

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

145



To Take Effect Sunday, April 17, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

San Francisco Subdivision.

FIRST CLASS

Table with columns for station names (e.g., 126, 124, 170, 120, 168, 166, 116, 164, 162, 114, 112, 174, 34, 98, 72, 250, 110, 108, 38), passenger status (Passenger, Daylight), departure/arrival times, and distance from San Francisco. Includes rows for various yard types like BKWOITP, KIP, Y, P, etc.

Time Table No. 145

April 17, 1938

STATIONS

Vertical list of stations from TO-R SAN FRANCISCO to TO-R SAN JOSE with corresponding distance markers.

Automatic Block System

Double Track

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.

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

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

San Francisco-San Jose local passenger trains and No. 38 stop on flag at any station Sundays and Holidays, except Aqua, Howest and Romac.

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

NOTE.— See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.

San Francisco Subdivision.

WESTWARD

Time Table No. 145

April 17, 1938

FIRST CLASS

Automatic Block System

Double Track

Table of stations from TO-R SAN FRANCISCO to TO-R SAN JOSE with distances and station names.

Main train schedule table with columns for train numbers (105, 107, 259, 169, 109, 111, 69, 115, 117, 1, 121, 123, 125, 129, 131, 75, 73, 133, 31, 135) and rows for arrival and departure times.

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

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes...

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

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

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

Table titled 'ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS' with columns for Train, At, Receive or Discharge, To (or beyond), From (or beyond), and Frequency.

EASTWARD

San Francisco Subdivision.

FIRST CLASS

Main train schedule table with columns for station names (e.g., 154, 152, 70, 150, 148, 146, 144, 184, 142, 140, 138, 182, 136, 134, 180, 132, 32, 36, 176) and rows for various train types (Passenger, Coaster, etc.) and departure/arrival times.

Time Table No. 145

April 17, 1938

STATIONS

Station list table with columns for station names (e.g., TO-R SAN FRANCISCO, 23D STREET, 14TH AVE., PAUL AVE., BAYSHORE, VISITACION, R VISITACION TOWER, BUTLER ROAD, SO. SAN FRANCISCO, TANFORAN WYE, SAN BRUNO, LOMITA PARK, MILLBRAE, BROADWAY, BURLINGAME, SAN MATEO, HAYWARD PARK, BAY MEADOWS, BERESFORD, BELMONT, SAN CARLOS, REDWOOD CITY, R REDWOOD JCT., ATHERTON, MENLO PARK, PALO ALTO, R MAYFIELD, OASTRO, MOUNTAIN VIEW, SUNNYVALE, LAWRENCE, SANTA OLARA, SAN JOSE YARD, COLLEGE PARK, TO-R SAN JOSE) and distances.

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. RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits of Fourth street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

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

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

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

Standard Clock at Santa Clara located in interlocking tower.

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

Table with 6 columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Row 1: 36, Palo Alto, Receive, Watsonville Jct., Daily.

Time Table No. 145

April 17, 1938

FIRST CLASS

Table with columns for STATIONS, Distance from San Jose, and arrival/departure times for various train numbers (173, 137, 139, 35, 39, 141, 143, 147, 149, 179, 41, 37, 153, 99, 155, 157, 33, 47, 71). Includes a 'Double Track' section and a 'Time over District' summary at the bottom.

NOTE.— See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco. San Jose-San Francisco local passenger trains and No. 41 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac. RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

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

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

Table titled 'ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS' with columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Lists stops for trains 141, 155, 47, and 71.

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

EASTWARD

San Francisco Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS			FIRST CLASS						Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from San Jose	FIRST CLASS			THIRD CLASS	
	472	402	408	160	158	76	156	74	2				159			473	401
	Freight	Freight	Freight	Passenger	Passenger	Lark	Passenger	Passenger	Sunset Limited				Passenger			Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily			Arrive Daily	Arrive Daily	
BKWOIT YP				10.45 PM	9.45 PM	9.00 PM	8.30 PM		8.00 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				
BKWO ITP	9.55 PM	7.40 PM	3.00 AM	f 10.54	f 9.54	9.09	f 8.39		8.09	5.2	14TH AVE. 1.0	43.8					
P										6.5	PAUL AVE. 1.1	42.8					
KIP										6.9	BAYSHORE 1.3	41.7	s 11.10		1.10 AM	4.30 AM	
Y										8.6	R VISITACION TOWER 1.7	40.0					
P				s 11.00	s 10.00		s 8.45			9.3	BUTLER ROAD 0.7	38.3	f				
										10.4	SO. SAN FRANCISCO 1.1	37.6	s 11.03				
				s 11.03	s 10.03		s 8.49			11.0	TANFORAN WYE 0.6	36.5					
				f	s		f			12.1	SAN BRUNO 1.1	35.9	f 11.00				
51 Center P				f	f		f			13.7	LOMITA PARK 1.6	34.8	f				
52 Spur P				s	s		s			15.2	MILLBRAE 1.5	33.2	f				
60 Spur P				s 11.12	s 10.12	s 9.22	s 8.59		s 8.22	16.3	BROADWAY 1.1	31.7	s				
91 Center WP				s 11.16	s 10.16		s 9.03			17.9	BURLINGAME 1.6	30.6	s 10.50				
31 Spur				f	f		f			18.9	SAN MATEO 1.0	29.0	s 10.46				
24 Spur					f		f			20.0	HAYWARD PARK 1.1	28.0	f				
28 Spur P				f	f		f			20.3	BAY MEADOWS 0.3	26.9	f				
51 Center P				s 11.24	s 10.24		s 9.12			21.9	BERESFORD 1.6	26.6	f				
Yard WIXP	10.40 PM	8.20 PM	3.50 AM	s 11.28	s 10.28		s 9.16		8.33	23.2	BELMONT 1.3	25.0	f				
51 Center				11.30	10.30	9.33	9.18			25.4	SAN CARLOS 2.2	23.7	s 10.38				
41 Spur P	Via Dumbarton	Via Dumbarton	Via Dumbarton	f	f		f			27.8	R REDWOOD JCT. 0.8	21.5	s 10.34		12.10 AM	3.30 AM	
51 Spur P				s 11.39	s 10.39	s 9.40	s 9.26		s 8.40	28.2	ATHERTON 1.1	20.7	10.32				
53 Center WYP				s 11.42	s 10.42		s 9.29			28.9	MENLO PARK 1.2	19.1	f		Via Dumbarton	Via Dumbarton	
										30.1	PALO ALTO 1.7	18.0	s				
51 Center P				f 11.48	f 10.48		s 9.35	Via Newark		31.8	R MAYFIELD 3.0	16.8	s 10.25				
77 Spur P				f 11.52	f 10.52		f 9.40			34.8	CASTRO 1.3	15.1	s 10.22				
50 Center				f 11.59 PM	f 10.59		f 9.48	9.43 PM		36.1	MOUNTAIN VIEW 2.7	12.1	f				
San Jose Term. Yard KIP										38.8	SUNNYVALE 2.0	10.8	s 10.16				
KP										40.8	LAWRENCE 3.5	8.1	s 10.12				
IP				f	f		f			44.3	SANTA CLARA 0.9	6.1	f				
BKWOITPY				s 12.05 AM	s 11.05 PM	s 10.03 PM	s 9.55 PM	s 9.50 PM	s 9.03 PM	45.2	SAN JOSE YARD 0.5	2.6	s 10.05				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	46.9	COLLEGE PARK 1.2	1.7					
	(0.45) 28.00	(0.40) 31.50	(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.03) 44.67	(1.25) 33.11	(0.07) 22.29	(1.03) 44.67	(46.9)	(TO-R SAN JOSE)	0.0	10.00 PM		Leave Daily	Leave Daily	
															(1.00) 21.70	(1.00) 21.70	

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.

RULES 85, 86, 87 and 93. Inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes, except between limits Fourth Street and Potrero interlocking plants, San Francisco, and extra trains handling passenger equipment between San Francisco and San Jose.

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

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

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

Standard Clock at Santa Clara located in interlocking tower.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
159	College Park	Receive	Any Station	Any Station	Monday

EASTWARD

San Francisco Subdivision.

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	FIRST CLASS					Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from Santa Cruz	FIRST CLASS								
	138	32	168	34	46		Los Altos—Santa Cruz Branches		123	31	185	45	33	47			
	Passenger	Santa Cruz	Passenger	Passenger	Passenger		STATIONS		Passenger	Santa Cruz	Passenger	Passenger	Passenger	Passenger			
	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS		Arrive Daily EX. SUNDAY & HOLIDAYS		Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY			
30 WYP						31.8	R MAYFIELD	43.7	s 7.31 AM								
						34.0	2.2 ALTA MESA	41.5	f								
13 Spur P						35.7	1.7 LOS ALTOS	39.8	s 7.24								
						37.5	1.8 SPRINGER ROAD	38.0	f								
						38.2	0.7 LOYOLA	37.3	f								
36						39.7	1.5 SIMLA	35.8	f								
7 Spur						41.0	1.3 MONTA VISTA	34.5	f 7.13	Via San Jose	Via San Jose	Via San Jose	Via San Jose	Via San Jose	Via San Jose		
14 Spur						43.8	2.8 AZULE	31.7	f								
5 Spur						45.2	1.4 CONGRESS JOT.	30.3	f 7.04								
						46.1	0.9 SAN TOMAS	29.4	f								
						46.9	0.8 POLLARD ROAD	28.6	f								
						47.8	0.9 QUITO	27.7									
P						48.1	0.3 VASONA JOT.	27.4	s 6.58	s 8.23 AM	s 3.00 PM	s 7.06 PM	s 7.29 PM	s 8.12 PM			
						51.8	0.3 BULWER	27.1									
67 19 WP						52.1	2.2 TO-R LOS GATOS	24.9	6.52 AM	s 8.17	2.50 PM	6.56 PM	s 7.23	s 8.06			
						54.3	1.8 LYNDON	23.1		f			f	f			
30 P						56.1	0.9 ALMA	22.2		s 8.06			f 7.11	f 7.56			
						57.0	1.5 ALDERCROFT	20.7		f			f	f			
						58.5	1.8 OALL OF THE WILD	18.9		f			f	f			
14 WP						60.3	1.0 WRIGHT	17.9		s 7.53			s 6.59	s 7.43			
7 P						61.3	2.1 LAUREL	15.8		f			f	f			
24 P						63.4	1.4 GLENWOOD	14.4		f 7.43			f 6.49	f 7.32			
						64.8	1.0 OLEMS	13.4									
13 P						65.8	0.8 TANK SIDING	12.6					f	f			
						66.6	0.8 ZAYANTE	11.8		f			f	f			
9						67.4	1.2 MEEHAN	10.6		f 7.33			f 6.39	f 7.22			
35 P						68.6	1.8 OLYMPIA	8.8		f 7.29			f 6.35	f 7.17			
						70.4	1.7 MT. HERMON	7.1		f			f	f			
9 34 WP						72.1	0.3 TO FELTON	6.8		s 7.23			s 6.29	s 7.10			
4 Spur						72.4	0.9 BIG TREES	5.9		f			f	f			
24 P						73.3	2.1 RINCON	3.8		f			f 6.18	f 6.58			
						75.4	1.5 GOLF LINKS	2.3									
18						76.9	1.2 EBLIS	1.1					f	f			
						78.1	0.3 PARK STREET	0.8									
Term. Yd. BKWOTYP						78.4	0.8 TO-R SANTA CRUZ	0.0			7.05 AM		6.08 PM	6.48 PM			
						79.2	(43.7)			Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily SUN. & HOLIDAYS ONLY		
						(0.45) 25.07				(0.39) 28.92	(1.18) 21.07	(0.10) 15.00	(0.10) 15.00	(1.21) 20.29	(1.24) 19.58		

Automatic Block System

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

Exceptions: { No. 46 superior to No. 123.
No. 168 superior to No. 185.
No. 138 superior to No. 45.

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

Oil supply at Santa Cruz for emergency only.
Water supply at Felton for emergency only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-138-168 34-32-31-33-47 168-138	Road crossing 1.4 miles west of Azule Eccles M. P. 70 Neal M. P. 33	Receive or Discharge Receive or Discharge Receive or Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station	Daily Daily Daily

8 EASTWARD		San Francisco Subdivision.		WESTWARD	
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table 145 April 17, 1938		Distance from Watsonville Jct.	
		Santa Cruz Branch			
STATIONS					
Term. Yard BKWOTYP	79.2	TO-R SANTA CRUZ	0.5	20.0	
	79.7	CASINO	0.7	19.5	
5 Spur	80.4	SEABRIGHT	0.5	18.8	
4 Spur	80.9	TWIN LAKES	0.8	18.3	
5 Spur	81.7	CLIFFSIDE	2.2	17.5	
18 P	83.9	OAPITOLA	1.2	15.3	
	85.1	NEW BRIGHTON	1.9	14.1	
10 P	87.0	APTOS	0.7	12.2	
5	87.7	FARLEY	2.0	11.5	
8 Spur	89.7	LEONARD	0.9	9.5	
3 Spur	90.6	ROBROY	0.2	8.8	
3 Spur	90.8	ORISTO	1.7	8.4	
13 P	92.5	ELLIOTT	3.3	6.7	
34 P	95.8	NUGA	2.0	3.4	
Term. Yard BKWOTYP	97.8	WATSONVILLE	1.4	1.4	
	99.2	TO-R WATSONVILLE JCT.		0.0	
(20.0)					
Service Performed by Extra Trains					

EASTWARD		San Francisco Subdivision.		WESTWARD	
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table 145 April 17, 1938		Distance from Davenport	
		Davenport Branch			
STATIONS					
Term. Yard BKWOTYP	79.2	TO-R SANTA CRUZ	1.9	11.5	
47	81.1	ORBY	2.3	9.6	
2 Spur	83.4	WILDER	2.5	7.3	
35	85.9	GORDOLA	0.8	4.8	
3 Spur	86.7	MAJORS	4.0	4.0	
Term. WYP	90.7	DAVENPORT		0.0	
(11.5)					
Service Performed by Extra Trains					

EASTWARD		San Francisco Subdivision.								Distance from San Francisco
Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS	FIRST CLASS								
		766 Freight	76 Lark	2 Sunset Limited	70 Coaster	36 Del Monte	72 Passenger	98 Daylight	38 Passenger	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Term. Yard BKWOTYP	11.00 PM	10.10 PM	9.10 PM	7.32 PM	5.06 PM	9.16 AM	9.10 AM	1.55 AM	46.9	
San Jose Term. Yard	I								49.1	
	P	11.12	10.17	9.17	7.38	5.12	9.22	9.15	f 2.03	51.4
22 Spur P									f	55.3
195 East WP 102 Center		11.28	10.26	9.26	7.47	5.20	9.30	9.23	f 2.16	57.4
85 P									f	63.1
25 P									f	66.3
132 P		11.45	10.35	9.35	7.55	5.28	f 9.39	9.31	f 2.29	69.2
12 Spur										70.8
66 P		11.52							f 2.36	74.1
72 P		11.57 PM			8.03					74.6
14 Spur										77.0
100 WTP		12.20 AM	10.46	9.46	s 8.13	5.40	s 9.50	9.42	s 2.50	79.1
P										80.7
18 Spur										83.2
79 WP		12.30	10.53	9.53	8.23	5.48	10.00	9.49	f 3.00	84.1
26 P										84.4
96 P					8.31				f 3.09	87.1
P		12.45	11.03	10.03	8.33	5.58	10.11	9.59	f 3.11	89.0
36 Spur P									f	91.9
14 Spur P										93.2
(BKWOTYP)		1.00 AM	s 11.14 PM	s 10.14 PM	s 8.43 PM	s 6.08 PM	s 10.21 AM	10.08 AM	s 3.22 AM	94.6
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	97.1
		(2.00) 24.80	(1.04) 46.50	(1.04) 46.50	(1.11) 41.33	(1.01) 48.79	(1.05) 45.78	(0.58) 51.31	(1.27) 34.21	100.4

Time Table No. 145 April 17, 1938	
STATIONS	
TO-R SAN JOSE	2.2
W.P.R.R. Crossing	2.3
LICK	2.1
EDENVALE	5.7
TO COYOTE	3.2
PERRY	2.9
MADRONE	1.6
TO MORGANHILL	3.3
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
AROMAS	2.5
VEGA	3.3
TO-R WATSONVILLE JCT.	
(49.6)	
Time over District	
Average Speed per Hour	

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.

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

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
36	Gilroy	To discharge revenue passengers from San Jose and west and receive revenue passengers for Delmonte and east			Daily

WESTWARD

San Francisco Subdivision.

EASTWARD

WESTWARD 9

Time Table No. 145

April 17, 1938

FIRST CLASS

STATIONS	Distance from Watsonville Jct.
TO-R SAN JOSE 2.2	49.6
W. P. R. R. Crossing 2.3	47.4
LICK 2.1	45.1
EDENVALE 5.7	43.0
TO COYOTE 3.2	37.3
PERRY 2.9	34.1
MADRONE 1.6	31.2
TO MORGANHILL 3.3	29.6
DURNEY 0.5	26.3
SAN MARTIN 2.4	25.8
RUCKER 2.1	23.4
LONOKE 1.6	21.3
TO-R GILROY 2.5	19.7
CARNADERO 0.9	17.2
NEMA 0.3	16.3
MILLER 2.7	16.0
TO SARGENT 1.9	13.3
BETABEL 2.9	11.4
OHITTENDEN 1.3	8.5
LOGAN 1.4	7.2
AROMAS 2.5	5.8
VEGA 3.3	3.3
TO-R WATSONVILLE JCT.	0.0

69	1	75	35	39	37	41	99	71
Coaster	Sunset Limited	Lark	Del Monte	Del Monte	Passenger	Passenger	Daylight	Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily	Arrive Daily
s 6.21 AM	s 6.51 AM	s 7.43 AM	s 10.27 AM	s 10.27 AM	s 3.48 PM	s 3.48 PM	s 5.00 PM	s 8.40 PM
6.13	6.43	7.35	10.21	10.21	3.40	3.40	4.54	8.32
6.04	6.33	7.25	10.13	10.13	s 3.32	s 3.32	4.46	8.23
5.59	6.28	7.20						
5.53	6.22	7.14	10.04	10.04	s 3.22	s 3.22	4.38	f 8.14
5.46	6.17	7.09			f 3.17	f 3.17		
			9.57	9.57				8.03
s 5.36	6.07	7.00	9.53	9.53	s 3.07	s 3.07	4.27	s 7.57
5.24	5.55	6.51	9.44	9.44	s 2.56	s 2.56	4.20	7.46
	5.46	6.43			2.48	2.48		
5.13	5.44	6.41	9.34	9.34	2.46	2.46	4.10	7.36
					s	s		
5.01 AM	5.33 AM	6.31 AM	9.25 AM	9.25 AM	2.35 PM	2.35 PM	4.02 PM	7.26 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily	Leave Daily
(1.20)	(1.18)	(1.12)	(1.02)	(1.02)	(1.13)	(1.13)	(0.58)	(1.14)
37.20	38.15	41.33	48.00	48.00	40.77	40.77	51.31	40.22

Capacity of Siding and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938 LICK BRANCH STATIONS	Distance from Lick
San Jose Terminal Yard { 25 P	51.4	LICK 3.6	0.0
{ 12	55.3	ALAMITOS (3.6)	3.6
	58.9	Service performed by yard engines	
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938 Tres Pinos Branch STATIONS	Distance from Tres Pinos
P	83.2	CARNADERO 1.8	17.9
	85.0	SAWYER 5.3	16.1
9	90.3	HUDNER 3.4	10.8
	93.7	DURI 1.2	7.4
16 WP	94.9	HOLLISTER 3.8	6.2
	98.7	AGATE 2.4	2.4
Term. TP	101.1	TRES PINOS (17.9)	0.0
		Service performed by extra trains.	

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.

HOLIDAYS INDICATED ARE:

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

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

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
35	Gilroy	Receive	{ San Jose Palo Alto San Francisco San Jose		Daily
39	Gilroy	Receive			Sundays and Holidays
71	Any Station	Discharge		Los Angeles	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	EASTWARD									Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from San Luis Obispo	WESTWARD									
	SECOND CLASS		FIRST CLASS										FIRST CLASS									
	768 Freight	766 Freight	76 Lark	2 Sunset Limited	70 Coaster	36 Del Monte	72 Passenger	98 Daylight	38 Passenger				69 Coaster	1 Sunset Limited	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	41 Passenger	99 Daylight	71 Passenger	
Term. Yard BKWOTYP	10.40 AM	6.15 AM	11.20 PM	10.20 PM	8.53 PM	6.10 PM	10.31 AM	10.08 AM	6.53 AM	100.4	TO-R WATSONVILLE JOT 3.2	151.7	s 4.45 AM	s 5.17 AM	s 6.15 AM	s 9.23 AM	s 9.23 AM	s 2.27 PM	s 2.27 PM	4.02 PM	s 7.14 PM	
66 P	10.53	6.28	11.28	10.28	9.01	6.17	10.39		7.01	105.6	LYDA 2.0	148.5										7.04
142 WYP	11.03	6.38	11.34	10.34	s 9.16	s 6.23 PM	f 10.46	10.21	s 7.10 AM	110.4	ELKHORN 4.8	146.5	f 4.29	4.59	5.57	9.08 AM	9.08 AM	2.11 PM	2.11 PM	3.49	f 6.57	
66 P			11.38	10.38	9.21					113.9	TO-R OASTROVILLE 3.5	141.7	f 4.29	4.59	5.57	9.08 AM	9.08 AM	2.11 PM	2.11 PM	3.49	f 6.57	
30										115.6	COOPER 1.7	138.2	4.23								6.51	
Yard BKWOTYP	11.17	6.52	s 11.48	s 10.48	s 9.35		s 11.00	s 10.32		118.2	GRAVES 2.6	136.5									s 3.39	s 6.45
101 YP	11.22	6.57	11.52 PM	10.52	9.38		11.03			120.3	TO-R SALINAS 2.1	133.9	s 4.16	4.47	s 5.46						s 3.39	s 6.45
47 P	11.30	7.05								125.3	SPRECKELS JOT. 5.0	131.8	4.08	4.39	5.41							6.34
108 WP	11.37	7.13	12.01 AM	11.01	f 9.50		s 11.15	10.44		129.1	SPENCE 3.8	126.8										6.28
42										131.0	TO OHUALAR 1.9	123.0	f 3.57	4.29	5.32						3.24	s 6.24
47 P										131.9	GABILAN 0.9	121.1										
131 P	11.47	7.22	12.07	11.07	f 9.58		s 11.26	10.50		135.1	PENVIR 3.2	120.2										
10 Spur										137.1	TO GONZALES 2.0	117.0	f 3.49	4.23	5.26						3.19	s 6.14
28 Spur										138.8	RAOK 1.7	115.0										
45 P	11.57 AM	7.32	12.13	11.13	10.04					140.6	MOLUS 1.8	113.3										6.05
168 KWP	12.03 PM	7.38	12.16	11.16	f 10.09		s 11.40	10.57		143.6	CAMPORA 3.0	111.5										
75 P	12.11	7.46			10.14					148.3	TO-R SOLEDAD 4.7	108.5	f 3.36	4.14	5.17						3.12	s 6.01
46 P	12.18	7.53								152.3	HARLEM 4.0	103.8	3.29									5.52
81 P	12.29	8.04	12.33	11.33	10.26					158.9	METZ 6.6	99.8	3.23	4.04	5.07							f
82 Spur Y										161.0	COBURN 2.1	93.2	3.12									5.40
125 KWP	12.50	8.20	12.39	11.39	s 10.36		s 12.09 PM	11.17		163.7	ELSA 2.7	91.1										
84 P	1.00	8.28			10.40					167.1	TO KING CITY 3.4	88.4	s 3.04	3.52	4.54						2.53	s 5.33
94 P	1.10	8.38	12.48	11.48	10.47					172.4	WELBY 5.3	85.0										
47 P	1.18	8.46								177.7	TO SAN LUCAS 5.3	79.7	2.50	3.43	4.44						2.45	s 5.19
131 WOP	1.28 PM	8.56 AM	12.59 AM	11.59 PM	10.59 PM					182.9	DOCAS 5.2	74.4										
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		TO SAN ARDO 5.2	69.2	2.34 AM	3.32 AM	4.33 AM						2.35 PM	5.04 PM
	(2.48) 23.51	(2.41) 30.75	(1.39) 50.00	(1.39) 50.00	(2.06) 39.28	(0.13) 46.15	(2.06) 39.28	(1.28) 56.25	(0.17) 35.29		(82.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY	Leave Daily	Leave Daily	
													(2.11) 37.79	(1.45) 47.14	(1.42) 48.56	(0.15) 40.00	(0.15) 40.00	(0.16) 37.50	(0.16) 37.50	(1.27) 56.90	(2.10) 38.00	

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

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

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes, and second-class and inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes.

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

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
72 71	Any Station Any Station	Receive Discharge	Los Angeles	Los Angeles	Daily Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from San Luis Obispo	FIRST CLASS				
	768	766	72	98	76	2	70				69	1	75	99	71
	Freight	Freight	Passenger	Daylight	Lark	Sunset Limited	Coaster				Coaster	Sunset Limited	Lark	Daylight	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
131 WOP	1.28 PM	8.56 AM						182.9	TO SAN ARDO 3.5	69.2	2.34 AM	3.32 AM	4.33 AM	2.35 PM	s 5.04 PM
47 P								186.4	GETTY 3.3	65.7					
81 P	1.43	9.11						189.7	WUNPOST 6.2	62.4	2.24	3.25	4.25		4.54
116 P	2.20	9.23	s 12.55	11.51	1.15	12.15 AM	11.15	195.9	BRADLEY 5.5	56.2	2.12	3.17	4.17	2.20	s 4.45
74 P	2.35	9.34						201.4	NAOIMIENTO 2.4	50.7					4.35
112 P	2.40	9.39		1.05	11.59 AM	1.23	12.23	203.8	McKAY 3.2	48.3	2.02	3.09	4.08		4.32
40 WP	2.50	9.50	s 1.11	12.03 PM			11.28	207.0	TO SAN MIGUEL 3.9	45.1	1.57			2.08	s 4.28
108 P	2.58	9.56		1.17		1.31	12.31	210.9	WELLSONA 5.4	41.2	1.50	3.01			4.22
64 WP	3.08	10.06	s 1.27		1.37	12.37	s 11.42	216.3	TO PASO ROBLES 5.5	35.8	s 1.37		3.54		s 4.15
111 P	3.18	10.17	s 1.35		1.43	12.43	11.49	221.8	TEMPLETON 3.1	30.3	1.24	2.48	3.47		s 4.05
33 P				1.49	12.22			224.9	ASUNCIÓN 1.8	27.2				1.49	
25 P			s 1.59				f 11.56 PM	226.7	TO ATASCADERO 0.7	25.4	f 1.18				s 3.58
15 Spur								227.4	BRICKTON 0.6	24.7					
45 P		10.29			1.50			228.0	HENRY 2.3	24.1	1.15				
73 P	3.49	10.34		2.04	12.28		12.53	230.3	EAGLET 3.1	21.8	1.12	2.37	3.35		3.49
79 P	3.55	10.39			1.56			233.4	TO-R SANTA MARGARITA 3.4	16.6	s 1.05	2.30	3.28	1.36	s 3.42
E83 BKWYP W143	4.25	11.05	s 2.18	12.34	2.05	1.05	s 12.18	235.5	QUESTA 1.1	13.2	12.47	2.17	3.13	1.29	3.30
82 P	4.40	11.20		2.26	12.40	2.17	1.18	238.9	THYLE 3.4	12.1					
9 Spur P								240.0	TO SERRANO 2.9	8.7	12.37	2.04	3.04	1.21	3.21
177 WP	5.01	11.42 AM		2.36	12.49	2.26	1.28	243.4	CHORRO 1.7	5.8	12.26	1.56	2.54		3.13
41 P	5.21	12.02 PM		2.44		2.33	1.35	246.3	GOLDTREE 2.6	4.1					
25 Spur								248.0	HATHAWAY 1.5	1.5	12.16	1.45	2.44	1.03	3.03
111 P	5.35	12.17		2.54	1.03	2.44	1.45	250.6	TO-R SAN LUIS OBISPO 0.0	0.0	12.12 AM	1.40 AM	2.40 AM	12.58 PM	2.58 PM
Term. Yard BKWOTF	5.45 PM	12.25 PM	s 2.58 PM	s 1.07 PM	s 2.48 AM	s 1.50 AM	s 1.01 AM	252.1							
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.17) 16.15	(3.29) 19.86		(2.21) 29.44	(1.31) 45.63	(1.49) 38.09	(1.51) 37.41	(2.02) 34.03	.....Time over District.....		(2.22) 29.24	(1.52) 37.07	(1.53) 36.74	(1.37) 42.80	(2.06) 32.95

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

At Santa Margarita the siding located on station side of main track is westward siding. Schedule time and train orders eastward will apply at east switch of this siding.

Siding located on opposite side of main track to station is eastward siding. Schedule time and train orders westward will apply at west switch this siding.

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

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes, and second-class and inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes.

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

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

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from Santa Barbara	FIRST CLASS				
	768	766	72	98	76	2	70				75	99	71	69	1
	Freight	Freight	Passenger	Daylight	Lark	Sunset Limited	Coaster				Lark	Daylight	Passenger	Coaster	Sunset Limited
Term. Yard BKWTP	8.00 PM	3.20 PM	3.08 PM	1.12 PM	3.00 AM	2.02 AM	1.15 AM	252.1	TO-R SAN LUIS OBISPO 5.8	118.6	s 2.30 AM	s 12.53 PM	s 2.47 PM	s 12.01 AM	s 1.28 AM
32 Spur P								257.9	EDNA 1.2	112.8					
IP	8.15	3.35	3.21	1.24	3.12	2.14	1.28	259.1	TO HADLEY TOWER P. C. R. R. Crossing 0.9	111.6	2.14	12.42	2.35	11.49 PM	1.17
28 Spur								260.0	TIBER 2.8	110.7					
13 Spur								262.8	PISMO 1.4	107.9			f		
132 P	8.25	3.45	s 3.30		3.20	2.22	1.36	264.2	GROVER 1.7	106.5	2.06		2.26	11.40	1.08
40 WP			s 3.34	1.33			1.39	265.9	TO OCEANO 4.0	104.8		12.33	s 2.23		
104 P	8.40	3.55	3.40		3.27	2.29		269.9	CALENDER 2.5	100.8			2.18	11.32	1.01
45 P	8.45	4.00	3.43				1.55	272.4	BROMELA 4.1	98.3	1.55		2.15		
118 BKWP	10.30	4.10	s 3.55	1.43	3.35	2.37	s 2.18	276.5	TO-R GUADALUPE 4.2	94.2	1.50	12.23	s 2.10	s 11.25	12.53
83 P	10.40	4.21	4.02	1.48	3.43	2.43	2.25	280.7	WALDORF 4.1	90.0	1.44		1.59	11.18	12.47
48 P	10.50	4.33	4.08	1.53	3.50	2.49	2.31	284.8	SCHUMAN 2.7	85.9	1.38		1.53		12.41
93 43 YP	11.08	4.38	s 4.15	1.58	3.54	2.54	2.36	287.5	TO CASMALIA 2.5	83.2	1.34	12.08 PM	s 1.38	11.08	12.37
77 P	11.15	4.43			3.58	2.59	2.40	290.0	ANTONIO 3.2	80.7	1.30		1.33		12.33
132 P	11.22	4.50	4.23			3.04		293.2	NARLON 4.0	77.5			1.29	11.01	
79 P	11.32 PM	4.58	4.29		4.10	3.11	2.49	297.2	TANGAIR 5.5	73.5	1.20		1.24	10.56	12.23
125 WOYP	12.13 AM	5.20	s 4.44	2.17	4.18	3.19	s 3.01	302.7	TO SURF 5.2	68.0	1.11	11.49 AM	s 1.16	s 10.46	12.13
130 P	12.30	5.35	4.53	2.23	4.26	3.27	3.11	307.9	HONDA 2.6	62.8	1.03	11.43	1.05	10.35	12.05 AM
44			f					310.5	ARLIGHT 2.0	60.2			f		
46 P	12.56	5.43	5.01		4.33	3.34	3.19	312.5	ARGUELLO 4.8	58.2	12.56		12.58	10.27	11.58 PM
47 P	1.10	5.50	f 5.08			3.41	3.25	317.3	SUDDEN 3.5	53.4			f 12.52		
92 WP	1.17	5.57			4.46	3.48	3.31	320.8	JALAMA 4.5	49.9	12.47			10.16	11.48
134 P	1.26	6.06	f 5.18	2.42	4.54	3.56	3.37	325.3	TO CONCEPCION 4.5	45.4	12.41	11.24	f 12.41	10.10	11.42
47 P	1.35	6.14	5.24		5.00	4.02	3.43	329.8	GATO 1.2	40.9	12.36		12.35		11.36
19			f					331.0	SAN AUGUSTINE 3.2	39.7			f		
17 Spur P			f					334.2	DRAKE 0.6	36.5			f		
62 P	1.44	6.23	5.32	2.53	5.07	4.09	3.50	334.8	SACATE 4.6	35.9	12.30	11.15	12.27	9.57	11.30
85 WP	1.53 AM	6.31 PM	s 5.40 PM	2.58 PM	5.13 AM	4.16 AM	3.57 AM	339.4	TO GAVIOTA	31.3	12.25 AM	11.10 AM	12.21 PM	9.51 PM	11.25 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(87.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.53) 14.81	(3.11) 27.47	(2.32) 34.46	(1.46) 49.32	(2.13) 39.38	(2.14) 39.01	(2.42) 32.33		.....Time over District.....		(2.05) 41.82	(1.43) 50.85	(2.26) 35.87	(2.10) 40.29	(2.03) 42.69

The wye at Casmalia is located at the west siding.

Water supply at Gaviota for emergency use only.

Water supply at Jalama for emergency use only.

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

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear the time of Nos. 98 and 99 not less than ten minutes.

No. 75 will reduce speed at Guadalupe to 25 M.P.H. to dispatch mail.

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

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 145 April 17, 1938	Distance from Santa Barbara	FIRST CLASS				
	768	766	72	98	76	2	70				99	71	69	1	75
	Freight	Freight	Passenger	Daylight	Lark	Sunset Limited	Coaster				Daylight	Passenger	Coaster	Sunset Limited	Lark
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
85 WP	1.53 AM	6.31 PM	5.40 PM	2.58 PM	5.13 AM	4.16 AM	3.57 AM	339.4	TO GAVIOTA 3.2	31.3	11.10 AM	12.21 PM	9.51 PM	11.25 PM	12.25 AM
47 P								342.6	LENTO 3.1	28.1					
49 P	2.03	6.41	5.48		5.21	4.24	4.05	345.7	TAJIGUAS 2.9	25.0		12.13	9.43	11.17	12.17
28 Spur								348.6	ORELLA 1.3	22.1					
47 P	2.11	6.49	5.54		5.27	4.30	4.11	349.9	OAPITAN 5.1	20.8		12.08	9.37	11.12	12.12
81 WP	2.21	6.58	6.02	3.14	5.34	4.37	4.18	355.0	NAPLES 2.1	15.7	10.55	12.01 PM	9.30	11.06	12.06
7 Spur								357.1	VILO 1.8	13.6					
49 P	2.28	7.05	6.07		5.39	4.42	4.23	358.9	ELLWOOD 1.3	11.8		11.56 AM	9.25	11.01	12.01 AM
27 Spur								360.2	COROMAR 1.5	10.5					
24								361.7	LA PATERA 1.1	9.0					
126 P	2.35	7.12	6.13	3.22	5.45	4.50	4.31	362.8	TO GOLETA 3.7	7.9	10.48	11.51	9.20	10.56	11.56 PM
42 P	2.41	7.18	6.19		5.51	4.56	4.37	366.5	HOPE RANOH 1.4	4.2					
7 Spur								367.9	OLIVA 0.6	2.8					
P	2.45	7.22	6.23	3.28	5.55	5.00	4.42	368.5	WEST STA. BARBARA 2.2	2.2	10.42	11.42	9.12	10.49	11.49
Term. Yard BKWOTP	3.00 AM	7.35 PM	6.30 PM	3.35 PM	6.03 AM	5.08 AM	4.50 AM	370.7	TO SANTA BARBARA } F. D.	0.0	10.35 AM	11.35 AM	9.05 PM	10.42 PM	11.42 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.07) 28.03	(1.04) 29.34	(0.52) 37.56	(0.37) 50.76	(0.50) 37.56	(0.52) 36.12	(0.53) 34.30		.....Time over District.....		(0.35) 53.66	(0.46) 40.83	(0.46) 40.83	(0.43) 43.67	(0.43) 43.67
									.....Average Speed per Hour.....						

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938		Distance from Lompoc
		Lompoc Branch		
		STATIONS		
125 WOYP	302.7	TO SURF 1.1	9.7	
31	303.8	BARODA 3.8	8.6	
23	307.6	POST 0.5	4.8	
15 Spur	308.1	GARUS 0.2	4.3	
24 Spur	308.3	LA SALLE 1.5	4.1	
10	309.8	ACORN 2.6	2.6	
Term. BKWTP	312.4	TO-R LOMPOO 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. 145 April 17, 1938		Distance from White Hills
		White Hills Branch		
		STATIONS		
Term.	313.0	WHITE HILLS JOT. 3.7	3.7	
	316.7	WHITE HILLS	0.0	
		(3.7)		

Service performed by extra trains.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

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

RULES 85, 86, 87 and 93. First-class trains will clear Nos. 98 and 99 not less than five minutes and second-class and inferior trains and engines will clear Nos. 98 and 99 not less than ten minutes.

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

Capacity of Sidings and Spurs in Car Lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 145 April 17, 1938 Monterey Branch	Distance from Pacific Grove	FIRST CLASS				
	196	36	38				35	39	37	41	197
	Passenger	Del Monte	Passenger				Del Monte	Del Monte	Passenger	Passenger	Passenger
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily
142 WYP	9.18 PM	6.25 PM	7.12 AM	110.4	TO-R CASTROVILLE 2.0	17.9	s 9.08 AM	s 9.08 AM	s 2.09 PM	s 2.09 PM	s 8.55 PM
15	f		f	112.4	NASHUA 1.5	15.9			f	f	f
14 P	f 9.26	6.32	f 7.21	113.9	NEPONSET 0.9	14.4			f 2.02	f 2.02	f 8.46
23 Spur	f		f	114.8	LAPIS 0.6	13.5			f	f	f
8 Spur	f 9.29		f 7.24	115.4	BARDIN 1.9	12.9			f 1.59	f 1.59	f 8.43
9 Spur	f		f	117.3	MARINA 2.4	11.0			f	f	f
18 P	f 9.36	6.41	f 7.32	119.7	GIGLING 0.7	8.6	8.53	8.53	f 1.50	f 1.50	f 8.36
13 Spur	f		f	120.4	WORKFIELD 1.7	7.9			f	f	f
5 Spur	f		f	122.1	PRATTOO 1.2	6.2			f	f	f
10	f		f	123.3	SEASIDE 1.0	5.0			f 1.42	f 1.42	f 8.30
8 Spur				124.3	RETREAT 0.6	4.0					
122 { P	s 9.44	s 6.50	s 7.45	124.9	DEL MONTE 0.8	3.4	s 8.45	s 8.45	s 1.38	s 1.38	s 8.27
{ P	s 9.46	s 6.52	s 7.47	125.7	MONTEREY 2.6	2.6	s 8.40	s 8.40	s 1.33	s 1.33	s 8.22
Yard BKWOTP	s 9.58 PM	s 7.05 PM	s 8.01 AM	128.3	TO-R PACIFIC GROVE 1.6	0.0	8.20 AM	8.20 AM	1.18 PM	1.18 PM	8.15 PM
30 Spur				129.9	ASILOMAR 0.1	1.6					
				130.0	LAKE MAJELLA	1.7					
	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily
	(0.40)	(0.40)	(0.49)		.....Time over District.....		(0.48)	(0.48)	(0.51)	(0.51)	(0.40)
	26.85	26.85	21.92		.....Average Speed per Hour.....		22.38	22.38	21.06	21.06	26.85

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938 San Francisco-San Bruno Branch	Distance from San Bruno					
				STATIONS				
				31	185	45	33	47
		TO-R SAN FRANCISCO 0.9	13.6					
		W. P. Ry. Crossing 0.3	12.7					
		O. S. Ry. Crossing 0.4	12.4					
		EIGHTEENTH STREET 0.4	12.0					
		FORD 2.0	11.6					
		BERNAL 1.2	9.6					
		ELKTON 0.6	8.4					
		RUP 0.5	7.8					
		OCEAN VIEW 1.1	7.3					
		DALY CITY 0.7	6.2					
		UNION PARK 0.4	5.5					
		COLMA 0.6	5.1					
		GREENLAWN 0.6	4.5					
		EMANUEL 0.4	3.9					
		CARROLL 0.2	3.5					
		HOLY CROSS 1.1	3.3					
		BADEN 1.6	2.2					
		TANFORAN 0.6	0.6					
		SAN BRUNO	0.0					
		(13.6)						

HOLIDAYS INDICATED ARE:

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

Service performed by extra trains and yard engines. Emergency water supply at Ocean View.

EASTWARD WESTWARD
Salinas Subdivision.

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938 Spreckels Spur Branch	Distance from Spreckels		
				STATIONS	
				101 YP	Yard
	120.3	SPRECKELS JOT. 2.5	2.5		
	122.8	SPRECKELS	0.0		
		(2.5)			

Service performed by extra trains.

EASTWARD WESTWARD
San Francisco Subdivision.

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 145 April 17, 1938 San Jose-Santa Cruz Branch	Distance from Vasona Junction							
				FIRST CLASS						
				32	34	46	31	185	45	33	47
		Santa Cruz Passenger Passenger								
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Arrive Daily Ex. Sunday	Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY	
		5.20 PM	s 9.50 AM	5.59 AM	s 8.33 AM	s 3.21 PM	s 7.27 PM	s 7.40 PM	s 8.24 PM	
		WP								
		I								
		48 WP	s 9.58	6.11		3.09	7.15	f 7.34	f 8.17	
		6 Spur								
		P	s 5.30 PM	s 10.03 AM	s 6.19 AM	8.23 AM	3.00 PM	7.06 PM	7.29 PM	8.12 PM
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Leave Daily Ex. Sunday	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY
			(0.10)	(0.13)	(0.20)	(0.10)	(0.21)	(0.21)	(0.11)	(0.12)
			38.40	29.54	19.20	38.40	18.29	18.29	34.90	32.00
			.....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

Westward trains are superior to trains of same class in opposite direction. Exception: No. 36 is superior to No. 197.

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. |
| | |Kochers, 169 So. First St. |
| Watsonville |E. L. Reiding | San Luis Obispo.....V. C. Jerram |
| Santa Cruz |Klein & Trumbley | Santa Barbara.....I. F. Bitterly |
| Salinas |Goodfriend & Traub | Lompoc.....Walter Ziesche |
| Pacific Grove |G. H. Ehmann | Los Gatos.....J. B. Streepey |
| King City |W. V. Bolton | |

RULE 10 (J).

A round yellow slow board which indicates by black figures the speed restrictions applying to trains 98 and 99, when these trains consist of streamlined cars and engines cross counter-balanced for speeds of 75 M.P.H. or over. The speeds indicated by white oval slow boards apply to trains 98 and 99 unless a round yellow slow board authorizing a higher speed is displayed on same post below oval slow board.

Slow boards located on left-hand side of track as follows:

Governing westward trains:

- 500 feet west of M. P. 119.
- 1800 feet west of M. P. 190.
- 1400 feet east of M. P. 233.
- 2300 feet east of M. P. 264.
- 400 feet east of M. P. 339.

Governing eastward trains:

- 2200 feet west of M. P. 92.
- 2100 feet east of M. P. 211.
- 500 feet west of M. P. 294.
- 2000 feet east of M. P. 321.
- 700 feet west of M. P. 325.

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

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.
- San Jose—Trains on Campbell line.
- Camadero—Trains on Tres Pinos line.
- Castroville—Trains on Pacific Grove line.
- Santa Cruz—Trains on Davenport 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 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, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE D-71. Trains and engines may move between San Francisco and San Bruno via Bayshore, and between Santa Clara and College Park interlocking plants, with current of traffic irrespective of timetable superiority. They will accept proceed indication of interlocking signal or verbal authority of 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, also other movements when so instructed by towerman.

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

RULE 83. Train registers are not maintained at Lick, Coyote, 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.

If a positive observation check be made at the end of double track at San Jose, or between Lick and Coyote, it will apply at the end of double track at Coyote.

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:

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

San Jose—Eastward and westward Coast Division freight trains and CME in territory between Watsonville Junction and San Jose via Gilroy or Los Gatos will register by ticket at San Jose Passenger Station. Eastward Coast Division freight trains arriving San Jose will register by ticket at Santa Clara Tower. Westward Coast Division freight trains moving from San Jose to San Francisco will register at Santa Clara tower.

Western Division trains originating and terminating San Jose Yard will register at Santa Clara Tower.

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

Watsonville Junction—Nos. 98-99-36-35 and 39 will register by ticket.

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.

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.

Visitacion 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 to and 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.

Train order mast located on the freight lead, San Jose Passenger Station, just east of Alameda Subway where eastward Coast Division freight trains and CME will receive clearance.

Gilroy—Attachment has been applied to base of train-order signal for holding train-order hoops for eastward and westward trains. Trains receiving orders at that point may expect to find train-order hoop with orders in this holder.

King City—Train order mast located between Main track and siding opposite station. Eastward and westward trains receiving orders may expect to find train order hoop with orders in holder.

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

RULE 86 (B) and (C). 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	Salinas	Surf
Redwood Jct.	Soledad	Santa Barbara
San Jose	King City	Felton
Gilroy	Santa Margarita	Santa Cruz
Watsonville Jct.	San Luis Obispo	Pacific Grove
Castroville	Guadalupe	Los Gatos
		Lompoc

LOCATION OF YARD LIMIT SIGNS

San Francisco—From terminal building to M. P. 11.5 East of San Bruno, including San Bruno and Baden Branches.

Redwood Junction—From M. P. 24.5 to M. P. 27.2 and to M. P. 28.2 on Western Division.

San Jose—From M. P. 43.5 to M. P. 56.0 including Lick Branch, to M. P. 51.5 on Santa Cruz Branch, including Campbell, to M. P. 44.8 on Milpitas line and to M. P. 43.7 on Agnew line.

Gilroy—From M. P. 79.4 to M. P. 82.4.

Watsonville Junction—From M. P. 96.1 to M. P. 101.4 to M. P. 96.2 on Santa Cruz Branch.

Castroville—From M. P. 109.6 to M. P. 111.7 to M. P. 111.5 on Monterey Branch.

Salinas—From M. P. 113.5 to M. P. 121.5 including Spreckels Branch.

Soledad—From M. P. 142.4 to M. P. 144.7.

King City—From M. P. 162.2 to M. P. 165.1.

Santa Margarita—From M. P. 233.9 to M. P. 237.0.

San Luis Obispo—From M. P. 249.6 to M. P. 254.0.

Guadalupe—From M. P. 275.2 to M. P. 277.3.

Surf—From M. P. 301.7 to M. P. 303.7 to M. P. 303.8 on Lompoc Branch.

Santa Barbara—From M. P. 368.0 to Los Angeles Division.

Los Gatos—From M. P. 52.7 to M. P. 54.6.

Felton—From M. P. 72.0 to M. P. 73.4.

Santa Cruz—From M. P. 77.1 to M. P. 80.5 to M. P. 81.7 on Davenport Branch.

Pacific Grove—From M. P. 127.7 to M. P. 129.9.

Lompoc—Board at M. P. 310.6 to end of branch at White Hills.

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

RULE D-97 (A). Will apply between Third Street, San Francisco, and San Jose via Bayshore.

RULE 98. Railroad Crossings at Grade not interlocked. Western Pacific at Valbrick "Stop".

After stopping and trains, engines or motors are approaching on Western Pacific tracks within such distance that they are liable to conflict with movement over crossing, such movement must not be made until movement on conflicting route has stopped.

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

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

Bay Development Company will do the switching at Lapis, Southern Pacific Co. trains using this spur will protect.

Upon encountering, in stop position, automatic signals 466 and 470, located on eastward main track west and east of passenger station, San Jose, trains or engines will not pass signal until they receive a hand signal from herder on duty.

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

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

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK 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.

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.

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.

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

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

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

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

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

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

RULE 104. Normal position of junction switch at Vasona Junction is for Los Gatos—Campbell line.

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

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

RULE 105. Following tracks are designated for use as sidings:

Casmalia siding opposite station building.

West siding Casmalia between M. P. 286 and 287.

Felton—Siding opposite station building. East siding Felton, one mile East of Felton.

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

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

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

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

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 Sunnysvale 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 westward Coast Division freight trains, must obtain clearance before leaving San Jose.

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

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

Trains must obtain clearance before leaving Santa Cruz when operator on duty. This does not supersede Rule 83-D.

Trains must obtain clearance before leaving Pacific Grove when operator on duty. This does not supersede Rule 83-D.

Trains must obtain clearance before leaving Lompoc.

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, reading:

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

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

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

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

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

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

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

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

Between Bayshore and Tunnel No. 5.

Western Division trains through interlocking plant at Redwood Junction.

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

Watsonville Junction, entering and leaving yard.

San Luis Obispo, entering and leaving 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

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 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.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of cars of such train shall have their brakes used and operated by engineer of engine drawing such train; and all power-brake cars in every such train which are associated together with 85 per cent., shall have their brakes so used and operated.

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, San Luis Obispo, and at other points where hand or lamp signals cannot be seen, trainmen will use signal 16 (h) instead of hand or lamp signal.

AIR BRAKE RULE 17.

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

Applies to yard drags between points where air brakes are used, except in San Francisco Terminal will only be required on yard drags for movements over main tracks between San Francisco and San Bruno and between San Bruno and 16th Street; and will not apply in San Jose yard. Air brakes must be used wherever required by rule, instructions, or by law.

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 Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many

cars with retainers accessible as there are with retainers inaccessible, train must stop at Serrano to turn up the retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made, leaving Santa Margarita before reaching summit of grade, where inaccessible retainers must be turned up.

When 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 M's per operative brake.

The tonnage of freight trains between Glenwood and Santa Cruz must not exceed 120 M's 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.

AUTOMATIC BLOCK SYSTEM

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

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

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

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

SPECIAL INSTRUCTIONS

The following automatic block signals equipped with triangular number plate marked with letter P [Rule 509 (F)] have included in their control limits some special protective device. When these signals indicate STOP careful inspection must be made of track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

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

RULE 516. Overlaps are located at:
 Chittenden.....Affecting eastward trains.
 Grover.....Affecting westward trains.
 Casmalia (west siding).....Affecting eastward and westward trains.

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

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

TAKE-SIDING INDICATORS

Rules 705, 706, 707, 708 and 709.

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

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

AUTOMATIC BLOCK SIGNALS

San Jose—Do not pass automatic signal 465 in stop position without proceed signal from switchtender at The Alameda.

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

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

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

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

Starting indicators for westward trains at San Jose Station on tracks one (1), two (2) and three (3) are controlled by switchtender at The Alameda and will indicate as follows:

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

Watsonville Junction—The following will govern the handling of freight train entering Watsonville Junction Yard:

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

East End: If route signal 1001 is in stop position, after stopping for signal, train may proceed on westward track to Horrigan crossing at yard office but will not pass this point nor make crossover movement until a proceed signal is received from yard forces. If route signal 1001 is in proceed position freight train may proceed on westward main track to Horrigan crossing at the yard office but will not move beyond that point nor through crossovers until a proceed signal is received from yard forces.

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

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

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

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

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

If necessary for train on siding to pass approach circuit, member of crew should immediately press button No. 2423 at west end of siding for westward main track trains, or button No. 2436 at east end of siding for eastward main track trains, in order to avoid delays.

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

OIL BUFFER SWITCHES

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

If switch is equipped with a facing point lock, hand throw the switch from normal to reverse and back to normal before passing over it. When

movement has been completed through switch, reverse movement must not be made until point closes.

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

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

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

Redwood Junction (Dumbarton line)	Trailing eastward 25 MPH. Facing westward 35 MPH.
San Jose (Freight lead)	Main line —trailing eastward 35 MPH. Freight lead—facing westward 25 MPH. Freight lead—facing westward 25 MPH.
San Jose (Milpitas "Y" switch)	Facing eastward 15 MPH. Trailing westward 15 MPH.
Lick (Facing point lock)	Trailing westward 35 MPH.
Coyote (Facing point lock)	Trailing eastward 25 MPH.
Gilroy	Facing eastward 35 MPH. Trailing westward 25 MPH. Trailing eastward 25 MPH.
Sargent (Facing point lock)	Trailing westward 30 MPH.
Logan (Facing point lock)	Facing eastward 25 MPH. Trailing eastward 25 MPH.
Watsonville Junction (Facing point lock)	Trailing westward { Passenger 25 MPH. from siding { Freight 18 MPH.
Serrano—West End (Facing point lock)	Trailing eastward { Passenger 25 MPH. from siding { Freight 18 MPH.
Serrano—East End (Facing point lock)	Trailing westward { Passenger 25 MPH. from siding { Freight 18 MPH.
Hathaway (Facing point lock)	Trailing westward 15 MPH.
San Luis Obispo (Facing point lock)	Facing eastward 15 MPH. Trailing eastward 25 MPH.
Hadley Tower	Facing westward 35 MPH. Trailing westward 35 MPH. Facing eastward 25 MPH.
West Santa Barbara	Trailing westward 35 MPH. Facing eastward 25 MPH.

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

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

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

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

INTERLOCKING

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

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

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

FOURTH STREET—San Francisco

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

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

One sound of 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 23rd Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

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

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

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

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

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 crossover 300 feet east of Bayshore station . . . } one short, two long, one short.
- For car repair yard, two short, two long, two short.
- For drill Track No. 1, three short, one long, one short.
- For drill Track No. 2, one short, one long, three short.
- For lead No. 3, two long, one short, two long.

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

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

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, two long, two short.
- For Lower Stone yard, one short, one long, two short.
- Portland Cement Co.'s track, one short, two long, one short.
- For Dunham, Carrigan 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, two long, two short.
- For drill track westward, two short, one long, one short.
- For Harbor Spur, one short, one long, two short.
- For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

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

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

Whistle signals govern routes as follows:

- For Newark Line, two short, two long, two short.
- For Yard, one long, one short, one long.
- Yard to roundhouse, one long, one short, one long, one short.
- Yard to San Jose station, three short, one long, one short.
- Yard to Santa Clara drill track, one short, two long, one short.
- Yard to drill track, two short, one long, one short.
- Yard to old team track, one short, one long, three short.

COLLEGE PARK

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

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

- Track on extreme left Freight Lead.
- Track next adjacent Eastward Main Track.
- Track next adjacent Westward Main Track.

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

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

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

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

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

Whistle signals governing routes as follows:

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

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

Following code of signals for routes to be used:

- Roundhouse to Passenger Station; one pull of cord.
- Roundhouse to College Park; two pulls of cord.
- For movements in roundhouse yard when necessary to foul westward main track . . . } three pulls of cord.

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

SPECIAL INSTRUCTIONS

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 SYSTEM
(Authorized Abbreviation C. T. C. S.)

Movements within Centralized Traffic Control System limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic.

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

Within Centralized Traffic Control System limits Rule 509 will govern when automatic block signals are encountered in stop position.

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

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

Trains authorized to proceed in Centralized Traffic Control System territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

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

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

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

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

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

GREEN—Proceed to next signal 474.

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

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

Telephones, generally speaking, will be located in a small box on signal bridges or closely adjacent to signals involved. Instructions as to their use will be found inside of phone box.

Centralized Traffic Control System limits between San Luis Obispo and Hathaway as follows:

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

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

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

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

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

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

MISCELLANEOUS

1. Capacity of sidings in car lengths, shown in time table, denotes number of cars averaging 46 feet that respective sidings will hold, not including cabooses or engines.

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.

All eastward passenger trains having mail, baggage or express for Los Gatos must stop so unloading can be accomplished providing crossings will not be blocked over five minutes.

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

4. In helper service.

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

(b) Helper engines of 4,000 or 4,100 class will not be placed behind steel underframe cabooses.

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

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

returned to Santa Margarita after helping eastward freight trains, they will be cut out at Serrano and returned from that point to Santa Margarita.

5.

Pushing trains out of yards.

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

(b) Locomotives of 4,000 or 4,100 class will not be placed behind steel underframe cabooses.

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

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

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

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

10. Freight trains or engines with freight cars are not permitted to operate over tracks 2, 3, 4 or 5 San Jose passenger yard on account impaired clearance of umbrella sheds.

At Serrano the siding is not equipped with derail on account of spring switch at each end. No cars or engines are to be left on this siding at any time except trains for the purpose of meeting or being passed by other trains.

Locomotives equipped with pilot plows are prohibited from moving over tracks adjacent to station platforms at San Jose Station and Third Street Station, San Francisco.

When westward passenger trains with 4400 class engines are received on one of the stub-end tracks in passenger station at San Francisco, Third and Townsend Streets, engine must be stopped at least 50 feet from bulkhead or bumping post as sides of engine will not clear curbing any closer to end of track.

Following engines cannot run on branches under which listed:

SAN FRANCISCO—SAN BRUNO BRANCH

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

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

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

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

TRES PINOS, LOMPOC AND WHITE HILL BRANCHES

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

LICK BRANCH

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

LOS GATOS—SANTA CRUZ BRANCH

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

WATSONVILLE JCT—SANTA CRUZ AND DAVENPORT BRANCHES

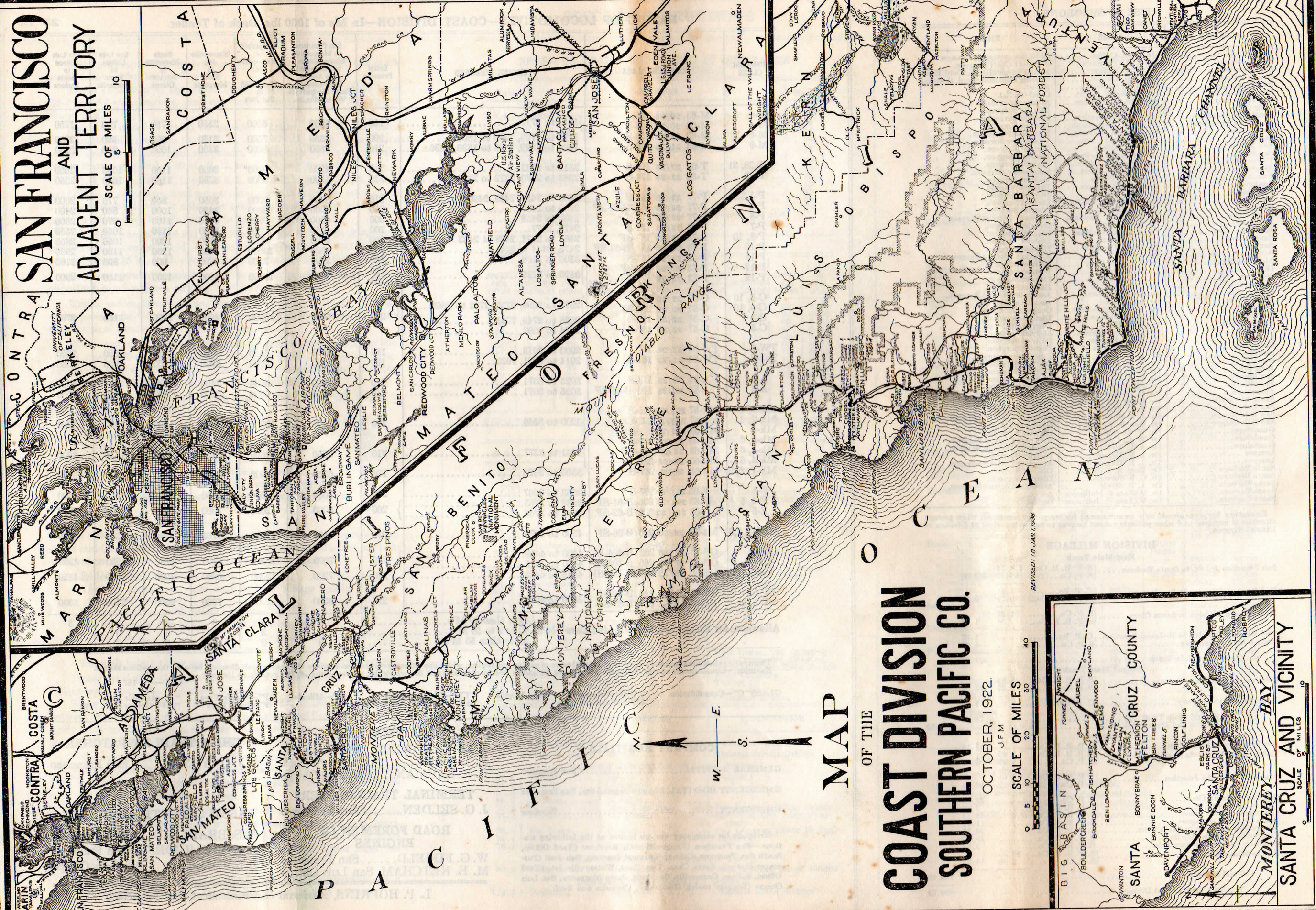
E, A, T-40 (2371), Mk, F, MC, AC, AM, MM, Mt, GS, SP, P (Except P-11).

SPRECKELS BRANCH

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

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

