

SANTA MARIA VALLEY RAILROAD CO.

E. G. McL.
NOV 21 1958

EMPLOYEES' TIME TABLE

NO. 5

FILE NO. _____

1958 NOV 20 PM 3 50

REC'D
PUBLIC UTILITIES COMM.
STATE OF CALIF.

IN EFFECT AUGUST 1, 1958
AT 12:01 A. M.

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 Time Table as circumstances may require.

G. ALLAN HANCOCK,
President

W. T. COLEMAN,
Vice-President and Manager

E. E. ESTES,
Trainmaster

C. R. HOLDEN,
Chief Dispatcher

WATER BILLS

DATE	AMOUNT	REMARKS
1911	1.00	Water
1912	1.00	Water
1913	1.00	Water
1914	1.00	Water
1915	1.00	Water
1916	1.00	Water
1917	1.00	Water
1918	1.00	Water
1919	1.00	Water
1920	1.00	Water
1921	1.00	Water
1922	1.00	Water
1923	1.00	Water
1924	1.00	Water
1925	1.00	Water
1926	1.00	Water
1927	1.00	Water
1928	1.00	Water
1929	1.00	Water
1930	1.00	Water
1931	1.00	Water
1932	1.00	Water
1933	1.00	Water
1934	1.00	Water
1935	1.00	Water
1936	1.00	Water
1937	1.00	Water
1938	1.00	Water
1939	1.00	Water
1940	1.00	Water
1941	1.00	Water
1942	1.00	Water
1943	1.00	Water
1944	1.00	Water
1945	1.00	Water
1946	1.00	Water
1947	1.00	Water
1948	1.00	Water
1949	1.00	Water
1950	1.00	Water
1951	1.00	Water
1952	1.00	Water
1953	1.00	Water
1954	1.00	Water
1955	1.00	Water
1956	1.00	Water
1957	1.00	Water
1958	1.00	Water
1959	1.00	Water
1960	1.00	Water
1961	1.00	Water
1962	1.00	Water
1963	1.00	Water
1964	1.00	Water
1965	1.00	Water
1966	1.00	Water
1967	1.00	Water
1968	1.00	Water
1969	1.00	Water
1970	1.00	Water
1971	1.00	Water
1972	1.00	Water
1973	1.00	Water
1974	1.00	Water
1975	1.00	Water
1976	1.00	Water
1977	1.00	Water
1978	1.00	Water
1979	1.00	Water
1980	1.00	Water
1981	1.00	Water
1982	1.00	Water
1983	1.00	Water
1984	1.00	Water
1985	1.00	Water
1986	1.00	Water
1987	1.00	Water
1988	1.00	Water
1989	1.00	Water
1990	1.00	Water
1991	1.00	Water
1992	1.00	Water
1993	1.00	Water
1994	1.00	Water
1995	1.00	Water
1996	1.00	Water
1997	1.00	Water
1998	1.00	Water
1999	1.00	Water
2000	1.00	Water

SANTA MARIA VALLEY RAILROAD COMPANY

	EAST-BOUND	MAIN LINE		WEST-BOUND
Capacity of Sidings and Spurs in 42 ft. Car Lengths	Distance from Guadalupe	Time Table No. 5		
		STATIONS		
Yards KP	0.0	R GUADALUPE		
		0.8		
20	0.8	BARSUG		
		1.6		
14	2.4	BRAGUR		
		0.9		
00	3.3	BETTERAVIA JUNCTION		
		0.2		
32	3.5	BETTERAVIA STORAGE		
		0.6		
36	4.1	BETTERAVIA STOCK		
40	4.1	BETTERAVIA STOCK PASS		
		0.7		
12	4.8	CARR		
		0.1		
34 P	4.9	CARR SCALE		
		1.0		
4	5.9	PACER		
		1.5		
15-22	7.4	MIDCO		
		0.2		
31	7.6	BELL STORAGE		
		1.7		
BKWDOYP	9.3	TO R SANTA MARIA		
		1.4		
	10.7	SUEY		
		0.6		
9-9	11.3	ROSEMARY		
		1.4		
20	12.7	REX		
		2.1		
8	14.8	GATES		

	Capacity of Sidings in 42 ft. Car Lengths	Distance From Guadalupe	BETTERAVIA BRANCH	Distance From Santa Maria
Yard Limits		3.3	BETTERAVIA JUNCTION	6.0
	27	3.9	0.6 IREMEL	6.6
	34	4.3	0.4 GUM SIDING	7.0
	P	4.8	0.5 BETTERAVIA	7.5

	Distance from Guadalupe	SANTA MARIA AIR FIELD BRANCH	Distance From Santa Maria
	9.3	SANTA MARIA	0.0
	9.5	STOWELL	1.0
	10.8	PESCO	2.3
	11.2	AIRBASE	2.7
	10.8	NORTH SANTA MARIA	1.5
		BATTLES BRANCH	
	12.8	BATTLES	3.5

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspector:
Melby's Jewelers.....109 W. Main, Santa Maria

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 93. All trains will approach yard limits of stations with train under full control, expecting to find the main obstructed. This does not give switching engine right over any train.

Yard limits are defined by Yard limit signs at Santa Maria and Betteravia.

RULE 98. Trains and engines on the North Santa Maria track, both northbound and southbound, when approaching the main line crossing must be brought to a full stop at a distance of not less than 25 feet or more than 50 feet from the nearest rail in the main line track, and shall not proceed to pass over the crossing until it has been ascertained that it is safe to do so, and there is no train in close proximity approaching the crossing on the main line.

RULE 99. When SMVRR crews operate in Guadalupe yard, adequate protection must be provided to avoid collisions.

RULE 103A. Trains and engines must stop, and member of crew must protect movement over the following crossings under the following conditions:

Airbase Track.....	Stowell crossing ....Southbound movement
	Pesco crossing .....Southbound movement
Betteravia.....	Betteravia Crossing at
	Track 6 and 7 .....While switching
Main Line.....	Sinton crossing (Douglas
	Oil crossing) .....While switching
	Blosser Road .....While switching West
	end of Bonita

RULE 104D. Cars will not be dropped or kicked into the following tracks:

Gerrard	Sam Spur
Souza Bros.	Rosemary Feed Lot
Tojo Spur	

GENERAL REGULATIONS

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and movement must not be made if the depth of water above top of rail exceeds the following:

Diesel Engines	3 inches
Steam Engines	12 inches

RULE 824. The ruling grade is to the West on all tracks west of Bell Storage.

RULE 825. No movement is permitted over weigh rails except while weighing.

A sufficient number of hand brakes, but not less than a minimum of three (3) hand brakes, must be set on west end of each cut to hold cars when west of Bell Storage.

Cars must be separated to leave the following private crossings open:

Betteravia Storage	2 crossings
Iremel	1 crossing
Gum	1 crossing

SPECIAL INSTRUCTIONS

RULE 826. Indicator lights above track on each end of La Brea Ice Co.'s dock govern movements on the ice dock track as follows:

Green: Track may be used for train or switching movements.

Red over green: Track may be entered but cars already on the track may not be coupled to. Cars must not be dropped or kicked against other cars already on the track.

Red: Track must not be entered.

Not lighted: Must be considered as displaying most restrictive indication, and icing platform foreman must be contacted for instructions before cars are coupled or moved.

RULE 830. Trains and engines must not be left standing on Jones Street at Santa Maria.

The highway crossing on the South end of Guadalupe Yard must not be blocked longer than five (5) minutes (City ordinance).

MISCELLANEOUS

1. Steam engines must not operate on Rosemary Farm cattle feed lot spur track.

2. Steam Engine 21 must not operate on spur tracks serving Tojo, Souza or Gerrards sheds on West end of Santa Maria.

3. Water facilities at Guadalupe have been abandoned. When steam engines are operated, they must have a full tank of water before departing Santa Maria.

4. When work has been completed, each day, in Betteravia, or on Sam's spur, train crews must make sure that all gates used by train are closed and locked.

5. In case of train accident wherein a locomotive is involved, a representative of the Mechanical Department must be notified immediately.

6. Dr. A. M. Beekler, 301 East Chapel Street, Santa Maria, is Santa Maria Valley Railroad Company's physician and surgeon.

LOCATION OF STRUCTURES NOT STANDARD

CLEARANCE ON MAIN TRACK AND SIDINGS

Location	Description	
Santa Maria	S. P. Milling spur (Warehouse building)	Side

SPEED RESTRICTIONS

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and insure absolute safety regardless of time.

Maximum speed of any train20 MPH

All trains must not exceed speeds given below at points designated:

Rosemary to Gates12 MPH

*Within City Limits of Santa Maria10 MPH

Over Betteravia Jct. switch10 MPH

Through turnouts and sidings10 MPH

*Regulated by City Ordinance

SPECIAL INSTRUCTIONS

MAXIMUM TONNAGE RATINGS

From Guadalupe to Betteravia or Santa Maria:

Diesels—Three Units	3975 Tons
Diesels—Two Units	2650 Tons
Diesels—One Unit	1325 Tons
Steam Engine No. 21	1975 Tons
Steam Engine No. 100	1650 Tons

Spotting Highline at Betteravia:

Diesels—Two Units	1000 Tons
Diesels—One Unit	500 Tons
Steam Engine 21 and 100	650 Tons

NOTE: 1. In case of emergency, contact the Trainmaster or Dispatcher for authority to exceed the train limits shown above.

AVERAGE WEIGHT PER CAR

Beets, High sides .....	.75 Tons
Beets, low sides .....	.65 Tons
Limerock .....	.80 Tons
Coke .....	.60 Tons
Livestock .....	.36 Tons
Petroleum products, in box cars .....	.40 Tons
Feed .....	.55 Tons
Flour .....	.55 Tons
Lumber .....	.55 Tons
Shook .....	.55 Tons
Dry Ice .....	.65 Tons
Plaster .....	.70 Tons
Tin Cans .....	.30 Tons
Fertilizer .....	.65 Tons
Clay .....	.75 Tons
Empty boxes, Freight reefers & tanks .....	.25 Tons
Empty express reefers .....	.30 Tons
Empty mechanical reefers .....	.30 Tons

AIR BRAKE RULES

RULE 23. Before taking a train upon the Union Sugar Company's highline at Betteravia or before bringing the train from the highline, the air must be connected in all cars in the train.

