

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

123
TIME TABLE
FOR THE
COAST DIVISION

To Take Effect Sunday, March 20, 1927, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

J. H. DYER,
General Manager.
F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

E. R. ANTHONY,
Superintendent.



EASTWARD

San Francisco and Watsonville Jct. Subdivision.

FIRST CLASS

Time Table No. 126

March 20, 1927

Capacity of sidings in car lengths.	STATIONS																		Distance from San Francisco			
	28	156	198	154	152	150	148	146	144	142	140	138	502	84	78	72	136	32		30	134	
	Del Monte Limited	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Los Gatos Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Passenger Via Oakland	Scenic Local Passenger	Shore Line Limited	Daylight Limited	San Jose Passenger	Salinas Passenger		Salinas Passenger	San Jose Passenger	
	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		
BKWF ITP	3.00PM	2.10PM	1.45PM	1.30PM	1.15PM	1.00PM	12.30PM	12.15PM	11.15AM	11.00AM	10.00AM	9.00AM		8.05AM	8.00AM	7.45AM	7.00AM	6.00AM	2.30AM	12.01AM		
San Francisco Terminal Yard			f																			
	BKWF ITP	3.09	f 2.20	f 1.55	1.39	f 1.24	1.09	12.39	s 12.24	f 11.24	f 11.10	f 10.10	9.09		f 8.14	8.09	7.54	s 7.10	f 6.09	f 2.40	f 12.10	
	IP																					
	Y	3.14	s 2.25	s 2.01	s 1.44	s 1.30	1.14	s 12.45	s 12.30	s 11.30	s 11.17	s 10.17	s 9.15		s 8.20	8.14	8.00	s 7.18	s 6.16	s 2.47	s 12.16	
	18 P	3.17	f 2.29	s 2.04	1.47	s 1.34	1.17	f 12.48	f 12.33	f 11.33	f 11.21	f 10.20	f 9.18		s 8.24	8.17	8.02	s 7.22	s 6.20	s 2.51	s 12.19	
	16		f	f		f		f	f	f	f	f	f		f			f	f	f	f	
	52 P		f 2.34	f 2.09		f 1.39	1.21	f 12.53	f 12.38	f 11.38	f 11.26	f 10.25	s 9.23		f			f 7.28	s 6.26	f 2.56	f 12.24	
	18		s	s	s	s	s	s	s	s	s	s	s		s			s	s	s	s	
	60 8 9		s 2.39	s 2.13	s 1.55	s 1.45	s 1.25	s 12.58	s 12.43	s 11.43	s 11.33	s 10.30	s 9.28		s 8.36			s 7.35	s 6.35	s 3.01	s 12.28	
	14																					
	92 WP	3.25	s 2.43	s 2.17	s 1.59	s 1.49	s 1.29	s 1.02	s 12.48	s 11.48	s 11.37	s 10.34	s 9.32		s 8.40	8.25	8.10	s 7.39	s 6.40	s 3.05	s 12.32	
	18		f	f	f	f		f	f	f	f	f	f		f			f	f	f	f	
	13																					
	21		f	f		f		f	f		f	f	f		f			f	f	f	f	
	9																					
	52		f 2.52	f 2.27		f 1.59		f 1.11	f 12.57	f 11.57AM	f 11.47	f 10.44	s 9.41		f 8.50			f 7.50	s 6.50	f 3.16	s 12.40	
	Yard		s 2.56	s 2.31	s 2.08	s 2.03	s 1.39	s 1.15	s 1.01	s 12.01PM	s 11.52	s 10.48	s 9.45		s 8.54			s 7.54	s 6.57	s 3.21	s 12.44	
		WIYP	3.35	2.58	2.33	2.10	2.05	1.41	1.17	1.03	12.03	11.54	10.50	9.47		8.56	8.35	8.21	7.56	6.59	3.23	12.46
53		f 3.01	f 2.36	f 2.13	f 2.08	s 1.44	f 1.20	f 1.06	f	f 11.57AM	f 10.53	f 9.50		f 8.59			f 7.59	f 7.03	f 3.26	s 12.49		
33 31 WP		f	s	s	s	s	f	f	f	s	f	s		s			s	s	s	s		
16																						
20 P		s 3.06	s 2.41	s 2.19	s 2.14	s 1.49	s 1.26	s 1.11	s 12.11	s 12.04PM	s 11.00	s 9.56		s 9.06			s 8.06	s 7.14	s	s 12.55		
50 KWYP	3.42	s 3.10	s 2.45	s 2.23	f 2.17	s 1.53PM	f 1.30	f 1.15	f 12.15	s 12.09	s 11.03	s 10.00		s 9.10	8.42	8.28	s 8.09	s 7.17	s 3.35	f 12.58		
51 P		s 3.16	s 2.51	s 2.29	s 2.23	Via Los Altos	s 1.36	s 1.21	s 12.21	s 12.17	s 11.09	s 10.06	Via Newark	s 9.18			s 8.16	s 7.24	s 3.44	f 1.04		
70 P		s 3.21	s 2.56	s 2.34	s 2.28		s 1.41	s 1.26	s 12.26	s 12.22	f 11.14	s 10.11		s 9.25			s 8.21	s 7.31	s	f 1.08		
50	3.52	f	f	f	f		f	f	f	f 12.27	f	f		f 9.30	8.52	8.39	f 8.24	f 7.35	f 3.53	f		
San Jose Term. Yard		s 3.28	s 3.03	s 2.42	s 2.38		s 1.48	f 1.33	s 12.33	s 12.32	s 11.24	s 10.19		s 9.41			s 8.30	s 7.42	s 3.59	f 1.15		
	IP		f	f	f		f	f	f	f				9.45 AM	f 9.45 AM		f	f	f	f		
	BKWF ITP	s 4.00PM	s 3.35PM	s 3.10PM	s 2.50PM	s 2.45PM		s 1.55PM	s 1.40PM	s 12.40PM	s 12.40PM	s 11.30AM	s 10.25AM	s 9.50AM	Via West San Jose	s 9.00AM	8.47 AM	s 8.37AM	s 7.50AM	s 4.05AM	s 1.20AM	
	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		

STATIONS	
TO-R SAN FRANCISCO	1.9
23D STREET	0.3
ARMY STREET	3.0
BAYSHORE	1.3
VISITACION	0.4
TO-R VISITACION TOWER	2.4
SO. S. FRANCISCO	1.1
TANFORAN WYE	0.6
R SAN BRUNO (Spur)	1.1
LOMITA PARK	0.8
AQUA (Spur)	0.8
MILLBRAE	1.5
BROADWAY (Spur)	1.1
BURLINGAME (Spur)	0.5
HOWEST (Spur)	1.1
SAN MATEO	1.0
LESLIE (Spur)	0.8
ROMAC (Spur)	0.6
BERESFORD	1.6
BELMONT (Spur)	0.8
PUMORK (Spur)	0.5
SAN CARLOS	2.2
REDWOOD CITY	0.8
TO-R REDWOOD JCT.	1.6
ATHERTON	1.1
MENLO PARK (Spur)	0.4
FREMONT (Spur)	0.8
PALO ALTO (Spur)	1.7
R MAYFIELD	3.0
CASTRO	1.3
MOUNTAIN VIEW	2.7
SUNNYVALE (Spur)	2.0
LAWRENCE	3.5
SANTA CLARA	1.4
R COLLEGE PARK	0.1
S. P. C. Crossing	1.1
TO-R SAN JOSE	

Double Track

(1.00)	(1.25)	(1.25)	(1.20)	(1.30)	(0.53)	(1.25)	(1.25)	(1.25)	(1.40)	(1.30)	(1.25)	(0.05)	(1.40)	(1.00)	(1.02)	(1.37)	(1.50)	(1.35)	(1.19)		
46.90	33.11	33.11	35.18	31.27	36.00	33.11	33.11	33.11	28.14	31.27	33.11	14.40	27.42	46.90	45.39	29.01	25.58	29.62	35.62	Time over District	
																					Average speed per hour.

NOTE.—See pages 3, 4, 5, 6 and 7 for additional trains between San Francisco and San Jose. New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days San Francisco-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday. Menlo Park water supply located on spur tracks and is for emergency use only. Water supply Redwood Junction, located on Western Division line.

ADDITIONAL REGULAR STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
32-136-84	Butler Road	Receive or Discharge	Any Station	Any Station	Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
152 28	Visitacion San Mateo	Receive or Discharge	Any Station Beyond San Jose	Any Station	Sunday Daily

Time Tab.
March
STAT
TO-R SAN F...
1.9
23D ST...
0.3
ARMY ST...
3.0
BAYSHO...
1.3
VISITA...
0.4
TO-R VISITAO...
2.4
SO. S. FR...
1.1
TANFOR...
0.6
R SAN B...
1.1
LOMITA...
0.8
AQUA (S...
0.8
MILLBRA...
1.5
BROADWA...
1.1
BURLING...
0.5
HOWEST...
1.1
SAN MATE...
1.0
LESLIE...
0.8
ROMAC...
0.6
BERESFOR...
1.6
BELMONT...
0.8
PUMORK...
0.5
SAN CAR...
2.2
REDWOOD...
0.8
TO-R REDW...
1.6
ATHERTON...
1.1
MENLO P...
0.4
FREMONT...
0.8
PALO AL...
1.7
R MAYFI...
3.0
CASTRO...
1.3
MOUNTAI...
2.7
SUNNYVA...
2.0
LAWREN...
3.5
SANTA CL...
1.4
R COLLE...
0.1
S. P. C...
1.1
TO-R SAN...
1.1

New Year's, Washington's Birthday, Thanksgiving Day and Christmas are Holidays, and on such days San Francisco-Redwood Jct. trains will perform only such service as on Sunday.

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

FIRST CLASS

Main train schedule table with columns for train numbers (190-158), departure times, arrival times, and station names. Includes sub-tables for 'San Francisco Terminal Yard' and 'San Jose Terminal Yard'.

Time Table No. 126

March 20, 1927

STATIONS

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

Block Signals

Double Track

Summary table with columns for train number, time over district, and average speed per hour.

NOTE.—See pages 2, 3, 5, 6 and 7 for additional trains between San Francisco and San Jose.

Menlo Park water supply located on spur track and is for emergency use only. Water supply at Redwood Jct. located on Western Division line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Table of additional flag stops for trains 174, 186, 188, 170, 172, 180, 180.

Table of additional flag stops for trains 82, 168, 170, 172, 180, 172.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days San Francisco-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday.

March 20

STATIONS

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

Block Signals

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days San Francisco-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday.

Table No. 126

March 20, 1927

STATIONS

SAN FRANCISCO
1.9
3D STREET
0.3
ARMY STREET
3.0
BAYSHORE
1.3
VISITACION
0.4
VISITACION TOWER
2.4
SAN FRANCISCO
1.1
TANFORAN WYE
0.6
SAN BRUNO (Spur)
1.1
LOMITA PARK
0.8
AQUA (Spur)
0.8
MILLBRAE
1.5
BROADWAY (Spur)
1.1
BURLINGAME (Spur)
0.5
HOWEST (Spur)
1.1
SAN MATEO
1.0
LESLIE (Spur)
0.8
ROMAC (Spur)
0.6
BERESFORD
1.6
BELMONT (Spur)
0.8
PUMORK (Spur)
0.5
SAN CARLOS
2.2
REDWOOD CITY
0.8
REDWOOD JOT.
1.6
ATHERTON
1.1
MENLO PARK (Spur)
0.4
FREMONT (Spur)
0.8
PALO ALTO (Spur)
0.8
MAYFIELD
1.7
CASTRO
1.3
MOUNTAIN VIEW
2.7
SUNNYVALE (Spur)
2.0
LAWRENCE
3.5
SANTA OLARA
1.4
COLLEGE PARK
0.1
S. P. C. Crossing
1.1
SAN JOSE

(46.9)

over District
peed per hour

Fourth
mas are
od Jct.-
uch ser-

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 126
March 20, 1927

STATIONS

TO-R SAN FRANCISCO
1.9
28D STREET
0.3
ARMY STREET
3.0
BAYSHORE
1.3
VISITACION
0.4
VISITACION TOWER
2.4
SO. SAN FRANCISCO
1.1
TANFORAN WYE
0.6
R SAN BRUNO
1.1
LOMITA PARK
0.8
AQUA
0.8
MILLBRAE
1.5
BROADWAY
1.1
BURLINGAME
0.5
HOWEST
1.1
SAN MATEO
1.0
LESLIE
0.8
ROMAC
0.6
BERESFORD
1.6
BELMONT
0.8
PUMORK
0.5
SAN CARLOS
2.2
REDWOOD CITY
0.8
TO-R REDWOOD JOT.
1.6
ATHERTON
1.1
MENLO PARK
0.4
FREMONT
0.8
PALO ALTO
1.7
R MAYFIELD
1.7
CASTRO
1.3
MOUNTAIN VIEW
2.7
SUNNYVALE
2.0
LAWRENCE
3.5
SANTA CLARA
1.4
R COLLEGE PARK
0.1
S. P. C. Crossing
1.1
TO-R SAN JOSE

(46.9)

Distance from San Jose	FIRST CLASS																		
	69 Ocean Shore Express Arrive Daily	159 San Francisco Passenger Arrive Daily	161 San Francisco Passenger Arrive Daily EX. SUNDAY	163 San Francisco Passenger Arrive Daily	27 Del Monte Limited Arrive Daily	165 San Francisco Passenger Arrive Daily	167 San Francisco Passenger Arrive Daily	169 San Francisco Passenger Arrive Daily	171 San Francisco Passenger Arrive Daily EX. SUNDAY	173 San Francisco Passenger Arrive Daily SUNDAY ONLY	501 Passenger Via Oakland Arrive Daily	175 San Francisco Passenger Arrive Daily	179 San Francisco Passenger Arrive Daily	181 San Francisco Passenger Arrive Daily	183 San Francisco Passenger Arrive Daily EX. SUNDAY	185 San Francisco Passenger Arrive SUNDAY ONLY	31 San Francisco Passenger Arrive Daily	71 Daylight Limited Arrive Daily	87 Scenic Local Passenger Arrive Daily EX. SUNDAY
46.9	s 10.35AM	s 11.00AM	s 11.35AM	s 12.10PM	s 12.30PM	s 1.00PM	s 1.55PM	s 2.55PM	s 4.10PM	s 4.10PM		s 5.05PM	s 5.35PM	s 6.15PM	s 7.10PM	s 7.10PM	s 7.35PM	s 7.45PM	s 9.10PM
45.0												f			f				
44.7																			
41.7	10.26	10.51	11.25	f 11.59AM	12.21	12.50	1.45	f 2.45	f 4.00	f 4.00		f 4.54	f 5.25	6.05	f 6.59	f 7.00	7.25	7.35	9.00
40.4																			
40.0																			
37.6	10.20	s 10.45	11.20	s 11.52	12.16	s 12.44	s 1.39	s 2.39	s 3.53	s 3.54		s 4.45	s 5.18	s 5.59	s 6.52	s 6.54	7.19	7.29	f 8.54
36.5																			
35.9	10.17	f 10.42	11.17	s 11.47	12.13	f 12.40	f 1.35	f 2.35	f 3.48	f 3.50		f 4.41	s 5.12	s 5.55	f 6.48	f 6.50	7.16	7.26	8.51
34.8		f		f				f		f		f		f	f				
34.0																			
33.2		f 10.37		f 11.42		f 12.35	1.30	f 2.30	f 3.43	f 3.46		f 4.35	f 5.07	f 5.49	f 6.42	f 6.46			8.47
31.7		s		s		s	s	s	s	s		s	s	s	s	s	s	s	s
30.6		s 10.32		s 11.36		s 12.31	s 1.26	s 2.26	s 3.38	s 3.42		s 4.30	s 5.02	s 5.44	s 6.38	s 6.41	s 7.07		s 8.42
30.1																			
29.0	10.08	s 10.28	s 11.08	s 11.31	12.05PM	s 12.27	s 1.22	s 2.22	s 3.33	s 3.38		s 4.26	s 4.58	s 5.40	s 6.34	s 6.37	s 7.03	7.17	s 8.38
28.0		f		f				f	f	f		f	f	f	f				
27.2																			
26.6		f						f	f	f		f	f	f	f				
25.0		f		s		f	f	f	s	f		f	s	f	s	f	f		f
24.2																			
23.7		f 10.18		f 11.20		f 12.18	f 1.13	f 2.13	f 3.21	f 3.28		f 4.16	s 4.48	f 5.30	s 6.24	f 6.28	f 6.54		f 8.29
21.5		s 10.14	s 10.59	s 11.16		s 12.14	s 1.09	s 2.09	s 3.17	s 3.24		s 4.11	s 4.43	s 5.26	s 6.20	s 6.24	s 6.50		s 8.25
20.7	9.56	10.12	10.57	11.14	11.55AM	12.12	1.07	2.07	3.14	3.22		4.09	4.40	5.24	6.18	6.22	6.48	7.07	8.23
19.1		f 10.09		f 11.11		f	f	f	f 3.11	f		f 4.06	f	f 5.21	s 6.15	f	6.45		8.20
18.0		s		s		s	s	f	s	f		f	s	f	s	f	s		f
17.6																			
16.8		s 10.03	s 10.51	s 11.05		s 12.03PM	s 12.58	s 1.58	s 3.05	s 3.13		s 4.00	s 4.32	s 5.17	s 6.08	s 6.13	s 6.39		s 8.15
15.1	9.48	f 9.59	10.49	s 11.01	11.48	f 11.59AM	12.54	f 1.54	s 2.59	f 3.09		f 3.57	s 4.27	f 5.14	s 6.02	f 6.09	f 6.35	6.58	f 8.11
12.1				f															
10.8		s 9.53		s 10.55		s 11.54	s 12.49	f 1.49	s 2.52	f 3.04	Via Newark	s 3.51	s 4.20	f 5.08	s 5.56	f 6.04	s 6.29		f 8.05
8.1		s		s 10.50		s 11.49	s 12.44	f 1.44	s 2.46	f 2.59		s 3.46	s 4.14	f 5.03	s 5.50	f 5.59	s 6.24		f 8.00
6.1	9.38	f 9.45	10.39	f 10.46	11.38	f 11.45	f 12.40	f 1.40	f 2.42	f 2.55		f 3.42	f 4.11	f 5.00	f 5.46	f 5.55	f 6.20	6.48	
2.6		s 9.40		s 10.41		s 11.40	s 12.35	s 1.35	s 2.37	s 2.50		s 3.37 3.34	s 4.06	s 4.55	s 5.41	s 5.50	s 6.15		s 7.52
1.2				f		f	f	f	f	f	3.28 PM	3.30 PM	f		f				7.49PM
1.1																			
0.0	9.30AM	9.35AM	10.30AM	10.35AM	11.30AM	11.35AM	12.30PM	1.30PM	2.30PM	2.45PM	3.25PM	Via West San Jose	4.00PM	4.50PM	5.35PM	5.45PM	6.10PM	6.40PM	Via West San Jose
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
Time over District	(1.05)	(1.25)	(1.05)	(1.35)	(1.00)	(1.25)	(1.25)	(1.25)	(1.40)	(1.25)	(0.03)	(1.35)	(1.35)	(1.25)	(1.35)	(1.25)	(1.25)	(1.05)	(1.21)
Average speed per hour	43.29	33.11	43.29	29.62	46.90	33.11	33.11	33.11	29.14	33.11	24.00	28.86	29.62	33.11	29.62	33.11	33.11	43.29	33.85

NOTE.—See pages 2, 3, 4, 6 and 7 for additional trains between San Jose and San Francisco.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days, San Francisco-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday.

Train	ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
175-179-87				
183	Butler Road	Receive or Discharge	Any Station	Any Station
27	14th Avenue	Receive or Discharge	Any Station	Any Station
163	San Mateo	Discharge	Any Station	Any Station
87	Butler Road	Receive or Discharge	Any Station	Any Station
	San Bruno	Discharge	Any Station	Any Station

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

Time Table No. 126

March 20, 1927

Capacity of sidings in car lengths	THIRD CLASS					FIRST CLASS						Distance from San Francisco
	254 Ogden and Portland Manifest	242 Fresno Mds. Freight	304 Local Freight	302 Local Freight	244 Sunset Manifest	196 San Jose Passenger	194 San Jose Passenger	70 Ocean Shore Express	74 Padre	192 San Jose Passenger	76 Lark	
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
BKWF TYP												
BKWF TYP	10.00PM	7.00PM		1.00AM	12.01AM	f 10.54	f 9.54	9.11		f 8.44	8.09	
IP												
P						s 11.00	s 10.00	9.17		s 8.50	8.14	
Y												
18 P						s 11.03	s 10.03	9.20		s 8.53	8.17	
16						f	f			f		
52 P						f 11.08	f 10.08			f 8.58		
18						s	s			s		
60 8						s 11.12	s 10.12			s 9.02		
14												
92 WP						s 11.16	s 10.16	9.30		s 9.06	8.25	
18						f	f			f		
13												
21						f	f			f		
9						s	f			f		
52												
WIYP	12.05AM	8.00PM	6.00AM	3.45AM		f 11.24	f 10.24			f 9.16		
53						s 11.28	s 10.28			s 9.20		
33 21 WP						11.30	10.30	9.43		9.22	8.35	
16						s 11.33	f 10.33			f 9.25		
20 P												
50 KWYP						s 11.39	s 10.39			s 9.32		
51 P	Via Dumbarton	Via Dumbarton				f 11.42	f 10.42	9.53		f 9.35	8.42	
70 P									Via Newark	f 9.42		
50						f 11.52	f 10.52			f 9.47		
IP						f	f	10.05		f		
BKW FITP			10.00AM		2.15AM	f 11.59PM	f 10.59			f 9.54		
						f	f		9.59PM	f		
Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		s 12.05AM	s 11.05PM	s 10.15 PM	s 10.02 PM	s 10.00PM	s 9.00PM	

STATIONS	
TO-R SAN FRANCISCO	0.0
1.9	1.9
23D STREET	2.2
0.3	2.2
ARMY STREET	2.2
3.0	5.2
BAYSHORE	5.2
1.3	6.5
VISITACION	6.5
0.4	6.9
TO-R VISITACION TOWER	6.9
2.4	9.3
SO. SAN FRANCISCO	9.3
1.1	10.4
TANFORAN WYE	10.4
0.6	11.0
R SAN BRUNO (Spur)	11.0
1.1	12.1
LOMITA PARK	12.1
0.8	12.9
AQUA (Spur)	12.9
0.8	13.7
MILLBRAE	13.7
1.5	15.2
BROADWAY (Spur)	15.2
1.1	16.3
BURLINGAME (Spur)	16.3
0.5	16.8
HOWEST (Spur)	16.8
1.1	17.9
SAN MATEO	17.9
1.0	18.9
LESLIE (Spur)	18.9
0.8	19.7
ROMAO (Spur)	19.7
0.6	20.3
BERESFORD	20.3
1.6	21.9
BELMONT (Spur)	21.9
0.8	22.7
PUMORK (Spur)	22.7
0.5	23.2
SAN CARLOS	23.2
2.2	25.4
REDWOOD CITY	25.4
0.8	26.2
TO-R REDWOOD JCT.	26.2
1.6	27.8
ATHERTON	27.8
1.1	28.9
MENLO PARK (Spur)	28.9
0.4	29.3
FREMONT (Spur)	29.3
0.8	30.1
PALO ALTO (Spur)	30.1
1.7	31.8
R MAYFIELD	31.8
3.0	34.8
CASTRO	34.8
1.3	36.1
MOUNTAIN VIEW	36.1
2.7	38.8
SUNNYVALE (Spur)	38.8
2.0	40.8
LAWRENCE	40.8
3.5	44.3
SANTA CLARA	44.3
1.4	45.7
R COLLEGE PARK	45.7
0.1	45.8
S. P. C Crossing	45.8
1.1	46.9
TO-R SAN JOSE	46.9

(2.05)	(1.00)	(4.00)	(2.45)	(2.14)	(1.20)	(1.20)	(1.15)	(0.03)	(1.25)	(1.00)	Time over district
10.08	21.00	5.17	7.64	18.07	35.18	35.18	37.52	24.00	33.11	46.90	Average speed per hour

NOTE.—See pages 2, 3, 4, 5 and 7 for additional trains between San Francisco and San Jose. Menlo Park water supply located on spur and is for emergency use only. Water supply Redwood Junction located on Western Division line.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are holidays, and on such days San Francisco-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday.

March 2

STAT

TO-R SAN J	1.0
23D S	0.0
ARMY S	3.0
BAYS	1.0
VISIT	0.0
TO-R VISITACI	2.0
SO. SAN F	1.0
TANFOR	0.0
R SAN B	1.0
LOMITA	0.0
AQU	0.0
MILLB	1.0
BROADW	1.0
BURLIN	0.0
HOW	1.0
SAN M	1.0
LESL	0.0
ROM	0.0
BERES	1.0
BELM	0.0
PUMC	0.0
SAN CA	2.0
REDWO	0.0
TO-R REDW	1.0
ATHE	1.0
MENLO	0.0
FREM	0.0
PALO	1.0
R MAYF	3.0
CAST	1.0
MOUNTAI	2.0
SUNNY	2.0
LAWRI	3.0
SANTA	1.0
R COLLEGE	0.0
S. P. C	1.0
TO-R SAN	1.0

(46.9)

Time over Dis Average speed

See pag

Train	
85	
191-193	
85	

Table No. 126

March 20, 1927

STATIONS

San Francisco
1.9
10th Street
0.3
11th Street
0.3
12th Street
0.3
13th Street
0.3
14th Street
0.3
15th Street
0.3
16th Street
0.3
17th Street
0.3
18th Street
0.3
19th Street
0.3
20th Street
0.3
21st Street
0.3
22nd Street
0.3
23rd Street
0.3
24th Street
0.3
25th Street
0.3
26th Street
0.3
27th Street
0.3
28th Street
0.3
29th Street
0.3
30th Street
0.3
31st Street
0.3
32nd Street
0.3
33rd Street
0.3
34th Street
0.3
35th Street
0.3
36th Street
0.3
37th Street
0.3
38th Street
0.3
39th Street
0.3
40th Street
0.3
41st Street
0.3
42nd Street
0.3
43rd Street
0.3
44th Street
0.3
45th Street
0.3
46th Street
0.3
47th Street
0.3
48th Street
0.3
49th Street
0.3
50th Street
0.3
51st Street
0.3
52nd Street
0.3
53rd Street
0.3
54th Street
0.3
55th Street
0.3
56th Street
0.3
57th Street
0.3
58th Street
0.3
59th Street
0.3
60th Street
0.3
61st Street
0.3
62nd Street
0.3
63rd Street
0.3
64th Street
0.3
65th Street
0.3
66th Street
0.3
67th Street
0.3
68th Street
0.3
69th Street
0.3
70th Street
0.3
71st Street
0.3
72nd Street
0.3
73rd Street
0.3
74th Street
0.3
75th Street
0.3
76th Street
0.3
77th Street
0.3
78th Street
0.3
79th Street
0.3
80th Street
0.3
81st Street
0.3
82nd Street
0.3
83rd Street
0.3
84th Street
0.3
85th Street
0.3
86th Street
0.3
87th Street
0.3
88th Street
0.3
89th Street
0.3
90th Street
0.3
91st Street
0.3
92nd Street
0.3
93rd Street
0.3
94th Street
0.3
95th Street
0.3
96th Street
0.3
97th Street
0.3
98th Street
0.3
99th Street
0.3
100th Street
0.3

Double Track

Time Table No. 126

March 20, 1927

STATIONS

TO-R SAN FRANCISCO
1.9
23D STREET
0.3
ARMY STREET
0.3
BAYSHORE
0.3
VISITACION
0.4
TO-R VISITACION TOWER
2.4
SO. SAN FRANCISCO
1.1
TANFORAN WYE
0.6
R SAN BRUNO
1.1
LOMITA PARK
0.8
AQUA (Spur)
0.8
MILLBRAE
1.5
BROADWAY (Spur)
1.1
BURLINGAME (Spur)
0.5
HOWEST (Spur)
1.1
SAN MATEO
1.0
LESLIE (Spur)
0.8
ROMAO (Spur)
0.6
BERESFORD
1.6
BELMONT (Spur)
0.8
PUMORK (Spur)
0.5
SAN CARLOS
2.2
REDWOOD CITY
0.8
TO-R REDWOOD JCT.
1.6
ATHERTON
1.1
MENLO PARK
0.4
FREMONT (Spur)
0.8
PALO ALTO (Spur)
1.7
R MAYFIELD
3.0
CASTRO
1.3
MOUNTAIN VIEW
2.7
SUNNYVALE (Spur)
2.0
LAWRENCE
3.5
SANTA OLARA
1.4
R COLLEGE PARK
0.1
S. P. C. Crossing
1.1
TO-R SAN JOSE
0.0

Block Signal

Double Track

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Distance from San Jose	FIRST CLASS					THIRD CLASS			
	557 Passenger Via Oakland	85 Senior Local Passenger	77 Shore Line Limited	191 San Francisco Passenger	193 San Francisco Passenger	243 Sunset Manifest	303 Local Freight	301 Local Freight	253 Ogden Manifest
	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
46.9		s 9.20PM	s 10.40PM	s 11.10PM	s 11.50PM				
45.0				f					
44.7									
41.7		9.10	10.31	s 10.59	f 11.40	3.00AM		8.10AM	11.30PM
40.4									
40.0									
37.6		f 9.04	10.25	s 10.52	s 11.34				
36.5									
35.9		9.01	10.22	f 10.49	f 11.31				
34.8				f	f				
34.0									
33.2		8.57		f 10.44	f 11.26				
31.7		s		s	s				
30.6		s 8.52		s 10.39	s 11.22				
30.1									
29.0		s 8.48	10.13	s 10.35	s 11.18				
28.0				f	f				
27.2									
26.6				f	f				
25.0		f		f	f				
24.2									
23.7		f 8.39		f 10.26	f 11.10				
21.5		s 8.35		s 10.22	s 11.06				
20.7		8.33	10.03	10.20	11.04		3.30AM	5.30AM	10.00PM
19.1				f	f				
18.0		f		f	f				
17.6									
16.8		s 8.25		s 10.12	s 10.56				
15.1		f 8.21	9.55	f 10.08	f 10.53				
12.1				f	f				
10.8		Via Newark f 8.15		s 10.02	f 10.47				Via Dumbarton
8.1		f 8.10		s 9.58	f 10.42				
6.1			9.45	f	f				
2.6		s 8.02		s 9.50	f 10.35				
1.2		f 7.58PM	7.59PM						
1.1									
0.0		7.55PM	Via West San Jose 9.37PM	9.45PM	10.30PM	12.01AM	2.30AM		
		Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily

Time over District	(0.03)	(1.21)	(1.03)	(1.25)	(1.20)
Average speed per hour	24.00	33.85	44.67	33.11	35.18

(2.59)	(1.00)	(2.40)	(1.30)
13.97	20.70	7.88	14.00

See pages 2, 3, 4, 5, and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Pass. to (or beyond)	Pass. from (or beyond)	Frequency
85	Butler Road	Receive or Discharge	Any Station	Any Station	Sunday
191-193	Butler Road	Receive or Discharge	Any Station	Any Station	Daily
85	Any Station	Discharge		Beyond Los Gatos	Sunday

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are holidays, and on such days San Francisco-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday.

1 of July, Labor days San Fran- only such service

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

Capacity of sidings in car lengths	THIRD CLASS				FIRST CLASS													Distance from San Francisco	
			414 Local Freight	244 Sunset Manifest				70 Ocean Shore Express	74 Padre	76 Lark	102 Sunset Limited	206 Mixed	28 Del Monte Limited	204 Mixed	78 Shore Line Limited	72 Daylight Limited	32 Salinas Passenger		30 Salinas Passenger
			Leave Daily EX. SUNDAY	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
Term. Yard BKWFTTP			9.23 AM	3.16 AM			10.22 PM	10.07 PM	9.04 PM	7.30 PM		4.05 PM		9.05 AM	8.47 AM	8.00 AM	4.15 AM	46.9	
23 62			9.35	3.27			10.31	10.16	9.13	7.39		4.14		9.14	8.56	8.10	4.26	48.0 51.7	
I																		52.9	
74 P																		53.2	
44 66 P			9.45	3.40			10.35	10.20	9.17	7.43		4.18		9.18	9.00	f 8.15	f 4.30	54.2	
45 P			9.55	3.45											9.04	f	f	55.5	
15																		57.4	
63 P																	f	58.2	
64 42 WP			10.15	4.08			f 10.45	10.29	9.26	7.53		4.27		9.29	9.11	s 8.27	f 4.40	60.4	
61 P			10.25	4.20			f 10.50	10.33	9.30	7.57		4.31		9.33	9.15	f 8.32	f 4.45	63.1	
26 P							f									f	f	66.8	
81 P			10.54	4.52			f 10.56	10.38	9.35	8.02		4.36		9.38	9.20	s 8.45	f 4.52	69.2	
82																f	f	70.8	
2																		72.0	
63 P			11.45 AM	5.05			f 11.01	10.43	9.40	8.07		4.40		9.43	9.24	s 8.50	f 4.57	74.1	
70 P			12.05 PM				11.05	10.46	9.43	8.10						f	f	74.6	
14																		77.0	
Yard BKWFTTP			1.30	5.35			s 11.14	10.51	9.48	s 8.16	5.15 PM	s 4.51	10.45 AM	s 9.53	9.32	s 9.08	s 5.06	79.1	
P											s 5.24 PM		s 10.51 AM					80.7	
52																		83.2	
17																f		84.1	
73 WP			2.00	6.03			11.23	11.00	9.57	8.28		5.00		10.02	9.41	s 9.19	f 5.16	84.4	
25 P																		87.1	
90 P			2.50	6.36			11.31	11.08	10.05	8.38		5.08		10.10	9.49	f 9.27	f 5.24	88.0	
91 P																		91.9	
52 P			3.30	7.00			f 11.36	11.13	10.10	8.44		5.14		10.17	9.54	s 9.33	f 5.30	93.2	
63 P			4.00													f 9.37		94.6	
Term. Yard BKWFTTP			4.20 PM	7.20 AM			s 11.44 PM	s 11.21 PM	s 10.18 PM	s 8.53 PM		s 5.22 PM		s 10.30 AM	s 10.02 AM	s 9.45 AM	s 5.40 AM	97.1	
			Arrive Daily EX. SUNDAY	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	100.4	

Time Table No. 126

March 20, 1927

STATIONS

TO-R SAN JOSE	1.1
4TH ST., SAN JOSE	1.2
VALBRICK	0.3
W. P. R. R. Crossing	1.0
LUTHER	1.0
LUTHER	1.3
LICK	1.9
LICK	1.9
EDENVALE	0.8
SPARROW	2.2
POMAR	2.7
TO COYOTE	3.2
PERRY	2.9
MADRO	1.6
MADRONE	1.6
TO MORGANHILL	1.2
TENNANT	2.1
DURNEY (Spur)	0.5
TO SAN MARTIN	2.4
RUCKER	2.1
LONOKE (Spur)	1.6
TO-R GILROY	2.5
R CARNADERO	0.9
NEMA (Spur)	0.3
MILLER	2.7
TO SARGENT	1.9
BETABEL	2.9
CHITTENDEN	1.3
LOGAN	1.4
TO AROMAS	2.5
VEGA	3.3
TO-R WATSONVILLE JCT	

Block Signals

(6.57) (4.05) (1.22) (1.14) (1.14) (1.23) (0.09) (1.17) (0.06) (1.25) (1.15) (1.45) (1.25) Time over District
7.17 12.20 36.44 40.39 40.39 36.00 16.87 38.81 25.00 35.15 39.84 28.46 35.15 Average speed per hour

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Trains	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102 70	Any Station Any Station	Receive Receive	Yuma Los Angeles		Daily Daily

Time Table

March 20,

STATION

TO-R SAN J	1.1
4TH ST., SA	1.2
VALBR	0.3
W. P. R. R.	1.0
LUTHE	1.0
LUTHE	1.3
LICK	1.9
LICK	1.9
EDENVA	0.8
SPARR	2.2
POMA	2.7
TO COYOT	3.2
PERR	2.9
MADRO	1.6
TO MORGAN	1.2
TENNA	2.1
DURNE	0.5
TO SAN MAR	2.4
RUCKE	2.1
LONO	1.6
TO-R GILRC	2.5
R CARNAD	0.9
NEMA	0.3
MILLE	2.7
TO SARGE	1.9
BETAB	2.9
CHITTEN	1.3
LOGAN	1.4
TO AROMA	2.5
VEGA	3.3
TO-R WATSON	

(49.8)

Time over District
Average speed per

W
T

Table No. 126

March 20, 1927

STATIONS

SAN JOSE	1.1
4TH ST., SAN JOSE	1.2
VALBRICK	0.3
W. P. R. R. Crossing	1.0
LUTHER	1.3
LICK	1.9
EDENVALE	0.8
SPARROW	2.2
POMAR	2.7
COYOTE	3.2
PERRY	2.9
MADRONE	1.6
ORGANHILL	1.2
TENNANT	2.1
DURNEY (Spur)	0.5
SAN MARTIN	2.4
RUCKER	2.1
LONOKE (Spur)	1.6
GILROY	2.5
CARNADERO	0.9
NEMA (Spur)	0.3
MILLER	2.7
SARGENT	1.9
BETABEL	2.9
HITTENDEN	1.3
LOGAN	1.4
AROMAS	2.5
VEGA	3.3
WATSONVILLE JOT	

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 126
March 20, 1927

Block Signal

STATIONS	Distance from Watsonville Jct.	FIRST CLASS											THIRD CLASS				
		101	73	75	203	69	27	201	205	31	71	77					243
		Sunset Limited	Padre	Lark	Mixed	Ocean Shore Express	Del Monte Limited	New Almaden Mixed	Mixed	San Francisco Passenger	Daylight Limited	Shore Line Limited					Sunset Manifest
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	
TO-R SAN JOSE	49.8	s 7.00AM	s 7.40AM	s 8.19AM		s 9.23AM	s 11.25AM	s 12.45PM		s 6.01PM	6.40PM	s 9.32PM					11.00PM
4TH ST., SAN JOSE	48.7					f		f									
VALBRICK	47.6	6.51	7.31	8.10		9.14	11.16	12.35		5.52	6.31	9.23					10.49
W. P. R. R. Crossing	47.2																
LUTHER	46.2																
R LICK	44.9	6.47	7.27	8.02		f 9.07	11.12	12.25PM		5.48	6.27	9.17					10.35 10.15
EDENVALE	43.0					f 9.04				f							
SPARROW	42.2																
POMAR	40.0					f											
TO COYOTE	37.3	6.38	7.18	7.51		f 8.56	11.04			s 5.38	6.18	9.02					9.45
PERRY	34.1	6.34	7.14	7.47		f 8.51	11.00			f 5.33		8.58					9.30
MADRONE	31.2					f											
TO MORGANHILL	29.6	6.28	7.08	7.41		f 8.45	10.54			s 5.27	6.08	8.52					9.02
TENNANT	28.4					f											
DURNEY	26.3																
TO SAN MARTIN	25.8	6.23	7.03	7.34		f 8.39	10.49			f 5.22	6.02	8.47					8.47
RUCKER	23.4	6.20	7.00	7.30		f	10.46			f							
LONOKE	21.8																
TO-R GILROY	19.7	s 6.13	6.53	7.24	s 8.15AM	s 8.29	s 10.40			s 4.15PM	5.12	5.53	s 8.38				8.16
R CARNADERO	17.2				8.05AM					4.05PM	5.07	5.49					
NEMA	16.3																
MILLER	16.0																
TO SARGENT	13.8	6.03	6.43	7.14		f 8.19	10.30			s 5.00	5.44	8.28					7.27
BETABEL	11.4																
CHITTENDEN	8.6	5.56	6.36	7.07		f 8.11	10.23			f 4.48	5.37	8.21					7.00
LOGAN	7.2					f											
TO AROMAS	5.8	5.50	6.30	7.00		f 8.05	10.17			s 4.42		8.15					6.45
VEGA	3.8		6.26	6.53						f							6.35
TO-R WATSONVILLE JOT	0.0	5.40AM	6.20AM	6.47AM		7.55AM	10.05AM			4.32PM	5.22PM	8.05PM					6.20PM
(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily

Time over District	(1.20)	(1.20)	(1.32)	(0.10)	(1.28)	(1.20)	(0.20)	(0.10)	(1.20)	(1.18)	(1.27)	(4.40)
Average speed per hour	37.35	37.35	32.48	15.00	33.95	37.35	14.70	15.00	33.57	38.31	34.34	10.67

Westward trains are superior to trains of the same class in the opposite direction.
Third class or extra trains may run ahead of Nos. 203 and 205 Carnadero to Gilroy, and No. 201 Lick to San Jose.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
101 77	Any Station Any Station	Discharge Discharge		Yuma Santa Barbara	Daily Daily

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

Time Table No. 126

March 20, 1927

Capacity of sidings in car lengths	THIRD CLASS				SECOND CLASS		FIRST CLASS										Distance from San Francisco		
	244	310	312	308	330	106	70	74	76	102	28	78	32	72	30				
	Sunset Manifest	Local Freight	Local Freight	Local Freight	Freight	Salinas Passenger	Ocean Shore Express	Padre	Lark	Sunset Limited	Del Monte Limited	Shore Line Limited	Salinas Passenger	Daylight Limited	Salinas Passenger				
Term Yard BKWFTYP	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
2	11.00AM		6.50AM	6.40AM	10.20AM					11.55PM	11.26PM	10.23PM	9.00PM	5.30PM	10.40AM	10.15AM	10.06AM	6.10AM	100.4
62 P	11.20		7.05	6.51	10.40					9.09	f 5.40	10.48	f 10.25					f 6.28	105.6
45KWYP 88	11.30		7.20AM	7.05	10.50	5.50PM			s 12.10AM	11.39	10.36	s 9.20	s 5.50PM	s 11.01	s 10.35	10.19		s 6.38	110.4
62 P	11.38AM			7.27		f 5.56								11.07	f 10.42			f 6.45	113.9
80						f													115.6
100 BKWTP	12.05PM	9.20AM		8.00AM	11.10	s 6.05PM			s 12.25	11.50	10.47	f 9.31		s 11.17	s 10.50AM	10.30		s 6.55AM	118.2
70 YP	12.11	9.25			11.16						11.53	10.50							120.3
45 P	12.23	9.35			11.29				12.34	11.59PM	10.56			f 11.29					125.8
48 WP	12.31	9.44			11.43				f 12.39	12.04AM	11.01	9.45		s 11.36		10.44			129.1
38																			131.0
44 P	12.38	9.50			11.49				12.43			9.49		11.41					131.9
45 P	12.46	10.05			11.57AM				f 12.49			9.53		s 11.47					135.1
8																			137.1
26																			138.8
42 P	12.58	10.20			12.09PM				12.58	12.18	11.15	10.00		f 11.55AM		10.58			140.6
57 WP	1.05	10.30			12.15				1.03	12.22	11.19	10.04		s 12.01 PM		11.02			143.6
6																			144.2
68 P	1.20	10.45			12.25				1.10	12.28	11.25	10.10		f 12.07		11.08			148.8
45 P	1.35	11.13 AM			12.35				1.15	12.33	11.30	10.15		s 12.14		11.13			152.3
24																			153.4
76 P	1.55	12.04PM			12.46				1.23	12.41	11.38	10.23		f 12.24		11.21			158.9
81 Y																			161.0
60 KWP	2.15	12.35			12.56				s 1.31	12.47	11.44PM	10.30		s 12.35		11.27			163.7
15 P																			165.2
76 P	2.30	1.06			1.06				1.36			10.35		f 12.40					167.1
38 P	2.50	1.45			1.17				f 1.43			10.42		f 12.48					172.4
44 P	3.10	2.00			1.27							10.49		12.55					177.7
38 BKW 71 FP	3.33PM	2.15PM			1.40PM				f 1.56AM	1.10AM	12.07AM	10.56PM		s 1.06PM		11.50AM			182.9
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

STATIONS

TO-R WATSONVILLE JCT	3.2
LYDA (Spur)	2.0
ELKHORN	4.8
TO-R DEL MONTE JCT.	3.5
COOPER	1.7
GRAVES	2.6
TO-R SALINAS	2.1
SPRECKELS JCT.	5.0
SPENCE	3.8
TO CHUALAR	1.9
GABILAN	0.9
PENVIR	3.2
TO GONZALES	3.0
RACK (Spur)	1.7
MOLUS (Spur)	1.8
CAMPORA	3.0
TO SOLEDAD	0.6
CHALON (Spur)	4.1
HARLEM	4.0
TO METZ	1.1
ESPINOSA	5.5
COBURN	2.1
ELSA (Spur)	2.7
TO KING CITY	1.5
ARGUS	1.9
WELBY	5.3
TO SAN LUCAS	5.3
DOCAS	5.2
TO-R SAN ARDO	(82.5)

Time over District
Average speed per hour

(4.33)	(4.55)	(0.30)	(1.20)	(3.20)	(0.15)	(2.01)	(1.44)	(1.44)	(1.56)	(0.20)	(2.26)	(0.35)	(1.44)	(0.45)	..... Time over District
18.13	13.15	20.00	18.35	24.75	31.20	40.91	47.60	47.60	42.67	30.00	33.90	30.51	47.60	23.73	..... Average speed per hour

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

Third class trains may pass and run ahead of Second class trains.

Water supply at Chualar may be obtained from stand pipe opposite section house for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102 70 74	Any Station Any Station Salinas	Receive Receive Receive or Discharge	Yuma Los Angeles Schedule Stops		Daily Daily Daily

Time Table No. 126

March 20, 1927

STATIONS

TO-R WATSONVILLE JCT	3.2
LYDA (Spur)	2.0
ELKHORN	4.8
TO-R DEL MONTE JCT.	3.5
COOPER	1.7
GRAVES	2.6
TO-R SALINAS	2.1
SPRECKELS JCT.	5.0
SPENCE	3.8
TO CHUALAR	1.9
GABILAN	0.9
PENVIR	3.2
TO GONZALES	3.0
RACK (Spur)	1.7
MOLUS (Spur)	1.8
CAMPORA	3.0
TO SOLEDAD	0.6
CHALON (Spur)	4.1
HARLEM	4.0
TO METZ	1.1
ESPINOSA	5.5
COBURN	2.1
ELSA (Spur)	2.7
TO KING CITY	1.5
ARGUS	1.9
WELBY	5.3
TO SAN LUCAS	5.3
DOCAS	5.2
TO-R SAN ARDO	(82.5)

Time over District
Average speed per hour

Westward
Third class

STATIONS

WATSONVILLE JOT	3.2
LYDA (Spur)	2.0
ELKHORN	4.8
DEL MONTE JOT.	3.5
COOPER	1.7
GRAVES	2.6
SALINAS	2.1
RECKELS JOT.	5.0
SPENCE	3.8
CHUALAR	1.9
GABILAN	0.9
PENVIR	3.2
GONZALES	2.0
RACK (Spur)	1.7
MOLUS (Spur)	1.8
CAMPORA	3.0
SOLEIDAD	0.6
CHALON (Spur)	4.1
HARLEM	4.0
METZ	1.1
ESPINOSA	5.5
COBURN	2.1
ELSA (Spur)	2.7
KING CITY	1.5
ARGUS	1.9
WELBY	5.3
SAN LUCAS	5.3
DOCAS	5.2
SAN ARDO	

(82.5)

Time over District
Average speed per hour

Frequency	Daily
Frequency	Daily
Frequency	Daily

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD

Time Table No. 126

March 20, 1927

STATIONS

STATIONS	Distance from San Luis Obispo	FIRST CLASS									SECOND CLASS		THIRD CLASS		
		101 Sunset Limited	73 Padre	75 Lark	69 Ocean Shore Express	29 Passenger	27 Del Monte Limited	31 San Francisco Passenger	71 Daylight Limited	77 Shore Line Limited	105 Pacific Grove Passenger	243 Sunset Manifest			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R WATSONVILLE JOT	151.7	s 5.35 AM	s 6.10 AM	s 6.37 AM	s 7.50 AM	s 9.55 AM	s 10.00 AM	s 4.25 PM	s 5.17 PM	s 7.57 PM					4.50 PM
LYDA	148.5														
ELKHORN	146.5	5.25	6.02	6.28	7.41	f 9.45	9.50	f 4.15							
TO-R DEL MONTE JOT.	141.7	5.17	5.54	6.20	s 7.33	s 9.37	9.42 AM	s 4.05	5.03	s 7.38					4.25
COOPER	138.2	5.11			7.27	f 9.31		f 3.52				f 7.08			
GRAVES	136.5							f				f			
TO-R SALINAS	133.9	s 5.05	5.43	6.09	s 7.21	9.25 AM		3.45 PM	4.53	s 7.18		7.00 PM			3.50
SPRECKELS JOT.	131.8	4.59	5.39	6.05	7.14										3.20
SPENCE	126.8	4.52	5.33	5.58	7.08					f 7.02					3.00
TO CHUALAR	123.0	4.47	5.29	5.53	f 7.03					f 6.57					2.40
GABILAN	121.1														
PENVIR	120.2	4.43	5.25	5.49	6.59					6.52					2.15
TO GONZALES	117.0	4.38	5.21	5.44	f 6.54					s 6.47					2.00
RACK	115.0														
MOLUS	113.3														
CAMPORA	111.5	4.31	5.14	5.37	6.47				4.27	f					12.58
TO SOLEDAD	108.5	4.27	5.10	5.33	f 6.43				4.23	s 6.35					12.15 PM 11.55 AM
CHALON	107.9														
HARLEM	103.8	4.21	5.04	5.27	6.36				4.17	f 6.26					11.35
TO METZ	99.8	4.16	4.59	5.21	f 6.30				4.12	s 6.20					11.13
ESPINOSA	98.7														
COBURN	98.2	4.08	4.50	5.13	6.22				4.04	f 6.11					10.45
ELSA	91.1														
TO KING CITY	88.4	4.01	4.43	5.07	f 6.15				3.58	s 6.04					10.25
ARGUS	86.9														
WELBY	85.0	3.54	4.38	5.02	6.07				3.52	f 5.54					10.00
TO SAN LUCAS	79.7	3.47	4.31	4.55	f 6.00					f 5.47					9.45
DOCAS	74.4	3.40	4.24	4.48	5.53					5.40					9.20
TO-R SAN ARDO	69.2	3.33 AM	4.17 AM	4.41 AM	5.46 AM				3.33 PM	5.33 PM					9.00 AM
	(82.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		Leave Daily	

Block Signals

Time over District	(2.02)	(1.53)	(1.56)	(2.04)	(0.30)	(0.18)	(0.40)	(1.44)	(2.24)	(0.15)	(7.50)
Average speed per hour	40.57	43.81	42.67	39.11	35.00	33.33	26.70	47.60	34.33	31.20	10.53

Westward trains are superior to trains of the same class in the opposite direction.
Third class trains may pass and run ahead of second class trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
69 101	Any Station Any Station	Discharge Discharge		Los Angeles Yuma	Daily Daily

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from San Luis Obispo	FIRST CLASS						THIRD CLASS		
	244	314	330	330	102	78	72	70	74	76				101	73	75	69	71	77	243		
	Sunset Manifest	Local Freight	Freight		Sunset Limited	Shore Line Limited	Daylight Limited	Ocean Shore Express	Padre	Lark				Sunset Limited	Padre	Lark	Ocean Shore Express	Daylight Limited	Shore Line Limited		Sunset Manifest	
	Leave Daily	Leave TUESDAY, THURSDAY, SATURDAY	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	
38 BKWFP	3.33 PM	6.00 AM	1.40 PM		10.56 PM	1.06 PM	11.50 AM	1.56 AM	1.10 AM	12.07 AM	182.9	TO-B SAN ARDO	69.2	3.33 AM	4.17 AM	4.41 AM	f 5.46 AM	3.33 PM	s 5.33 PM		9.00 AM	
44 P	3.49	6.14	1.50		11.01	1.12		2.01			186.4	GETTY	65.7	3.28	4.12		5.40		f 5.26		8.45	
45 P	4.05	6.25	2.00		11.06	f 1.17		2.06			189.7	WUNPOST	62.4	3.24	4.07	4.33	5.35	3.24	f 5.22		8.30	
46 P	4.30	6.45	2.20		11.14	f 1.27	12.06 PM	f 2.14	1.27	12.25	195.9	BRADLEY	56.2	3.15	3.59	4.24	f 5.26	3.16	f 5.13		8.05	
68 P	4.45	6.58	2.35		11.21	f 1.34		2.21			201.4	NACIMIENTO	50.7	3.08	3.52	4.17	5.18	3.09	f 5.05		7.40	
105 P	5.01	7.04	2.45		11.24	f 1.38		2.24			203.8	McKAY	48.8	3.04	3.48	4.14	f 5.14	3.06	f 5.01		7.30	
38 WP	5.17	7.15	3.02		11.28	s 1.45		f 2.29			207.0	TO SAN MIGUEL	45.1	3.00	3.44	4.10	f 5.09	3.02	s 4.56		7.15	
43 P	5.32	7.40	3.15		11.33	f 1.51	12.24	2.35	1.45	12.45	210.9	WELLSONA	41.2	2.54	3.39	4.05	5.03	2.57	f 4.49		7.00	
Yard WP	5.50	8.30	3.30		f 11.41	s 2.01	12.31	s 2.45	1.52	12.53	216.3	TO PASO ROBLES	35.8	f 2.45	3.32	3.58	s 4.56	2.50	s 4.42		6.40	
68 P	6.10	9.01	3.42		11.49	f 2.12	12.38	f 2.57	1.59	1.01	221.8	TO TEMPLETON	30.3	2.30	3.24	3.51	f 4.45	2.43	f 4.30		6.10	
30 P	6.20	9.15	3.50		11.53	f		3.01			224.9	ASUNCION	27.2		3.20	3.46			f		5.56	
22 P						s 2.20		f 3.06			226.7	ATASCADERO	25.4	f			f		s 4.21			
15											227.4	BRICKTON (Spur)	24.7									
42 P	6.28	9.30	3.57		11.57 PM	2.22	12.46	3.15			228.0	HENRY	24.1	2.16	3.15	3.42	4.35		4.16			
76 P	6.35	9.50	4.13		12.01 AM	f 2.32	12.49	3.20	2.08	1.14	230.3	EAGLET	21.8	2.08	3.12	3.38	4.32	2.32	f 4.13		5.45	
73 P											233.4	CUSHING	18.7									
72 KWYP	7.00	11.10	4.40		12.15	s 2.44	1.03	s 3.30	2.23	1.30	235.5	TO-R SANTA MARGARITA	16.6	1.55	3.05	3.30	s 4.25	2.25	s 4.06		5.30	
78 P	7.20	11.25	4.59		12.25	f 2.53	1.13	3.45	2.33	1.40	238.9	CUESTA	13.2	1.40	2.53	3.17	4.12	2.14	f 3.56		5.10	
9 P											240.0	THYLE (Spur)	12.1									
67 P	7.39	11.40	5.15		12.35	f 3.05	1.23	3.55	2.43	1.50	242.6	NOVA	9.5	1.26	2.43	3.07	4.02	2.05	3.47		4.58	
42 WP	7.45	11.45 AM	5.20		12.37	f 3.07	1.25	3.58	2.48	1.54	243.4	TO SERRANO	8.7	1.23	2.36	3.05	3.58		f 3.44		4.53	
46 P	8.00	12.05 PM	5.40		12.45	3.14	1.31	4.09	2.56	2.01	246.3	CHORRO	5.8	1.15	2.29	2.56	3.50	1.57	3.37		4.43	
24											248.0	GOLDTREE (Spur)	4.1									
104 P	8.20	12.20	5.55		12.55	3.25	1.40	4.19	3.05	2.10	250.6	HATHAWAY	1.5	1.04	2.19	2.45	3.39	1.47	3.25		4.28	
Term. Yard BKWFTP	8.30 PM	12.30 PM	6.00 PM		s 1.00 AM	s 3.28 PM	s 1.43 PM	s 4.23 AM	s 3.10 AM	s 2.15 AM	252.1	TO-R SAN LUIS OBISPO	0.0	1.00 AM	2.15 AM	2.40 AM	3.35 AM	1.43 PM	3.17 PM		4.23 AM	
	Arrive Daily	Ar. TUESDAY, THURSDAY, SATURDAY	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	
	(4.57) 13.98	(6.30) 10.65	(4.20) 15.97		(2.04) 33.48	(2.22) 29.24	(1.53) 36.74	(2.27) 28.24	(2.00) 34.60	(2.08) 32.45		.....Time over District.....		(2.33) 27.15	(2.02) 34.03	(2.01) 34.31	(2.11) 31.69	(1.50) 37.75	(2.16) 30.53		(4.37) 14.99	

Westward trains are superior to trains of the same class in the opposite direction.
Third Class trains may pass and run ahead of Second Class trains.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Trains	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102 70 69 101	Any Station Any Station Any Station Any Station	Receive Receive Discharge Discharge	Yuma Los Angeles	Los Angeles Yuma	Daily Daily Daily Daily

Capacity of sidings in car lengths	Term. Yard	Capacity
24	BKWFTP	10
45	P	10
	IP	
26		
9		
74	P	10
88	WP	10
94	P	11
38	P	11
62	WP	12
78	P	12
45	P	12
12		
90	YP	12
70	P	1
45	P	1
72	P	2
16		
116	KWFYP	3
	Arrive	
		(4.4) 10.

EASTWARD

San Luis Obispo and Santa Barbara Subdivision.

WESTWARD

THIRD CLASS	
243	Sunset Manifest
Arrive Daily	
9.00AM	
8.45	
8.30	
8.05	
7.40	
7.30	
7.15	
7.00	
6.40	
6.10	
5.56	
5.45	
5.30	
5.10	
4.58	
4.53	
4.43	
4.28	
4.23 AM	
Leave Daily	
(4.37)	
14.99	

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Santa Barbara	FIRST CLASS						THIRD CLASS	
	244	316	330	78	72	70	74	76	102				73	75	69	71	77	101	243	
	Sunset Manifest	Local Freight	Freight	Shore Line Limited	Daylight Limited	Ocean Shore Express	Padre	Lark	Sunset Limited				Padre	Lark	Ocean Shore Express	Daylight Limited	Shore Line Limited	Sunset Limited	Sunset Manifest	
Leave Daily	Leave MON., WED. & FRI.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term Yard BKWFTP	10.15 PM	7.00 AM	7.30 PM	3.40 PM	1.53 PM	4.35 AM	3.20 AM	2.30 AM	1.15 AM	252.1	TO-R SAN LUIS OBISPO 5.8	118.6	s 2.03 AM	s 2.30 AM	s 3.20 AM	s 1.33 PM	s 3.05 PM	s 12.50 AM		12.01 AM
45 P	10.27	7.20	7.44	3.50	2.01	f 4.45	3.30	2.40	1.25	257.9	EDNA 1.2	112.8	1.47	2.17	f 3.07	1.24	2.55	12.40		11.45 PM
IP										259.1	TO HADLEY TOWER P. C. R. R. Crossing 0.9	111.6								
26										260.0	TIBER 2.8	110.7								
9				f 3.58		f				262.8	PISMO (Spur) 1.4	107.9			f 2.56		f 2.43			
74 P	10.40	7.40	7.57	4.01	2.10	4.56	3.38	2.53	1.35	264.2	GROVER 1.7	106.5	1.35	2.06	2.53	1.14	2.41	12.30		11.35
38 WP	10.47	8.00		s 4.07		f 5.01	3.41	2.56	1.38	265.9	TO OCEANO 4.0	104.8	1.28	2.03	f 2.46	1.11	s 2.38	12.27		11.25
94 P	11.10	8.20	8.08	4.14	2.18	f 5.07	3.47	3.02	1.44	269.9	CALLENDER 2.5	100.8	1.22	1.55	f 2.40	1.06	2.28	12.20		11.10
38 24 P	11.35 PM	8.45	8.13	4.18	2.22	5.11	3.51	3.06	1.51	272.4	BROMELA 4.1	98.3	1.18	1.51	f 2.36	1.02	2.22	12.16		11.00
82 84 WP	12.09 AM	9.45	8.30	s 4.32	2.28	s 5.21	f 3.58	3.12	2.10	276.5	TO GUADALUPE 4.2	94.2	1.12	1.43	s 2.30	12.57	s 2.10	12.09 AM		10.50
78 P	12.32	10.10	8.50	4.39	2.34	f 5.28	4.05	3.19	2.18	280.7	WALDORF 4.1	90.0	1.06	1.36	f 2.18	12.51	1.57	11.54 PM		10.32
45 P	12.42	10.30 AM	9.10	4.46	2.40	5.35	4.12	3.27	2.25	284.8	SCHUMAN 0.9	85.9	1.01	1.29	2.08	12.46	1.52	11.48		10.24
12										285.7	DEVON (Spur) 1.8	85.0								
90 43 YP	12.57	12.01 PM	9.16	f 4.52	2.44	f 5.40	4.16	3.32	2.31	287.5	TO CASMALIA 2.5	83.2	12.57	1.24	f 2.02	12.41	f 1.47	11.44		10.15
70 P	1.19	12.12	9.21	4.57		5.45	4.20	3.37	2.36	290.0	ANTONIO 3.2	80.7	12.53	1.19	1.57	12.37	1.42	11.40		10.00
45 27 P	1.52	12.32	9.28	5.02	2.53	f 5.50	4.25	3.42	2.42	293.2	NARLON 4.0	77.5	12.48	1.14	f 1.52	12.32	1.37	11.35		9.50
72 P	2.30	12.50	9.37	5.08	2.59	f 5.56	4.31	3.49	2.50	297.2	TANGAIR 4.1	73.5	12.42	1.08	1.46	12.27	1.31	11.29		9.37
16										301.3	AJAX (Spur) 1.4	69.4								
116 KWFYP	3.00 AM	1.15 PM	10.00 PM	s 5.18 PM	3.07 PM	s 6.07 AM	4.39 AM	4.04 AM	3.00 AM	302.7	TO-R SURF 1.4	68.0	12.33 AM	12.58 AM	1.36 AM	12.18 PM	1.21 PM	11.20 PM		9.10 PM
Arrive Daily	Arrive MON. WED. & FRI.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(50.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily

(4.45)	(6.15)	(2.30)	(1.38)	(1.14)	(1.32)	(1.19)	(1.34)	(1.45)	..... Time over District	(1.30)	(1.32)	(1.44)	(1.15)	(1.44)	(1.30)	(2.51)
10.65	8.01	20.24	30.98	41.03	33.00	38.43	32.29	28.91	..... Average speed per hour	33.73	33.00	29.19	40.48	29.19	33.73	17.75

Westward trains are superior to trains of the same class in the opposite direction.
The wye at Casmalia is located at the west siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Trains	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
78	Waldorf	Receive or Discharge	Any Station	Any Station	Sunday Thursday
77	Waldorf	Receive or Discharge	Any Station	Any Station	Tuesday Friday
102	Any Station	Receive	Yuma		Saturday
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		San Francisco	Daily
101	Any Station	Discharge		Los Angeles	Daily
101	Guadalupe	Receive Receive mail pouches for San Luis Obispo	Salinas	Yuma	Daily

EASTWARD

San Luis Obispo and Santa Barbara Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Santa Barbara	FIRST CLASS						THIRD CLASS	
	318	244	330	78	72	70	74	76	102				71	77	101	73	75	69	243	
	Local Freight	Sunset Manifest	Freight	Shore Line Limited	Daylight Limited	Ocean Shore Express	Padre	Lark	Sunset Limited				Daylight Limited	Shore Line Limited	Sunset Limited	Padre	Lark	Ocean Shore Express	Sunset Manifest	
Leave TUE., THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
116 KWFYP	7.15AM	3.00AM	10.00PM	5.18PM	3.07PM	6.07AM	4.39AM	4.04AM	3.00AM	302.7	TO-R SURF 5.2	68.0	12.18PM	s 1.21PM	11.20PM	12.33AM	12.58AM	s 1.36AM	9.10PM	
74 P	7.45	3.55	10.20	f 5.28	3.16	f 6.18	4.48	4.14	3.11	307.9	HONDA 2.6	62.8	12.09	f 1.06	11.09	12.25	12.46	1.26	8.45	
34				f		f				310.5	ARLIGHT (Spur) 2.0	60.2		f				f		
44 P	8.05	4.23	10.30	5.38	3.23	6.26	4.55	4.23	3.20	312.5	ARGUELLO 4.8	58.2	12.03PM	12.59	11.03	12.17	12.40	1.19	8.35	
46 P	8.25	4.40	10.57	f 5.45	3.29	f 6.36	5.02	4.31	3.28	317.8	SUDDEN 3.5	53.4	11.57AM	f 12.51	10.57	12.11	12.34	f 1.12	8.21	
80 WP	8.40	4.50	11.10	f 5.50		f 6.41	5.07	4.36	3.33	320.8	JALAMA 4.5	49.9		f 12.46	10.52	12.06AM	12.29	f 1.07	8.13	
40 38 P	9.00	5.15	11.22	f 5.58	3.39	f 6.49	5.15	4.44	3.40	325.8	TO CONCEPCION 3.3	45.4	11.47	f 12.40	10.44	11.59PM	12.21	f 1.01	8.00	
9										328.6	ANACAPA (Spur) 1.2	42.1								
44 P	9.15	5.40	11.32	6.05	3.45	6.56	5.21	4.50	3.46	329.8	GATO 1.2	40.9	11.41	12.34	10.38	11.53	12.15	12.54	7.50	
16				f		f				331.0	SAN AUGUSTINE 3.2	39.7		f				f		
15 P				f		f				334.2	DRAKE 0.6	36.5		f				f		
59 P	9.30	5.55	11.46PM	6.13	3.52	7.04	5.28	4.57	3.52	334.8	SACATE 4.6	35.9	11.34	12.27	10.31	11.46	12.08	12.47	7.40	
43 WP	10.10	6.10	12.02AM	s 6.21	3.58	s 7.12	5.35	5.06	4.01	339.4	TO GAVIOTA 0.6	31.3	11.28	s 12.20	10.25	11.40	12.02AM	f 12.40	7.30	
23										340.0	SEAGIRT (Spur) 2.6	30.7								
44 P	10.20	6.18	12.20	6.26		7.17		5.11	4.06	342.6	LENTO 3.1	28.1			10.20	11.35	11.57PM	12.34	7.20	
48 P	10.30	6.28	12.29	f 6.31	4.06	f 7.22	5.43	5.16	4.11	345.7	TAJIGUAS 2.9	25.0	11.20	f 12.11	10.16	11.31	11.53	f 12.29	7.13	
25				f		f				348.6	ORELLA (Spur) 1.3	22.1		f				f		
44 P	10.45	6.42	12.44	6.39	4.12	7.30	5.49	5.23	4.18	349.9	CAPITAN 5.1	20.8	11.14	12.04PM	10.10	11.25	11.47	12.23	7.03	
45 WP 38	11.07	6.57	1.05	s 6.49	4.19	s 7.41	6.00	5.34	4.29	355.0	TO NAPLES 2.1	15.7	11.07	s 11.57AM	10.03	11.18	11.40	f 12.16	6.49	
5										357.1	VILO (Spur) 1.8	13.6								
49 P	11.50AM	7.10	1.15	6.58	4.26	f 7.47	6.05	5.39	4.34	358.9	ELLWOOD 1.3	11.8	10.59	11.50	9.55	11.10	11.33	f 12.09	6.37	
25						f				360.2	COROMAR 1.8	10.5						f		
20										361.7	LA PATERA 1.1	9.0								
45 P	12.45PM	7.35	1.24	7.03	4.31	f 7.54	6.10	5.44	4.39	362.8	TO GOLETA 2.1	7.9	10.54	11.45	9.50	11.05	11.28	f 12.04AM	6.30	
2										364.9	IRMA (Spur) 1.6	5.8								
41 P	1.00	7.45	1.35	7.08	4.36	8.00	6.16	5.49	4.44	366.5	HOPE RANCH 1.4	4.2	10.49	11.40	9.45	11.00	11.23	11.59PM	6.20	
7										367.9	OLIVA (Spur) 0.6	2.8								
P			1.45	7.14	4.39	8.06	6.22	5.55	4.50	368.5	WEST STA. BARBARA 2.2	2.2	10.45	11.35	9.40	10.55	11.18	11.55	6.10	
Term. Yard BKWFTP	1.30PM	8.00AM	2.00AM	s 7.20PM	4.45PM	s 8.15AM	s 6.30AM	s 6.05AM	s 5.00AM	370.7	TO-R SANTA BARBARA 0.0	0.0	10.40AM	11.30AM	9.35PM	10.50PM	11.13PM	11.50PM	6.00PM	
	Arrive TUE., THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(68.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(6.15)	(5.06)	(4.00)	(2.02)	(1.38)	(2.08)	(1.51)	(2.01)	(2.00)	..... Time over District	(1.38)	(1.51)	(1.45)	(1.43)	(1.45)	(1.46)	(3.10)
10.89	13.60	17.00	33.44	41.63	31.88	36.76	33.72	34.00	..... Average speed per hour	41.63	36.76	38.86	39.61	38.86	38.49	21.47

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		San Francisco	Daily
101	Any Station	Discharge		Los Angeles	Daily
	Any Station	Discharge		Yuma	Daily

EAS		TH	CL	Capacity of sidings in car lengths.	Leav EX. 1
45	88	KWYP	7		
15			7		
14		WP	7		
23					
6			8		
7					
16		P	8		
12					
5					
9			8		
8					
110		P	8		
		P	9		
26	19	BKWFTP	9		
8					
51					
					Arriv EX. 3
					(10)
EASTWARD Watsonville					
Capacity of sidings in car lengths.					
Distance from San Francisco					
70	YP		120		
			120		
Service					
Westwa Excepti					
Water suppl					

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD 15

THIRD CLASS		Capacity of sidings in car lengths.	FIRST CLASS					Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Pacific Grove	FIRST CLASS					THIRD CLASS
243 Sunset Manifest	312 Local Freight		214 Passenger	212 Passenger	28 Del Monte Limited	210 Passenger	208 Passenger				207 Passenger	27 Del Monte Limited	209 Passenger	211 Passenger	213 Passenger		311 Local Freight
Arrive Daily	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
9.10 PM	7.45 AM	45 88 KWYP	9.21 PM	7.40 PM	5.50 PM	11.05 AM	7.35 AM	110.4	TO-R DEL MONTE JCT. 2.0	17.9	s 7.25 AM	s 9.41 AM	s 10.50 AM	s 3.55 PM	s 7.30 PM	1.05 PM
8.45	7.52	15	f 9.26	f 7.45	f 5.55	f 11.10	f 7.39	112.4	NASHUA P. V. R. R. Crossing 1.5	15.9	f 7.19	f 9.37	f 10.39	f 3.49	f 7.22	12.55
8.35	7.57	14 WP	f 9.31	f 7.50	5.58	f 11.15	f 7.43	113.9	NEPONSET 0.9	14.4	f 7.15	9.33	f 10.35	f 3.45	f 7.18	12.50
8.21		23	f	f		f	f	114.8	LAPIS (Spur) 0.6	13.5	f		f	f	f	
8.13	8.03	6	f 9.36	f 7.55	6.02	f 11.20	f 7.47	115.4	BARDIN 1.9	12.9	f 7.12	9.29	f 10.32	f 3.41	f 7.15	12.40
8.00	8.15	16 P	f 9.45	f 8.04	6.10	f 11.29	f 7.55	119.7	MARINA 2.4	11.0	f		f	f	f	
7.50		12	f	f		f	f	120.4	GIGLING 0.7	8.6	f 7.03	9.20	f 10.23	f 3.32	f 7.08	12.30
		5	f	f		f	f	122.1	WORKFIELD 1.7	7.9	f		f	f	f	
	8.25	9	f 9.52	f 8.11	6.16	f 11.36	f 8.01	123.8	PRATTOO (Spur) 1.2	6.2	f		f	f	f	
		8						124.3	SEASIDE 1.0	5.0	f 6.56	9.13	f 10.16	f 3.26	f 6.59	12.15
7.40	8.32	110 P	s 9.56	s 8.15	s 6.20	s 11.40	s 8.07	124.9	RETREAT (Spur) 0.6	4.0						
7.30	9.05	P	s 9.59	s 8.18	s 6.25	s 11.45	s 8.19	125.7	DEL MONTE 0.8	3.4	s 6.52	s 9.09	s 10.12	s 3.20	s 6.55	12.05 PM
								126.0	MONTEREY 0.3	2.6	s 6.49	s 9.05	s 10.09	s 3.15	s 6.50	11.45 AM
7.20			f	f				126.9	SARD 0.9	2.3		s				
7.13	9.35 AM	26 19 BKWFTP	s 10.11 PM	s 8.30 PM	s 6.35 PM	s 11.55 AM	s 8.30 AM	128.3	HOFFMAN AVE. 1.4	1.4	f		f	f	f	
		8						129.9	TO-R PACIFIC GROVE 1.6	0.0	6.40 AM	8.45 AM	10.00 AM	2.55 PM	6.40 PM	11.00 AM
7.03		51						130.0	ASLOMAR 0.1	1.6						
6.49	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		LAKE MAJELLA (Spur) 1.7	1.7						Leave Daily EX. SU NDAY
6.37	(1.50) 9.68		(0.50) 21.49	(0.50) 21.48	(0.45) 23.96	(0.50) 21.48	(0.55) 19.52		(17.9)		(0.45) 23.96	(0.56) 19.35	(0.60) 21.48	(1.00) 17.90	(0.50) 21.48	(2.05) 8.59

EASTWARD		WESTWARD		EASTWARD								WESTWARD							
Watsonville Jct. and San Luis Obispo Subdiv.		San Luis Obispo and Santa Barbara Subdivision.		San Luis Obispo and Santa Barbara Subdivision.				San Luis Obispo and Santa Barbara Subdivision.				San Luis Obispo and Santa Barbara Subdivision.				San Luis Obispo and Santa Barbara Subdivision.			
Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Spreckels	SECOND CLASS				Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Lompoc	SECOND CLASS				Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from White Hills	
				320 Local Freight	316 Local Freight	274 Mixed	272 Mixed				271 Mixed	273 Mixed	315 Local Freight	319 Local Freight					
Leave Daily	Leave Daily	STATIONS	Leave Mon. Wed. Fri.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arr. Tues. Thurs Sat.	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Service performed by extra trains only.			
70 YP	120.8	SPRECKELS JCT 2.5	2.5	2.00 PM	1.50 PM	5.25 PM	1.40 PM	302.7	TO-R SURF 1.1	9.7	s 1.00 PM	s 4.50 PM	5.30 AM	6.00 AM					
	122.8	SPRECKELS (2.5)	0.0			f 5.29	f 1.44	303.8	BARODA 3.8	8.6	f 12.56	f 4.46							
						f	f	307.6	POST 0.5	4.8	f	f							
						f	f	308.1	GARUS (Spur) 0.2	4.8	f	f							
						f	f	308.3	LA SALLE (Spur) 0.7	4.1	f	f							
								309.0	MURRAY (Spur) 0.5	3.4									
								309.8	ACORN 2.6	2.6									
						Term. BKTP	2.30 PM	2.20 PM	s 5.55 PM	s 2.10 PM	312.4	TO-R LOMPOC	0.0	12.30 PM	4.20 PM	5.00 AM	5.30 AM		
							Arrive Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.				
							(0.30) 19.40	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40		(0.30) 19.40	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40				

Westward trains are superior to trains of the same class in the opposite direction.
Exception: No. 312 is superior to No. 311.

Water supply at Neponset to be obtained from stand pipe opposite section house and is for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
271-272 273-274	Baroda Pumping Station MP 308.2	Receive or Discharge	Any Station	Any Station	Daily

Nos. 208 and 210 will stop at Hoffman Ave. daily to put off newspapers.

16 EASTWARD		WESTWARD	
S. F. and Watsonville Jct. Subdivision			
Capacity of sidings in car lengths.	SECOND CLASS	Distance from San Francisco	Distance from Lick
	202		
	Mixed		
	Leave MONDAY ONLY		
30 WP	10.46AM	50.7	17.2
		50.8	
		54.6	
25		55.4	16.2
	f 10.53	56.0	15.6
44	f 10.57	56.7	14.9
14	f 11.07	59.1	12.6
	f 11.11	59.9	11.7
2		61.0	10.6
6	f 11.23	62.7	8.9
12	s 11.40	64.1	7.5
6	s 11.48	65.8	5.8
16 W	f 11.55AM	67.3	4.3
11	f 12.01 PM	68.2	3.4
44 66 P	s 12.20PM	71.6 55.6	0.0
	Arrive MONDAY ONLY		
		(17.2)	
	(1.34)	Time over District	
	10.97	Average speed per hour	

EASTWARD		San Francisco and Watsonville Jct. Subdivision		WESTWARD		
FIRST CLASS		FIRST CLASS		FIRST CLASS		
Capacity of sidings in car lengths.		Distance from San Francisco	130	San Bruno Passenger	Distance from San Bruno	131
BKWFITY P			6.00AM	0.0	TO-R SAN FRANCISCO	13.6
I				0.9	W. P. Ry. Crossing	12.7
				1.2	O. S. Ry. Crossing	12.4
			6.07	1.6	EIGHTEENTH STREET	12.0
			f 6.11	2.7	VALENCIA STREET	10.9
14			f 6.16	4.0	BERNAL	9.6
43			f 6.19	5.2	ELKTON	8.4
6				5.8	RUP (Spur)	7.8
9 P			f 6.23	6.3	OCEAN VIEW (Spur)	7.3
41			f 6.26	7.4	DALY CITY	6.2
33			f 6.28	8.1	UNION PARK	6.5
21 P			f 6.29	8.5	COLMA	6.1
4			f	9.1	GREENLAWN (Spur)	4.5
				9.6	HANNA	4.0
4			f	9.7	EMANUEL (Spur)	3.9
9				10.1	CARROLL (Spur)	3.5
9			f 6.34	10.3	HOLY CROSS	3.3
11 W			f 6.37	11.4	BADEN (Spur)	2.2
42 Y			f 6.40	13.0	TANFORAN	0.6
40			f		SAN BRUNO (Spur)	0.0
18 P			s 6.45AM	13.6		6.50AM
			Arrive Daily EX. SUNDAY			Leave Daily EX. SUNDAY
					(13.6)	
			(0.45)	Time over District	(0.50)	
			18 13	Average speed per hour	16.32	

EASTWARD		S. F. and Watsonville Jct. Subdiv.		WESTWARD	
Capacity of sidings in car lengths.		Distance from San Francisco	Time Table No. 126	Distance from So. San Francisco	
			STATIONS		
11 W		11.4	BADEN (Spur)	1.6	
Yard		13.0	SO. SAN FRANCISCO	0.0	
			(1.6)		

EASTWARD		S. F. and Watsonville Jct. Subdiv.		WESTWARD	
Capacity of sidings in car lengths.		Distance from San Francisco	Time Table No. 126	Distance from Loma Prieta	
			STATIONS		
10 WYP		87.0	TO APTOS	8.4	
		88.6	READY (Spur)	1.3	
		90.0	MOLINO (Spur)	0.4	
		90.4	LOMA PRIETA	0.0	
			(3.4)		

ADDITIONAL REGULAR STOP—No. 131: Florida Street, San Francisco.
 Nos. 130 and 131 at Woodlawn, Eternal Home, Mt. Olivet, Sholim, Cypress Lawn and Judson Ave.
 ADDITIONAL FLAG STOPS—
 At School Street, west of Colma.
 No. 131 At Knowles Avenue, Daly City.
 At 18th, 21st, 22nd, and Harrison Streets, San Francisco.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 130 is superior to No. 131.
 New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are holidays, and on such days San Francisco-San Bruno-Redwood Jct.-San Jose local passenger trains will perform only such service as on Sunday.

Capacity of sidings in car lengths.	TH 0L
	35
	Local
	Lv. THU
	THUR
	SATUR
30 WYP	
13 P	
10	Fr
	College
11	
P	7.
7	
64 WP	8.
11 P	8.
19	8.
P	
15 WP	9.
6 P	
22 P	9.
11 P	10.
5	
9	10.
52 P	10.
24 WTP	10.
4	2.
24 P	2.
Term. Yd. BKWFITYP	2.4
	Ar. TUE THURS SATUR
	(3.1)
	7.6
	Westwar
	Telepho:

EASTWARD

San Francisco and Watsonville Jct. Subdivision

WESTWARD

Main train schedule table with columns for Capacity of sidings, Class (Third, First), Station, Time Table No. 126 (March 20, 1927), and various arrival/departure times for different train types and directions.

Summary table with columns for Class (Third, First), Time over District, and Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. Telephone on Train Dispatcher's circuit located in Watchman's Cabin at Tunnel 5.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS table with columns for Train, At, Receive or Discharge, Passengers to (or beyond), Passengers from (or beyond), and Frequency.

WESTWARD

in the opposite July, Labor Day, s San Francisco m only such ser-

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Watsonville Jct.	FIRST CLASS						THIRD CLASS	
	356 Local Freight	Leave Daily EX. SUNDAY	126 Passenger	124 Passenger	84 Scenic Local Passenger	120 Passenger	119 Passenger	29 Passenger				87 Scenic Local Passenger	85 Scenic Local Passenger	125 Passenger	127 Passenger	355 Local Freight	Arrive Daily EX. SUNDAY		
																		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
		12.05 PM	7.00 PM	3.25 PM	11.40 AM	9.00 AM	79.2	TO-R SANTA ORUZ	20.0	s 10.55 AM	s 11.30 AM	s 5.25 PM	s 5.25 PM	s 6.20 PM	s 8.55 PM	7.45 AM			
							79.7	CASINO	19.5	s	s	s	s	s	s				
5			f 7.03	f 3.28	f 11.43	f 9.03	80.4	SEABRIGHT (Spur)	18.8	f 10.50	f 11.25	s 5.21	s 5.21	s 6.14	f 8.50				
2			f	f	f	f	80.9	TWIN LAKES (Spur)	18.3	f	f	f	f	f	f				
5			f	f	f	f	81.7	DEL MAR (Spur)	17.5	f	f	f	f	f	f				
6 34							83.2	OPAL (Spur)	16.0										
17 P		12.30	s 7.13	s 3.38	s 11.52 AM	s 9.13	83.9	TO CAPITOLA	16.3	s 10.40	s 11.15	s 5.12	s 5.12	s 6.05	f 8.40	7.20			
			f	f	f	f	85.1	NEW BRIGHTON	14.1	f	f	f	f	f	f				
10 WYP		1.00	s 7.20	s 3.45	s 12.01 PM	s 9.20	87.0	TO APTOS	12.2	s 10.33	s 11.08	s 5.03	s 5.03	f 5.58	f 8.33	7.10			
5							87.7	FARLEY	11.5										
8			f	f	f	f	89.7	LEONARD (Spur)	9.5	f	f	f	f	f	f				
2			f	f	f	f	90.6	ROBROY (Spur)	8.6	f	f	f	f	f	f				
							90.8	ORISTO	8.4	f	f	f	f						
12 P		1.33	f 7.33	f 3.58	f 12.13	f 9.32	92.5	ELLICOTT	6.7	f 10.22	f 10.57	f 4.52	f 4.52	f 5.47	f 8.22	6.54			
32 P		1.45	f 7.40	f 4.08	f 12.20	f 9.40	95.8	NUGA	3.4	f 10.15	f 10.50	f 4.45	f 4.45	f 5.40	f 8.15	6.43			
Term. Yard BKWFTYP		1.52	s 7.45	s 4.13	s 12.25	s 9.45	97.8	WATSONVILLE	1.4	s 10.10	s 10.45	s 4.40	s 4.40	s 5.35	s 8.10	6.36			
		2.00 PM	s 7.50 PM	s 4.20 PM	s 12.30 PM	s 9.50 AM	99.2	TO-R WATSONVILLE JOT.	0.0	10.05 AM	10.40 AM	4.35 PM	4.35 PM	5.30 PM	8.05 PM	6.30 AM			
		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(20.0)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY			
		(1.55) 10.43	(0.50) 24.00	(0.55) 21.81	(0.50) 24.00	(0.50) 24.00		..... Time over District		(0.50) 24.00	(0.50) 24.00	(0.50) 24.00	(0.50) 24.00	(0.50) 24.00	(0.50) (24.00)	(1.15) 16.00		
								..... Average speed per hour										

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 126 March 20, 1927	Distance from Boulder Creek	FIRST CLASS					THIRD CLASS	
	354 Local Freight	Leave TUESDAY, THUR. & SAT.	526 Motor	524 Motor	520 Motor	518 Passenger	519 Passenger	523 Motor				525 Motor	529 Motor	527 Motor	353 Local Freight	Arrive TUESDAY, THURS. & SAT.		
																	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
36 WTP		11.25 AM	6.35 PM	4.45 PM	11.15 AM	6.10 AM	72.4	TO-R FELTON	7.3	s 7.15 AM	s 1.50 PM	s 6.15 PM	s 6.30 PM	s 7.50 PM	1.40 PM			
			f	f	f	f	73.4	BONNY BRAE	6.8	f	f	f	f	f				
			f	f	f	f	74.3	BRACKNEY	5.4	f	f	f	f	f				
3			f	f	f	f	74.7	GLEN ARBOR (Spur)	5.0	f	f	f	f	f				
13			f	f	f	f	75.9	NEWELL JOT. (Spur)	3.8	f	f	f	f	f				
10		11.55 AM	s 6.48	s 5.00	s 11.28	s 6.23	76.3	BEN LOMOND	3.4	s 6.59	s 1.37	s 6.02	s 6.14	s 7.34	1.17			
			f	f	f	f	77.3	PHILLIPSHURST	2.4	f	f	f	f	f				
8			f	f	f	f	77.6	SIESTA (Spur)	2.1	f	f	f	f	f				
			f	f	f	f	77.9	FISH HATCHERY	1.8	f	f	f	f	f				
8		12.15 PM	f 6.55	f 6.09	f 11.35	f 6.30	78.3	BROOKDALE (Spur)	1.4	f 6.50	f 1.30	f 5.55	f 6.05	f 7.25	12.57			
			f	f	f	f	78.8	HARRIS	0.9	f	f	f	f	f				
			f	f	f	f	79.1	FILBERT	0.6	f	f	f	f	f				
Term. WTP		12.25 PM	s 7.00 PM	s 5.15 PM	s 11.40 AM	s 6.35 AM	79.7	TO-R BOULDER CREEK	0.0	6.45 AM	1.25 PM	5.50 PM	6.00 PM	7.20 PM	12.50 PM			
		Arrive TUESDAY, THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(7.3)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave TUESDAY, THURS. & SAT.			
		(1.00) 7.29	(0.25) 17.52	(0.30) 14.60	(0.25) 17.52	(0.25) 17.52		..... Time over District		(0.30) 14.60	(0.25) 17.52	(0.25) 17.52	(0.30) 14.60	(0.30) 14.60	(0.50) 8.76		
								..... Average speed per hour									

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

EXCEPTIONS: No. 518 is superior to No. 519. No. 520 is superior to No. 523. No. 524 is superior to Nos. 525 and 529. No. 526 is superior to No. 527. No. 354 is superior to No. 353.

Capacity of sidings in car lengths.		THIRD
IP		
IP		
I		
4		
30 WP		
6		
P		
Capacity of sidings in car lengths.		
P		
22		
22		
9		
16 WP		
Term. KTP		

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 126										Distance from Vasona Junction	FIRST CLASS				THIRD CLASS	
	352				202				84					March 20, 1927											175				351	
	Local Freight				Mixed				Scenic Local Passenger					STATIONS											San Francisco Passenger				Local Freight	
Term. Yard	Leave TUES. THURS. & SATURDAY				Leave MONDAY ONLY				Leave Daily														Arrive Daily				Arrive MON., WED., & FRI.			
	IP	7.00AM				10.25AM				9.45AM				45.7	R	COLLEGE PARK	7.6	s	3.30PM	7.49PM	7.59PM					2.25PM				
IP	7.05				s 10.30				s 9.49				46.8		WEST SAN JOSE	6.5	s	3.26	s 7.45	s 7.55					2.20					
I													47.6		W. P. R. Crossing	5.7														
4					f				f				49.7		MOULTON (Spur)	3.6														
30 WP	7.25				s 10.41AM				s 9.58				50.7	TO-R	CAMPBELL	2.6	s	3.11	f 7.33	f 7.43					2.00					
6													52.9		VASONA (Spur)	0.4														
P	7.31AM								s 10.03AM				53.3	R	VASONA JUNCTION	0.0		3.06PM	7.28PM	7.38PM					1.15PM					
	Arrive TUES. THURS. & SATURDAY				Arrive MONDAY ONLY				Arrive Daily				(7.6)										Leave Daily				Leave MON., WED., & FRI.			
		(0.31)				(0.16)				(0.18)				Time over District										(0.24)				(0.21)		
		14.71				18.75				25.33				Average speed per hour										19.00				21.71		
																												1.10		
																												6.51		

EASTWARD		San Fran. and Watsonville Jct. Subdiv.				WESTWARD					
Capacity of sidings in car lengths.	FIRST CLASS		Time Table No. 126		FIRST CLASS						
	206		March 20, 1927		203						
	Mixed		STATIONS		Mixed						
Term. Yard	Leave Daily		Arrive Daily		Arrive Daily						
	P	5.24PM	10.51AM	83.2	R	CARNADERO	17.9	s	8.04AM	s	4.05PM
22	f	f	83.9		PLANTEL	17.2	f	f	f	f	
	f	f	85.0		SAWYER	16.1	f	f	f	f	
22		f	85.9		FEP (Spur)	15.2	f				
9	f	5.37	f	11.06	90.3		f	7.51	s	3.40	
	f	f	93.7		DURI	7.4	f	f	f	f	
16 WP	s	5.51	s	11.26	94.9	TO	HOLLISTER	6.2	s	7.43	
	f	f	98.7		AGATE	2.4	f	f	s	3.30	
Term. KTP	s	6.05PM	s	11.40AM	101.1	TO-R	TRES PINOS	0.0	7.30AM	12.30PM	
		Arrive Daily		Arrive Daily		(17.9)		Leave Daily		Leave Daily	
		(0.41)		(0.49)		Time over District		(0.34)		(3.35)	
		26.20		21.84		Average speed per hour		31.59		19.80	

EASTWARD		San Francisco and Watsonville Jct. Subdivision				WESTWARD					
Capacity of sidings in car lengths.	THIRD CLASS		FIRST CLASS		Time Table No. 126		FIRST CLASS		THIRD CLASS		
	360		406		March 20, 1927		401		359		
	Local Freight		Passenger		STATIONS		Passenger		Local Freight		
Term. yard BK WPTY	Leave Daily Ex. SUNDAY		Leave Daily		Arrive Daily		Arrive Daily		Arrive Daily Ex. SUNDAY		
	43	8.20AM	11.35PM	3.35PM	6.45AM	79.2	TO-R	SANTA CRUZ	11.5	s	1.05AM
2	8.25	f	11.41	f	3.41	9.6	ORBY	9.6	f	12.58	
32	8.37	f	11.54PM	f	3.54	83.4	WILDER (Spur)	7.3	f	8.08	
3	8.50AM	s	12.10AM	s	4.10PM	85.9	GORDOLA	4.8	f	12.46	
Term. WYP	8.50AM	s	12.10AM	s	4.10PM	86.7	MAJORS (Spur)	4.0	f	7.56	
	Arrive Daily Ex. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	90.7	R	DAVENPORT	0.0	12.35AM	7.45AM	
		(0.30)		(0.35)		Time over District		(0.30)		(0.30)	
		23.00		19.71		Average speed per hour		23.00		23.00	

ADDITIONAL FLAG STOPS
 First class trains at Younglove Avenue and California Street, Santa Cruz.
 At a point opposite dairy building one-half mile west of Wilder Spur.
 At Laguna Creek, Liddel and Lower Crossing, Davenport.
 Nos. 403-404 at Yellowbank Dairy, between Liddell and Laguna Creek.

Westward trains are superior to trains of same class in opposite direction.
 Exceptions: No. 402 is superior to No. 403; No. 404 is superior to No. 405; No. 406 is superior to No. 401.
 No. 360 is superior to No. 359.
 No. 204 is superior to No. 205.

SPECIAL INSTRUCTIONS.



THE FOLLOWING APPLICATION AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

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

San Francisco	J. Q. Hatch & Co., Phelan Building
San Jose	Cheney and Cheney
Gilroy	R. Koehler & Son
Watsonville	J. G. McAlpine
Santa Cruz	J. H. Sohn
Salinas	Klein & Trumbley
	Goodfriend & Traub
	Los Gatos
	J. B. Streepey

RULE 3. At San Francisco, Bayshore, and San Luis Obispo enginemen will compare and register time before leaving roundhouse.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (d). As specified below, four long and one short (—————o) sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara, College Park—Trains on Western division.
 Lick—Trains on New Almaden line.
 Watsonville Jct.—Trains on Santa Cruz line.
 Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long (—————) sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, College Park, Santa Clara—Trains on Western division.
 Mayfield—Trains on Los Altos line.
 Carnadero—Trains on Tres Pinos line.
 Del Monte Jct.—Trains on Pac. Grove line.
 Felton—Trains on Boulder Creek line.

RULES 17, S-19, D-19. Headlights of engines, marker lights and lights in occupied passenger cars must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 33. Flagmen on duty at crossings, Ocean View line between 22d and Harrison Streets and Ocean Avenue, San Francisco, and Ocean Avenue and Sickles Avenue, Ocean View, 6 A. M. to 7:45 A. M. Trains or yard engines via this line during other hours must protect each crossing with flagman passing ahead of train.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore irrespective of time-table superiority. Freight trains and yard engines must take precautions to avoid delaying passenger trains.

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

Bayshore Yard	Gilroy	Salinas	Redwood Junction
San Bruno	Los Gatos	San Ardo	

Mayfield—Trains via Los Altos and trains originating and terminating.
 College Park—Trains originating and terminating and trains via West San Jose. Eastward trains via Campbell line stopping to register will stop with rear of train beyond interlocking signal governing this line. Eastward trains via Market Street Station, will not stop with more than one car west of switch house.
 Lick, Campbell—Trains to and from New Almaden line.
 Carnadero—Trains to and from Tres Pinos line.
 Del Monte Junction—Trains originating and terminating, and trains via Gigling.
 Surf—Train 316 and trains originating and terminating

RULE 83 (B). SANTA BARBARA: The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first class trains.

Los Angeles Division train orders held by westward first class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14 (k) must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first class trains may accept the registration of westward first class trains at the passenger station as applying at the yard office.

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

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

San Jose—Santa Barbara (passenger station). Trains 71 and 72 register by ticket

RULE 83 (C). Santa Margarita and Santa Cruz: All extra trains will register.

RULE 83 (D). Trains must obtain clearance card before leaving San Jose. Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card before leaving Mayfield when an operator is on duty.

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

SAN FRANCISCO	WATSONVILLE JCT.	SAN LUIS OBISPO	FELTON
REDWOOD JCT.	SALINAS	SURF	SANTA CRUZ
SAN JOSE	SAN ARDO	CASMALIA	PACIFIC GROVE
GILROY	PASO ROBLES	SANTA BARBARA	

RULE 95. Western Division trains when displaying signals to College Park will display them to San Jose, and when displaying signals from College Park, will display them from San Jose.

RULE D-97 (A). On double track between Third Street, San Francisco, and San Jose via Bayshore, trains may run extra moving with the current of traffic without running orders.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED:
 Nashua.....Pajaro Valley Consolidated R'y.
 Guadalupe.....Pacific Coast Railway Co.

RULE 103 (A). All moves across highway, while working Bay Development Co.'s spur at Coyote, and Shell Oil Co.'s spur at King City, must be protected by man on crossing.

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

San Francisco (located 100 feet west of west portal Tunnel No. 3), South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence, Santa Clara.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

Tanforan Wye.—Cross-over is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3 and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

After movement completed switches may be restored to normal position in most convenient manner.

RULE 221. That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

Overlaps are located at:
 Nova—Hathaway—Madrone—Luther.....Affecting eastward trains.
 Tennant—Miller—Spreckels, Jct.....Affecting westward trains.
 Logan—Casmalia (west siding)....Affecting eastward and westward trains.

RULE 820. Enginemen who have been less than 610 days on the board ready as enginemen in freight service or who have had less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days experience and less than 60 days service on the district and firemen of less than one year's experience stand to help or double-head a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 835. Between San Francisco and South San Francisco employees riding on top of closed cars should take a position on running board or to side next to adjoining track and must not ride on side of cars between these points. Employees in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

RULES 844-866. Special attention must be given at San Mateo, Redwood City, Gilroy and Watsonville and cars must not be left standing in streets at these points.

RULE 875. Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle.

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

RULE 876. Standing air brake test must be made by all trains at Santa Margarita and Glenwood.

RULE 887. It will not be necessary to cut off engines when stopping to take water at the following stations, in the direction indicated:

Eastward:	(San Ardo)	Westward:	(Serrano)
	(Santa Margarita)		(Sargent)
	(Surf)		(Gilroy)
	(Naples)		
	(Coyote)		

AUTOMATIC BLOCK SYSTEM

Freight trains departing from San Jose via Milpitas will, when automatic block signal 467, which is situated beyond the limits of Fourth Street interlocking plant, is in "stop" position, send flagman in advance before entering interlocking limits, west of First Street, to avoid blocking crossings at First, Second and Third Streets, while waiting the necessary five minutes in compliance with Rule 509.

When westward trains are to meet or wait for an opposing train at Carnadero, they will stop east of Distant Signal No. 838.

Distant Signal No. 933 governing westward trains at Logan is located on left side of track.

When signal 1003, Watsonville Jct. yard, is in stop position, trains which are to enter freight yard, on signal from yardman, may pass signal without stopping in accordance with Rule 509.

When trains are stopped by Automatic Block Signals 2524 or 2525, San Luis Obispo Yard, on a signal from yardman, may proceed with caution not exceeding six (6) miles per hour to next home signal.

Home Signal No. 2525 governing westward trains, San Luis Obispo, is located on left side of track.

Signal No. 3686 at West Santa Barbara will not assume proceed position until the switch has been lined for eastward main track.

The normal position of Signal 516 at Vasona Junction is "stop" and will assume proceed position after junction switch has been lined for Los Altos, Los Gatos line. The normal position of Signal 518 is "proceed" and will assume stop position when the switch has been lined for the same route.

INTERLOCKING

When working or moving within interlocking limits trains and engines must be governed by fixed signals and move far enough beyond to receive signal for movement in opposite direction.

One short and two long (o ———) blasts of whistle is signal for Coast Division main track.

FOURTH STREET—San Francisco

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

All moves within these limits governed by dwarf signals, each signal over route train is using good only to next signal. Movement must be made with caution and position of switches observed as such signals govern movements for various routes. Trains or engines from train sheds, may proceed to first signal eastward.

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

When a train is ready to depart the Conductor will push a button on the same side of post in train shed as the starting light for their train is on.

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

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

POTRERO—San Francisco

Limits extend from high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1, on westward main track, to dwarf two-arm home and distant signal 600 feet west of tower on eastward main track, including main tracks, yard and roundhouse leads and certain switches adjacent.

All movements within these limits governed by dwarf signals, except westward movement on westward main track through Tunnel No. 1; which movement is governed by high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1; this signal good only through Tunnel No. 1 to dwarf two-arm home and distant signal 210 feet west of west portal of Tunnel No. 1. Westward trains and yard engines moving through Tunnel No. 1 must be prepared to stop at this dwarf signal.

If westward trains or engines are stopped at interlocking signal 550 feet east of east portal of Tunnel No. 1 they will call signalman on telephone, located in shelter shed at 23d Avenue. When authorized by signalman, they may move through the tunnel preceded by a flagman.

Whistle signals governing routes as follows:
 For Mission Bay Yard, one long, one short (———o).
 For Roundhouse, three short, one long, one short (ooo———o).
 For Track No. 2, one long, two short, one long (———oo———).
 For Track No. 3, one short, one long, two short (o———oo).
 For track adjacent and parallel to eastward main track..... } two short, one long, two short (oo———oo).
 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, one long, one short, one long, one short (———o———o).
 For inbound yard, two short, one long, one short (oo———o).
 For movement into yard, Bayshore, through either 5 or 7 switch just east of westward cross-over which is 300 feet east of Bayshore station..... } one short, two long, one short (o———o).
 Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

BAYSHORE

Limits extend from high three-arm home and distant signal 400 feet east of east portal Tunnel No. 4, on eastward main track to high two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 on westward main track, including main tracks, yard leads and certain switches adjacent.

High three-arm home and distant signal 400 feet east of Tunnel No. 4, top arm good for eastward main track, middle arm is distant signal for eastward main track lower or short arm good eastward for other routes. High two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 good for westward main track.

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:
 For outbound yard, one long, one short, one long, one short (———o———o).
 For inbound yard, two short, one long, one short (oo———o).
 For movement into yard through either 5 or 7 switch located just east of westward cross-over 300 feet east of Bayshore station..... } one short, two long, one short (o———o).
 For car repair yard, two short, one long, two short (ooo———oo).
 For drill Track No. 1, three short, one long, one short (ooo———o).

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SPECIAL INSTRUCTIONS—Continued

For drill Track No. 2, one long, two short, one long (— o o —).
To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:
For Mission Bay yard, one long, one short (— o).
For Track No. 2, one long, two short, one long (— o o —).
For Track No. 3, one short, one long, two short (o — o o).
Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

VISITACION TOWER
The limits extend from dwarf signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower, including main tracks, yard leads, and certain switches adjacent.

Movement westward trains on westward main tracks governed by home and distant signal on high mast 440 feet east of tower, other routes by lower arm.
Movement eastward trains on eastward main track governed by home and distant signal on signal bridge; movement against current of traffic by lower arm.

Other movements governed by dwarf signals.
Signal 420 feet west of tower on inbound yard lead for movement out of yard is not operative. Whenever necessary to make this move it must be under flag protection only, after receiving signal from signalman as per Rules 628 and 663.

Whistle signals governing routes as follows:
For inbound track, one long, one short (— o).
For Tunnel No. 5 Spur, three short, one long, one short (o o o — o).
For outbound track, one short, one long, two short (o — o o).

NINTH AND DIVISION STREETS—San Francisco
Limitson Coast Division tracks extend from dwarf signal 250ft. west of tower to high one-arm signal 600 ft. east of tower, including main track and certain switches adjacent.
Eastward trains governed by dwarf signal 250 feet west of tower.

Westward trains governed by one-arm signal 600 feet east of tower; this signal governs two-arm signal 40 feet east of tower.
Two-arm signal 40 feet east of tower; upper arm for movement westward on main track; lower arm other routes.

Other movements governed by dwarf signals.
Whistle signals governing routes as follows:
For Chemical Works, three short, one long, one short (o o o — o).
For Upper Stone yard, two short, one long, two short (o o — o o).
For Lower Stone yard, one short, one long, two short (o — o o).
Portland Cement Co.'s track, one short, two long, one short (o — o o).
For Dunham, Carrigan, and Hayden Spur... one long, one short, one long, one short (— o — o o).

For old eastward track, one long, one short (— o).

REDWOOD JUNCTION
Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, to high three-arm signal 950 feet east of tower on Western Division.

Light signal on bridge west of tower governs eastward main track, light signal on ground to right of eastward main track governs other routes eastward.

Light signal on bridge 870 feet east of tower on Coast Division, governs westward main track, dwarf signal, on ground to right of westward main track, governs other routes westward.

High three-arm signal 950 feet east of tower on Western Division, top arm governs to westward main track, middle arm is distant signal for westward main track, lower arm governs other routes westward.

Other movements governed by dwarf light signals.
Whistle signals governing routes as follows:
To Western Division eastward, one long, one short (— o).
To Western Division westward, one long, one short, one long, one short (— o — o).

Any movement against current traffic one long, two short, one long (— o o —).

For siding, two short, one long, two short (o o — o o).

For drill track westward, two short, one long, one short (o o — o).

For Harbor Spur, one short, one long, two short (o — o o).

For Pratt-Lowe Co.'s spur, one short, two long, one short (o — o — o).

COLLEGE PARK
Limits extend from signal bridge 1200 feet west of tower to three-arm signal 700 feet east of tower on westward main track, including main tracks and certain switches adjacent.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track on which trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower, middle arm distant signal for eastward Coast Division main track, lower arm for diverging routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark line, and lower arm good for other routes.

Westward trains Campbell line governed by dwarf signal 500 feet east of tower. Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Other movements governed by dwarf signals.
Whistle signals governing routes as follows:
For Newark or Campbell line, two short, one long, two short (o o — o o).
For San Jose freight yard, one long, one short (— o).

For Santa Cruz (drill track...) one long, one short, one long, one short (— o — o).
For Santa Clara, three short, one long, one short (o o o — o).

SAN JOSE—(Coast Division)
Limits extend from dwarf signals just west of First Street to high one-arm signal at Fourth Street, including main tracks and certain switches adjacent.
Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.
One-arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; middle arm governs movement westward trains through cross-over to dwarf signal or to eastward main track, lower arm for movement to Security warehouse only.

Three-arm signal between First and Second streets, upper arm to Western Division main track, middle arm Coast Division main track, lower arm other routes.
Dwarf signals govern movement of eastward trains from track three or from freight yard to main track.

Whistle signals governing routes as follows:
For Coast Division trains to Freight Yards, one long, one short (— o).
For Shed track, one short, two long, one short (o — o o).

For Eastward main track, one long, two short, one long (— o o —).
For Security warehouse spur, one long, one short, one long, one short (— o o — o).

For Hunt Bros. plant No. 2, two short, one long, one short (o o — o).

SAN JOSE—(Western Division)
Limits extend from dwarf signals just west of First Street to high two-arm signal at Third Street, including main track and certain switches adjacent.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.
Dwarf signal governs movement of westward trains from freight yard or track three to Niles line.

Other movements governed by dwarf signals.
Whistle signals governing routes as follows:
For Western Division trains for Freight Yard, one long, one short (— o).
For San Jose Yard to Niles line, two short, one long, two short (o o — o o).
For Borchers Spur, three short, one long, one short (o o o — o).

For Hunt Bros. plant No. 1, one short, one long, two short (o — o o).

WEST SAN JOSE
Limits extend from high one-arm signal 486 feet west of tower to high one-arm signal 604 feet east of tower, including main track and sidings parallel and adjacent to main track.

Movement of eastward trains on main track governed by high one-arm signal 486 feet west of tower. Movement of westward trains on main track governed by high one-arm signal 604 feet east of tower.

Movements on sidings governed by dwarf signals.
VALBRICK
Limits extend from high two-arm signal 730 feet west of tower to high three-arm signal 1000 feet east of tower, including main track and siding.

Movement eastward on main track governed by home and distant signal (high mast) 730 feet west of tower.
Movement westward on main track governed by home and distant signal (high mast) 1000 feet east of tower, short arm on this mast good to Valbrick siding.

Other movements Valbrick siding governed by dwarf signals.
Whistle signals governing routes as follows:
For Valbrick Siding, one long, one short (— o).

HADLEY TOWER
Limits extend from interlocking signal 550 feet west of tower to interlocking signal 500 feet east of tower.

SPEED RESTRICTIONS
MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 60 MILES PER HOUR, EXCEPT THAT BETWEEN BAYSHORE AND SAN JOSE, AND BETWEEN LICK AND GILROY THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR.
MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 8 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 8 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.
MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

(a) Tangent track—45 miles per hour.
(b) Type F1 (Nos. 3600 to 3652 incl.). Restricted to same speeds on curves as applicable to other passenger power.
(c) Type F2-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.
Maximum speed of McKeen Motor Cars is 50 miles per hour, except that speed restrictions prevailing with steam trains operating in the same territory must be observed.

They must not exceed a speed of 20 miles per hour, backing up, nor a speed of 10 miles per hour while backing through yards and over crossings.

Other speed restrictions must be observed.
In drag service between San Francisco and Bayshore, yard engines must not exceed 20 miles per hour and other engines 35 miles per hour and in each case will be governed by other speed restrictions.

Trains and engines must not exceed 10 miles per hour when using cross-overs, turn-outs and on sidings, and must run with caution through interlocking plants.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Trains must not exceed six (6) miles per hour around curves on New Almaden line. Trains must not exceed 15 miles per hour in and for a distance of 1000 feet east of east switch San Luis Obispo yard.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS. Table with columns: City, Miles per Hour. Includes Burlingame, Palo Alto, Gilroy, Santa Cruz, Watsonville, Hollister, Salinas, San Jose.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Table with columns: Pages, BETWEEN, Passenger, Freight or Mixed, Engines (with or without train) Backing, Engines Running Light. Lists various routes and their corresponding engine specifications.

Location of curves and track protected by slow boards over which speed of trains must not exceed, in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Table with columns: Pages, BETWEEN, Stations, Mile Posts, Degrees of Curvature, Pass., Freight. Lists specific locations and curve data for various routes.

SPEED TABLE. Table with columns: Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec. Lists speed limits for different engine types and conditions.

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All engines with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Table with 4 columns: Class of Engine, Engine Numbers, Max. Speed in Miles per Hour, Maximum Wheel Pressure. Lists engine classes from A-1 to TW-4 and their corresponding specifications.

The above table is for the information of enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

MISCELLANEOUS

1. Retainers on passenger and freight trains will be used as follows: Eastward trains from Summit, between San Luis Obispo and Santa Margarita, to west switch at Hathaway and westward trains from Summit to distant block signal, east of Santa Margarita.

2. Passenger trains, westward, will not exceed a speed of 20 miles per hour from Summit to west switch Cuesta, and eastward from Summit to west portal Tunnel No. 8 in order to get retainers in operation before any great distance is covered.

3. Eastward freight trains will reduce speed to ten miles per hour, from a point one-half mile west of west switch, to east switch Hathaway, and westward freight trains from distant signal, east of Santa Margarita to Santa Margarita, to give trainmen an opportunity to turn down retainers.

4. Retainers will be used at other points and under conditions where in the judgment of trainmen and enginemen it is deemed necessary.

5. Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

6. Passenger trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at turning points, as prescribed by Air Brake Rule No. 17.

7. Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between Bayshore and San Francisco.

8. To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street. At San Jose, (both tracks) until rear of train has passed water tanks. At Watsonville Junction and Santa Margarita until rear of train has passed water columns. At San Luis Obispo until rear of train has passed point where engines stand on train. At other points, if test is required where rails may be made slippery due to oil and water from "standing engines," it must not be made until rear of train has passed such point.

9. To further avoid possibility of slid flat wheels, freight trains when stopped by use of automatic air brakes for any purpose whatever, will allow sufficient time to elapse to permit all brakes in train to release, which will usually take from one to one and one-half minutes. Enginemen to be governed by gauge indications as well as by time duration.

This does not relieve trainmen from making proper running inspection.

10. Eastward freight trains stop at Chorro 10 minutes or more for trainmen to inspect wheels and running gear. Trains delayed at Serrano, or Nova 10 minutes or more will make inspection at that point and omit stop at Chorro. Engines running light will make the same stops, but for 5 minutes only.

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

SAN FRANCISCO-SAN JOSE—Including Ocean View Line

25. When moving stock from Bayshore to Union Stock Yard and Miller and Lux Yard, after ascertaining from Yardmaster if any sections or extra passenger trains due, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Cars may be handled. Flagman will comply with Rule 99, placing two torpedoes on westward track one-fourth mile east of Signal No. 39 and take a position at Signal No. 39 where he will place one torpedo. When clear of main track and switches and derail in normal position, foreman will advise flagman at Signal No. 39 by telephone, when the one torpedo may be removed.

OUTBOUND: Cars must not be handled. When engine foreman is ready to make the movement, he will, after having eastward track protected as per Rule 99, (never omitting to place torpedoes) call flagman at Signal No. 39 on telephone, who will protect westward track in the same manner as for inbound movement as required by Rule 99. Then derail will be lined first, then eastward main track switch for cross-over, next westward main track switch for cross-over and last, stock track switch to main track. After engine has crossed over, switches must be lined in normal position, lining eastward main track switch to cross-over last. When cross-over movement has been completed and switches normal, foreman will advise flagman at Signal No. 39, who will then remove all torpedoes from westward main track.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

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

If one or both of the indicators are out of order and continuously indicate "block occupied," it must first be ascertained that no trains are in the block before lining switches for cross-over and before commencing the cross-over movement, that signals controlling movement on both tracks indicate "stop". The necessary information concerning signals on westward track to be obtained from flagman at Signal No. 39, and on eastward track by noting position of the signal.

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

26. Normal position of east switch at Bernal will be for siding. Trains and engines using Ocean View line must stop and line up for route to be used.

27. Westward trains arriving Redwood Junction during early morning hours when impossible for them to leave ahead of passenger trains, will stop east of Middlefield road crossing so that local crews will not be delayed switching spurs.

28. Westward trains stopping at College Park station must not stop until rear of train is opposite shelter shed.

SAN JOSE-WATSONVILLE JUNCTION

35. Chittenden. Track nearest County road and parallel thereto is the property of the California Central Railroad and used as interchange from Southern Pacific to Central California Railroad. Is accessible from Southern Pacific main track at east end. Interchange from Central California Railroad to Southern Pacific is on long tail track running west from pocket track adjacent to track of the Central California Railroad. Central California Railroad tracks must not be used beyond frog at west end of their interchange track.

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

37. Unless otherwise directed by yardmaster, Watsonville Junction, eastward passenger trains will take siding on what is known as the middle track, initial switch located 1200 feet east of Signal No. 998.

38. Westward passenger trains over 12 cars take water East of San Jose in order to avoid blocking First Street, San Jose.

WATSONVILLE JUNCTION-SAN LUIS OBISPO

45. Unless otherwise directed by yardmaster, Watsonville Junction, westward passenger trains will hold main track to Signal 1003. Westward freight trains will use main track to Signal 1003.

48. When westward trains are to hold the main track and cut out helpers at Santa Margarita, they will stop with "cut in engines" clear of the east switch of siding. Helper on the head end will remain coupled with road engine until head end is re-coupled to rear portion of train, then cut off and go to house track through link.

When necessary to take siding and there is sufficient time, make the same stop. The head end will pull in on siding until "cut in engines" are clear then back to a coupling, when helper on head end will cut off and go to main track through link.

When necessary to take siding and not sufficient time to cut out helper engines, all engines will remain in train until into clear. Then when there is sufficient time to do so, back up to clear the link switch between siding and main track. After "cut in engines" have cut out and cleared head end will back to coupling when helper on head end will cut off and clear.

49. Engines on eastward trains, when equipped with Vanderbilt tanks, will take a full tank of water at Santa Margarita.

50. The tonnage of freight trains between Tunnel 6 and San Luis Obispo or Santa Margarita must not exceed 115 M's per operative brake.

SAN LUIS OBISPO-SANTA BARBARA

56. Normal position of west wye switch in siding Casmalia, west siding, is for the wye. The switch leading to A. O. Co.'s spurs to be left lined for west leg of wye.

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

58. Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as Marshall is 2.3 miles from Narlon and a spur of 25 car capacity known as Graham, is 4.0 miles from Narlon. These are industry tracks used during harvest season to handle beets.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

65. The normal position of junction switch at Vasona Junction is for the Campbell-Los Gatos line.

66. The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 115 M's per operative brake.

67. Switch at Felton must be left lined, making track from Vasona Junction to Santa Cruz the continuous main track.

68. Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

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

70. 1400, 1500, 2400 or 3000 class engines must not be used between Vasona Junction and Santa Cruz.

71. Eastward trains take full tank of water at Los Gatos.

DEL MONTE JUNCTION-LAKE MAJELLA

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

APTOS-LOMA PRIETA

85. Tank cars of over 8,000 gallons capacity must not be accepted for movement between Aptos and Loma Prieta.

86. Trains into Loma Prieta will sound one long blast of whistle before entering Loma Prieta Lumber Company's Yard as a warning to Lumber Co.'s employees.

FELTON-BOULDER CREEK

90. Switch located 600 feet east of Felton station on the Boulder Creek line siding will be the junction switch for the Felton-Boulder Creek line.

CAMPBELL-NEW ALMADEN-LICK

95. Wooden frame tank cars of 10,500 gallons capacity must not be accepted for movement between Campbell and New Almaden, nor tank cars of over 8,000 gallons capacity for movement between Lick and New Almaden.

96. Southern Pacific Company's trains and Los Gatos and San Jose Interurban Ry. Co.'s cars will use Southern Pacific Company's track jointly from junction Almaden line to L. G. and S. J. road. Normal position of switches at junction points will be for the L. G. & S. J. line.

Train No. 202 is superior to interurban cars but must stop before entering and must not exceed a speed of ten miles per hour over joint track. Other trains will stop before entering joint track. Immediately send a flagman ahead, wait at least five minutes after he has started, keeping at least one-fourth mile behind until he reaches end of joint track. All trains will register their arrival and departure on Interurban Co.'s register at each end, for information of interurban trains.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Table with 5 columns: M. P., East of, West of, Description, Height, Side Clearance. Lists various locations and structures along the route with their respective clearances.

NOTES

- 1.—Mariposa St. Bridge side clearance is 4.5' at a point 17.0' above top of rail on Eastward Main Track.
2.—22d St. Bridge side clearance is 5.2' at a point 16.9' above top of rail on Eastward Main Track, and 6.1' at a point 17.2' above top of rail on Westward Main Track.
3.—23d St. Bridge side clearance is 6.0' at a point 16.5' above top of rail on Westward Main Track and 6.1' at a point 16.6' above top of rail on Eastward Main Track.
4.—15th Ave. Bridge side clearance is 5.7' at a point 16.1' above top of rail on Westward Main Track, and 6.3' at a point 16.1' above top of rail on Eastward Main Track.
5.—Williams Ave. Bridge side clearance is 4.8' at a point 20.9' above top of rail on Westward Main Track, and 7.2' at a point 20.9' above top of rail on Eastward Main Track.
6.—Paul Ave. Bridge side clearance is 5.9' at a point 18.9' above top of rail on Westward Main Track and 6.1' at a point 18.9' above top of rail on Eastward Main Track.

Table listing various items and their corresponding codes or categories, such as Baggage, Express Refr., Tea and Silk, etc.

LOCATIOI

Table listing various locations and their corresponding codes or categories, such as San Francisco, San Jose, Watsonville, etc.

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Table with 2 columns: Height, Side Clearance. Lists various heights and corresponding side clearances for different locations.

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AVERAGE WEIGHT OF PASSENGER TRAIN CARS

Table with 4 columns: CLASS, All Steel, Steel Underframe, Wood. Lists various train car classes and their weights.

DISTRICT AND EMERGENCY SURGEONS

Table with 3 columns: LOCATION, NAME, TITLE. Lists the names and titles of district and emergency surgeons across various locations.

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.

Table with 2 columns: GENERAL HOSPITAL, COMPANY HOSPITALS. Lists hospital locations and names.

RULING GRADES AND CURVES

Table with 5 columns: DISTRICT, Percent Grade, Degrees Curve, Equivalent Grade, Miles per Hour. Lists ruling grades and curves for various districts.

RATING OF ENGINES—COAST DIVISION—For Through and Local Trains in Ms of 1000 lbs. Back of Tender.

Revised for October 1, 1924. 23

Large table with 10 columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, and five station columns (San Francisco & Watsonville Jct., Watsonville Jct., Santa Margarita, San Luis Obispo, San Luis Obispo and Santa Barbara). Lists engine ratings and boiler pressures.

Table with 2 columns: Allowance for empty and under-loaded cars, Under 40 M's, 40 to 50 M's. Lists allowances for different engine classes.

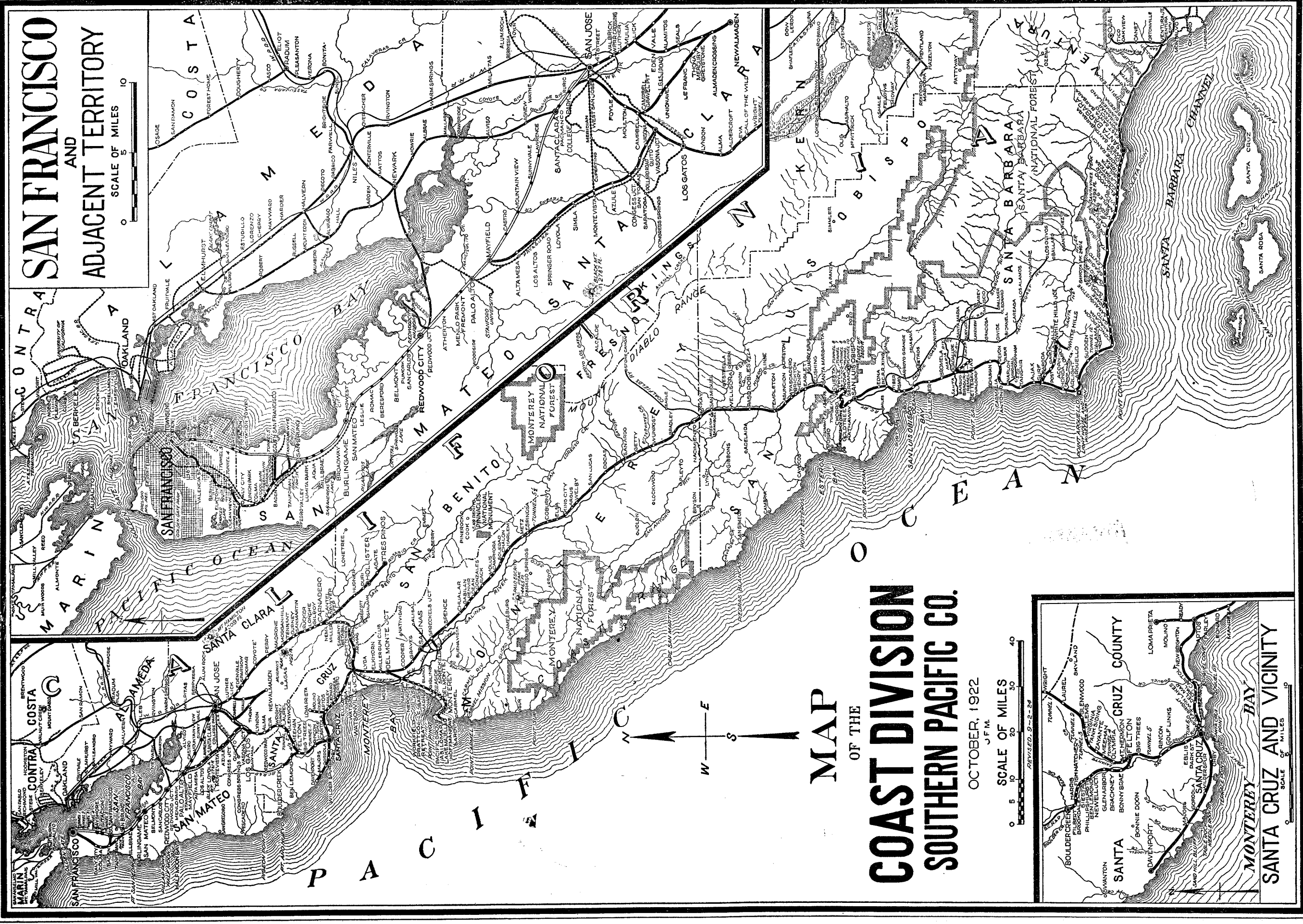
These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
CLASS "C"—Consolidation "T"—Ten-wheelers "M"—Moguls "TW"—Twelve-wheelers "Mk"—Mikado "P"—Pacific Type "E"—Eight-wheelers "Pr"—Prairie Type "MM"—Mallet Mogul
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187

Table with 2 columns: TRAINMASTERS, CHIEF TRAIN DISPATCHERS, ASST. CHIEF TRAIN DISPR'S, ROAD FOREMEN OF ENGINES, EXAMINER. Lists names and positions of key personnel.

Table with 2 columns: MILEAGE—MAIN LINES, BRANCH LINES. Lists mileages for various main and branch lines.

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

