

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SUNSET RAILWAY

To Take Effect Saturday, January 1, 1927, 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.

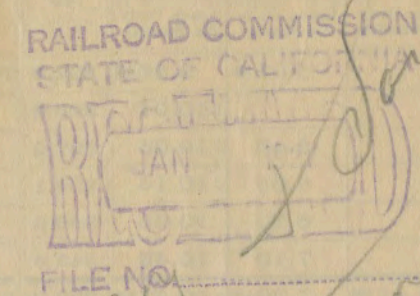
J. H. DYER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

A. F. BOWLES,
Superintendent.

F. L. BURCKHALTER,
First Assistant General Manager.



Handwritten notes and signatures:
Talbott
A. J. S. J.
Operative
A. J. S. J. P.

SUNSET RAILWAY COMPANY

EASTWARD				Distance from San Francisco	Time Table No. 1 January 1, 1927	Distance from Maricopa	WESTWARD	
SECOND CLASS		FIRST CLASS	SECOND CLASS				THIRD CLASS	
54 Mixed	260 Sunset Ry. Freight	52 Sunset Ry. Mixed	51 Sunset Ry. Mixed				259 Sunset Ry. Freight	
Capacity of sidings in car lengths	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
54 YP		5.25 AM	9.55 AM	322.6	TO-R GOSFORD 3.0	s 3.55 PM	12.05 PM	
8			f 10.01	325.6	BANNISTER 1.6	3.45		
67		5.45	f 10.05	327.2	ARTWELL 4.9	3.40	11.40	
92		6.05	f 10.15	332.1	CONNER 4.7	f 3.25	11.25	
71 W		6.30	10.25	336.8	MILLUX 6.7	f 3.10	11.10	
66		7.10	10.45	343.5	KYAN 6.5	f 2.49	10.45	
66 Y	1.15 PM	7.30 AM	s 10.57 AM	350.0	R PENTLAND 2.7	f 2.25	10.00 AM	
71 Y	f 1.25			352.7	HAZELTON 1.8	f 2.15		
Yard	1.35 PM			354.5	TO-R MARICOPA (31.9)	2.05 PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(0.20) (13.5)	(2.05) (13.1)	(1.02) (26.5)		Time over District Average speed per hour	(1.50) (18.00)	(2.05) (13.1)	

EASTWARD				Distance from San Francisco	Time Table No. 1 January 1, 1927	Distance from Shale	WESTWARD	
SECOND CLASS		FIRST CLASS	SECOND CLASS				THIRD CLASS	
260 Sunset Ry. Freight	152 Mixed	151 Mixed	259 Sunset Ry. Freight					
Capacity of sidings in car lengths	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
66 Y	7.40 AM	10.58 AM	350.0	R PENTLAND 2.2	s 1.10 PM	9.35 AM		
	7.50	f 11.05	352.2	KERTO 2.0	f 1.05	9.25		
	8.00	f 11.14	354.2	SIGNA 4.5	f 12.58	9.15		
Yard BK	8.15 AM	s 11.50 AM	358.7	TO-R TAFT 3.8	s 12.45	9.00 AM		
50		f 12.01 PM	362.5	MIDOIL 2.0	f 12.35			
Yard		s 12.10	364.5	TO FELLOWS 0.7	f 12.30			
		f 12.11	365.2	VERNETTE 1.8	f 12.24			
44 Y		s 12.15 PM	367.0	R SHALE (17.0)	12.20 PM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	(0.35) (14.9)	(1.17) (13.2)			Time over District Average Speed per Hour	(0.50) (20.4)	(0.35) (1.49)	

ADDITIONAL STATIONS

Levee.....	339.1	Lowry.....	357.8
Bronco Oil Co.....	351.1	Kelsey.....	359.4
Anaconda.....	353.9	Equitable Petroleum Co.....	359.7
Snooks.....	354.0	Sanben.....	360.0
California National Supply Co.....	354.1	Milso.....	360.3
New Center Oil Co.....	354.2	Chanslor.....	361.2
Fulton Oil Co.....	354.3	Noal.....	362.0
National Supply Co.....	354.4	Canfield.....	362.3
Nibo.....	351.2	Walren.....	363.2
El Dora.....	351.4	Premier.....	363.7
Ranza.....	351.6	K. T. O. Co.....	364.0
Welco.....	352.6	C. C. M. O. Co.....	364.3
Lio.....	352.8	Monmouth.....	365.1
Winoil.....	353.4	Suplico.....	365.5
Copen.....	353.7	A. O. T. Co.....	365.9
E. E. Jones.....	355.1	Visalia Midway.....	366.1
Richfield.....	357.2	Recovery.....	366.4

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Rule 83 (C)—Extras register at Pentland.

Rule 83 (D)—Trains must obtain a clearance card at Maricopa when operator on duty.

Rule 93—Yard Limits—Are defined by yard limit signs at the following stations:
Pentland Taft.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles per Hour.

Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

BETWEEN	Passenger	Freight	Running Backward
Gosford and Pentland.....	50	30	20
Except with large loaded oil cars.....	25
Pentland and Maricopa.....	40	25	20
Except with large loaded oil cars.....	20
Pentland and Shale.....	40	25	20
Except with large loaded oil cars.....	20
East Switch Long Siding at Taft and derailer in main track west of Taft.....	15	10	10

MISCELLANEOUS

- At Pentland, normal position of junction switch will be for Taft line.
- There is a spring derailer on main track 900 feet west of west switch at Taft.
- Nos. 151 and 152 will stop on flag at Winoil and K. T. O. Co., to receive and discharge passengers.

- R. G. PROSOLE..... Trainmaster, Bakersfield
- E. F. WASEM..... Chief Dispatcher
- F. B. WARNER..... Asst. Chief Dispatcher
- O. D. DAY..... Asst. Chief Dispatcher
- H. R. MANNING..... Division Examiner
- F. G. TOATES..... Road Foreman of Engines

D. S. WEIR, Assistant Superintendent.

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