

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE FOR THE COAST DIVISION

# 142



To Take Effect Tuesday, December 31, 1935, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,  
*General Manager.*

W. B. KIRKLAND,  
*Superintendent of Transportation.*

L. U. MORRIS,  
*Assistant General Manager.*

J. J. JORDAN,  
*Superintendent.*



EASTWARD

San Francisco Subdivision.

FIRST CLASS

Main train schedule table with columns for station names (126, 36, 124, 170, 120, 168, 166, 116, 164, 162, 114, 112, 174, 244, 34, 72, 110, 108, 38) and rows for various train types (Passenger, Daylight, Motor) and departure/arrival times.

Time Table No. 142  
December 31, 1935

STATIONS

Vertical list of stations from TO-R SAN FRANCISCO to TO-R SAN JOSE, including distances between stations.

Time over District  
Average Speed per Hour

HOLIDAYS INDICATED ARE:  
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.  
Register and Standard Clock at Santa Clara located in interlocking tower.  
Water supply Redwood Junction, located on Dumbarton line.  
NOTE.— See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.

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

All flag stops at College Park for revenue passengers only.  
San Francisco-San Jose local passenger trains and No. 38 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac and Pumork.

Additional Stations { Aqua (Spur) MP 12.9  
Howest (Spur) MP 16.8  
Romac (Spur) MP 19.7  
Pumork MP 22.7



San Francisco Subdivision.

WESTWARD

Time Table No. 142  
December 31, 1935

FIRST CLASS

STATIONS

|                    |     |
|--------------------|-----|
| TO-R SAN FRANCISCO | 1.9 |
| 23D STREET         | 1.2 |
| 14TH AVE.          | 1.0 |
| PAUL AVE.          | 1.1 |
| BAYSHORE           | 1.3 |
| VISITACION         | 0.4 |
| R VISITACION TOWER | 1.7 |
| BUTLER ROAD        | 0.7 |
| SO. SAN FRANCISCO  | 1.1 |
| TANFORAN WYE       | 0.6 |
| SAN BRUNO          | 1.1 |
| LOMITA PARK        | 1.6 |
| MILLBRAE           | 1.5 |
| BROADWAY           | 1.1 |
| BURLINGAME         | 1.6 |
| SAN MATEO          | 1.0 |
| LESLIE             | 1.1 |
| BAY MEADOWS        | 0.3 |
| BERESFORD          | 1.6 |
| BELMONT            | 1.3 |
| SAN CARLOS         | 2.2 |
| REDWOOD CITY       | 0.8 |
| R REDWOOD JCT.     | 1.6 |
| ATHERTON           | 1.1 |
| MENLO PARK         | 1.2 |
| PALO ALTO          | 1.7 |
| R MAYFIELD         | 3.0 |
| CASTRO             | 1.3 |
| MOUNTAIN VIEW      | 2.7 |
| SUNNYVALE          | 2.0 |
| LAWRENCE           | 3.5 |
| R SANTA OLARA      | 0.9 |
| R SAN JOSE YARD    | 0.5 |
| COLLEGE PARK       | 1.2 |
| TO-R SAN JOSE      |     |

Distance from San Jose

| Distance from San Jose | 105          | 259          | 107                                | 169                         | 109                                | 111                                | 115                                | 117                                | 77             | 121                                | 123                                | 125                                | 129          | 131                                | 75           | 133                                | 73           | 31                      | 135                                | 173                                |
|------------------------|--------------|--------------|------------------------------------|-----------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|----------------|------------------------------------|------------------------------------|------------------------------------|--------------|------------------------------------|--------------|------------------------------------|--------------|-------------------------|------------------------------------|------------------------------------|
|                        | Passenger    | Passenger    | Passenger                          | Passenger                   | Passenger                          | Passenger                          | Passenger                          | Passenger                          | Sunset Limited | Passenger                          | Passenger                          | Passenger                          | Passenger    | Passenger                          | Lark         | Passenger                          | Passenger    | Santa Cruz              | Passenger                          | Passenger                          |
|                        | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive SUN. & HOLIDAYS ONLY | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily   | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY & HOLIDAYS | Arrive Daily EX. SUNDAY & HOLIDAYS |
| 46.9                   | s 6.20AM     |              | s 7.15AM                           | s 7.15AM                    | s 7.30AM                           | s 7.45AM                           | s 8.00AM                           | s 8.05AM                           | s 8.10AM       | s 8.17AM                           | s* 8.23AM                          | s 8.30AM                           | s 8.40AM     | s 8.55AM                           | s 9.00AM     | s 9.20AM                           |              | s 9.40AM                | s 10.05AM                          | s 10.10AM                          |
| 45.0                   | s            |              | s                                  |                             | s                                  | s                                  |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 43.8                   | s            |              | s                                  |                             |                                    |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 42.8                   |              |              |                                    |                             |                                    | s                                  |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 41.7                   | s 6.07       |              | s 7.03                             | f 7.04                      | s 7.18                             | s 7.33                             | s 7.48                             |                                    |                |                                    |                                    |                                    | 8.31         | 8.45                               | 8.50         | 9.10                               |              | 9.31                    | 9.56                               | f 10.01                            |
| 40.4                   |              |              | f                                  |                             |                                    |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 40.0                   |              |              |                                    |                             |                                    |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 38.3                   |              |              | s                                  |                             | s                                  |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 37.6                   | s 6.01       |              | s 6.54                             | s 6.58                      | s 7.12                             | s 7.27                             |                                    | s 7.50                             |                |                                    |                                    | s 8.15                             |              | s 8.39                             |              | s 9.04                             |              |                         | s 9.50                             | s 9.55                             |
| 36.5                   |              |              |                                    |                             |                                    |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 35.9                   | s 5.57       |              | s 6.50                             | f 6.55                      | s 7.08                             | s 7.23                             | s 7.41                             |                                    |                |                                    |                                    |                                    | s 8.22       | s 8.36                             |              | s 9.01                             |              |                         | s 9.47                             | f 9.52                             |
| 34.8                   | s            |              | s                                  | f                           | f                                  | s                                  | s                                  |                                    |                |                                    |                                    |                                    | s            | s                                  |              |                                    |              |                         | s                                  | f                                  |
| 33.2                   | s            |              | s                                  | f                           |                                    | s                                  | s                                  |                                    |                |                                    | s                                  |                                    |              |                                    |              |                                    |              |                         | f                                  | f                                  |
| 31.7                   | s            |              | s                                  | s                           | s                                  | s                                  | s                                  |                                    |                | s 7.55                             |                                    | s 8.07                             | s            | s                                  |              |                                    |              |                         | s                                  | s                                  |
| 30.6                   | s 5.46       |              | s 6.40                             | s 6.45                      | s 6.57                             | s 7.11                             | s 7.30                             | s 7.37                             | s 7.41         |                                    |                                    | s 8.04                             | s 8.12       | s 8.25                             | s 8.31       | s 8.51                             |              |                         | s 9.35                             | s 9.42                             |
| 29.0                   | s 5.42       |              | s 6.36                             | s 6.41                      | s 6.53                             | s 7.07                             | s 7.26                             | s 7.33                             |                |                                    |                                    | s 8.00                             | s 8.08       | s 8.21                             |              | s 8.47                             |              | 9.15                    | s 9.31                             | s 9.38                             |
| 28.0                   | f 5.38       |              | f                                  | f                           | f                                  | s                                  |                                    | s 7.30                             |                |                                    |                                    | s 7.56                             |              | s                                  |              |                                    |              |                         | f                                  | f                                  |
| 26.9                   |              |              |                                    |                             |                                    |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 26.6                   | f            |              | f                                  | f                           |                                    |                                    |                                    | f                                  |                |                                    |                                    |                                    | f            |                                    |              |                                    |              |                         | f                                  | f                                  |
| 25.0                   | s            |              | s                                  | f                           | s                                  | s                                  | s                                  |                                    | s              |                                    |                                    |                                    |              | s                                  |              | s                                  |              |                         | s                                  | f                                  |
| 23.7                   | s 5.31       |              | s 6.26                             | f 6.32                      | s 6.42                             | s 6.56                             | s 7.15                             | s 7.22                             |                |                                    |                                    |                                    | s 8.00       | s 8.12                             |              | s 8.38                             |              |                         | s 9.21                             | f 9.29                             |
| 21.5                   | s 5.27       |              | s 6.22                             | s 6.28                      | s 6.37                             | s 6.52                             | s 7.10                             | s 7.18                             |                |                                    | s 7.46                             |                                    | s 7.56       | s 8.08                             |              | s 8.34                             |              |                         | s 9.17                             | s 9.25                             |
| 20.7                   | 5.25         |              | 6.20                               | 6.26                        | 6.35                               | 6.50                               | 7.08                               | 7.16                               | 7.27           | 7.41                               | 7.43                               | 7.46AM                             | 7.54         | 8.06                               | 8.17         | 8.32                               |              | 9.06                    | 9.15                               | 9.23                               |
| 19.1                   | f            |              | f                                  | f                           |                                    | s                                  |                                    | s 7.13                             |                |                                    |                                    |                                    | s 7.51       | s 8.03                             |              | f                                  |              |                         | s 9.12                             | f                                  |
| 18.0                   | s            |              | s                                  | f                           | s                                  | s                                  | s                                  |                                    |                |                                    |                                    |                                    | s            | s                                  |              | s                                  |              |                         | s                                  | f                                  |
| 16.8                   | s 5.16       |              | s 6.12                             | s 6.19                      | s 6.27                             | s 6.41                             | s 7.00                             | s 7.07                             | s 7.22         | s 7.35                             |                                    |                                    | s 7.45       | s 7.57                             | s 8.12       | s 8.23                             |              | s 9.00                  | s 9.06                             | s 9.15                             |
| 15.1                   | s 5.08       |              | s 6.08                             | f 6.16                      | 6.24                               | s 6.37                             |                                    | s 7.03                             |                | 7.31                               | 7.36AM                             |                                    | s 7.41       | s 7.53                             |              | s 8.20                             |              | 8.57AM                  | s 9.03                             | f 9.12                             |
| 12.1                   |              |              |                                    |                             |                                    |                                    |                                    | f                                  |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 10.8                   | s 5.02       | Via Newark   | s 6.02                             | f                           | s 6.18                             | s 6.31                             | s 6.50                             | s 6.56                             |                | s 7.26                             | Via Los Altos                      |                                    | s 7.35       | s 7.48                             |              | s 8.14                             | Via Newark   | Via Los Altos           | s 8.57                             | s 9.06                             |
| 8.1                    | f 4.58       |              | s 5.57                             | f                           | s 6.13                             | f 6.27                             | s 6.45                             |                                    |                | s 7.21                             |                                    |                                    |              | s 7.43                             |              | s 8.09                             |              |                         | s                                  | f                                  |
| 6.1                    | f            |              | f                                  | f                           | f                                  |                                    |                                    | f                                  | 7.07           |                                    |                                    |                                    | f            |                                    | 7.57         | f                                  |              |                         |                                    |                                    |
| 2.6                    | f 4.50       | f 4.55AM     | s 5.50                             | s 6.00                      | s 6.05                             | f 6.20                             | s 6.38                             | s 6.46                             |                |                                    |                                    |                                    | s 7.22       | s 7.36                             |              | s 8.03                             | f 8.07AM     |                         | s 8.45                             | f 8.55                             |
| 1.7                    |              |              |                                    |                             |                                    |                                    |                                    |                                    |                |                                    |                                    |                                    |              |                                    |              |                                    |              |                         |                                    |                                    |
| 1.2                    | f            | f            | f                                  |                             | f                                  |                                    | f                                  |                                    |                |                                    |                                    |                                    | f            | f                                  |              |                                    |              |                         | f                                  | f                                  |
| 0.0                    | 4.45AM       | 4.50AM       | 5.45AM                             | 5.55AM                      | 6.00AM                             | 6.15AM                             | 6.32AM                             | 6.40AM                             | 7.00AM         | 7.10AM                             |                                    |                                    | 7.15AM       | 7.30AM                             | 7.50AM       | 7.58AM                             | 8.01AM       |                         | 8.40AM                             | 8.50AM                             |
|                        | Leave Daily  | Leave Daily  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave SUN. & HOLIDAYS ONLY  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily    | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave Daily  | Leave Daily EX. SUNDAY  | Leave Daily EX. SUNDAY & HOLIDAYS  | Leave SUN. & HOLIDAYS ONLY         |
|                        | (1.35)       | 0.05         | (1.30)                             | (1.20)                      | (1.30)                             | (1.30)                             | (1.28)                             | (1.25)                             | (1.10)         | (1.07)                             | (0.47)                             | (0.44)                             | (1.25)       | (1.25)                             | (1.10)       | (1.22)                             | (0.06)       | (0.43)                  | (1.25)                             | (1.20)                             |
|                        | 29.62        | 31.20        | 31.27                              | 35.18                       | 31.27                              | 31.27                              | 31.98                              | 33.11                              | 40.20          | 42.00                              | 40.60                              | 35.73                              | 33.11        | 33.11                              | 40.20        | 34.32                              | 26.00        | 44.37                   | 33.11                              | 35.18                              |

Additional Stations { Aqua (Spur) MP 12.9  
Howest (Spur) MP 16.8  
Romac (Spur) MP 19.7  
Pumork MP 22.7

Register at Santa Clara located in interlocking tower.  
HOLIDAYS INDICATED ARE:  
New Year's, Washington's Birthday, Decoration Day,  
Fourth of July, Labor Day, Thanksgiving Day and  
Christmas.

NOTE.— See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

All flag stops at College Park for revenue passengers only.  
San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except  
Aqua, Howest, Romac, Pumork.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |                                       |                                     |                |                                    |                                   |
|--|---------------------------------------|-------------------------------------|----------------|------------------------------------|-----------------------------------|
| Train  | At                                    | Receive or Discharge                | To (or beyond) | From (or beyond)                   | Frequency                         |
| 77<br>31<br>135  | Any Station<br>San Bruno<br>Bay Shore | Discharge<br>Discharge<br>Discharge |                | Yuma<br>Any Station<br>Any Station | Daily<br>Funeral parties<br>Daily |



EASTWARD

San Francisco Subdivision.

FIRST CLASS

Main train schedule table with columns for train numbers (154, 254, 78, 152, 150, 148, 146, 184, 144, 142, 140, 182, 138, 136, 180, 134, 130, 32, 176), departure/arrival times, and distance from San Francisco. Includes sub-tables for San Francisco Terminal Yard and San Jose Terminal Yard.

Time Table No. 142

December 31, 1935

STATIONS

Station list table with station names and distances from San Francisco, including TO-R SAN FRANCISCO, 23D STREET, 14TH AVE., PAUL AVE., BAYSHORE, VISITACION, R VISITACION TOWER, BUTLER ROAD, SO. SAN FRANCISCO, TANFORAN WYE, SAN BRUNO, LOMITA PARK, MILLBRAE, BROADWAY, BURLINGAME, SAN MATEO, LESLIE, BAY MEADOWS, BERESFORD, BELMONT, SAN CARLOS, REDWOOD CITY, R REDWOOD JOT., ATHERTON, MENLO PARK, PALO ALTO, R MAYFIELD, CASTRO, MOUNTAIN VIEW, SUNNYVALE, LAWRENCE, R SANTA OLARA, R SAN JOSE YARD, COLLEGE PARK, TO-R SAN JOSE.

Automatic Block System

Double Track

NOTE.— See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose. Water supply at Redwood Jct. located on Dumbarton line.

All flag stops at College Park for revenue passengers only.

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

Additional Stations

- Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7
Pumork MP 22.7

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Register and Standard Clock at Santa Clara located in interlocking tower.

Table with 6 columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Includes train 32 and Palo Alto station.



San Francisco Subdivision.

WESTWARD

Time Table No. 142

December 31, 1935

FIRST CLASS

STATIONS

|                    |     |
|--------------------|-----|
| TO-R SAN FRANCISCO | 1.9 |
| 23D STREET         | 1.2 |
| 14TH AVE.          | 1.0 |
| PAUL AVE.          | 1.1 |
| BAYSHORE           | 1.3 |
| VISITACION         | 0.4 |
| R VISITACION TOWER | 1.7 |
| BUTLER ROAD        | 0.7 |
| SO. SAN FRANCISCO  | 1.1 |
| TANFORAN WYE       | 0.6 |
| SAN BRUNO          | 1.1 |
| LOMITA PARK        | 1.6 |
| MILLBRAE           | 1.5 |
| BROADWAY           | 1.1 |
| BURLINGAME         | 1.6 |
| SAN MATEO          | 1.0 |
| LESLIE             | 1.1 |
| BAY MEADOWS        | 0.3 |
| BERESFORD          | 1.6 |
| BELMONT            | 1.3 |
| SAN CARLOS         | 2.2 |
| REDWOOD CITY       | 0.8 |
| R REDWOOD JCT.     | 1.6 |
| ATHERTON           | 1.1 |
| MENLO PARK         | 1.2 |
| PALO ALTO          | 1.7 |
| R MAYFIELD         | 3.0 |
| CASTRO             | 1.3 |
| MOUNTAIN VIEW      | 2.7 |
| SUNNYVALE          | 2.0 |
| LAWRENCE           | 3.5 |
| R SANTA OLARA      | 0.9 |
| R SAN JOSE YARD    | 0.5 |
| COLLEGE PARK       | 1.2 |
| TO-R SAN JOSE      |     |

Double Track

| Distance from San Jose      | 137<br>Passenger                         | 139<br>Passenger                         | 35<br>Del Monte                          | 39<br>Del Monte                     | 141<br>Passenger                         | 69<br>Coaster | 143<br>Passenger | 147<br>Passenger | 149<br>Passenger                         | 179<br>Passenger                    | 37<br>Motor                              | 41<br>Motor                         | 151<br>Passenger                         | 153<br>Passenger | 183<br>Passenger                    | 155<br>Passenger                         | 71<br>Daylight | 33<br>Passenger                          | 43<br>Passenger                     |
|-----------------------------|--|--|--|-------------------------------------|--|---------------|------------------|------------------|--|-------------------------------------|--|-------------------------------------|--|------------------|-------------------------------------|--|----------------|--|-------------------------------------|
|                             | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive<br>SUN. & HOLI-<br>DAYS ONLY | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive Daily  | Arrive Daily     | Arrive Daily     | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive<br>SUN. & HOLI-<br>DAYS ONLY | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive<br>SUN. & HOLI-<br>DAYS ONLY | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive Daily     | Arrive<br>SUN. & HOLI-<br>DAYS ONLY | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive Daily   | Arrive Daily<br>EX. SUNDAY<br>& HOLIDAYS | Arrive<br>SUN. & HOLI-<br>DAYS ONLY |
| 46.9                        | s 10.40 AM                               | s 11.05 AM                               | s 11.30 AM                               | s 11.55 AM                          | s 12.01 PM                               | s 12.10 PM    | s 1.25 PM        | s 3.00 PM        | s 4.05 PM                                | s 4.05 PM                           | s 5.05 PM                                | s 5.10 PM                           | s 5.30 PM                                | s 6.15 PM        | s 7.10 PM                           | s 7.20 PM                                | s 8.45 PM      | s 9.10 PM                                | s 9.30 PM                           |
| 45.0                        |  |  |  | f                                   |  |               |                  | f                |  |                                     |  | f                                   | f  |                  | f                                   |  |                |  |                                     |
| 43.8                        |  |  |  | f                                   |  |               |                  |                  |  |                                     |  |                                     |  |                  |                                     |  |                |  |                                     |
| 42.8                        |  |  |  | f                                   |  |               |                  |                  |  |                                     |  |                                     | f  |                  |                                     |  |                |  |                                     |
| 41.7                        | 10.31                                    | 10.56                                    | 11.20                                    | f 11.43                             | f 11.51 AM                               | 11.59 AM      | 1.16             | f 2.49           | f 3.55                                   | f 3.55                              | 4.55                                     | f 4.59                              | f 5.18                                   | f 6.05           | f 7.00                              | f 7.09                                   | 8.35           | 9.00                                     | 9.20                                |
| 40.4                        |  |  |  |                                     |  |               |                  |                  |  |                                     |  |                                     | f  |                  |                                     |  |                |  |                                     |
| 40.0                        |  |  |  |                                     |  |               |                  |                  |  |                                     |  |                                     |  |                  |                                     |  |                |  |                                     |
| 38.3                        |  |  |  | f                                   |  |               |                  |                  |  |                                     | f  | f                                   | f  |                  |                                     |  |                | f  | f                                   |
| 37.6                        |  | s 10.50                                  |  | s 11.37                             | s 11.44                                  |               | s 1.10           | s 2.43           | s 3.48                                   | f 3.49                              | s 4.48                                   | f 4.53                              | s 5.10                                   | s 5.59           | s 6.54                              | s 7.02                                   |                | f 8.54                                   | f 9.13                              |
| 36.5                        |  |  |  |                                     |  |               |                  |                  |  |                                     |  |                                     |  |                  |                                     |  |                |  |                                     |
| 35.9                        |  | f 10.46                                  | 11.12                                    | f                                   | s 11.40                                  | 11.50         | s 1.06           | s 2.39           | s 3.43                                   | f 3.45                              |  | f 4.50                              | s 5.05                                   | s 5.55           | f 6.50                              | s 6.58                                   |                | f 8.51                                   | f 9.09                              |
| 34.8                        |  | f  |  | f                                   | f  |               | f                | f                | f  | f                                   |  | f                                   |  | f                | f                                   | f  |                |  |                                     |
| 33.2                        |  | f  |  | f                                   | f  |               | f                | f                | f  | f                                   |  | f                                   | f  | f                | f                                   | f  |                |  |                                     |
| 31.7                        |  | s  |  | s                                   | s  |               | s                | s                | s  | s                                   | s  | s                                   | s  | s                | s                                   | s  |                | s  | s                                   |
| 30.6                        | s 10.15                                  | s 10.37                                  |  | s 11.24                             | s 11.29                                  |               | s 12.57          | s 2.30           | s 3.32                                   | s 3.37                              | s 4.34                                   | s 4.40                              | s 4.55                                   | s 5.46           | s 6.42                              | s 6.48                                   | 8.20           | s 8.42                                   | s 8.59                              |
| 29.0                        | s 10.12                                  | s 10.33                                  |  | s 11.20                             | s 11.25                                  | s 11.39       | s 12.53          | s 2.26           | s 3.28                                   | s 3.33                              | s 4.30                                   | s 4.36                              | s 4.50                                   | s 5.41           | s 6.38                              | s 6.44                                   |                | s 8.38                                   | s 8.55                              |
| 28.0                        |  | f  |  | f                                   | f  |               | f                | f                | f  | f                                   |  | f                                   | f  | f                | f                                   | f  |                |  |                                     |
| 26.9                        |  |  |  |                                     |  |               |                  |                  |  |                                     |  |                                     |  |                  |                                     |  |                |  |                                     |
| 26.6                        |  |  |  | f                                   | f  |               |                  | f                | f  | f                                   |  | f                                   | f  |                  | f                                   | f  |                |  |                                     |
| 25.0                        | 10.07                                    | s  |  | f                                   | s  |               | f                | s                | s  | f                                   |  | s                                   | s  | f                | s                                   | s  |                | f  | f                                   |
| 23.7                        |  | s 10.24                                  |  | f                                   | s 11.15                                  |               | s 12.44          | s 2.16           | s 3.15                                   | f 3.24                              |  | f 4.26                              | s 4.39                                   | s 5.31           | f 6.29                              | s 6.34                                   |                | s 8.29                                   | f 8.44                              |
| 21.5                        | s 10.03                                  | s 10.20                                  |  | s 11.07                             | s 11.11                                  |               | s 12.41          | s 2.12           | s 3.11                                   | s 3.21                              | s 4.19                                   | s 4.22                              | s 4.35                                   | s 5.27           | s 6.26                              | s 6.30                                   |                | s 8.25                                   | s 8.40                              |
| 20.7                        | 10.01                                    | 10.18                                    | 10.54                                    | 11.05                               | 11.09                                    | 11.27         | 12.39            | 2.10             | 3.09                                     | 3.19                                | 4.17                                     | 4.20                                | 4.33                                     | 5.25             | 6.24                                | 6.28                                     | 8.07           | 8.23                                     | 8.37                                |
| 19.1                        |  | f  |  | f                                   | f  |               | f                | f                | f  | f                                   |  | f                                   | f  | f                | f                                   | f  |                | f  | f                                   |
| 18.0                        |  | s  |  | f                                   | s  |               | s                | s                | s  | f                                   |  | s                                   | s  | s                | f                                   | s  |                | f  | f                                   |
| 16.8                        | s 9.55                                   | s 10.10                                  | s 10.49                                  | s 10.57                             | s 11.01                                  | s 11.22       | s 12.31          | s 2.02           | s 3.01                                   | s 3.11                              | s 4.10                                   | s 4.12                              | s 4.25                                   | s 5.17           | s 6.16                              | s 6.20                                   | s 8.02         | s 8.15                                   | s 8.28                              |
| 15.1                        |  | s 10.07                                  |  | f 10.53                             | s 10.57                                  |               | s 12.27          | s 1.58           | s 2.57                                   | s 3.07                              |  | f 4.08                              | s 4.19                                   | s 5.13           | f 6.12                              | s 6.12                                   |                | s 8.11                                   | s 8.24                              |
| 12.1                        |  |  |  | f                                   | f  |               |                  |                  |  |                                     |  | f                                   | f  |                  | f                                   | f  |                |  |                                     |
| 10.8                        |  | s 10.01                                  |  | f 10.47                             | s 10.51                                  |               | s 12.22          | s 1.52           | s 2.52                                   | f 3.02                              | s 4.02                                   | f 4.02                              | s 4.12                                   | s 5.07           | f 6.07                              | s 6.07                                   |                | s 8.06                                   | s 8.18                              |
| 8.1                         | 9.44                                     | s  |  | f 10.42                             | s 10.47                                  |               | s 12.17          | s 1.47           | s 2.47                                   | f 2.57                              | s 3.57                                   | f 3.57                              | s 4.06                                   | s 5.02           | f 6.02                              | s 6.02                                   |                | f 8.02                                   | f 8.13                              |
| 6.1                         |  |  |  | f                                   | f  |               |                  | f                | f  | f                                   |  | f                                   | f  | f                | f                                   | f  | 7.47           |  |                                     |
| 2.6                         |  | s 9.50                                   |  | f 10.35                             | s 10.40                                  |               | s 12.10          | s 1.40           | s 2.40                                   | f 2.50                              | 3.50                                     | f 3.50                              | s 3.59                                   | s 4.55           | s 5.55                              | s 5.55                                   |                | s 7.55                                   | s 8.06                              |
| 1.7                         |  |  |  |                                     |  |               |                  |                  |  |                                     |  |                                     |  |                  |                                     |  |                |  |                                     |
| 1.2                         |  |  |  | f                                   | f  |               |                  | f                | f  |                                     |  | f                                   | f  | f                | f                                   | f  |                | f  | f                                   |
| 0.0                         | 9.35 AM                                  | 9.45 AM                                  | 10.30 AM                                 | 10.30 AM                            | 10.35 AM                                 | 11.00 AM      | 12.05 PM         | 1.35 PM          | 2.35 PM                                  | 2.45 PM                             | 3.45 PM                                  | 3.45 PM                             | 3.53 PM                                  | 4.50 PM          | 5.50 PM                             | 5.50 PM                                  | 7.40 PM        | 7.49 PM                                  | 8.00 PM                             |
| (46.9)                      | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave<br>SUN. & HOLI-<br>DAYS ONLY  | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave Daily   | Leave Daily      | Leave Daily      | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave<br>SUN. & HOLI-<br>DAYS ONLY  | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave<br>SUN. & HOLI-<br>DAYS ONLY  | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave Daily      | Leave<br>SUN. & HOLI-<br>DAYS ONLY  | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave Daily    | Leave Daily<br>EX. SUNDAY<br>& HOLIDAYS  | Leave<br>SUN. & HOLI-<br>DAYS ONLY  |
| Time over District.....     | (1.05)                                   | (1.20)                                   | (1.00)                                   | (1.25)                              | (1.28)                                   | (1.10)        | (1.20)           | (1.25)           | (1.30)                                   | (1.20)                              | (1.20)                                   | (1.25)                              | (1.37)                                   | (1.25)           | (1.20)                              | (1.30)                                   | (1.05)         | (1.21)                                   | (1.30)                              |
| Average Speed per Hour..... | 43.29                                    | 35.18                                    | 46.90                                    | 33.11                               | 32.72                                    | 40.20         | 35.18            | 33.11            | 31.27                                    | 35.18                               | 35.18                                    | 33.11                               | 29.01                                    | 33.11            | 35.18                               | 31.27                                    | 43.29          | 34.74                                    | 31.27                               |

Additional Stations { Aqua (Spur) MP 12.9  
Howest (Spur) MP 16.8  
Romac (Spur) MP 19.7  
Pumork MP 22.7

Register at Santa Clara located in interlocking tower.  
HOLIDAYS INDICATED ARE:  
New Year's, Washington's Birthday, Decoration Day,  
Fourth of July, Labor Day, Thanksgiving Day and  
Christmas.

All flag stops at College Park for revenue passengers only.

| Train | At           | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|-------|--------------|----------------------|----------------|------------------|-----------|
| 155   | 14th Avenue  | Receive or Discharge | Any Station    | Any Station      | Saturday  |
| 141   | Butler Road  | Receive or Discharge | Any Station    | Any Station      | Saturday  |
| 33-43 | Any Station  | Discharge            | Any Station    | Beyond Los Gatos | Daily     |
| 71    | Burlingame   | Discharge            |                | Watsonville Jct. | Daily     |
|       | Palo Alto    |                      |                |                  |           |
| 35    | Redwood City | Discharge            |                | Gilroy           | Daily     |
|       | San Mateo    |                      |                |                  |           |
|       | Burlingame   |                      |                |                  |           |

San Jose-San Francisco local passenger trains and No. 41 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

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



EASTWARD

San Francisco Subdivision.

WESTWARD

| Capacity of sidings and spurs in car lengths | THIRD CLASS            |                         | FIRST CLASS  |              |              |              |              |              |      | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 | Distance from San Jose | FIRST CLASS                        |     | THIRD CLASS |  |
|--|------------------------|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|------|-----------------------------|---|------------------------|------------------------------------|-----|-------------|--|
|  | 402                    | Freight                 | 160          | 158          | 156          | 76           | 74           | 70           | 159  |                             |   |                        | 473                                | 401 |             |  |
|  | Leave Daily Ex. Sunday |                         | Passenger    | Passenger    | Passenger    | Lark         | Passenger    | Coaster      |      | STATIONS                    | Passenger                               | Freight                | Freight                            |     |             |  |
|  |                        |                         | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily  |      |                             | Arrive Daily                            | Arrive Daily           | Arrive Daily Ex. Monday            |     |             |  |
| San Francisco Terminal Yard                  | BKWOLF YP              |                         | 10.45 PM     | 9.45 PM      | 8.35 PM      | 8.30 PM      |              | 7.45 PM      | 0.0  | TO-R SAN FRANCISCO 1.9      | 46.9                                    | s 11.20 PM             |                                    |     |             |  |
|  | P                      |                         |              |              |              |              |              |              | 1.9  | 23D STREET 1.2              | 45.0                                    | f                      |                                    |     |             |  |
|  |                        |                         |              |              |              |              |              |              | 3.1  | 14TH AVE. 1.0               | 43.8                                    |                        |                                    |     |             |  |
|  | BKWO ITP               | 8.00 PM                 | f 10.54      | f 9.54       | f 8.44       | 8.39         |              | 7.54         | 4.1  | PAUL AVE. 1.1               | 42.8                                    |                        |                                    |     |             |  |
|  | P                      |                         |              |              |              |              |              |              | 5.2  | BAYSHORE 1.3                | 41.7                                    | s 11.10                | 2.20 AM 5.30 AM                    |     |             |  |
|  | KIP                    |                         |              |              |              |              |              |              | 6.5  | VISITACION 0.4              | 40.4                                    |                        |                                    |     |             |  |
|  |                        |                         |              |              |              |              |              |              | 6.9  | R VISITACION TOWER 1.7      | 40.0                                    |                        |                                    |     |             |  |
|  |                        |                         |              |              |              |              |              |              | 8.6  | BUTLER ROAD 0.7             | 38.3                                    | f                      |                                    |     |             |  |
|  |                        |                         |              |              |              |              |              |              | 9.3  | SO. SAN FRANCISCO 1.1       | 37.6                                    | s 11.03                |                                    |     |             |  |
|  | Y                      |                         |              | s 11.00      | s 10.00      | s 8.50       |              |              |      | 10.4                        | TANFORAN WYE 0.6                        | 36.5                   |                                    |     |             |  |
| P  |                        |                         | s 11.03      | s 10.03      | s 8.54       |              |              |              | 11.0 | SAN BRUNO 1.1               | 35.9                                    | f 11.00                |                                    |     |             |  |
|  |                        |                         | f            | s            | f            |              |              |              | 12.1 | LOMITA PARK 1.6             | 34.8                                    | f                      |                                    |     |             |  |
| 51 Center P                                  |                        |                         | f            | f            | f            |              |              |              | 13.7 | MILLBRAE 1.5                | 33.2                                    | f                      |                                    |     |             |  |
| 52 Spur P                                    |                        |                         | s            | s            | s            |              |              |              | 15.2 | BROADWAY 1.1                | 31.7                                    | s                      |                                    |     |             |  |
| 60 Spur P                                    |                        |                         | s 11.12      | s 10.12      | s 9.04       | s 8.53       |              |              | 16.3 | BURLINGAME 1.6              | 30.6                                    | s 10.50                |                                    |     |             |  |
| 91 Center WP                                 |                        |                         | s 11.16      | s 10.16      | s 9.08       |              |              | 8.09         | 17.9 | SAN MATEO 1.0               | 29.0                                    | s 10.46                |                                    |     |             |  |
|  |                        |                         | f            | f            | f            |              |              |              | 18.9 | LESLIE 1.1                  | 28.0                                    | f                      |                                    |     |             |  |
| 31 Spur                                      |                        |                         |              |              |              |              |              |              | 20.0 | BAY MEADOWS 0.3             | 26.9                                    |                        |                                    |     |             |  |
| 24 Spur                                      |                        |                         |              | f            | f            |              |              |              | 20.3 | BERESFORD 1.6               | 26.6                                    | f                      |                                    |     |             |  |
| 28 Spur P                                    |                        |                         | f            | f            | f            |              |              |              | 21.9 | BELMONT 1.3                 | 25.0                                    | f                      |                                    |     |             |  |
| 51 Center P                                  |                        |                         | s 11.24      | s 10.24      | s 9.17       |              |              |              | 23.2 | SAN CARLOS 2.2              | 23.7                                    | s 10.38                |                                    |     |             |  |
| Yard   |                        |                         | s 11.28      | s 10.28      | s 9.21       |              |              |              | 25.4 | REDWOOD CITY 0.8            | 21.5                                    | s 10.34                |                                    |     |             |  |
| WIYP   | 8.50 PM                |                         | 11.30        | 10.30        | 9.23         | 9.05         |              | 8.19         | 26.2 | R REDWOOD JCT. 1.6          | 20.7                                    | 10.32                  | 1.20 AM 4.30 AM                    |     |             |  |
| 51 Center                                    |                        |                         | f            | f            | f            |              |              |              | 27.8 | ATHERTON 1.1                | 19.1                                    | f                      |                                    |     |             |  |
| 41 Spur P                                    | Via Dumbarton          |                         | s            | s            | s            |              |              |              | 28.9 | MENLO PARK 1.2              | 18.0                                    | s                      | Via Dumbarton Via Dumbarton        |     |             |  |
| 51 Spur P                                    |                        |                         | s 11.39      | s 10.39      | s 9.31       | s 9.13       |              | 8.24         | 30.1 | PALO ALTO 1.7               | 16.8                                    | s 10.25                |                                    |     |             |  |
| 53 Center KWYP                               |                        |                         | s 11.42      | s 10.42      | s 9.34       |              |              |              | 31.8 | R MAYFIELD 3.0              | 15.1                                    | s 10.22                |                                    |     |             |  |
|  |                        |                         |              |              | f            |              |              |              | 34.8 | CASTRO 1.3                  | 12.1                                    | f                      |                                    |     |             |  |
| 51 Center P                                  |                        |                         | f 11.48      | f 10.48      | s 9.40       |              | Via Newark   |              | 36.1 | MOUNTAIN VIEW 2.7           | 10.8                                    | s 10.16                |                                    |     |             |  |
| 77 Spur P                                    |                        |                         | f 11.52      | f 10.52      | f 9.45       |              |              |              | 38.8 | SUNNYVALE 2.0               | 8.1                                     | s 10.12                |                                    |     |             |  |
| 50 Center                                    |                        |                         |              | f            | f            |              |              |              | 40.8 | LAWRENCE 3.5                | 6.1                                     | f                      |                                    |     |             |  |
| San Jose Term. Yard                          |                        |                         | f 11.59 PM   | f 10.59      | f 9.53       |              | 9.17 PM      |              | 44.3 | R SANTA CLARA 0.9           | 2.6                                     | s 10.05                |                                    |     |             |  |
| KIP  |                        |                         |              |              |              |              |              |              | 45.2 | R SAN JOSE YARD 0.5         | 1.7                                     |                        |                                    |     |             |  |
| KP   |                        |                         |              |              |              |              |              |              | 45.7 | COLLEGE PARK 1.2            | 1.2                                     |                        |                                    |     |             |  |
| IP   |                        |                         |              |              |              |              |              |              | 46.9 | TO-R SAN JOSE               | 0.0                                     | 10.00 PM               |                                    |     |             |  |
| BKWY OITPY                                   |                        |                         | s 12.05 AM   | s 11.05 PM   | s 10.00 PM   | s 9.35 PM    | s 9.25 PM    | s 8.45 PM    |      | (46.9)                      |   | Leave Daily            | Leave Daily Leave Daily Ex. Monday |     |             |  |
|  |                        | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |      |                             |   |                        |                                    |     |             |  |
|  |                        | (0.50) 25.20            | (1.20) 35.18 | (1.20) 35.18 | (1.25) 33.11 | (1.05) 43.29 | (0.08) 19.50 | (1.00) 46.90 |      | Time over District          | (1.20) 35.18                            | (1.00) 21.00           | (1.00) 21.00                       |     |             |  |

Water supply Redwood Jct. located on Dumbarton line.

NOTE.— See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.

Additional Stations

- Aqua (Spur) MP 12.9
- Howest (Spur) MP 16.8
- Romac (Spur) MP 19.7
- Pumork MP 22.7

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

Aqua, Howest, Romac, Pumork.

All flag stops at College Park for revenue passengers only.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |  |                      |                |                  |           |
|--|--|----------------------|----------------|------------------|-----------|
| Train  | At                                     | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 159  | College Park<br>San Mateo<br>Palo Alto | Receive              | Any Station    | Any Station      | Monday    |
| 70   |  | Receive              | Santa Barbara  |                  | Daily     |

Register and Standard Clock at Santa Clara located in interlocking tower.







8 EASTWARD San Francisco Subdivision. WESTWARD

| Capacity of sidings and spurs in car lengths | FIRST CLASS |                 | Distance from San Francisco | Time Table 142<br>December 31, 1935 |              | Distance from Watsonville Jct. | FIRST CLASS     |  |
|--|-------------|-----------------|-----------------------------|-------------------------------------|--------------|--------------------------------|-----------------|--|
|  | 188         |                 |                             | 187                                 |              |                                |                 |  |
|  | Passenger   | Leave Daily     |                             | Passenger                           | Arrive Daily |                                |                 |  |
| Term. Yard BKWOTYP                           |             | 8.10AM          | 79.2                        |                                     | 20.0         |                                | s 10.20AM       |  |
|  | s           |                 | 79.7                        |                                     | 19.5         |                                | s               |  |
| 5 Spur                                       | f           |                 | 80.4                        |                                     | 18.8         |                                | f               |  |
| 4 Spur                                       |             |                 | 80.9                        |                                     | 18.3         |                                | f               |  |
| 5 Spur                                       |             |                 | 81.7                        |                                     | 17.5         |                                | f               |  |
| 18 P   | s           | 8.22            | 83.9                        |                                     | 15.3         |                                | s 10.08         |  |
|  |             |                 | 85.1                        |                                     | 14.1         |                                | f               |  |
| 10 P   | s           | 8.30            | 87.0                        |                                     | 12.2         |                                | s 10.00         |  |
|  |             |                 | 87.7                        |                                     | 11.5         |                                |                 |  |
| 8 Spur                                       |             |                 | 89.7                        |                                     | 9.5          |                                | f               |  |
| 3 Spur                                       | f           |                 | 90.6                        |                                     | 8.6          |                                | f               |  |
| 3 Spur                                       |             |                 | 90.8                        |                                     | 8.4          |                                | f               |  |
| 13 P   | f           | 8.43            | 92.5                        |                                     | 6.7          |                                | f 9.47          |  |
| 34 P   |             |                 | 95.8                        |                                     | 3.4          |                                | f               |  |
| Term. Yard BKWOTYP                           | s           | 8.55            | 97.8                        |                                     | 1.4          |                                | s 9.35          |  |
|  | s           | 9.00AM          | 99.2                        |                                     | 0.0          |                                | s 9.30AM        |  |
|  |             | Arrive Daily    |                             |                                     |              |                                | Leave Daily     |  |
|  |             | (0.50)<br>24.00 |                             |                                     |              |                                | (0.50)<br>24.00 |  |

EASTWARD San Francisco Subdivision. WESTWARD

| Capacity of sidings and spurs in car lengths | SECOND CLASS |                 | FIRST CLASS     |                 |                 |                 |                 |                 | Distance from San Francisco |
|--|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------------|
|  | 766          |                 | 76              | 70              | 78              | 36              | 72              | 38              |                             |
|  | Freight      | Leave Daily     | Lark            | Coaster         | Sunset Limited  | Del Monte       | Daylight        | Motor           |                             |
| Term. Yard BKWOTYP                           |              | 11.00 PM        |                 |                 |                 |                 |                 |                 | 46.9                        |
| San Jose Term. Yard 75 P                     | I            |                 | 9.40 PM         | 8.55 PM         | 7.58 PM         | 4.10 PM         | 9.06 AM         | 1.55 AM         | 49.1                        |
| 22 Spur P                                    |              |                 |                 |                 |                 |                 |                 |                 | 51.4                        |
| 195 East WP 102 Center                       |              |                 |                 |                 |                 |                 |                 |                 | 55.3                        |
| 85 P   |              |                 |                 |                 |                 |                 |                 |                 | 57.4                        |
| 25 P   |              |                 |                 |                 |                 |                 |                 |                 | 63.1                        |
| 85 P   |              |                 |                 |                 |                 |                 |                 |                 | 66.3                        |
| 31 Spur                                      |              |                 |                 |                 |                 |                 |                 |                 | 69.2                        |
| 12 Spur                                      |              |                 |                 |                 |                 |                 |                 |                 | 70.8                        |
| 66 P   |              |                 |                 |                 |                 |                 |                 |                 | 72.0                        |
| 72 P   |              |                 |                 |                 |                 |                 |                 |                 | 74.1                        |
| 14 Spur                                      |              |                 |                 |                 |                 |                 |                 |                 | 74.6                        |
| 100 KWOTP P                                  |              |                 |                 |                 |                 |                 |                 |                 | 77.0                        |
| 65 Spur                                      |              |                 |                 |                 |                 |                 |                 |                 | 79.1                        |
| 18 Spur                                      |              |                 |                 |                 |                 |                 |                 |                 | 80.7                        |
| 79 WP  |              |                 |                 |                 |                 |                 |                 |                 | 83.2                        |
| 26 P   |              |                 |                 |                 |                 |                 |                 |                 | 84.1                        |
| 96 P   |              |                 |                 |                 |                 |                 |                 |                 | 84.4                        |
| P  |              |                 |                 |                 |                 |                 |                 |                 | 87.1                        |
| 36 Spur P                                    |              |                 |                 |                 |                 |                 |                 |                 | 89.0                        |
| Term. Yd. (14 Spur P) BKWOTYP                |              |                 |                 |                 |                 |                 |                 |                 | 91.9                        |
|  |              |                 |                 |                 |                 |                 |                 |                 | 93.2                        |
|  |              |                 |                 |                 |                 |                 |                 |                 | 94.6                        |
|  |              |                 |                 |                 |                 |                 |                 |                 | 97.1                        |
|  |              |                 |                 |                 |                 |                 |                 |                 | 100.4                       |
|  |              | 1.00 AM         | s 10.48 PM      | s 10.10 PM      | s 9.08 PM       | s 5.23 PM       | s 10.19 AM      | s 3.22 AM       |                             |
|  |              | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    |                             |
|  |              | (2.00)<br>24.80 | (1.08)<br>43.77 | (1.15)<br>39.01 | (1.10)<br>41.80 | (1.13)<br>40.77 | (1.13)<br>40.77 | (1.27)<br>34.21 |                             |

Time Table No. 142  
December 31, 1935

| STATIONS |                   | Distance from San Francisco |
|----------|-------------------|-----------------------------|
| TO-R     | SAN JOSE          |                             |
|          | W.P.R.R. Crossing | 2.3                         |
|          | LIOK              | 2.1                         |
|          | EDENVALE          | 5.7                         |
| TO       | OOYOTE            | 3.2                         |
|          | PERRY             | 2.9                         |
|          | MADRONE           | 1.6                         |
| TO       | MORGANHILL        | 1.2                         |
|          | TENNANT           | 2.1                         |
|          | DURNEY            | 0.5                         |
|          | SAN MARTIN        | 2.4                         |
|          | RUCKER            | 2.1                         |
|          | LONOKE            | 1.6                         |
| TO-R     | GILROY            | 2.5                         |
|          | CARNADERO         | 0.9                         |
|          | NEMA              | 0.3                         |
|          | MILLER            | 2.7                         |
| TO       | SARGENT           | 1.9                         |
|          | BETABEL           | 2.9                         |
|          | OHITTENDEN        | 1.3                         |
|          | LOGAN             | 1.4                         |
| TO       | AROMAS            | 2.5                         |
|          | VEGA              | 3.3                         |
| TO-R     | WATSONVILLE JCT.  |                             |

EASTWARD San Francisco Subdivision. WESTWARD

| Capacity of sidings and spurs in car lengths | FIRST CLASS |             | Distance from San Francisco | Time Table 142<br>December 31, 1935 |              | Distance from Davenport |
|--|-------------|-------------|-----------------------------|-------------------------------------|--------------|-------------------------|
|  | 188         |             |                             | Davenport Branch                    |              |                         |
|  | Passenger   | Leave Daily |                             | STATIONS                            | Arrive Daily |                         |
| Term. Yard BKWOTYP                           |             |             | 79.2                        | TO-R SANTA ORUZ                     | 11.5         |                         |
| 47   |             |             | 81.1                        | ORBY                                | 9.6          |                         |
| 2 Spur                                       |             |             | 83.4                        | WILDER                              | 7.3          |                         |
| 35   |             |             | 85.9                        | GORDOLA                             | 4.8          |                         |
| 3 Spur                                       |             |             | 86.7                        | MAJORS                              | 4.0          |                         |
| Term. WYP                                    |             |             | 90.7                        | R DAVENPORT                         | 0.0          |                         |
|  |             |             |                             | (11.5)                              |              |                         |
|  |             |             |                             | Service Performed by Extra Trains   |              |                         |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |                            |                      |                     |                  |                |
|--|----------------------------|----------------------|---------------------|------------------|----------------|
| Train  | At                         | Receive or Discharge | To (or beyond)      | From (or beyond) | Frequency      |
| 78<br>70   | Any Station<br>Any Station | Receive<br>Receive   | Yuma<br>Los Angeles |                  | Daily<br>Daily |



WESTWARD

San Francisco Subdivision.

EASTWARD

Time Table No. 142

December 31, 1935

FIRST CLASS

| STATIONS  | Distance from Watsonville Jct.                  | WESTWARD                             |                            |  |   |                               |  |   |                                | EASTWARD   |  |  |   |
|---|---|--------------------------------------|----------------------------|--|---|-------------------------------|--|---|--------------------------------|--|--|--|---|
|   |   | 77<br>Sunset Limited<br>Arrive Daily | 75<br>Lark<br>Arrive Daily | 35<br>Del Monte<br>Arrive Daily<br>EX. SUNDAY & HOLIDAYS | 39<br>Del Monte<br>Arrive<br>SUN. & HOLIDAYS ONLY | 69<br>Coaster<br>Arrive Daily | 37<br>Motor<br>Arrive Daily<br>EX. SUNDAY & HOLIDAYS | 41<br>Motor<br>Arrive<br>SUN. & HOLIDAYS ONLY | 71<br>Daylight<br>Arrive Daily | Capacity of Sidings and Spurs in Car Lengths   | Distance from San Francisco  |  |   |
| TO-R SAN JOSE<br>2.2<br>W. P. R. R. Crossing<br>2.3<br>LIOK<br>2.1<br>EDENVALE<br>5.7   | 49.6<br>47.4<br>45.1<br>43.0                    | s 6.51 AM                            | s 7.43 AM                  | s 10.24 AM   | s 10.24 AM  | s 10.50 AM                    | s 3.38 PM  | s 3.38 PM                                     | s 7.35 PM                      | San Jose Terminal Yard<br>48 WP<br>18 Spur<br>4 Spur<br>15                             | 50.7<br>50.8<br>54.5<br>55.4<br>56.0<br>56.7<br>59.1                                   | Time Table No. 142<br>December 31, 1935<br>LE FRANC BRANCH<br>STATIONS<br>CAMPBELL<br>0.1<br>JOT. LE FRANC BR.<br>0.9<br>CAMPBELL GRAVEL PIT<br>0.6<br>L. G. & S. J. ROAD<br>0.7<br>UNION AVE.<br>2.4<br>LE FRANO<br>12.5<br>(4.7) | 17.2<br>17.1<br>16.2<br>15.6<br>14.9<br>12.5  |
| TO COYOTE<br>3.2<br>PERRY<br>2.9<br>MADRONE<br>1.6  | 37.3<br>34.1<br>31.2                            | 6.33                                 | 7.25                       | 10.06  | 10.06   | f 10.32                       | s 3.20   | s 3.20  | 7.17                           |  | San Jose Terminal Yard<br>25 P<br>12   | 51.4<br>55.3<br>58.9   | Time Table No. 142<br>December 31, 1935<br>LICK BRANCH<br>STATIONS<br>LIOK<br>3.6<br>ALAMITOS<br>3.6<br>Service performed by yard engines.  |
| TO MORGANHILL<br>1.2<br>TENNANT<br>2.1<br>DURNEY<br>0.5<br>SAN MARTIN<br>2.4<br>RUCKER<br>2.1<br>LONOKE<br>1.6                              | 29.6<br>28.4<br>26.3<br>25.8<br>23.4<br>21.3    | 6.22                                 | 7.14                       | 9.56   | 9.56  | f 10.22                       | s 3.09   | s 3.09  | 7.07                           | Capacity of Sidings and Spurs in Car Lengths<br>P<br>22 Spur<br>9<br>16 WP<br>Term. TP |  | 83.2<br>85.0<br>85.9<br>90.3<br>93.7<br>94.9<br>98.7<br>101.1  | Time Table No. 142<br>December 31, 1935<br>Tres Pinos Branch<br>STATIONS<br>CARNADERO<br>1.3<br>SAWYER<br>0.9<br>FEP<br>4.4<br>HUDNER<br>3.4<br>DURI<br>1.2<br>HOLLISTER<br>3.8<br>AGATE<br>2.4<br>TRES PINOS<br>(17.9)<br>Service performed by extra trains. |
| TO RUCKER<br>2.1<br>LONOKE<br>1.6<br>TO-R GILROY<br>2.5<br>CARNADERO<br>0.9<br>NEMA<br>0.3<br>MILLER<br>2.7                                 | 19.7<br>17.2<br>16.3<br>16.0                    | s 6.07                               | 7.00                       | s 9.39   | s 9.39  | s 10.07                       | s 2.54   | s 2.54  | s 6.53                         |  | Capacity of Sidings and Spurs in Car Lengths<br>P<br>22 Spur<br>9<br>16 WP<br>Term. TP | 83.2<br>85.0<br>85.9<br>90.3<br>93.7<br>94.9<br>98.7<br>101.1  | Time Table No. 142<br>December 31, 1935<br>Tres Pinos Branch<br>STATIONS<br>CARNADERO<br>1.3<br>SAWYER<br>0.9<br>FEP<br>4.4<br>HUDNER<br>3.4<br>DURI<br>1.2<br>HOLLISTER<br>3.8<br>AGATE<br>2.4<br>TRES PINOS<br>(17.9)<br>Service performed by extra trains. |
| TO SARGENT<br>1.9<br>BETABEL<br>2.9<br>OHITTENDEN<br>1.3<br>LOGAN<br>1.4<br>TO AROMAS<br>2.5<br>VEGA<br>3.3<br>TO-R WATSONVILLE JOT.<br>3.3 | 13.3<br>11.4<br>8.5<br>7.2<br>5.8<br>3.3<br>0.0 | 5.55                                 | 6.51                       | 9.30   | 9.30  | 9.56                          | s 2.43   | s 2.43  | 6.43                           | Capacity of Sidings and Spurs in Car Lengths<br>P<br>22 Spur<br>9<br>16 WP<br>Term. TP |  | 83.2<br>85.0<br>85.9<br>90.3<br>93.7<br>94.9<br>98.7<br>101.1  | Time Table No. 142<br>December 31, 1935<br>Tres Pinos Branch<br>STATIONS<br>CARNADERO<br>1.3<br>SAWYER<br>0.9<br>FEP<br>4.4<br>HUDNER<br>3.4<br>DURI<br>1.2<br>HOLLISTER<br>3.8<br>AGATE<br>2.4<br>TRES PINOS<br>(17.9)<br>Service performed by extra trains. |
| (49.6)  |   | Leave Daily                          | Leave Daily                | Leave Daily<br>EX. SUNDAY & HOLIDAYS                     | Leave<br>SUN. & HOLIDAYS ONLY                     | Leave Daily                   | Leave Daily<br>EX. SUNDAY & HOLIDAYS                 | Leave<br>SUN. & HOLIDAYS ONLY                 | Leave Daily                    |  |  |  |   |
| Time over District.....   |   | (1.18)                               | (1.12)                     | (1.13)   | (1.13)  | (1.14)                        | (1.16)   | (1.16)  | (1.12)                         |  |  |  |   |
| Average Speed per Hour.....   |   | 38.15                                | 41.33                      | 40.77  | 40.77   | 40.22                         | 39.16  | 39.16   | 41.33                          |  |  |  |   |

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At          | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|-------|-------------|----------------------|----------------|------------------|-----------|
| 77    | Any Station | Discharge            |                | Yuma             | Daily     |



EASTWARD

Salinas Subdivision.

WESTWARD

| Capacity of sidings and spurs in car lengths | SECOND CLASS    |             | FIRST CLASS     |                 |                 |                 |                 |                 | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 | Distance from San Luis Obispo | FIRST CLASS     |                 |                                   |                              |                 |                                   |                              |                 |
|--|-----------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------------|---|-------------------------------|-----------------|-----------------|-----------------------------------|------------------------------|-----------------|-----------------------------------|------------------------------|-----------------|
|  | 766<br>Freight  | Leave Daily | 76              | 70              | 78              | 36              | 72              | 38              |                             |   |                               | 77              | 75              | 35                                | 39                           | 69              | 37                                | 41                           | 71              |
|  |                 |             | Lark            | Coaster         | Sunset Limited  | Del Monte       | Daylight        | Motor           |                             |   |                               | Sunset Limited  | Lark            | Del Monte                         | Del Monte                    | Coaster         | Motor                             | Motor                        | Daylight        |
| Term. Yard BKWOTYP                           | 5.20 AM         |             | 10.53 PM        | 10.18 PM        | 9.20 PM         | 5.28 PM         | 10.26 AM        | 6.53 AM         | 100.4                       | TO-R WATSONVILLE JOT. 3.2               | 151.7                         | s 5.17 AM       | s 6.15 AM       | s 9.02 AM                         | s 9.02 AM                    | s 9.24 AM       | s 2.14 PM                         | s 2.14 PM                    | s 6.15 PM       |
| 66 P   | 5.40            |             | 11.01           | f 10.26         | 9.28            | f 5.36          | 10.34           | 7.01            | 105.6                       | LYDA 2.0                                | 148.5                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 93 WYP                                       | 6.00            |             | 11.08           | 10.33           | s 9.43          | s 5.45 PM       | 10.41           | s 7.10 AM       | 110.4                       | ELKHORN 4.8                             | 146.5                         | 5.06            | 6.07            | 8.53                              | 8.53                         | 9.16            | f 2.05                            | f 2.05                       | 6.06            |
| Salinas Yard 66 P                            |                 |             | 11.13           | 10.38           | 9.48            |                 |                 |                 | 113.9                       | TO-R CASTROVILLE 3.5                    | 141.7                         | 4.59            | 6.00            | 8.46 AM                           | 8.46 AM                      | f 9.09          | 1.58 PM                           | 1.58 PM                      | 5.58            |
| 30 Yard BKWTP                                | 6.15            |             | s 11.24         | s 10.50         | s 9.58          |                 | s 10.58         |                 | 115.6                       | COOPER 1.7                              | 138.2                         |                 |                 |                                   |                              | 9.03            |                                   |                              | 5.53            |
| 74 YP  | 6.19            |             | 11.27           | 10.54           | 10.01           |                 | 11.01           |                 | 118.2                       | GRAVES 2.6                              | 136.5                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 47 P   | 6.28            |             |                 |                 |                 |                 |                 |                 | 120.3                       | TO-R SALINAS 2.1                        | 133.9                         | s 4.47          | 5.50            |                                   | s 8.58                       |                 |                                   |                              | s 5.48          |
| 108 WP                                       | 6.35            |             | 11.38           | f 11.08         | 10.12           |                 | 11.12           |                 | 125.3                       | SPRECKELS JOT. 5.0                      | 131.8                         | 4.39            | 5.46            |                                   | 8.51                         |                 |                                   |                              | 5.40            |
| 42   |                 |             |                 |                 |                 |                 |                 |                 | 129.1                       | SPENOE 3.8                              | 126.8                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 47 P   |                 |             |                 |                 |                 |                 |                 |                 | 131.0                       | TO CHUALAR 1.9                          | 123.0                         | 4.28            | 5.35            |                                   | f 8.40                       |                 |                                   |                              | 5.29            |
| 131 P  | 6.46            |             | 11.46           | f 11.19         | 10.20           |                 | 11.20           |                 | 131.9                       | GABILAN 0.9                             | 121.1                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 10 Spur                                      |                 |             |                 |                 |                 |                 |                 |                 | 135.1                       | PENVIR 3.2                              | 120.2                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 28 Spur                                      |                 |             |                 |                 |                 |                 |                 |                 | 137.1                       | TO GONZALES 2.0                         | 117.0                         | 4.20            | 5.27            |                                   | s 8.30                       |                 |                                   |                              | 5.20            |
| 45 P   | 6.56            |             |                 |                 |                 |                 | 11.27           |                 | 138.8                       | RACK 1.7                                | 115.0                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 63 KWP                                       | 7.01            |             | 11.57 PM        | f 11.33         | 10.31           |                 | f 11.31         |                 | 140.6                       | MOLUS 1.8                               | 113.3                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 113  | 7.09            |             | 12.02 AM        |                 | 10.36           |                 | 11.36           |                 | 143.6                       | CAMPORA 3.0                             | 111.5                         |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 75 P   | 7.16            |             | 12.07           | f 11.44         |                 |                 |                 |                 | 148.3                       | TO-R SOLEDAD 4.7                        | 108.5                         | 4.09            | 5.16            |                                   | s 8.18                       |                 |                                   |                              | f 5.09          |
| 46 P   | 7.26            |             | 12.14           | 11.52 PM        | 10.48           |                 | 11.49           |                 | 152.3                       | HARLEM 4.0                              | 103.8                         | 4.04            | 5.11            |                                   | 8.10                         |                 |                                   |                              | 5.03            |
| 81 P   |                 |             |                 |                 |                 |                 |                 |                 | 158.9                       | METZ 6.6                                | 99.8                          |                 |                 |                                   | f 8.04                       |                 |                                   |                              |                 |
| 82 Spur Y                                    |                 |             |                 |                 |                 |                 |                 |                 | 161.0                       | COBURN 2.1                              | 93.2                          | 3.51            | 4.59            |                                   | 7.55                         |                 |                                   |                              | 4.51            |
| 125 WP                                       | 7.49            |             | 12.19           | s 12.03 AM      | 10.53           |                 | s 11.59 AM      |                 | 163.7                       | ELSA 2.7                                | 91.1                          |                 |                 |                                   |                              |                 |                                   |                              |                 |
| 84 P   | 8.00            |             | 12.23           | 12.08           | 10.57           |                 | 12.03 PM        |                 | 167.1                       | TO KING CITY 3.4                        | 88.4                          | 3.46            | 4.54            |                                   | s 7.49                       |                 |                                   |                              | s 4.45          |
| 94 P   | 8.10            |             | 12.30           | s 12.19         | 11.03           |                 | 12.09           |                 | 172.4                       | WELBY 5.3                               | 85.0                          | 3.42            | 4.50            |                                   | 7.41                         |                 |                                   |                              | 4.38            |
| 47 P   | 8.20            |             | 12.37           | 12.27           |                 |                 | 12.15           |                 | 177.7                       | TO SAN LUCAS 5.3                        | 79.7                          | 3.35            | 4.43            |                                   | s 7.34                       |                 |                                   |                              | 4.31            |
| 76 WOP                                       | 8.30 AM         |             | 12.43 AM        | s 12.37 AM      | 11.14 PM        |                 | f 12.21 PM      |                 | 182.9                       | DOCAS 5.2                               | 74.4                          |                 |                 |                                   | 7.26                         |                 |                                   |                              | 4.24            |
|  | Arrive Daily    |             | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    |                             | TO SAN ARDO                             | 69.2                          | 3.23 AM         | 4.31 AM         |                                   | 7.20 AM                      |                 |                                   |                              | 4.17 PM         |
|  | (3.10)<br>26.05 |             | (1.50)<br>45.00 | (2.19)<br>35.61 | (1.54)<br>43.42 | (0.17)<br>35.29 | (1.55)<br>43.04 | (0.17)<br>35.29 |                             | (82.5)                                  |                               | Leave Daily     | Leave Daily     | Leave Daily EX. SUNDAY & HOLIDAYS | Leave SUN. & HOLI. DAYS ONLY | Leave Daily     | Leave Daily EX. SUNDAY & HOLIDAYS | Leave SUN. & HOLI. DAYS ONLY | Leave Daily     |
|  |                 |             |                 |                 |                 |                 |                 |                 |                             | Time over District.....                 |                               | (1.54)<br>43.42 | (1.44)<br>47.60 | (0.16)<br>37.50                   | (0.16)<br>37.50              | (2.04)<br>39.92 | (0.16)<br>37.50                   | (0.16)<br>37.50              | (1.58)<br>41.95 |
|  |                 |             |                 |                 |                 |                 |                 |                 |                             | Average Speed per Hour.....             |                               |                 |                 |                                   |                              |                 |                                   |                              |                 |

Automatic Block System

At Soledad, track on south side of main track will be considered the siding.

No. 72 will reduce speed to 30 m.p.h. at Chualar, Gonzales and Soledad to dispatch newspapers.

HOLIDAYS INDICATED ARE:  
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |             |                      |                        |                        |           |
|--|-------------|----------------------|------------------------|------------------------|-----------|
| Train  | At          | Receive or Discharge | To (or beyond)         | From (or beyond)       | Frequency |
| 78   | Any Station | Receive              | Yuma                   |                        | Daily     |
| 70   | Any Station | Receive              | Los Angeles            |                        | Daily     |
| 72   | Gonzales    | Discharge            |                        | San Jose and beyond    | Daily     |
| 72   | Gonzales    | Receive              | Paso Robles and beyond |                        | Daily     |
| 71   | Gonzales    | Receive              | San Jose and beyond    |                        | Daily     |
| 71   | Gonzales    | Discharge            |                        | Paso Robles and beyond | Daily     |
| 69   | Any Station | Discharge            |                        | Los Angeles            | Daily     |
| 77   | Any Station | Discharge            |                        | Yuma                   | Daily     |



| Capacity of sidings and spurs in car lengths | SECOND CLASS    |  |  |  | FIRST CLASS     |                 |                 |                 | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 | Distance from San Luis Obispo | FIRST CLASS     |                 |                 |                 |
|--|-----------------|--|--|--|-----------------|-----------------|-----------------|-----------------|-----------------------------|---|-------------------------------|-----------------|-----------------|-----------------|-----------------|
|  | 766             |  |  |  | 78              | 72              | 70              | 76              |                             |   |                               | 77              | 75              | 69              | 71              |
|  | Freight         |  |  |  | Sunset Limited  | Daylight        | Coaster         | Lark            |                             |   |                               | Sunset Limited  | Lark            | Coaster         | Daylight        |
|  | Leave Daily     |  |  |  | Leave Daily     | Leave Daily     | Leave Daily     | Leave Daily     |                             | Arrive Daily                            | Arrive Daily                  | Arrive Daily    | Arrive Daily    |                 |                 |
| 76 WOP                                       | 8.30 AM         |  |  |  | 11.14 PM        | 12.21 PM        | 12.43 AM        | 12.43 AM        | 182.9                       | TO SAN ARDO                             | 69.2                          | 3.23 AM         | 4.31 AM         | s 7.20 AM       | f 4.17 PM       |
| 47 P   |                 |  |  |  |                 |                 |                 |                 | 186.4                       | 3.5<br>GETTY                            | 65.7                          |                 |                 |                 |                 |
| 81 P   | 8.42            |  |  |  | 11.23           | 12.30           | 12.54           | 12.52           | 189.7                       | 3.3<br>WUNPOST                          | 62.4                          | 3.14            | 4.22            | 7.09            | 4.08            |
| 116 P  | 8.57            |  |  |  | 11.31           | 12.38           | s 1.03          | 1.00            | 195.9                       | 6.2<br>BRADLEY                          | 56.2                          | 3.06            | 4.14            | s 6.59          | 4.00            |
| 74 P   | 9.07            |  |  |  | 11.39           | 12.45           | 1.11            | 1.07            | 201.4                       | 5.5<br>NACIMIENTO                       | 50.7                          | 2.59            | 4.07            | 6.50            | 3.53            |
| 112 P  | 9.12            |  |  |  | 11.42           |                 | 1.14            | 1.10            | 203.8                       | 2.4<br>McKAY                            | 48.3                          | 2.56            | 4.04            | f 6.46          | 3.50            |
| 40 WP  | 9.17            |  |  |  |                 | 12.52           | s 1.20          |                 | 207.0                       | 3.2<br>TO SAN MIGUEL                    | 45.1                          | 2.52            |                 | s 6.41          | 3.45            |
| 108 P  | 9.24            |  |  |  | 11.51 PM        | 12.57           | 1.26            | 1.19            | 210.9                       | 3.9<br>WELLSONA                         | 41.2                          | 2.46            | 3.55            | 6.34            | 3.40            |
| 64 WP  | 9.34            |  |  |  | f 12.01 AM      | s 1.07          | s 1.36          | 1.27            | 216.3                       | 5.4<br>TO PASO ROBLES                   | 35.8                          | f 2.39          | 3.48            | s 6.27          | s 3.31          |
| 111 P  | 9.44            |  |  |  | 12.08           | 1.14            | f 1.45          | 1.35            | 221.8                       | 5.5<br>TEMPLETON                        | 30.3                          | 2.30            | 3.41            | s 6.16          | 3.20            |
| 33 P   |                 |  |  |  |                 |                 |                 |                 | 224.9                       | 3.1<br>ASUNCIÓN                         | 27.2                          |                 |                 |                 |                 |
| 25 P   |                 |  |  |  | f               | s 1.23          | s 1.54          |                 | 226.7                       | 1.8<br>TO ATASCADERO                    | 25.4                          | f 2.25          |                 | s 6.09          | s 3.13          |
| 15 Spur                                      |                 |  |  |  |                 |                 |                 |                 | 227.4                       | 0.7<br>BRICKTON                         | 24.7                          |                 |                 |                 |                 |
| 45 P   | 9.56            |  |  |  |                 | 1.26            | 1.59            |                 | 228.0                       | 0.6<br>HENRY                            | 24.1                          | 2.20            |                 | 6.03            |                 |
| 73 P   | 10.01           |  |  |  | 12.21           | 1.29            | 2.02            | 1.46            | 230.3                       | 2.3<br>EAGLET                           | 21.8                          | 2.12            | 3.29            | 6.00            | 3.06            |
| 79 P   |                 |  |  |  |                 |                 | 2.07            |                 | 233.4                       | 3.1<br>CUSHING                          | 18.7                          | 2.07            |                 |                 |                 |
| 83 BKWYP                                     | 10.40           |  |  |  | 12.36           | s 1.41          | s 2.20          | s 2.00          | 235.5                       | 2.1<br>TO-R SANTA MARGARITA             | 16.6                          | 2.00            | 3.20            | s 5.53          | f 2.58          |
| 82 P   | 10.55           |  |  |  | 12.45           | 1.49            | 2.32            | 2.08            | 238.9                       | 3.4<br>OUESTA                           | 13.2                          | 1.45            | 3.07            | 5.39            | 2.45            |
| 9 Spur P                                     |                 |  |  |  |                 |                 |                 |                 | 240.0                       | 1.1<br>THYLE                            | 12.1                          |                 |                 |                 |                 |
| 69 P   | 11.10           |  |  |  | 12.54           | 1.58            | 2.44            | 2.17            | 242.6                       | 2.6<br>NOVA                             | 9.5                           | 1.35            | 2.57            | 5.29            | 2.36            |
| 44 WP  |                 |  |  |  |                 |                 | 2.54            |                 | 243.4                       | 0.8<br>SERRANO                          | 8.7                           |                 | 2.54            |                 |                 |
| 41 P   | 11.30           |  |  |  | 1.04            | 2.07            | 3.05            | 2.27            | 246.3                       | 2.9<br>OHORRO                           | 5.8                           | 1.25            | 2.47            | 5.19            | 2.26            |
| 25 Spur                                      |                 |  |  |  |                 |                 |                 |                 | 248.0                       | 1.7<br>GOLDTREE                         | 4.1                           |                 |                 |                 |                 |
| 111 P  | 11.45           |  |  |  | 1.15            | 2.16            | 3.15            | 2.37            | 250.6                       | 2.6<br>HATHAWAY                         | 1.5                           | 1.15            | 2.37            | 5.09            | 2.16            |
| Term. Yard BKWOTP                            | 11.50 AM        |  |  |  | s 1.20 AM       | s 2.21 PM       | s 3.20 AM       | s 2.42 AM       | 252.1                       | 1.5<br>TO-R SAN LUIS OBISPO             | 0.0                           | 1.10 AM         | 2.32 AM         | 5.05 AM         | 2.10 PM         |
|  | Arrive Daily    |  |  |  | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    |                             | (69.2)                                  |                               | Leave Daily     | Leave Daily     | Leave Daily     | Leave Daily     |
|  | (3.20)<br>20.76 |  |  |  | (2.06)<br>32.95 | (2.00)<br>34.60 | (2.37)<br>26.45 | (1.59)<br>34.89 |                             | Time over District.....                 |                               | (2.13)<br>31.22 | (1.59)<br>34.89 | (2.15)<br>30.75 | (2.07)<br>32.69 |
|  |                 |  |  |  |                 |                 |                 |                 |                             | Average Speed per Hour.....             |                               |                 |                 |                 |                 |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |             |                      |                |                  |           |
|--|-------------|----------------------|----------------|------------------|-----------|
| Train  | At          | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 78   | Any Station | Receive              | Yuma           |                  | Daily     |
| 70   | Any Station | Receive              | Los Angeles    |                  | Daily     |
| 69   | Any Station | Discharge            |                | Los Angeles      | Daily     |
| 77   | Any Station | Discharge            |                | Yuma             | Daily     |



EASTWARD

Guadalupe Subdivision.

WESTWARD

| Capacity of sidings and spurs in car lengths | SECOND CLASS    |             | FIRST CLASS     |                 |                 |                 | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 | Distance from Santa Barbara | FIRST CLASS                      |                 |                 |                 |
|--|-----------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------------------|---|-----------------------------|----------------------------------|-----------------|-----------------|-----------------|
|  | 766<br>Freight  | Leave Daily | 72              | 70              | 76              | 78              |                             |   |                             | 75                               | 69              | 71              | 77              |
|  |                 |             | Daylight        | Coaster         | Lark            | Sunset Limited  |                             |   |                             | Lark                             | Coaster         | Daylight        | Sunset Limited  |
| Term. Yard BKWOTP                            | 2.45 PM         |             | 2.30 PM         | 3.35 AM         | 2.53 AM         | 1.30 AM         | 252.1                       | TO-R SAN LUIS OBISPO                    | 118.6                       | s 2.22 AM                        | s 4.55 AM       | s 2.00 PM       | s 1.00 AM       |
| 32 Spur P                                    |                 |             |                 |                 |                 |                 | 257.9                       | EDNA                                    | 112.8                       |                                  |                 |                 |                 |
| IP   | 3.02            |             | 2.42            | 3.47            | 3.05            | 1.42            | 259.1                       | TO HADLEY TOWER                         | 111.6                       | 2.08                             | 4.42            | 1.47            | 12.47           |
| 28 Spur                                      |                 |             |                 |                 |                 |                 | 260.0                       | P. C. R. R. Crossing                    |                             |                                  |                 |                 |                 |
| 13 Spur                                      |                 |             |                 | s               |                 |                 | 262.8                       | TIBER                                   | 110.7                       |                                  |                 |                 |                 |
| 84 P   | 3.11            |             | 2.49            | 3.58            | 3.13            | 1.49            | 264.2                       | PISMO                                   | 107.9                       | f 4.31                           |                 |                 |                 |
| 40 WP  |                 |             | s 2.53          | s 4.03          |                 | <b>1.57</b>     | 265.9                       | GROVER                                  | 106.5                       | 2.00                             | 4.26            | 1.40            | 12.39           |
| 104 P  | 3.20            |             | 2.59            | <b>4.12</b>     | 3.20            | 2.02            | 269.9                       | TO OCEANO                               | 104.8                       | <b>1.57</b>                      | s 4.22          | s 1.37          | 12.36           |
| 45 P   | 3.25            |             | 3.03            | 4.17            | 3.23            | 2.06            | 272.4                       | 4.0                                     | 100.8                       | 1.51                             | <b>4.12</b>     | 1.30            | 12.30           |
| 118 BKWP                                     | 3.40            |             | s 3.13          | s 4.32          | 3.28            | s 2.20          | 276.5                       | CALLENDER                               | 98.3                        | 1.46                             | 4.06            | 1.27            | 12.27           |
| 83 P   | 3.51            |             | 3.20            | f 4.40          | 3.36            | 2.28            | 280.7                       | BROMELA                                 | 94.2                        | 1.41                             | s 4.00          | s 1.22          | s 12.18         |
| 48 P   | 4.05            |             | 3.26            | 4.47            | <b>3.42</b>     | 2.35            | 284.8                       | 4.1                                     | 90.0                        | 1.35                             | f 3.48          | 1.14            | 12.04 AM        |
| 93 43 YP                                     | 4.10            |             | 3.31            | s 4.53          | 3.47            | 2.40            | 287.5                       | TO SOHUMAN                              | 85.9                        | 1.29                             | <b>3.42</b>     | 1.09            | 11.59 PM        |
| 77 P   | 4.15            |             |                 | 4.57            | 3.52            | 2.44            | 290.0                       | 2.7                                     | 83.2                        | 1.25                             | s 3.32          | 1.05            | 11.55           |
| 47 P   | 4.22            |             | 3.39            | f 5.02          | 3.57            | 2.49            | 293.2                       | TO OASMALIA                             | 80.7                        | 1.22                             | 3.26            | 1.02            | 11.52           |
| 79 P   | 4.35            |             | 3.45            | f 5.08          | 4.03            | 2.56            | 297.2                       | ANTONIO                                 | 77.5                        | 1.17                             | f 3.21          | 12.57           | 11.47           |
|  |                 |             |                 |                 |                 |                 | 301.3                       | 3.2                                     | 73.5                        | 1.12                             | 3.16            | 12.52           | 11.42           |
| 125 WOYP                                     | 4.55            |             | s 3.59          | s 5.21          | 4.11            | <b>3.05</b>     | 302.7                       | 4.1                                     | 69.4                        |                                  |                 |                 |                 |
| 79 P   | 5.10            |             | 4.07            | f 5.29          | 4.19            | 3.13            | 307.9                       | TO SURF                                 | 68.0                        | 1.03                             | s <b>3.05</b>   | s 12.45         | f 11.32         |
| 44   |                 |             |                 | f               |                 |                 | 310.5                       | 5.2                                     | 62.8                        | 12.53                            | 2.51            | 12.37           | 11.23           |
| 46 P   | 5.19            |             | 4.14            | 5.38            | 4.26            | 3.21            | 312.5                       | 2.6                                     | 60.2                        |                                  | f               |                 |                 |
| 47 P   | 5.30            |             | 4.20            | f 5.44          | 4.33            | 3.28            | 317.3                       | ARLIGHT                                 | 58.2                        | 12.47                            | 2.45            | 12.31           | 11.17           |
| 92 WP  | 5.40            |             |                 | f 5.51          | 4.39            | 3.34            | 320.8                       | 2.0                                     | 53.4                        | 12.41                            | f 2.39          | 12.25           | 11.11           |
| 55 42 P                                      | 5.50            |             | 4.31            | f 5.58          | 4.47            | 3.41            | 325.3                       | ARGUELLO                                | 49.9                        | 12.36                            | f 2.34          |                 | 11.06           |
|  |                 |             |                 |                 |                 |                 | 328.6                       | 4.8                                     | 45.4                        | 12.30                            | f 2.28          | 12.15           | 11.00           |
| 47 P   | 5.59            |             | 4.37            | 6.04            | 4.53            | 3.47            | 329.8                       | SUDDEN                                  | 42.1                        |                                  |                 |                 |                 |
| 19   |                 |             |                 | f               |                 |                 | 331.0                       | 3.5                                     | 40.9                        | 12.24                            | 2.22            | 12.09           | 10.54           |
| 17 Spur P                                    |                 |             |                 | f               |                 |                 | 334.2                       | 4.5                                     | 39.7                        |                                  | f               |                 |                 |
| 62 P   | 6.08            |             | 4.44            | 6.12            | 5.00            | 3.54            | 334.8                       | CONCEPCION                              | 36.5                        |                                  | f               |                 |                 |
| 85 WP  | 6.18 PM         |             | 4.51 PM         | s 6.20 AM       | 5.06 AM         | 4.00 AM         | 339.4                       | 3.3                                     | 35.9                        | 12.17                            | 2.15            | 12.02 PM        | 10.47           |
|  | Arrive Daily    |             | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    |                             | 1.2                                     | 31.3                        | 12.11 AM                         | 2.09 AM         | 11.56 AM        | 10.41 PM        |
|  | (3.33)<br>24.59 |             | (2.21)<br>37.15 | (2.45)<br>31.75 | (2.13)<br>39.31 | (2.30)<br>34.09 |                             | GATO                                    |                             | Leave Daily                      | Leave Daily     | Leave Daily     | Leave Daily     |
|  |                 |             |                 |                 |                 |                 |                             | 1.2                                     |                             | (2.11)<br>39.99                  | (2.46)<br>31.55 | (2.04)<br>42.24 | (2.19)<br>35.15 |
|  |                 |             |                 |                 |                 |                 |                             | 3.2                                     |                             | .....Time over District.....     |                 |                 |                 |
|  |                 |             |                 |                 |                 |                 |                             | 0.6                                     |                             | .....Average Speed per Hour..... |                 |                 |                 |
|  |                 |             |                 |                 |                 |                 |                             | 4.6                                     |                             |                                  |                 |                 |                 |
|  |                 |             |                 |                 |                 |                 |                             |   |                             |                                  |                 |                 |                 |

The wye at Casmalia is located at the west siding.  
 At Concepcion, track next to station building will be considered the siding.  
 Water supply at Gaviota for emergency use only.  
 Water supply at Jalama for emergency use only.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |             |                      |                |                  |           |
|--|-------------|----------------------|----------------|------------------|-----------|
| Train  | At          | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 78   | Any Station | Receive              | Yuma           |                  | Daily     |
| 70   | Any Station | Receive              | Los Angeles    |                  | Daily     |
| 69   | Any Station | Discharge            |                | San Francisco    | Daily     |
| 77   | Any Station | Discharge            |                | Los Angeles      | Daily     |
| 69   | Honda       | Receive or Discharge |                | Yuma             | Daily     |
|  |             |                      |                | Any Station      | Sunday    |



**EASTWARD**

**Guadalupe Subdivision.**

**WESTWARD**

| Capacity of sidings and spurs in car lengths | SECOND CLASS    |             | FIRST CLASS     |                 |                 |                 | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 | Distance from Santa Barbara | FIRST CLASS     |                 |                 |                 |
|--|-----------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------------------|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|
|  | 766<br>Freight  | Leave Daily | 72              | 70              | 76              | 78              |                             |   |                             | 69              | 71              | 77              | 75              |
|  |                 |             | Daylight        | Coaster         | Lark            | Sunset Limited  |                             |   |                             | Coaster         | Daylight        | Sunset Limited  | Lark            |
|  |                 | Leave Daily | Leave Daily     | Leave Daily     | Leave Daily     | Arrive Daily    | Arrive Daily                | Arrive Daily                            | Arrive Daily                |                 |                 |                 |                 |
| 85 WP  | 6.18 PM         |             | 4.51 PM         | 6.20 AM         | 5.06 AM         | 4.00 AM         | 339.4                       | TO GAVIOTA<br>3.2                       | 31.3                        | s 2.09 AM       | 11.56 AM        | 10.41 PM        | 12.11 AM        |
| 47 P   | 6.26            |             | 4.55            | 6.25            | 5.10            | 4.04            | 342.6                       | LENTO<br>3.1                            | 28.1                        | 2.02            | 11.52           | 10.37           | 12.07           |
| 49 P   | 6.35            |             | 4.59            | f 6.29          | 5.14            | 4.08            | 345.7                       | TAJIGUAS<br>2.9                         | 25.0                        | f 1.58          | 11.48           | 10.33           | 12.03 AM        |
| 28 Spur                                      |                 |             |                 |                 |                 |                 | 348.6                       | ORELLA<br>1.3                           | 22.1                        | f               |                 |                 |                 |
| 47 P   | 6.45            |             | 5.05            | 6.36            | 5.20            | 4.14            | 349.9                       | CAPITAN<br>5.1                          | 20.8                        | 1.53            | 11.43           | 10.28           | 11.58 PM        |
| 44 WP<br>81                                  | 6.55            |             | 5.12            | f 6.44          | 5.27            | 4.21            | 355.0                       | NAPLES<br>2.1                           | 15.7                        | f 1.46          | 11.36           | 10.21           | 11.51           |
| 7 Spur                                       |                 |             |                 |                 |                 |                 | 357.1                       | VILO<br>1.8                             | 13.6                        |                 |                 |                 |                 |
| 49 P   | 7.05            |             | 5.17            | f 6.54          | 5.32            | 4.29            | 358.9                       | ELLWOOD<br>1.3                          | 11.8                        | f 1.41          | 11.31           | 10.16           | 11.46           |
| 27   |                 |             |                 | f               |                 |                 | 360.2                       | COROMAR<br>1.5                          | 10.5                        | f               |                 |                 |                 |
| 24 Spur                                      |                 |             |                 |                 |                 |                 | 361.7                       | LA PATERA<br>1.1                        | 9.0                         |                 |                 |                 |                 |
| 47 P   | 7.15            |             | 5.23            | f 7.04          | 5.38            | 4.36            | 362.8                       | TO GOLETA<br>3.7                        | 7.9                         | f 1.36          | 11.26           | 10.11           | 11.41           |
| 42 P   | 7.24            |             | 5.29            | 7.12            | 5.44            | 4.42            | 366.5                       | HOPE RANOH<br>1.4                       | 4.2                         | 1.31            | 11.21           | 10.06           | 11.36           |
| 7 Spur                                       |                 |             |                 |                 |                 |                 | 367.9                       | OLIVA<br>0.6                            | 2.8                         |                 |                 |                 |                 |
| P  | 7.30            |             | 5.33            | 7.20            | 5.48            | 4.48            | 368.5                       | WEST STA. BARBARA }<br>2.2              | 2.2                         | 1.27            | 11.17           | 10.02           | 11.32           |
| Term. Yard<br>BKWOTP                         | 7.40 PM         |             | s 5.40 PM       | s 7.30 AM       | s 5.55 AM       | s 4.55 AM       | 370.7                       | (TO-R SANTA BARBARA }<br>0.0            | 0.0                         | 1.20 AM         | 11.10 AM        | 9.55 PM         | 11.25 PM        |
|  | Arrive Daily    |             | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily    |                             | (31.3)                                  |                             | Leave Daily     | Leave Daily     | Leave Daily     | Leave Daily     |
|  | (1.22)<br>22.90 |             | (0.49)<br>38.33 | (1.10)<br>26.83 | (0.49)<br>38.33 | (0.55)<br>34.15 |                             | .....Time over District.....            |                             | (0.49)<br>38.33 | (0.46)<br>40.83 | (0.46)<br>40.83 | (0.46)<br>40.83 |
|  |                 |             |                 |                 |                 |                 |                             | .....Average Speed per Hour.....        |                             |                 |                 |                 |                 |

**EASTWARD**

**Guadalupe Subdivision.**

**WESTWARD**

| Capacity of sidings and spurs in car lengths | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 |     | Distance from Lompoc |
|--|-----------------------------|---|-----|----------------------|
|  |                             | Lompoc Branch                           |     |                      |
|  |                             | STATIONS                                |     |                      |
| 125 WOYP                                     | 302.7                       | TO SURF<br>1.1                          | 9.7 |                      |
| 31   | 303.8                       | BARODA<br>3.8                           | 8.6 |                      |
| 23   | 307.6                       | POST<br>0.5                             | 4.8 |                      |
| 15 Spur                                      | 308.1                       | GARUS<br>0.2                            | 4.3 |                      |
| 24 Spur                                      | 308.3                       | LA SALLE<br>1.5                         | 4.1 |                      |
| 10   | 309.8                       | ACORN<br>2.6                            | 2.6 |                      |
| Term. BKWTP                                  | 312.4                       | TO-R LOMPOO<br>0.6                      | 0.0 |                      |
|  | 313.0                       | WHITE HILLS JOT.                        | 0.6 |                      |
|  |                             | (10.3)                                  |     |                      |

Service performed by extra trains.

**EASTWARD**

**Guadalupe Subdivision.**

**WESTWARD**

| Capacity of sidings and spurs in car lengths | Distance from San Francisco | Time Table No. 142<br>December 31, 1935 |     | Distance from White Hills |
|--|-----------------------------|---|-----|---------------------------|
|  |                             | White Hills Branch                      |     |                           |
|  |                             | STATIONS                                |     |                           |
| Term.  | 313.0                       | WHITE HILLS JOT.<br>3.7                 | 3.7 |                           |
|  | 316.7                       | WHITE HILLS<br>(3.7)                    | 0.0 |                           |

Service performed by extra trains.

At Naples, track on ocean side of main track will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS |               |                      |                |                  |           |
|--|---------------|----------------------|----------------|------------------|-----------|
| Train  | At            | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 78   | Any Station   | Receive              | Yuma           |                  | Daily     |
| 70   | { Any Station | Receive              | Los Angeles    |                  | Daily     |
| 69   | { Any Station | Discharge            |                | San Francisco    | Daily     |
| 77   | { Any Station | Discharge            |                | Los Angeles      | Daily     |
|  |               |                      |                | Yuma             | Daily     |







**RULE 2.** The following are designated Watch Inspectors:  
S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

|                                  |   |
|----------------------------------|---|
| San Francisco                    | ..... I. S. Preston, Phelan Building                                |
|                                  | ..... Kline & Logie, 2058 Mission Street                            |
|                                  | ..... M. S. Grousd, 210 Townsend Street                             |
| San Jose                         | (W.H. Turick, 275 So. First St. Pacific Grove..... G. H. Ehmann     |
|                                  | (..... Kochers, 169 So. First St. San Luis Obispo..... V. C. Jerram |
| Watsonville..... E. L. Reiding   | Santa Barbara..... I. F. Bitterly                                   |
| Santa Cruz..... Klein & Trumbley | Lompoc..... Walter Ziesche  |
| Salinas..... Goodfriend & Traub  | Los Gatos..... J. B. Streepey                                       |

**RULE 5.** 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.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

- Salinas, East End, at crossover west of Signal 1185.
- Gonzales, East End, at crossover at station building.
- San Miguel, West End, at crossover west of station building.
- At other stations where there are crossovers, will apply at initial switch of siding.
- Schedule time and train orders Santa Clara-Newark line will apply at junction switch, Santa Clara.

**RULE 10 (J).** Slow boards located on left-hand side of track as follows:  
Governing westward trains:  
One-half mile east of end double track Sargent.  
100 feet west of M. P. 119.  
Governing eastward trains:  
1200 feet west of M. P. 92.  
At Wellsona.

**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 Pac. Grove line.  
San Jose—Trains on Campbell line. Santa Cruz—Trains on Davenport line.  
Carnadero—Trains on Tres Pinos line. Surf—Trains on Lompoc line.

**RULE 14 (l).** Enginemen of 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 all 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 Passenger Station to Roundhouse. They must be removed on arrival delivery track at Roundhouse.

**RULE 28.** In double track territory between San Francisco and San Jose, 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.

**S-72.** Westward trains are superior to trains of the same class in opposite direction.

**RULES D-71 AND 73.** Second-class and inferior trains and engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. They will accept proceed indication of interlocking signal or verbal authority of towerman 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 and engines moving between these points must avoid delaying first-class trains and any other movements when so instructed by towerman.

**RULE 83.** Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan, Hadley Tower or West Santa Barbara.

If a positive observation check be made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa-Barbara it will apply at the end of double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

Rule 14 (k) must be applied when approaching trains on opposite track.

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

|                  |           |                 |
|------------------|-----------|-----------------|
| Bayshore Yard    | Gilroy    | Soledad         |
| Redwood Junction | Los Gatos | Santa Margarita |
| San Jose Yard    | Salinas   | Guadalupe       |

Mayfield—Scheduled trains via Los Altos and trains originating and terminating.

Castroville—Trains originating and terminating, and trains via Gigling.

Santa Cruz—Extra trains will register.

**RULE 83 (B).** Santa Barbara: The train-order office is located at the freight house, 8:00 a. m. to 12:01 a. m., and at passenger station 12:01 a. m. to 8:00 a. m.

Conductors and engineers 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.

First-class trains must register at passenger station and by ticket at freight house when operator on duty.

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

Redwood Junction—Trains from Western Division may register by ticket, and may receive orders and instructions from crane located near tower.

San Jose—Receptacles are located on station platforms between ramps from which through passenger trains may obtain clearance and train orders and where they may register by ticket.

When no clearance received or when irregularities noted, conductor will report to train order office.

**RULE 85.** Extra trains handling only passenger equipment may run ahead of first class trains between San Francisco and San Jose.

Inferior trains may run ahead of first class trains, San Jose to Niles via Milpitas, but will take necessary precautions to avoid delay to passenger trains.

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

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

**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 D-97 (A).** Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

**RULE 98.** The normal position of junction switch at Vasona Junction is for the Los Gatos—Los Altos line.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz yard is for siding, where westward trains will enter yard.

**RULE 103 (A).** Between Seventh St. and 17th, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line 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.

Crossing bell at main road Monte Vista not actuated by movements on former Peninsular Ry. tracks. Movements over crossing on these tracks must be protected by flagman on crossing.

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.

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 on crossing.

**RULE 105.** The siding opposite station building, Casmalia, will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

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

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

**RULE 107.** When passenger trains are at Santa Margarita, engines will not move through house track until such trains have cleared platform unless the movement be properly safeguarded.

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

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, Leslie, Beresford, Belmont, San Carlos, Redwood City, Redwood Jet., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

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.

Bay Meadows—When making movement from spur to main track, eastward indicator will show block occupied when westward train is approaching and westward indicator will show block occupied when westward train has passed switch and still in block.

Dwarf signal 199 governing movement from spur will assume proceed position if block not occupied. When signal does not assume proceed position movement may be made in accordance with Rule 509 but must be protected as prescribed by Rule 99.

When moving from Dirigible Base track between Mountain View and Sunnyvale to main track and switch indicator indicates block clear eastward, Signal 367 may be passed in stop position by complying with Rule 509 (f).

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.

**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.

**RULE 221.** All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Trains originating San Jose yard must obtain clearance before leaving.

Trains must obtain clearance before leaving Santa Cruz.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

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

**RULE 221 (A):**

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at . . . . . M. . . . . Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

**RULE 516.** Overlaps are located at:

Nova—Hathaway—Chittenden—Madrone . . . . . Affecting eastward trains.

Spreckles Jct. . . . . Affecting westward trains.

Casmalia (west siding) . . . . . Affecting eastward and westward trains.

**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.

**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, entering and leaving freight yard.

San Luis Obispo, entering and leaving freight yard.

Santa Barbara—Entering and leaving yard.

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

**TRAIN AND AIR INSPECTION**

**AIR BRAKE RULE 11.**

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between points where air brakes are used; except will not apply in San Jose Yard, but airbrakes must be used wherever required by rule or by law.

**AIR BRAKE RULE 13.**

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16 (e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

**AIR BRAKE RULE 16.**

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, eastward leaving Santa Margarita, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco, San Jose and San Luis Obispo, trainmen will use signal 16 (h) instead of hand or lamp signal.

**AIR BRAKE RULE 17.**

Standing air brake test must be made by eastward freight trains at Santa Margarita.

**AIR BRAKE RULE 56.**

**PASSENGER TRAINS:** 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 Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Nova or 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 a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

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

Retainers to be operated as follows when train consists over five cars: 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers. To be turned up from head end of train.

**FREIGHT TRAINS:** 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 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.

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

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.

One retainer will be turned up for each 120 M's in train.

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.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character **MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.** This will not be authority to exceed specified speed restrictions.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 Ms per operative brake.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 Ms per operative brake.

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

**RULE 827.** 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.

Eastward freight trains will stop at Chorro ten minutes or more for inspection, except when delayed at Serrano or Nova ten minutes or more inspection may be made at that point and stop at Chorro omitted.

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

**AUTOMATIC BLOCK SYSTEM**

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

**San Jose**—From limits of San Jose tower to signal located 50 feet west of oil buffer spring switch at junction with roundhouse lead.

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

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left-hand side of track.

When signal 924 East of Chittenden or signal 931 West of Logan are in stop position, careful examination of Pajaro River Bridge must be made before passing over.

When signal 2390 East of Cuesta or signal 2401 East of East Portal Tunnel 6 are in stop position, careful examination must be made of Tunnel 6 before passing through.

**OIL BUFFER SPRING SWITCHES**

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara: Trailing westward 30 MPH.  
Facing eastward 20 MPH.

Hadley Tower: Trailing eastward 30 MPH.  
Facing westward 30 MPH.

Watsonville Jct. yard: Trailing eastward 30 MPH.  
Facing westward 30 MPH.

Logan: Trailing westward 30 MPH.  
Facing eastward 20 MPH.

Sargent: Trailing eastward 30 MPH.  
Facing eastward 30 MPH.

Gilroy: Trailing westward 30 MPH.  
Facing eastward 30 MPH.

Coyote: Trailing eastward 30 MPH.  
Facing westward 30 MPH.

Lick: Trailing westward 30 MPH.  
Facing eastward 30 MPH.

Redwood Jct. (Western div.) Trailing eastward 30 MPH.  
Facing westward 30 MPH.

At San Jose, switch leading from Freight lead to Eastward main track at east end of passenger yard is an oil buffer spring switch. Speed for trailing movement from main track, or freight lead 30 M. P. H. Westward, making turn out to freight lead 20 M. P. H.

Switch leading from Milpitas line to roundhouse lead is an oil buffer spring switch, lined normally for main track. Speed limited to 15 M. P. H. in both directions.

At Lick, when interlocking signal governing westward movement is in stop position and permission obtained from Operator to pass signal, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Coyote, when signal 634 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Sargent, when signal 866 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Logan when signal 931 located East of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

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

Running switches are prohibited and sand, blow off cocks and injectors must not be used nor boosters started, while passing over these switches.

When an automatic, semi-automatic or interlocking signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.



**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.

**FOURTH STREET—San Francisco**

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

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

One sound of air whistle in tower requires that trains and engines within limits of plant must stop.

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

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

**POTRERO—San Francisco**

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

Telephone located in shelter shed at 23d 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, one long, two short.

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

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

Signalman Potrero Tower will notify signalman 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, Signalman will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

**BAYSHORE**

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

Whistle signals governing routes as follows:

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

Signalman Bayshore Tower will notify signalman 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, Signalman 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, one 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 and Hayden Spur..... } 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 short.
- Movement against current traffic, one short, one long, three short.
- For siding, two short, one long, two short.
- For drill track westward, two short, one long, one short.
- For Harbor Spur, one short, one long, two short.
- For Pratt-Lowe Co.'s spur, one short, two long, one short.

**SANTA CLARA**

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

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

Whistle signals govern routes as follows:

- For Newark Line, two short, one 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.

When a signal governs the approach to a switch and signal is in stop position, and permission has been obtained from signal operator, by telephone to proceed against signal, it must be known that switch is properly lined before passing over.

When moving against current of traffic on westward main track, stop must be made at signal bridge 466 until hand signal received from yardman to proceed. If proceed signal given before stop is made it will not be necessary to stop.

Whistle signals governing routes as follows:

- For westward movement to train yard via drill track..... } one short, two long, one short.
- For track 51 to train yard, two short, one long, two short.
- For San Jose freight yard, one long, two short, one long.
- For Freight Lead, one long, one short, one long, one short.
- For Santa Clara, drill track, three short, one long, one short, one long.
- For roundhouse, one short, two long, two short.
- For Milpitas Line, two short, one long, two short.

**SAN JOSE—(Fourth Street)**

Limits extend from signals just west of First Street to signal at Fourth Street.

Whistle signals governing routes as follows:

- For trains to Freight Yards, one long, one short, one long.
- For Passenger Station, one short, two long, one short.
- For Security warehouse spur, one long, one short, one long, one short.
- For Hunt Bros. plant No. 2, two short, one long, one short.
- For Niles line, two short, one long, two short.
- For Borchers Spur, three short, one long, one short.
- For Hunt Bros. plant No. 1, one short, one long, two short.

**SAN JOSE-SANTA CRUZ LINE (Western Pacific Crossing)**

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower. No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern. Interlocking derail switches on drill tracks are hand operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663. Speed on main track must not exceed 30 M. P. H. through limits of plant.

**WILLOW GLEN (W. P. CROSSING)**

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

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements. When signals indicate stop, paragraph (c) of Rule 663 will govern.

**VALBRICK**

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower. No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern. Switches and derails at east end of siding and to industry tracks are hand operated. Movements over Western Pacific tracks on siding must be made under provisions of Rule 663.

**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 will not be 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.

During hours 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, paragraph (c) of Rule 663 will govern.

Telephone is located in Tower.

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

Limits extend between San Jose and Lick as follows: At Lick—Westward from light signal located 700 feet east of end of double track. Eastward to light signal located at clearance point of double track.

On Lick branch, to dwarf signal located 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 signal located 200 feet east of junction switch. Lower signal governs to freight lead and upper signal to westward main track and station tracks.

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.

Movements within these limits are governed by interlocking signals, under control of signal operator stationed in telegraph office at San Jose passenger station.

Interlocking Rules will govern, and supersedes time table and train order superiority.

When a signal governs the approach to a switch and signal is in stop position and permission has been obtained from signal operator to proceed against signal, it must be known that switch is properly lined before passing over.

Switch at end of double track, east end passenger yard San Jose is power operated over which speed is restricted to 30 M. P. H. in either direction.

**MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARDS**

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 the movements:

**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.



SPECIAL INSTRUCTIONS—Continued

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

MISCELLANEOUS

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

Eastward passenger trains moving via Los Gatos and having trains with 6 cars or less will take full tank of water at Los Gatos. Trains with more than 6 cars will take full tank of water at Mayfield, and will not be required to take water at Los Gatos or Wright unless necessary for operating reasons.

Engines on eastward freight trains will be given full tank of water at Los Gatos and will avoid blocking street crossings.

10. 1400, 1500, 2400, 3000, 3100, or 3200 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

2400, 3000 and 3100 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

2400, 3000 and 3100 class engines, except P1, 3, 11 type, must not be used between Castroville and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

19. Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

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

Western Division westward trains consisting of not over this number of cars, exclusive of number of cars to be set out at Redwood Junction, may pull rear of train over Middlefield Road Crossing, provided distant signal D-269 is found to be in proceed position, which will indicate that signal operator may permit set-out to be made without interference with other movements within the limits of the interlocking plant; otherwise trains must stop clear of crossing and then pull in with only the cars to be set out.

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.

SPEED TABLE

Table with 8 columns: SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC. Rows show speed limits for various engine classes and distances.

SPEED RESTRICTIONS

MT 1, 2, 3, 4, 5, GS1 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S. P. 1, 2, 3, AC4, 5, 6; AM2, MM2 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED: "TW"—"C" 11, 12, 14, 15, 17—"MK" 2, 4—"MC" 2, 4, 6—"AC" 1, 2, 3, 4, 5..... 40 MPH "C" 2 to 10 and 18 to 23 Incl.—"F" 1, 3, 4, 5, 6—"SP" 1, 2, 3—"MM" 2—"AM"..... 45 MPH "M"—"T" 1, 2, 7, to 23, 28, 31, 34, 36, SD&A, 20 and 26—"MK" 5, 6, 7, 8, 9..... 50 MPH

THE SPEED OF 4000, 4100 AND 5000 TYPE OF ENGINES MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; SANTA MARIA BRIDGE 275-C, GUADALUPE

MT-2 TYPE ENGINES (4385-4390) WILL NOT EXCEED 30 MILES PER HOUR AND 4400 CLASS ENGINES 25 MILES PER HOUR OVER PAJARO RIVER BRIDGE, 92-B, CHITTENDEN; SANTA MARGARITA CREEK, 232-D, SANTA MARGARITA; SANTA MARIA RIVER, 275-C, GUADALUPE; ARROYO HONDA, 343-C, LENTO; EL CAPITAN, 350-F, CAPITAN.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPECIFIED SPEED RESTRICTIONS.

Table with columns: Pages, BETWEEN, Passenger, Freight or Mixed, Engines (with or without train) Backing, Engines Running Light, Switch Engines running under own steam or towed in trains. Lists various locations and their corresponding speed limits.

Where the maximum speed is 35 M. P. H. for engines running light, Class E, P, A, Mt. 1, 2, 3, 4, 5, and GS1 engines may make 40 M. P. H.

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

Trains and engines must not exceed speed of 15 M. P. H. from interlocking signal limits on Milpitas line to junction of westward main track.

When tender of engine has water capacity of 7,000 gallons or less maximum speed must not exceed 50 miles per hour.

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

Table listing engine types and their maximum speeds when hauled in trains or running under own steam.

2, 10, 2 and heavier type of engines with main and side rods removed must not be handled in trains and when handled special, a speed of 15 M. P. H. must not be exceeded.

Table listing various engine types and their maximum speeds in different situations, such as relief trains, through crossovers, and yard drags.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

Table showing speed limits for various locations between San Francisco and Santa Barbara, including San Bruno Line, Burlingame, Redwood City, and Salinas.

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

Table with columns: M.P., EAST OF, WEST OF, DESCRIPTION. Lists locations where overhead and side clearance structures are not standard.

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

Table listing locations on the San Francisco to San Bruno line via Ocean View, such as Valencia Street and Bernal.

VASONA JUNCTION—SANTA CRUZ

Table listing locations between Vasona Junction and Santa Cruz, including Wright, Laurel, Glenwood, and Park Street.

WATSONVILLE JCT.—SANTA CRUZ

Table listing locations between Watsonville Junction and Santa Cruz, such as Santa Cruz and Seabright.

CASTROVILLE—PACIFIC GROVE

Table listing locations between Castroville and Pacific Grove, including Nashua and Neponset.



**AVERAGE TARE WEIGHT OF PASSENGER TRAIN CARS**

| CLASS                               | All Steel | Steel Under-frame | Wood    |
|-------------------------------------|-----------|-------------------|---------|
| Baggage—60 ft.....                  | 93,070    |                   |         |
| —66 ft.....                         | 127,610   |                   |         |
| —70 ft.....                         | 122,620   |                   |         |
| —70 ft. (with Auto. End Door)       | 125,800   |                   |         |
| —(Dynamo).....                      | 98,730    |                   |         |
| Baggage and Mail—60 ft.....         | 103,620   | 87,120            | 81,120  |
| —69 ft.....                         | 124,760   |                   |         |
| —70 ft.....                         | 129,140   |                   |         |
| Baggage and Passenger.....          | 108,675   | 103,590           | 99,200  |
| Express Refr.—N.P.Ry.....           | 74,000    | 112,640           | 76,320  |
| —G.N.Ry.....                        |           | 74,000            | 60,000  |
| —A.R.E. No. 40-154.....             |           | 78,000            | 70,000  |
| —155-224.....                       |           | 89,000            |         |
| —500-506.....                       |           | 110,000           |         |
| —1101-1175.....                     |           | 85,000            |         |
| —P.F.E. 500-799.....                |           | 83,000            |         |
| Tea and Silk.....                   |           |                   | 48,180  |
| Express, Horse.....                 | 133,050   |                   | 81,033  |
| Postal.....                         | 112,120   |                   |         |
| Postal Storage—40 ft.....           | 74,530    |                   |         |
| —60 ft.....                         | 105,120   |                   |         |
| Club.....                           | 146,210   | 122,300           |         |
| Official.....                       | 170,700   | 155,370           | 109,370 |
| Chair—60 ft.....                    | 100,620   |                   | 84,740  |
| —74 ft.....                         | 163,900   |                   |         |
| Coaches—60 ft.....                  | 98,130    |                   |         |
| —70 ft.....                         | 137,640   |                   |         |
| —72 ft.....                         | 139,660   |                   |         |
| —73 ft.....                         | 148,040   |                   |         |
| —72 ft. (Interurban).....           | 120,000   |                   | 81,210  |
| All Day Lunch—Chair.....            | 105,970   |                   |         |
| —Coach.....                         | 103,875   |                   |         |
| Cafe Coach.....                     | 138,600   |                   |         |
| Diner—70 ft.....                    | 135,930   | 131,040           |         |
| —72 ft.....                         | 155,330   | 146,930           | 134,530 |
| —77 ft. (Arch Type Roof).....       | 156,000   |                   |         |
| —77 ft. (Clere Story Roof).....     | 161,520   | 165,530           |         |
| —79 ft.....                         | 169,100   |                   |         |
| —80 ft.....                         | 175,200   |                   |         |
| Cafe Parlor.....                    | 148,950   | 161,200           |         |
| Lounge.....                         | 173,000   |                   |         |
| Observation—75 ft.....              | 154,400   |                   |         |
| —77 ft.....                         | 173,300   | 141,870           | 121,300 |
| Pullman—Observation.....            | 164,600   |                   |         |
| —Observation Lounge.....            | 171,200   |                   |         |
| —Lounge.....                        | 168,700   |                   |         |
| —Parlor.....                        | 155,600   | 147,500           |         |
| —Bedroom Car.....                   | 167,600   |                   |         |
| —Standard Sleeper.....              | 164,600   | 144,000           |         |
| —Tourist.....                       | 140,600   | 133,000           |         |
| Rail Car—Gas-Electric, 400 H.P..... | 158,400   |                   |         |
| —Gas-Electric, 600 H.P.....         | 167,200   |                   |         |
| —McKeen—55 ft.....                  | 64,140    |                   |         |
| —70 ft.....                         | 71,530    |                   |         |
| Observation (Open Top).....         |           |                   | 62,000  |

For Air Conditioned Cars—Add to above weights:  
 Steam Ejector.....11,000 lbs.  
 Mechanical.....10,000  
 Ice Activated (In service).....10,000  
 Ice Activated (Without ice).....7,500

**DIVISION MILEAGE**

| First Main Track                                |                     |               |
|---|---------------------|---------------|
| San Francisco 3rd St. to Santa Barbara.....     | S. P. R. R. Co..... | 354.71        |
| End Western Division to San Jose.....           | S. P. Co.....       | 10.37         |
| End Western Division to Santa Clara.....        | C. P. Ry.....       | 1.51          |
| End Western Division to Redwood Junction.....   | S. P. R. R. Co..... | 0.69          |
| College Park to San Jose.....                   | S. P. C. Ry.....    | 1.28          |
| College Park to San Jose.....                   | C. P. Ry.....       | 1.37          |
| College Park to San Jose.....                   | S. P. C. Ry.....    | 1.31          |
| <b>Total First Main Track.....</b>              |                     | <b>371.24</b> |
| Second Main Track                               |                     |               |
| San Francisco to Santa Barbara.....             | S. P. R. R. Co..... | 66.81         |
| Redwood Jet. to Sweeney.....                    | S. P. Co.....       | 10.37         |
| Redwood Jet. to Sweeney.....                    | C. P. Ry.....       | 1.32          |
| <b>Total Second Main Track.....</b>             |                     | <b>78.50</b>  |
| <b>Total 1st and 2nd Main Track.....</b>        |                     | <b>449.74</b> |
| First Branch Track                              |                     |               |
| Campbell to La Franc.....                       | S. P. C. Ry.....    | 4.76          |
| College Park to Santa Cruz.....                 | S. P. C. Ry.....    | 33.45         |
| Santa Cruz to Davenport.....                    | S. P. R. R. Co..... | 11.91         |
| Surf to White Hills.....                        | S. P. R. R. Co..... | 14.31         |
| Mayfield to Vasona Junction.....                | S. P. Co.....       | 16.27         |
| Castroville to Lake Majella.....                | S. P. R. R. Co..... | 19.60         |
| Lick to Alamitas.....                           | S. P. R. R. Co..... | 3.84          |
| Watsonville Junction to Santa Cruz.....         | S. P. R. R. Co..... | 20.19         |
| San Francisco to San Bruno.....                 | S. P. R. R. Co..... | 13.18         |
| Baden to San Bruno via South San Francisco..... | S. P. R. R. Co..... | 1.60          |
| Baden to San Bruno via South San Francisco..... | S. P. Co.....       | 1.29          |
| Spreckels Junction to Spreckels.....            | S. P. R. R. Co..... | 2.89          |
| Carnadero to Tres Pinos.....                    | S. P. R. R. Co..... | 2.84          |
| Carnadero to Tres Pinos.....                    | S. P. R. R. Co..... | 18.45         |
| <b>Total First Track.....</b>                   |                     | <b>161.69</b> |
| <b>Total Branches.....</b>                      |                     | <b>161.69</b> |
| <b>Total All Tracks Coast Division.....</b>     |                     | <b>611.43</b> |

**SURGEONS**

| LOCATION               | NAME                       | TITLE                    |
|------------------------|----------------------------|--------------------------|
| San Francisco.....     | Dr. W. B. Coffey.....      | Chief Surgeon and Mgr.   |
| San Francisco.....     | Dr. J. H. O'Connor.....    | Division Surgeon.        |
| San Francisco.....     | Dr. C. A. Walker.....      | District Surgeon.        |
| San Francisco.....     | Dr. G. R. Carson.....      | District Surgeon.        |
| San Francisco.....     | Dr. H. B. Graham.....      | Aurist.                  |
| San Francisco.....     | Dr. Grant Selfridge.....   | Aurist.                  |
| San Francisco.....     | Dr. Wilbert F. Swett.....  | Oculist.                 |
| San Francisco.....     | Dr. John C. Williams.....  | Oculist.                 |
| Daly City.....         | Dr. Jos. Butler.....       | District Surgeon.        |
| So. San Francisco..... | Dr. Edwin I. Bartlett..... | District Surgeon.        |
| So. San Francisco..... | Dr. W. H. Musselman.....   | Asst. District Surgeon.  |
| Ocean View.....        | Dr. Harry A. Deering.....  | Emergency Surgeon.       |
| San Bruno.....         | Dr. F. Holmes Smith.....   | Emergency Surgeon.       |
| San Mateo.....         | Dr. Alan Benner.....       | District Surgeon.        |
| San Mateo.....         | Dr. Benj. H. Page.....     | District Surgeon.        |
| Redwood City.....      | Dr. Harper Peddicord.....  | District Surgeon.        |
| Mayfield.....          | Dr. Granville Wood.....    | Emergency Surgeon.       |
| Palo Alto.....         | Dr. L. E. Phillips.....    | District Surgeon.        |
| Sunnyvale.....         | Dr. Tolbert Watson.....    | Emergency Surgeon.       |
| Campbell.....          | Dr. W. I. Merrill.....     | Emergency Surgeon.       |
| Los Gatos.....         | Dr. Wm. R. Harder.....     | District Surgeon.        |
| Los Gatos.....         | Dr. R. P. Gober.....       | Consulting Surgeon.      |
| Santa Cruz.....        | Dr. A. L. Phillips.....    | District Surgeon.        |
| Davenport.....         | Dr. R. D. Rood.....        | District Surgeon.        |
| Mountain View.....     | Dr. A. H. McFarlane.....   | District Surgeon.        |
| Santa Clara.....       | Dr. J. I. Beattie.....     | District Surgeon.        |
| San Jose.....          | Dr. T. V. Moore.....       | District Surgeon.        |
| San Jose.....          | Dr. D. R. Threlfall.....   | Asst. District Surgeon.  |
| Morganhill.....        | Dr. Karl F. Pelka.....     | District Surgeon.        |
| Gilroy.....            | Dr. R. H. Prien.....       | District Surgeon.        |
| Hollister.....         | Dr. L. E. Smith.....       | District Surgeon.        |
| Watsonville.....       | Dr. F. H. Koepke.....      | District Surgeon.        |
| Watsonville.....       | Dr. D. S. Woodward.....    | Asso. District Surgeon.  |
| Watsonville.....       | Dr. L. M. Liles.....       | District Surgeon.        |
| Monterey.....          | Dr. Mast Wolfson.....      | District Surgeon.        |
| Pacific Grove.....     | Dr. H. S. Hoyt.....        | District Surgeon.        |
| Pacific Grove.....     | Dr. H. M. Hoyt.....        | Consulting Surgeon.      |
| Salinas.....           | Dr. E. Wiley Reeves.....   | District Surgeon.        |
| Salinas.....           | Dr. Rollin Reeves.....     | Asst. District Surgeon.  |
| Castroville.....       | Dr. C. E. Schultz.....     | District Surgeon.        |
| Gonzales.....          | Dr. L. P. Davlin.....      | Emergency Surgeon.       |
| Soledad.....           | Dr. F. E. Weibe.....       | District Surgeon.        |
| King City.....         | Dr. C. T. Bullard.....     | District Surgeon.        |
| San Miguel.....        | Dr. C. R. Kennedy.....     | District Surgeon.        |
| Paso Robles.....       | Dr. Gifford L. Sobey.....  | District Surgeon.        |
| Atascadero.....        | Dr. H. McGarvey.....       | Emergency Surgeon.       |
| Santa Margarita.....   | Dr. Harry J. Coventry..... | Emergency Surgeon.       |
| San Luis Obispo.....   | Dr. F. R. Mugler.....      | District Surgeon.        |
| San Luis Obispo.....   | Dr. J. B. Butler.....      | District Surgeon.        |
| San Luis Obispo.....   | Dr. C. P. Proudfoot.....   | Oculist and Aurist.      |
| Guadalupe.....         | Dr. W. D. Sink.....        | District Surgeon.        |
| Guadalupe.....         | Dr. W. C. Conser.....      | Asst. District Surgeon.  |
| Guadalupe.....         | Dr. A. L. Mollath.....     | Asso. District Surgeon.  |
| Lompoc.....            | Dr. L. E. Heiges.....      | District Surgeon.        |
| Lompoc.....            | Dr. L. E. Heiges, Jr.....  | Assoc. District Surgeon. |
| Santa Barbara.....     | Dr. Kent R. Wilson.....    | District Surgeon.        |
| Santa Barbara.....     | Dr. C. S. Stevens.....     | District Surgeon.        |
| Santa Barbara.....     | Dr. A. B. Steele.....      | Asso. District Surgeon.  |
| Santa Barbara.....     | Dr. Wm. J. Mellinger.....  | Aurist.                  |
| Santa Barbara.....     | Dr. Wm. H. Johnson.....    | Oculist.                 |

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

**RATING OF LOCOMOTIVES—COAST DIVISION—In Ms of 1000 lbs. Back of Tender.**

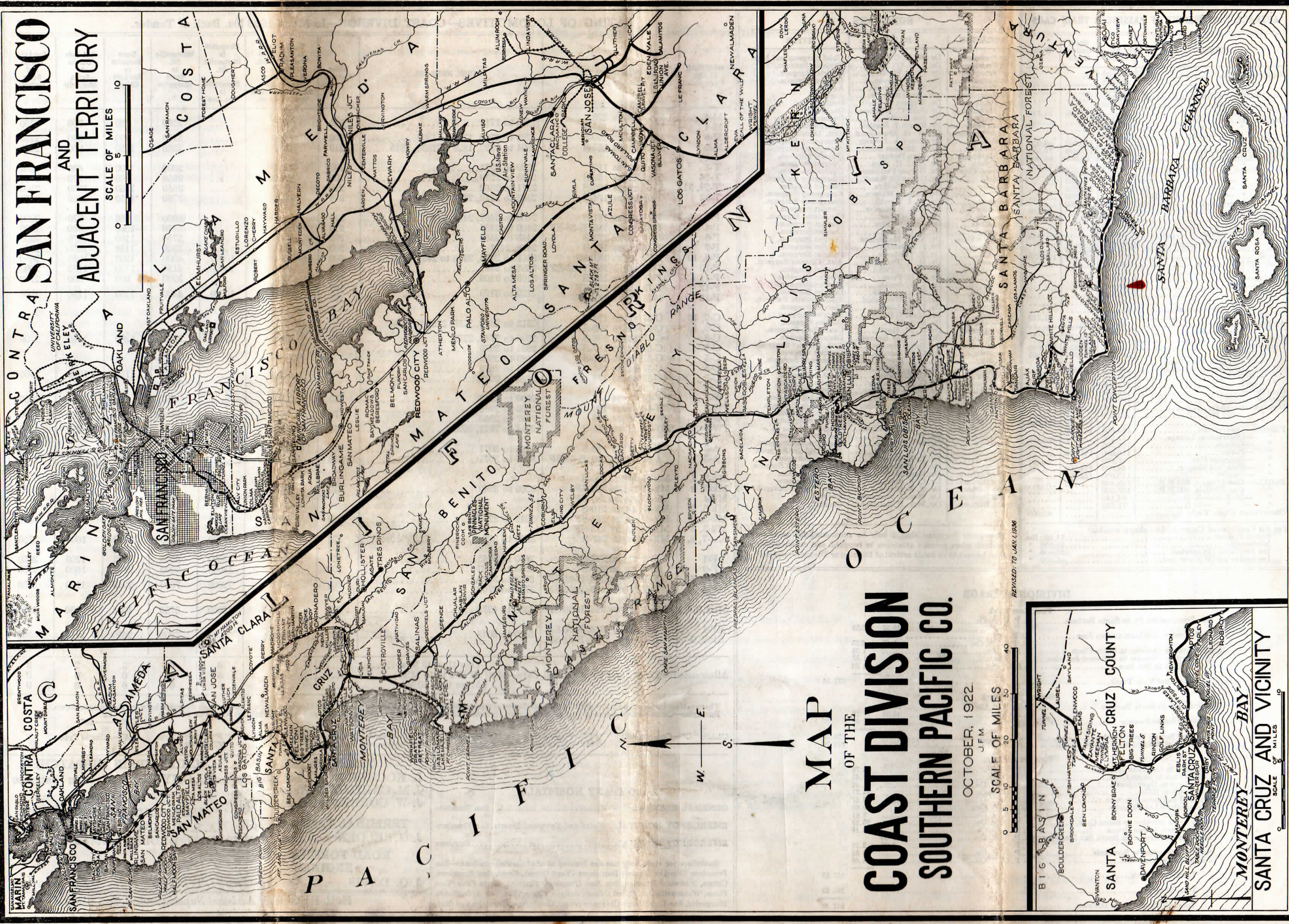
| NOMINAL CLASS | OFFICIAL CLASS              | ENGINE NUMBERS                  | Boiler Pressure                       | San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose and Santa Margarita to Watsonville Jct. | Morganhill to Watsonville Jct. | Watsonville Jct. to Santa Margarita | Santa Margarita to San Luis Obispo | San Luis Obispo to Santa Margarita | San Luis Obispo and Santa Barbara |      |
|---------------|-----------------------------|---------------------------------|---------------------------------------|---|--------------------------------|-------------------------------------|------------------------------------|------------------------------------|-----------------------------------|------|
| M-4           | M-63 20/28 126              | 1615 to 1713.....               | 190                                   | 2950  | ....                           | 2550                                | 780                                | 700                                | 1750                              |      |
| M-4           | M-63 20/28 135-S            |                                 | 200                                   | 3650  | ....                           | 3150                                | 990                                | 890                                | 2150                              |      |
| M-6           | M-63 21/28 150-S            |                                 | 210                                   | 3850  | ....                           | 3350                                | 1050                               | 950                                | 2250                              |      |
| M-9           | M-63 21/28 150-S            |                                 | 180                                   | 2650  | ....                           | 2300                                | 700                                | 630                                | 1550                              |      |
| T-1           | T-63 20/26 112              | 2239 to 2271.....               | 200                                   | 3400  | ....                           | 2950                                | 860                                | 770                                | 1950                              |      |
| T-26          | T-69 21/28 152-S            |                                 | 210                                   | 4200  | ....                           | 3650                                | 1150                               | 1050                               | 2500                              |      |
| T-28, 31      | T-63 22/28 162-S            |                                 | 210                                   | 4300  | ....                           | 3750                                | 1150                               | 1050                               | 2550                              |      |
| T-32          | T-69 23/28 174-S            |                                 | 210                                   | 4300  | ....                           | 3750                                | 1150                               | 1050                               | 2550                              |      |
| P-1, 3, 5     | P-77 22/28 141-S            | 2400 to 2452, 2459, 2460.....   | 210                                   | 3500  | ....                           | 3050                                | 860                                | 770                                | 2000                              |      |
| P-4           | P-77 23/28 155/B-58-SF      |                                 | 210                                   | 4000  | ....                           | 3450                                | 1000                               | 860                                | 2400                              |      |
| P-6           | P-77 25/28 172-S            |                                 | 200                                   | 4300  | ....                           | 3750                                | 1100                               | 970                                | 2500                              |      |
| P-7           | P-73 25/28 171-S            |                                 | 200                                   | 4350  | ....                           | 3800                                | 1150                               | 1050                               | 2550                              |      |
| P-8, 10       | P-73 25/30 181-SF           | 2461 to 2474, 2478 to 2483..... | 200                                   | 4600  | 10000                          | 4000                                | 1200                               | 1050                               | 2650                              |      |
| P-10          | P-73 25/30 183/B-63-SF      |                                 | 200                                   | 4800  | 10000                          | 4150                                | 1250                               | 1150                               | 2900                              |      |
| P-11          | P-68 24/26 157-S            |                                 | 180                                   | 3700  | ....                           | 3200                                | 900                                | 800                                | 2100                              |      |
| P-12          | P-73 27/28 189-SF           |                                 | 190                                   | 5050  | 10000                          | 4400                                | 1250                               | 1150                               | 2900                              |      |
| P-12          | P-73 26/28 189-SF           | 3120 to 3129.....               | 205                                   | 5050  | 10000                          | 4400                                | 1250                               | 1150                               | 2900                              |      |
| C-9, 10       | C-57 22/30 194-S            |                                 | 2513 to 2599, 2750, 2752 to 2860..... | 210   | 4600                           | 10000                               | 3950                               | 1300                               | 1150                              | 2700 |
| C-9, 10       | C-57 22/30 200-SF           |                                 |                                       | 210   | 4600                           | 10000                               | 3950                               | 1300                               | 1150                              | 2700 |
| C-8           | C-57 22/30 192-S            |                                 |                                       | 210   | 2698 to 2749, 2751.....        | ....                                | 3550                               | 1150                               | 1050                              | 2400 |
| C-5           | C-57 22/30 187-S            | 200                             |                                       | 2624 to 2679.....   | ....                           | 3550                                | 1150                               | 1050                               | 2400                              |      |
| C-5           | C-57 22/30 185-S            | 2680 to 2693.....               | 200                                   | 4100  | ....                           | 3550                                | 1150                               | 1050                               | 2400                              |      |
| C-5           | C-57 22/30 180              |                                 | 200                                   | 2624 to 2679.....   | ....                           | 3550                                | 1150                               | 1050                               | 2400                              |      |
| C-5           | C-57 22/30 180              |                                 | 200                                   | 2680 to 2693.....   | ....                           | 3550                                | 1150                               | 1050                               | 2400                              |      |
| C-5           | C-57 22/30 178              |                                 | 200                                   | 2680 to 2693.....   | ....                           | 3550                                | 1150                               | 1050                               | 2400                              |      |
| TW-1          | TW-54 22/26 147             | 2900 to 2913.....               | 180                                   | 3500  | ....                           | 3050                                | 950                                | 850                                | 2050                              |      |
| TW-3          | TW-50 20/26 120             |                                 | 170                                   | 2932 to 2945.....   | ....                           | 2500                                | 800                                | 700                                | 1700                              |      |
| TW-2          | TW-50 20/26 118             |                                 | 190                                   | 2947 to 2952.....   | ....                           | 3200                                | 1050                               | 950                                | 2250                              |      |
| TW-8          | TW-54 21/32 161-S           |                                 | 190                                   | 2914 to 2921, 2923.....   | ....                           | 3200                                | 1050                               | 950                                | 2250                              |      |
| A-3           | A-81 20/28 112-S            | 3025 to 3071.....               | 210                                   | 2800  | ....                           | 2400                                | 630                                | 550                                | 1550                              |      |
| A-3           | A-81 20/28 120/B-64-SF      |                                 | 210                                   | 2900  | ....                           | 2500                                | 630                                | 550                                | 1700                              |      |
| Mk-2, 4       | Mk-57 23 1/2/30 206-S       | 3200 to 3240.....               | 210                                   | 5400  | 10000                          | 4650                                | 1500                               | 1350                               | 3200                              |      |
| Mk-2, 4       | Mk-57 23 1/2/30 222-SF      |                                 | 210                                   | 5400  | 10000                          | 4650                                | 1500                               | 1350                               | 3200                              |      |
| Mk-4          | Mk-57 23 1/2/30 230-SF      |                                 | 210                                   | 5850  | 12000                          | 5150                                | 1600                               | 1450                               | 3500                              |      |
| Mk-5, 6       | Mk-63 26/28 210-S           |                                 | 210                                   | 5850  | 12000                          | 5150                                | 1600                               | 1450                               | 3500                              |      |
| Mk-5, 6       | Mk-63 26/28 231-SF          | 3300 to 3324.....               | 176                                   | 6350  | 12000                          | 5550                                | 1750                               | 1600                               | 3750                              |      |
| Mk-5, 6       | Mk-63 26/28 233-SF          |                                 | 200                                   | 6700  | 12000                          | 5800                                | 1900                               | 1700                               | 3950                              |      |
| Mk-7, 8, 9    | Mk-63 29/30 247-S           |                                 | 200                                   | 7600  | 12000                          | 6600                                | 2100                               | 1900                               | 4500                              |      |
| F-1           | F-63 27 1/2/32 273-S        |                                 | 200                                   | 3668 to 3763.....   | ....                           | 7000                                | 2350                               | 1900                               | 4750                              |      |
| F-3           | F-63 29 1/2/32 297-S        | 3764 to 3768.....               | 200                                   | 8000  | 12000                          | 7000                                | 2350                               | 1900                               | 4750                              |      |
| F-4, 5        | F-63 29 1/2/32 306/B-61-SF  |                                 | 200                                   | 8000  | 12000                          | 7000                                | 2350                               | 1900                               | 4750                              |      |
| F-5           | F-63 29 1/2/32 306/B-62-SF  |                                 | 200                                   | 8000  | 12000                          | 7000                                | 2350                               | 1900                               | 4750                              |      |
| Mt-1, 3, 4, 5 | Mt-73 28/30 246/B-60-SF     | 4300 to 4376.....               | 210                                   | 6600  | 12000                          | 5750                                | 1800                               | 1550                               | 4000                              |      |
| SP-1          | SP-63 28 1/2/33 316/B-60-SF | 5000 to 5048.....               | 225                                   | 8000  | ....                           | 7900                                | 2600                               | 2100                               | 5300                              |      |
| SP-2, 3       | SP-63 28 1/2/33 317/B-61-SF |                                 | 225                                   | 8000  | ....                           | 7900                                | 2600                               | 2100                               | 5300                              |      |

| Allowance for Empty and Underloaded Cars—M's | Less than 40 M's..... | 40 M's to 50 M's..... |
|--|-----------------------|-----------------------|
|--|-----------------------|-----------------------|



# SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES  
0 5 10



## MAP OF THE COAST DIVISION SOUTHERN PACIFIC CO.

OCTOBER, 1922.

J.F.M.

SCALE OF MILES  
0 5 10 20 30 40

REVISED: TO JAN. 1, 1936

