

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

TIME TABLE
FOR THE
COAST DIVISION

148



To Take Effect Sunday, June 29, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

EASTWARD

SAN FRANCISCO SUBDIVISION.

FIRST CLASS

Capacity of sidings and spurs in car lengths	FIRST CLASS																		Distance from San Francisco	
	124	170	120	168	166	116	164	96	162	114	112	174	34	98	72	250	110	108		106
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Noon Daylight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Morning Daylight	Passenger	Passenger	Passenger		Passenger	Passenger
	Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays only	Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Daily	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	
BKWOIT YP	2.15 PM	1.35 PM	1.15 PM	1.00 PM	12.30 PM	12.15 PM	12.10 PM	12. NOON	11.15 AM	11.00 AM	9.30 AM	9.30 AM	8.17 AM	8.15 AM	7.40 AM		7.00 AM	6.00 AM	12.15 AM	0.0
P		f															f			1.9
BKWOITP	f 2.24	1.44	f 1.24	1.09	12.39	f 12.24	12.19	12.09 PM	f 11.24	f 11.09	f 9.40	f 9.39	f 8.26	8.24	7.49		s 7.10	f 6.09	f 12.25	5.2
P											f	f								6.5
KIP																				6.9
Y	s 2.30	s 1.49	s 1.30	1.15	s 12.45	s 12.30			s 11.30	s 11.16	s 9.47	s 9.45	s 8.32		s 7.56		s 7.17	s 6.16	s 12.32	9.3
P	f 2.33	s 1.52	s 1.34		f 12.48	f 12.34			f 11.33	s 11.20	s 9.51	s 9.48	s 8.35				f 7.20	s 6.20	s 12.36	11.0
M 48 P	f	f	f		f	f		12.17	f	f	f	f	f	8.32			f	f	f	12.1
49 Spur P	s	s	s	s	s	s			s	s	s	s	s		s 8.04		s	s	s	15.2
65 Spur P	s 2.43	s 2.03	s 1.45	s 1.25	s 12.58	s 12.43	s 12.31		s 11.43	s 11.31	s 10.02	s 9.57	s 8.46		s 8.08		s 7.31	s 6.32	s 12.45	16.3
M 84 WP	s 2.47	s 2.07	s 1.49	s 1.29	s 1.02	s 12.47		12.22	s 11.47	s 11.35	s 10.07	s 10.01	s 8.50	8.37	s 8.12		s 7.36	s 6.37	s 12.51	17.9
29 Spur	f	f	f		f	f			f	f	f	f	f				f	f	f	18.9
25 Spur P	s	s	s		f	f			f	s	s	s	f						f	20.0
M 47 P	s 2.57	s 2.17	s 1.58		s 1.11	s 12.57			f 11.57 AM	s 11.44	s 10.16	s 10.09	s 9.00				f 7.47	s 6.47	f 1.02	20.3
WIYP	s 3.01	s 2.21	s 2.02	s 1.39	s 1.15	s 1.01	s 12.43		s 12.01 PM	s 11.48	s 10.21	s 10.13	s 9.04		s 8.24		s 7.52	s 6.54	s 1.10	21.9
35 Spur P	f	f	f	s	f	f	s		f	f	f	f					f	f	f	23.2
48 P	s 3.12	s 2.31	s 2.12	s 1.49	s 1.26	s 1.12	s 12.53		s 12.11	s 11.59 AM	s 10.34	s 10.24	s 9.14		s 8.33		s 8.03	s 7.08	s 1.23	25.4
M 50 WYP	s 3.15	s 2.35	s 2.15	s 1.53 PM	s 1.30	s 1.16	s 12.56	12.36	s 12.15	s 12.03 PM	s 10.39	s 10.27	s 9.17	8.51			s 8.05	s 7.11	f 1.26	26.2
M 49 P	s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.22			s 12.21	s 12.11	s 10.46	s 10.33	s 9.23		s 8.42	Via Newark	s 8.13	s 7.18	f 1.34	27.8
72 Spur P	s 3.25	s 2.46	s 2.26		s 1.41	s 1.27		12.43	s 12.26	s 12.16	s 10.51	s 10.37	s 9.27	8.58			s 8.19	s 7.22	f 1.41	28.9
28 Spur			f						f		f	f								30.1
KIP	s 3.38	s 2.55	s 2.33		s 1.48	s 1.34	1.12	12.48	s 12.33	s 12.23	s 10.59	s 10.44	s 9.35	9.03	8.53	8.45 AM	s 8.28	s 7.38	f 1.49	31.8
KP																				34.8
IP	f		f		f				f	f	f	f					f	f		36.1
BKWOITYP	s 3.45 PM	s 3.00 PM	s 2.40 PM		s 1.55 PM	s 1.40 PM	s 1.17 PM	s 12.53 PM	s 12.40 PM	s 12.30 PM	s 11.05 AM	s 10.50 AM	s 9.40 AM	s 9.08 AM	s 9.00 AM	s 8.50 AM	s 8.35 AM	s 7.45 AM	s 1.55 AM	38.8
	Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Daily	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Daily	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	40.8
	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.07) 42.00	(0.53) 53.09	(1.25) 33.11	(1.30) 31.27	(1.35) 29.62	(1.20) 35.18	(1.23) 33.90	(0.53) 53.09	(1.20) 35.18	(0.05) 31.20	(1.35) 29.62	(1.45) 26.80	(1.40) 28.14	44.3

Time Table No. 148
June 29, 1941

STATIONS	
TO-R SAN FRANCISCO	1.9
23D STREET	1.2
NEWCOMB AVE.	1.0
PAUL AVE.	1.1
BAYSHORE	1.3
VISITACION	0.4
R VISITACION TOWER	1.7
BUTLER ROAD	0.7
SO. SAN FRANCISCO	1.1
TANFORAN WYE	0.6
SAN BRUNO	1.1
LOMITA PARK	1.6
MILLBRAE	1.5
BROADWAY	1.1
BURLINGAME	1.6
SAN MATEO	1.0
HAYWARD PARK	1.1
BAY MEADOWS	0.3
HILLSDALE	1.6
BELMONT	1.3
SAN CARLOS	2.2
REDWOOD CITY	0.8
R REDWOOD JOT.	1.6
ATHERTON	1.1
MENLO PARK	1.2
PALO ALTO	1.7
R CALIFORNIA AVE.	3.0
CASTRO	1.3
MOUNTAIN VIEW	2.7
SUNNYVALE	2.0
LAWRENCE	3.5
SANTA CLARA	0.9
SAN JOSE YARD	0.5
COLLEGE PARK	1.2
TO-R SAN JOSE	(46.9)

Automatic Block System

Double Track

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

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 112 reduce speed Visitacion and Millbrae to permit safe dispatch and/or exchange of U. S. mail when not necessary to stop on flag.

No. 124 reduce speed at Atherton when not necessary to stop on flag.

San Francisco-San Jose local passenger trains except No. 110, stop on flag at any station Sundays and Holidays, except Aqua, Howest and Romac.

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

Standard Clock at Santa Clara located in interlocking tower.

Time over District
Average Speed per Hour

FIRST CLASS

Capacity of Sidings and Spurs in Car Lengths	70	152	150	148	146	144	184	142	140	138	182	136	134	180	132	32	36	176	126	Distance from San Francisco		
	Coaster	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Del Monte	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sundays and Holidays only	Leave Daily Ex. Sundays	Leave Daily	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays			
San Francisco yard	BKWOLT YP	7.00 PM	6.20 PM	5.50 PM	5.32 PM	5.29 PM	5.26 PM	5.23 PM	5.23 PM	5.20 PM	5.17 PM	5.03 PM	5.03 PM	4.50 PM	4.45 PM	4.20 PM	4.10 PM	4.00 PM	3.30 PM	3.15 PM	0.0	
	P				s			f				f	s	s	f	f				f	1.9	
	BKWO ITP	7.09	6.29	f 5.59	5.41	5.38	5.35	f 5.33	5.32	5.29	5.26	f 5.14	5.12	s 5.01	f 4.55	s 4.31	4.19	4.09	3.39	3.24	5.2	
	P			f				f													f	4.1
	KIP																					6.5
	Y		s 6.35	s 6.05	s 5.47							f		f	f	s						8.6
	P		s 6.39	s 6.09	s 5.50			f 5.42				s 5.24		s 5.12	f 5.06	s 4.42				f 3.48	s 3.34	9.3
	M48 P		s	s	s			f				f	s		f	s				f	f	12.1
	49 Spur P		s	s	s	s 5.48		s				s	s	s	s	s						13.7
	65 Spur P	s 7.22	s 6.49	s 6.21	s 6.02		s 5.46	s 5.52				s 5.35	s 5.29	s 5.20	s 5.16	s 4.52	s 4.31			s 3.57	s 3.44	15.2
M84 WP		s 6.53	s 6.25	s 6.06	s 5.55		s 5.56	s 5.45	5.42	5.39	s 5.39	s 5.32	s 5.24	s 5.20	s 4.57				s 4.01	s 3.48	16.3	
29 Spur		s	s	s			f	s			f			f	s				f	f	17.9	
25 Spur P		s	s	s			f				f		s	f	s				f	f	18.9	
M47 P		s 7.04	s	s	s		s 6.05	s		5.45	s 5.49		s	f 5.30	s 5.08				f 4.10	s 3.58	20.0	
WIYP	7.33	7.09	6.41	6.21	6.08	6.05	6.10	6.01	5.51	5.50	5.54	5.42	5.37	5.35	5.13	4.45	4.32	4.15	4.03		21.9	
35 Spur P		f	f	f		s	f				f	s		f	s				f	f	22.2	
48 P	s 7.40	s 7.18	s 6.50	s 6.31	s 6.17	s 6.13	s 6.19	s 6.09	s 6.01	s 5.56	s 6.05	5.51	s 5.45	s 5.42	s 5.23	s 4.50	4.37		s 4.24	s 4.14	23.2	
M50 WYP		s 7.22	s 6.54	s 6.35	s 6.21		s 6.23	s 6.12	6.04	s 6.00 PM	s 6.09	5.54	s 5.48	s 5.45	s 5.27	s 4.53			s 4.27	s 4.17	25.4	
M49 P	7.48	s 7.28	s 7.00	s 6.41		s 6.22	s 6.29		s 6.10	Via Los Altos	s 6.16	6.00	s 5.54	s 5.51	s 5.34	s 4.59	4.43		s 4.33	s 4.24	26.2	
72 Spur P		s 7.32	f 7.05	s 6.46	s 6.31		s 6.34	s 6.22	s 6.16		s 6.21	6.04	s 5.58	s 5.55	s 5.39				s 4.37	s 4.29	27.8	
28 Spur			f			f	f				f			f	f				f	f	28.9	
KIP	7.58	f 7.39	f 7.13	s 6.54	f 6.38	s 6.34	s 6.42	6.29	s 6.24		s 6.30	s 6.11	6.07	f 6.03	s 5.48	5.09	4.54		s 4.44	s 4.38	30.1	
IP				f			f	f			f	s		f	f					f	31.8	
BKWO ITP	s 8.03 PM	s 7.45 PM	s 7.18 PM	s 7.00 PM	s 6.44 PM	s 6.40 PM	s 6.48 PM	s 6.35 PM	s 6.30 PM		s 6.36 PM	s 6.18 PM	s 6.12 PM	s 6.10 PM	s 5.55 PM	s 5.14 PM	s 4.59 PM	s 4.50 PM	s 4.45 PM		34.8	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sundays and Holidays only	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays		36.1	
	(1.03) 44.67	(1.25) 33.11	(1.28) 31.98	(1.28) 31.98	(1.15) 37.52	(1.14) 38.03	(1.25) 33.11	(1.12) 39.08	(1.10) 40.20	(0.43) 44.37	(1.33) 30.26	(1.15) 37.52	(1.22) 34.32	(1.25) 33.11	(1.35) 29.62	(1.04) 43.97	(0.59) 47.69	(1.20) 35.18	(1.30) 31.27		38.8	

Time Table No. 148

June 29, 1941

STATIONS

(TO-R SAN FRANCISCO)	0.0
1.9	
23D STREET	1.2
NEWCOMB AVE.	1.0
PAUL AVE.	1.1
BAYSHORE	1.3
VISITACION	0.4
R VISITACION TOWER	1.7
BUTLER ROAD	0.7
SO. SAN FRANCISCO	1.1
TANFORAN WYE	0.6
SAN BRUNO	1.1
LOMITA PARK	1.6
MILLBRAE	1.5
BROADWAY	1.1
BURLINGAME	1.6
SAN MATEO	1.0
HAYWARD PARK	1.1
BAY MEADOWS	0.3
HILLSDALE	1.6
BELMONT	1.3
SAN CARLOS	2.2
REDWOOD CITY	0.8
R REDWOOD JOT.	1.6
ATHERTON	1.1
MENLO PARK	1.2
PALO ALTO	1.7
R CALIFORNIA AVE.	3.0
CASTRO	1.3
MOUNTAIN VIEW	2.7
SUNNYVALE	2.0
LAWRENCE	3.5
SANTA OLARA	0.9
SAN JOSE YARD	0.5
COLLEGE PARK	1.2
(TO-R SAN JOSE)	

Automatic Block System

Double Track

(46.9)

Time over District Average Speed per Hour

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

RULES 96 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 126 reduce speed Visitacion to permit safe dispatch and/or exchange of U. S. mail and at Lomita Park, Millbrae, Hayward Park and Atherton when not necessary to stop on flag.

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

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

Standard Clock at Santa Clara located in interlocking tower.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	Burlingame	Receive	Gilroy		Daily
36	Palo Alto	Receive	Watsonville Jct.		Daily
70	San Mateo	Receive	Salinas		Daily

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 148

June 29, 1941

FIRST CLASS

STATIONS	Distance from San Jose	FIRST CLASS																		
		173	137	139	35	39	141	143	147	149	179	151	181	37	99	255	153	155	157	71
		Passenger	Passenger	Passenger	Del Monte	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Morning Daylight	Passenger	Passenger	Passenger	Passenger	Passenger
Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO	46.9	s 10.10 AM	s 10.40 AM	s 11.05 AM	s 11.30 AM	s 11.55 AM	s 12.01 PM	s 1.25 PM	s 3.00 PM	s 4.05 PM	s 4.05 PM	s 5.20 PM	s 5.15 PM	s 5.30 PM	s 5.45 PM		s 6.15 PM	s 7.10 PM	s 7.40 PM	s 9.10 PM
23D STREET	45.0					f			f			f	f							
NEWOOMB AVE.	43.8					f														
PAUL AVE.	42.8					f						f								
BAYSHORE	41.7	f 10.01	10.31	10.56	11.20	f 11.43	f 11.51 AM	1.16	f 2.49	f 3.55	f 3.55	f 5.08	f 5.06	5.20	5.35		6.05	f 7.00	7.30	9.00
VISITACION	40.4											f								
R VISITACION TOWER	40.0																			
BUTLER ROAD	38.3					f				f		f	f							
SO. SAN FRANCISCO	37.6	s 9.55		s 10.50	11.14	s 11.37	s 11.44	s 1.10	s 2.43	s 3.48	f 3.49	s 5.01	f 5.00				s 5.58	s 6.53	s 7.23	8.54
TANFORAN WYE	36.5																			
SAN BRUNO	35.9	f 9.52		s 10.46		f	s 11.40	s 1.06	s 2.39	s 3.43	f 3.45	s 4.53	f 4.57				f 5.54	f 6.47	s 7.18	8.51
LOMITA PARK	34.8	f		f		f	f	f	f	f	f		f					f	f	
MILLBRAE	33.2	f		f		f	f	f	f	f	f	f	f				f	f	f	
BROADWAY	31.7	s		s		s	s	s	s	s	s	s	s				s	s	s	
BURLINGAME	30.6	s 9.42	s 10.15	s 10.37	s 11.05	s 11.24	s 11.29	s 12.57	s 2.30	s 3.32	s 3.37	s 4.43	s 4.48				s 5.44	s 6.35	s 7.07	s 8.44
SAN MATEO	29.0	s 9.38	s 10.12	s 10.33		s 11.20	s 11.25	s 12.53	s 2.26	s 3.28	s 3.33	s 4.38	s 4.44	5.00	5.18		s 5.40	s 6.29	s 7.02	s 8.40
HAYWARD PARK	28.0	f		f		f	f	f	f	f	f	f	f					f	f	
BAY MEADOWS	26.9																			
HILLSDALE	26.6	f				f	f		f	f	f	f	f					f		
BELMONT	25.0	f	10.07	s		f	s	f	s	s	f	s	s					f	s	
SAN CARLOS	23.7	f 9.29		s 10.24		f	s 11.15	s 12.44	s 2.16	s 3.15	f 3.24	s 4.27	f 4.34					f 6.17	s 6.52	
REDWOOD CITY	21.5	s 9.25	s 10.03	s 10.20		s 11.07	s 11.11	s 12.41	s 2.12	s 3.11	s 3.21	s 4.24	s 4.30				s 5.29	s 6.13	s 6.48	s 8.30
R REDWOOD JCT.	20.7	9.23	10.01	10.18	10.54	11.05	11.09	12.39	2.10	3.09	3.19	4.16	4.28	4.51	5.10		5.27	6.07	6.44	8.28
ATHERTON	19.1	f		f		f	f	f	f	f	f	f	f					f	f	
MENLO PARK	18.0	f		s		f	s	s	s	f	s	s	s				s	f	s	
PALO ALTO	16.8	s 9.15	s 9.55	s 10.10	s 10.49	s 10.57	s 11.01	s 12.31	s 2.02	s 3.01	s 3.11	s 4.09	s 4.20	4.45			s 5.21	s 6.00	s 6.37	s 8.22
R CALIFORNIA AVE.	15.1	f 9.12		s 10.07		f 10.53	s 10.57	s 12.27	s 1.58	s 2.57	s 3.07	s 4.01	f 4.16	4.42			s 5.17	s 5.53	s 6.31	8.18
CASTRO	12.1					f	f					f	f					f		
MOUNTAIN VIEW	10.8	s 9.06		s 10.01		f 10.47	s 10.51	s 12.22	s 1.52	s 2.52	f 3.02	s 3.55	f 4.10	4.38	4.59	Via Newark	s 5.11	s 5.48	s 6.25	8.14
SUNNYVALE	8.1	f	9.45	s	10.40	f 10.42	s 10.47	s 12.17	s 1.47	s 2.47	f 2.57	s 3.47	f 4.05	4.35			s 5.07	s 5.43	s 6.18	8.11
LAWRENCE	6.1					f	f		f	f	f	f	f						f	
SANTA OLARA	2.6	f 8.55	9.40	s 9.50	10.35	f 10.35	s 10.40	s 12.10	s 1.40	s 2.40	f 2.50	s 3.40	f 3.58	4.30	4.52	4.57 PM	s 5.00	s 5.36	s 6.11	8.05
SAN JOSE YARD	1.7																			
COLLEGE PARK	1.2	f				f	f		f	f	f	f	f					f	f	
TO-R SAN JOSE	0.0	8.50 AM	9.35 AM	9.45 AM	10.30 AM	10.30 AM	10.35 AM	12.05 PM	1.35 PM	2.35 PM	2.45 PM	3.35 PM	3.53 PM	4.25 PM	4.47 PM	4.52 PM	4.55 PM	5.30 PM	6.06 PM	8.00 PM
(46.9)		Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily
Time over District		(1.20)	(1.05)	(1.20)	(1.00)	(1.25)	(1.26)	(1.20)	(1.25)	(1.30)	(1.20)	(1.45)	(1.22)	(1.05)	(0.58)	(0.05)	(1.20)	(1.40)	(1.34)	(1.10)
Average Speed per Hour		35.18	43.29	35.18	46.90	33.11	32.72	35.18	33.11	31.27	35.18	26.80	34.32	43.29	48.52	31.20	35.18	28.14	29.9	40.20

NOTE.—See pages 2, 3, 4 and 6 for additional schedules between San Jose and San Francisco. RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99. RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

Additional Stations { Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7
No. 35 reduce speed at South San Francisco to dispatch U. S. Mail.
No. 153 stop on flag at any station to detrain passengers from Salinas and east from No. 99.
No. 157 reduce speed at Millbrae daily except Sundays and Holidays, to permit safe exchange of U. S. Mail when not necessary to stop on flag.
No. 71 reduce speed at South San Francisco to permit U. S. Mail pouch to be thrown on. San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	From (or beyond)	Frequency
71	Santa Clara Sunnyvale Mountain View Menlo Park San Carlos Broadway South San Francisco	Discharge	Beyond San Jose	Daily

Capacity of sidings and spurs in car lengths	THIRD CLASS			FIRST CLASS								Distance from San Francisco	Time Table No. 148 June 29, 1941	Distance from San Jose	FIRST CLASS			THIRD CLASS			
	472	402	408	160	158	38	76	156	74	2	374				154	97	33	159	765	401	473
	Freight	Freight	Freight	Passenger	Passenger	Passenger	Lark	Passenger	Oakland Lark	Sunset Limited	C. M. E.				Passenger	Noon Daylight	Passenger	Passenger	Freight	Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
BKWOIT YP				10.45 PM	9.45 PM	9.05 PM	9.00 PM	8.30 PM		8.00 PM	7.40 PM	7.20 PM	TO-R SAN FRANCISCO	s 9.40 PM	s 10.10 PM	s 11.20 PM					
P													1.9								
BKWO IPT	9.55 PM	7.50 PM	3.00 AM	f 10.54	f 9.54	9.14	9.09	f 8.39		8.09	7.50	7.29	23D STREET			f					
P													1.2								
KIP													NEWCOMB AVE.								
													1.0								
Y				s 11.00	s 10.00			s 8.45					PAUL AVE.								
P				s 11.03	s 10.03	9.20	9.15	s 8.49		8.15	7.57	7.37	1.1								
M 48 P				f	s			f					BAYSHORE	41.7	9.30	10.00	s 11.10	2.30 AM	4.30 AM	6.30 PM	
49 Spur P				f	f			f					1.3								
65 Spur P				s	s			s					0.4								
M 84 WP				s 11.12	s 10.12	f 9.29	s 9.22	s 8.59		s 8.22			0.7								
29 Spur				s 11.16	s 10.16	f 9.33		s 9.03			8.06	7.49	1.7								
25 Spur P				f	f			f					1.7								
M 47 P				f	f			f					0.7								
WIYP	10.40 PM	8.25 PM	3.50 AM	s 11.24	s 10.24			s 9.12			8.13	7.58	0.7								
35 Spur P	Via Dumbarton	Via Dumbarton	Via Dumbarton	s 11.28	s 10.28	f 9.42		s 9.16					1.1								
48 P				f	f			f					1.1								
M 50 WYP				s 11.29	s 10.29	9.43	9.33	9.17		8.33	8.18	8.03	0.3								
M 49 P				f	f			f					1.1								
72 Spur P				s 11.39	s 10.39	f 9.51	s 9.40	s 9.26		s 8.40			1.6								
28 Spur				s 11.42	s 10.42	9.55		s 9.29			8.24	8.16	1.6								
KIP				f	f			f					1.1								
KP				f 11.48	f 10.48	9.59	9.47	s 9.35		Via Newark 8.47			1.3								
IP				f 11.52	f 10.52			f 9.40			8.32	8.26	1.3								
BKW OITPY				f 11.59 PM	f 10.59	10.09	9.57	f 9.48		9.45 PM	8.57	8.38	1.3								
				s 12.05 AM	s 11.05 PM	s 10.15 PM	s 10.03 PM	s 9.55 PM	s 9.50 PM	s 9.03 PM	8.45 PM	8.40 PM	1.3								
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	TO-R SAN JOSE	0.0	8.43 PM	8.50 PM	10.00 PM				
	(0.45) 28.00	(0.35) 36.00	(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.10) 40.20	(1.03) 44.67	(1.25) 33.11	(0.05) 31.20	(1.03) 44.67	(1.05) 43.29	1.20) 35.18	(46.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
													Time over District.....	(0.57) 49.37	(1.20) 35.18	(1.20) 35.18	(1.30) 30.10	(1.00) 21.00	(1.00) 21.00		
													Average Speed per Hour.....								

NOTE.—See pages 2, 3, 4 and 5 for additional schedules between San Francisco and San Jose.
 RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco.
 Freight trains must be clear of main track and insulated joints at passing points for trains 96, 97, 98 and 99.
 RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at Junction switch, Santa Clara.

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.
 Additional Stations {Aqua (Spur) MP 12.9
 Howest (Spur) MP 16.8
 Romac (Spur) MP 19.7
 Standard Clock at Santa Clara located in interlocking tower.
 No. 76 reduce speed at San Mateo to 25 MPH to dispatch U. S. Mail.

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

Capacity of sidings and spurs in car lengths	FIRST CLASS								Distance from San Francisco	Time Table No. 148 June 29, 1941 Los Gatos Branch		Distance from Los Gatos	FIRST CLASS						
	196	138	32	168	34	194	192	123		31	193		185	195	197	33			
	Equipment	Passenger	Passenger	Passenger	Passenger	Equipment	Equipment					Equipment	Equipment	Equipment	Equipment	Passenger			
	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sundays	Leave Saturdays only	Leave Daily	Leave Daily Ex. Sundays	Leave Daily Ex. Sundays and Holidays				Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily			
San Jose yard	7.30 PM	Via Los Altos	5.18 PM	Via Los Altos	9.45 AM	7.25 AM	5.55 AM	46.9	TO-R SAN JOSE 0.7	8.9	Via Los Altos	s 8.34 AM	10.45 AM	3.21 PM	6.15 PM	7.27 PM	s 8.42 PM		
45 WP	7.42	f		s	9.53	7.37	6.07	47.6	W. P. R. R. Crossing 3.1	8.2	f		10.34	3.09	6.04	7.15	f 8.34		
P	7.50	s	5.28	f	9.58	7.45	6.15	50.7	OAMPBELL 2.6	5.1	s	8.24	10.25	3.00	5.55	7.06	f 8.29		
60 Yard Limits 17 WP	8.00 PM	s 6.46 PM	s 5.36 PM	s 2.40 PM	s 10.06 AM	7.55 AM	6.25 AM	53.3 51.8	R VASONA JUNCTION 2.5	2.5	s 6.52 AM	s 8.24	10.15 AM	2.50 PM	5.45 PM	6.56 PM	f 8.29		
	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sundays	Arrive Saturdays only	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays and Holidays	54.3	TO-R LOS GATOS (8.9)	0.0	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays	Leave Daily	Leave Saturdays only	Leave Daily Ex. Sundays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily		
	(0.30) 17.80	(0.09) 16.67	(0.18) 29.66	(0.10) 15.00	(0.21) 25.43	(0.30) 17.80	(0.30) 17.80		.....Time over District.....		(0.06) 25.00	(0.16) 33.38	(0.30) 17.80	(0.31) 17.23	(0.30) 17.80	(0.31) 17.23	(0.19) 28.11	
									.....Average Speed per Hour.....									

EASTWARD				SAN FRANCISCO SUBDIVISION			WESTWARD		
Capacity of sidings and spurs in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 148 June 29, 1941 Los Altos Branch		Distance from Vasona Jct.	FIRST CLASS		
	138 Passenger	168 Passenger		123 Passenger					
28 WYP	6.01 PM	1.54 PM	31.8	R CALIFORNIA AVE. 3.9	16.3	s 7.28 AM			
11 Spur P	s 6.10	s 2.05	35.7	LOS ALTOS 1.8	12.4	s 7.20			
	s	s	37.5	SPRINGER ROAD 0.7	10.6	f			
	s	s	38.2	LOYOLA 1.5	9.9	f			
65 W	f	f	39.7	SIMLA 1.3	8.4	f			
7 Spur	s 6.20	s 2.15	41.0	MONTA VISTA 2.8	7.1	f 7.08			
12 Spur	f	f	43.8	AZULE 1.4	4.3	f			
5 Spur	s 6.28	s 2.22	45.2	CONGRESS JCT. 0.9	2.9	f 6.59			
	f	f	45.1	SAN TOMAS 0.8	2.0	f			
	f	f	46.9	POLLARD ROAD 0.9	1.2	f			
	f	f	47.8	QUITO 0.3	0.3				
YP	f 6.37 PM	f 2.30 PM	48.1 51.8	R VASONA JCT. (16.3)	0.0	6.52 AM			
	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only				Leave Daily Ex. Sundays and Holidays			
	(0.36) 27.17	(0.36) 27.17		.....Time over District.....		(0.36) 27.17		
				.....Average Speed per Hour.....				

EASTWARD			SAN FRANCISCO SUBDIVISION			WESTWARD		
Distance from San Francisco	Time Table No. 148 June 29, 1941 San Francisco-San Bruno Branch		Distance from San Bruno					
	STATIONS							
0.0	TO-R SAN FRANCISCO 0.9	13.6						
0.9	W. P. R. R. Crossing 0.3	12.7						
1.2	O. S. Ry. Crossing 4.0	12.4						
5.2	ELKTON 1.1	8.4						
6.3	OCEAN VIEW 1.1	7.3						
7.4	DALY CITY 0.7	6.2						
8.1	UNION PARK 0.4	5.5						
8.5	COLMA 1.2	5.1						
9.7	EMANUEL 1.7	3.9						
11.4	BADEN 1.6	2.2						
13.0	TANFORAN 0.6	0.6						
13.6	SAN BRUNO	0.0						
	(13.6)							

EASTWARD			SAN FRANCISCO SUBDIVISION			WESTWARD		
Capacity of sidings and spurs in car lengths	Mile Post Location	Time Table 148 June 29, 1941 Santa Cruz Branch		Distance from Olympia				
		STATIONS						
BKWOTYP Watsonville Jct. yard	99.2	TO-R WATSONVILLE JCT. 1.4	28.8					
	97.8	WATSONVILLE 2.0	27.4					
33 P	95.8	NUGA 3.3	25.4					
12 P	92.5	ELLICOTT 5.5	22.1					
9 P	87.0	APTOS 3.1	16.6					
17 P	83.9	CAPITOLA 3.5	13.5					
5 Spur	80.4	SEABRIGHT 0.7	10.0					
BKWOTYP 15	79.7	OASINO 0.5	9.3					
	79.2	TO-R SANTA CRUZ 1.2	8.8					
	78.0	EBLIS 2.6	7.6					
23 P	75.4	RINCON 2.1	5.0					
	73.3	BIG TREES 0.9	2.9					
8 Yard Limits 31 WP	72.4	TO FELTON 0.3	2.0					
	72.1	MT. HERMON 1.7	1.7					
32 P	70.4	OLYMPIA	0.0					
		(28.8)						

ADDITIONAL STATIONS

Los Altos Branch
Alta Mesa M.P. 34.0
Permanente 2.42 Miles From Simla (Spur)

Los Gatos Branch
Vasona M.P. 52.9 Spur

Santa Cruz Branch
Park St. M.P. 78.4
Twin Lakes M.P. 80.9 Spur
Cliffside M.P. 81.7 Spur
New Brighton M.P. 85.1
Leonard M.P. 89.7 Spur
Cristo M.P. 90.8 Spur

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

- No. 192 and No. 34 superior to No. 123.
- No. 194 superior to No. 31.
- No. 34 superior to No. 193.
- No. 168 superior to No. 185.
- No. 32 superior to No. 195.
- No. 138 superior to No. 197.
- No. 196 superior to No. 33.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-138-168	Road Crossing 1.4 mile west of Azule	Receive or Discharge	Any Station	Any Station	Daily
123-138-168	Alta Mesa M.P. 34	Receive or Discharge	Any Station	Any Station	Daily
123-138-168	Neal M.P. 33	Receive or Discharge	Any Station	Any Station	Daily

Water supply at Felton for emergency only.

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS										FIRST CLASS										Distance from San Francisco	Time Table No. 148 June 29, 1941	
	766 Freight										38	76	374	2	70	36	96	72	98	STATIONS			
	Leave Daily										Passenger	Lark	C. M. E.	Sunset Limited	Coaster	Del Monte	Noon Daylight	Passenger	Morning Daylight				
San Jose yard BKWO ITYP	1.30 AM										10.30 PM	10.10 PM	9.25 PM	9.10 PM	8.10 PM	5.06 PM	12.55 PM	9.15 AM	9.11 AM	TO-R SAN JOSE 2.2 W.P.R.R. Crossing 2.3 LICK 7.8 TO COYOTE 3.2	C.T.C.S. D.T.		
	1.42										10.36	10.17	9.32	9.17	8.17	5.12	1.00	9.21	9.16				
E 193 M 94	2.02										10.44	10.26	9.41	9.26	8.27	5.20	1.08	9.29	9.24	TO-R GILROY 2.5 CARNADERO 3.9 SARGENT 1.9 BETABEL 2.9 CHITTENDEN 1.3 LOGAN 1.4 AROMAS 5.8 TO-R WATSONVILLE JOT	Double Track		
80																							
23 Spur																					Automatic Block System		
125	2.28										10.53	10.35	9.51	9.35	8.36	5.28	1.16	9.38	9.32				
61	2.35																						
67																							
M 98 Yard Limits WTP	2.55										s 11.05	10.46	10.03	9.46	s 8.47	s 5.40	1.26	s 9.53	9.42				
P																							
73	3.05										11.15	10.53	10.13	9.53	8.55	5.48	1.32	10.03	9.48				
25																							
90																							
P	3.25										11.25	11.03	10.24	10.03	9.06	5.58	1.42	10.13	9.58				
33 Spur																							
Watsonville Jct. yard BKWOTYP	3.40 AM										s 11.35 PM	s 11.14 PM	10.36 PM	s 10.14 PM	s 9.16 PM	s 6.08 PM	s 1.51 PM	s 10.24 AM	10.07 AM				
	Arrive Daily										Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturdays and Sundays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	(2.10) 22.89										(1.05) 45.80	(1.04) 46.50	(1.11) 41.92	(1.04) 46.50	(1.06) 45.09	(1.02) 48.00	(0.56) 53.14	(1.09) 43.13	(0.56) 53.14				
Time over District.....																		(49.6)					
Average Speed per Hour.....																							

EASTWARD SAN FRANCISCO SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 148 June 29, 1941	Distance from Alamoitos
San Jose yard 11 Spur P	51.4	LICK BRANCH	3.6
	55.3	LICK 3.6	
	58.9	ALAMITOS 0.0	
		(3.6)	
Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 148 June 29, 1941	Distance from Tres Pinos
P	83.2	TRES PINOS BRANCH	17.9
16	94.9	CARNADERO 11.7	
14	101.1	HOLLISTER 6.2	
		TRES PINOS 0.0	
		(17.9)	

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

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

ADDITIONAL STATIONS

- P Edenvale M.P. 57.4 Spur
- Lonoke M.P. 79.1 Spur
- Miller M.P. 84.4 Spur
- P Eaton M.P. 97.1 Spur
- Tres Pinos Branch
- P Hudner M.P. 90.3 Spur

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

SAN FRANCISCO SUBDIVISION

WESTWARD

Time Table No. 148 June 29, 1941		Distance from Watsonville Jct.	FIRST CLASS											THIRD CLASS				
			69 Coaster	1 Sunset Limited	373 C. M. W.	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	99 Morning Daylight	71 Passenger	97 Noon Daylight						
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Mondays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block System	TO-R SAN JOSE 2.2	49.6	s 6.19 AM	s 6.47 AM	s 7.05 AM	s 7.33 AM	s 10.27 AM	s 10.27 AM	s 4.20 PM	s 4.43 PM	s 7.50 PM	s 8.41 PM						10.50 PM
	W.P.R.R. Crossing 2.3	47.4																
	LICK 7.8	45.1	6.11	6.39	6.57	7.25	10.21	10.21	4.13	4.36	7.41	8.34						10.36
	TO COYOTE 3.2	37.3	6.03	6.30	6.49	7.17	10.13	10.13	4.05	4.29	7.33	8.27						10.15
	PERRY 2.9	34.1	5.59	6.26		7.13												
	MADRONE 1.6	31.2																
	TO MORGANHILL 3.8	29.6	5.54	6.21	6.39	7.08	10.04	10.04	3.56	4.22	s 7.24	8.19						9.51 9.25
	SAN MARTIN 2.4	25.8	5.49	6.16	6.34	7.03												
	RUCKER 3.7	23.4																
	TO-R GILROY 2.5	19.7	s 5.39	6.06	6.27	6.54	s 9.53	s 9.53	s 3.44	4.12	s 7.12	8.09						8.55
	CARNADERO 3.9	17.2																
	SARGENT 1.9	13.3	5.28	5.56	6.17	6.45	9.43	9.43	3.35	4.06	7.00	8.02						8.40
	BETABEL 2.9	11.4																
	OHITTENDEN 1.3	8.5																
	LOGAN 1.4	7.2	5.18	5.46	6.06	6.35	9.33	9.33	3.25	3.56	6.50	7.52						8.15
	AROMAS 5.8	5.8									f							
TO-R WATSONVILLE JCT	0.0	5.08 AM	5.35 AM	5.55 AM	6.24 AM	9.23 AM	9.23 AM	3.15 PM	3.49 PM	6.40 PM	7.44 PM						7.50 PM	
(49.6)		Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Mondays	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily	
Time over District.....		(1.11)	(1.12)	(1.10)	(1.09)	(1.04)	(1.04)	(1.05)	(0.54)	(1.10)	(0.57)						(3.00)	
Average Speed per Hour.....		41.92	41.33	42.51	43.13	46.50	46.50	46.79	55.11	42.51	52.21						16.53	

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

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

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

Capacity of sidings and spurs in car lengths	SECOND CLASS		FIRST CLASS													Distance from San Francisco	Time Table No 148 June 29, 1941	
	768	766	38	76	374	2	70	36	96	72	98	190	STATIONS					
	Freight	Freight	Passenger	Lark	C. M. E.	Sunset Limited	Coaster	Del Monte	Noon Daylight	Passenger	Morning Daylight	Passenger						
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Watsonville Jct. Yard BKWOTYP	10.40 AM	6.15 AM	11.49 PM	11.20 PM	10.52 PM	10.22 PM	9.27 PM	6.10 PM	1.52 PM	10.34 AM	10.07 AM	6.35 AM	100.4	TO-R WATSONVILLE JOT. 5.4				
61 P	10.53	6.28	11.57 PM	11.28	11.00	10.30	f 9.35	6.17		10.42		6.42	105.8	ELKHORN 4.6				
132 Yard Limits 43 WYP	11.03	6.38	12.03 AM	11.34	11.06	10.36	9.41	s 6.23 PM	2.05	f 10.49	10.20	s 6.48 AM	110.4	TO-R CASTROVILLE 3.5				
Yard Limits 62 P BKWOTYP			12.07	11.38	11.10	10.40	9.45						113.9	COOPER 4.3				
			s 12.35	s 11.48	11.16	s 10.49	s 9.54		s 2.16	s 11.05	s 10.31		118.2	TO-R SALINAS 2.1				
93 YP	11.22	6.57	12.39	11.52 PM	11.19	10.52	9.57		2.19	11.09	10.33		120.3	SPRECKELS JOT. 5.0				
44 P	11.30	7.05			11.24				2.24		10.38		125.3	SPENOE 3.8				
101 WP	11.38	7.13	12.48	12.01 AM	11.29	11.01	10.07		2.28	s 11.20	10.42		129.1	TO OHUALAR 1.9				
44 P													131.9	PENVIR 3.2				
119 P	11.47	7.22	12.54	12.07	11.36	11.07	10.14		2.33	s 11.29	10.47		135.1	TO GONZALES 5.5				
41 P	11.57 AM	7.32	1.00	12.13		11.13	10.20						140.6	CAMPORA 3.0				
54 Yard Limits 156 WYP	12.03 PM	7.38	1.03	12.16	11.46	11.16	10.24		2.40	s 11.43	10.54		143.6	TO-R SOLEDAD 4.7				
70 P	12.11	7.46			11.51 PM		10.29				11.47 AM		148.3	HARLEM 4.0				
43 P	12.18	7.53							2.53	f	11.02		152.3	METZ 6.6				
76 P	12.29	8.04	1.20	12.33	12.04 AM	11.33	10.41				12.01 PM		158.9	OOBURN 2.1				
76 Spur Y													161.0	ELSA 2.7				
Yard Limits 117 KWYP	12.40 PM	8.20 AM	s 1.25 AM	12.39 AM	12.10 AM	11.39 PM	s 10.48 PM		3.04 PM	s 12.10 PM	11.14 AM		163.7	TO KING CITY				
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Mondays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(63.3)				
	(2.00) 31.65	(2.05) 30.38			(1.36) 39.56	(1.19) 48.08	(1.18) 48.69	(1.17) 49.32	(1.21) 46.89	(0.13) 46.15	(1.12) 52.75	(1.36) 39.56	(1.07) 56.69	(0.13) 46.15	Time over District..... Average Speed per Hour.....			

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction. Except No. 190 is superior to No. 35 and No. 39. No. 36 is superior to No. 191.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

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

No. 70 reduce speed Saturday to 30 MPH at Soledad, to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles	Any Station	Daily
190	Lapis	Receive or Discharge	Any Station	Any Station	Daily
"	Bardin	Receive or Discharge	Any Station	Any Station	Daily
"	Marina	Receive or Discharge	Any Station	Any Station	Daily
"	Prattco	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD		SALINAS SUBDIVISION			WESTWARD			
FIRST CLASS		Time Table No. 148 June 29, 1941			FIRST CLASS			
36	190	Monterey Branch			35	39	191	
Del Monte	Passenger	STATIONS			Del Monte	Del Monte	Passenger	
Leave Daily	Leave Daily				Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	
Yard Limits 132 WYP	6.25 PM	6.50 AM	110.4	TO-R CASTROVILLE 2.0	19.6	s 9.06 AM	s 9.06 AM	s 8.55 PM
14		f	112.4	NASHUA 1.5	17.6			f
13 P	6.32	f 6.59	113.9	NEPONSET 5.1	16.1			f 8.46
101 P	f		119.0	ORD 0.7	11.0	f	f	
16 P	6.43	f 7.09	119.7	GIGLING 0.7	10.3	8.51	8.51	f 8.36
12		f	120.4	WORKFIELD 2.9	9.6			f
9		f	123.3	SEASIDE 1.6	6.7			f 8.30
117 { P	s 6.55	s 7.20	124.9	DEL MONTE 0.8	5.1	s 8.40	s 8.40	s 8.27
	s 6.58	s 7.23	125.7	MONTEREY 2.6	4.3	s 8.35	s 8.35	s 8.22
Yard Limits KWOTYP	s 7.30 PM	s 7.45 AM	128.3	TO-R PACIFIC GROVE 1.6	1.7	8.15 AM	8.15 AM	8.15 PM
27 Spur			129.9	ASILOMAR 0.1	0.1			
			130.0	LAKE MAJELLA	0.0			
	Arrive Daily	Arrive Daily		(19.6)		Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily
	(1.05) 18.09	(0.55) 19.53		Time over District..... Average Speed per Hour.....		(0.51) 23.06	(0.51) 23.06	(0.40) 26.85

EASTWARD		SALINAS SUBDIVISION			WESTWARD	
FIRST CLASS		Time Table No. 148 June 29, 1941			FIRST CLASS	
35	39	Spreckels Branch			191	
Del Monte	Del Monte	STATIONS			Passenger	
Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only				Arrive Daily	
Yard Limits 93 YP		120.3	SPRECKELS JOT. 2.5	2.5		
		122.8	SPRECKELS	0.0		
			(2.5)			

ADDITIONAL STATIONS
 Graves, M.P. 115.6
 Rack, M.P. 137.1 Spur
 Molus, M.P. 138.8 Spur
 Monterey Branch
 Lapis, M.P. 114.8 Spur
 Bardin, M.P. 115.4 Spur
 Marina, M.P. 117.3
 Prattco, M.P. 122.1 Spur
 Retreat, M.P. 124.3 Spur

SALINAS SUBDIVISION

WESTWARD

Time Table No. 148 June 29, 1941	Distance from San Luis Obispo	FIRST CLASS											THIRD CLASS					
		69 Coaster	1 Sunset Limited	373 C. M. W.	75 Lark	35 Del Monte	39 Del Monte	37 Passenger	99 Morning Daylight	71 Passenger	97 Noon Daylight	191 Passenger						
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Monday	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R WATSONVILLE JCT. 5.4	151.7	s 4.58 AM	s 5.20 AM	5.45 AM	s 6.08 AM	s 9.21 AM	s 9.21 AM	s 3.10 PM	3.49 PM	s 6.28 PM	s 7.43 PM	s 9.15 PM						6.50 PM
ELKHORN 4.6	146.3	4.50		5.37						f 6.17								
TO-R CASTROVILLE 3.5	141.7	4.43	5.04	5.30	5.53	9.06 AM	9.06 AM	2.56	3.36	f 6.07	7.30	8.57 PM						6.30
COOPER 4.3	138.2	4.38	4.58	5.25	5.47			2.51		6.01								6.23
TO-R SALINAS 2.1	133.9	s 4.32	4.52	5.19	s 5.42			s 2.45	s 3.28	s 5.55	s 7.20							6.15
SPRECKELS JCT. 5.0	131.8	4.25	4.48	5.05	5.34			2.37	3.21	5.40	7.16							6.07
SPENCE 3.8	126.8							2.32	3.17	5.35	7.11							
TO CHUALAR 1.9	123.0	4.15	4.38	4.56	5.25			2.28	3.14	s 5.31	7.07							5.52
PENVIR 3.2	120.2																	
TO GONZALES 5.5	117.0	4.09	4.31	4.50	5.19			2.16	3.09	s 5.23	7.02							5.43
CAMPORA 3.0	111.5									5.15								
TO-R SOLEDAD 4.7	108.5	4.00	4.22	4.41	5.10			2.07	3.02	s 5.12	6.55							5.29
HARLEM 4.0	103.8	3.55	4.17	4.36	5.05			2.02		5.04								5.22
METZ 6.6	99.8	3.50	4.12	4.31	5.00			1.57	2.53	f 4.58	6.46							5.15
COBURN 2.1	93.2	3.43	4.05	4.24	4.53			1.50		4.51								5.03
ELSA 2.7	91.1																	
TO KING CITY	88.4	3.38 AM	3.59 AM	4.19 AM	4.48 AM			1.45 PM	2.43 PM	4.46 PM	6.36 PM							4.55 PM
(63.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Monday	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily
.....Time over District.....		(1.20)	(1.21)	(1.26)	(1.20)	(0.15)	(0.15)	(1.25)	(1.06)	(1.42)	(1.07)	(0.18)						(1.55)
.....Average Speed per Hour.....		47.48	46.89	44.16	47.48	40.00	40.00	44.69	57.55	37.25	56.69	33.33						33.03

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction. Except No. 190 is superior to No. 35 and No. 39. No. 36 is superior to No. 191.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except extra trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

RULE 5. Schedule time and train orders will apply at Salinas Eastward at cross-over west of signal 1185 and at Gonzales Eastward at cross-over at station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Elkhorn	Receive	San Jose		Daily
71	Any Station	Discharge		Los Angeles	Daily
191	Lepis	Receive or Discharge	Any Station	Any Station	Daily
191	Bardin	Receive or Discharge	Any Station	Any Station	Daily
191	Marina	Receive or Discharge	Any Station	Any Station	Daily
191	Prattco	Receive or Discharge	Any Station	Any Station	Daily

SPECIAL INSTRUCTIONS.



EASTWARD GUADALUPE SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 148 June 29, 1941		Distance from White Hills
		Lompoc-White Hills Branch		
STATIONS				
117 Yd. Limits 81 W(1)YP	302.7	TO SURF 1.1	14.0	
30	303.8	BARODA 3.8	12.9	
21	307.6	POST 2.2	9.1	
9	309.8	ACORN 2.6	6.9	
Yard Limits BKWTP	312.4	TO-R LOMPOC 0.5	4.3	
	312.9	WHITE HILLS JCT. 3.8	3.8	
	316.7	WHITE HILLS (14.0)	0.0	

ADDITIONAL STATIONS

Lompoc—White Hills Branch
 Garus M.P. 308.1 spur
 La Salle M.P. 308.3 spur

RULE 2. Watch Inspectors:

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

San Francisco { I. S. Preston, Phelan Building
 Kline & Logie, 2058 Mission Street
 L. E. Brown, 709 Third Street
 Bayshore { Forrest E. Brown, 2442 Bayshore Ave.
 San Mateo { A. E. Benot, 224 B. Street
 Redwood City { Geo. Peterson, 2738 Broadway
 San Jose { Kochers, 169 So. First St.
 Watsonville { A. R. Jolly San Luis Obispo... V. C. Jerram
 Santa Cruz { C. M. Pennell Santa Barbara... I. F. Bitterly
 Salinas { Goodfriend & Traub Lompoc... Walter Ziesche
 Pacific Grove { G. H. Ehmann Los Gatos... J. B. Streepey
 King City { W. V. Bolton

RULE 4. Designated Holidays:

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

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 MPH or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

Slow boards located to left side of track as follows:

Governing westward trains:	Governing eastward trains:
1000 feet west of M.P. 87	2000 feet east of M.P. 91
200 feet west of M.P. 117	2200 feet west of M.P. 95
1900 feet east of M.P. 195	1800 feet east of M.P. 148
500 feet east of M.P. 230	200 feet east of M.P. 211
2500 feet west of M.P. 234	1200 feet west of M.P. 228
1800 feet west of M.P. 235	1800 feet west of M.P. 294
1600 feet west of M.P. 265	700 feet east of M.P. 321
2200 feet east of M.P. 286	2000 feet west of M.P. 325
2600 feet east of M.P. 312	
2500 feet west of M.P. 350	

Slow boards located less than three-fourths mile from point of restriction.

Affecting westward trains:
 M.P. 8.54..... 55 car lengths from point of restriction.
 M.P. 302.4..... 58 car lengths from point of restriction.
 Governing eastward trains:
 1400 feet east of M.P. 125 (Monterey Branch)
 200 feet west of M.P. 127 (Monterey Branch)
 Curve warning signals placed at M.P. 262.18 for westward trains and at M.P. 260.42 for eastward trains, in advance of 10 degree curve where speed is restricted to 30 MPH for passenger trains and 25 MPH for freight trains, remain at caution position at all times.

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

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

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

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

Watsonville Jct.—Trains on Santa Cruz Branch.
 Redwood Junction, Santa Clara—Trains on Western division.
 California Ave.—Trains on Los Altos line. Castroville—Trains on Pacific Grove line.
 San Jose—Trains on Campbell line. Santa Cruz—Trains on Davenport line.
 Carnadero—Trains on Tres Pinos line. Surf—Trains on Lompoc line.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULE 14 (l). Eastward trains will sound crossing whistle just before entering Tunnel 6 east of Santa Cruz.

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

RULES 17 and 19. Night signals will be displayed through tunnels.

RULE 17 (C). For identification purposes, head light may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when near street or highway crossings.

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

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE D-71. Trains and engines may move between San Francisco and San Bruno via Bayshore, and between Santa Clara and College Park interlocking plants, with current of traffic irrespective of timetable superiority. They will accept proceed indication of interlocking signal or verbal authority of signal operator in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains, extra trains and engines moving between these points must avoid delaying first-class trains, also other movements when so instructed by signal operator.

RULE S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on pages 7, 10 and 11.

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

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

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

San Jose—Westward Coast Division freight trains moving from San Jose will register at Santa Clara tower.

Western Division trains originating or terminating San Jose yard will register at Santa Clara tower.

California Ave.—Scheduled trains via Los Altos and trains originating or terminating.

Castroville—Trains originating or terminating, and trains on Monterey Branch.

Santa Cruz—Extra trains will register.

RULE 83 (B). Visitacion Tower—Eastward trains originating at Bayshore yard may obtain clearance from mast located at Visitacion tower. Westward trains terminating at Bayshore yard will register by ticket.

Redwood Junction—Trains to or from Western Division may register by ticket, and receive clearance from mast located near tower.

San Jose—Receptacles are located on station platform at end post of umbrella sheds from which through passenger trains may obtain clearance and may register by ticket. When no clearance received or when irregularities noted, conductor will report to train-order office.

No. 374, Coast Division freight trains and light engines operating between Watsonville Junction and San Jose will register by ticket at San Jose passenger station.

Eastward Coast Division freight trains arriving San Jose will register by ticket at Santa Clara tower.

Train-order mast located on freight lead, San Jose passenger station, where eastward Coast Division freight trains and No. 374 will receive clearance.

Gilroy—Attachment applied to base of train-order signal for holding train-order hoops for eastward and westward trains.

Watsonville Junction—Attachment applied to base of electrolier for holding train-order hoop, located in front of train-order office between eastward and westward main tracks.

Watsonville Junction—Nos. 96, 97, 98, 99, 36, 35 and 39 will register by ticket.

King City—Train-order mast located between main track and station, for holding train-order hoops for eastward and westward trains.

Santa Barbara—Train-order office is located at the freight station.

Crews of westward first-class trains and passenger extras receiving train orders and instructions at freight station will deliver them to relieving crews at passenger station.

RULE 83 (D). First-class trains to Western Division at Santa Clara must obtain two clearances at San Jose, one endorsed "Coast Division" and one endorsed "Western Division" and receive their train orders applying to Western Division at San Jose.

Trains No. 39 and No. 191 will not comply with Rule 83 (D) at Pacific Grove.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at against Extra on order No.". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra register at on order No." will register, and place this order number and date in column captioned "Signals."

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

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

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

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

LOCATION OF YARD LIMIT SIGNS

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

SPECIAL INSTRUCTIONS

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

Outfit cars must not be left next to oil or gasoline loading or unloading locations, warehouses, storehouses, lumber yards, or other buildings.

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

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

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

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines.

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

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

Between Bayshore and Tunnel 5.

Western Division trains through interlocking plant at Redwood Junction.

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

Watsonville Junction, San Luis Obispo and Santa Barbara, entering or leaving yard.

Santa Barbara, trainmen must remain with their portion of train until it stops on designated track in yard.

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

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

TRAIN INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at Serrano.

With above exception maximum distance freight trains may run without stopping for inspection is 55 miles except when conditions are favorable and in judgment of conductor and engineer it is safe to do so, may run in either direction between Surf and Santa Barbara, San Luis Obispo and Concepcion, Santa Margarita and King City and King City and Watsonville Jct. without stopping for inspection, except that trains handling carload shipments of T.N.T., bombs, loaded projectiles and other such articles of a highly sensitive nature, is loaded in excess of 65 percent of its marked capacity, will stop at intervals of not to exceed 40 to 50 miles for inspection.

Trains Nos. 373 and 374 will not be required to stop for inspection.

AIR BRAKE RULES

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

Location
 Santa Margarita Eastward freight trains.
 Permanente (Interchange tracks) All freight trains.
 Rear end test will be made by Nos. 373 and 374 as per Rule 24 and other rules pertaining to freight trains.

Applies to yard drags between points where air brakes are used, except in San Francisco Terminal will only be required on yard drags for movements over main tracks between San Francisco and San Bruno and between San Bruno and 16th Street.

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

Location
 San Francisco After rear of train has passed Fourth St., except trains of over 8 cars must straighten out on Seventh St. before test is made. } Eastward trains

San Jose After rear of train has passed over spring switch from freight lead. } Eastward trains

Tunnel 6 between Cuesta and Thyle immediately after passing summit. } All trains

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

FREIGHT TRAINS

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

120 M's per Operative Brake } Eastward from summit in Tunnel 6 between Cuesta and Thyle to west switch Hathaway.
 } Westward from summit in Tunnel 6 to Santa Margarita.
 } Westward from Olympia to M.P. 72 and from Rincon to M.P. 78.
 } Permanente. (Interchange tracks) to Simla.
 } Goldtree and Camp San Luis Obispo.

All Between White Hills and White Hills Jct.

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

Eastward freight trains reduce speed to 10 MPH from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers, except when train consists of over 45 cars, retainers on 15 head end cars will be left in retaining position into San Luis Obispo.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down. Trains will reduce speed to 20 MPH approaching West Santa Barbara to enable trainmen to turn up retainers.

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

PASSENGER TRAINS

RULE 46. Retainers will be used between San Luis Obispo and Santa Margarita and between Olympia and Santa Cruz as follows:

Eastward from summit in Tunnel 6 to west switch Hathaway when more than four head-end cars, on which retainers are not accessible while running, stop will be made at Serrano, where such retainers must be turned up, unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Serrano to turn up retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made leaving Santa Margarita before reaching summit, where such retainers must be turned up.

Accessible.. Westward from summit in Tunnel 6 to distant block signal, east of Santa Margarita.

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

Olympia to M.P. 72 and Rincon to M.P. 78, 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers to be turned up from head end of train.

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

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Main tracks within automatic block system not protected by signals:
 San Jose—From Signal 467 at Third St. to signal located 50 feet west of spring switch at junction with roundhouse lead or wye.

Santa Cruz—From station building to Signal 791.

The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some

special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of train before proceeding.

Signal No.	Special Protective Device	Track or Structure Location
P- 275	Spring switch	End double track, Redwood Jct.
P- 514	Spring switch	Lick
P- 634	Spring switch	Coyote
P- 635	Spring switch	Coyote
P- 804	Spring switch	Gilroy
P- 805	Spring switch	Gilroy
P- 866	Spring switch	Sargent
P- 867	Spring switch	Sargent
P- 924	{ Earthquake detector	Pajaro River Bridge (Chittenden)
	{ Slide detector fence	Logan
P- 930	Spring switch	Logan
	{ Slide detector fence	Logan
P- 931	Spring switch	Logan
	{ Earthquake detector	Pajaro River Bridge (Chittenden)
P-1008	Spring switch	Watsonville Junction
P-1009	Spring switch	Watsonville Junction
P-1518	Spring switch	East end Metz
P-1523	Spring switch	East end Metz
P-2382	Spring switch	East end Cuesta
P-2390	Fire Detector	Tunnel 6
P-2391	Spring switch	East end Cuesta
P-2401	Fire Detector	Tunnel 6
P-2421	Spring switch	West end Serrano
P-2422	Spring switch	West end Serrano
P-2423	Spring switch	West end Serrano
P-2436	Spring switch	East end Serrano
P-2438	Spring switch	East end Serrano
P-2439	Spring switch	East end Serrano
P-2466	Rock slide detector fence	East end Chorro
P-2476	Fire Detector	Steiner Creek Bridge
P-2477	Rock slide detector fence	East end Chorro
P-2481	Rock slide detector fence	East end Chorro
P-2484	Fire Detector	Steiner Creek Bridge
P-2493	Fire Detector	Steiner Creek Bridge
P-2500	Spring switch	Hathaway
P-2511	Spring switch	Hathaway
P-2518	Spring switch	San Luis Obispo
P-2519	Spring switch	San Luis Obispo
P-2604	Flood detector	Second Villa Creek Bridge (Tiber)
P-2623	Flood detector	Second Villa Creek Bridge (Tiber)
P-3104	Slide detector	M.P. 311.65
P-3123	Slide detector	M.P. 311.65
P-3424	Spring switch	West end Lento
P-3427	Spring switch	West end Lento
P-3686	Spring switch	West Santa Barbara

Rules 509, 512 and 512-A:

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Bay Meadows	Signal 199
California Ave.	Signal 319
East of Mountain View, Air Base	Signal 367
West end Coyote	Signal 621
East end Coyote	Signal 628
West end Gilroy	Signal 811
East end Gilroy	Signal 822
Carnadero	Signal 831
West end Watsonville Junction	Signal 991
West end Watsonville Junction	Signal 987
West end McKay	Signal 2043
East end McKay	Signal 2052
West end Goldtree	Signal 2477
East end Goldtree	Signal 2484
East end San Luis Obispo	Signal 2532

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be as follows: If indicator indicates "block unoccupied," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is unoccupied. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

Redwood City—Hayes derail on west end of drill track at Jefferson Street has in conjunction therewith an illuminated sign installed on pole 100 feet east of derail, reading, "DERAIL 100 FEET" in lieu of a red light

and target account of stand having to be located between drill track and westward main track. This sign is approach lighted on drill track only.

California Ave.—Junction switch No. 2 and eastward main track switch No. 3 are equipped with electric switch locks.

Instructions pertaining to operation of switches and locks are posted inside of switch boxes located adjacent to switches.

After switches have been lined for cross-over and Signal 319 indicates "stop", cross-over movement must be made under flag protection.

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

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

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

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

Do not pass Signal 465 in stop position without proceed signal from yardman at The Alameda.

Signal 464 on Signal Bridge 466 will govern entrance to tracks Nos. 1, 2 and 3 from the westward main track. Eastward trains and engines moving against the current of traffic on westward main track must not pass Signal 464 in stop position without signal from yardman at The Alameda.

Signal 466 on Signal Bridge 466, west of The Alameda subway, San Jose, has diverging route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.

Trains and engines encountering Signals 465, 466 and 467 at The Alameda subway in stop position will not pass signals without signal from yardman, green flag by day, green light by night, except during hours 1.50 p.m. to 2.30 p.m. and 10.30 p.m. to 5.50 a.m., during above periods Rule 509 will govern.

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

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

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

Red—Do not pass indicators.

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

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

Vasona Jct.—The normal position of Signal 516 is "stop" and should indicate "proceed" after switch has been lined for Los Altos-Los Gatos line. The normal position of Signal 532 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Double switch indicator located at switch-point derail on west leg of wye entering main track on San Jose-Los Gatos line. Wye track switches on Los Altos and Los Gatos branches will be normally lined for main track. Do not exceed 15 MPH on wye track.

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

West End: If Signal 986 is in proceed position for diverging route which governs entrance to yard at cross-overs Nos. 1, 2 or 3 trains must receive signal from yardman, green flag by day, green light by night before entering yard. If Signal 986 is in stop position, must remain at the signal, until given a proceed signal by yardman, green flag by day, green light by night.

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

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

Approach clear Signals 1932 and 1943, west and east of Bradley curve, govern the speed approaching thereto:

Approach caution Signal 1924, located 4000 feet in advance of Signal 1932 and Signal 1949, located 3450 feet in advance of Signal 1943.

Speed circuits located 1500 feet west of and in advance of Signal 1932 and 1500 feet east of and in advance of Signal 1943.

Signals 1924 and 1949 will normally indicate "caution".

Signals 1932 and 1943 will normally indicate "stop" and will clear provided the speed of train is reduced to 40 MPH or less.

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

If two trains in the same direction encounter main track Signal 2421 and dwarf light Signal 2423 at west end of siding, or main track Signal 2438 and dwarf light Signal 2436 at east end of siding at "stop", it will be necessary for member of crew to use push button, which is located in time release box at dwarf Signal 2423 at west end of siding and in time release box at main track Signal 2438 at east end of siding, as follows:

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

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

After button has been operated, time element will allow signal to indicate "proceed" after interval of two minutes, provided block is unoccupied.

If necessary for train on siding to pass approach circuit, member of crew should immediately press button No. 2421 at west end of siding for westward trains on main track, or button No. 2438 at east end of siding for eastward trains on main track, in order to avoid delays.

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

SPRING SWITCHES

When a block signal in advance of a facing point spring switch indicates "stop", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been manually operated. When movement has been completed through switch, reverse movement must not be made until point closes.

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

Spring switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Redwood Junction (Dumbarton line)	Trailing eastward 25 MPH. Facing westward 25 MPH.
San Jose (Freight lead)	Main line —trailing eastward 30 MPH. Freight lead—trailing eastward 20 MPH. Freight lead—facing westward 20 MPH.
San Jose (Milpitas "Y" switch)	Facing eastward 15 MPH. Trailing westward 15 MPH.
Lick (Facing point lock)	Trailing westward 35 MPH.
Coyote (Facing point lock)	Trailing eastward 25 MPH.
Gilroy (Facing point lock)	Trailing westward 25 MPH.
Sargent (Facing point lock)	Trailing eastward 25 MPH.
Logan (Facing point lock)	Trailing westward 30 MPH. Facing eastward 25 MPH.
Watsonville Junction (Facing point lock)	Trailing eastward 25 MPH.
Metz (Facing point lock)	Trailing eastward 10 MPH.
Serrano—West End (Facing point lock)	Trailing westward { Passenger 25 MPH. Freight 18 MPH.
Serrano—East End (Facing point lock)	Trailing eastward { Passenger 25 MPH. Freight 18 MPH.
Hathaway (Facing point lock)	Trailing westward { Passenger 25 MPH. Freight 18 MPH.
San Luis Obispo (Facing point lock)	Trailing westward 15 MPH. Facing eastward 15 MPH.
San Luis Obispo (West leg of wye)	Trailing westward must not be split when lined from reverse position.
Hadley Tower	Trailing eastward 25 MPH. Facing westward 25 MPH. Trailing westward 10 MPH.
Lento (Facing point lock)	Trailing westward 35 MPH.
West Santa Barbara	Facing eastward 25 MPH.

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

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

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

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

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

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

RULE 516. Overlap posts:

Chittenden.....	Affecting eastward trains
Speckels Junction.....	Affecting westward trains
Cushing.....	Affecting eastward trains
Grover.....	Affecting westward trains
West Casmalia.....	Affecting eastward and westward trains

INTERLOCKING

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

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

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

FOURTH STREET—San Francisco

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

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

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

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

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

POTRERO—San Francisco

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

Telephone located in shelter shed at 23rd Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel 1 is in stop position.

Whistle signals governing routes as follows:

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

SPECIAL INSTRUCTIONS

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

- For outbound yard, o o o.
For inbound yard, o o 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 building, o o o.

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

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

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:

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

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

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

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

Switches must not be lined for movement from Garbage spur to westward main track without first obtaining permission from signal operator Bayshore. This movement must be made under flag protection, as switch is not connected with interlocking plant.

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

VISITACION TOWER

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

Whistle signals governing routes as follows:

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

NINTH and DIVISION STREETS—San Francisco

Limits of Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

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

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

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

SANTA CLARA

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

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

Whistle signals govern routes as follows:

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

COLLEGE PARK

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

Track between San Jose passenger station and College Park facing San Francisco will be designated as follows:

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

Trains may operate in either direction on any of these tracks on proper signal indication. Speed against current of traffic on eastward and westward main tracks and both directions on freight lead restricted to 20 MPH.

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

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

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

The main track switch and derail leading to round house opposite roundhouse office and all cross-over switches are power operated. Interlocking signals govern the movement only to the derail and not to the fouling point of track 51. The switch at west end of wye is a spring switch, normally lined for Milpitas line main track.

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

Whistle signals governing routes as follows:

- For westward movement to train yard via drill track, o o o.
For track 51 to train yard, o o o.
For San Jose freight yard, o o o.
For Freight Lead, o o o.
For Santa Clara, drill track, o o o.
For roundhouse, o o o.
For Milpitas line, o o o.

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

Following code of signals for routes to be used:

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

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

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

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

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

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

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

WILLOW GLEN (San Jose Yard)—(Western Pacific R. R. Crossing)

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

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

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

SAN LUIS OBISPO (WYE)—(Pacific Coast Ry. Crossing)

Wye track crossings with Pacific Coast Ry. are protected by electrically locked derails located in the Southern Pacific tracks 50 feet from the crossings, and by signals on Pacific Coast Ry. track. Employees turning engines on this wye will be governed as follows when making movements over these crossings:

If switch indicators indicate "block clear" and no Pacific Coast Ry. trains are seen approaching, derails, which are pipe connected and operated from a single switch stand, may be lined for movement over crossing. After movement is made, derails must be returned to derailing position.

If a Pacific Coast Ry. train or engine is approaching or occupying the circuits either side of or between the two crossings the indicators will indicate "block occupied" and the derails will be electrically locked. Should it be necessary to move over crossing while Pacific Coast Ry. trains or engines are standing on approach circuits, outside home signal limits, movement over crossing may be made by operating time release located at crossing. Operation of this release will place signals on Pacific Coast Ry. at "stop" and after three minutes, lock will be released.

Electric lock cannot be released while Pacific Coast Ry. trains or engines are occupying track between the two home signals.

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

HADLEY TOWER

Limits extend from signal 2591SA east of tower to interlocking signal located 1050 feet west of tower.

Signal 2591SA governs movements west on westward main track. Interlocking signal located 1050 feet west of tower governs movements from eastward main track to single track.

Dwarf light signal, located west of tower will remain in its most restrictive position and movements against the current of traffic will be made under flag protection.

Signal operators not on duty except between the hours of 7.00 a.m. and 11.30 a.m. and 12.30 p.m. and 4.00 p.m. daily except Sunday.

When no signal operator on duty, signals, switches and derails will be in position for Southern Pacific main track movements and against Pacific Coast Ry. movements. When signals indicate "stop," Rule 663 (c) will govern.

CENTRALIZED TRAFFIC CONTROL SYSTEM

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

Movements within C. T. C. S. limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic.

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

Within C. T. C. S. limits Rule 509 will govern when automatic block signals are encountered in stop position.

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

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

Trains authorized to proceed in C. T. C. S. territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

C.T.C.S. limits between San Jose and Lick as follows:

At Lick—Westward from light signal 700 feet east of end of double track. Eastward to light signal at clearance point of Gilroy line double track.

On Lick Branch, to dwarf signal at clearance point of main track.

At San Jose—From and to dwarf signals on eastward and westward main tracks located 1500 feet west of end of double track east of passenger yard, and on freight lead between signal bridge 464 and junction with eastward main track at a point 1250 feet west of end of double track.

From Los Gatos Branch, movements governed by westward C.T.C.S. Signals 11-W located 30 feet east of cross-over between freight lead and Los Gatos Branch. Upper signal governs to westward main track and station tracks. Lower signal governs to freight lead. When both signals indicate "stop" and it is desired to use connecting link to spur track

SPECIAL INSTRUCTIONS

Trains and engines must not exceed 10 MPH through cross-overs, turnouts and on sidings except controlled sidings in C.T.C.S. limits unless otherwise specified and not exceed 15 MPH San Luis Obispo yard.

Maximum speed for engines and motors backing is 30 MPH except where track conditions require lower speed and not exceed 25 MPH on curves and approaching grade crossings.

Trains and engines via Newark line must not exceed speed of 35 MPH Redwood Jct. to end of Coast Division M.P. 27.59.

Trains and engines must not exceed speed of 20 MPH from Division point on Milpitas line to 1st Street and 15 MPH from 1st Street to junction of westward main track at San Jose.

Trains and engines must not exceed speed of 12 MPH between Goldtree and Camp San Luis Obispo.

AC-6, AC-7 and AC-8 class engines must not exceed 25 MPH over Refugio Canon bridge 348.02 near Orella.

When tenders of engines have water capacity of 7000 gallons or less, except 70-R-1 and 70-SC-1, maximum speed 50 MPH. Tenders having water capacity in excess of 7000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

Table titled 'DIVISION MILEAGE' showing distances between stations on the First Main Track, Second Main Track, and various branches. Columns include station names, track type, and distances.

Table showing disabled engines (except Switch engines Class S and SE) hauled in trains or running under own steam, with speed limits in MPH for various engine classes.

SP 5000 class engines when inside main rod has been removed account middle cylinder disabled, must not exceed 30 MPH whether running under its own steam or towed in train.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 MPH except as otherwise provided for. Maximum speed of any freight or mixed train must not exceed 35 MPH except as otherwise provided for. Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Large table with columns for Page No., Territory, Streamlined CARS, Passenger CARS, Freight and Mixed, and Light Engines Running Forward. It lists various territories and their corresponding maximum speeds for different engine classes.

SPEED RESTRICTIONS—BRANCHES

Following engines have been cross counter-balanced for speed of 75 MPH with passenger streamlined cars only:

- List of engine numbers and classes (e.g., P-7, 8, 10, 12 class) that are cross counter-balanced for 75 MPH.
- List of engine numbers and classes (e.g., F-1, 3, 4, 5 class) that are cross counter-balanced for 55 MPH.
- List of engine numbers and classes (e.g., AC-4, 5 class) that are cross counter-balanced for 50 MPH.

Table titled 'SPEED RESTRICTIONS—BRANCHES' showing maximum speed of passenger, freight and mixed trains in various branches. Columns include Page No., Territory, Passenger, Freight and Mixed, Engines and Motors Backing, Switch Engines, and Light Engines Running Forward.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
San Francisco	Dr. W. W. Washburn	Sup. of Surgical Serv., Genl. Hosp.
San Francisco	Dr. G. R. Carson	Visiting Physician Genl. Hospital.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Assistant Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
South San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
South San Francisco	Dr. W. H. Musselman	District Surgeon.
Ocean View	Dr. Harry A. Derring	Emergency Surgeon.
San Bruno	Dr. Norman C. Fox	District Surgeon.
Burlingame	Dr. E. G. Gamette	District Surgeon.
San Mateo	Dr. Alan Benner	District Surgeon.
San Mateo	Dr. Benjamin H. Page	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
California Ave.	Dr. Granville Wood	District Surgeon.
Palo Alto	Dr. Burt L. Davis, Jr.	District Surgeon.
Palo Alto	Dr. G. D. Billingsley	District Surgeon.
Los Altos	Dr. Howard Diesner	District Surgeon.
Sunnyvale	Dr. W. I. Merrill	District Surgeon.
Campbell	Dr. William R. Harder	District Surgeon.
Los Gatos	Dr. A. L. Phillips	District Examiner and Surgeon.
Santa Cruz	Dr. Samuel B. Randall	Assistant District Surgeon.
Santa Cruz	Dr. A. H. McFarlane	District Surgeon.
Mountain View	Dr. J. I. Beattie	District Surgeon.
Santa Clara	Dr. D. R. Threfall	District Examiner and Surgeon.
San Jose	Dr. R. W. King	Asst. District Examiner & Surgeon.
Morganhill	Dr. J. Allison Cary	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Examiner and Surgeon.
Watsonville	Dr. D. S. Woodard	Asso. District Examiner & Surgeon.
Watsonville	Dr. L. M. Liles	District Examiner and Surgeon.
Watsonville	Dr. M. F. Bettencourt	Oculist and Aurist.
Monterey	Dr. Mast Wolfson	District Surgeon.
Pacific Grove	Dr. H. S. Hoyt	District Surgeon.
Salinas	Dr. E. Wiley Reeves	District Examiner and Surgeon.
Salinas	Dr. Rollin Reeves	District Examiner and Surgeon.
Castroville	Dr. A. J. Trinkle	District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. C. R. Kennedy	District Surgeon.
Paso Robles	Dr. G. L. Sobey	District Examiner and Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler	District Examiner and Surgeon.
San Luis Obispo	Dr. J. B. V. Butler	Asst. District Examiner & Surgeon.
San Luis Obispo	Dr. Geo. B. Kelker	Oculist and Aurist.
Santa Maria	Dr. W. D. Sink	District Surgeon.
Santa Maria	Dr. W. C. Conser	Assistant District Surgeon.
Santa Maria	Dr. M. E. Mesirov	Oculist and Aurist.
Guadalupe	Dr. John W. Needles	District Surgeon.
Lompoc	Dr. L. E. Heiges	District Examiner and Surgeon.
Lompoc	Dr. L. E. Heiges, Jr.	Asso. District Examiner & Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Examiner and Surgeon.
Santa Barbara	Dr. K. R. Wilson	District Examiner and Surgeon.
Santa Barbara	Dr. A. B. Steele	Asso. District Examiner & Surgeon.
Santa Barbara	Dr. William J. Mellinger	Aurist.
Santa Barbara	Dr. William H. Johnston	Oculist.

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

HOSPITALS

- GENERAL HOSPITAL.....San Francisco
- EMERGENCY HOSPITAL, 3d and Townsend Sts., San Francisco
- EMERGENCY.....Bayshore

TRAINMASTERS

- J. M. CARDWELL.....San Francisco
- H. W. HALL.....Watsonville Jct.
- B. S. BAUMAN.....San Luis Obispo

TERMINAL TRAINMASTER

- J. G. SELDEN.....San Francisco

ASSISTANT TRAINMASTERS

- W. T. HABERLY.....Salinas
- J. A. MCKINNON.....San Luis Obispo
- G. P. McNAMARA.....San Luis Obispo

ROAD FOREMAN OF ENGINES

- W. G. FIFIELD.....San Francisco
- M. E. KETCHUM.....San Luis Obispo

E. C. PEARCE, Assistant Superintendent

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

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
M-4	M-63 20/28 126, 135-S	1617 to 1713	190	2950	6500	2550	780	700	1750
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825	200	3650	7500	3150	990	890	2150
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	3850	8000	3350	1050	950	2250
M-11	M-63 22/28 153-S, 162-SF	1832 to 1835	200						
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	9000	3650	1150	1050	2500
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384	210	4300	9000	3750	1150	1050	2550
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	7000	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	8000	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	9000	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	9000	3800	1150	1050	2550
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	4600	10000	4000	1200	1050	2650
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491	200	4800	10000	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	7000	3200	900	800	2100
P-12	P-73 26/28 189-SF	3120 to 3129	205	5050	10000	4400	1250	1150	2900
C-8, 9, 10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2624 to 2860	210	4600	10000	3950	1300	1150	2700
C-5	C-57 22/30 185-S, 187-S								
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	7500	3050	950	850	2050
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	3900	9000	3200	1050	950	2250
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	5500	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	6000	2500	630	550	1700
Mk-2, 4	Mk-57 23 1/2/30 206-S, 230-SF	3200 to 3240	210	5400	10000	4650	1500	1350	3200
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277	210	5850	12000	5150	1600	1450	3500
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3300 to 3324	176	6350	12000	5550	1750	1600	3750
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF		205						
F-1	F-63 27 1/2/32 273-S, 282-SF	3611 to 3652	200	6700	12000	5800	1900	1700	3900
F-3	F-63 29 1/2/32 297-S, 300-SF	3653 to 3667	200	7600	12000	6600	2100	1900	4500
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3769	200	8000	12000	7000	2350	1900	4750
F-5	F-63 29 1/2/32 306/B-62-SF								
AC-4, 5	AC-63 24 1/2/32 475-SF, 483-SF	4100 to 4125	235	11900	16000	10400	3150	2950	6900
AC-6, 7	AC-63 24 1/2/32 517-SF, 515-SF	4126 to 4176	250	12500	17000	11000	3300	3100	7300
AC-8	AC-63 24 1/2/32 532-SF	4177 to 4204							
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	12000	5750	1700	1500	4000
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	7000	12000	6100	1750	1550	4200
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415							
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429	280	7200	12000	6300	1800	1600	4350
GS-4	GS-80 25 1/2/32 276/B-118-SF	4430 to 4449	300						
SP-1	SP-63 28 1/2/32 316/B-60-SF	5000 to 5049	225	8000	12000	7900	2600	2100	5300
SP-2, 3	SP-63 28 1/2/32 317/B-61-SF								

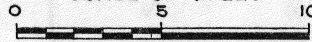
Allowance for Empty and Underloaded Cars—M's:	Less than 40 M's.....	6	6	6	3	3	3
	40 M's to 50 M's.....	3	3	3	0	0	0
	More than 50 M's.....	0	0	0	0	0	0

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.

- I. J. ONYON, Chief Train Dispatcher.....San Francisco
- A. S. BRAINARD, Chief Train Dispatcher.....San Luis Obispo
- J. W. DEARDORF, Asst. Chief Train Dispatcher.....San Francisco
- O. T. SPAULDING, Asst. Chief Train Dispatcher....San Francisco
- J. L. EMERY, Asst. Chief Train Dispatcher.....San Luis Obispo
- D. B. SAUNDERS, Asst. Chief Train Dispatcher...San Luis Obispo

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES

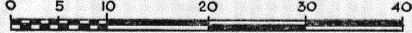


MAP OF THE

COAST DIVISION SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.

SCALE OF MILES



REVISED TO JAN. 1, 1941

