

# OCEAN SHORE RAILROAD CO.

## TIME TABLE No. 28

To Take Effect Sunday, May 3, 1914,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

The Company reserves the right to vary from this time table at pleasure.

**JOHN G. SUTTON,**

*Vice-President and General Manager.*

Southward.

From San Francisco.

SAN FRANCISCO AND TUNITAS DISTRICT

Toward San Francisco.

Northward.

SECOND CLASS			FIRST CLASS					Capacity of Sidings in Cars	Fuel-Water-Turn Tables and Wyes	Distance from San Francisco.	TIME TABLE No. 28		Distance from Tunitas	FIRST CLASS					SECOND CLASS	
21	11	9	7	5	3	1	May 3, 1914				2	4		6	8	10	12	22		
							STATIONS												STATIONS	
Mdse. Freight	Passenger	Passenger	Half Moon Express	Passenger	Half Moon Express	Passenger	Arrive Daily	Leave Daily	Passenger	Half Moon Express	Passenger	Half Moon Express	Passenger	Mdse. Freight	Mdse. Freight					
Leave Daily ex. Sunday	Leave Sundays only	Leave Sundays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays only	Arrive Sundays only	Arrive Daily ex. Sunday					
	7.00 AM	1.30 PM	5.45 PM	3.00 PM	10.00 AM	8.10 AM			0	DPR SAN FRANCISCO DS	38.0	7.20 AM	8.40 AM	12.40 PM	5.15 PM	7.45 PM				
									0.6	S. P. CROSSING	37.4									
									0.8	SIXTEENTH ST.	37.2	f	f	f	f	f				
									1.9	TWENTY-FOURTH ST.	36.1	f	f	f	f	f				
6.30 AM	7.10 <sup>3</sup>	1.45	6.00	3.15	10.15	8.25 <sup>4</sup>	125	FW&YO	2.5	DPR SHOPS YD	35.5	s 7.10 <sup>1,1</sup>	s 8.25 <sup>1</sup>	s 12.25	s 5.00	s 7.30	12.15 PM	1.55 PM		
6.40	7.23	1.53	6.08	3.23	10.23	8.33	6		5.4	ONONDAGO	32.6	f 7.03	f 8.16	f 12.17	f 4.51	f 7.22	12.03	1.33		
6.48	7.27	1.57	6.12	3.26	10.27	8.37	8		7.1	PALMETTO	30.9	f 6.59	f 8.12	f 12.13	f 4.47	f 7.18	11.58	1.23		
									7.4	S. P. CROSSING	30.6									
									7.6	DALY CITY	30.4	f 6.57 <sup>2,1</sup>	f 8.11	f 12.12	f 4.46	f 7.16	11.56	1.20		
							3		8.6	PAOLI Spur	29.4									
							3		8.9	CROSBY Spur	29.1									
7.06	7.36	2.05	6.20	3.33	10.35	8.45	8		9.9	THORNTON Spur	28.1	f 6.52	f 8.04	f 12.06	f 4.39	f 7.09	11.48	1.10		
7.12	7.43	2.10	6.25	3.38	10.41	8.50	20		11.9	MUSSEL ROCK	26.1	f 6.47	f 7.58	f 12.01	f 4.33	f 7.03	11.41	1.00		
	7.47	2.13	6.28	3.41	10.44	8.53			13.1	EDGE MAR	24.9	f 6.44	f 7.55	f 11.57	f 4.30	f 7.00				
7.20	7.52 <sup>4</sup>	2.17	6.32	3.44	10.48	8.57	8		14.3	DP SALADA DA	23.7	s 6.41	s 7.52 <sup>1,1</sup>	s 11.54	s 4.27	s 6.57	11.31	12.50		
	7.54	2.18	6.33	3.45	10.49	8.58	3	W	14.8	BRIGHTON Spur	23.2	f 6.39	f 7.50	f 11.52	f 4.25	f 6.55				
	7.57	2.21	6.36	3.48	10.53	9.01	6	Y	16.0	VALLEMAR Spur	22.0	f 6.36	f 7.47	f 11.49	f 4.22	f 6.52				
7.45 <sup>1</sup>	7.59	2.23	6.38	3.50	10.55	9.03	10		16.6	ROCKAWAY RO	21.4	s 6.34	s 7.45 <sup>2,1</sup>	s 11.47	s 4.20	s 6.50	11.16	12.30		
							3		17.5	FLEMING Spur	20.5									
8.00	8.04	2.28	6.45 <sup>1,0</sup>	3.54	11.01 <sup>1,2</sup>	9.08	20		18.1	D TOBIN W	19.9	s 6.29	s 7.40	s 11.42	s 4.15	s 6.45 <sup>1</sup>	11.01 <sup>3</sup>	12.15		
8.05	8.07	2.31	6.50	3.57	11.04	9.11	10		18.9	FANSOME	19.1	f 6.26	f 7.37	f 11.39	f 4.12	f 6.40	10.46	11.59		
8.13	8.15	2.39	6.58	4.04 <sup>3</sup>	11.12	9.19	8	W	21.1	GREEN CANON	16.9	f 6.18	f 7.29	f 11.31	f 4.04 <sup>5</sup>	f 6.30	10.36	11.49		
							20		22.5	McNEE Spur	15.5									
	8.19	2.43	7.02	4.10	11.16	9.23			22.8	MONTARA	15.2	f 6.14	f 7.25	f 11.27	f 4.00	f 6.22				
8.25	8.21	2.45	7.04	4.14	11.18	9.25	12		23.0	DP FARALLONE AR	15.0	s 6.13	s 7.24	s 11.26	s 3.59	s 6.20	10.23	11.34		
8.30	8.24	2.48	7.07	4.17	11.22 <sup>2,3</sup>	9.28	30		24.1	D MOSS BEACH MO	13.9	s 6.09	s 7.20	s 11.22 <sup>3</sup>	s 3.55	s 6.16	10.13	11.22 <sup>3</sup>		
	8.25	2.49	7.08	4.18	11.24	9.29			24.4	MARINE	13.6	f 6.08	f 7.18	f 11.20	f 3.53	f 6.11				
	8.29	2.53	7.12	4.22	11.28	9.33			26.0	PRINCETON	12.0	f 6.05	f 7.15	f 11.17	f 3.50	f 6.08				
	8.31	2.55	7.14	4.24	11.30	9.35	5		26.5	NORTH GRANADA Spur	11.5	f 6.03	f 7.13	f 11.15	f 3.48	f 6.05				
	8.32	2.56	7.15	4.25	11.31	9.36	8		27.1	GRANADA	10.9	s 6.02	s 7.12	s 11.14 <sup>2,2</sup>	s 3.47	s 6.03		11.14 <sup>4</sup>		
8.50	8.34	2.58	7.16	4.27	11.32	9.38	25		27.6	D SOUTH GRANADA N	10.4	f 6.01	f 7.11	f 11.13	f 3.46	f 6.01	9.56	11.06		
	8.35	2.59	7.17	4.28	11.34	9.39			28.1	MIRAMAR	9.9	f 6.00	f 7.10	f 11.12	f 3.45	f 5.59				
							10		29.3	PILARCITOS Spur	8.7	f	f	f	f	f				
9.05	8.40	3.05	7.23	4.35	11.40	9.45 <sup>1,2</sup>	8	W	30.2	DR HALF MOON B	7.8	s 5.55	s 7.05	s 11.07	s 3.40	s 5.53	9.45 <sup>1</sup>	10.51		
9.20	8.52	3.15	7.25 PM	4.40 PM	11.52 AM	9.57	25	Y	30.8	ARLETA	7.2	5.50 AM	7.00 AM	f 11.02	f 3.35 PM	f 5.48	9.40	10.41		
	8.56	3.18	7.35		11.56	10.01			32.6	FAIRHAVEN	5.4			f 10.59	f 3.30	f 5.45				
	9.00	3.21	7.38		11.59	10.05			34.3	PURISIMA	3.7			f 10.55	f 3.26	f 5.41				
9.35	9.01	3.22	7.39		12.01	10.07	6		34.8	SEALROX	3.2			f 10.53	f 3.23	f 5.38	9.30	10.25		
	9.05	3.25	7.43		12.04	10.10	16		36.1	LOBITOS	1.9			f 10.50	f 3.20	f 5.35	9.25	10.20		
10.00 AM	9.10 AM	3.30 PM	7.50 PM		12.10 PM	10.15 AM <sup>2,2</sup>	25		38.0	DR TUNITAS G	0			10.45 AM	3.15 PM	5.30 PM	9.20 AM	10.15 AM <sup>1</sup>		
Arrive Daily ex. Sunday	Arrive Sundays only	Arrive Sundays only	Arrive Saturdays only	Arrive Daily	Arrive Daily ex. Sunday	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily ex. Sunday	Leave Sundays only	Leave Sundays only	Leave Daily ex. Sunday		

Train No. 7 through to Tunitas Saturdays only, to Arleta daily. Trains Nos. 3 and 8 to and from Tunitas daily except Sunday.

Northward trains are superior to trains of the same class in the opposite direction, see Rule No. 72.

All trains must be under full control approaching crossings of the United Railroads (San Francisco), prepared to stop in case track is not clear.

All trains must come to a full stop at crossing of Southern Pacific Railroad, located between Harrison and Alameda Streets, and proceed only after derail has been closed and hand signal given by Signal Man. Normal position of derailer is open. Trains must not exceed speed of fifteen miles per hour over Spring Valley Trestle.

All trains will approach Southern Pacific Railroad crossing, located between Palmetto and Daly City, under full control prepared to stop.

Registering Stations—San Francisco Shops, Half Moon and Tunitas.

ENGINES backing up on Mussel Rock Bluffs, San Pedro Mountain and all curves must not exceed a speed of 10 miles per hour.

Southward.

From Swanton.

SWANTON AND SANTA CRUZ DISTRICT.

Toward Swanton.

Northward.

FIRST CLASS							Distance from San Francisco.	Capacity of Sidings in Cars	Fuel—Water—Turn Tables and Wyes	TIME TABLE NO. 28		Distance from Santa Cruz.	FIRST CLASS		
						May 3, 1914				STATIONS			32	34	36
			35	33	31								Mixed	Mixed	Mixed
			Mixed	Mixed	Mixed								Arrive Daily	Arrive Daily	Arrive Daily
			Leave Daily	Leave Daily	Leave Daily										
			5.05 PM	1.05 PM	8.15 AM	66.7		W	SWANTON	15.5			7.50 AM	12.55 PM	4.55 PM
				s 1.10	s 8.23	65.1		Y	FOLGER	13.9			s 7.36	s 12.36	
						64.6			SCOTT JUNC.	13.4					
						65.3	15		SCOTT Spur	12.8					
				f 1.15	f 8.28	65.9			DAVENPORT L'DG	12.2		f 7.32	f 12.32	4.35	
						66.2	4		BLUEGUM Spur	11.9					
			s 5.20	s 1.20	s 8.33	67.3	4		DAVENPORT Spur	10.8		s 7.28	s 12.28	4.30	
						68.5			LIDDELL	9.6					
						69.2			YELLOW BANK	8.9					
						70.1			LAGOS	8.0					
						70.6			ENRIGHT	7.5					
						71.5			SCARONI	6.6					
						72.4	4		PARSONS BEACH Spur	5.7					
						74.6			WILDERS	3.5					
			5.40	s 1.42	s 8.55	76.1	25		RAPETTI	2.0		s 7.08	s 12.08	4.08	
			5.45	s 1.47	s 9.00	77.2			GARFIELD AVE.	0.9		s 7.03	s 12.03	4.03	
			5.50 PM	1.55 PM	9.05 AM	78.1	100	WFY	SANTA CRUZ	0.0		7.00 AM	12.00 Noon	4.00 PM	
			Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	

## SPECIAL RULES

### FLAGGING TRAINS

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the Flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled, he may return to his train, first placing two torpedoes on the rail when conditions require it. The front end of train must be protected in the same way, when necessary, by the front Brakeman; if the front Brakeman is not available, the Fireman must act in his place.

(a.) A sufficient distance to insure full protection requires that the Flagman shall go back to a point twenty (20) telegraph poles from rear of his train, where he must place one torpedo on the rail. He must then continue to go back to a further point twenty-five (25) telegraph poles from rear of his train, where he must place two torpedoes on the rail, not more than one hundred (100) feet apart, when he may return to the first point designated and remain there until recalled by the whistle of his engine, but if a Passenger Train is due within five (5) minutes, he must remain until it arrives. When he comes in, he will remove the one torpedo nearest the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

Northward trains are superior to trains of the same class in the opposite direction, See Rule No. 72.

All trains shown on preceding page will receive clearance (Form 404) before leaving San Francisco, Shops, Half Moon and Tunitas, when there is an Operator on duty.

During the prevalence of dense fogs or violent storms, Enginemen will sound the whistle at intervals before rounding curves, or approaching obscure places, using the crossing signal.

Telegraphones are located at Shops, Salada, Farallone and Arleta.

The recall of a Flagman is the most critical period, and when there is not a clear view of at least one-half mile, trains should be moved forward a sufficient distance to insure safety before the Flagman is recalled.

(b.) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check the following train before a Flagman can get out, a lighted red fusee shall be thrown on the track at intervals, to insure absolute safety of the leading train.

### STANDARD CLOCKS

San Francisco, Shops (Master Mechanic's office) and Santa Cruz.

### SIGNS

The following signs, when placed before figures of schedule, indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.

### YARD LIMITS

San Francisco Yard limits will extend from Twelfth and Mission Streets to Malley Spur Switch.

Santa Cruz Yard limits will extend Santa Cruz to Rapetti. Within Yard limits all trains, engines and motors must be handled with care and under full control.

### LOCATION OF BULLETIN BOARDS AS FOLLOWS:

Conductors, Enginemen and those interested will examine same before departure on each trip.

San Francisco Shops {Dispatcher's office.  
Master Mechanic's office.

Half Moon  
Tunitas  
Santa Cruz.

### COMPANY SURGEONS

DR. J. L. HOWARD, Chief Surgeon, Butler Building, San Francisco. Phone Douglas 1441.

DR. W. C. HOPPER, Surgeon, 4107 18th St., San Francisco. Phone Mission 232. Res. Phone Mkt. 185.

DR. W. A. BROOKE, Surgeon, Half Moon.

DR. P. T. PHILLIPS, Santa Cruz.

### HOSPITALS

MT. ZION HOSPITAL, Phone West 86.

GERMAN HOSPITAL, Phone Park 349.

AMBULANCE SERVICE: Call nearest Emergency Hospital Ambulance.

### WM. GLINDEMANN

Time Inspector

San Francisco

H. H. JORDAN, Trainmaster, Santa Cruz

T. M. DALY, Chief Dispatcher, San Francisco