

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE INTERURBAN TRAINS

59

To Take Effect Wednesday, February 1, 1933, at 3:01 AM

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager

WM. N. NEFF,
General Superintendent

SOUTHERN DIVISION

Northward

FIRST CLASS

Table with columns for stations (622 to 600) and departure times. Includes a 'Distance from San Francisco' column on the right.

Time-Table No. 59

February 1, 1933

Table with columns for stations (SAN FRANCISCO to SAN RAFAEL) and arrival/departure times.

Southward

FIRST CLASS

Table with columns for stations (601 to 621) and arrival/departure times.

Northward

FIRST CLASS

Table with columns for stations (638 to 610) and departure times.

Time-Table No. 59

February 1, 1933

Table with columns for stations (SAN FRANCISCO to SAN RAFAEL) and arrival/departure times.

Southward

FIRST CLASS

Table with columns for stations (511 to 637) and arrival/departure times.

Northward

FIRST CLASS

Table with columns for stations (658 to 640) and departure times.

Time-Table No. 59

February 1, 1933

Table with columns for stations (SAN FRANCISCO to SAN RAFAEL) and arrival/departure times.

Southward

FIRST CLASS

Table with columns for stations (525 to 539) and arrival/departure times.

For additional schedules see Current Steam Time-Table

No. 501 boat daily.

SOUTHERN DIVISION

Northward															
FIRST CLASS															
676	548	674	546	672	544	670	542	668	540	666	538	664	662	536	660
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Sat. and Sun.	Lv. Daily	Lv. Daily Ex. Sat. and Sun.	Lv. Sat. and Sun.	Lv. Daily	Lv. Daily Ex. Sat. and Sun.
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
9.15	9.47	9.48	9.59	10.00	10.02	10.06	10.12	10.17	10.18	10.15	10.18	10.20	PM	13	13
8.30	9.02	9.03	9.14	9.15	9.17	9.21	9.27	9.32	9.33	9.30	9.33	9.35	PM	6	6
7.45	8.17	8.18	8.29	8.30	8.32	8.36	8.43	8.48	8.50	8.45	8.48	8.50	PM	13	13
6.45	7.17	7.18	7.29	7.30	7.32	7.36	7.42	7.48	7.50	7.45	7.48	7.50	PM	7	7
6.15	6.47	6.48	6.59	7.00	7.02	7.06	7.12	7.18	7.20	7.15	7.18	7.20	PM	6	6
5.45	6.17	6.18	6.29	6.30	6.32	6.36	6.43	6.48	6.50	6.45	6.48	6.50	PM	14	13
5.15	5.47	5.48	5.59	6.00	6.02	6.06	6.13	6.18	6.20	6.15	6.18	6.20	PM	7	8
5.15	5.47	5.48	5.59	6.00	6.02	6.06	6.13	6.18	6.20	6.15	6.18	6.20	PM	4	4
13	6	13	7	13	6	13	7	13	8	13	6	13	7	10	4
13	7	13	6	13	7	13	8	13	7	13	6	13	7	10	4
13	6	13	7	13	6	13	7	13	8	13	6	13	7	10	4

Time-Table No. 59	
February 1, 1933	
STATIONS	
SAN FRANCISCO	PM
SAUSALITO	PM
SAUSALITO	PM
CORTE MADERA	PM
BALTIMORE PARK	PM
LARKSPUR	PM
KENTFIELD	PM
ROSS	PM
SAN ANSELMO	PM
FAIRFAX MANOR	PM
WEST END B STREET	PM
SAN RAFAEL	PM
Daily Ex. Sat., Sun. & Hol. Run	4
Saturday Run	13
Sunday and Holiday Run	10

Southward														
FIRST CLASS														
655	657	541	659	543	661	545	663	547	665	549	667	551	669	671
Ar. Sat. and Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
8.52	9.05	9.06	9.15	9.25	9.37	9.45	9.50	10.00	10.02	10.05	10.10	10.15	10.20	10.25
8.20	8.30	8.32	8.40	8.50	9.00	9.10	9.15	9.25	9.30	9.35	9.40	9.45	9.50	9.55
7.32	7.40	7.42	7.50	8.00	8.10	8.20	8.25	8.35	8.40	8.45	8.50	8.55	9.00	9.05
7.00	7.10	7.12	7.20	7.30	7.40	7.50	7.55	8.05	8.10	8.15	8.20	8.25	8.30	8.35
6.55	7.05	7.10	7.20	7.30	7.40	7.50	7.55	8.05	8.10	8.15	8.20	8.25	8.30	8.35
6.42	6.50	6.55	6.65	6.75	6.85	6.95	7.00	7.10	7.15	7.20	7.25	7.30	7.35	7.40
6.40	6.50	6.55	6.65	6.75	6.85	6.95	7.00	7.10	7.15	7.20	7.25	7.30	7.35	7.40
6.39	6.50	6.55	6.65	6.75	6.85	6.95	7.00	7.10	7.15	7.20	7.25	7.30	7.35	7.40
6.07	6.32	6.33	6.42	6.52	6.62	6.72	6.77	6.87	6.92	7.02	7.07	7.12	7.17	7.22
6.02	6.27	6.28	6.37	6.47	6.57	6.67	6.72	6.82	6.87	6.97	7.02	7.07	7.12	7.17
6.00	6.25	6.26	6.35	6.45	6.55	6.65	6.70	6.80	6.85	6.95	7.00	7.05	7.10	7.15
6.29	6.39	6.44	6.54	6.64	6.74	6.84	6.89	6.99	7.04	7.14	7.19	7.24	7.29	7.34
6.26	6.36	6.41	6.51	6.61	6.71	6.81	6.86	6.96	7.01	7.11	7.16	7.21	7.26	7.31
6.25	6.35	6.40	6.50	6.60	6.70	6.80	6.85	6.95	7.00	7.10	7.15	7.20	7.25	7.30
6.59	6.69	6.74	6.84	6.94	7.04	7.14	7.19	7.29	7.34	7.44	7.49	7.54	7.59	7.64
6.56	6.66	6.71	6.81	6.91	7.01	7.11	7.16	7.26	7.31	7.41	7.46	7.51	7.56	7.61
6.55	6.65	6.70	6.80	6.90	7.00	7.10	7.15	7.25	7.30	7.40	7.45	7.50	7.55	7.60
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
13	13	8	13	14	13	6	13	7	13	6	13	7	13	13
10	10	7	10	4	10	6	10	7	13	6	10	7	13	13

Northward							
FIRST CLASS							
684	682	554	680	552	678	550	Distance from San Francisco
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	
AM	AM	AM	AM	PM	PM	PM	0.0
12.45	1.17	1.18	1.29	1.30	1.32	1.36	0.5
11.15	11.47	11.48	11.59	12.00	12.02	12.06	6.5
10.00	10.32	10.33	10.44	10.45	10.47	10.51	6.5
11.15	11.47	11.48	11.59	12.00	12.02	12.06	6.5
10.33	10.65	10.66	10.77	10.78	10.80	10.84	13.0
10.44	10.76	10.77	10.88	10.89	10.91	10.95	13.0
10.45	10.77	10.78	10.89	10.90	10.92	10.96	13.0
12.12	12.12	12.12	12.12	12.12	12.12	12.12	16.5
12.17	12.18	12.18	12.18	12.18	12.18	12.18	16.5
11.02	11.03	11.03	11.03	11.03	11.03	11.03	18.3
11.03	11.03	11.03	11.03	11.03	11.03	11.03	18.8
12.15	12.16	12.16	12.16	12.16	12.16	12.16	17.9
12.18	12.18	12.18	12.18	12.18	12.18	12.18	18.5
12.20	12.20	12.20	12.20	12.20	12.20	12.20	19.0
11.05	11.05	11.05	11.05	11.05	11.05	11.05	19.0
AM	AM	AM	AM	AM	PM	PM	
13	13	6	13	6	13	7	
13	13	6	13	6	13	6	
13	13	6	13	6	13	7	

Time-Table No. 59	
February 1, 1933	
STATIONS	
SAN FRANCISCO	AM
SAUSALITO	AM
SAUSALITO	AM
CORTE MADERA	AM
BALTIMORE PARK	AM
LARKSPUR	AM
KENTFIELD	AM
ROSS	AM
SAN ANSELMO	AM
FAIRFAX MANOR	AM
WEST END B STREET	AM
SAN RAFAEL	AM
Daily Ex. Sat., Sun. & Hol. Run	6
Saturday Run	6
Sunday and Holiday Run	6

Southward			
FIRST CLASS			
553	673	555	675
Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
AM	AM	AM	AM
12.22	11.50	11.45	11.32
11.50	11.45	11.32	11.30
11.45	11.32	11.30	11.29
11.32	11.30	11.29	11.29
11.30	11.29	11.29	11.29
11.29	11.29	11.29	11.29
11.23	12.56	12.57	1.53
12.52	12.50	1.49	1.48
12.50	1.49	1.48	
11.19	12.54		
11.16	12.51		
11.15	12.50		
PM	AM	AM	AM
6	13	6	13
6	13	6	13
6	13	6	13

Northward							
FIRST CLASS							
684	682	554	680	552	678	550	Distance from San Francisco
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	
AM	AM	AM	AM	PM	PM	PM	0.0
12.45	1.17	1.18	1.29	1.30	1.32	1.36	0.5
11.15	11.47	11.48	11.59	12.00	12.02	12.06	6.5
10.00	10.32	10.33	10.44	10.45	10.47	10.51	6.5
11.15	11.47	11.48	11.59	12.00	12.02	12.06	6.5
10.33	10.65	10.66	10.77	10.78	10.80	10.84	13.0
10.44	10.76	10.77	10.88	10.89	10.91	10.95	13.0
10.45	10.77	10.78	10.89	10.90	10.92	10.96	13.0
12.12	12.12	12.12	12.12	12.12	12.12	12.12	16.5
12.17	12.18	12.18	12.18	12.18	12.18	12.18	16.5
11.02	11.03	11.03	11.03	11.03	11.03	11.03	18.3
11.03	11.03	11.03	11.03	11.03	11.03	11.03	18.8
12.15	12.16	12.16	12.16	12.16	12.16	12.16	17.9
12.18	12.18	12.18	12.18	12.18	12.18	12.18	18.5
12.20	12.20	12.20	12.20	12.20	12.20	12.20	19.0
11.05	11.05	11.05	11.05	11.05	11.05	11.05	19.0
AM	AM	AM	AM	AM	PM	PM	
13	13	6	13	6	13	7	
13	13	6	13	6	13	6	
13	13	6	13	6	13	7	

Time-Table No. 59	
February 1, 1933	
STATIONS	
SAN FRANCISCO	AM
SAUSALITO	AM
SAUSALITO	AM
CORTE MADERA	AM
BALTIMORE PARK	AM
LARKSPUR	AM
KENTFIELD	AM
ROSS	AM
SAN ANSELMO	AM
FAIRFAX MANOR	AM
WEST END B STREET	AM
SAN RAFAEL	AM
Daily Ex. Sat., Sun. & Hol. Run	6
Saturday Run	6
Sunday and Holiday Run	6

Southward			
FIRST CLASS			
553	673	555	675
Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
AM	AM	AM	AM
12.22	11.50	11.45	11.32
11.50	11.45	11.32	11.30
11.45	11.32	11.30	11.29
11.32	11.30	11.29	11.29
11.30	11.29	11.29	11.29
11.29	11.29	11.29	11.29
11.23	12.56	12.57	1.53
12.52	12.50	1.49	1.48
12.50	1.49	1.48	
11.19	12.54		
11.16	12.51		
11.15	12.50		
PM	AM	AM	AM
6	13	6	13
6	13	6	13
6	13	6	13

For additional schedules see Current Steam Time-Table

Nos. 551 and 555 stop on flag at all stations, San Rafael-Almonte.

SOUTHERN DIVISION

Northward

FIRST CLASS

Table with columns for stations (922, 920, 918, 916, 914, 912, 910, 908, 906, 904, 902, 900) and rows for departure times (Lv. Daily, Lv. Sat. Only, Lv. Sun. Only) and distance from San Francisco.

Time-Table No. 59

February 1, 1933

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, BALTIMORE PARK, CALIFORNIA PARK, SAN RAFAEL.

Daily Ex. Sat., Sun. & Hol. Run
Saturday Run
Sunday and Holiday Run

Southward

FIRST CLASS

Table with columns for stations (901, 903, 905, 907, 909, 911, 913, 915, 917, 919) and rows for arrival times (Ar. Daily, Ar. Sat. Only, Ar. Sun. Only) and distance from San Francisco.

Northward

FIRST CLASS

Table with columns for stations (922, 920, 918, 916, 914, 912, 910, 908, 906, 904, 902, 900) and rows for departure times.

Time-Table No. 59

February 1, 1933

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, BALTIMORE PARK, CALIFORNIA PARK, SAN RAFAEL.

Daily Ex. Sat., Sun. & Hol. Run
Saturday Run
Sunday and Holiday Run

Southward

FIRST CLASS

Table with columns for stations (901, 903, 905, 907, 909, 911, 913, 915, 917, 919) and rows for arrival times.

Northward

FIRST CLASS

Table with columns for stations (830, 828, 826, 824, 822, 820, 818, 816, 814, 812, 810, 808, 806, 804, 802, 800) and rows for departure times.

Time-Table No. 59

February 1, 1933

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, MILL VALLEY.

Daily Ex. Sat., Sun. & Hol. Run
Saturday Run
Sunday and Holiday Run

Southward

FIRST CLASS

Table with columns for stations (801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831) and rows for arrival times.

Northward

FIRST CLASS

Table with columns for stations (860, 858, 856, 854, 852, 850, 848, 846, 844, 842, 840, 838, 836, 834, 832) and rows for departure times.

Time-Table No. 59

February 1, 1933

STATIONS

Table listing stations: SAN FRANCISCO, SAUSALITO, ALMONTE, MILL VALLEY.

Daily Ex. Sat., Sun. & Hol. Run
Saturday Run
Sunday and Holiday Run

Southward

FIRST CLASS

Table with columns for stations (833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859) and rows for arrival times.

For additional schedules see Current Steam Time-Table

No. 801 boat daily.

ROSTER OF RUNS FOR TRAINMEN
Where Tie-up is shown at San Rafael, equipment will be tied up at B Street.

Daily Except Saturday, Sunday and Holidays.						Saturday.						Sunday and Holidays.*					
Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number	Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number	Run Number	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	{ San Rafael..... Sausalito.....	7.40 a.m. 12.18 p.m.	Sausalito..... San Rafael.....	7.58 a.m. 7.07 p.m.	Tie-up Tie-up	1	{ San Rafael..... Sausalito..... Sausalito.....	7.40 a.m. 12.48 p.m. 5.48 p.m.	Sausalito..... San Rafael..... San Rafael.....	9.25 a.m. 2.50 p.m. 7.07 p.m.	5 Tie-up Tie-up	1	{ San Rafael..... San Rafael.....	8.40 a.m. 4.40 p.m.	San Rafael..... San Rafael.....	10.37 a.m. 6.37 p.m.	Tie-up Tie-up
2	{ San Rafael..... San Rafael..... Sausalito.....	5.55 a.m. 2.25 p.m. 5.18 p.m.	San Rafael..... Sausalito..... San Rafael.....	9.50 a.m. 4.25 p.m. 5.50 p.m.	Tie-up Tie-up Tie-up	2	{ San Rafael..... Sausalito.....	5.55 a.m. 1.48 p.m.	San Rafael..... San Anselmo.....	9.50 a.m. 4.32 p.m.	Tie-up 13	2	{ San Rafael..... San Rafael.....	5.55 a.m. 10.25 a.m.	San Rafael..... San Rafael.....	9.50 a.m. 11.50 a.m.	Tie-up 3
3	{ San Rafael..... San Rafael..... Sausalito.....	6.40 a.m. 12.25 p.m. 5.18 p.m.	Sausalito..... San Rafael..... San Rafael.....	8.25 a.m. 1.50 p.m. 6.37 p.m.	10 2 Tie-up	3	{ San Rafael..... Sausalito..... San Rafael.....	6.40 a.m. 1.18 p.m. 4.25 p.m.	Sausalito..... San Rafael..... San Rafael.....	9.55 a.m. 2.37 p.m. 5.50 p.m.	4 Tie-up Tie-up	3	{ San Rafael..... San Rafael.....	7.25 a.m. 12.25 p.m.	San Rafael..... San Rafael.....	10.20 a.m. 3.50 p.m.	2 6
4	{ San Rafael..... San Anselmo..... Sausalito.....	6.55 a.m. 12.43 p.m. 5.48 p.m.	Sausalito..... San Anselmo..... San Anselmo.....	8.28 a.m. 5.02 p.m. 6.32 p.m.	Tie-up 13 Tie-up	4	{ San Rafael..... Sausalito..... Sausalito.....	6.55 a.m. 10.18 a.m. 5.18 p.m.	Sausalito..... San Rafael..... San Rafael.....	8.28 a.m. 2.20 p.m. 6.37 p.m.	Tie-up 7 Tie-up	4	{ San Rafael..... San Rafael.....	1.25 p.m. 5.25 p.m.	San Rafael..... Sausalito.....	4.50 p.m. 7.25 p.m.	7 Tie-up
5	San Rafael.....	5.25 a.m.	San Rafael.....	11.50 a.m.	3	5	{ San Rafael..... Sausalito.....	5.25 a.m. 9.48 a.m.	Sausalito..... San Rafael.....	7.55 a.m. 1.50 p.m.	1 Tie-up	5	San Rafael.....	6.25 a.m.	San Rafael.....	1.20 p.m.	4
6	{ San Rafael..... Sausalito..... San Rafael.....	5.25 p.m. 6.48 p.m. 11.15 p.m.	Sausalito..... San Rafael..... San Rafael.....	5.55 p.m. 10.20 p.m. 1.50 a.m.	14 Tie-up Tie-up	6	{ San Rafael..... Sausalito.....	5.25 p.m. 9.03 p.m.	Sausalito..... San Rafael.....	7.25 p.m. 1.50 a.m.	Tie-up Tie-up	6	{ San Rafael..... Sausalito..... San Rafael.....	3.55 p.m. 6.48 p.m. 11.15 p.m.	Sausalito..... San Rafael..... San Rafael.....	4.25 p.m. 10.20 p.m. 1.50 a.m.	Tie-up Tie-up Tie-up
7	Sausalito.....	5.48 p.m.	San Rafael.....	11.05 p.m.	6	7	{ San Rafael..... Sausalito.....	2.25 p.m. 6.48 p.m.	Sausalito..... San Rafael.....	4.25 p.m. 10.20 p.m.	Tie-up Tie-up	9	B Street.....	5.40 a.m.	San Anselmo.....	12.32 p.m.	10
9	B Street.....	5.10 a.m.	San Anselmo.....	12.32 p.m.	4	8	Sausalito.....	2.48 p.m.	Sausalito.....	9.00 p.m.	6	10	San Anselmo.....	12.43 p.m.	San Anselmo.....	8.37 p.m.	13
10	{ Manor..... Sausalito..... San Rafael.....	6.57 a.m. 8.48 a.m. 4.25 p.m.	Sausalito..... Sausalito..... Manor.....	7.25 a.m. 9.55 a.m. 5.45 p.m.	Tie-up 11 Tie-up	9	{ B Street..... Sausalito.....	5.10 a.m. 1.18 p.m.	San Anselmo..... Manor.....	10.32 a.m. 1.45 p.m.	10 Tie-up	12	Mill Valley.....	5.45 p.m.	Mill Valley.....	1.32 a.m.	Tie-up
11	{ Sausalito..... Sausalito..... Mill Valley.....	6.45 a.m. 10.18 a.m. 4.15 p.m.	Sausalito..... Sausalito..... Sausalito.....	7.55 a.m. 11.55 a.m. 7.26 p.m.	Tie-up 1 Tie-up	10	{ Manor..... San Anselmo.....	6.57 a.m. 10.43 a.m.	Sausalito..... Manor.....	7.25 a.m. 2.45 p.m.	Tie-up Tie-up	13	{ San Rafael..... San Anselmo.....	4.25 p.m. 8.43 p.m.	San Rafael..... B Street.....	5.50 p.m. 1.59 a.m.	Tie-up Tie-up
12	Mill Valley.....	5.45 p.m.	Mill Valley.....	1.32 a.m.	Tie-up	11	{ Sausalito..... Sausalito..... Mill Valley.....	6.45 a.m. 12.48 p.m. 4.15 p.m.	Sausalito..... Mill Valley..... Sausalito.....	7.55 a.m. 3.02 p.m. 7.26 p.m.	Tie-up Tie-up Tie-up	14	{ Mill Valley..... Mill Valley..... Mill Valley.....	7.15 a.m. 10.45 a.m. 4.15 p.m.	Mill Valley..... Mill Valley..... Sausalito.....	10.02 a.m. 1.32 p.m. 7.26 p.m.	Tie-up 15 Tie-up
13	{ San Anselmo..... Sausalito.....	5.05 p.m. 6.18 p.m.	San Anselmo..... B Street.....	5.32 p.m. 1.59 a.m.	Tie-up Tie-up	12	Mill Valley.....	5.45 p.m.	Mill Valley.....	1.32 a.m.	Tie-up	15	{ Mill Valley..... Mill Valley.....	6.15 a.m. 1.45 p.m.	Mill Valley..... Mill Valley.....	10.32 a.m. 5.32 p.m.	14 12
14	{ Sausalito..... Mill Valley..... Sausalito.....	7.18 a.m. 1.45 p.m. 6.18 p.m.	Mill Valley..... Mill Valley..... Sausalito.....	10.32 a.m. 5.32 p.m. 7.25 p.m.	15 12 Tie-up	13	San Anselmo.....	4.43 p.m.	B Street.....	1.59 a.m.	Tie-up	14	{ Sausalito..... Mill Valley.....	7.18 a.m. 1.45 p.m.	Mill Valley..... Mill Valley.....	10.32 a.m. 5.32 p.m.	15 12
15	Mill Valley.....	5.45 a.m.	Mill Valley.....	1.32 p.m.	14	14	{ Sausalito..... Mill Valley.....	7.18 a.m. 1.45 p.m.	Mill Valley..... Mill Valley.....	10.32 a.m. 5.32 p.m.	15 12	15	Mill Valley.....	5.45 a.m.	Mill Valley.....	1.32 p.m.	14

Crews run: 1, 2, 3, 4, 5 and repeat.
Crews run: 6, 7 and repeat.
Runs 9, 10, 11, 12, 13, 14, 15 assigned.

Crews run: 1, 2, 3, 4, 5 and repeat.
Crews run: 6, 7 and repeat.
Runs 9, 10, 11, 12, 13, 14, 15, assigned.
Run 8 extra crew.

Crews run: 1, 2, 3, 4, 5 and repeat.
Crews run: 6, 7 and repeat.
Runs 9, 10, 12, 13, 14, 15, assigned.

***HOLIDAYS**

Memorial Day, Independence Day, Labor Day.
When Holiday falls on Sunday, following Monday is recognized as the Holiday.

HOSPITAL DEPARTMENT

NAME	Location
Dr. W. B. Coffey, Chief Surgeon and Manager	S. P. Bldg., 65 Market St., San Francisco.
Dr. O. E. Eklund, Division Surgeon.....	512 Medical Bldg., 909 Hyde St. San Francisco. (Phone Graystone 0274)
Dr. O. D. Hamlin, Emergency Surgeon.....	Oakland.
Dr. L. Michael, Emergency Surgeon.....	San Leandro.
Dr. C. W. Clark, District Surgeon.....	Tiburon and San Anselmo.
Dr. O. W. Jones, Emergency Surgeon.....	San Anselmo.
Dr. C. F. Larson, District Surgeon.....	Sausalito.
Dr. R. R. Robertson, Associate Dist. Surg...	Sausalito.
Dr. J. J. Spottiswood, Emergency Surgeon..	Mill Valley.
Dr. G. M. Landrock, Emergency Surgeon....	Mill Valley.
Dr. J. H. Kuser, District Surgeon.....	San Rafael.
Dr. C. A. DeLancey, Emergency Surgeon...	San Rafael.
Dr. Harry O. Hund, Emergency Surgeon....	San Rafael.
Dr. L. L. Stanley, Emergency Surgeon.....	San Rafael.

HOSPITALS: Southern Pacific General Hospital... Baker and Fell Streets, San Francisco. Phone FI llmore 8781.
Emergency Hospital.....San Rafael.

NOTE:—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 District Surgeon.

PREPARATORY AND TIE-UP TIME TRAIN AND ENGINEMEN

	Between B ST. and SAN RAFAEL	SAN RAFAEL	Between B ST. and MANOR	MANOR	SAUSALITO	MILL VALLEY		ALL OTHER POINTS
Preparatory	15'	5'	10'	10'	5'	Main Track	Track 1	See Note
Tie-up	10'	5'	5'	5'	5'	5'	10'	See Note

NOTE:—At all other points where Crews relieve one another, equipment being ready and waiting and no switching required, no preparatory or tie-up time allowed. Swing Brakemen will be allowed five minutes preparatory and five minutes tie-up time at commencement and end of their runs.

TIME INSPECTORS

NAME	Location
S. A. Pope, Manager Time Service.....	65 Market St., San Francisco.
I. S. Preston.....	210 Phelan Bldg., San Francisco.
E. L. Stevens.....	Sausalito.
M. B. Gardner.....	San Rafael.

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

Trains register at Sausalito.
Standard clocks at Sausalito and San Rafael.
Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).
Movement of trains over single track between Almonte and Mill Valley is governed by automatic block signals. Trains finding such signals at "proceed" may proceed, irrespective of time-table superiority. In case of heavy storms, fogs, or other cause rendering view obscure, trains must proceed with caution.

Trains may move between Sausalito and San Rafael, via Detour and via San Anselmo and between San Anselmo and Manor with the current of traffic irrespective of time-table superiority. Freight trains must not delay passenger trains.

Trains moving with the current of traffic may run extra or work extra without train-order authority except when a train order Form D-S is in effect, but must obtain a clearance before commencement of trip if at an open train-order office.

The movement of interurban trains must be given preference over other trains. Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flag.

Except in foggy weather, markers will not be displayed by electric trains by day. Southward trains having connections with bus or steam train at Manor, will wait five minutes for such connections when necessary.

When trains are being delayed, for any reason, conductors must immediately notify dispatcher so that arrangements may be made with other trains to pick up passengers.

Electric trains with dead time at San Rafael must clear station while steam trains are making station stop, except when by so doing, departure of electric trains will be delayed.

When necessary to cut off or restore current in power rail, notify Alto Substation. Alto Substation may be called on Company telephone or P. T. & T. telephone Mill Valley 1.

INTERLOCKING

Location. Sausalito, Almonte, Baltimore Park, San Rafael, San Anselmo.
Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.
Whistle signals; diverging route; one short, one long, one short (o — o).
When whistle on tower is sounded all engines and trains moving within district controlled by tower must stop and get proper signal from towerman before proceeding.

SAUSALITO

Limits. South; indicated by signs on signals. North; northward main track, Signal 56, 230 feet north of freight house; southward main track, Signal 47, opposite freight house; Drill track, Signal 48, opposite freight house; limits also indicated by signs on signals.

No operator on duty: 1:25 A. M. to 5:50 A. M., daily except Sunday.
1:25 A. M. to 6:15 A. M., Sunday.

Switches will be lined track 8 to southward main track, Rule 663 will govern movements through interlocking.

Trains will leave in following order: San Rafael via Detour, Manor, San Rafael via San Anselmo, Mill Valley.

Engineers, after receiving proceed signal from conductor must not start train until interlocking signal governing movement is at PROCEED.

If train is unable to proceed, engine man will give one short, one long, one short and one long sound of the whistle thus: (o — o — o) to indicate to towerman that he cannot accept signal.

ALMONTE

No operator on duty: 1:35 A. M. to 5:45 A. M., daily except Sunday.
1:35 A. M. to 6:15 A. M., Sunday.

Switches will be lined for Sausalito-Baltimore Park route, Rule 663 will govern movements through interlocking.

BALTIMORE PARK

No operator on duty: Midnight to 6:00 A. M. } Daily, except Saturday
10:00 P. M. to Midnight } and Sunday.
Midnight to 6:00 A. M. } Saturday.
10:00 P. M. to Midnight }
Midnight to 6:30 A. M. } Sunday.
10:30 P. M. to Midnight }

Switches will be lined and locked for Sausalito-San Anselmo route, and when signals for Sausalito-San Anselmo route are at STOP, trains will be governed by Rule 663. No train movements can be made to or from Cut Off when operator is not on duty.

SAN ANSELMO

No operator on duty: 2:15 A. M. to 5:00 A. M., daily except Sunday.
2:15 A. M. to 5:30 A. M., Sunday.

Switches will be lined for San Anselmo-San Rafael route, Rule 663 will govern movements through interlocking.

Yellow light indications on masts of interlocking signals govern movements of southward trains from San Rafael and from Manor routes, when southward main track is occupied or obstructed within interlocking limits. On display of this indication train and engine movements over this section of track must be made with caution.

LIMITS OF DOUBLE TRACK

Sausalito—MP 11.56, 686 feet south of South Portal Tunnel No. 1
MP 12.11, North Portal Tunnel No. 1—San Rafael via Detour.
Baltimore Park-Manor
San Anselmo-San Rafael.

LIMITS OF AUTOMATIC BLOCK SYSTEM

Sausalito-San Rafael via Detour
Almonte-Mill Valley
Baltimore Park-Manor
San Anselmo-San Rafael.

LOCATION OF DASHPOT SPRING SWITCHES

Mill Valley. Main track-Track No. 1.
Tunnel No. 1. End of double track at each end of tunnel.
Detour. Northward main track-Tiburon main track.
San Rafael. End of double track at Mission Street.
Manor. Both ends of Crossover "A."
Light Signal, indicating position of switch for facing point movements, is located in advance of switch. Signal at Mission Street is 115 feet distant from switch; signals at other points are from 25 feet to 55 feet from switch.

YARD LIMITS

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; B Street, San Rafael, California Park, one yard.

TUNNEL No. 1, M. P. 11.9

Movement of trains on single track will be irrespective of time table superiority and governed by automatic block signals as follows:
South End: Signal 116, normal position STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.
Trains will approach these signals with caution.

In case of stop, having waited five minutes, should signal not change to PROCEED, or should it not change to STOP as train strikes insulated joints at signal, and a train cannot be seen or heard within the limits of the block, train may proceed with caution and under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train. On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at PROCEED, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from PROCEED to STOP as train strikes insulated joints at signal. Should engineer not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joints at signal; and must advise engineer of such observation.

Circuit breakers are located at north and south portal of tunnel. In case of accident or other emergency requiring shutting off of current in power rail in tunnel section, circuit breakers can be operated by any one of eight push buttons located at lights placed at a lower elevation than other lights on east side of tunnel.

Pressing one of these buttons when lights are burning will open both circuit breakers.

When lights are not burning, current can be shut off only by tripping breakers at both portals by hand.

To restore current, both circuit breakers must be closed by hand.
Northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel.

SPEED RESTRICTIONS

Trains must not exceed the following maximum speeds (shown in miles per hour) BETWEEN

	Passenger	Freight
Sausalito and San Rafael via Detour	50	30
Almonte and Mill Valley	45	25
Baltimore Park and San Rafael via San Anselmo	50	30
San Anselmo and Manor	50	30

except that maximum speeds shown below must not be exceeded

PAGE	BETWEEN	Passenger	Freight
2-3-4	Through Tunnel No. 1, M. P. 11.9	35	25
2-3-4	Corte Madera, road crossing north of station platforms	20	20
2-3-4	Baltimore Park, interlocking switches	12	12
2-3	Larkspur, road crossing north of station platforms	20	20
2-3	Kentfield, road crossing south of station platforms	20	20
2-3	Ross, road crossing north of station platforms	10	10
2-3-4	San Rafael, within city limits	10	10

The speeds shown are maximum speeds allowed on straight track. Good judgment and care must be used on sharp curves and trains must be moved at lower speeds as may be necessary.

Trains must not exceed 10 miles per hour through Crossovers and Turnouts.

TRACKMAN'S CALL

Four long, followed by four short blasts of whistle (— — — — o o o o) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

LOCATION OF TELEPHONES

Sausalito	*Corte Madera	Lansdale	Highland
Waldo	Baltimore Park	Fairfax	*West End
Almonte	Larkspur	Manor	B Street
Alto Substation	Kentfield	*High School	San Rafael
South Portal	Ross	*Locust Avenue	California Park
North Portal	*Bolinas Avenue	Mill Valley	Detour
	San Anselmo		

*P. T. & T. telephone.

SAUSALITO

When necessary, current can be cut off power rail south of freight house by notifying operator in tower, or by operating either of two push buttons located on posts (identified by black band painted thereon) between Tracks 5 and 6.

When power has been cut off by operation of push button operator in tower must be promptly notified.

SAN ANSELMO

When wye or freight house switch on northward main track, Manor Line, at San Anselmo is thrown for siding, wigwag signal at Madrone Avenue, second crossing north of station, will not operate.

If an engine or train is moving northward on northward track, neither switch must be thrown for siding until such engine or train has passed Madrone Avenue.

MANOR

Northward track between Signal B-186 and north switch is known as Track No. 1. Southward track between Signal B-186 and north switch is known as Track No. 2. First crossover south of Signal B-187 is known as Crossover "A." Second crossover south of Signal B-187 is known as Crossover "B." Signal B-186 located on northward track 2500 feet north of Signal B-182 governs northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Station on Track No. 2, governs southward train movements on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains must approach these signals with caution. If signal at stop, trains may proceed with caution and under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch must be made with caution.

Normal position of switches, Crossover "A."

South switch for crossover.

North switch for Track No. 2.

Normal position of switches, Crossover "B."

South switch for Track No. 2.

North switch for Track No. 1.

Electric trains will use Track No. 2 making station stop.
Northward steam trains will use Track No. 1.
Southward steam trains will use Track No. 1 to north switch Crossover "B."

SAN RAFAEL

Double track extends to Mission street. Normal position of switch is for southward track.

Wigwag signals at the following street crossings are controlled and operated by towerman in Tower No. 5.

Irwin Street, at south end of freight house

Toll Road, second crossing south of passenger depot.

Third Street, first crossing south of passenger depot.

Mission Street, third crossing north of passenger depot.

No train or engine movements must be made upon or over any of these crossings when wigwag signal is not in operation, except when movement is preceded by a flagman

Conductors must announce in waiting room departure of their trains at least one minute before leaving.

Push button on east side of Express Company's building will operate annunciator in Tower No. 5. Conductors of southward electric trains must press button not less than 15 seconds or more than 20 seconds prior to departure.

DETOUR

Train movements Tiburon route to northward main track are governed by automatic block signal located 300 feet south of junction switch. Trains must approach signal with caution.

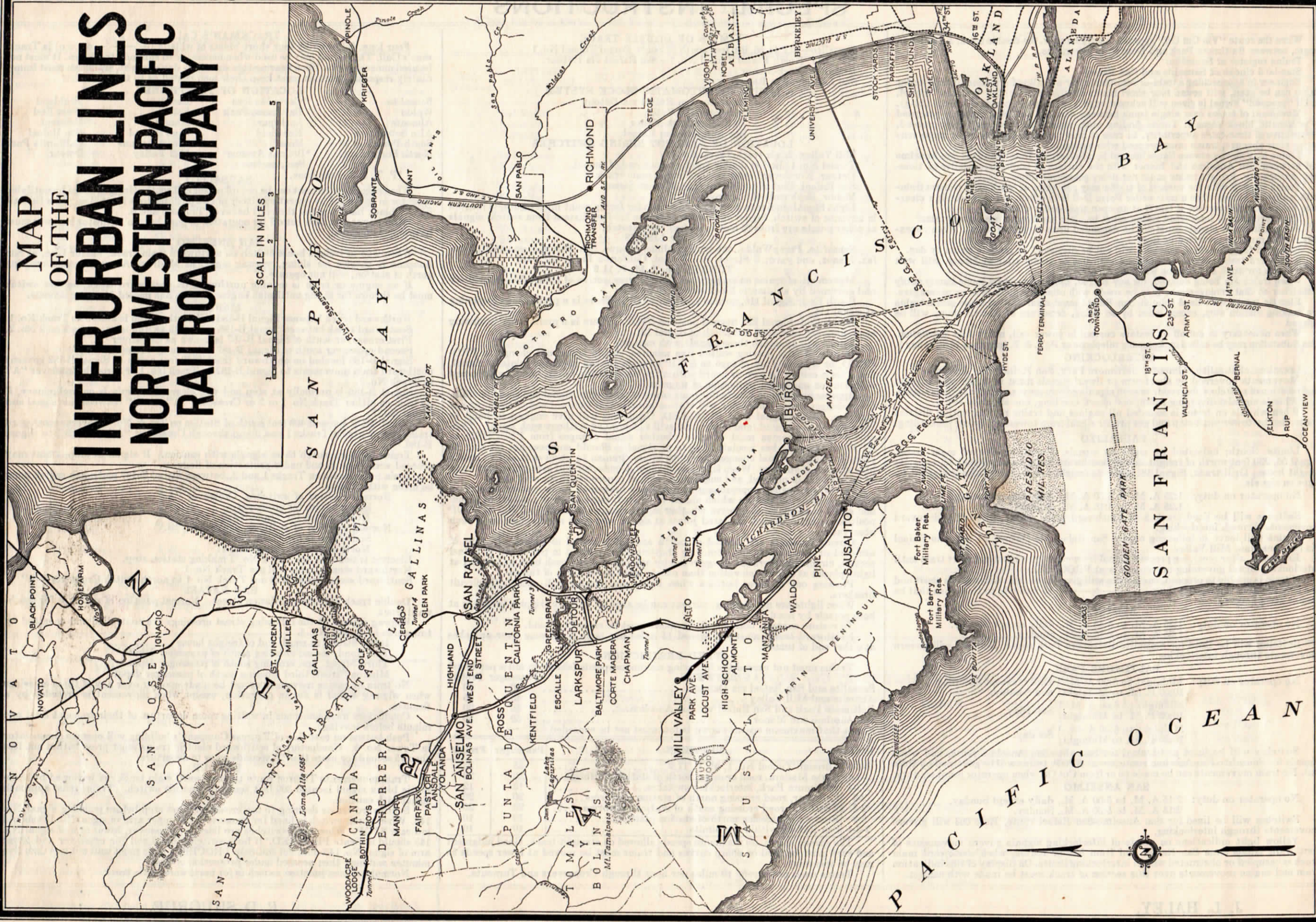
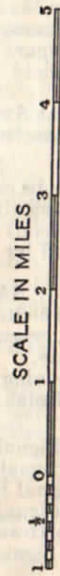
Southward trains desiring to use crossover must stop before reaching signal No. 143. When north switch is lined for crossover, the upper arm of signal No. 143 should indicate STOP. When both switches are lined for crossover, lower arm of signal No. 143 should indicate PROCEED. If both switches are lined for crossover and lower arm of signal No. 143 does not indicate PROCEED, train must wait not less than five minutes and may then proceed under protection of flag.

Normal position junction switch is for northward main track.

J. L. HALEY,
Trainmaster.

R. D. SHUGRUE,
Chief Train Dispatcher.

MAP OF THE INTERURBAN LINES NORTHWESTERN PACIFIC RAILROAD COMPANY



PACIFIC OCEAN

SAN FRANCISCO

SAN FRANCISCO BAY

NOVATO

SAN JOSE

SAN ANSELMO

SAN RAFAEL

MILL VALLEY

ALMONTÉ

SAUSALITO

SAN FRANCISCO

GOLDEN GATE PARK

PRESIDIO MIL. RES.

RICHARDSON BAY

TIBURON

SAN ANSELMO

SAN RAFAEL

SAN FRANCISCO BAY

INTERURBAN LINES NORTHWESTERN PACIFIC RAILROAD COMPANY