

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE COAST DIVISION

152

Effective Sunday, March 26, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
Assistant General Manager.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.



FIRST CLASS

Time Table No. 152
March 26, 1944

Capacity of sidings and spurs in car lengths	122	36	120	172	118	170	168	72	166	164	116	162	114	98	250	112	110	108	106	Distance from San Francisco
	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Express	Passenger	
	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays only	Leave Saturdays only	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Daily	Leave Daily	
BKWOIT YP	4.05 PM	4.00 PM	3.05 PM	2.15 PM	1.35 PM	1.15 PM	1.05 PM	1.00 PM	12.25 PM	12.10 PM	11.15 AM	10.30 AM	8.20 AM	8.15 AM		7.00 AM	6.00 AM	1.30 AM	12.30 AM	0.0
s			f		f								f			s	s		s	1.9
P	f								f											3.1
BKWOITP	4.16	4.09	3.15	f 2.25	f 1.45	1.24	1.14	1.09	f 12.36	12.19	11.24 AM	f 10.40	s 8.30			s 7.10	s 6.09	1.39	s 12.40	5.2
KIP					f						f			8.26						6.9
			s 3.23	s 2.31	s 1.51	s 1.29	1.20		s 12.42	s 12.24	s 11.32	s 10.47	s 8.36			s 7.17	s 6.17	s 1.55	s 12.47	8.6
Y																				9.3
P	s 4.24		s 3.27	f 2.35	s 1.55	s 1.33			f 12.46		s 11.37	s 10.51	s 8.40			s 7.21	s 6.21	s 2.15	s 12.51	11.0
M 48 P			f	f	f				f		s	f	f				f		f	12.1
49 Spur P	s 4.31		s 3.36	s 2.45	s 2.05	s 1.41	s 1.27		s 12.55	s 12.32	s 11.47	s 10.59	s 8.49	8.33		s 7.29	s 6.30		s 1.01	13.7
95 Spur P	s 4.35		s 3.40	s 2.49	s 2.09	s 1.45	s 1.31	1.25	s 12.59	s 12.36	s 11.51	s 11.03	s 8.53			s 7.33	s 6.35	s 2.35	s 1.05	15.2
M 84 WP	s 4.39		s 3.45	s 2.53	s 2.13	s 1.49	s 1.35	1.28	s 1.03	s 12.40	s 11.53 AM	s 11.08	s 8.57			s 7.37	s 6.40	s 2.55	s 1.09	16.3
29 Spur			f	f	f				f		f		f				f		f	17.9
25 Spur P		4.26	s	s	f	s			f		f	s	s	8.41		f	f		f	18.9
M 47 P	s 4.48		s 3.56	s 3.04	s 2.24	s 1.58			s 1.14	s 12.47	s 12.10 PM	s 11.18	s 9.06			s 7.46	s 6.51	s 3.15	s 1.20	20.0
WIYP	s 4.53		s 4.02	s 3.08	s 2.29	s 2.02	s 1.45	1.36	s 1.19	s 12.52	s 12.15	s 11.24	s 9.10			s 7.51	s 6.56	s 3.40	s 1.24	20.3
35 Spur P			f	f	f				f		f	f	f			f	f		f	21.9
48 P	s 5.01	4.37	s 4.12	s 3.18	s 2.40	s 2.11	s 1.56	1.45	s 1.29	s 1.02	s 12.26	s 11.35	s 9.19			s 8.02	s 7.06	s 3.58	s 1.34	23.2
M 50 WYP	s 5.06		s 4.16	s 3.22	s 2.45	s 2.15	s 2.00 PM		s 1.33	s 1.06	s 12.31	s 11.39	s 9.24			s 8.07	s 7.11	s 4.03	s 1.38	25.4
M 49 P	s 5.14	4.45	s 4.24	s 3.30	s 2.53	s 2.21	Via Los Altos		s 1.41	s 1.14	s 12.39	s 11.46	s 9.31			s 8.14	s 7.19	s 4.28	s 1.46	26.2
72 Spur P	s 5.19		s 4.30	s 3.35	s 2.59	s 2.27		1.53	s 1.46		s 12.45	s 11.50	s 9.36	8.59		s 8.20	s 7.25	s 4.43	s 1.51	27.8
28 Spur														Via Newark						28.9
KIP	5.29	4.54	s 4.38	s 3.43	s 3.09	2.34		2.04	s 1.54	1.25	s 12.53	s 11.58 AM	s 9.44		8.40 AM	f 8.28	s 7.34	s 4.54	s 1.59	30.1
IP			f	f	f						f	f				f				31.8
BKWOITYP	s 5.35 PM	s 4.59 PM	s 4.45 PM	s 3.50 PM	s 3.15 PM	s 2.40 PM		s 2.10 PM	s 2.00 PM	s 1.30 PM	s 1.00 PM	s 12.05 PM	s 9.50 AM	s 9.08 AM	s 8.45 AM	s 8.35 AM	s 7.40 AM	s 5.00 AM	s 2.05 AM	34.8
	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Saturdays only	Arrive Daily	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	45.2
	(1.30) 31.27	(0.59) 47.69	(1.40) 28.14	(1.35) 29.62	(1.40) 28.14	(1.25) 33.11	(0.55) 34.69	(1.10) 40.20	(1.35) 29.62	(1.20) 35.18	(1.45) 26.80	(1.35) 29.62	(1.30) 31.27	(0.53) 53.09	(0.05) 31.20	(1.35) 29.62	(1.40) 28.14	(3.30) 13.40	(1.35) 29.62	45.7
																				46.9

STATIONS

TO-R SAN FRANCISCO	E. 1.9
23rd STREET	E. 1.2
NEWCOMB AVE.	E. 1.0
PAUL AVE.	E. 1.1
BAYSHORE	E. 1.7
R VISITACION TOWER	E. 1.7
BUTLER ROAD	E. 0.7
SO. SAN FRANCISCO	E. 1.1
TANFORAN WYE	E. 0.6
SAN BRUNO	E. 1.1
LOMITA PARK	E. 2.3
MILLBRAE	E. 0.8
BROADWAY	E. 1.1
BURLINGAME	E. 1.6
SAN MATEO	E. 1.0
HAYWARD PARK	E. 1.1
BAY MEADOWS	E. 0.3
HILLSDALE	E. 1.6
BELMONT	E. 1.9
SAN CARLOS	E. 1.6
REDWOOD CITY	E. 0.8
R REDWOOD JCT.	E. 1.6
ATHERTON	E. 1.1
MENLO PARK	E. 0.9
PALO ALTO	E. 2.3
R CALIFORNIA AVE.	E. 2.7
CASTRO	E. 2.4
MOUNTAIN VIEW	E. 1.6
SUNNYVALE	E. 2.0
LAWRENCE	E. 3.5
SANTA CLARA	E. 0.9
TO-R SAN JOSE YARD	E. 0.5
COLLEGE PARK	E. 1.9
TO-R SAN JOSE	(46.9)

Time over District
Average Speed per Hour

See pages 3, 4, 5 and 6 for additional schedules between San Francisco and San Jose.
See page 6 for list of additional stations.
RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero Interlocking, San Francisco, and must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.
No. 72 reduce speed South San Francisco to exchange U. S. Mail.
Nos. 110, 116 and 120 reduce speed Visitation Tower to exchange U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
114	Hillsdale	Receive or Discharge	Gilroy Watsonville Jct. Points east of San Jose.		Sun. & Hol. Sat. only Daily Daily Daily Daily Daily
122	Paul Ave.	Receive or Discharge			
36	Burlingame	Receive			
38	Palo Alto	Receive			
	Burlingame	Receive			
72	San Mateo	Receive			
	Redwood City	Receive			
	Palo Alto	Receive			

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 152

March 26, 1944

FIRST CLASS

STATIONS	Distance from San Jose	105	107	71	109	111	113	115	163	117	119	121	123	125	127	165	129	69	131	75	73
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Coaster	Passenger	Lark	Oakland Lark
		Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays only	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO W. 1.9	46.9	s 6.15 AM	s 6.40 AM	s 6.45 AM	s 7.15 AM	s 7.29 AM	s 7.35 AM	s 7.43 AM	s 8.00 AM	s 7.50 AM	s 8.00 AM	s 8.05 AM	s 8.30 AM	s 8.13 AM	s 8.20 AM	s 8.40 AM	s 8.40 AM	s 8.45 AM	s 8.50 AM	s 9.00 AM	
23rd STREET W. 1.2	45.0	s	s	s	s	s	s	s	s	s	s	s	s	s	s	f					
NEWCOMB AVE. W. 1.0	43.8	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s					
PAUL AVE. W. 1.1	42.8	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s					
BAYSHORE W. 1.7	41.7	s 6.02	s 6.25	6.34	s 7.01	s 7.16	7.22	7.30	f 7.47	s 7.37	s 7.46	7.55	8.20	8.03	8.10	f 8.27	8.30	8.34	8.40	8.50	
R VISITACION TOWER W. 1.7	40.0	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s					
BUTLER ROAD W. 0.7	38.3	s	s	s	s	s	s	s	f	s	s	s	s	s	s	f 8.17			s 8.35		
SO. SAN FRANCISCO W. 1.1	37.6	s 5.55	s 6.17	6.29	s 6.52	s 7.06		s 7.22	s 7.37		s 7.49	s 8.15									
TANFORAN WYE W. 0.6	36.5	s	s	s	s	s	s	s	s	s	s	s	s	s	s	s					
SAN BRUNO W. 1.1	35.9	s 5.51	s 6.12		s 6.48	s 7.02		s 7.16	s 7.33		s 7.37					s 8.13	s 8.22	8.26	s 8.31		
LOMITA PARK W. 1.9	34.8	s	s	s	s	s		f		s					s	s			s		
MILLBRAE W. 2.3	33.2	s	s	s	s	s	s 7.11	f		s				s 7.59					s		
BROADWAY W. 1.1	31.7	s 5.42	s 6.01		s 6.37	s 7.05		s 7.23	s 7.20		s 7.39	s 8.06	s 7.51			s 8.03	s 8.13		s 8.22		
BURLINGAME W. 1.6	30.6	s 5.38	s 5.57	6.17	s 6.33	s 7.01		s 7.19	s 7.16	s 7.25	s 7.35	s 8.02			s 7.59	s 8.09	s 8.13	s 8.18	8.29		
SAN MATEO W. 1.0	29.0	s 5.34	s 5.53	6.12	s 6.29	s 6.51	s 6.57	s 7.05	s 7.14	s 7.12		s 7.31	s 7.58		s 7.54	s 8.05			s 8.14		
HAYWARD PARK W. 1.1	28.0	f	s 5.49		s	s		f		s 7.18		s 7.54									
BAY MEADOWS W. 0.3	26.9																				
HILLSDALE W. 1.6	26.6	f	f	f				f		s 7.24											
BELMONT W. 1.4	25.0	s	s	s	s 6.15	s 6.41		s 6.54	s 7.04	7.04	s 7.10				s 7.45	s 7.44	s 7.55		s 8.03		
SAN CARLOS W. 2.1	23.7	s 5.23	s 5.40		s 6.10	s 6.37		s 6.50	s 7.00		s 7.06				s 7.41	s 7.40	s 7.50		s 7.59		
REDWOOD CITY W. 0.8	21.6	s 5.19	s 5.35																		
R REDWOOD JCT. W. 1.6	20.7			5.52		6.35	6.42			7.00		7.15	7.21	7.35	7.39			7.52		8.16	
ATHERTON W. 1.1	19.1	f	f					f													
MENLO PARK W. 1.5	18.0	s	s		s			s													
PALO ALTO W. 1.7	16.8	s 5.09	s 5.25	5.45	s 6.01	s 6.28		s 6.50	s 6.52	s 6.58					s 7.28	s 7.30	s 7.40	s 7.44	s 7.49	s 8.09	
R CALIFORNIA AVE. W. 2.7	15.1	s 5.00	s 5.20		s 5.57		s 6.32		s 6.46			s 7.05	7.13	7.24	7.30 AM	7.26	s 7.35		s 7.45		
CASTRO W. 1.8	12.1	f									f				Via Los Altos						
MOUNTAIN VIEW W. 2.2	10.8	s 4.52	s 5.13	5.34	s 5.50		s 6.24		s 6.39	s 6.43		s 6.58	7.08	s 7.17		s 7.19	s 7.27	7.32	s 7.38	7.58	
SUNNYVALE W. 2.0	8.1	f 4.47	s 5.08		s 5.45	s 6.15			s 6.34		s 6.45			s 7.12		f 7.14			s 7.33		
LAWRENCE W. 3.6	6.1	f					f 6.29	f													Via Newark
SANTA CLARA W. 0.9	2.6	4.40	s 5.00	5.26	s 5.37	6.06	s 6.12	s 6.26	s 6.31		s 6.46	6.55				s 7.06	s 7.15	7.20	s 7.25	7.50	7.52 AM
TO-R SAN JOSE YARD W. 0.5	1.7																				
COLLEGE PARK W. 1.9	1.2	f			f						f						f				
TO-R SAN JOSE (46.9)	0.0	4.35 AM	4.55 AM	5.20 AM	5.30 AM	6.00 AM	6.05 AM	6.20 AM	6.20 AM	6.25 AM	6.30 AM	6.40 AM	6.50 AM	7.00 AM		7.00 AM	7.08 AM	7.15 AM	7.20 AM	7.45 AM	7.47 AM
		Leave Daily Ex. Sundays	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays	Leave Daily Ex. Sundays and Holidays	Leave Sundays only	Leave Daily Ex. Sundays	Leave Daily Ex. Sundays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily
Time over District.....		(1.40)	(1.45)	(1.25)	(1.45)	(1.29)	(1.30)	(1.23)	(1.40)	(1.26)	(1.30)	(1.25)	(1.40)	(1.13)	(0.50)	(1.40)	(1.32)	(1.30)	(1.30)	(1.15)	(0.05)
Average speed per hour.....		28.14	26.80	33.11	26.80	31.62	31.27	33.90	28.14	33.11	31.27	33.11	28.14	38.55	38.16	28.14	30.59	31.27	31.27	37.52	31.27

See pages 2, 4, 5 and 6 for additional schedules between San Jose and San Francisco.

See page 6 for list of additional stations.
 RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking, San Francisco, and must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 71 reduce speed, stopping if necessary, at Palo Alto, San Mateo and South San Francisco to exchange U.S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
107	College Park	Receive or Discharge			Sundays and Holidays
113	Castro	Receive or Discharge			Holidays only
75	Redwood City	Discharge		Santa Barbara	Daily
71	Palo Alto	Discharge		East of San Jose	Daily
	Redwood City				
	San Mateo				
	Burlingame				

FIRST CLASS

Capacity of sidings and spurs in car lengths	38	148	70	146	144	142	140	138	180	136	134	132	178	130	128	176	126	124	174	Distance from San Francisco		
	Passenger	Passenger	Coaster	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays and Holidays only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only			
San Francisco yard	BKWOIT YP	7.05 PM	6.35 PM	6.30 PM	6.00 PM	5.45 PM	5.37 PM	5.33 PM	5.29 PM	5.25 PM	5.25 PM	5.21 PM	5.17 PM	5.00 PM	5.00 PM	4.45 PM	4.40 PM	4.37 PM	4.20 PM	4.05 PM	0.0	
		s			s					f				f	s	s	s	s	s	s	1.9	
	P																	f				3.1
																						4.1
	BKWO ITP	7.14	6.45	6.39	6.09	5.57	5.46	5.42	5.38	5.36	5.34	5.30	5.26	5.12	5.09	4.56	4.51	4.47	4.30	4.16	5.2	
	KIP																					6.9
																						8.6
			s 6.51			s 6.03	s			s 5.42					s 5.20	s	5.02	f 4.58		s 4.38	f 4.23	9.3
	Y																					10.4
	P	7.20	s 6.55		s 6.17		s 5.54			s 5.46					s 5.25	s	5.06	f 5.02		s 4.42	s 4.27	11.0
M48	P								f				f	s		s				f	12.1	
																					13.7	
	49 Spur	P	s 7.05		s 6.24	s 6.14	s 5.55		s 5.55				s 5.35	s 5.22	s 5.11	s 5.05	s 4.50	s 4.36			15.2	
	65 Spur	P	s 7.29	s 7.09	s 6.55	s 6.28	s 6.18	s 6.05	s 5.53	s 5.59			s 5.39	s 5.26	s 5.15	s 5.15	s 5.09	s 4.54	s 4.40			16.3
	M84	WP	s 7.34	s 7.13		s 6.32	s 6.22	6.09	s 6.01	s 6.03	s 5.48		5.39	s 5.43	s 5.30	s 5.19	s 5.20	s 5.13	s 4.58	s 4.45		17.9
																						18.9
	29 Spur																					20.0
																						20.3
	25 Spur	P																				21.9
	M47	P		s 7.24		s 6.41	s 6.18			s 6.14	s 5.59		5.45	s 5.54		s 5.29	f 5.31		s 5.10	s 4.56		23.2
Yulanta		s 7.45	s 7.28		s 6.45	s 6.36	s 6.22	s 6.14		s 6.19		s 5.54		s 5.59		s 5.34	s 5.37	s 5.24	s 5.15	s 5.02	25.4	
	WIYP												5.50		5.41						26.2	
																					27.8	
	35 Spur	P																			28.9	
	48	P	s 7.53	s 7.39	s 7.15	s 6.55	s 6.47	s 6.31	s 6.14	s 6.29			s 5.56	s 6.09		s 5.41	s 5.47	s 5.32	s 5.26	s 5.12		30.1
	M50	WYP	s 7.43			s 6.59	s 6.35	6.26	s 6.18	s 6.34	6.12	6.07	s 6.00 PM	s 6.14	5.52	s 5.46	f 5.51		s 5.31	s 5.16		31.8
																						34.8
	M49	P	8.00	s 7.51	7.23		s 6.58		s 6.33	s 6.43	s 6.19	6.13		s 6.22	s 6.00	5.53	s 5.59	s 5.43	s 5.39	s 5.24		36.1
	72 Spur	P		s 7.56		s 7.11		s 6.47	6.37	s 6.30	s 6.48	6.23	s 6.17		s 6.27	6.04	5.57	s 6.05	s 5.50	s 5.44	s 5.30	38.8
	28 Spur	KIP	8.15	f 8.04	7.34	s 7.18	7.09	6.56	6.44	s 6.38	s 6.57	s 6.29	6.25		s 6.34	s 6.13	6.04	f 6.13	5.58	s 5.54	f 5.38	44.3
KP																					45.2	
IP																					45.7	
BKWO ITP		s 8.20 PM	s 8.10 PM	s 7.40 PM	s 7.25 PM	s 7.15 PM	s 7.02 PM	s 6.50 PM	s 6.44 PM	s 7.05 PM	s 6.35 PM	s 6.31 PM		s 6.40 PM	s 6.20 PM	s 6.10 PM	s 6.20 PM	s 6.05 PM	s 6.00 PM	s 5.45 PM	46.9	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays and Holidays only	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only			
	(1.15) 37.52	(1.35) 29.62	(1.10) 40.20	(1.25) 33.11	(1.30) 31.27	(1.25) 33.11	(1.17) 36.66	(1.15) 37.62	(1.40) 28.14	(1.10) 40.20	(1.10) 40.20	(0.43) 44.37	(1.40) 28.14	(1.20) 35.18	(1.25) 33.11	(1.40) 28.14	(1.28) 31.98	(1.40) 28.14	(1.40) 28.14			

STATIONS

TO-R SAN FRANCISCO	E. 1.9
23rd STREET	E. 1.2
NEWCOMB AVE.	E. 1.0
PAUL AVE.	E. 1.1
BAYSHORE	E. 1.7
R VISITACION TOWER	E. 1.7
BUTLER ROAD	E. 0.7
SO. SAN FRANCISCO	E. 1.1
TANFORAN WYE	E. 0.6
SAN BRUNO	E. 1.1
LOMITA PARK	E. 2.3
MILLBRAE	E. 0.8
BROADWAY	E. 1.1
BURLINGAME	E. 1.6
SAN MATEO	E. 1.0
HAYWARD PARK	E. 1.1
BAY MEADOWS	E. 0.3
HILLSDALE	E. 1.6
BELMONT	E. 1.9
SAN CARLOS	E. 1.6
REDWOOD CITY	E. 0.8
R REDWOOD JCT.	E. 1.6
ATHERTON	E. 1.1
MENLO PARK	E. 0.9
PALO ALTO	E. 2.3
R CALIFORNIA AVE.	E. 2.7
CASTRO	E. 2.4
MOUNTAIN VIEW	E. 1.6
SUNNYVALE	E. 2.0
LAWRENCE	E. 3.5
SANTA CLARA	E. 0.9
TO-R SAN JOSE YARD	E. 0.5
COLLEGE PARK	E. 1.9
TO-R SAN JOSE	(46.9)

Time over District
Average Speed per Hour

See pages 2, 3, 5 and 6 for additional schedules between San Francisco and San Jose.

See page 6 for list of additional stations.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking, San Francisco, and must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
148	Bayshore	Receive or Discharge			Sundays and Holidays

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 152

March 26, 1944

FIRST CLASS

STATIONS

TO-R SAN FRANCISCO W. 1.9
23rd STREET W. 1.2
NEWCOMB AVE. W. 1.0
PAUL AVE. W. 1.1
BAYSHORE W. 1.7
R VISITACION TOWER W. 1.7
BUTLER ROAD W. 0.7
SO. SAN FRANCISCO W. 1.1
TANFORAN WYE W. 0.6
SAN BRUNO W. 1.1
LOMITA PARK W. 1.9
MILLBRAE W. 2.3
BROADWAY W. 1.1
BURLINGAME W. 1.6
SAN MATEO W. 1.0
HAYWARD PARK W. 1.1
BAY MEADOWS W. 0.3
HILLSDALE W. 1.6
BELMONT W. 1.4
SAN CARLOS W. 2.1
REDWOOD CITY W. 0.8
R REDWOOD JCT. W. 1.6
ATHERTON W. 1.1
MENLO PARK W. 1.5
PALO ALTO W. 1.7
R CALIFORNIA AVE. W. 2.7
CASTRO W. 1.8
MOUNTAIN VIEW W. 2.2
SUNNYVALE W. 2.0
LAWRENCE W. 3.5
SANTA CLARA W. 0.9
TO-R SAN JOSE YARD W. 0.5
COLLEGE PARK W. 1.9
TO-R SAN JOSE

Distance from San Jose

133	135	167	137	35	169	139	141	143	171	145	37	99	255	147	149	151	153	155	
Passenger	Passenger	Passenger	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	
46.9	s 9.30 AM	s 9.55 AM	s 10.10 AM	s 11.10 AM	s 11.30 AM	s 12.35 PM	s 1.25 PM	s 3.00 PM	s 4.10 PM	s 4.10 PM	s 5.20 PM	s 5.35 PM	s 6.00 PM	s 6.45 PM	s 7.37 PM	s 7.50 PM	s 9.30 PM	s 11.15 PM	
45.0								f		f									
43.8																			
42.8								f		f	f								
41.7	9.19	9.45	f 10.00	11.00	11.20	f 12.22	1.15	s 2.49	f 4.00	f 3.58	s 5.06	5.25	5.50	6.35	f 7.27	7.39	f 9.20	s 11.03	
40.0																			
38.3									f	f	s						f	f	
37.6	s 9.14		f 9.55	s 10.55	11.15	s 12.17	s 1.09	s 2.43	s 3.53	s 3.52	s 4.58			s 6.29	s 7.20	s 7.32	s 9.12	s 10.56	
36.5																			
35.9	s 9.09		f 9.51	s 10.50		f 12.13	s 1.05	s 2.39	s 3.36	s 3.48	s 4.52		5.43	s 6.24	s 7.10	s 7.27	s 9.08	s 10.52	
34.8	s		f	f		f	f	f	f	f	f				f	f	f	f	
33.2	s		f			f	f	s	f	f	f			s	s	f	f	s	
31.7	s 9.00	s 9.32	s 9.42	s 10.40		s 12.03 PM	s 12.55	s 2.30	s 3.24	s 3.41	s 4.43			s 6.17	f 6.49	s 7.17	s 9.01	s 10.42	
30.6	s 8.56	s 9.28	s 9.38	s 10.37	s 11.05	s 11.59 AM	s 12.52	s 2.27	s 3.20	s 3.37	s 4.39	s 5.08		s 6.13	s 6.45	s 7.13	s 8.57	s 10.38	
29.0	s 8.52	s 9.24	s 9.34	s 10.33		s 11.55	s 12.48	s 2.23	s 3.13	s 3.33	s 4.34		5.34	s 6.08	s 6.40	s 7.09	s 8.53	s 10.34	
28.0			f			f	f	f	f	f	f							f	
26.9																			
26.6			f	f		f	f	f	f	f	f			f	f			f	
26.0			f	s		f	f	s	s	s	s			s	s	s	f	f	
23.7	s 8.41	s 9.16	s 9.23	s 10.22		f 11.44	s 12.37	s 2.12	s	s 3.23	s 4.24			s 5.58	s	s 6.59	s 8.43	s 10.22	
21.5	s 8.37	s 9.12	s 9.19	s 10.18	s 10.52	s 11.40	s 12.33	s 2.08	s 2.50	s 3.19	s 4.20	s 4.54		s 5.54	s 6.22	s 6.54	s 8.39	s 10.18	
20.7													5.25						
19.1	s		f	f		f	f	f	f	f	f			f	f	f	f	f	
18.0	s		f	s		f	s	s	s	s	s			s	s	s	f	s	
16.8	s 8.27	s 9.04	s 9.08	s 10.08	s 10.44	s 11.30	s 12.24	s 1.59	s 2.30	s 3.09	s 4.10	s 4.46		s 5.44	s 6.07	s 6.44	s 8.29	s 10.09	
15.1	s 8.23	s 8.59	s 9.04	s 10.04		f 11.26	s 12.20	s 1.55	s 2.18	s 3.05	s 4.06	4.42		s 5.39	f 5.56	f 6.39	s 8.24	f 10.04	
12.1											f								
10.8	s 8.17	s 8.52	s 8.57	s 9.57		f 11.19	s 12.13	s 1.48	s 2.12	s 2.58	s 3.59	4.38	5.15	s 5.32	s 5.49	s 6.32	s 8.17	s 9.57	
8.1	s 8.12		f 8.53	s 9.53	10.35	f 11.14	s 12.08	s 1.43	s 2.03	s 2.53	s 3.54	4.35		s 5.27	s 5.38	s 6.27	s 8.12	s 9.52	
6.1																			
2.6	s 8.05		f 8.45	s 9.45	10.30	f 11.06	s 12.01 PM	s 1.36	s 1.56	s 2.46	s 3.46	4.30		Via Newark 5.13 PM	s 5.20	s 5.30	s 6.20	s 8.05	s 9.45
1.7																			
1.2									f	f	f	f							
0.0	8.00 AM	8.38 AM	8.40 AM	9.40 AM	10.25 AM	11.00 AM	11.55 AM	1.30 PM	1.50 PM	2.40 PM	3.40 PM	4.25 PM	5.03 PM	5.08 PM	5.15 PM	5.25 PM	6.15 PM	8.00 PM	9.40 PM
(46.9)	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District.....	(1.30)	(1.17)	(1.30)	(1.30)	(1.05)	(1.35)	(1.30)	(1.30)	(2.20)	(1.30)	(1.40)	(1.10)	(0.57)	(0.05)	(1.30)	(2.12)	(1.35)	(1.30)	(1.35)
Average Speed per Hour.....	31.27	36.55	31.27	31.27	43.29	29.62	31.27	31.27	20.10	31.27	28.14	40.20	49.37	31.20	31.27	21.32	29.62	31.27	29.62

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

See page 6 for list of additional stations.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking, San Francisco, and must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 35 reduce speed at Mountain View and South San Francisco to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
151	Hillsdale Bayshore	Receive or Discharge			Sundays and Holidays

Capacity of sidings and spurs in car lengths	SECOND CLASS					FIRST CLASS						Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from San Jose	SECOND CLASS		THIRD CLASS				
	766 Freight Leave Daily	402 Freight Leave Daily Ex. Sunday	772 Freight Leave Daily	770 Freight Leave Daily	768 Freight Leave Daily	156 Passenger Leave Daily	154 Passenger Leave Daily	76 Lark Leave Daily	152 Passenger Leave Daily	74 Oakland Lark Leave Daily	150 Passenger Leave Daily				761 Freight Arrive Daily	401 Freight Arrive Daily	409 Freight Arrive Daily	763 Freight Arrive Daily	765 Freight Arrive Daily	413 Freight Arrive Daily	767 Freight Arrive Daily
BKWOIT YP						11.00 PM	9.45 PM	9.00 PM	8.20 PM		7.20 PM	0.0	TO-R SAN FRANCISCO	46.9							
P						s					s	1.9	E. 1.9 - W. 1.9	45.0							
BKWO IPT	9.15 PM	8.00 PM				f 11.11	9.54	9.09	f 8.29		7.29	4.1	23rd STREET	43.8							
KIP												5.2	NEWCOMB AVE.	42.8							
Y						s 11.17	s 10.00		s 8.35		s 7.34	6.9	PAUL AVE.	41.7	4.10 AM	11.55 AM			7.55 PM	10.00 PM	
P						s 11.21	s 10.04	9.15	s 8.39		s 7.38	8.6	BAYSHORE	40.0							
M 48 P						f	s		f		s	9.3	R VISITACION TOWER	38.3							
49 Spur P						f	s		f		s	10.4	BUTLER ROAD	37.6							
65 Spur P						s 11.31	s 10.14		s 8.48		s 7.47	12.1	SO. SAN FRANCISCO	36.5							
M 84 WP						s 11.35	s 10.18	s 9.23	s 8.52		s 7.51	13.7	TANFORAN WYE	35.9							
29 Spur						s 11.39	s 10.22		s 8.56		s 7.55	15.2	SAN BRUNO	34.8							
25 Spur P						f	f		f		f	16.3	LOMITA PARK	33.2							
M 47 P						f	s		f		s	17.9	MILLBRAE	31.7							
WIYP	10.05	8.50 PM				s 11.50	s 10.33		s 9.07		s 8.05	18.9	BROADWAY	30.6							
35 Spur P		Via Dumbarton				s 11.54 PM	s 10.37	9.35	s 9.11		s 8.09	20.0	BURLINGAME	29.0							
48 P						f	f		f		f	20.3	SAN MATEO	28.0							
M 50 WYP						s 12.04 AM	s 10.47	s 9.42	s 9.21		s 8.18	21.9	HAYWARD PARK	26.9							
M 49 P						s 12.08	s 10.52		s 9.26		s 8.22	22.2	BAY MEADOWS	26.6							
72 Spur P						s 12.16	s 11.00	9.50	s 9.34		s 8.30	23.2	HILLSDALE	26.0							
28 Spur						s 12.21	s 11.05		s 9.39		s 8.35	25.4	BELMONT	23.7							
KIP						f 12.28	f 11.13	9.58	s 9.49	Via Newark	f 8.43	26.2	SAN CARLOS	21.5							
KP	10.45 PM		5.00 PM	9.15 AM	1.15 AM							27.8	REDWOOD CITY	20.7	3.10 AM	10.55 AM			6.55 PM	9.05	
IP						f	f		f		f	28.9	R REDWOOD JCT.	19.1	Via Dumbarton	Via Dumbarton			Via Dumbarton		
BKW OITPY	12.01 AM		5.15 PM	9.30 AM	1.30 AM	s 12.35 AM	s 11.20 PM	s 10.03 PM	s 9.55 PM	s 9.50 PM	s 8.50 PM	30.1	ATHERTON	18.0							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	31.8	MENLO PARK	16.8							
(2.46) 15.07	(0.50) 25.20	(0.15) 06.80	(0.15) 06.80	(0.15) 06.80	(1.35) 29.82	(1.35) 29.82	(1.03) 44.67	(1.35) 29.82	(0.07) 22.29	(1.30) 31.27	(46.9)	PALO ALTO	15.1								
												CASTRO	12.1								
												MOUNTAIN VIEW	10.8								
												SUNNYVALE	8.1								
												LAWRENCE	6.1								
												SANTA CLARA	2.6								
												TO-R SAN JOSE YARD	1.7	2.45 AM				12.15 PM	7.15 PM		
												COLLEGE PARK	1.2								
												TO-R SAN JOSE	0.0	2.30 AM				11.59 AM	7.00 PM		
														Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
														(0.15) 06.80	(1.00) 21.00	(1.00) 21.00	(0.16) 06.47	(0.15) 06.80	(1.00) 21.00	(1.40) 25.02	

See pages 2, 3, 4 and 5 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking, San Francisco, and must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the location of station sign at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity Cars
Visitacion	6.5	.....
Aqua	12.9	12
Howest	16.8	14
Romac	19.7	11

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
150 154	Bayshore	Receive or Discharge			Sundays and Holidays

No. 76 reduce speed at San Mateo to 25 MPH to dispatch U. S. Mail.

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from Los Gatos	FIRST CLASS												
	132	168	192				127	185	193										
	Passenger	Passenger	Equipment				Passenger	Equipment	Equipment										
	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sunday and Holidays		Los Gatos Branch STATIONS		Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays										
San Jose yard	BKWOTYP	I	5.45 AM	46.9	TO-R	SAN JOSE E. 0.4 - W. 0.4	8.9	3.35 PM	7.35 PM										
										Via Los Altos	Via Los Altos	5.58	50.7	A.B.S.	W. P. R. Crossing E. 3.3 - W. 3.4	8.2	Via Los Altos	3.21	7.21
Yard Limits	17	P	6.53 PM	2.53 PM	6.20 AM	54.3	R	VASONA JUNCTION E. 2.4 - W. 2.6	2.5	6.40 AM	3.00 PM	7.00 PM							
													Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	TO-R	LOS GATOS	0.0	Leave Daily Ex. Sundays and Holidays
(0.10)	(0.10)	(0.35)	(8.9)	(0.06)	(0.35)	(0.35)													
				Time over District			Average Speed per Hour												

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD 7

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from Olympia	THIRD CLASS								
	774	773												
	Freight	Freight												
	Leave Daily Ex. Sundays	Arrive Daily Ex. Sundays		Santa Cruz Branch STATIONS		Arrive Daily Ex. Sundays								
BKWOTYP Watsonville Jct. yard	8.30 AM	100.4	100.5	TO-R	WATSONVILLE JCT. E. 1.5 - W. 1.5	28.9	5.00 PM							
								33	P	104.0	WATSONVILLE E. 1.8 - W. 2.1	27.4	NUGA E. 3.4 - W. 3.2	25.4
9	P	112.8	APTOS E. 3.1 - W. 3.2	16.6	4.20									
						17	P	115.9	CAPITOLA E. 3.6 - W. 3.3	13.5				
5	Spur	119.4	SEABRIGHT E. 0.7 - W. 0.7	10.0										
					BKWOTYP	16	9.45 AM	120.6	121.8	TO-R	SANTA CRUZ E. 1.2 - W. 1.2	8.8	3.45 PM	
23	P	124.4	126.5	EBLIS E. 2.5 - W. 2.8										7.6
					Yard Limits	31	WP	127.4	127.7	TO	RINCON E. 2.2 - W. 1.9	5.0		
13	P	129.4	129.4	BIG TREES E. 0.3 - W. 0.7									2.9	FELTON E. 0.9 - W. 0.5	2.0	1.7
					Arrive Daily Ex. Sundays	(1.15)	16.08	(28.9)	MT. HERMON E. 1.5 - W. 1.8	1.7	OLYMPIA	0.0		
Time over District				Average Speed per Hour									(1.15)	16.08

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 152 March 26, 1944	Distance from Vasona Jct.	FIRST CLASS											
	132	168															
	Passenger	Passenger															
	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only		Los Altos Branch STATIONS		Arrive Daily Ex. Sundays and Holidays											
28	WYP	6.03 PM	2.03 PM	31.8	R	CALIFORNIA AVE. E. 3.7 - W. 3.7	16.3	7.23 AM									
									11	Spur	P	6.13	2.13	35.7	LOS ALTOS E. 1.8 - W. 1.8	12.4	7.14
7	Spur	a	6.24	2.24	41.0	LOYOLA E. 0.9 - W. 1.7	9.9	f									
									f	f	43.8	SIMLA E. 1.9 - W. 1.1	8.4	f			
s	6.32	f	2.32	45.2	7.1	f	7.00										
								f	f	46.1	MONTA VISTA E. 2.8 - W. 2.8	4.3	f				
f	f	46.9	AZULE E. 1.4 - W. 1.4	2.9	f												
						f	f	47.8	CONGRESS JCT. E. 0.9 - W. 0.9	2.0	f						
f	f	48.1	SAN TOMAS E. 0.8 - W. 0.8	1.2	f												
						f	f	51.8	POLLARD ROAD E. 0.9 - W. 0.9	0.8	f						
Yard Limits	YP	6.43 PM	2.43 PM	48.1	QUITO E. 0.3 - W. 0.3							0.0	6.46 AM				
						Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	(16.3)	Leave Daily Ex. Sundays and Holidays							
(0.40)	(0.40)	(0.37)															
				Time over District			Average Speed per Hour										

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Mile Post Location	Time Table No. 152 March 26, 1944	Distance from San Bruno		
			SAN FRANCISCO SUBDIVISION	
			San Bruno Branch STATIONS	
4.0	BERNAL 1.2	9.6		
5.2	ELKTON 1.1	8.4		
6.3	OCEAN VIEW 1.1	7.3		
7.4	DALY CITY 0.7	6.2		
8.1	UNION PARK 0.4	5.5		
8.5	COLMA 1.2	5.1		
9.7	EMANUEL 1.7	3.9		
11.4	BADEN 1.6	2.2		
13.0	TANFORAN 0.6	0.6		
13.6	SAN BRUNO	0.0		
(9.6)				

EASTWARD

SAN FRANCISCO SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		Mile Post Location	Time Table No. 152 March 26, 1944	Distance from Davenport	THIRD CLASS						
	774	773										
	Freight	Freight										
	Leave Daily Ex. Sundays	Arrive Daily Ex. Sundays		Davenport Branch STATIONS		Arrive Daily Ex. Sundays						
BKWOTYP	11.00 AM	120.6	79.2	TO-R	SANTA CRUZ E. 1.5 - W. 2.0	11.5	2.45 PM					
								2	Spur	83.4	ORBY E. 2.5 - W. 2.0	9.6
2	Spur	86.7	GORDOLA E. 1.0 - W. 0.6	4.8								
					WYP	12.01 PM	90.7	MAJORS E. 4.0 - W. 4.0	4.0			
Arrive Daily Ex. Sundays	(1.01)	11.31	(11.5)	DAVENPORT						0.0	1.45 PM	
					Time over District				Average Speed per Hour			(1.00)	11.50

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

- No. 192 superior to No. 127.
- No. 168 superior to No. 185.
- No. 132 superior to No. 193.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Los Gatos Branch		
Vasona	52.9	6
Los Altos Branch		
Neal	33.0	.....
Alta Mesa	34.0	.....
Permanente	.....	.....
(2.42 Miles from Simla)		
Santa Cruz Branch		
Park Street	121.4	.....
Twin Lakes	118.9	4
Cliffside	118.1	6
New Brighton	114.7	.....
Leonard	110.1	8
Cristo	109.0	3

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
127-132-168	Road Crossing 1.4 mile west of Azule	Receive or Discharge	Any Station	Any Station	Daily
127-132-168	Alta Mesa M.P. 34	Receive or Discharge	Any Station	Any Station	Daily
127-132-168	Neal M.P. 33	Receive or Discharge	Any Station	Any Station	Daily

SECOND CLASS				FIRST CLASS						Distance from San Francisco	Time Table No. 152 March 26, 1944	
772	770	768	766	76	38	70	36	72	98			
Freight	Freight	Freight	Freight	Lark	Passenger	Coaster	Del Monte	Passenger	Daylight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
San Jose yd. BKWO ITP	5.15 PM	9.30 AM	1.30 AM	12.01 AM	10.12 PM	8.30 PM	7.52 PM	5.10 PM	2.25 PM	9.12 AM	46.9	STATIONS TO-R SAN JOSE E. 2.2 W.P.R.R. Crossing E. 2.3 LICK E. 6.7 TO COYOTE E. 4.1 PERRY E. 3.1 MADRONE E. 1.4 TO MORGANHILL E. 3.4 SAN MARTIN E. 2.9 RUCKER E. 4.2 TO-R GILROY E. 2.0 CARNADERO E. 3.4 SARGENT E. 4.2 CHITTENDEN E. 2.2 LOGAN E. 1.6 TO AROMAS E. 4.0 TO-R WATSONVILLE JCT. (49.6) .....Time over District..... .....Average Speed per Hour.....
I											49.1	
P	5.30	9.45	1.45	12.15	10.19	8.37	7.59	5.17	2.32		51.4	
M 94 WP	5.50	10.05	2.09	12.35	10.28	8.45	8.08	5.25	2.40	9.26	55.3	
129 P	5.58	10.13	2.19	12.43	10.33	8.49	8.12	5.29	2.44		63.1	
23 Spur P											66.3	
125 P	6.18	10.33	2.39	1.03	10.38	8.54	8.17	5.33	s 2.52	9.34	69.2	
130 P	6.24	10.39	2.45	1.09	10.42	8.58	8.21	5.37	2.56		70.8	
129 P	6.29	10.44	2.51	1.14	10.45	9.01	8.24	5.40	2.59		74.6	
M 98 Yard Limits WTP	6.36	10.50	3.00	1.21	10.49	s 9.08	s 8.30	s 5.46	s 3.12	9.44	77.0	
P											80.7	
125 WP	6.45	11.00	3.10	1.30	10.56	9.15	8.38	5.54	3.22	9.50	83.2	
127 P	7.00	11.15	3.25	1.45	11.04	9.23	8.46	6.02	3.30		87.1	
P	7.05	11.21	3.30	1.50	11.07	9.26	8.49	6.05	3.33	10.01	91.9	
33 Spur P									f		93.2	
Watsonville Jct. yard BKWOTYP	7.20 PM	11.35 AM	3.45 AM	2.05 AM	s 11.17 PM	s 9.36 PM	s 8.59 PM	s 6.15 PM	s 3.44 PM	10.10 AM	94.6	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	100.4	
	(2.05) 23.81	(2.05) 23.81	(2.15) 22.04	(2.04) 24.00	(1.05) 45.79	(1.05) 45.09	(1.07) 44.42	(1.05) 45.79	(1.19) 37.67	(0.58) 51.31		

EASTWARD		SAN FRANCISCO SUBDIVISION		WESTWARD	
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 152 March 26, 1944		Distance from Alamos	
		Lick Branch			
		STATIONS			
San Jose yd. 11 Spur P	51.4	LICK	3.6		
	55.3	ALAMITOS	0.0		
	58.9	(3.6)			
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 152 March 26, 1944		Distance from Alamos	
		Hollister Branch			
		STATIONS			
P	83.2	CARNADERO	11.7		
16 WP	94.9	HOLLISTER	0.0		
		(11.7)			

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

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

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 152 March 26, 1944		Distance from Watsonville Jct.	FIRST CLASS							SECOND CLASS			THIRD CLASS				
			71 Passenger	69 Coaster	75 Lark	35 Del Monte	37 Passenger	99 Daylight				761 Freight			763 Freight	765 Freight	767 Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily
TO-R	SAN JOSE W. 2.2	49.6	s 4.56 AM	s 6.51 AM	s 7.25 AM	s 10.20 AM	s 4.15 PM	s 4.58 PM				2.30 AM			11.59 AM	7.00 PM	8.20 PM
	W.P.R.R. Crossing W. 2.3	47.4															
	LICK W. 9.8	45.1	4.48	6.43	7.17	10.13	4.06	4.51				2.19			11.46	6.47	8.01
TO	COYOTE W. 2.3	37.3	4.40	6.35	7.09	10.05	3.58	4.43				2.09			11.36	6.37	7.51
	PERRY W. 1.8	34.1	4.35	6.31	7.06	10.01	3.54	4.40				2.00			11.29	6.30	7.44
	MADRONE W. 2.7	31.2															
TO	MORGANHILL W. 3.4	29.6	f 4.30	6.26	7.01	9.56	3.48	4.36				1.51			11.20	6.18	7.35
	SAN MARTIN W. 3.0	25.8	4.24	6.21	6.57	9.52	3.44					1.41			11.10	6.06	7.25
	RUCKER W. 4.0	23.4	4.20	6.18	6.54	9.49	3.40					1.31			11.00	5.56	7.15
TO-R	GILROY W. 1.0	19.7	s 4.15	s 6.12	6.50	s 9.44	s 3.35	4.25				1.21			10.50	5.46	7.05
	CARNADERO W. 4.6	17.2															
	SARGENT W. 4.3	13.3	4.02	6.02	6.42	9.35	3.22	4.19				12.56			10.25	5.15	6.45
	CHITTENDEN W. 0.9	8.5	3.53	5.53	6.34	9.27	3.14					12.40			10.09	4.59	6.29
	LOGAN W. 1.6	7.2	3.50	5.50	6.31	9.24	3.11	4.08				12.35			10.05	4.55	6.25
TO	AROMAS W. 5.4	5.8	f														
TO-R	WATSONVILLE JCT.	0.0	3.39 AM	5.39 AM	6.20 AM	9.13 AM	3.00 PM	4.00 PM				12.10 AM			9.40 AM	4.30 PM	6.00 PM
(49.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily			Leave Daily	Leave Daily	Leave Daily
Average Speed per Hour Time over District			(1.17) 38.65	(1.12) 41.33	(1.05) 45.79	(1.07) 44.42	(1.15) 39.68	(0.58) 51.31				(2.20) 21.26			(2.19) 21.41	(2.30) 19.84	(2.20) 21.26

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
P Edenvale.....	57.4	20
Lonoke.....	79.1	7
Miller.....	84.4	18
P Eaton.....	97.1	14
Hollister Branch		
Hudner.....	90.3	9

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

SALINAS SUBDIVISION

WESTWARD

Time Table No. 152 March 26, 1944	Distance from San Luis Obispo	FIRST CLASS						SECOND CLASS			THIRD CLASS	
		71	69	75	35	37	99	767			763	765
		Passenger	Coaster	Lark	Del Monte	Passenger	Daylight	Freight			Freight	Freight
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	
TO-R WATSONVILLE JCT. W. 6.6	151.7	s 3.24 AM	s 5.24 AM	s 6.08 AM	s 9.08 AM	s 2.55 PM	4.00 PM					
ELKHORN W. 4.8	146.3	3.16	5.16	5.59	9.00	2.47	3.52					
TO-R CASTROVILLE W. 3.0	141.7	f 3.10	5.10	5.53	8.53 AM	2.40	3.47					
COOPER W. 4.0	138.2	3.06	5.05	5.47		2.35						
TO-R SALINAS W. 2.8	133.9	s 3.00	s 5.00	s 5.42		s 2.30	s 3.38					
SPRECKELS JCT. W. 4.4	131.8	2.35	4.40	5.35		2.17	3.30					
SPENCE W. 4.0	126.8		4.35			2.12	3.26					
CHUALAR W. 2.5	123.0	s 2.25	4.31	5.26		2.07	3.22					
PENVIR W. 2.9	120.2											
TO GONZALES W. 5.6	117.0	s 2.14	4.25	5.20		s 2.01	3.17					
CAMPORA W. 3.8	111.5											
TO-R SOLEDAD W. 4.2	108.5	s 1.59	4.16	5.12		s 1.50	3.10					
HARLEM W. 3.7	103.8	1.50	4.11	5.07		1.42	3.06					
METZ W. 6.6	99.8	f 1.44	4.06	5.02		1.37						
COBURN W. 2.1	93.2	1.37	3.59	4.55		1.30	2.55					
ELSA W. 2.8	91.1											
TO-R KING CITY	88.4	1.31 AM	3.53 AM	4.50 AM		1.25 PM	2.51 PM					
(63.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Time over District		(1.03)	(1.31)	(1.18)	(0.15)	(1.30)	(1.09)			(2.20)	(1.54)	(2.20)
Average Speed per Hour		33.61	41.74	48.69	40.00	42.20	55.04			27.13	33.31	27.13

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. At Salinas schedule time and train orders will apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Graves.....	115.6	28
Molus.....	138.8	26
Monterey Branch		
Lapis.....	114.8	115
Bardin.....	115.4	8
Marina.....	117.3	13
Pratteo.....	122.1	13
Retreat.....	124.3	13

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Elkhorn	Receive	San Jose		Daily
71	Any Station	Discharge		Los Angeles	Daily
37	Elkhorn	Receive	San Jose		Daily

EASTWARD

GUADALUPE SUBDIVISION

WESTWARD 13

Main schedule table with columns for Class (Second, First, Third), Station, Time, and Distance. Includes sub-tables for 'STATIONS' and 'Time Table No. 152 March 26, 1944'.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes and must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99. No. 71 and No. 72 stop at Pismo daily. No. 75 and No. 76 reduce speed at Guadalupe and Surf to 25 MPH to dispatch mail.

ADDITIONAL STATIONS

Table with columns: NAME, Mile Post, Capacity. Lists stations like P Edna, Tiber, Pismo, San Augustine, P Drake, Coromar.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Table with columns: Train, At, Receive or Discharge, To (or beyond), From (or beyond), Frequency. Lists flag stops for trains 71 and 72.

SPECIAL INSTRUCTIONS.



RULE 2. Watch Inspectors:

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

Table listing watch inspectors for various stations: San Francisco (Kline & Logie), Bayshore (Forrest E. Brown), San Mateo (A. E. Benoit), Redwood City (Geo. Peterson), San Jose (A. R. Jolley), Watsonville (A. R. Jolley), Santa Cruz (C. M. Pennell), Salinas (Goodfriend & Traub), Pacific Grove (G. H. Ehmann), King City (W. V. Bolton).

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

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

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars only (other than Lark equipment) with engines counterbalanced for speeds of 75 MPH or over.

Slow boards located to left side of track as follows:

Table showing distances for affecting westward and eastward trains. Columns include distance west of MP and distance east of MP for various stations.

Slow boards located less than three-fourths mile from point of restriction, affecting westward trains:

- MP 8.54.....55 car lengths from point of restriction.
MP 302.4.....58 car lengths from point of restriction.

Affecting eastward trains:
1400 feet east of MP 125 (Monterey Branch)

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Table showing mile post locations for Eastward and Westward directions between San Francisco-Watsonville Jct., King City-San Luis Obispo, and San Luis Obispo-Santa Barbara.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing home signal three-fourths mile beyond the slow board.

Table showing mile post locations for Eastward and Westward directions between San Francisco-Watsonville Jct.

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

RULE 14 (d). As specified below, _____ will be indication that flagman may return from west as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, _____ will be indication that flagman may return from east as prescribed by Rule 99.

Watsonville Jct.—Trains on Santa Cruz Branch.
Redwood Junction, Santa Clara—Trains on Western division.
California Ave.—Trains on Los Altos Branch.
Santa Cruz—Trains on Los Gatos Branch.
Carnadero—Trains on Hollister Branch.
Castroville—Trains on Monterey Branch.
Santa Cruz—Trains on Davenport Branch.
Surf—Trains on Lompoc Branch.

RULE 14 (k). Will apply in C. T. C. Limits.

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

RULES 17 and 17 (C). Mars signal light on engines so equipped must not be used.

RULES S-17 and 19 (A). Will not apply on controlled sidings in C. T. C. System.

RULE 19. Markers must be properly displayed in C. T. C. System. Fig. 7 will not apply on controlled sidings.

RULE 21. Will apply in C.T.C. Limits.

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

RULE 23. 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 S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on page 7.

RULE 82 (A). Crews ordered for No. 35 (Sundays and Holidays), No. 193 and No. 773 may assume these schedules without clearance. Nos. 250 and 74 from Western Division may assume corresponding schedules on Coast Division without clearance. Trains obtaining clearance are not required to obtain clearance at San Jose.

First-class trains to Western Division at Santa Clara must obtain two clearances at San Jose, one endorsed "Coast Division" and one endorsed "Western Division" and receive their train orders applying to Western Division at San Jose.

RULE 83. Identification may be made at San Jose or between San Jose and San Jose Yard, Lick and Coyote—Gilroy and Sargent—Logan and Watsonville Junction—San Luis Obispo and Hadley—West Santa Barbara and Santa Barbara, to be applied at the end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and must comply with Rule 14(k).

Operator San Jose will report arrival and departure of all first class trains at San Jose to operator, San Jose Yard, who will enter same on register and verify same by repeating registration.

Fifteen minutes or more after a westward first class train is registered as having left San Jose, interlocking signal indicating "proceed" at Santa Clara Tower will indicate that such train has left Santa Clara.

RULE 83 (A). At the following stations, only trains indicated will register. Redwood Junction, Soledad. Gilroy, Santa Margarita. Los Gatos, Guadalupe. Salinas. Trains originating and terminating.

Visitacion Tower.....Trains originating and terminating Bayshore.
California Ave.....Scheduled trains via Los Altos and trains originating and terminating.
San Jose Yard.....Trains originating and terminating. Also second and inferior class trains except trains consisting entirely of passenger equipment.
San Jose.....First class trains; also trains consisting entirely of passenger equipment.
Castroville.....Trains on Monterey Branch and trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Visitacion Tower.....Trains originating and terminating Bayshore.
Redwood Junction.....Trains to and from Western Division.
San Jose.....Nos. 71, 69, 75, 35, 37 and 99. Nos. 98, 72, 36, 70, 38 and 76. Also second and inferior class and extra trains consisting entirely of passenger equipment.
Watsonville Junction.....Nos. 35, 36, 98 and 99.
King City.....All trains.

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

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Table showing yard limits between West and East MP for various stations: San Francisco, Redwood Junction, San Jose, Castroville, Salinas, Soledad, King City, Santa Margarita, San Luis Obispo, Guadalupe, Surf, Santa Barbara, Los Gatos, Felton, Santa Cruz, Monterey, Pacific Grove, Lompoc.

RULE 95. Train 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 or San Jose yard.

RULE 97. Extra trains must not run via Los Gatos or Los Altos Branches unless train order so specifies.

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

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTER-LOCKED:

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

RULE 99. Granite Rock Co. will do the switching within switches at Logan; Southern Pacific Co. trains will protect. Pacific Coast Aggregates Co. will do the switching at Lapis; Southern Pacific Co. trains will protect.

Permanente Corporation will do all switching at Permanente, east of east derail; Southern Pacific trains will protect. First-class trains will move with caution between Signal Bridge 466 west of San Jose passenger station and Signal 473 east of San Jose passenger station. Trains or engines standing on either main track between Signal Bridge 466 and Signal 473 need not protect against first-class trains, but will comply with Rule 99 (A).

RULE 99 (C). Will apply on Los Altos, Los Gatos, Hollister, Santa Cruz, Davenport, Monterey and Lompoc-White Hills Branches.

SPECIAL INSTRUCTIONS

MOVEMENT BETWEEN BAYSHORE AND UNION STOCK YARD

When making movements from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel 3 and following instructions will govern:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined 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 by telephone with other member of crew at Newcomb Ave., 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 cross-over can be made, the switches will be lined as follows: First derail, then cross-over switch in eastward main track, then cross-over in westward main track and last switch from main track to stock track. After cross-over movement has been made, line switches in normal position, closing cross-over 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 4 and remain so until the train has passed Signal 31 at the east end of viaduct at Newcomb Ave. Westward indicator will indicate "block occupied" after an eastward train has passed Signal 22 at west end of viaduct and remain so until the train has passed Signal 38, located 500 feet east of east portal of Tunnel 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

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

RULE 103 (A). Between Seventh St. and 17th and Harrison Sts., San Francisco, member of crew of yard engines must protect street crossings when no watchman is on duty.

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

Movements in and out of spur tracks, over crossings, Lincoln Street, Race Street and Moorpark Ave., San Jose and over Eighth and Taylor Streets, on drill track, San Jose (Niles Subdivision), must be protected by member of crew acting as flagman, as wig-wag signals are not connected to drill track.

First Street crossing, Watsonville, is protected by crossing watchman 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 in this vicinity will be left as far as practicable from the street crossing, in order than an open view may obtain.

Movements on tracks other than main track over Walnut, Lincoln and Laurel Streets, Santa Cruz must be protected by member of crew acting as flagman.

Tracks Nos. 2 and 3 and Spur Track No. 4, leading off siding at Ord, crossing State Highway at MP 118.8, MP 118.9 and MP 119.5, no train, engine, motor or car, will move over these crossings, unless brought to a stop at "stop" sign and after crossing signals have operated for a period of not less than 20 seconds, movement may be made across highway. It will not be necessary to manually operate spring derail when moving into Ford Ord. When coming out of Ford Ord it will be necessary to manually operate spring derail which will start crossing signals operating and after signals have operated for a period of not less than 20 seconds, train may proceed across highway. In making forward movement into Ford Ord, trailing the spring derail, care should be used not to make a reverse movement without manually operating spring derail.

Crossover on track No. 2 must be left lined for stub end. Westward movements off tracks Nos. 2 and 3 must have air cut in on all cars.

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 Lee Co.'s spur, Castroville, must not be in excess of 10 MPH over county road unless protected by flagman.

Trains and engines using spur to government tracks, Camp Roberts, crossing Highway No. 101 near station McKay, must stop, and traffic on highway protected by flagman.

RULE 104. THE NORMAL POSITION OF RIGID SWITCHES AT JUNCTIONS, WILL BE AS FOLLOWS:

- San Bruno..... San Bruno Branch, for eastward main track.
California Ave..... Los Altos Branch, for eastward main track.
San Jose..... Los Gatos Branch, for freight lead.
San Jose Yard..... (San Pedro St.) for freight lead.
Lick..... Lick Branch, for eastward main track.
Carnadero..... Hollister Branch, for westward main track.
Watsonville Jct..... Santa Cruz Branch, for west leg of wye.
Castroville..... Monterey Branch, for main track Salinas line.
Spreckels Jct..... Spreckels Branch, for main track Salinas line.
Surf..... Lompoc-White Hills Branch, for main track Surf line.
Vasona Jct..... For Los Gatos-Los Altos line.
Santa Cruz..... Davenport Branch, for Santa Cruz Branch line.
Permanente..... Junction switch for track No. 1.
White Hills Jct..... For Lompoc-Surf line.

Redwood City—Hayes derail on west end of drill track at Jefferson Street has in conjunction therewith an illuminated sign installed on pole 100 feet east of derail, reading, "DERAIL 100 FEET" in lieu of a red light and target account of stand having to be located between drill track and westward main track. This sign is approach lighted on drill track only.

RULE 105. SANTA MARGARITA: Eastward siding located on station side of main track and limits extend as follows: From east crossover MP 234.1 to crossover just west of road crossing west of station. That portion of track between crossover switch, west of station and extreme east switch, will be used by helper engines. Sign placed at MP 234.24 to designate west switch eastward siding and at MP 234.16 to designate east switch Cushing siding.

Westward siding located on opposite side of main track to station.

RULE 107. STATION TRAIN INDICATORS LOCATED AS FOLLOWS:

- San Bruno—Westward track 2000 feet east of station indicates if a train on eastward main track between Linden Ave. and San Bruno Ave.
Broadway—Eastward track 2200 feet west of station indicates if a train on westward main track between 2400 feet east of station and Broadway crossing.
Burlingame—Eastward track 2200 feet west of station indicates if a train on westward main track between Villa Terrace Ave. and station.
San Mateo—Eastward track 2300 feet west of station indicates if a train on westward track between 9th Ave. and First Ave.
Hayward Park—Eastward track 2800 feet west of station indicates if a train on westward track between Signal 195 and station.
Hillsdale—Eastward track 2500 feet west of station indicates if a train on westward track between Signal 209 and station.
Redwood City—Eastward track 2100 feet west of station indicates if a train on westward main track between Chestnut St. and west side of Broadway St.
When passenger trains are standing at Santa Margarita station, trains and engines must not move between station and trains unless the movement be properly safeguarded.

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

- San Francisco located 100 feet west of west portal Tunnel 3, 1740 feet west of Tunnel 4, South San Francisco, San Bruno, Millbrae, Burlingame, Howest, Hayward Park, Belmont, San Carlos, Redwood Jct., Menlo Park, Palo Alto, California Ave., Mountain View, Sunnyvale, Lawrence.
Crossover between Tunnels 3 and 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.
When moving from Carroll Ave. to main track, line switches in following order: No. 3, No. 4, No. 1, No. 2.
From industrial district to eastward main track line switches as follows: No. 5, No. 6.
From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.
Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.
Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.
Movement from east drill track to west drill track, line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.
Movement from drill track, adjacent to westward main track, to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.
After movement is completed switches may be restored to normal position in most convenient manner.

RULE 221. Trains must obtain clearance before leaving:

- Visitation Tower..... Eastward trains originating Bayshore.
Redwood Junction..... Trains from Western Division.
San Jose..... First class trains; also second and inferior class trains and extra trains when consisting entirely of passenger equipment.
San Jose Yard..... Eastward and westward trains except first class and trains consisting entirely of passenger equipment.
Santa Barbara..... Train-order office is located at the freight station.
Los Gatos.....
Santa Cruz.....
Monterey.....
Pacific Grove.....
Lompoc.....
When operator on duty.

Light will not be displayed in train order signals on Santa Cruz Branch at Felton except when train-order operator is on duty.

RULES D-251, D-253 and D-254: Applies to both tracks between San Francisco and San Bruno and between College Park and Santa Clara interlockings.

RULE 281 D—EXCEPTION:

When entering station tracks Nos. 1 to 14 inclusive, Fourth St. Interlocking, San Francisco, dwarf signals displaying indication illustrated by Rule 281 (D) Figs. 6 and 7, movements must be made with caution.

RULE 282—EXCEPTIONS:

Signals without number plate, located at MP 262.18 and 260.42 displaying indication as illustrated by Rule 282, Fig. 1, govern the approach to 10 degree curve three-fourths mile in advance of these signals, require speed to be restricted to 30 MPH for passenger trains, and 25 MPH for all other trains on the 10 degree curve. Signals do not govern movement for balance of the block.

RULE 505. AUTOMATIC BLOCK SYSTEM.

- San Jose—From Signal 467 at Third St. to signal located 50 feet west of spring switch at junction with roundhouse lead or wye not protected by block signals.
Santa Cruz—From station building to Signal 791 not protected by block signals.
California Ave.—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.
After switches have been lined for crossover and Signal 319 indicates "stop", cross-over 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 post 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 post 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 California Ave., from Los Altos Branch.
San Jose—When Signal 467, governing movements from San Jose via Milpitas indicates "stop", train must be stopped clear of San Pedro Street until flagman has preceded train from block signal as required by Rule 509(J) in order to avoid blocking street crossings.
Do not pass Signal 465 in stop position without proceed signal from yardman at The Alameda.
Signal 464 on Signal Bridge 466 will govern entrance to tracks Nos. 1, 2 and 3 from the westward main track. Eastward trains and engines moving against the current of traffic on westward main track must not pass Signal 464 in stop position without signal from yardman at The Alameda.
Signal 466 on Signal Bridge 466, west of The Alameda subway, San Jose, has diverging route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.
Trains and engines encountering Signals 465, 466 and 467 at The Alameda subway in stop position will not pass signals without signal from yardman, green flag by day, green light by night.

SPECIAL INSTRUCTIONS

Before fouling crossover from eastward to westward main track at San Jose Passenger Station, trains and engines moving westward off eastward main track or westward out of coach yard must receive signal, green flag by day, green light by night, from yardman at Alameda subway.

Trains and engines encountering Signals 470 and 473 at Park Ave. subway in stop position will not pass signals without a signal from yardman, green flag by day, green light by night.

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

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

Red—Do not pass indicators.

Yellow—Proceed with caution to Signal 465 at clearance point of westward main track.

Gilroy—End of double track: Westward trains leaving end of double track from eastward main track will be governed by Signal P-805.

Carnadero—In moving from eastward main track to Hollister line, first throw cross-over switch in eastward main track, then other switches as most convenient. From Hollister line to westward main track, first throw derail switch, then junction switch.

Watsonville Jct.—Following will govern freight trains entering Watsonville Jct. yard:

West End: If Signal 984 is in proceed position for diverging route which governs entrance to yard at crossovers Nos. 1 or 2 trains must receive signal from yardman, green flag by day, green light by night before entering yard. If Signal 984 is in stop position, must remain at the signal, until given a proceed signal by yardman, green flag by day, green light by night.

East End: If Signal 1001 is in stop position, after stopping, train may proceed on westward track to highway crossing at yard office, but will not pass that point nor make cross-over movement until proceed signal is received from yardman. If Signal 1001 is in proceed position for diverging route, freight train may proceed on westward track to highway crossing at yard office, but will not move beyond that point nor through crossovers until a proceed signal is received from yardman.

End of double track: Eastward trains leaving end of double track from westward main track will be governed by Signal P-1008.

Signals 1932 and 1943, west and east of Bradley curve, govern the speed approaching the curve, normally indicate "stop", but will clear provided the speed of train does not exceed 40 MPH passing over speed circuits beginning 1500 feet in approach of these signals.

Signal 1949 located 3450 feet in approach of Signal 1943, normal indication as illustrated by Rule 281D, Fig. 1.

Cushing—West End: Westward Home Signal P-2329 at clearance point and located between main track and siding will govern movements on main track. Dwarf light Signal P-2331 at clearance point on siding will govern movement from siding. Westward trains using siding to allow train to pass on main track, must not enter approach circuit, which will be indicated by sign 500 feet from dwarf light Signal P-2331. If two trains in same direction encounter main track Signal P-2329 and dwarf light Signal P-2331 at west end of Cushing at "stop" it will be necessary for member of crew to use push button which is located in release box on Signal P-2329, as follows:

For westward trains, if it is desired that train on main track is to proceed first, use push button 2329 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 2331. After push button has been operated, time element will allow signal to indicate "proceed" after interval of two minutes, provided block is unoccupied. If necessary for train on siding to pass approach circuit, member of crew should immediately push release button 2329 at west end of siding for westward train on main track to avoid delay. If signals involved do not indicate "proceed" Rule 509(F) or 509(J) as the case may be will govern.

Vasona Jct.—The normal position of Signal 532 is "stop" and should indicate "proceed" after switch has been lined for San Jose-Los Gatos line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route. The normal indication of top unit of Signal 533 is "proceed" on the Los Altos-Los Gatos line. Bottom unit is for San Jose-Los Gatos line and will indicate "proceed" or "stop" according to the condition in the block after junction switch has been reversed.

Double switch indicator located at switch-point derail on west leg of wye entering main track on San Jose-Los Gatos line. Wye track switches on Los Altos and Los Gatos branches will be normally lined for main track.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device:

Table with columns: Eastward Signal, Protection, Westward Signal. Lists various signals (P-514 to P-3686) and their corresponding protection devices like spring switches, fire detectors, and slide detectors.

RULE 516. Overlap posts:

Table listing overlap posts: Chittenden, Spreckels Junction, Cushing, Grover, Devon, and their effects on eastward and westward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them.

Table with columns: Location, Normal Position, MPH. Lists spring switch locations like Lick, Coyote, Perry, Morganhill, San Martin, Rucker, Gilroy, Sargent, Ohittenden, Logan, Watsonville Jct., Cushing, Hadley, and West Santa Barbara with their normal positions and speeds.

Spring switches that are not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them.

Table with columns: Location, Normal Position, MPH. Lists spring switch locations like Redwood Jct., San Jose (Freight lead), San Jose (Milpitas "Y" switch), and San Luis Obispo with their normal positions and speeds.

Spring switch Lick equipped with facing point lock. When signal governing westward movement indicates "stop", and permission obtained from signal operator to pass signal, switch must be manually operated before and after movement has been made.

Spring switches at Coyote, Gilroy, Sargent, Logan, Watsonville Jct., Hadley and West Santa Barbara are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations, indicates "stop", switch must be manually operated before and after movement has been made.

When switch is manually operated, before movement is made, to insure conductor and enginemen, after movement has been made, that switch is again manually operated, member of train or engine crew must remain at switch until movement completed, to line switch to normal position.

Spring switch derails at Permanente located in spur 200 feet west of interchange yard and in west end of No. 1 interchange track, are normally set to derail descending-grade movements. Eastward or ascending-grade movements may trail through these switches; they must be manually operated for westward or descending-grade movements.

Spring switch derails (3) at Ord located on spur tracks Nos. 2, 3 and 4, are normally set to derail leaving Fort Ord tracks. It will not be necessary to manually operate spring derail when moving into Fort Ord. When moving out of Fort Ord, it will be necessary to manually operate spring switch derail. In making forward movements into Fort Ord, trailing the spring switch derail, care should be used not to make a reverse movement without manually operating spring derail.

RULE 605. INTERLOCKING

o ——— sounds of whistle is signal for Coast Division main track.

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

When interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o ——— o o, for information of signal operator.

FOURTH STREET—San Francisco

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

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

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

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

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

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located at interlocking Signal 22L on westward main track between Tunnels 1 and 2 at 23rd Street. Trains and engines being delayed by "stop" indication will communicate with signal operator Potrero Tower.

Whistle signals governing routes as follows:

- For Mission Bay yard, o ———
For Roundhouse, o o o ——— o.
For Track No. 2, o ——— o o o.
For Track No. 3, o ——— o o.
For track adjacent and parallel to eastward main track, o o ——— o o.

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

- For outbound yard, o o o
For inbound yard, o o o
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station building.
For Government Hold Yard, o o o

One long blast of air whistle on tower requires that trains and engines within limits of interlocking must stop.

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

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

BAYSHORE

Limits extend from signal 150 feet west of west portal Tunnel 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:

- For outbound yard, o o o
For inbound yard, o o o
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station...
For car repair yard, o o o
For drill Track No. 1, o o o
For drill Track No. 2, o o o
For lead No. 3, o o o
For Garbage spur o o o
For Government Hold yard o o o

Telephones located as follows:

Interlocking Signal No. 1 on westward main track 1850 feet east of east portal Tunnel 4. Interlocking Signal No. 24 on eastward main track 150 feet west of west portal Tunnel 4. Trains and engines delayed by "stop" indication by these signals will communicate with signal operator Bayshore Tower, and be governed by Rule 663(b).

One long blast of siren on tower requires that trains and engines within limits of interlocking must stop.

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

- For Mission Bay yard, o o o
For Track No. 2, o o o
For Track No. 3, o o o

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

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

VISITACION TOWER

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

Whistle signals governing routes as follows:

- For inbound track o o o
For Tunnel 5, spur, o o o
For outbound track, o o o

NINTH and DIVISION STREETS—San Francisco

Limits of 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, o o o
For Upper Stone yard, o o o
For Lower Stone yard, o o o
Portland Cement Co.'s track o o o
For Dunham, Carrigan and Hayden spur, o o o
For old eastward track, o o o

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, o o o
To Western Division westward, o o o
Movement against current of traffic, o o o
For siding, o o o
For drill track westward, o o o
For Harbor spur, o o o
For Pratt-Lowe Co.'s spur, o o o

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 on tower requires that all trains and engines within the limits of the interlocking must stop.

Whistle signals govern routes as follows:

- For Newark line, o o o
For Yard, o o o
Yard to roundhouse, o o o
Yard to San Jose passenger station, o o o
Yard to Santa Clara drill track, o o o
Yard to drill track, o o o
Yard to old team track, o o o

COLLEGE PARK

Limits extend from Signal Bridge 455 to 466 inclusive on eastward and westward main tracks; from Signal Bridge 466 to signal bridge located just west of spring switch at junction of Milpitas line and roundhouse lead; and from dwarf signal located 800 feet east of Newhall Street to Signal Bridge 465 on freight lead.

Tracks between San Jose 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 20 MPH.

Derails on tracks Nos. 404, 411, 412, 416, 515 and E. B. Pray Co., spur, 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 unhook 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.

Crossover between track 51 and drill track at Stockton St., equipped with electric switch lock, permission must be obtained from signal operator. Telephone in box on post 60 feet west of west end of crossover. Release of electric lock will be authority to proceed.

The main track switch and derail leading to round house opposite roundhouse office and all cross-over switches are power operated. Interlocking signals govern the movement only to the derail and not to the fouling point of track 51. The switch at west end of wye is a 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 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.
For track 51 to train yard, o o o
For San Jose freight yard, o o o
For Freight Lead, o o o
For Santa Clara, drill track, o o o
For roundhouse, o o o
For Milpitas line, o o o

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-LICK

Limits extend from dwarf signals on eastward and westward main tracks 1500 feet west of end of double track San Jose to light signal 700 feet east of end of double track Lick on westward track, and to light signal 500 feet east of end of double track Lick on eastward track.

On Lick Branch, to dwarf signal at clearance point. On freight lead from signal bridge 464 to junction with eastward main track 1250 feet west of end of double track.

On Los Gatos Branch, from junction with freight lead to westward signal opposite signal 474.

Movements within these limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic, or semi-automatic.

When automatic block signals indicate "stop" Rule 509, 509(F) or 509(J) as the case may be, as applied to single track will govern.

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

From Los Gatos Branch, movement governed by westward interlocking Signal 11-W located 30 feet east of crossover between freight lead and Los Gatos Branch. Upper unit governs to westward main track and station tracks. Lower unit governs to freight lead. When both units indicate "stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and if crossover switches are lined normally, and the track is seen to be clear to westward automatic Signal 474.5 located at clearance point 250 feet west of Signal 11-W, proceed without authority from signal operator at San Jose station.

A westward dwarf interlocking signal located opposite Signal 471 at Park Avenue Subway. Signal will be normally dark until lineup is made. Westward movement from Los Gatos Branch to freight lead must first be authorized by signal operator. Crossover switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, crossover switches lined, and if interlocking signal indicates "proceed," movement may be made.

Movement to Los Gatos Branch from eastward main track governed by lower unit Signal 470 located east of station, and from freight lead governed by lower unit of signal located 400 feet west of junction switch.

Eastward dwarf Signal 474.5 on seven-foot mast will display RED or GREEN aspect.

RED—Stop. To enter block comply with Rule 509(F).

GREEN—Proceed to next Signal 474.

Signal 485 on San Jose Canning Co. spur at MP 48.5 governs movement to main track. Derail or main track switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "block clear."

Switch at end of double track is power operated over which speed is restricted to 30 MPH in either direction for trains operating through turnout.

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

Telephones located closely adjacent to signals involved. If delayed, consult signal operator.

SAN JOSE-LICK LINE—(Western Pacific R. R. Crossing)

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

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

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

Instructions for handling electric lock and time release posted at crossing.

SPECIAL INSTRUCTIONS

SAN JOSE-LOS GATOS LINE—(Western Pacific R. R. Crossing)

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

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

Speed on main track must not exceed 30 MPH through limits of plant.

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

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

Instructions for handling electric lock and time release posted at crossing.

TAKE-SIDING INDICATORS

RULES 705, 706, 707, 708 and 709.

Coyote—Take-siding indicators located on Signal 643 east of Coyote. When letter "M" is displayed it will authorize westward trains to continue on main track to end of double track at Lick, irrespective of superiority. When letter "S" is displayed trains will take siding on center siding Coyote. Indicator located on Signal 621 at west end of center siding, when letter "M" is displayed, it will authorize trains to enter and continue on westward main track to end of double track at Lick, irrespective of superiority.

King City—Take-siding indicators located on distant Signals 1612 and 1657, west and east of King City. When letter "M" is displayed in indicator on Signal 1612 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 1657 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.

When Signal 1657 displays signal indication as per Rule 281D—Fig. 1, proceed prepared to stop at next home signal with letter "S" displayed and Signal 1641 displays signal indication in accordance with Rule 290—Fig. 2—Stop, Rule 509(a) will govern.

Cushing-Santa Margarita—Take-siding indicators located on Signal 2328 at west switch of Cushing. When letter "M" is displayed it will authorize eastward trains to continue on main track to the beginning of the C. T. C. at absolute Signal 38R Santa Margarita, irrespective of superiority. When letter "S" is displayed trains will take siding on eastward siding Santa Margarita at west switch at crossover Signal 2342.

RULE 760. CENTRALIZED TRAFFIC CONTROL

C. T. C. System between Santa Margarita and San Luis Obispo:

Limits extend from eastward absolute signal located 150 feet west of west switch of westward siding at Santa Margarita to westward absolute signals located at clearance point at end of double track San Luis Obispo.

Eastward absolute signal at west end of double track San Luis Obispo is semi-automatic and governs beyond the limits of the C. T. C. System to automatic Signal 2522.

Lower unit in absolute signal 2518SA governs eastward movement on westward main track only to sign C. T. C. LIMIT at clearance point. When this signal indicates "Proceed on Diverging Route", eastward trains and engines must not pass the signal until oral understanding has been had with yardmaster or his representative that protection has been provided; except, proceed signal, green flag by day, green light by night, may be accepted as authority to move from C. T. C. limit to the first switch leading to yard tracks only.

Westward absolute signal at east switch westward siding Santa Margarita governs westward trains. Top unit governs movement on main track. Lower unit governs the movement to siding and governs only to clearance point on siding.

Westward siding is not a controlled siding. The east switch is equipped with a dual control switch machine and is under the control of Train Dispatcher. Before fouling this siding trains and engines, other than westward trains headed in at east switch by Train Dispatcher, must secure permission to use westward siding from Train Dispatcher who will designate time limit.

Where electric switch locks are installed, first secure permission from Dispatcher, unlock electric lock control box and open door. If semaphore indicator in lock control box indicates "clear" unlock switch by moving lock lever from right to left position, then line inside switch of crossover. If dwarf light signal does not indicate "proceed" or "proceed prepared to stop at next home signal" train may proceed in accordance with Rule 509, 509(F) or 509(J) as case may be as applied to single track. After train has entered main track, it will be necessary to restore switches to normal and move electric switch lock lever to normal position. Close electric lock box door and lock with switch lock.

Instructions for handling electric switch lock are posted inside electric lock control box at each lock.

Following absolute signals are equipped with "call-on" signals: Eastward absolute signal at west switch of westward siding, Santa Margarita.

Eastward absolute signal just east of east switch of engine track, Santa Margarita.

Westward absolute signal just east of east switch of engine track, Santa Margarita.

Westward absolute signal at east switch of westward siding, Santa Margarita.

Eastward absolute signal 2518SA at San Luis Obispo.

"Call-on" signals are under control of Train Dispatcher and will display a flashing yellow light only when train or engine is standing within 50 feet in advance of the signal. When "call-on" signal displays a flashing yellow light, it confers authority to pass that absolute signal indicating "stop" and move with caution to couple onto train, when such movement is made, trains or engines must not pass the absolute signal indicating "stop" until it is known that any approaching train or engine has stopped and hand or lamp signal to proceed is received from member of such train or engine.

Telephones are located adjacent to all absolute signals, and all automatic dwarf signals governing movements to main track.

RULE 763. Train indicators and signals must be displayed through C. T. C. Limits.

RULE 776 (a). When necessary to send flagman through tunnel 6 at Cuesta train must wait until flagman calls on telephone from opposite end of tunnel. Phones are located at Thyle near east portal of tunnel 6 and at Cuesta at east switch of siding.

RULE 825. When cars are left on grade not protected with derails they must be chained to rail.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

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.

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

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

RULE 852. Eight mm and sixteen mm moving picture films are now classed by the Bureau of Explosives as "non-inflammable" and are excluded from provisions of Rule 852.

Thirty-five mm motion picture films which are on a nitrate base and considered "inflammable" must not be carried in cars occupied by passengers.

TRAIN INSPECTION

Freight trains on descending grade will stop 10 minutes between switches at Serrano to permit heat of wheels to equalize, except when additional stop will be avoided this inspection can be made at Chorro.

With above exception maximum distance freight trains may run without stopping for inspection is 55 miles except when conditions are favorable and in judgment of conductor and engineer it is safe to do so, may run in either direction between Surf and Santa Barbara, San Luis Obispo and Concepcion, Santa Margarita and King City and King City and Watsonville Jet. without stopping for inspection.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES
FREIGHT TRAINS

RULE 24. Rear end test on freight trains must be made immediately prior to leaving:

Location

Santa Margarita Eastward freight trains.

Permanente (Interchange tracks) All freight trains.

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

RULE 33. One operative retainer for the amount of M's shown below must be turned up:

120 M's per Operative Brake	}	Eastward from summit in Tunnel 6 between Cuesta and Thyle to west switch Hathaway.
		Westward from summit in Tunnel 6 to Santa Margarita.
		Westward from Olympia to MP 127.6 and from Rincon to MP 121.8.
		Permanente (Interchange tracks) to Simla. Goldtree and Camp San Luis Obispo.
		All Between White Hills and White Hills Jet.

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

Eastward freight trains reduce speed to 10 MPH 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 end cars will be left in retaining position into San Luis Obispo where all retainers must be turned down.

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 MPH approaching West Santa Barbara to enable trainmen to turn up retainers.

The tonnage of freight trains between San Luis Obispo and Santa Margarita; between Goldtree and Camp San Luis Obispo; between Olympia and Santa Cruz and between Permanente interchange tracks and Simla must not exceed 120 M's per operative brake.

PASSENGER TRAINS

RULE 35. Car inspectors at San Francisco will furnish passenger conductors and engineers a written check of the number, type, percentage of graduated release, and condition of air brake equipment in their trains. Conductors will give this information to road and helper engines coupled to their trains enroute, delivering a written check to relieving conductors.

Car inspectors at San Jose will furnish same information for trains to and from Western Division and Western Pacific.

RULE 36. San Luis Obispo and Santa Barbara:

When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, during the hours that carmen are not on duty rear-end air brake test will be made as follows:

On a passenger train after brake pipe has been charged to standard pressure, the engineer will apply the brakes with a ten pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainmen will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

Exception: At Santa Barbara, engineers will use hand instead of steam whistle, signals. Trainmen will place themselves in position to relay signals to the best advantage.

RULE 39. Running test on passenger trains must be made at:

Location	
San Francisco	After rear of train has passed Fourth St., except trains of over 8 cars must straighten out on Seventh St. before test is made. } Eastward trains
San Jose	After rear of train has passed over spring switch from freight lead. } Eastward trains
Tunnel 6 between Cuesta and Thyle immediately after passing summit.	} All trains

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

RULES 40, 41 and 42. When making a station or other ordinary stop with a passenger train of any length up to 25 cars, close locomotive throttle to drifting position and make an initial reduction of 6 pounds. This may be increased by additional reductions as required. When speed has been reduced to approximately 10 MPH, close locomotive throttle and place automatic brake valve handle in release position (for example, 6 seconds for 15 cars and 10 seconds with 20 cars or more) and recharge the system. Return brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. Complete the stop with moderate brake pipe reductions totaling not more than 8 lbs., allowing engine brakes to apply with the train brakes, and hold all brakes applied until the train stops.

For spot stops, as for fuel or water, proceed as outlined in first part of this rule. When the speed has been reduced to approximately 10 MPH, close the locomotive throttle, place the automatic brake valve handle in release position and recharge the system. Return the automatic brake valve handle to running position, retaining not to exceed 10 lbs. of driver brake cylinder pressure. The stop may be completed with the independent brake valve, using the required locomotive brake cylinder pressure and avoiding slack action due to rapid increase or decrease of engine brake cylinder pressures.

On heavy ascending grades the train may be pulled to a stop without the use of brakes.

Passenger trains of more than 25 cars must be handled under freight train rules.

RULE 46. Retainers will be used as follows:

Eastward from summit in Tunnel 6 to west switch Hathaway when more than four head-end cars, on which retainers are not accessible while running, stop will be made at Serrano, where such retainers must be turned up, unless an operating stop is made at Hathaway, the inaccessible re-

tainers will be allowed to operate into San Luis Obispo where all retainers must be turned down. 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 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, where such retainers must be turned up.

Westward from summit in Tunnel 6 to east switch Santa Margarita. Use all accessible retainers.

Between Goldtree and Camp San Luis Obispo, over 5 cars, one retainer for each two cars, to be turned up from head end of train.

Olympia to MP 127.6 and Rincon to MP 121.8, 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.

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

MISCELLANEOUS

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

When freight trains are double-headed with two engines, they must be detached to take water.

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

Locomotives take only sufficient water at Guadalupe to make San Luis Obispo or Surf.

Locomotives take water at Salinas, Chualar or Soledad in preference to King City.

4. In helper service.

No helper engine will be placed behind wooden underframe cars.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

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

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

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). Pushing trains out of yards.

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

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

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

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

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and cabooses.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

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 of light rail and sharp curvature, 3200 series and heavier engines must not be operated over following tracks:

PAGE	RESTRICTED TRACKS
2,3,4,5,6	Millbrae..... Dairy and pottery spurs. Broadway..... Oil spur. Burlingame..... Cahalan spur. Howest..... San Mateo Feed & Fuel and H. E. Casey spurs. San Mateo..... Wisnom spur, P.G. & E. spur. Hayward Park..... Salt spur. Romac..... Spur. San Carlos..... Industry spur on bay side of main track, house track west of freight shed.
	Redwood City..... Corral track, team track, Pratt-Low, Cullen spurs; Redwood Harbor track spurs; all spurs off Dumbarton line.
	Menlo Park..... Peninsular Bldg. Matl. Co. spur and wood spur, house track west of freight shed.
	Palo Alto..... All spurs leading off drill track.
	Mountain View..... Minton, Shell Oil and beet spurs.
	Sunnyvale..... All spurs off both drill tracks, except Schuckl and Berry Growers spurs.
	Santa Clara..... All industry spurs.
8-9	San Jose..... All industry spurs. Lick..... Corral track.
	Morganhill..... Standard Oil and dried fruit spurs.
10-11	Lonoke..... Spur. Castroville..... All industry and spur tracks.
	Salinas..... Leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing; all industry spurs.
12	Gonzales..... Gibson spur. MP 199.6..... Spur serving East Garrison Bradley Camp.
	Thyle..... Spur. East end Tunnel 9..... Spur.
12, 13	Hathaway..... Shell Oil, Standard Oil, and Richfield Oil spurs.
13	San Luis Obispo..... Vegetable spur, and west end of team track.
	Casmite..... Spur, engines must not operate beyond spot one on loading rack.
	Surf..... Short leg of wye.
	MP 300.45..... Work track can be used to clearance point only.
	Jalama..... Spur.
	Goleta..... Walnut spur.
10	MONTEREY BRANCH Castroville..... Water track, may use 600 feet on west end only. Nashua..... Siding. Laps..... Bay Development Co. spur. Seaside..... Siding. Retreat..... Spur. Del Monte..... Hotel spur. Monterey..... House and team tracks; corral track, San Carlos Canning Co. spur, F. Mimmick warehouse spurs.

12. GS class engines entering stub-end tracks in passenger station San Francisco must stop fifty feet from bulkhead or bumping post. Engines, other than MT and GS class, equipped with pilot plows are prohibited over tracks adjacent to station platform at San Jose and San Francisco.

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

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

21. Western Division westward main track between Middlefield road crossing and home interlocking signal, located just east of Redwood Junction tower, will accommodate a train of approximately 39 cars, without interference with movements within the interlocking limits. Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield road crossing only when distant Signal D-269 is found to be in proceed position. If delayed stop to clear Bestos Spur.

23. Not more than two light engines will be coupled for any road movement.

29. Trainmen and enginemen operating over any portion of Government tracks listed below will be governed by Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules, Time Table Bulletins and Special Instructions:

- Camp Cooke—Wye connection leading from siding at Tangair to end of line.
- Camp San Luis Obispo—Wye connections leading from siding at Goldtree to end of line.
- Camp Roberts—Connection leading from tracks at McKay to end of line.
- Fort Ord—Connections leading from siding at Ord.
- Gigling—Balloon track and spurs to unloading ramps.

SPECIAL INSTRUCTIONS

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

Page No.	TERRITORY	PASSENGER	FREIGHT	Engines and Motors Backing	Switch Engines S-SE Class	LIGHT ENGINES RUNNING FORWARD
		Maximum	Freight and Mixed Maximum			Maximum
7	San Bruno Branch.....	..	15	12	15	15
7	California Ave.—Vasona Jct...	35	30	20	20	30
7	San Jose—Vasona Jct.....	40	30	20	20	30
7	Vasona Jct.—Los Gatos.....	30	18	15	20	25
7	Santa Cruz—MP 122.5.....	20	20	15	20	20
7	MP 122.5—MP 126.5.....	15	15	10	15	15
7	MP 126.5—Olympia.....	25	18	15	20	20
7	Davenport—Santa Cruz.....	20	20	20	20	20
7	Santa Cruz—Watsonville Jct. {	30 Tangent	25	15	20	25
		25 Curves				
8	Lick—Alamitos.....	..	10	..	10	..
8	Carnadero—Hollister.....	30	25	15	20	30
10	Castroville—Monterey.....	30	20	15	20	30
10	Monterey—Pacific Grove.....	25	20	15	20	20
10	Pacific Grove—Asilomar.....	15	15	10	15	15
10	Spreckels Jct.—Spreckels.....	..	15	10	15	15
12	Surf—Lompoc.....	20	20	15	20	20
12	Lompoc—White Hills.....	15	15	10	10	10

Page	Class Engine	Territory	MPH
7	Mt, F-1, Mk	California Ave.—Vasona Jct.....	15
		San Jose—Los Gatos.....	15
7	P-1-3-4-5	San Jose—Los Gatos, except.....	35
		San Jose—MP 47.38.....	10
		MP 53.28—MP 52.67.....	25
		MP 52.67—Los Gatos.....	30
		California Ave.—Vasona Jct., except.....	35
		MP 47.61—MP 48.06.....	25
10	F-1, Mk, P, Mt, GS	Castroville—Monterey.....	{Tangent 30
			{Curves 20
10	P-1-3-5-6	Monterey—Pacific Grove where slow boards restrict to 25-20.....	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS: With Caution, Not Exceeding MPH

Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:.....	10
San Jose Freight lead.....	20
Moffett Field Spur.....	10
Spreckels Spur.....	10
Goldtree to Camp San Luis Obispo.....	10
Tangair to Camp Cooke.....	15
Tangair Wye.....	10
Camp Cooke, Balloon Track.....	15
Permanente Spur.....	15
Gigling, Balloon Track.....	15
Tanforan Wye.....	10
California Ave. Wye.....	10
Vasona Jct. Wye.....	10
San Jose Wye.....	10
Watsonville Jct. Wye.....	5
Castroville Wye.....	5
Spreckels Jct. Wye.....	5
Elsa Wye.....	5
Santa Margarita Wye.....	10
Goldtree Wye.....	10
San Luis Obispo Wye.....	5
Devon Wye.....	5
Surf Wye.....	10
Santa Cruz Wye.....	5
Davenport Wye.....	5
Entering, leaving and passing through sidings in C. T. C. territory: All trains and light engines running forward..	15
Engines backing.....	10

SPEED OF TRAINS THROUGH CITY LIMITS

Pages	LOCATION	MPH
2, 3, 4, 5, 6	Burlingame trains 114, 98, 122 and 36 (over crossings Oak Grove Ave. to Peninsula Ave., incl.).....	30
2, 3, 4, 5, 6	Redwood City.....	45
2, 3, 4, 5, 6, 7, 8	San Jose, unprotected grade crossings Stockton Ave. and Emery St., 10:00 P.M. to 6:00 A.M.....	12
7	Santa Cruz.....	20
7	Watsonville.....	20
8, 9	Gilroy.....	35
8	Hollister.....	15
10, 11	From westerly line of Main St. to easterly city limits Salinas.....	25
13	Santa Barbara (over all grade crossings).....	20

At Burlingame, Gilroy and Salinas speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT:

PAGE	DESCRIPTION	MPH
2-3-4	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
	On tangent main tracks.....	35
	except SPMW 4044.....	25
5-6	On tangent branch tracks.....	25
All	On all curves .5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
2-3-4	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
	On tangent main tracks.....	20
All	On curves and on branch tracks.....	15
2-3-4	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
	On tangent main tracks.....	25
All	On curves and on branch tracks.....	15
2-3-4	Trains handling steel pile-drivers may make maximum freight train speed:	
	On tangent main tracks.....	35
5-6	On tangent branch tracks.....	25
All	On all curves .5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlocking plants with caution.	

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

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employees are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars passing these points, and that they must protect themselves from injury. Bulletins may be issued from time to time referring to impaired clearances not listed below.

MP	EAST OF	WEST OF	DESCRIPTION
.0	San Francisco..	Sixth Street.....	Interlocking tower
.0	"	Fourth Street.....	Station umbrella sheds
0.0-1.3	"	West Portal Tunnel..	Side dwarf interlocking signals.
1.0	"	9th and Division St. Tower.....	Side dwarf interlocking signals.
1.3	"	Bayshore.....	Mariposa St. Bridge
1.3	"	"	A.T. & S.F.Ry. Crossing
1.5	"	"	Tunnel 1
1.7	"	"	22nd Street Crossing
1.9	"	"	23rd Street Crossing
2.0	"	"	Tunnel 2
3.1	"	"	Oakdale Avenue
3.4	"	"	Tunnel 3
4.2	"	"	Paul Ave.
4.6	"	"	Tunnel 4
7.7	Bayshore.....	South San Francisco..	" 5
20.7	Palo Alto.....	"	San Francisquito Creek Bridge
46.9	San Jose.....	Passenger Station.....	Station Umbrella Sheds
155.1	Metz.....	Coburn.....	Tunnel 5 1/2
182.9	"	At San Ardo, siding..	East water tank spout
200.0	Bradley.....	Nacimiento.....	Government building
200.6	Bradley.....	Nacimiento.....	Salinas River Bridge
207.0	"	At San Miguel, main track and siding...	Water tank spout
222.0	Templeton.....	Asuncion.....	Road Crossing
239.6	Cuesta.....	Thyle.....	Tunnel 6
240.2	Thyle.....	Serrano.....	" 7
240.6	"	"	" 8
240.9	"	"	" 9
241.7	"	"	" 10
245.8	Serrano.....	Chorro.....	" 11
251.1	Hathaway.....	San Luis Obispo.....	Road Crossing
251.2	"	"	"
251.8	"	"	"
261.4	Tiber.....	Pismo.....	Villa Creek, 2nd Crossing
262.7	"	"	Villa Creek, 3rd Crossing
266.4	Oceano.....	Callender.....	Arroyo Grande River Bridge
265.9	"	At Oceano, main track	West water tank tub
270.5	Guadalupe.....	Waldorf.....	Road Crossing
318.3	Sudden.....	Jalama.....	Tunnel 12
339.4	"	Gaviota, main track..	Water tank floor beams
358.2	Naples.....	Elwood.....	Road Crossing

SAN BRUNO BRANCH
5.3 | | At Elkton, Ocean Ave. | Trolley wires

SOUTH SAN FRANCISCO BELT RY.
South San Francisco .. Stock runway

SAN JOSE—LOS GATOS
51.0 | | Campbell..... | When cars on siding

OLYMPIA—WATSONVILLE JUNCTION
126.0 | Felton..... | Big Trees..... | Redwood tree (side clearance)
126.3 | Big Trees..... | Rincon..... | San Lorenzo River Bridge
125.6 | "..... | "..... | Tunnel 5
121.5 | Eblis..... | Park Street..... | " 6
119.7 | Santa Cruz..... | Seabright..... | San Lorenzo River Bridge

CASTROVILLE—PACIFIC GROVE
113.5 | Nashua..... | Neponset..... | Salinas River Bridge

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

NOMINAL CLASS	ENGINE NUMBERS	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo & Santa Barbara Surf to M. P. 304.3	California Ave. to Los Gatos San Jose to Los Gatos	Los Gatos to California Ave.	Simla to Permanente	Watsonville Jct. & Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Santa Cruz to Olympia	Gilroy and Hollister	Monterey and Pacific Grove	Ord to Castroville Ord to Monterey	Castroville to Ord Monterey to Ord	M. P. 304.3 and Lompoc	Lompoc to White Hills				
DES-1,2,3,4,5,6,7 DES-100 to 107 E-23 M-4 M-6, 8 M-9, 10, 11 M-11	1000 to 1022..... 1300 to 1395..... 1500 and 1502..... 1617 to 1713..... 1721 to 1803, 1823 to 1825..... 1804 to 1822, 1826 to 1831 and 1836..... 1832 to 1835.....	1550 2450 2300 2950 3650 3850 3950	4400 5500 5100 6500 7500 8000 8600	1350 2200 2000 2550 3150 3350 3450	400 700 560 780 990 1050 1050	400 700 490 700 890 950 970	1000 1600 1300 1750 2150 2250 2300	..... ..... ..... 1850 2200 2300 2500	..... ..... ..... 2400 2850 3000 3250	..... ..... ..... 630 720 820 900	..... ..... ..... 1200 1450 1550 1650	..... ..... ..... 1400 1650 3000 3350	..... ..... ..... 1400 1650 3150 1900	..... ..... ..... 2550 3000 3150 3350	..... ..... ..... 610 740 790 860	..... ..... ..... 3450 4050 4250 4550	..... ..... ..... 1150 1550 1850 2100	..... ..... ..... 3450 4050 4250 4550	..... ..... ..... 1550 1850 1950 2100	..... ..... ..... 1550 1850 1950 2100	..... ..... ..... 2000 2350 2500 2600	..... ..... ..... 490 600 650 680	...................................	...................................
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271..... 2161, 2174 and 2178..... 2301 to 2310..... 2283 to 2299..... 2311 to 2362..... 2363 to 2384..... 2103..... 2105 and 2106..... 2385 and 2386.....	2600 1850 3750 3300 4200 4300 2800 3750 3400	5700 4100 8200 7200 9000 9000 6100 8200 7400	2250 1600 3250 2850 3650 3750 2400 3250 2950	680 460 1000 850 1150 1150 760 1000 910	610 410 900 760 1050 1050 680 910 820	1500 1050 2200 1900 2500 2550 1650 2200 2000	1650 1150 2350 2050 2600 2650 1750 2350 2150	2150 1500 3100 2700 3400 3450 2300 3100 2800	560 370 830 700 930 950 630 840 760	1100 760 1550 1350 1750 *1800 1200 1600 1400	1200 860 1800 1550 1950 *2000 1350 1800 1600	2200 1550 3200 2800 3500 *3600 2350 3200 2900	540 350 800 650 890 *910 610 800 730	3000 2150 4300 3800 4750 4850 3200 4350 3900	1350 970 2000 1700 2200 2250 1500 2000 1800	3000 2150 4300 3800 4750 4850 3200 4350 3900	1350 970 2000 1700 2200 2250 1500 2000 1800	1700 1200 2450 2150 2750 2800 1850 2450 2250	420 260 620 520 700 720 480 630 570	.............................................	.............................................	.............................................	.............................................
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	{2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423, 2425 to 2435..... 2437 to 2452, 2459 and 2460..... 2400, 2403 to 2407 and 2415..... 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436..... 2453, 2454 and 2458..... 2476 and 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3100 to 3109..... 3120 to 3129.....}	3500 3550 4000 4300 4350 4600 4800 3700 5050	7000 7800 8000 9000 9000 10000 10000 7000 10000	3050 3100 3450 3750 3800 4000 4150 3200 4400	860 890 1000 1100 1150 1200 1250 900 1250	770 790 860 970 1050 1050 1150 800 1150	2000 2050 2400 2500 2550 2650 2900 2100 2900	1950 2200 2150	2600 2900 2850	690 720 760	1350 1450 1500	1550 1650 1700	2850 3000 3150	660 690 730	1700 1850 1900 2200 4850 5150 5350 5650 4200 5650	3700 4100 4250 4850 5150 5350 5650 4200 5650	1700 1850 1900 2200 2350 2400 2550 1900 2550	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... .....
C-5,8,9,10,26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469..... 2500, 2505 to 2507..... 2510 and 2511..... 3400 to 3409..... 3410 to 3426..... 2900 to 2913..... 2932 to 2952..... 2926 to 2931 and 2957..... 2914 to 2923.....	4600 2900 3600 4200 4350 3500 2800 2650 3900	10000 6300 7800 9100 9500 7500 6100 5800 9000	3950 2550 3150 3650 3800 3050 2400 2300 3200	1300 800 1000 1150 1200 950 740 690 1050	1150 720 920 1050 1050 850 670 620 950	2700 1700 2150 2500 2600 2050 1650 1550 2250	2900 1850 2300 2650 2750 2200 1750 1650 2450	3750 2400 2950 3450 3600 2900 2300 2150 3200	1040 660 850 980 1000 800 620 570 890	1950 1250 1550 1800 1850 1350 1150 1100 1650	2200 1400 1750 2000 2100 2900 1300 1250 1900	3900 2500 3050 3550 3700 3000 2350 2250 3350	1000 640 820 940 970 760 590 550 850	5250 3350 4150 4800 5000 4000 3200 3050 4450	2450 1550 1950 2250 2350 1850 1450 1400 2050	5250 3350 4150 4800 5000 4000 3200 3050 4450	2450 1550 1950 2250 2350 1850 1450 1400 2050	3000 1900 2400 2800 2900 2300 1850 1750 2550	780 510 660 750 770 600 460 430 660	..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... .....
A-3 A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029..... 3025, 3036, 3052 and 3057..... 3000 to 3003..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297 and 3298.....	2800 2900 3250 5400 5850 6350 4900 4700	5500 6000 7200 10000 12000 12000 10600 10200	2400 2500 2800 4650 5150 5550 4250 4100	630 630 800 1500 1600 1750 1350 1300	550 550 710 1350 1450 1600 1300 1200	1550 1700 1850 3200 3500 3750 2900 2800	..... ..... ..... 3200 3550 3900 3100 3000	..... ..... ..... 4250 4650 5150 4050 3900	..... ..... ..... 1110 1260 1450 1150 1100	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652..... 3653 to 3667..... 3668 to 3769..... 3900 to 3911..... 3930 and 3931..... 4000 to 4048..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	6700 7600 8000 7550 8750 9150 11900 12500	12000 12000 12000 14000 16000 16000 16000 17000	5800 6600 7000 6600 7650 8000 10400 11000	1900 2100 2350 2050 2400 2550 3150 3300	1700 1900 1900 1850 2200 2300 2950 3100	3900 4500 4750 4450 5200 5450 6900 7300	4050	5400	1500...................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................	........................................
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4390..... 4400 to 4415..... 4416 to 4469..... 5000 to 5048.....	6600 6650 7000 7200 8000	12000 12000 12000 12000 12000	5750 5800 6100 6300 7900	1700 1800 1750 1800 2600	1500 1600 1550 1600 2100	4000 3900 4200 4350 5300	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....
Allowance for Empty and Underloaded Cars	Less than 45 M's..... 45 M's to 55 M's..... More than 55 M's.....	6 3 0	6 3 0	6 3 0	3 3 0	3 3 0	6 3 0	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....	..... ..... .....

*Exception: Eng. 2371 not permitted on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
—68 ft.	127,610			
—70 ft.	122,620			
—70 ft. (With Auto. End Door)	125,800			
—(Dynamo)	98,730			
Baggage & Mail—60 ft.	103,620			
—68 ft.	124,760			
—70 ft.	129,140			
Passenger	108,875	103,590		
Express Refr.—N. P. Ry.	74,000	112,640		
—A. R. E. No. 40-154	78,000			
— " " " 153-224	89,000			
— " " " 500-506	110,000			
— " " " 1101-1175	85,000			
— P. F. E. 500-799	83,000			
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
—60 ft.	105,120			
Assembly (ACI)		108,950	168,950	
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
(ACW) Cars 107-128			182,800	182,800
(ACW) Cars 140-141-99			195,040	195,040
Chair—60 ft.	100,620	138,000	132,000	
—72 ft.		165,000	157,800	
—72 ft. (ACW)		158,700	158,700	
—Streamline—Single		108,900	104,500	
— " —Art.		181,400	172,600	
—74 ft.		180,915	173,125	
—74 ft. (ACW)		186,000	181,600	
Coaches—60 ft.	98,130	136,100	130,100	
—70 ft.	137,640	157,800	151,000	
—70 ft. (ACW)	137,640	151,000	151,000	
—72 ft.		164,500	167,400	
—72 ft. (ACW)		153,500	153,500	
—73 ft. 6 in.		163,000	163,000	
—73 ft. 6 in. (ACI)		148,500	161,200	
—72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
—Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
(ACW)			156,000	156,000
Daylight—(20-car train)		2,163,450	2,163,450	
—Chair-Baggage (ACB)		124,250	124,250	
—Art. Chair (ACW)		203,000	203,000	
—Diner (Triple Unit) (ACW)		336,200	336,200	
—Chair Car (ACW)		121,200	121,200	
—Tavern (ACB)		129,180	129,180	
—Parlor (ACB)		124,600	124,600	
—Parlor Obs. (ACW)		117,350	117,350	
Lark—(20-car train)		2,755,000	2,547,000	
—Baggage (NAC)	127,000	127,000		
—Postal (NAC)	132,000	132,000		
—Diner (Triple Unit) (ACW)		325,000	325,000	
—Pullmans-Streamline (ACM)		146,000	130,000	
Diner—70 ft.		135,930		
—72 ft.	155,330	146,600		
—77 ft. (Arch Roof) (ACI)	156,000	170,100	162,700	
—77 ft. (ACW)		162,950	162,950	
—77 ft. (Clere Story Roof) (ACW)		165,530	169,450	
—77 ft. () (ACM)		189,581	173,836	
—79 ft. () (NAC)	169,100			
—80 ft. (Clere Story Roof) (ACM)		201,323	184,700	
Lounge () (ACI)		189,800	181,630	
(Arch Roof) (ACI)		167,500	160,300	
(ACW)		164,980	157,780	
Observation—75 ft.	154,400	169,185	161,900	
—77 ft.		194,543	186,166	
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
(ACM)	160,800	153,000	192,300	176,300
Lounge (ACM)	171,200		194,900	178,900
(ACI)	171,200		187,682	179,600
—Bedroom (ACI)	167,600		183,920	176,000
(ACM)	167,600		198,800	179,800
—Sleeper (ACM)	163,100		191,100	175,100
(ACI)	163,100		180,075	171,500
—Tourist (ACM)	153,000		185,200	169,200
(ACI)	153,000		168,663	161,400
—Troop Sleeper	76,300			
—Kitchen Car	77,700			

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

E. C. PEARCE, Assistant Superintendent

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Sup. of Surgical Serv., Genl. Hosp.
San Francisco	Dr. R. Emmet Allen	Sup. of Medical Serv., Genl. Hosp.
San Francisco	Dr. Clinton Horn	Examiner, 65 Market St.
San Francisco	Dr. S. P. Strange	Dist. Surgeon and Examiner, 3rd and King Sts.
Daly City	Dr. Homer Righetti	District Surgeon.
South San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
South San Francisco	Dr. W. H. Musselman	District Surgeon.
San Bruno	Dr. E. C. Kading	Emergency Surgeon.
Ocean View	Dr. Harry A. Derring	Emergency Surgeon.
Burlingame	Dr. A. L. W. Zillmer	District Surgeon.
San Mateo	Dr. Benjamin H. Page	District Surgeon.
San Mateo	Dr. George W. Sevenman	Assistant District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
California Ave.	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. Burt L. Davis, Jr.	District Surgeon.
Palo Alto	Dr. Albert D. Storey	District Physician and Surgeon.
Palo Alto	Dr. A. H. MacFarlane	District Surgeon.
Los Altos	Dr. Howard Diesner	District Surgeon.
Sunnyvale	Dr. W. I. Merrill	District Surgeon.
Campbell	Dr. William R. Harder	District Surgeon.
Los Gatos	Dr. Samuel B. Randall	District Surgeon.
Santa Cruz	Dr. A. A. Cowden	Assistant District Surgeon.
Mountain View	Dr. A. H. MacFarlane	District Surgeon.
San Jose	Dr. C. M. Burchfiel	District Examiner and Surgeon.
San Jose	Dr. C. Kelly Canelo	District Examiner and Surgeon.
Morganhill	Dr. J. Allison Cary	District Surgeon.
Gilroy	Dr. Elmer J. Chesebro	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Hollister	Dr. E. Nelson Moore	Acting District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodard	District Examiner and Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Watsonville	Dr. M. F. Bettencourt	Oculist and Aurist.
Monterey	Dr. Mast Wolfson	District Surgeon.
Pacific Grove	Dr. H. S. Hoyt	District Surgeon.
Salinas	Dr. E. Wiley Reeves	District Examiner and Surgeon.
Salinas	Dr. Rollin Reeves	District Examiner and Surgeon.
Castroville	Dr. A. J. Trinkle	District Surgeon.
Gonzales	Dr. Gustav Eberhardt	Emergency Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. Edward Blair	District Surgeon.
Paso Robles	Dr. G. L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler	District Examiner and Surgeon.
San Luis Obispo	Dr. J. B. V. Butler	District Examiner and Surgeon.
San Luis Obispo	Dr. R. T. Treadwell	Assistant District Surgeon.
San Luis Obispo	Dr. Geo. B. Kelker	Oculist and Aurist.
Santa Maria	Dr. W. D. Sink	District Surgeon.
Santa Maria	Dr. W. C. Conser	Assistant District Surgeon.
Santa Maria	Dr. M. E. Mesirov	Oculist and Aurist.
Guadalupe	Dr. A. M. Beckler	District Examiner and Surgeon.
Lompoc	Dr. L. E. Heiges	District Examiner and Surgeon.
Lompoc	Dr. L. E. Heiges, Jr.	Asso. District Examiner & Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Examiner and Surgeon.
Santa Barbara	Dr. Edwin R. Kluss	District Surgeon.
Santa Barbara	Dr. A. B. Steele	District Surgeon.
Santa Barbara	Dr. William J. Mellinger	Aurist.
Santa Barbara	Dr. William H. Johnston	Oculist.

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

- TERMINAL SUPERINTENDENT**
 G. E. SKILLICORN San Francisco
- ASST. TERMINAL SUPERINTENDENTS**
 J. G. SELDEN San Francisco
 F. HINCH San Francisco
- TERMINAL TRAINMASTERS**
 C. H. KOONS San Francisco
 S. P. WILLIAMSON San Francisco
- ROAD FOREMEN OF ENGINES**
 W. G. FIFIELD San Francisco
 M. E. KETCHUM San Luis Obispo
- ENGINEMEN'S INSTRUCTORS**
 L. G. COVELL San Francisco
 E. P. HONNERT San Luis Obispo

- TRAINMASTERS**
 W. D. LAMPRECHT San Francisco
 W. MACE Watsonville Jct.
 C. H. PHELPS San Luis Obispo
- ASSISTANT TRAINMASTERS**
 W. H. FERGUSON Salinas
 J. E. SCHWARTZ San Luis Obispo
 T. W. ROBY San Francisco
 M. A. McINTYRE Salinas
 T. W. BERNARD Surf
- ASSISTANT TRAINMASTER—
 DIVISION EXAMINER**
 G. H. MOORE San Francisco

First Main Track		
San Francisco 3rd St. to Santa Barbara	{ S. P. R. R. Co. 354.70 S. P. Co. 10.37	365.07
End Western Division to San Jose	{ C. P. Ry. 1.51 S. P. R. R. Co. 0.71	2.22
End Western Division to Santa Clara	{ S. P. Co. 1.24 S. P. R. R. Co. .04	1.28
End Western Division to Redwood Junction	C. P. Ry.	1.37
College Park to San Jose	S. P. Co.	1.31
Total First Main Track		371.25
Second Main Track		
San Francisco to Santa Barbara	{ S. P. R. R. Co. 66.86 S. P. Co. 10.37	77.23
Redwood Jct. to Sweeney	C. P. Ry.	1.32
Total Second Main Track		78.55
Total 1st and 2nd Main Track		449.80
Branches		
San Bruno to Bernal	S. P. R. R. Co.	9.81
Baden to San Bruno via South San Francisco	{ S. P. R. R. Co. 1.60 S. P. Co. 1.29	2.89
California Ave. to Vasona Junction	{ S. P. R. R. Co. 0.01 S. P. Co. 16.25	16.27
San Jose to Los Gatos	S. P. Co.	8.85
Olympia to Santa Cruz	S. P. Co.	9.14
Lick to Alamo	S. P. R. R. Co.	3.83
Carnadero to Hollister	S. P. R. R. Co.	12.82
Santa Cruz to Davenport	S. P. R. R. Co.	11.91
Watsonville Junction to Santa Cruz	S. P. R. R. Co.	20.19
Castroville to Lake Majella	S. P. R. R. Co.	19.60
Spreckels Junction to Spreckels	S. P. R. R. Co.	2.82
Surf to White Hills	{ S. P. R. R. Co. 10.35 S. P. Co. 3.96	14.31
Total Branches		130.51
Total All Tracks Coast Division		580.31

SPEED TABLE

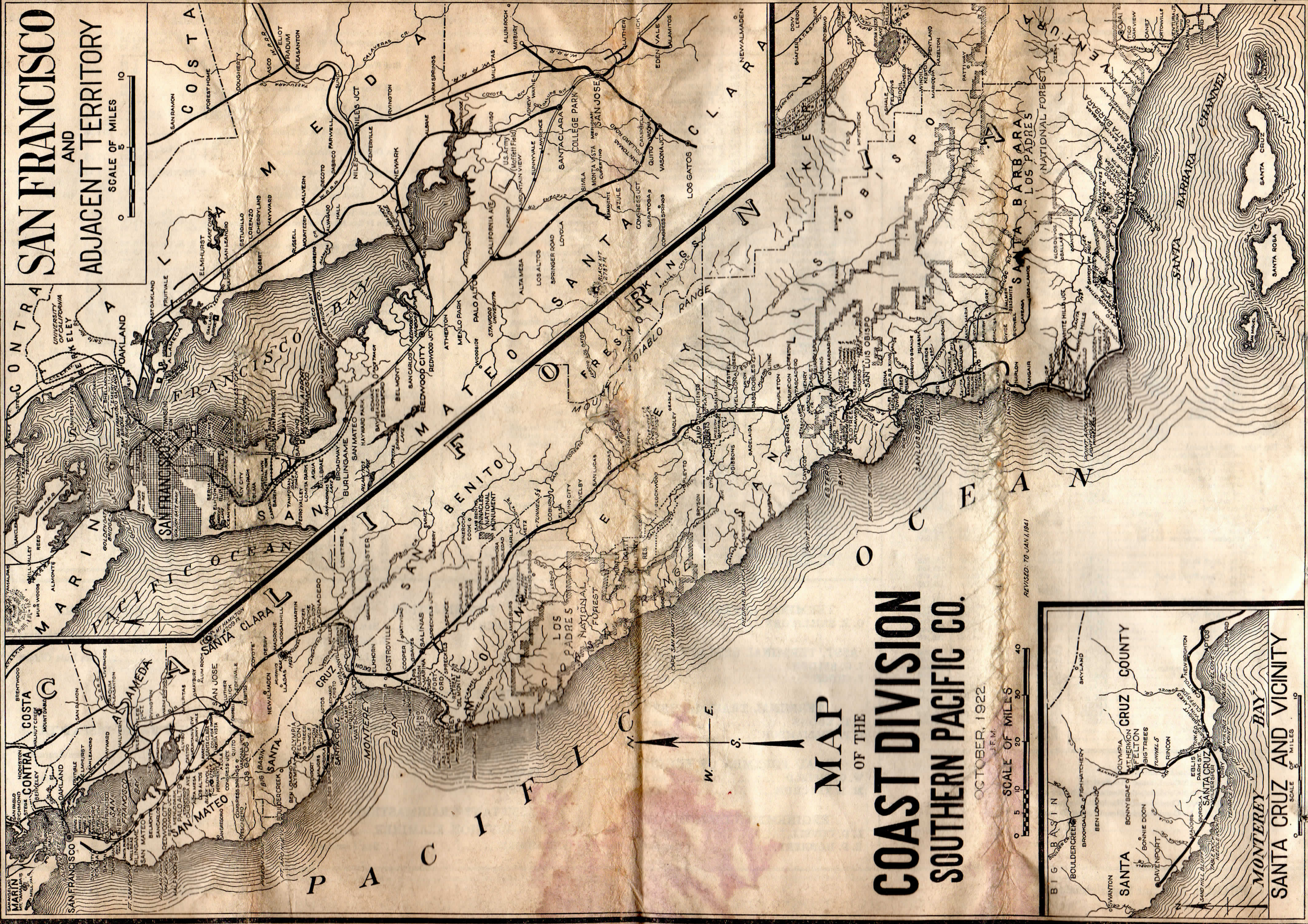
SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.99		
23	2.36	36	1.40	49	1.13	62	0.98		

- CHIEF TRAIN DISPATCHERS**
 A. S. BRAINARD San Francisco
 J. L. EMERY San Luis Obispo
- ASSISTANT CHIEF TRAIN DISPATCHERS**
 J. W. DEARDORF San Francisco
 O. L. SPAULDING San Francisco
 D. B. SAUNDERS San Francisco
 C. R. ROBERTS San Luis Obispo
 T. R. DE STAEL San Luis Obispo

B. S. BAUMAN, Assistant Superintendent

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. 1941

