

Santa Maria Valley Railroad Co.

EMPLOYEES' TIME TABLE

No. 1

IN EFFECT MONDAY, JUNE 12th, 1944, 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.

J. M. DAVIS, Manager

ALLAN HANCOCK, President

W. D. SHERIDAN, Trainmaster

SANTA MARIA, CALIFORNIA

		MAIN LINE			Santa Maria Valley Railroad Co.				
Capacity of Sidings and Spurs in 42 ft. Car Lengths	EAST BOUND			TIME TABLE NO. 1 TO TAKE EFFECT JUNE 12, 1944 STATIONS	Distance From Guadalupe	WEST BOUND			
	FIRST CLASS					FIRST CLASS			
	No. 6 Leave Daily Except Sundays	No. 4 Leave Daily Except Sundays	No. 2 Leave Daily			No. 1 Arrive Daily	No. 3 Arrive Daily Except Sundays	No. 5 Arrive Daily Except Sundays	
Yards	10:59 P. M.	7:10 P. M.	3:05 P. M.	GUADALUPE	0.0	1:35 P. M.	6:59 P. M.	10:45 P. M.	
21				BARSUG	0.8				
14				BRAGUR	2.4				
00	11:13 P. M.	7:24 P. M.	3:19 P. M.	BETTERAVIA JUNCTION	3.3	1:20 P. M.	6:35 P. M.	10:39 P. M.	
35				BETTERAVIA STORAGE	3.5				
35				BETTERAVIA STOCK	4.1				
12				CARR	4.8				
34	11:18 P. M.	7:29 P. M.	3:24 P. M.	CARR SCALE	4.9	1:10 P. M.	6:30 P. M.	10:34 P. M.	
4				PACER	5.9				
22				MIDCO.	7.4				
15									
35				STORAGE	7.6				
Yards	Arrive 11:33 P. M.	Arrive 7:44 P. M.	Arrive 3:39 P. M.	SANTA MARIA	9.3	Leave 12:01 P. M.	Leave 6:15 P. M.	Leave 9:59 P. M.	
9				ROSEMARY	11.3				
9									
7				GATES	14.8				
Yards				ROADAMITE	21.9				

Distance From Guadalupe	Santa Maria Air Field Branch	Distance From Santa Maria
11.6	AIR PORT JUNCTION	2.3
9.3	SANTA MARIA	0.0
10.8	NORTH SANTA MARIA	1.5

Distance From Guadalupe	Betteravia Branch	Distance From Santa Maria
3.3	BETTERAVIA JUNCTION	6.0
3.9	IREMEL	6.6
4.8	BETTERAVIA	7.5

C. W. RAHBAR, Chief Dispatcher

G. C. DEXTER, Dispatcher

C. W. CARHART, Dispatcher

SPECIAL INSTRUCTIONS

1. All train movements will be governed by the Book of Train Rules of the Santa Maria Valley Railroad Company. Every employee whose duties are in any way prescribed thereby will provide himself with a copy of these rules and must be familiar therewith.

2. REGISTERING STATIONS; Santa Maria and Guadalupe.

3. See Rule 45.

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

5. All trains must get a clearance card before leaving Santa Maria and Guadalupe.

6. All regular trains when running behind schedule time and all extra trains will sound whistle when approaching curves or obscure places in track and will keep a sharp lookout for Section and Bridge men.

7. SPEED RESTRICTIONS—Maximum speed of any train at any point must not exceed 20 miles per hour. Speed limit between Rosemary and Roadamite 12 miles per hour. Speed limit over Betteravia Junction switch 10 miles per hour. Speed must be held under the above limits when necessary in the judgment of the conductor or engineer, or on account of weather, track conditions, or nature of loads in the train, or when prescribed by bulletin, slow order, or slow boards.

8. On all grades, when switching, cutting off, picking up cars or detaching engine from cars, or coupling to cars on descending grades, sufficient hand brakes must be set to prevent accident.

9. All concerned are cautioned to keep a constant lookout for overhead and side obstructions and for derailling switches.

10. No engine must be detached from its train on a grade until sufficient hand brakes have been set and wheels safely chocked. No engine must attempt to couple to cars on a down grade unless sufficient hand brakes are set and wheels well chocked. Conductors and Engineers will be held responsible for the violation of this rule.

11. Conductors, Brakemen, Engineers, Firemen, Track and Bridge foremen must have their watches inspected quarterly and certificates filed with the Train Master.

12. Standard clock is located in telegraph office at Guadalupe.

13. Night signals will not be displayed under conditions which would create a fire hazard. Day signals displayed at night will be considered as night signals.

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