	(S. P. R. R. Co S. P. Co	66.83 10.37	77.20	
Redwood Jct. to Sweeney	.C. P. Ry		1.32	
Total Second Main Track Total 1st and 2nd Main Track Brans			78.52	449.79
San Francisco to San Bruno	annac.	1.60 1.29	13.18 2.89	
Mayfield to Vasona Junction			16.26	
San Jose to Santa Cruz. Lick to Alamitos. Carnadero to Tres Pinos. Santa Cruz to Davenport. Watsonville Junction to Santa Cruz. Castroville to Lake Majella.	S. P. R. R. Co S. P. R. R. Co S. P. R. R. Co S. P. R. R. Co		33.44 3.83 18.45 11.91 20.19 19.60	
Surf to White Hills	(S. P. R. R. Co (S. P. Co	10.35 3.96	2.82	
Total Branches				156.87
Total All Tracks Coast Division				606.67

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhili Watsonville Jct. to Morganhili San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jet, Morganhill to San Jose	Watsonville Jot. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo to Santa Barbara
M-4 M-4	M-63 20/28 126 M-63 20/28 135-S	\}1617 to 1713	190	2950	6500	2550	780	700	1750
M-6 M-9	M-63 21/28 150-S M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200 210	3650 3850	7500 8000	3150 3350	990 1050	890 950	2150 2250
T-28, 31 T-32	T-63 22/28 162-S T-69 23/28 174-S	2311 to 2362	210 210	4200 4300	9000 9000	3650 3750	1150 1150	1050 1050	2500 2550
P-1,3,5 P-4 P-6 P-7 P-8, 10 P-10 P-11 P-12 P-12	P-77 22/28 141-S P-77 23/28 155/B-58-SF P-77 25/28 172-S P-73 25/28 171-S P-73 25/30 181-SF P-73 25/30 183/B-63-SF P-68 24/26 157-S P-73 27/28 189-SF P-73 26/28 189-SF	2400 to 2452, 2459, 2460	210 210 200 200 200 200 200 180 { 190 205	3500 4000 4300 4350 4600 4800 3700 }	7000 8000 9000 9000 10000 10000 7500	3050 3450 3750 3800 4000 4150 3200 4400	860 1000 1100 1150 1200 1250 900	770 860 970 1050 1050 1150 800	2000 2400 2500 2550 2650 2900 2100 2900
C-9, 10 C-9, 10 C-8 C-5	C-57 22/30 194-8 C-57 22/30 200-8F C-57 22/30 192-8 C-57 22/30 187-8	}2513 to 2599, 2750, 2752 to 2860 2698 to 2749, 2751 2624 to 2693	210	4600	10000	3950	1300	1150	2700
TW-1 TW-8	TW-54 22/26 147 TW-54 21/32 161-S	2900 to 2913	180 190	3500 3900	7500 9000	3050 3200	950 1050	850 950	2050 2250
A-3 A-3	A-81 20/28 112-S A-81 20/28 120/B-64-SF	3025 to 3071	210 210	2800 2900	5500 6000	2400 2500	630 630	550 550	1550 1700
Mk-2, 4 Mk-2, 4 Mk-4	Mk-57 23 1/80 206-S Mk-57 23 1/80 222-SF Mk-57 23 1/80 230-SF	}3200 to 3240	210	5400	10000	4650	1500	1350	3200
Mk-5, 6 Mk-5, 6	Mk-63 26/28 210-S Mk-63 26/28 231-SF Mk-63 26/28 231-SF	3241 to 3277	210	5850	12000	5150	1600	1450	35 00
Mk-5, 6 Mk-7, 8, 9	Mk-63 26/28 233-SF Mk-63 29/30 247-S	3300 to 3324	176	6350	12000	5550	1750	1600	3750
F-3	F-63 29 ½/32 297-S F-63 29½/32 300-SF	3653 to 3667	200	7600	12000	6600	2100	1900	4500
F-4, 5 F-5	F-63 291/32 306/B-61-SF F-63 291/32 306/B-62-SF	3668 to 3763	200	8000	12000	7000	2350	1900	4750
AC-4 AC-5	AC-63 ²⁴ / ₃₂ 475-SF AC-63 ²⁴ / ₃₂ 483-SF	4100 to 4110	235	11900	16000	10400	3300	3000	7100
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	12000	5750	1700	1500	4000
GS-1 GS-2	GS-73 27/30 262 B-104-SF GS-73 27/30 266 B-104-SF	4400 to 44094410 to 4415	250	7000	12000	6100	1750	1550	4200
GS-3	GS-80 26/32 267 B-109-SF	4416 to 4429	280	7200	12000	6300	1800	1600	4350
SP-1 SP-2, 3	SP-63 $\frac{25}{28}$ $\frac{5}{38}$ 316/B-60-SF SP-63 $\frac{25}{28}$ $\frac{5}{32}$ 317/B-61-SF	}5000 to 5048	225	8000	12000	7900	2600	2100	5300
1000		Cars—M's { Less than 40 M's		6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown

HOSPITALS

GENERAL HOSPITAL......San Francisco EMERGENCY HOSPITAL, 3d and Townsend Sts., San Francisco EMERGENCY.....Bayshore

TRAINMASTERS

J. M. CARDWELL...San Francisco E. L. FRYE Watsonville Jct. B. S. BAUMAN San Luis Obispo W. MACE, Assistant Trainmaster

TERMINAL TRAINMASTER J. G. SELDEN.....San Francisco

ROAD FOREMAN OF ENGINES

W. G. FIFIELD..... San Francisco

CHIEF TRAIN DISPATCHER

..San Francisco I. J. ONYON....

ASST. CHIEF TRAIN DISPR'S

A. S. BRAINARD......San Francisco J. W. DEARDORF....San Francisco J. L. EMERY..... San Luis Obispo

L. P. HOPKINS, Assistant Superintendent, San Francisco

