

# Pacific Coast Railway Company

## TIME TABLE No. ~~38~~ 39

JULY 10, 1919  
TO TAKE EFFECT THURSDAY, FEBRUARY 1, 1917, AT 12:01 A. M.

(PACIFIC STANDARD TIME 120TH MERIDIAN)

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY, AND NOT INTENDED  
FOR THE USE OF THE PUBLIC.

THE COMPANY RESERVES THE RIGHT TO VARY FROM THIS SCHEDULE AS  
CIRCUMSTANCES MAY REQUIRE.

**E. C. WARD,**  
PRESIDENT

**E. W. CLARK,**  
VICE-PRESIDENT

**N. D. MOORE,**  
VICE-PRESIDENT

**J. M. SIMS,**  
SUPERINTENDENT

# PACIFIC COAST RAILWAY COMPANY

East Bound FROM PORT SAN LUIS				Miles from Port San Luis	TIME TABLE			Miles from Los Olivos	Capacity of Siding in Cars	TO PORT SAN LUIS West Bound			
SECOND CLASS		FIRST CLASS			STATIONS					FIRST CLASS		SECOND CLASS	
8 Freight	6 Mixed	4 Mail & Express	2 Passenger							1 Passenger	3 Mail & Express	5 Mixed	7 Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily			
Tue & Fri.					D	PORT SAN LUIS	WT	76.1	146			12 15PM	
	12 45PM			0.3		f HOTEL MARRE		75.8					
	12 52			2.0		f AVILA		74.0	47			12 06	
	1 01			3.4		f SPRINGS		72.7				11 59	
	1 05			4.0		f MILES		72.1	19			11 55	
9 30AM	1 25PM	3 00PM	6 30AM	10.3	D	SAN LUIS OBISPO	WCT	65.8	110	11 05AM	2 30PM	11 35AM	6 00PM
				11.4		f S. P. JUNCTION		64.7	18	11 01			
		3 20	6 45	12.1		S. P. DEPOT		65.4	10	10 58	2 20		
				11.4		f S. P. JUNCTION		64.7	18	10 53			
9 50		3 35	6 59	15.9		f STEELE'S		60.2	23	10 41	1 57		5 38
9 55		3 39	7 03	17.4		f BITUMINA		58.7	60	10 37	1 53		5 33
						f HADLEY			22				
10 23		3 53	7 17	22.3		f VERDE		54.1	15	10 23	1 39		5 10
10 45		4 04	7 27	25.5	D	ARROYO GRANDE		50.6	21	10 13	1 29		4 55
11 05		4 17	7 40	30.1		f BERROS		46.0	17	9 59	1 15		4 35
11 15		4 25	7 46	31.9		f SUMMIT		44.2	12	9 52	1 08		4 25
11 25		4 33	7 54	34.7	D	NIPOMO	W	41.4	30	9 45	1 00		4 10
12 06PM		4 55	8 20	41.7	D	SANTA MARIA	W	34.4	94	9 25	12.40		3 45PM
12 10PM			8 25	43.4		f SUEY JUNCTION	y	32.7			12.27		
				43.7		f UNION		32.4					
		5 08	8 33	45.7		f LAKE VIEW		30.4	16	9 11	12.20		
		5 19	8 38AM	48.0	D	ORCUTT		28.1	40	9 05AM	12 15PM		
				48.5		f GRACIOSA	C	27.6	10				
		5 29		50.6		f DIVIDE		25.5	14		11 51		
		5 38		52.6		f BICKNELL		23.5	10		11 41		
		5 48		55.0		f HARRIS		21.1	19		11 31		
		6 00		58.4		f CARREAGA		17.7	8		11 16		
				60.4		f ORENA		15.7	8				
		6 25		63.8	D	LOS ALAMOS	W	12.3	24		10 55		
		6 37		67.8		f WIGMORE		8.3	15		10 37		
				72.8		f ZACA		3.3	19		10 22		
		7 10PM		76.1	D	LOS OLIVOS	T		47		10 10AM		Tue & Fri.

West-bound trains are superior to trains of the same class in the opposite direction. Exceptions: { No. 2 is superior to No. 1  
No. 8 is superior to No. 7

# PACIFIC COAST RAILWAY COMPANY

East Bound		FROM PORT SAN LUIS		Miles from Port San Luis	TIME TABLE			Miles from Los Olivos	Capacity of Siding in Cars	TO PORT SAN LUIS		West Bound	
SECOND CLASS		FIRST CLASS			STATIONS					FIRST CLASS		SECOND CLASS	
8 Mixed	Leave											7 Mixed	Arrive
	12 10PM			43.4	SUEY JUNCTION		32.7				2 45PM		
	12 25			47.2	3.9 f SUEY		36.6	30			2 30		
				51.5	4.3 f FUGLER		40.9	6					
	12 45			52.8	1.3 f GAREY		42.2	10			2 10		
	12 55			54.4	1.6 SISQUOC		43.8	50			2 00		
	1 15PM			58.3	3.9 PALMER	C	47.7				1 35PM		

## SPECIAL RULES

It is of the utmost importance that proper rules for the government of the employes of a Railway Company should be literally and absolutely enforced in order to make such rules efficient. If they cannot or ought not to be enforced, they should not exist. Officers or employes whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If, in the judgment of anyone whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employes should be considerate and polite in their intercourse with the public. The reputation and prosperity of a Company depends greatly upon the promptness with which its business is conducted, and the manner in which its patrons are treated by its employes.

**All trains must be under control in yard limits, and while approaching S. P. Grade Crossing one-half mile east of Bitumina; also between Santa Maria and Suey Junction.**

Under control means to be able to stop within the distance in which you can see the track to be clear.

**REGISTERING STATIONS**—San Luis Obispo, Port San Luis, Santa Maria, Sisquoc, Orcutt and Los Olivos.

Conductors and Enginemen will see that air on each car in their train is tested before leaving ~~Palmer~~ **terminals** and will not exceed 10 miles per hour ~~Palmer to Sisquoc~~. Derailing Switch has been placed 60 feet west of Palmer, normal position of which will cause derailment. All trains leaving Palmer will set this switch for derailment. **Trains will not exceed 10 miles per hour Palmer to Sisquoc.**

All trains must not exceed **eight miles** per hour in crossing bridges or trestles over **thirty feet** in height.

Standard clock is located in Dispatcher's office at San Luis Obispo.

On the Time Table the following signs indicate: "D" day Telegraph Station; "W" water station; "C" fuel station; "T" turn table; "F" stop on signal only; "Y" wye.

All trains will stop at Logan, Reeds and Marre's for freight or passengers.

All trains may carry passengers.

**Spurs not on Time Table.**

**MARRE'S**—PORT HARFORD ASPHALT COMPANY—Just east of Bridge 7.

**UNION SUGAR COMPANY**—1,620 feet east Mile Post 55.

**DOMES**—747 feet east Mile Post 66.

~~**BROOKS**—100 feet east Mile Post 56-S.~~

**BROOKS**—100 feet east Mile Post 56-S.

**PANAM**—2,677 feet east Mile Post 61.