

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

NORTHWESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

INTERURBAN TRAINS

SOUTHERN DIVISION

To Take Effect Monday, December 2, 1918, at 2:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

The Management reserves the right to vary from this time table when necessary.

W. S. PALMER,

General Manager

J. K. BRASSILL,

Superintendent

Eastward. FROM SAN FRANCISCO: Sausalito, San Rafael and Manor.

Table with columns for train numbers (508-600) and departure times for Eastward service from San Francisco. Includes 'FIRST CLASS' header and 'Distance from San Francisco' column.

Time Table No. 1

December 2, 1918

STATIONS

Vertical list of stations: SAN FRANCISCO SAUSALITO, SAUSALITO CORTE MADERA BALTIMORE PARK, LARKSPUR KENTFIELD ROSS SAN ANSELMO, FAIRFAX MANOR, WEST END B STREET SAN RAFAEL.

Daily Except Sunday Run, Sunday Run

TOWARD SAN FRANCISCO: San Rafael, Manor and Sausalito. Westward.

Table with columns for train numbers (601-621) and arrival times for Westward service to San Francisco. Includes 'FIRST CLASS' header and 'Ar. Daily'/'Ar. Sun. Only' columns.

Eastward. FROM SAN FRANCISCO: Sausalito, San Rafael and Manor.

Table with columns for train numbers (518-620) and departure times for Eastward service from San Francisco. Includes 'FIRST CLASS' header.

Time Table No. 1

December 2, 1918

STATIONS

Vertical list of stations: SAN FRANCISCO SAUSALITO, SAUSALITO CORTE MADERA BALTIMORE PARK, LARKSPUR KENTFIELD ROSS SAN ANSELMO, FAIRFAX MANOR, WEST END B STREET SAN RAFAEL.

Daily Except Sunday Run, Sunday Run

TOWARD SAN FRANCISCO: San Rafael, Manor and Sausalito. Westward.

Table with columns for train numbers (623-643) and arrival times for Westward service to San Francisco. Includes 'FIRST CLASS' header.

Eastward. FROM SAN FRANCISCO: Sausalito, San Rafael and Manor.

Table with columns for train numbers (652-642) and departure times for Eastward service from San Francisco. Includes 'FIRST CLASS' header.

Time Table No. 1

December 2, 1918

STATIONS

Vertical list of stations: SAN FRANCISCO SAUSALITO, SAUSALITO CORTE MADERA BALTIMORE PARK, LARKSPUR KENTFIELD ROSS SAN ANSELMO, FAIRFAX MANOR, WEST END B STREET SAN RAFAEL.

Daily Except Sat. & Sun. Run, Saturday Run, Sunday Run

TOWARD SAN FRANCISCO: San Rafael, Manor and Sausalito. Westward.

Table with columns for train numbers (645-525) and arrival times for Westward service to San Francisco. Includes 'FIRST CLASS' header.

On single track westward trains are superior to trains of the same class in the opposite direction, except that eastward electric interurban trains are superior to electric interurban trains of the same class in the opposite direction between Manor and end of double track on Cazadero Line at San Anselmo. (Rule 72).

‡No. 501; boat daily. Stops for Manor and for San Rafael via San Anselmo trains are shown on page 5.

4 Eastward. FROM SAN FRANCISCO: Sausalito, Detour and San Rafael.

FIRST CLASS

Table with columns for train numbers (926-900) and departure times (L.v. Daily, L.v. Sun., etc.) for Eastward service from San Francisco to Sausalito, Detour, and San Rafael.

Time Table No. 1

Table with columns for STATIONS (SAN FRANCISCO SAUSALITO, SAUSALITO BALTIMORE PARK, DETOUR SAN RAFAEL) and arrival times (Ar. Daily Ex. Sun., etc.) for TOWARD SAN FRANCISCO service.

TOWARD SAN FRANCISCO: San Rafael, Detour and Sausalito. Westward.

FIRST CLASS

Table with columns for train numbers (901-925) and arrival times for Westward service from San Rafael, Detour, and Sausalito to San Francisco.

Eastward. FROM SAN FRANCISCO: Sausalito, Detour and San Rafael.

FIRST CLASS

Table with columns for train numbers (930-928) and departure times for Eastward service from San Francisco to Sausalito, Detour, and San Rafael.

Time Table No. 1

Table with columns for STATIONS (SAN FRANCISCO SAUSALITO, SAUSALITO BALTIMORE PARK, DETOUR SAN RAFAEL) and arrival times for TOWARD SAN FRANCISCO service.

TOWARD SAN FRANCISCO: San Rafael, Detour and Sausalito. Westward.

FIRST CLASS

Table with columns for train numbers (930-928) and arrival times for Westward service from San Rafael, Detour, and Sausalito to San Francisco.

Eastward. FROM SAN FRANCISCO: Sausalito and Mill Valley.

FIRST CLASS

Table with columns for train numbers (828-800) and departure times for Eastward service from San Francisco to Sausalito and Mill Valley.

Time Table No. 1

Table with columns for STATIONS (SAN FRANCISCO SAUSALITO, SAUSALITO ALMONTE, MILL VALLEY) and arrival times for TOWARD SAN FRANCISCO service.

TOWARD SAN FRANCISCO: Mill Valley and Sausalito. Westward.

FIRST CLASS

Table with columns for train numbers (#801-833) and arrival times for Westward service from Mill Valley and Sausalito to San Francisco.

Eastward. FROM SAN FRANCISCO: Sausalito and Mill Valley

FIRST CLASS

Table with columns for train numbers (850-830) and departure times for Eastward service from San Francisco to Sausalito and Mill Valley.

Time Table No. 1

Table with columns for STATIONS (SAN FRANCISCO SAUSALITO, SAUSALITO ALMONTE, MILL VALLEY) and arrival times for TOWARD SAN FRANCISCO service.

TOWARD SAN FRANCISCO: Mill Valley and Sausalito. Westward.

FIRST CLASS

Table with columns for train numbers (835-851) and arrival times for Westward service from Mill Valley and Sausalito to San Francisco.

On single track westward trains are superior to trains of the same class in the opposite direction, except that eastward electric interurban trains are superior to electric interurban trains of the same class in the opposite direction between Almonte and Mill Valley. (Rule 72).

‡ No. 801, boat daily. † No. 843, boat connection Sunday only.

San Rafael Cut-off trains will stop at Baltimore Park and Green Brae; will stop on flag at Schuetzen, and will stop at Alto to let off passengers from Schuetzen, Green Brae and Baltimore Park. Passengers from Schuetzen and Green Brae for stations between Baltimore Park and San Anselmo will transfer to San Rafael trains at Chapman. Mill Valley trains will stop at Locust Avenue and Park Avenue, and will stop at Pine, Waldo, Manzanita, Almonte and High School on flag.

SAN FRANCISCO TO TIBURON VIA SAUSALITO (Steamer Only).

TIBURON TO SAN FRANCISCO VIA SAUSALITO (Steamer Only).

	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Dist.		Dist.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	0.0	SAN FRANCISCO	8.7	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	6.15	5.15	4.15	3.15	1.45	12.45	11.45	10.45	9.45	8.45	7.45	6.45	0.0	SAN FRANCISCO	8.7	7.35	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35	8.35
	6.47	5.47	4.47	3.47	2.17	1.17	12.17	11.17	10.17	9.17	8.17	7.17	6.5	SAUSALITO	2.2	7.03	8.03	9.03	10.03	11.03	12.03	1.03	2.03	3.33	4.33	5.33	6.33	8.03	
	6.50	5.50	4.50	3.50	2.20	1.20	12.20	11.20	10.20	9.20	8.20	7.20	6.5	SAUSALITO	2.2	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.30	4.30	5.30	6.30	8.00	
	7.00	6.00	5.00	4.00	2.30	1.30	12.30	11.30	10.30	9.30	8.30	7.30	8.1	BELVEDERE	0.6	6.47	7.47	8.47	9.47	10.47	11.47	12.47	1.47	3.17	4.17	5.17	6.17	7.47	
	7.05	6.05	5.05	4.05	2.35	1.35	12.35	11.35	10.35	9.35	8.35	7.35	8.7	TIBURON	0.0	6.40	7.40	8.40	9.40	10.40	11.40	12.40	1.40	3.10	4.10	5.10	6.10	7.40	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

	Lv. Daily	Lv. Daily	Lv. Daily	Dist.		Dist.	Ar. Daily	Ar. Daily
	P.M.	P.M.	P.M.	0.0	SAN FRANCISCO	8.7	P.M.	A.M.
	11.30	9.30	7.45	0.0	SAN FRANCISCO	8.7	10.37	12.37
	12.02	10.02	8.17	6.5	SAUSALITO	2.2	10.05	12.05
	12.05	10.05	8.20	6.5	SAUSALITO	2.2	10.00	12.00
	12.15	10.15	8.30	8.1	BELVEDERE	0.6	9.47	11.47
	12.20	10.20	8.35	8.7	TIBURON	0.0	9.40	11.40
	A.M.	P.M.	P.M.				P.M.	P.M.

WESTWARD MANOR TRAINS will stop at Fairfax, Pastori, Lansdale, Yolanda, San Anselmo, Escalle, Larkspur and Corte Madera, and will stop at Chapman, Alto and Almonte to let off passengers boarding trains west of San Anselmo. Passengers boarding trains east of San Anselmo, for Chapman, Alto and Almonte will transfer to San Rafael trains at San Anselmo.

EASTWARD MANOR TRAINS will stop at Ross, Bolinas Avenue, San Anselmo, Yolanda, Lansdale, Pastori and Fairfax.

WESTWARD SAN RAFAEL TRAINS will stop at B Street, West End, San Anselmo, Bolinas Avenue, Ross and Kentfield; will stop at Highland, Baltimore Park, Chapman and Alto on flag, and will stop at Escalle, Larkspur, Corte Madera and Almonte to let off passengers.

EASTWARD SAN RAFAEL TRAINS will stop at Corte Madera, Larkspur, Escalle, Kentfield, San Anselmo, West End and B Street; will stop at Alto, Baltimore Park, Chapman and Highland on flag; will stop at Ross and Bolinas Avenue to let off passengers boarding trains at intermediate stations, and will stop at Almonte to pick up passengers.

San Rafael trains will make all regular and flag stops Almonte to San Anselmo, both inclusive, when Manor and Cut-Off trains are not running; except that Baltimore Park is flag stop for such trains.

Stops for San Rafael Cut-Off and Mill Valley trains are shown on page 4.

TRAIN REGISTER STATIONS. Train registers are located at Sausalito, Almonte, Mill Valley, San Anselmo, San Rafael and Manor. Towerman at Almonte will register trains passing that point. INTERURBAN ELECTRIC TRAINS will register as follows: Mill Valley trains at Sausalito and Mill Valley. San Rafael trains at Sausalito only. Manor trains will register at Sausalito, San Anselmo and Manor but westward Manor trains will register at San Anselmo by leaving register ticket form No. 2642 with operator who will register such trains.

Standard clocks are located at Sausalito, San Anselmo and San Rafael.

Eastward trains going toward Manor will get clearance card before leaving San Anselmo.

Electric trains need not obtain clearance card at San Rafael.

Tie-up electric trains may run with current of traffic between B Street and Union Depot without train orders.

TRAIN CREWS WILL RUN AS BELOW NOTED:

MANOR AND SAN RAFAEL RUNS
Daily Except Sunday.

MANOR AND SAN RAFAEL RUNS
Sunday.

MILL VALLEY RUNS
Daily Except Sunday.

- Run 1 {On 2.34 p.m., San Anselmo; off 9.31 p.m., San Anselmo. Relieved by Run 4.
Saturday off 10.31 p.m., San Anselmo. Relieved by Run 4.
- Run 2 On 6.07 a.m., B Street; off 8.27 a.m., Sausalito. Tie-up.
- Run 3 {On 6.33 a.m., B Street; off 12.34 p.m., San Anselmo. Relieved by run 15.
On 4.48 p.m., Sausalito; off 7.15 p.m., B Street. Tie up.
Saturday on 3.18 p.m., Sausalito.
- Run 4 {On 10.31 p.m., San Anselmo; off 1.03 a.m., B Street. Tie-up.
Saturday on San Anselmo 10.31 p.m.; off Sunday 2.13 a.m., B Street. Tie-up.
On 5.07 a.m., B Street; off 7.57 a.m., Sausalito. Tie-up.
- Run 5 {On 5.28 a.m., Union Depot; off 9.55 a.m., Union Depot. Relieved by Run 6.
On 11.28 a.m., Union Depot; off 12.55 p.m., Union Depot. Relieved by Run 7.
- Run 6 {On 5.58 a.m., Union Depot; off 8.55 a.m., Union Depot. Tie up B Street.
On 10.28 a.m., Union Depot; off 1.55 p.m., Union Depot. Relieved by Run 9.
- Run 7 {On 6.28 a.m., Union Depot; off 10.55 a.m., Union Depot. Relieved by Run 5.
On 1.28 p.m., Union Depot; off 5.18 p.m., Sausalito. Relieved by Run 8.
On 6:18 p.m., Sausalito; off 6:43 p.m., Union Depot. Tie-up B Street.
- Run 8 {On 5.18 p.m., Sausalito; off 12.39 a.m. (Sunday off 1.53 a.m.), Union Depot.
Tie-up B Street.
- Run 9 On 2.28 p.m., Union Depot; off 8.25 p.m., Union Depot. Tie-up B Street.
- Run 10 {On 6.37 a.m., Union Depot; off 8.59 a.m., Sausalito. Tie-up.
On 4.48 p.m., Sausalito; off 7.13 p.m., Union Depot. Tie-up B Street.
Saturday on 1.18 p.m., Sausalito.
- Run 11 {On 7.07 a.m., Union Depot; off 7.29 a.m., Sausalito. Tie-up.
On 9.18 a.m., Sausalito; off 2.35 p.m., Mill Valley. Relieved by Run 13.
Saturday off 11.56 a.m., Sausalito. Relieved by Run 12.
On 5.18 p.m., Sausalito; off 7.45 p.m., B Street. Tie-up.
Saturday on 2.18 p.m., Sausalito.
- Run 15 {On 12.46 p.m., San Anselmo; off 2.34 p.m., San Anselmo. Relieved by Run 1.
On 3.28 p.m., Union Depot; off 7.55 p.m., Union Depot. Tie-up B Street.

- Run 1 On 2.55 p.m., B Street; off 10.31 p.m., San Anselmo. Relieved by Run 4.
- Run 2 On 6.07 a.m., B Street; off 1.41 p.m., San Anselmo. Relieved by Run 3.
- Run 3 On 1.41 p.m., San Anselmo; off 8.00 p.m., Union Depot. Tie-up B Street.
- Run 4 {On 10.31 p.m., San Anselmo; off 1.03 a.m., Monday, B Street Tie-up.
On 5.58 a.m., Union Depot; off 8.55 a.m., Union Depot. Tie-up B Street.
- Run 5 {On 7.03 a.m., B Street; off 9.18 a.m., B Street. Tie-up.
On 2.47 p.m., Union Depot; off 7.13 p.m., Union Depot. Tie-up B Street.
- Run 6 On 7.33 a.m., B Street; off 2.41 p.m., San Anselmo. Relieved by Run 10.
- Run 7 {On 6.28 a.m., Union Depot; off 12.55 p.m., Union Depot. Relieved by Run 15.
On 2.58 p.m., Union Depot; off 4.25 p.m., Union Depot. Relieved by Run 8.
- Run 8 On 4.28 p.m., Union Depot; off 1.53 a.m., Monday, Union Depot. Tie-up B St.
- Run 9 On 2.28 p.m., Union Depot; off 8.25 p.m., Union Depot. Tie-up B Street.
- Run 10 {On 8.37 a.m., Union Depot; off 11.43 a.m., Union Depot. Tie-up B Street.
On 2.41 p.m., San Anselmo; off 8.30 p.m., Union Depot. Tie-up B Street.
- Run 11 On 6.58 a.m., Union Depot; off 1.55 p.m., Union Depot. Relieved by Run 9.
- Run 15 {On 1.28 p.m., Union Depot; off 2.55 p.m., Union Depot. Relieved by Run 7.
On 3.28 p.m., Union Depot; off 7.55 p.m., Union Depot. Tie-up B Street.

Crews will run 3-6-11-2-8-9-10-7-5-15 and repeat.
Runs 1 and 4 assigned.

- Run 12 {On 7.12 a.m., Mill Valley; off 9.05 a.m., Mill Valley. Tie-up.
On 3.12 p.m., Mill Valley; off 8.05 p.m., Mill Valley. Tie-up.
Saturday on 12.18 p.m., Sausalito; off 2.35 p.m., Mill Valley. Relieved by Run 13.
- Run 13 {On 2.42 p.m., Mill Valley; off 8.35 p.m., Mill Valley. Tie-up.
(Except Saturday) On 9.40 p.m., Mill Valley; off 10.20 p.m., Mill Valley.
Relieved by Run 14.
- Run 14 {On 11.42 p.m., Mill Valley; off 12.16 a.m. (Sunday, off 1.31 a.m.) Mill Valley.
Tie-up.
Saturday on 9.40 p.m., Mill Valley.
On 5.42 a.m., Mill Valley; off 8.56 a.m., Sausalito. Relieved by Run 11.

Crews will run 12-13 and repeat.
Run 14 assigned.

MILL VALLEY RUNS
Sunday.

- Run 12 {On 6.42 a.m., Mill Valley; off 12.35 p.m., Mill Valley. Relieved by Run 13.
On 3.12 p.m., Mill Valley; off 8.05 p.m., Mill Valley. Tie-up.
- Run 13 On 12.42 p.m., Mill Valley; off 8.35 p.m., Mill Valley. Tie-up.
- Run 14 {On 9.40 p.m., Mill Valley; off 1.31 a.m., Monday, Mill Valley. Tie-up.
On 6.12 a.m., Mill Valley; off 6.41 a.m., Mill Valley. Relieved by Run 12.
On 7.12 a.m., Mill Valley; off 9.05 a.m., Mill Valley. Tie-up.

Crews will run 12-13 and repeat.
Run 14 assigned.

Crews will run 3-6-11-2-8-9-10-7-5-15 and repeat.
Runs 1 and 4 assigned.

SPECIAL RULES.

When a section of double track is singled by form D-S, westward trains are superior to trains of the same class in the opposite direction.

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

Standard clocks are located at Sausalito and San Rafael.

Movement of all trains between Sausalito, San Rafael via Detour, and San Rafael via San Anselmo, on double track, with current of traffic, will be governed by automatic signals, and will be irrespective of time table superiority except that freight and extra trains must use every endeavor to avoid delay to the movement of passenger trains, interurban trains being given preference.

Trains running on double track must use right hand track and move with the current of traffic unless otherwise authorized by train order and under full protection.

Movement of all trains OVER SINGLE TRACK BETWEEN SAN ANSELMO STATION AND WEST END OF DOUBLE TRACK TOWARD WEST END, BETWEEN B STREET AND WEST END AND BETWEEN DETOUR AND GREEN BRAE will be governed by automatic signals. Trains finding such signals at "proceed" may move over these sections of track irrespective of time table superiority except when in receipt of train order restricting such privilege and specifying manner of movement.

Extra caution must be exercised by all train and enginemen moving over single track between San Anselmo station and west end of double track toward West End, between B Street and West End and between Detour and Green Brae; in case of heavy storms, fogs, or other cause, rendering view obscure, trains must move only under full control, or under the protection of flagman.

Trains moving from Tiburon line may use single track between Detour and Green Brae irrespective of time table superiority when automatic signals governing movement over this single track are at "proceed."

Operation of all trains in the automatic block signal limits between end of double track at Laurel Avenue (San Anselmo) and Manor, will be as defined in Book of Rules on pages 100 to 103, inclusive.

Should automatic signals on double track be found at "stop," train must come to a stop, and may then proceed cautiously until the next signal is seen to be clear, moving only under control, with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather, or if view is obscure from any cause. On single track if signal is found at "stop," train will wait three minutes and may then follow flagman, proceeding slowly until next signal is seen to be clear.

Trainmen must not depend upon automatic block signals to protect their trains, but whenever necessary must see that train is protected by flag, torpedoes, or fuses, as per Rule 99.

Trains must use caution in passing a train receiving or discharging passengers at a station, and must never pass between such train and a platform at which passengers are being received or discharged.

Trains must not exceed 10 miles per hour through city limits of San Rafael.

Trains must not exceed 10 miles per hr. in moving over road crossing at Ross Station.

SIGNALS.

Signal No. A-184, located at east end of Fairfax, will stand normally in the stop position and will clear when train is on the preliminary, if no train is in the single track sections between Fairfax and Manor.

Signal No. A-181, located at west end of Fairfax, will stand normally at stop position and will clear when train is on preliminary, if there is no train in the single track section between Fairfax and Laurel Avenue.

Signal No. B-182, at "E" Street, will stand normally at stop position and will clear when eastward train is on preliminary, if there is no train in single track section between "E" Street and "B" Street.

Signal No. 147, located at Green Brae, will stand normally at stop position and will clear when train is on preliminary and no train in block section between Green Brae and Detour.

SIGNALS AT INTERLOCKING PLANTS.

At all interlocking plants when enginemen or motormen desire to use superior route, they will give one long blast of whistle; and when desiring to use inferior route will give one long and one short blast of the whistle as a signal to Towerman handling movement. In the event that signals are inoperative, towerman may give hand signals in accordance with rules.

DASH POT SPRING SWITCHES.

Dash pot spring switches are located as follows:

- Ends of double track at either end of Tunnel No. 1.
- End of double track Green Brae.
- End of double track at Detour.
- Ends of double track between B Street and West End.
- End of double track between West End and San Anselmo.
- End of double track at Laurel Avenue.
- East and West ends of siding at Fairfax.
- West end of siding at Manor.

TRAIN MOVEMENTS BETWEEN ALMONTE AND MILL VALLEY

Towerman at Almonte will keep a block register or train sheet of all trains to and from Mill Valley. During office hours at Mill Valley from 7.00 a.m. to 6.30 p.m. the Agent will call up Towerman at Almonte and immediately report arrival of all trains, and will receive from the Towerman a Clearance on Form 2643 for westward train. Agent will show on Clearance, time and date received and number of train due to leave. Such Clearance must be made in triplicate, two copies to be given to Conductor—one for himself and one for Motorman, third copy to be retained in Agent's file. Conductors of trains arriving at Mill Valley before or after office hours will immediately call up Towerman to report arrival and secure Clearance for return. Conductor must drop triplicate of Clearance in box provided for that purpose. Conductors of trains originating at Mill Valley with tie-up equipment must secure Clearance before departure.

After Towerman at Almonte has given Clearance to a train leaving Mill Valley he must not give signal or line switches for an opposing train to pass from double track to the Mill Valley single track without first having received authority from Dispatcher to do so. All trains, scheduled or extra, bound for Mill Valley will be held at Almonte by Towerman awaiting Dispatcher's orders or instructions, if the westward Mill Valley train for which Clearance has been given has not arrived at Almonte.

Extra Steam trains going towards Mill Valley which may be occupying the eastward or westward double track at Almonte account of insufficient time to reach Mill Valley against an opposing train, may be permitted by Towerman to enter single track to the siding known as Junction Siding on Mill Valley branch. When moving from double track to single track such steam trains must do so under flag and must not move from the siding without first having secured Clearance from the Towerman giving them right to proceed to Mill Valley.

TUNNELS NO. 1 AND NO. 3.

Movement of trains on single track at Tunnel No. 1 between Alto and Chapman, and Tunnel No. 3 between Green Brae and Schuetzen, is governed by automatic block signals located near each end of tunnel, and regardless of time table superiority.

Tunnel No. 1. West End: Normal position of signal is "Proceed." There is no preliminary. East End: Normal position of signal is "Stop." There is a preliminary. Electric switch, the use of which is hereinafter described, is located in box on pole at each end of tunnel.

Tunnel No. 3. West End: Normal position of signal is "Stop." There is a preliminary. East End: Normal position of signal is "Proceed." There is no preliminary.

All trains approaching tunnel will approach automatic block signal governing movement at and through tunnel, under control, and, except such trains as are hereinafter excepted, will stop before reaching the signal. After so stopping, train may proceed when signal is in "Proceed" position, and when signal changes to "Stop" position as train strikes insulated joints at the signal.

After having waited three minutes, should signal not change to "Proceed" position or should signal not change to "Stop" position as train strikes insulated joints at signal, and a train cannot be seen or heard within the limits of the block, train may proceed under control and under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train. On passenger trains Conductor will station himself near forward end of train, on car platform and at end of car in which trainmen's air brake valve is located.

After stopping, when signal is at "Proceed," Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal. Should engineman not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching the signal, head brakeman must station himself in gangway on engine on side on which signal is located, and must observe position of signal and speed of train; must call engineer's attention to requirement that train stop, should there be any doubt as to stop being made, and must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal; and will give engineer such notice as situation may require.

Eastward trains will not exceed speed of 10 miles per hour in passing over switches at each end of Tunnel No. 1. Westward trains will not exceed speed of 15 miles per hour at end of double track at each end of Tunnel No. 3.

If signals are at "Proceed," freight trains and heavy steam passenger trains need not stop at Tunnel No. 3, and freight trains, when it would cause them to double, and heavy steam passenger trains, except narrow gauge trains, need not stop at Tunnel No. 1. When trains do not stop, they will approach signal under control and forward end of train will not pass signal at speed in excess of 10 miles per hour.

Narrow gauge trains approaching Tunnel No. 1, before passing signal, must throw electric switch, when signal is at "Proceed," thereby setting signals at both ends of

tunnel at "Stop." After train is into clear on double track at distant end of tunnel, electric switch at that end of tunnel must be thrown, thereby releasing signals.

YARD LIMITS.

San Rafael, San Anselmo, Manor. (Rules 93, D-93).

At other stations trains and engines occupying main track must be protected per Rule 99.

LOCATION OF END OF THIRD RUNNING RAIL.

San Anselmo. Narrow gauge rail, 151 ft. east of east switch on San Rafael line.

Manor. Broad gauge rail, 2256 ft. east of east switch at Manor.

SAUSALITO.

Movement of trains in and out of Sausalito Yard will be governed by signals controlled by Operators in Tower No. 1.

As soon as passengers are aboard train at Sausalito Conductor will immediately give starting signal. Upon receiving such signal Cut-off train will immediately pull up to the board and proceed, if clear. When Cut-off trains are not running San Rafael train will follow same procedure and other trains will follow in their order but must not start until they receive signal from conductor and clear board from towerman.

In event that train is unable to proceed, engineer will give one short, one long, one short and one long blast of the whistle (thus: — — — — —) to indicate to towerman that he cannot accept the board and towerman will then give board to next train in regular order.

Interurban trains will leave Sausalito Yard in the following order: Cut-off Manor, San Rafael via San Anselmo, Mill Valley.

ALMONTE.

Operator in Tower No. 2 at Almonte controls movement of trains through junction switches at that point.

BALTIMORE PARK.

Junction switches between tracks, Sausalito-San Anselmo and Sausalito-Detour lines and signals connected therewith, will be controlled and manipulated by Operator in Interlocking Tower No. 3, train movements to be governed by such signals. Westward trains from Detour will approach this signal under full control, expecting it to be set against them, as derailer is operated in conjunction with this signal.

All trains will reduce speed to twelve (12) miles per hour over switches, through interlocking limits, at Baltimore Park.

SAN ANSELMO.

Movement of trains over junction switch in front of station, and over cross-over is governed by signals controlled by Operator in Tower No. 4.

Single-arm interlocking signal located west of station governs movement of eastward trains into station. Double-arm interlocking signal located at east end of station governs movement of trains to Manor and San Rafael lines. Manor line is superior route.

SAN RAFAEL.

Main line double track extends to Mission Street. Switch at this point will be handled by switch-tender daily from 7.45 a.m. to 12.01 p.m., and from 3.15 p.m. to 6.45 p.m. Between 12.01 p.m. and 3.15 p.m., this switch will be handled by trainmen. Normal position of this switch will be for westward track. From 6.45 p.m. to 7.45 a.m. westward track between Mission Street and freight house will be used as single track. All cross-over switches inside the interlocking limits at this point will be controlled and operated by towerman in Tower No. 5, interlocking signals being connected therewith. All other switches connecting with main line tracks will be handled by trainmen.

FAIRFAX.

Main line and passing track will be used as double track. Eastward trains will use main line or right-hand track and westward trains will use passing track or right-hand track, both movements being governed by signals at each end of this double track. Spring switches need not be lined by trainmen unless reverse movement is desired.

MANOR.

Electric trains will stop and start from passing track at station. Rigid switch at east end of siding will be set normally for main track. All steam trains will use main track. Spring switch at west end of siding will be set normally for siding. Trainmen on eastward trains desiring to use main track will line this switch. Switch need not be lined for westward trains.

DETOUR.

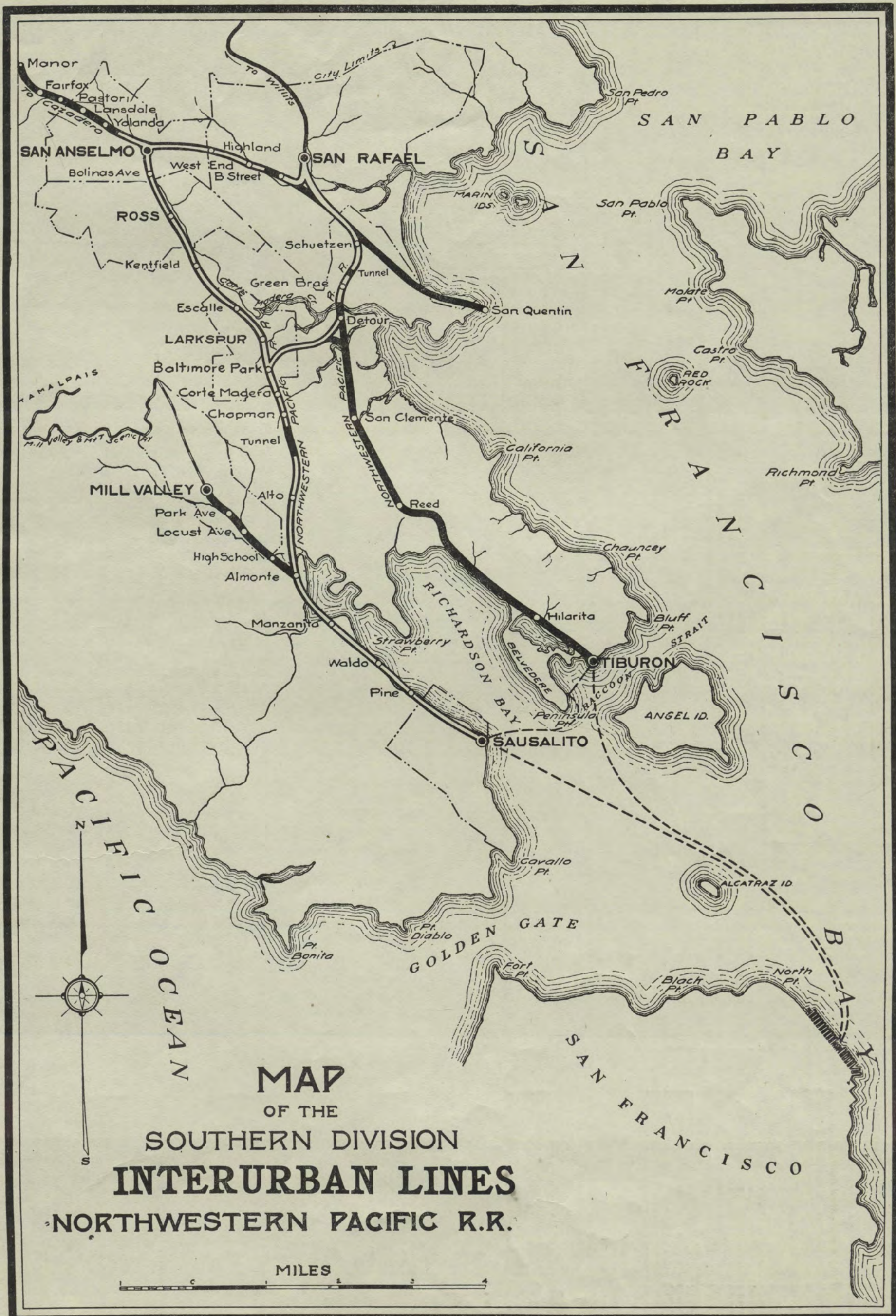
Junction switch, east branch of Y, with Tiburon line will be set normally for main track, Sausalito route. Automatic signals interlocked therewith will stand at "proceed" for Sausalito route, and at "stop" for Tiburon line. All trains using Sausalito route must reduce speed in passing through junction switch.

GREEN BRAE.

Spring switch west end double track will be set normally for eastward track. Speed of electric interurban trains while crossing Green Brae drawbridge must not exceed eight miles per hour.

G. H. McMULLIN,
Assistant Superintendent.

J. L. HALEY,
Trainmaster.



MAP
 OF THE
 SOUTHERN DIVISION
INTERURBAN LINES
 NORTHWESTERN PACIFIC R.R.

