THE ALMADEN BRANCH RAILROADS

by
James Bernard

Leland High School
Charles Sullivan: Advisor

April 30, 1979

James Bernard
6726 Worthing Court
San Jose, California 95120
268-5622

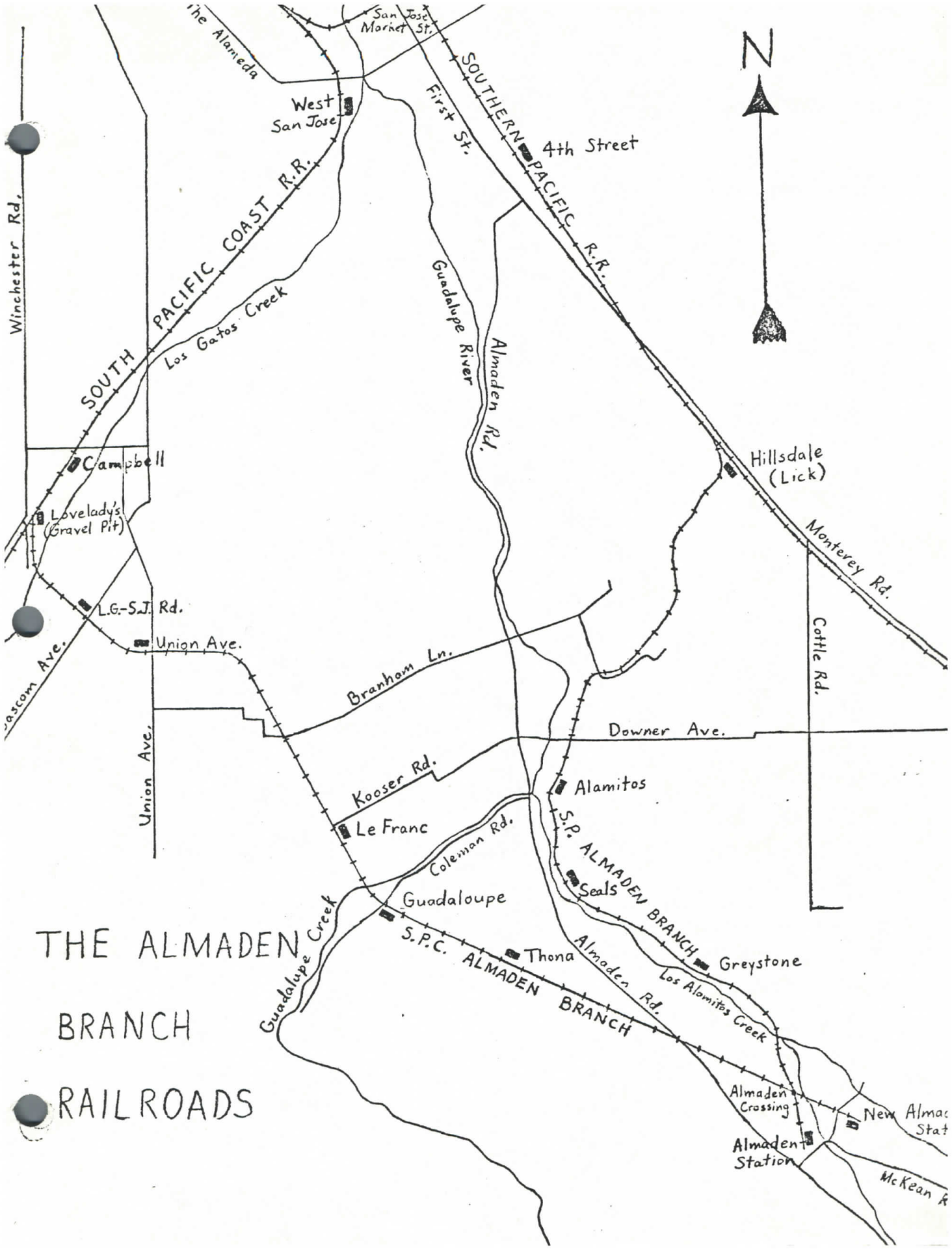

N
The Alameda
San Jose St.
Market
West San Jose
First St.
SOUTHERN PACIFIC R.R.
4th Street
Winchester Rd.
SOUTH PACIFIC COAST R.R.
Los Gatos Creek
Guadalupe River
Almaden Rd.
Campbell
Lovelady's (Gravel Pit)
Hillsdale (Lick)
Monterey Rd.
L.G.-S.J. Rd.
Union Ave.
Branham Ln.
Cottle Rd.
Downer Ave.
Kooser Rd.
Alamitos
Le Franc
Coleman Rd.
S.P. ALMADEN BRANCH
Seals
Guadaloupe
Guadalupe Creek
S.P.C. ALMADEN BRANCH
Thona
Greystone
Los Alamitos Creek
Almaden Crossing
Almaden Station
McKean
THE ALMADEN BRANCH RAILROADS

Table of Contents

	Page
Introduction	1
History of the Almaden Branch Railroads	2
Photographic Materials and Explanation	8
Conclusion	60
Bibliography	61
Old Maps	64
Miscellaneous	71
Aerial Maps	92
Land Surveys	96

Introduction

In 1886, both the South Pacific Coast Railroad which was narrow gauge (three feet between rails) and the Southern Pacific Railroad which was standard or broad gauge (five feet between rails) extended branches into the Almaden Valley. The South Pacific Coast (S.P.C.) was controlled by James G. Fair, and the Southern Pacific (S.P.) was controlled by Leland Stanford. The S.P.C. and S.P. built these branches not only because of the quicksilver mining operations, but because of a competitive rivalry between these two railroads. There was no serious competition, because the S.P. bought the S.P.C. Almaden branch and the main line it connected with in 1887. These railroads lasted up until the 1930's when they were abandoned and removed. Only one section from Lick to Alamitos exists now.

Today there are still remains of the old Almaden branch railroads. The purpose of this paper is to give a historical account of the Almaden railroads, and also to give a photographic account and explanation of the old railroad beds today. Accompanying the photographs will be aerial maps, land surveys, and old maps of the area in order to aid in locating and visualizing the old paths of the Almaden branch railroads. There will also be other materials included pertaining to these railroads.

In 1886 James G. Fair, president of the South Pacific Coast Railroad (S.P.C.), decided to extend a branch into the Almaden Valley. In May, 1886, Fair began to buy up land from Lovelady's (later Gravel Pit) near Campbell off the Santa Cruz main line into the Almaden Valley. Construction by the Almaden Branch Railroad Company, incorporated on April 14, 1887, began in May, 1886. The narrow gauge line was completed and first opened for traffic on June 15, 1886. The line was operated by the S.P.C. and was consolidated with the S.P.C. on May 23, 1887. Fair's capital stock value for the Almaden branch was $500,000 in order to finance the railroad's extension south of the narrow gauge New Almaden Station. The S.P.C. Almaden branch was 9.6 miles in length.

The S.P.C. Almaden branch was originally projected to the Nevada border by way of Pacheco Pass and the San Joaquin Valley. The Almaden branch was supposed to connect up with the Denver-Rio Grande Railroad, which was also narrow gauge, and bring about the first trans-state narrow gauge railroad. In fact, even today there is a strip of land from the original projection to Nevada along Highway 25, near Hollister toward the Pinnacles, that is still owned by the S.P.[1]

While the S.P.C. was busy planning their branch to Almaden, the Southern Pacific (S.P.) was planning its own branch line there.

---

[1]Mrs. Constance Perham, interview, New Almaden, California, March 8, 1979.

Even before the S.P.C. thought of building their line, the S.P. had interest in Almaden. In 1885, the Saratoga-Almaden Railroad was formed, but the railroad only existed on paper and was never realized. Stock certificates for the proposed Saratoga- Almaden Railroad were printed. Knowing what the S.P.C. had in mind, Stanford could not and would not allow the S.P.C. to go far enough with their plan. The S.P. could not stand the competition so as an answer to this challenge, construction was begun in March, 1886 by the San Jose and Almaden Railroad Company which was incorporated on March 2, 1886. The S.P. started building their branch off the main line at Hillsdale (later Lick), a small tank stop, toward the Almaden Valley. Both railroads were literally racing to Almaden, but the S.P.C. finished their line first. The S.P. standard gauge line was opened for traffic on November 16, 1886 as far as Almaden Crossing. The line was consolidated with the S.P. on May 14, 1888. The S.P. Almaden branch line was 7.7 miles in length. Its capital stock value was $100,000.

Since the S.P.C. had completed its branch line before the S.P., Stanford had to pay for right-of-way across Fair's tracks. One day Stanford and Fair rode out together on the Almaden line, and Stanford made his decision.[2] Instead of simply paying for a right of way, Stanford went all the way and paid

---

[2]Mr. William Wulf, interview, Los Gatos, California, April 2, 1979.

Fair $10,000 for a right-of-way, control of the S.P.C. Almaden branch line, and control of the main line it connected with on July 1, 1887. It was called the lease of 1887.

After the lease of 1887, the section of track from Almaden Crossing to the newly built S.P. Almaden Station was three-rail dual gauge so that both narrow gauge and standard gauge trains could use the Almaden facilities. Fair's dream of a narrow gauge trans-state railroad was now gone since Stanford now controlled the S.P.C. However, narrow gauge trains still continued to run. It was not until the years between 1896 and 1906 that the narrow gauge track was removed and standard gauge put in its place on the old S.P.C. Almaden branch.[3]

Neither branch extended into New Almaden, located about three miles south of the Almaden Station, because the canyon into New Almaden was too narrow. Also there was the fear that if the railroad came as far south as New Almaden, the railroad would have a monopoly; therefore, the wagon teams that had brought quicksilver out of New Almaden for many years before the railroad came would have no chance of competing for business.[4]

The narrow gauge line was used primarily to ship quicksilver to Alviso for shipment by boat to San Francisco. It was cheaper to ship quicksilver by railroad to Alviso than by wagon teams. The cost was 24 1/2¢ per flask by wagon teams to Alviso,

---

[3]Wulf interview, April 6, 1979.

[4]Perham interview.

while the cost was only 12 1/2¢ per flask by railroad.[5] So by using the railroad, the cost was only about half as much.

The standard gauge line usually handled incoming shipments, but in the early 1890's three spurs were built off the Almaden standard gauge line into the Goodrich-Greystone Quarries in order to provide quarry stone for the construction of Stanford University. In fact, the railroad ran directly from the quarries into the quad at Stanford University with loads of blocked sandstone. A third rail was also added from Almaden Crossing to Greystone Station during the 1890's so that quarry stone could be shipped out on the narrow gauge line.[6]

Both branch lines were mixed trains, meaning that both freight and passengers were transported. After 1916, only one train ran per week on the Almaden branches because there was no need to run more often. Later, during the 1920's, the S.P. ran the Almaden branch just enough to keep the franchise going. An average trip on the Almaden branches at this time would start at the West San Jose Station, go to the Campbell Station, and arrive at the Almaden Station. From the Almaden Station the train would then go to the Lick Station and end at the San Jose Market Street Station. The entire trip took a little over two hours and ran every Monday.

---

[5]Perham interview.

[6]Mr. Norbert Pfeiffer, interview, San Jose, California, April 13, 1979.

Until the early 1920's, timber and fuel oil were still being transported to the Almaden quicksilver mines by rail. But as the quicksilver began to decline in production, the demand for a railroad to Almaden became less. The last major run to Almaden was when the C.C.C. (Civilian Conservation Corps) rode into Almaden during the depression in the early 1930's to tear down the old buildings at Englishtown and Spanishtown near the quicksilver mines.[7]

In 1932, the ownership lease of the S.P. Almaden Branch Railroads expired.[8] Since it was unprofitable to renew the entire lease, the S.P. renewed only the section from Lick to Alamitos. The section of former S.P.C. track between Le Franc Station, which was an old S.P.C. box-car near Charles Lefranc's Almaden Vineyards, and Almaden Station was abandoned on April 5, 1934 and removed in the same year. The section from Gravel Pit to Le Franc, 3.85 miles, was discontinued on December 4, 1937. The section of the S.P. branch from Alamitos to Almaden was abandoned in 1934. The S.P. used this abandoned section to store many of its old box cars and gravel cars. One night some young junk dealers stole all the Browns bearings from a one mile long line of railroad cars to sell for scrap metal.[9] In 1936, soon after this incident, the tracks were removed.

---

[7]Mr. Clyde Arbuckle, interview, San Jose, California, April 11, 1979.

[8]Perham interview.

[9]Arbuckle interview, March 14, 1979.

Now the only remaining section of the Almaden Branch Railroads was from Lick to Alamitos. This section of track still remains today. Trains hauled large amounts of gravel in gravel cars called gondolas out of the gravel quarries near Alamitos to help build the Dumbarton Bridge.[10] Within the last twenty years, crates full of sugar beets were shipped out, and thousands of prunes were hauled out from a prune dehydrator near Alamitos.[11] Lumber was alo brought in by this railroad to Hubbard & Johnson Lumber Company.

The line from Lick to Alamitos was used until March, 1979, when the S.P. closed it down. There are piles of dirt and rubble on parts of the tracks now. The S.P. applied to abandon this line in 1976. Now there is some thought of running a trolly line on the same railroad right-of-way as the Lick to Alamitos line, but the plan must be approved by the Public Utlities Commission.[12]

---

[10]Mr. Ernest Matasci, interview, San Jose, California, March 15, 1979.

[11]Mr. Gene Vennum, interview, San Jose, California, March 14, 1979.

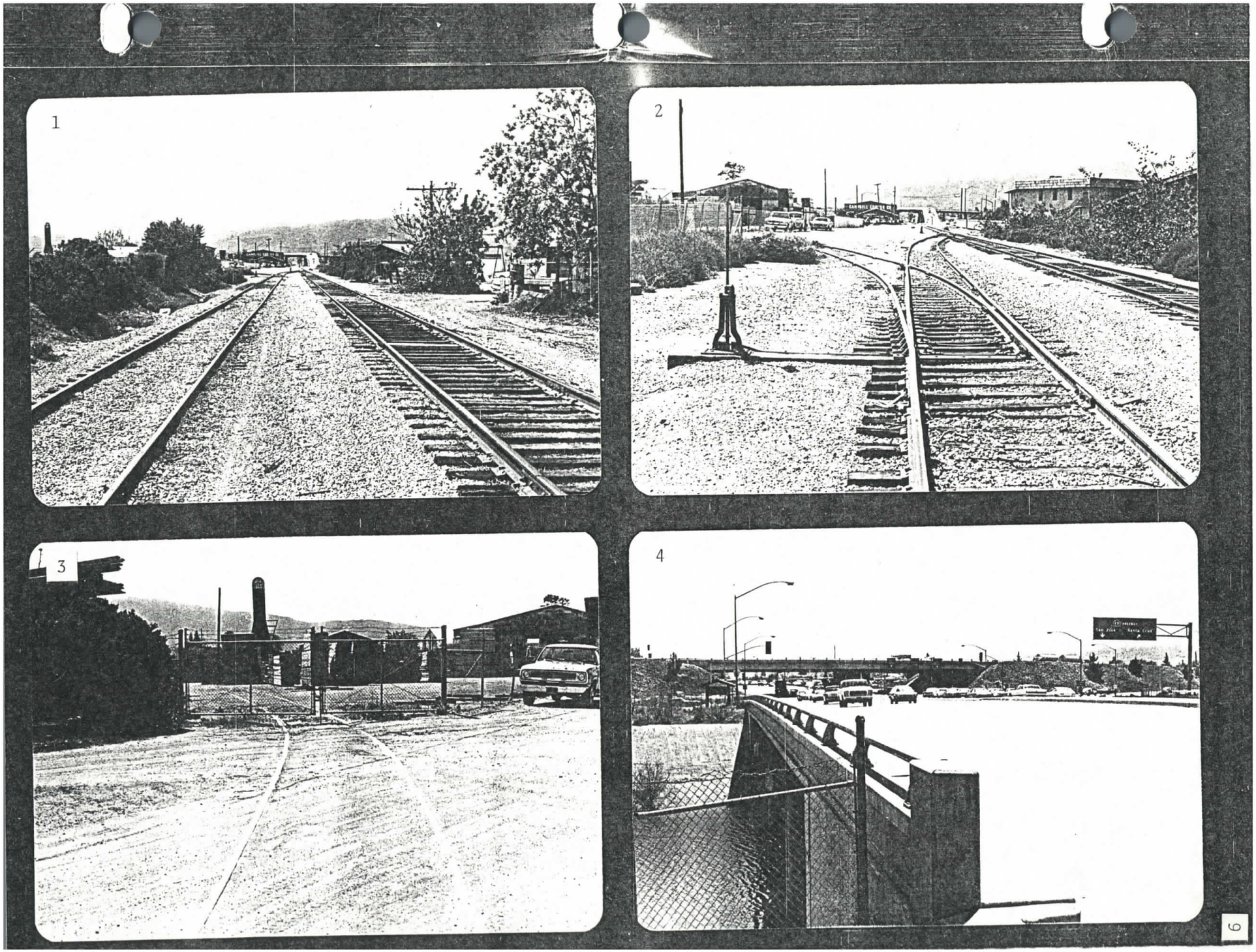
[12]Wulf interview, April 2, 1979.

What follows is an explanation of the photographic materials relating to the old S.P.C. and S.P. Almaden Branch Railroads. We will begin our photographic trip first along the S.P.C. branch line. The S.P.C. Almaden branch started here at Lovelady's, later called Gravel Pit (photo 1) and then branched off from the siding on the left (photo2). A small section of the branch is still here today, but it only runs for approximately thirty feet into a lumber yard (photo 3). Here (photo 4) is where the branch crossed the Los Gatos Creek and proceeded down what is today Camden Avenue. The intersection of Camden Avenue and Bascom Avenue is where the Los Gatos-San Jose Road stop was located (photo 5). From 1905 to 1933, the Peninsular Railway Company used the same Almaden branch track from Campbell to Los Gatos-San Jose Road.[13] The Peninsular Railway proceeded down the Los Gatos-San Jose Road toward Los Gatos. Occasionally a steam locomotive and trolley car would encounter one another on this section. The intersection of Camden Avenue and Union Avenue is where the Union Avenue stop was located (photo 6). Continuing down Camden Avenue (photo 7), we reach Kooser Road (photo 8). Here to the left, near the power pole (photo 9), is where the Le Franc Station was located. The Le Franc Station was simply an old S.P.C. box car. Here wine from Charles Lefranc's Almaden Vineyards was loaded and shipped out. But in the 1920's, during Prohibition, cars loaded with grapes for home winemaking were shipped out.[14] Instead of

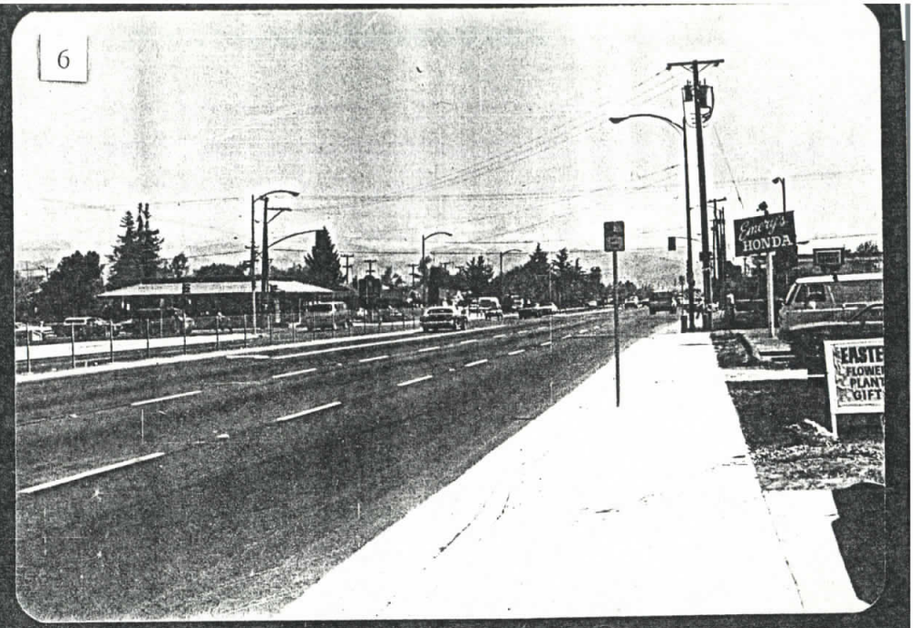
---

[13]Wulf interview, April 2, 1979.

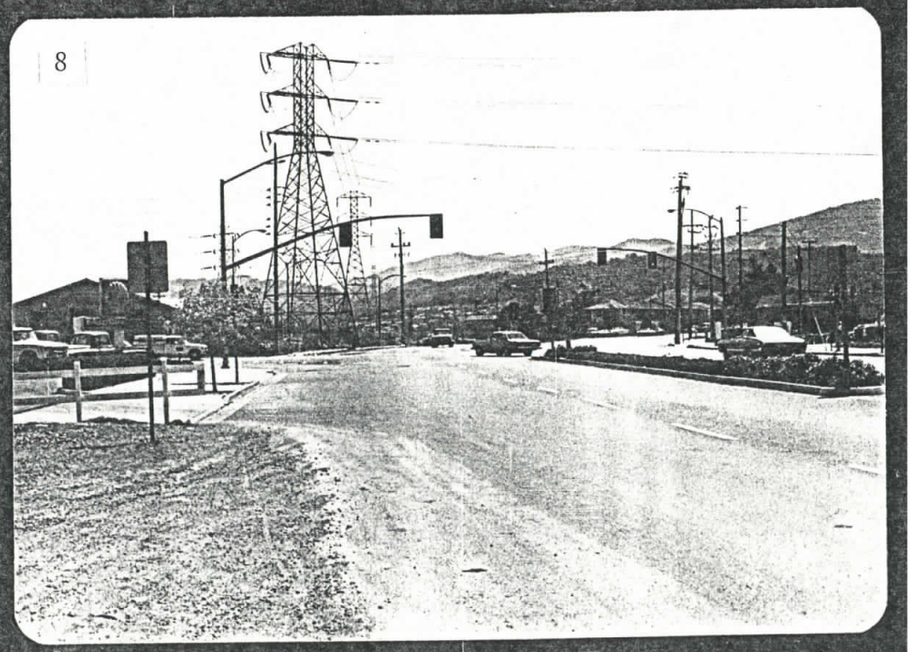
[14]Mr. Leon J. Athenour Jr., interview, San Jose, California, March 15, 1979.


1
2
3
4


5
S Bascom Ave


6
Gary's
HONDA

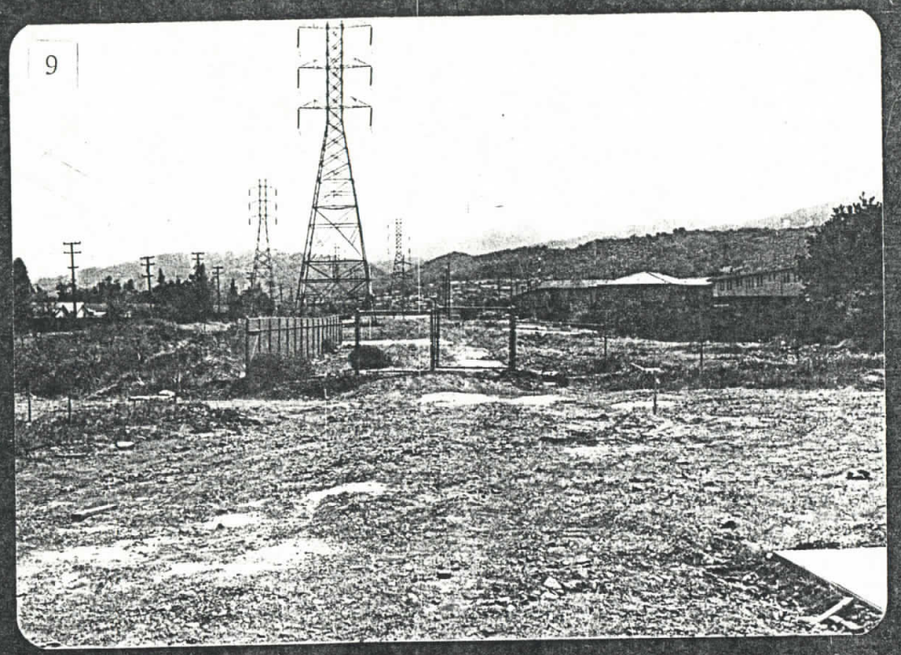

7

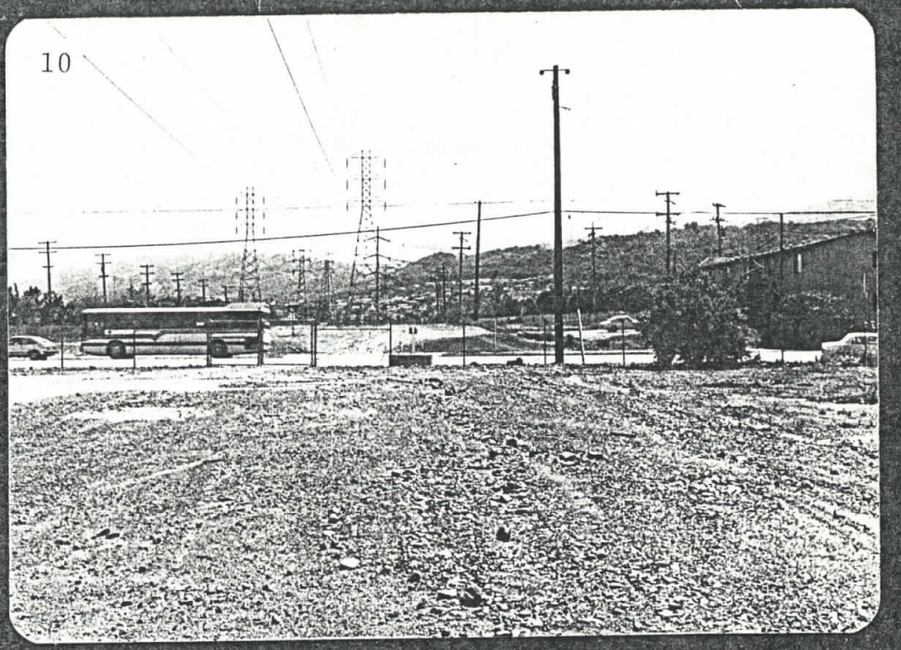

8

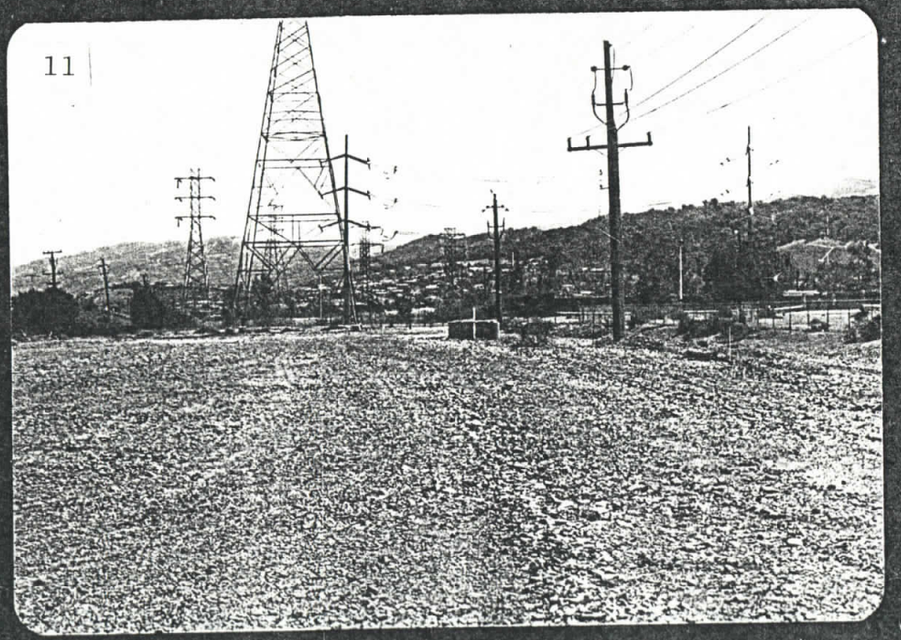
following Camden Avenue to the right, the railroad went straight ahead where the electrical towers are located (photos 9-12). Today the P.G.&E. uses the old bed as an access road. The railroad continued until it reached Guadalupe Creek (photo 13). Here there used to be a granite trestle. Remains of the old granite trestle are scattered around this area (photos 14-15). On the other side of the river was a dirt causeway. Photo 16 shows part of the old wooden retaining wall which supported the causeway. Today only a small section remains of the causeway because bulldozers knocked down most of it in December, 1978, for a housing development (photos 17, 18, 20, 21, 23). Scott Dalke, a former Leland student, took photographs of the causeway when it was intact (photos 19, 22, 24, 25, 26).[15] The drastic changes between the photos are easily noticed (photos 18, 19, & 20; 21 & 22; 23, 24, & 25). Crossing the causeway, we reach Coleman Road (photo 27). On the far right, across Coleman was where the Guadaloupe Station was located (photo 27). Here timbers and fuel oil were unloaded for the Guadalupe mines. The old railroad bed ran right through the house in photo 27 and headed southeast. Today, houses cover much of the old S.P.C. railroad bed (photos 28, 29). The Thona Station was located somewhere in photo 28 or 29. After traveling through a sea of houses, we reach Almaden Expressway (photo 30). This area in photo 30 is approximately

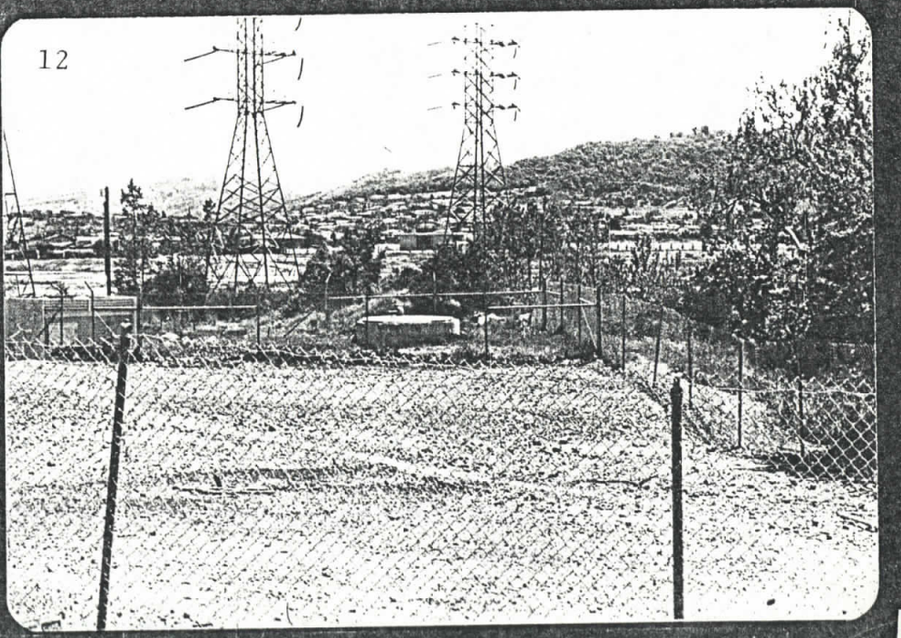
---

[15] Scott Dalke, "The South Pacific Coast Railroad and the Southern Pacific Railroad in the Almaden Valley", Unpublished research paper, Leland High School, Social Science Department, 1978.


9


10


11


12

13

14

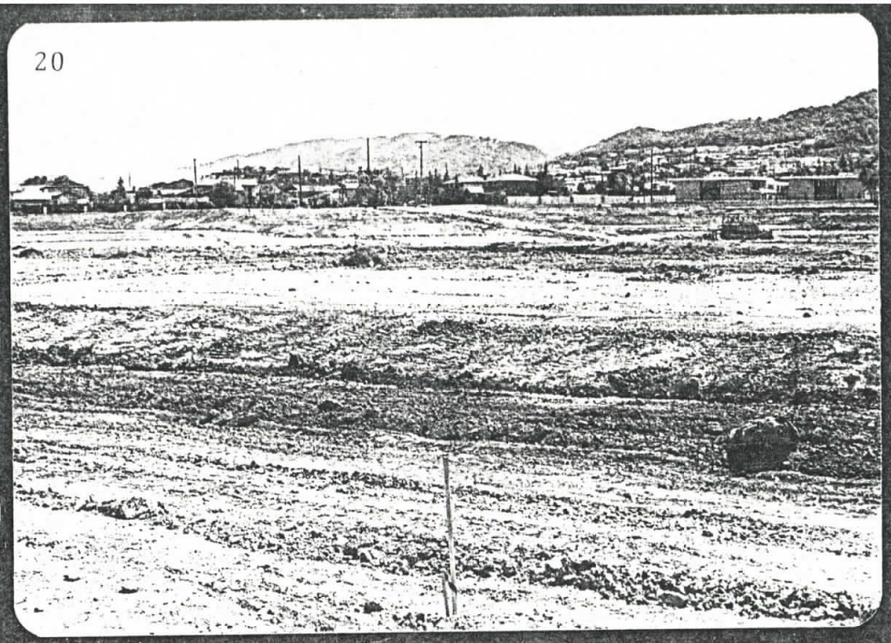
15

16

16

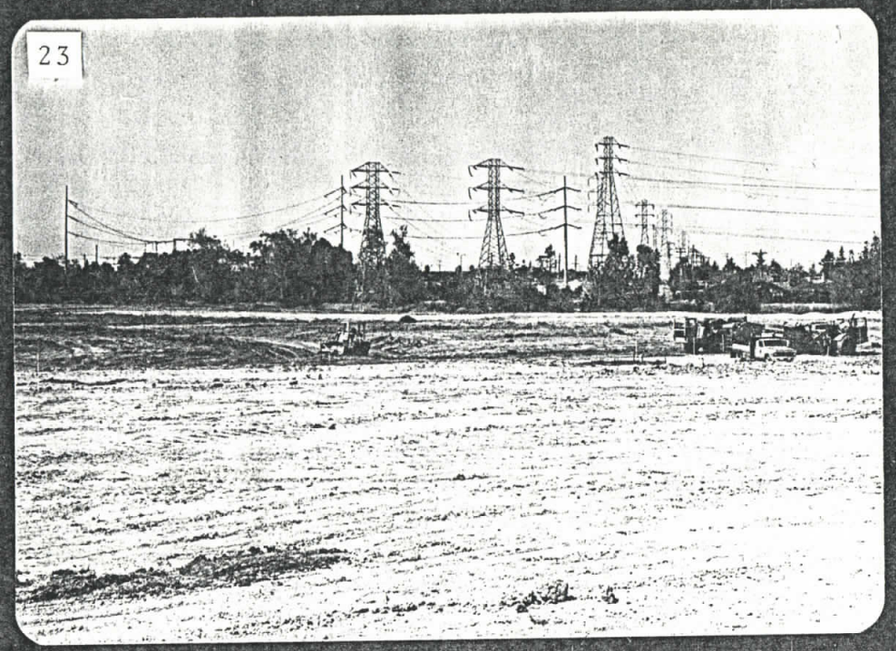
17

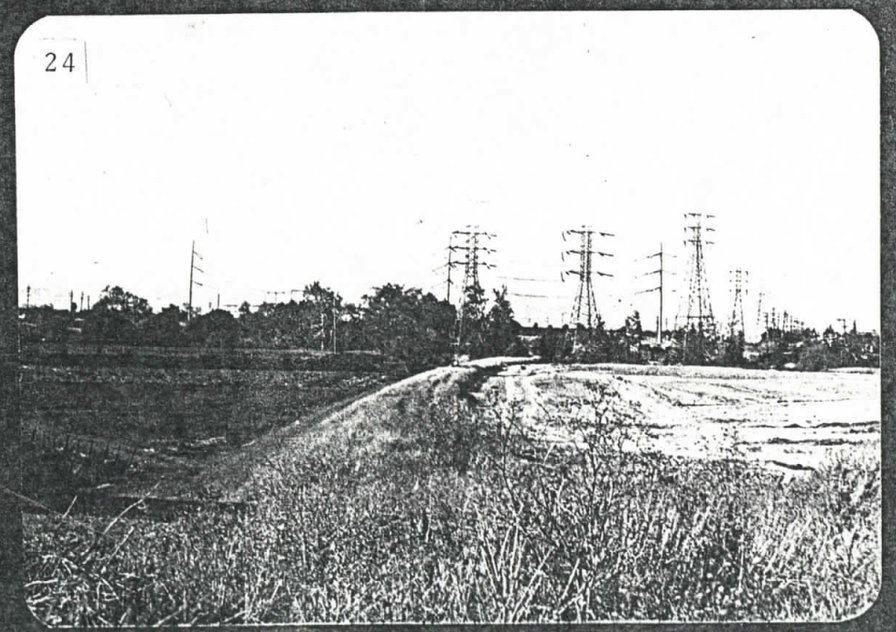
18


20

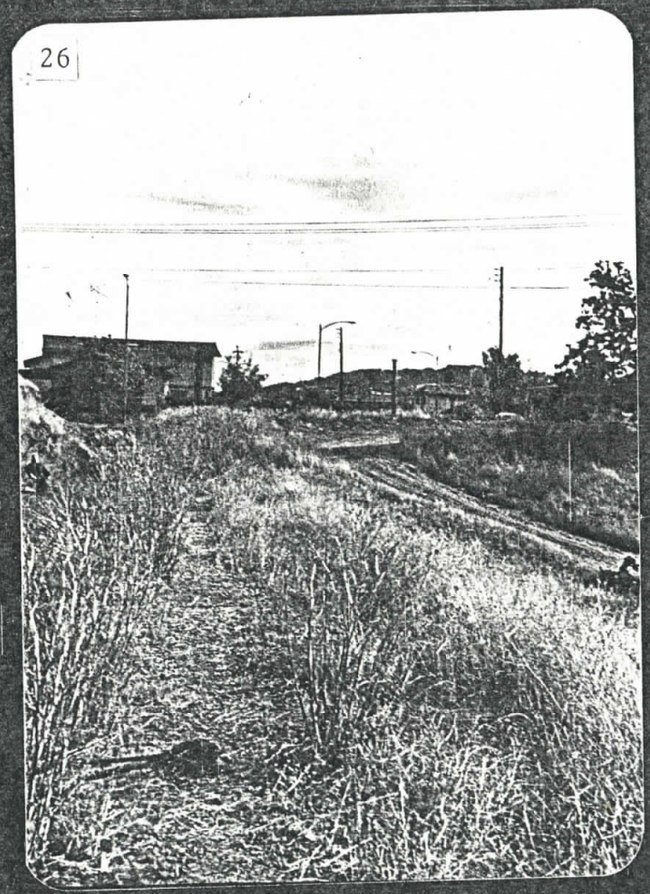

21


22


23

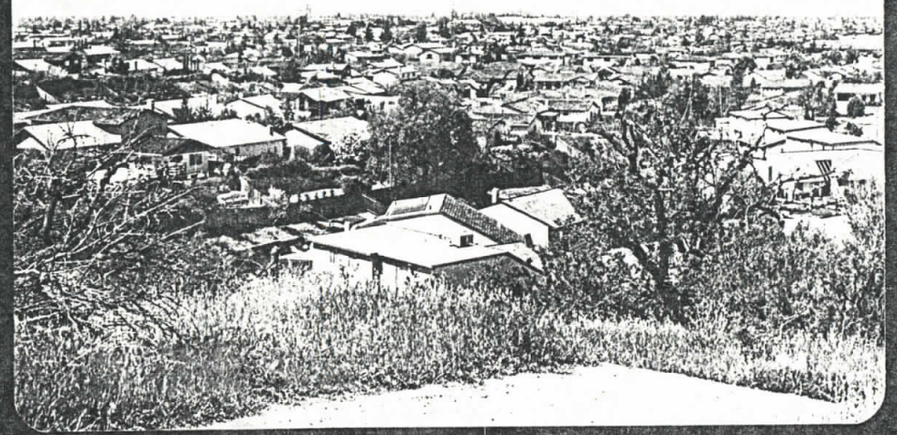

24


25

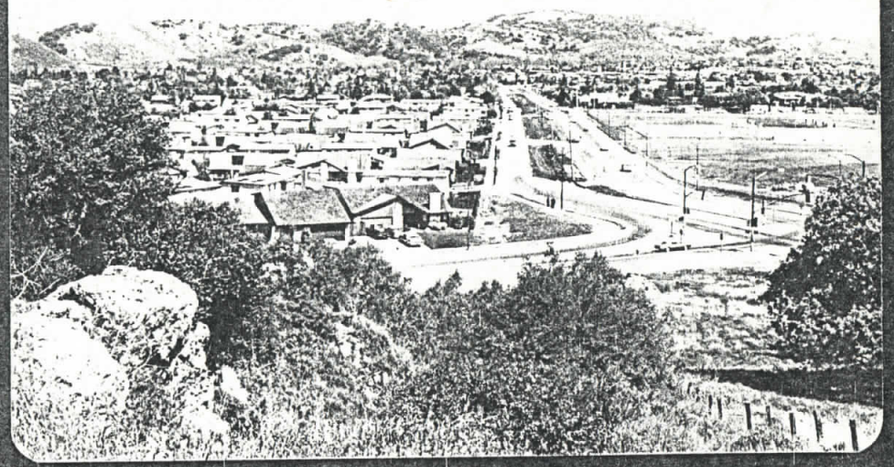

26


27

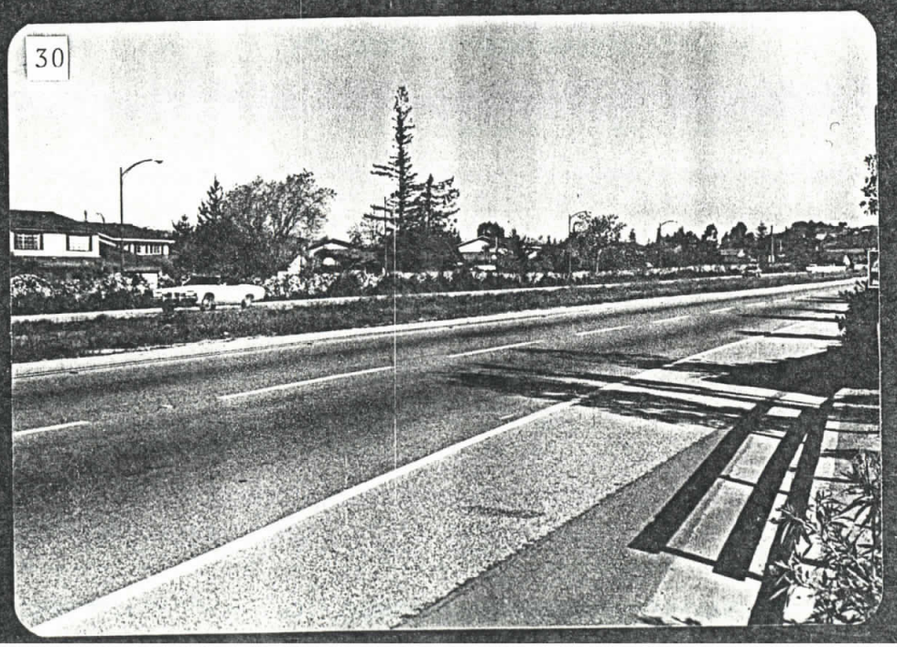
28



29



30



31



33

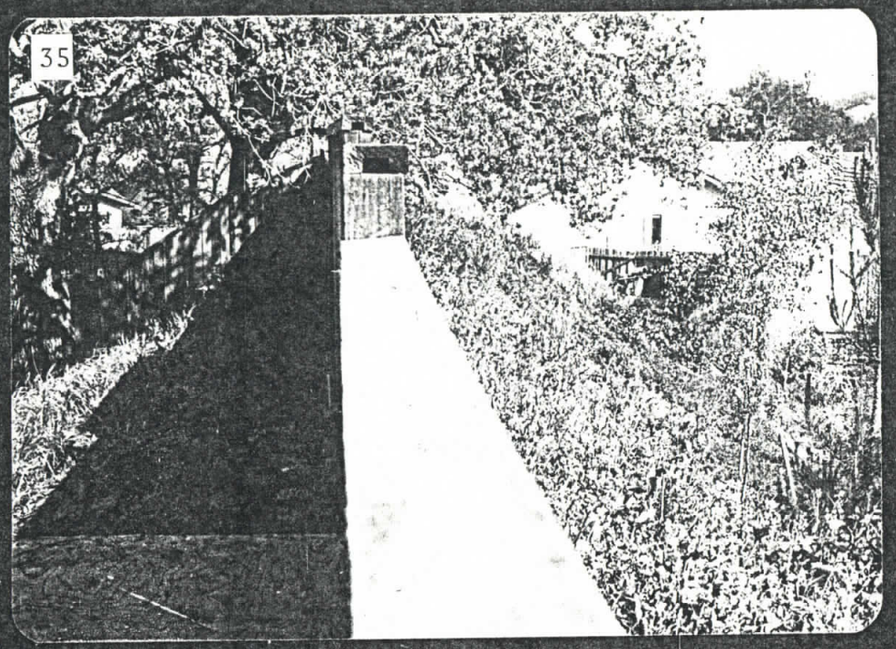
32

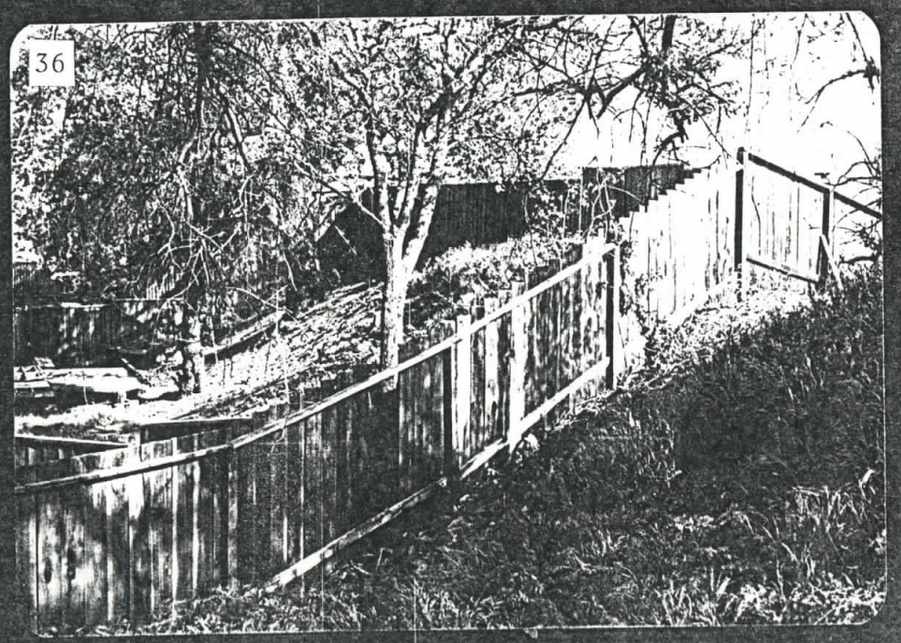
34

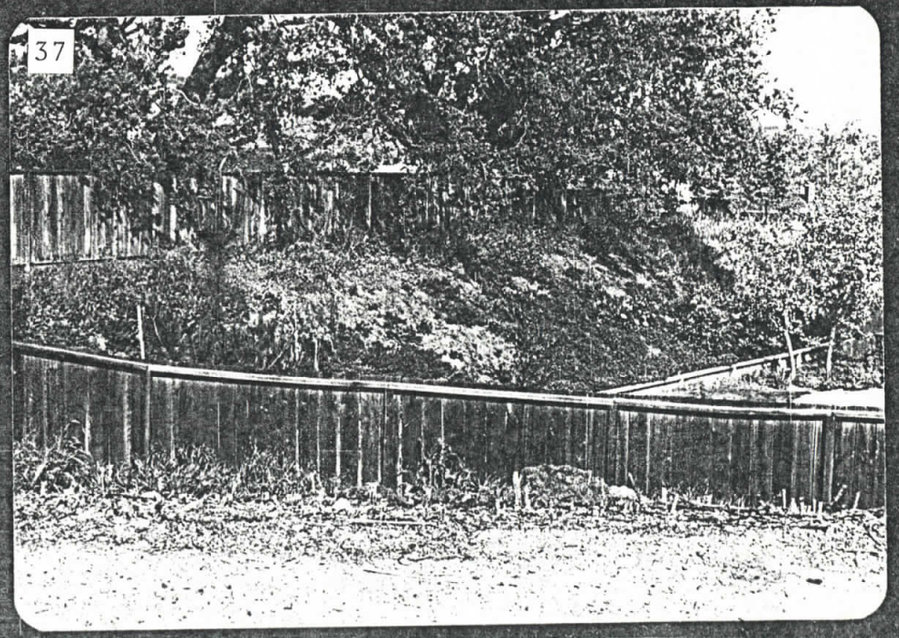
where the tracks crossed. When the section of track from Almaden Station to Le Franc was removed in 1934, the rails were left in Almaden Road. These tracks were removed only about thirteen years ago when Almaden Road was widened.[16] Continuing on, we see more houses covering the old bed (photo 31). After passing the houses, we come to a large cleared area (photo 32-34). This area was known as the Almaden Crossing. It was here that the S.P.C. and S.P. intersected. Notice the large area required. Immediately after crossing the Almaden Crossing we approach another dirt causeway (photos 35-37). Today this causeway is the backyard boundary for some homes. After passing this area, we reach Los Alamitos Creek (photo 38). Here there was probably a wooden bridge since there are no remains of a granite trestle. After crossing the creek, we see more houses on the old path (photo 39). About fifty yards to the right of photo 39 is a large old piece of wood used as a fence post (photo 40). This piece of wood could have been part of the old wooden bridge that crossed Los Alamitos Creek. Continuing on the old path (photos 41-43), we reach Harry Road (photo 44). Across Harry Road is the driveway into the Castillo Ranch which was the old railroad bed (photo 44, 45). The S.P.C. branch terminated at the narrow gauge New Almaden Station which was located approximately in front of the house in photo 46. This section of track from the Almaden Crossing to the narrow gauge New Almaden Station had been aban-

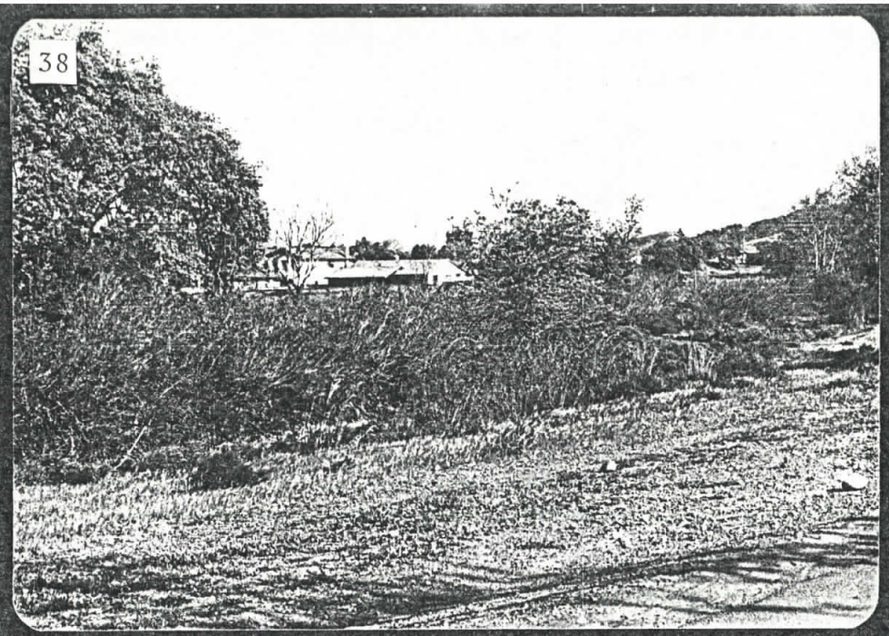
---

[16]Mr. Scott Dalke, interview, San Jose, California, March 23, 1979.

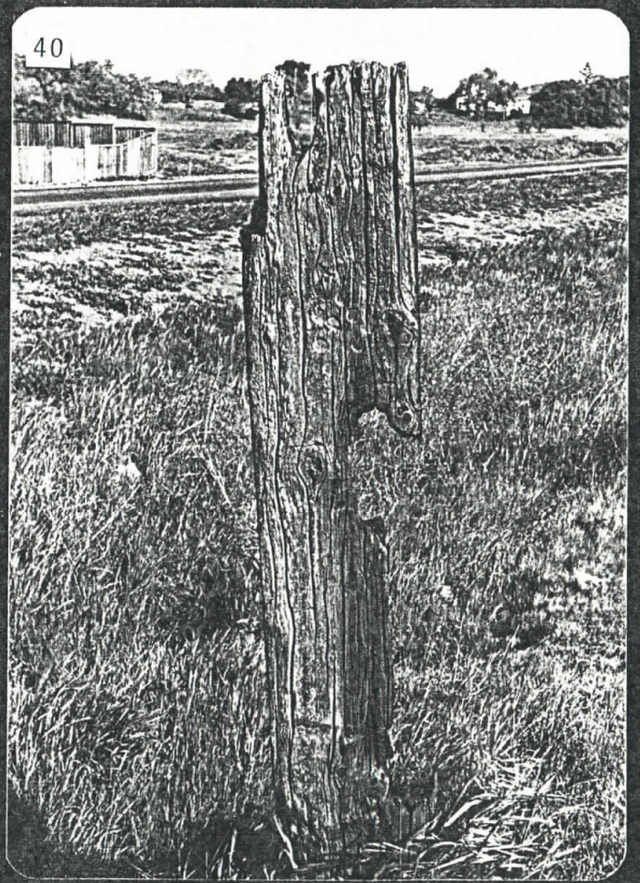

35


36


37


38


39


40


41


42


43

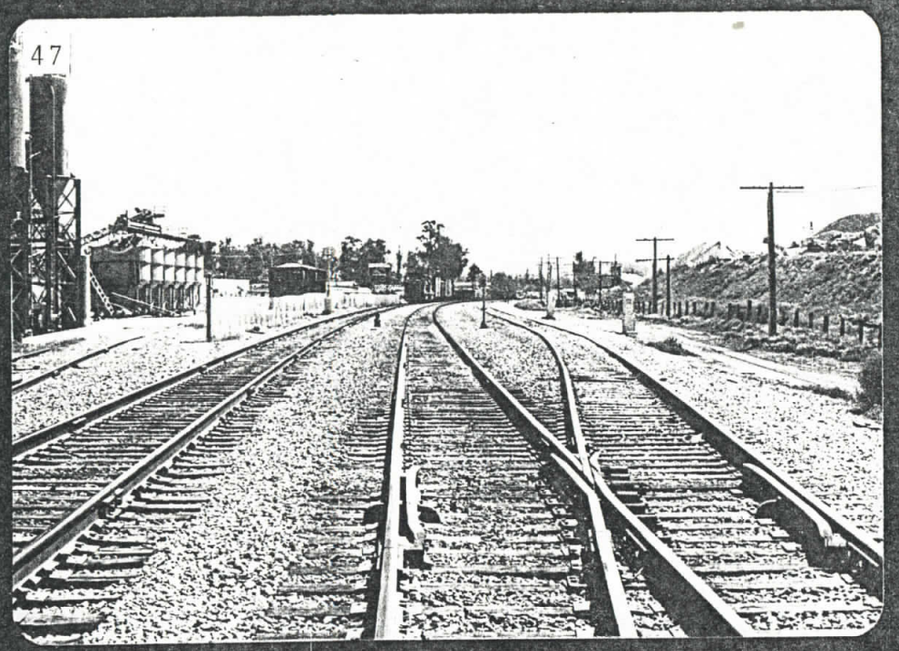

44

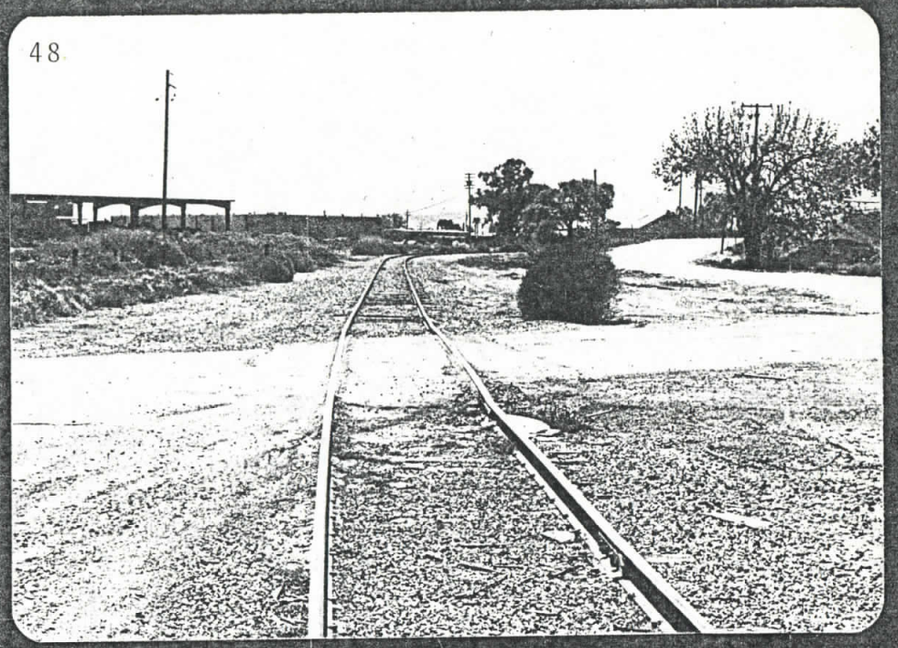
45

46

doned and removed sometime between the years 1891 and 1913, after the lease of 1887, since there was no need for it.

Now we will begin our photographic trip along the S.P. branch line. The tracks from Lick to Alamitos still remain today. The S.P. Almaden Branch started at Hillsdale, later called Lick in 1914, from the siding on the right (photo 47). Photo 48 shows where the tracks cross Hillsdale Avenue. Going on (photo 49) we reach Capitol Expressway (photo 50). Continuing (photo 51) we meet Canoas Creek and Branham Lane (photo 52). Notice the bridge across Canoas Creek in photo 53. After crossing this area, notice a loading platform on the corner of Pearl and Ogan Avenues called a team track (photos 54, 55). Here agricultural products were loaded and shipped. Now we will cross Pearl Avenue (photo 56) and continue (photo 57) until we reach Blossom Hill Road (photo 58). Observe that parts of the rails on Blossom Hill are now paved over. Continuing on (photo 59) we reach the Hubbard & Johnson Lumber Company (photo 60). Here the tracks stop. This area is where the Alamitos Station was located. After going through the lumber yard we come to the Almaden lakes (photo 61). The railroad went through the lakes since the lakes were not here originally. Now we are on the other side of the lakes (photo 62) and will continue along the old bed (photos 63-65). The Seals Station was located near an area called Sunset Park, somewhere in photos 66 or 67. Photos 68-77 are more remains of the old bed, which

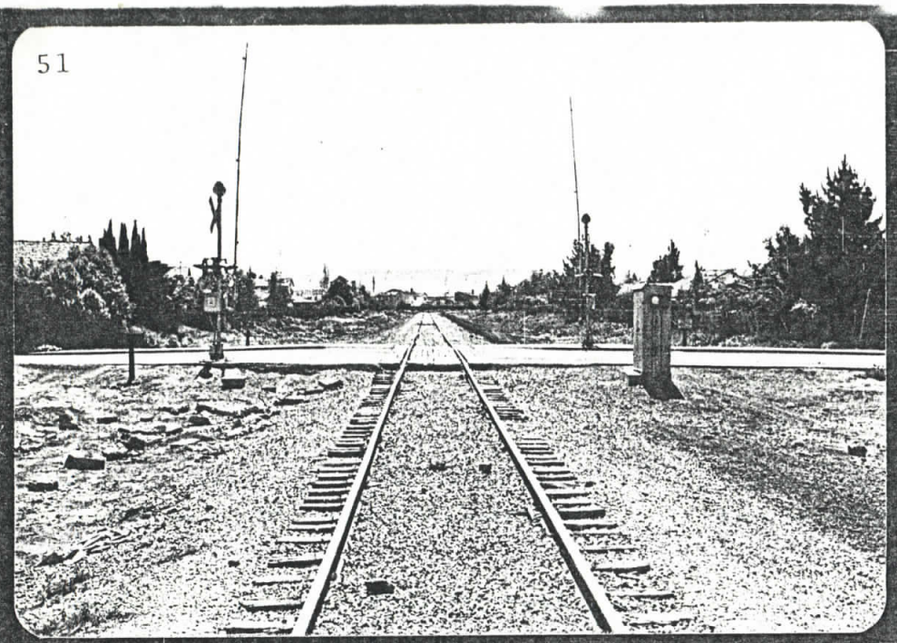

47


48

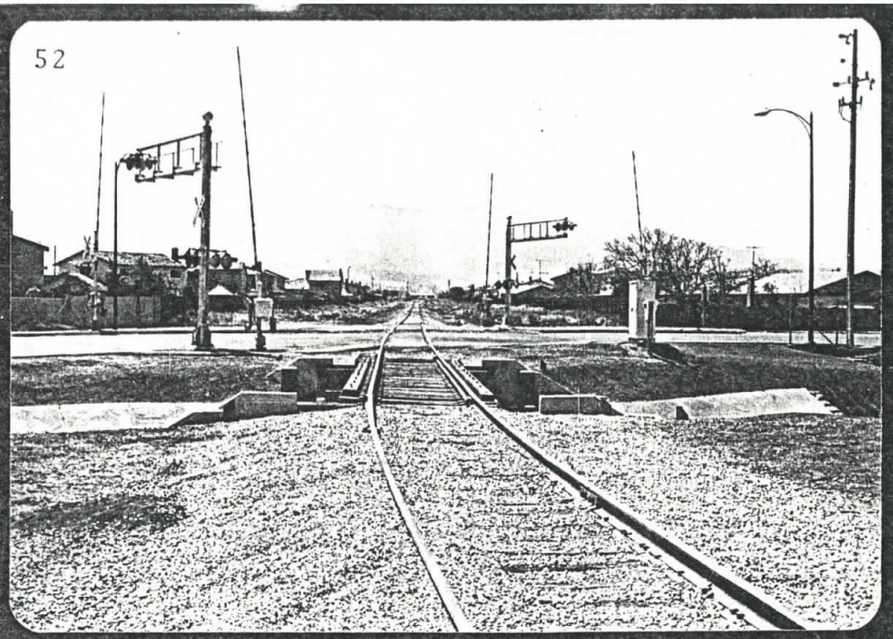

49


50

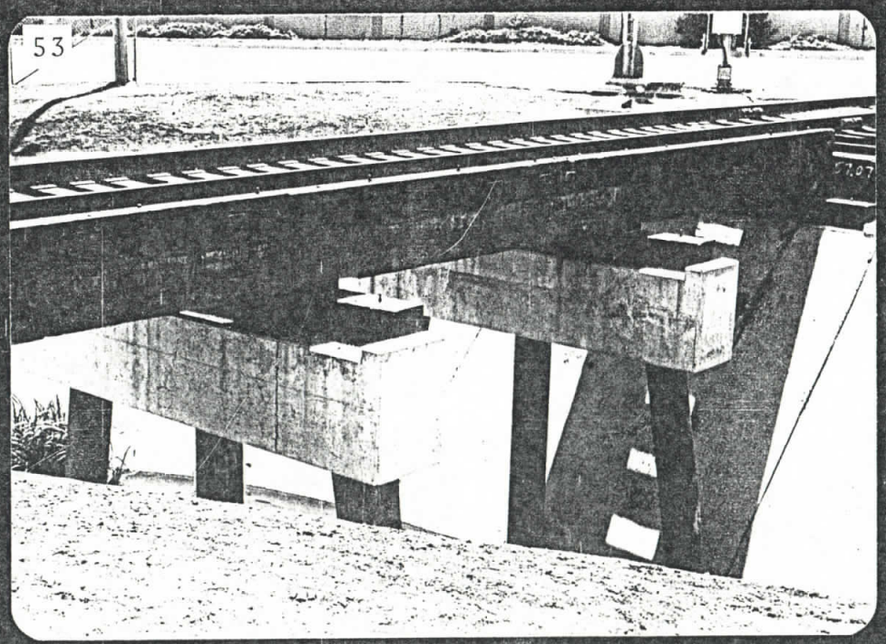
51

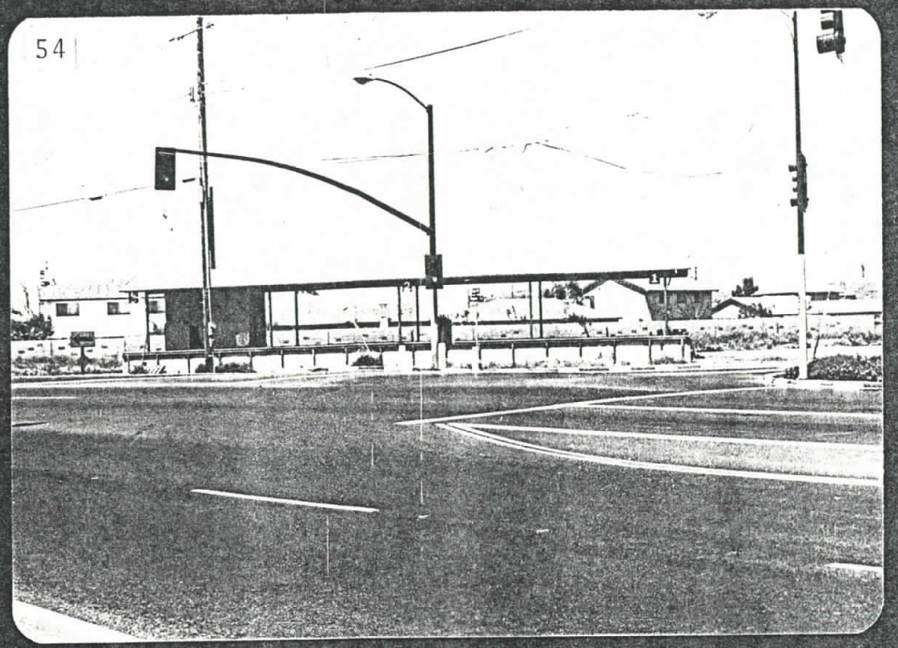


52

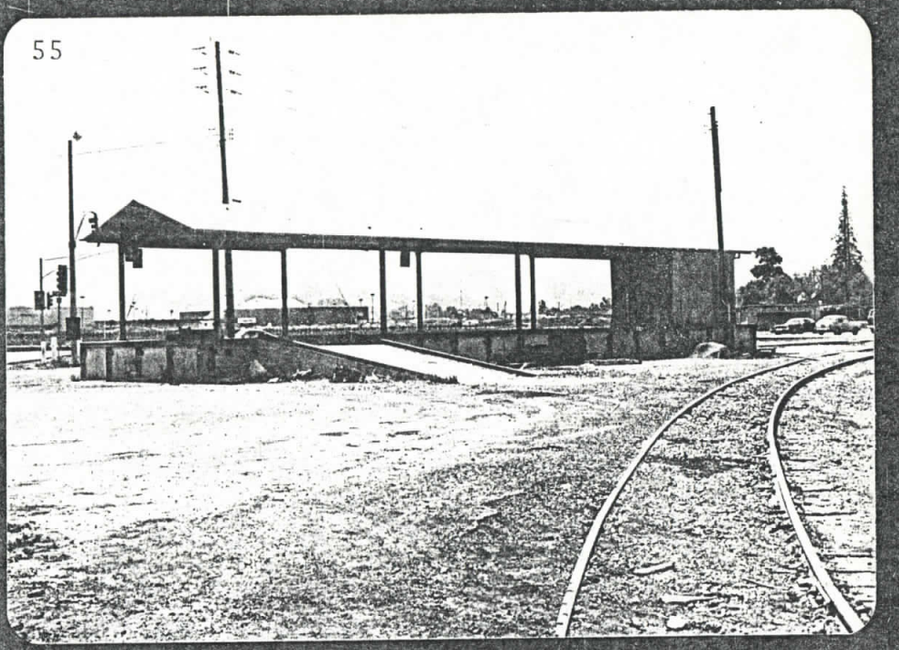


53





54



55

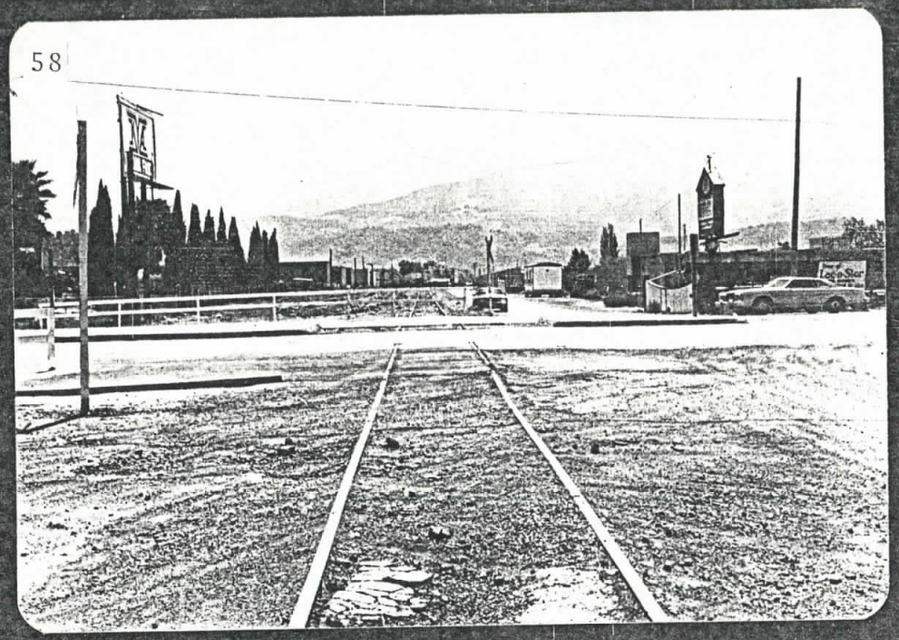


56

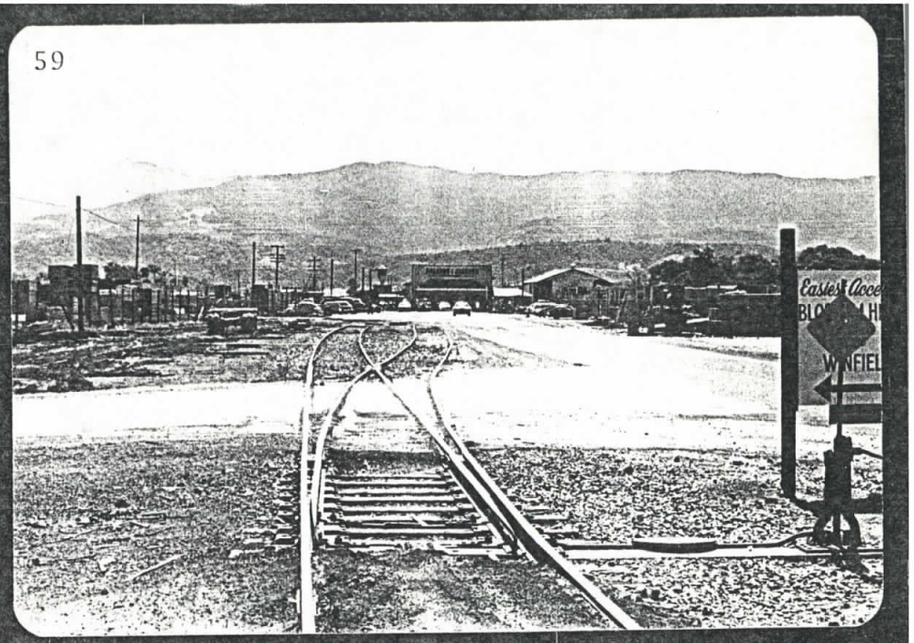


57

58

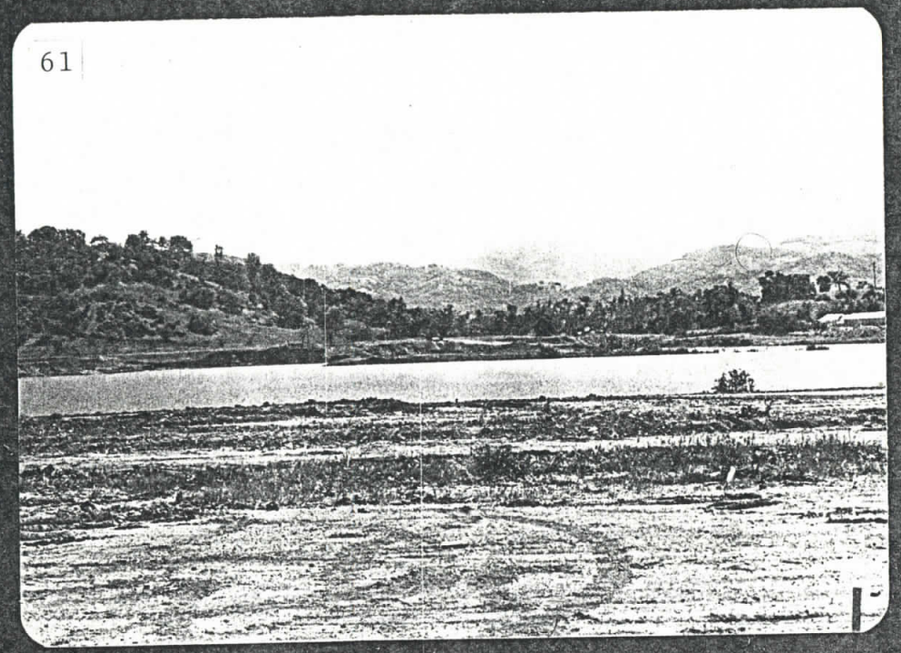


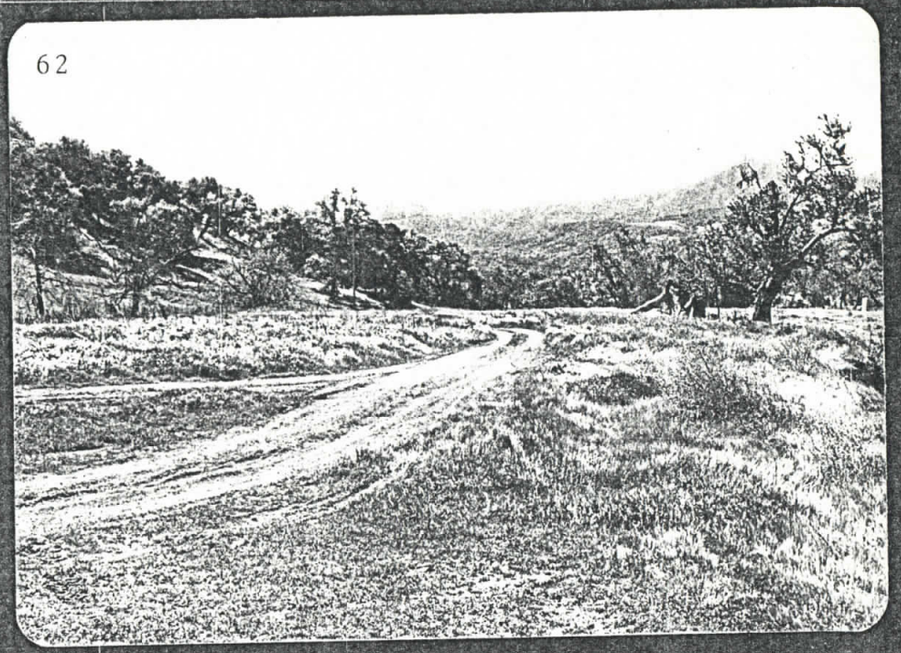
59



60



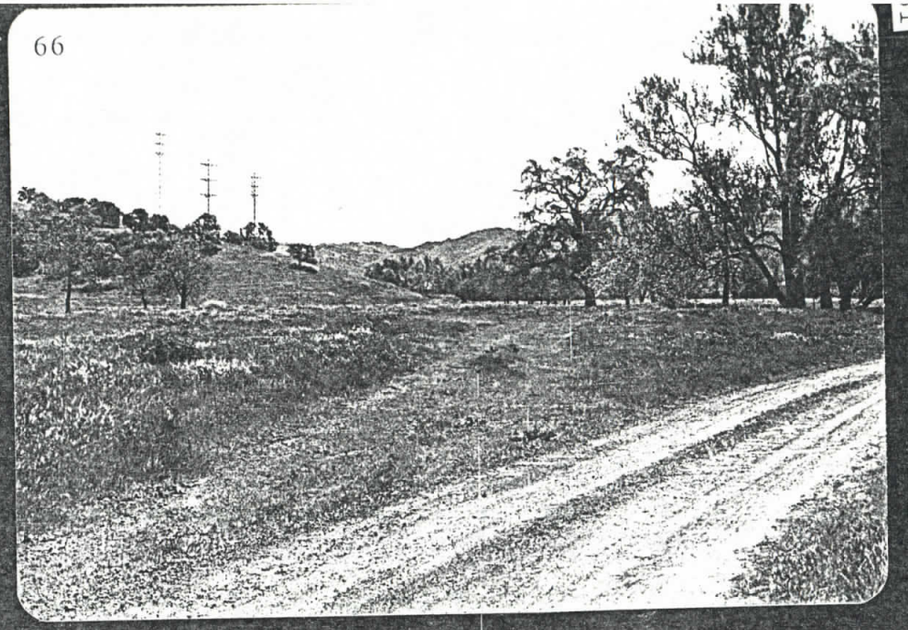

61


62


63


64


65


66


67


68


69


70

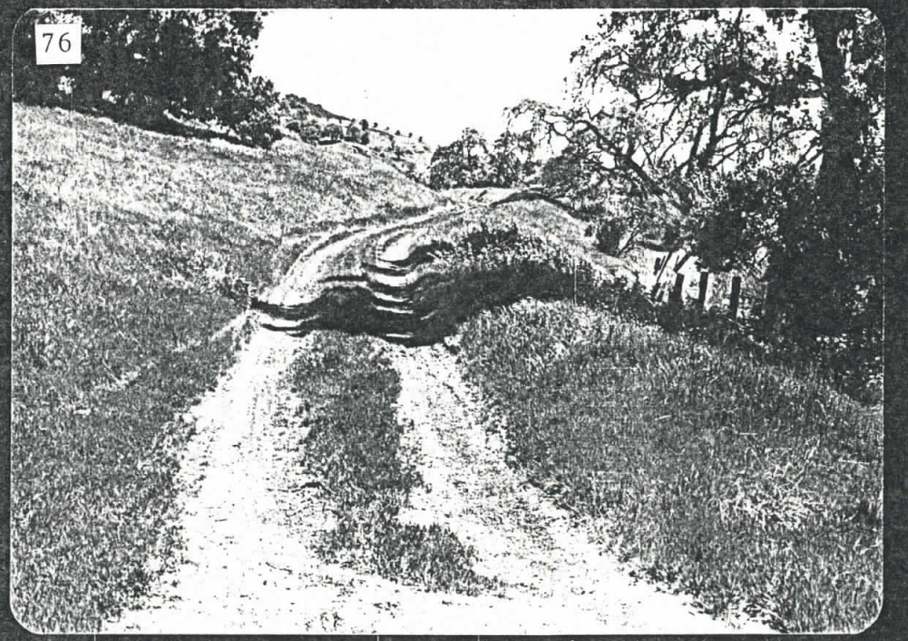

71


72


73


74

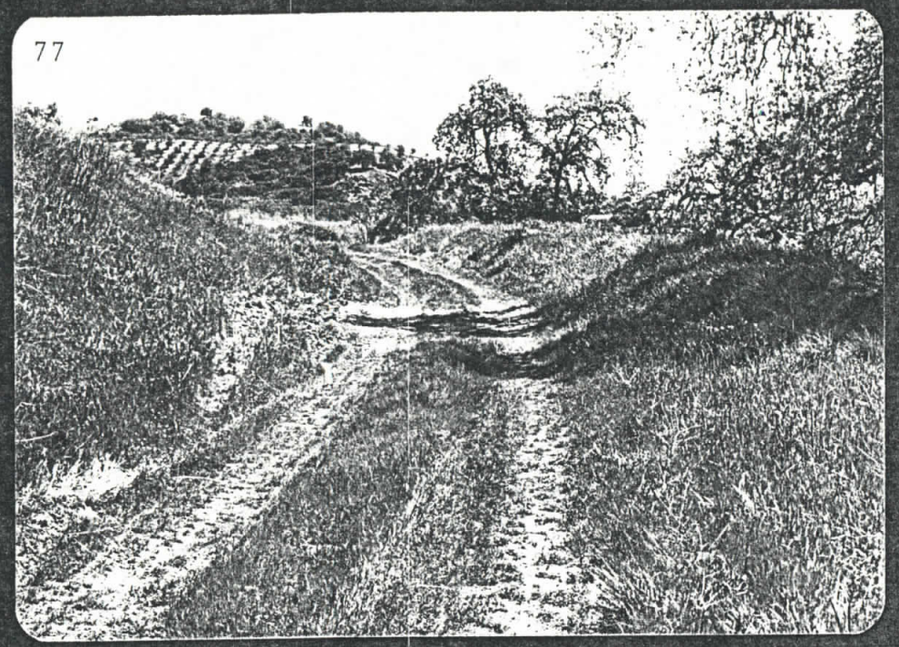

75


76

ran between the Santa Teresa hills and Los Alamitos Creek. In photo 78, the old bed continues through the barbed wire fence and through a weedy area (photo 79-82). Now we see the old bed more clearly (photos 83, 84), and continue (photos 85-89) until we reach Graystone Lane (photo 90). Graystone Lane was built on the old railroad bed (photo 91). To the left in photo 91 is approximately where the Greystone Station was located. The original spelling is "Greystone." There was a spur off the Almaden line which began where this house now stands (photo 92). Originally there were three spurs, but I will show the remains of one since it is the best preserved (photos 93, 94). This spur brought the greystone from this quarry area (photo 95) to build many structures, including the original Stanford University and San Jose Post Office. The other spurs served the same purpose. Continuing down Graystone Lane, where the spur junctioned off (photos 96, 97), we go straight ahead (photo 98) instead of following Graystone Lane. We then approach Los Alamitos Creek (photo 99). Here at Los Alamitos Creek stands the cement and granite trestles from the old bridge (photos 100-103). This bridge was called the steel bridge because it was built of steel rather than wood.[17] Scattered pieces of granite can be seen in this area (photo 104). Passing the trestle we continue (photos 105, 106), and we see where Camden Avenue now cuts through the old bed (photo 107). The section of old bed across Camden Avenue

---

[17]Matasci interview.



77



78

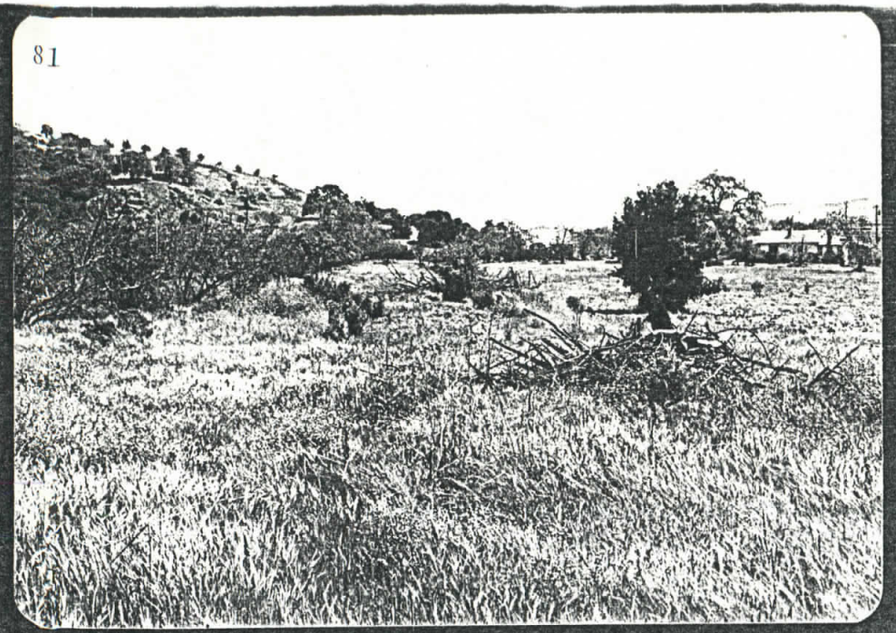


79

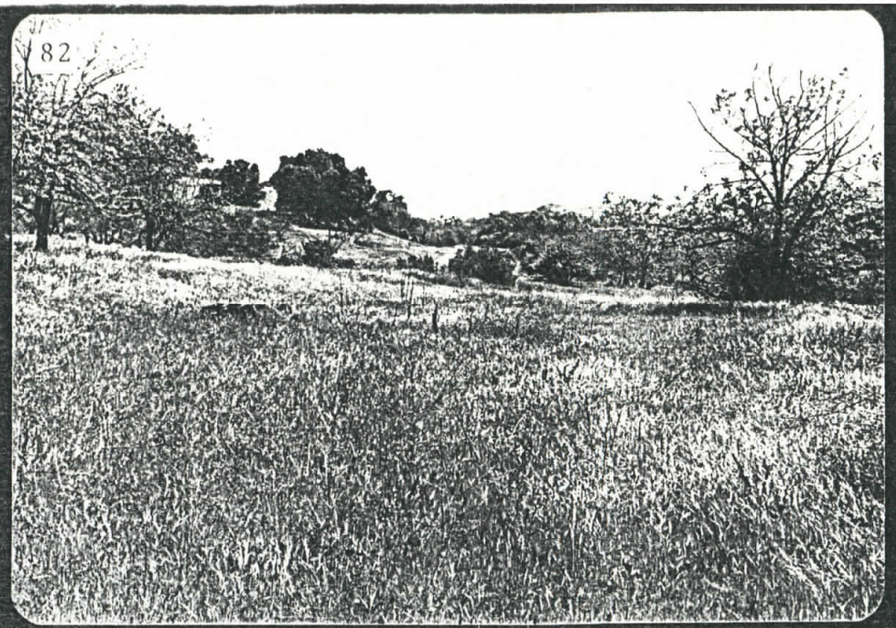


80

81



82



83



84




85


86


87

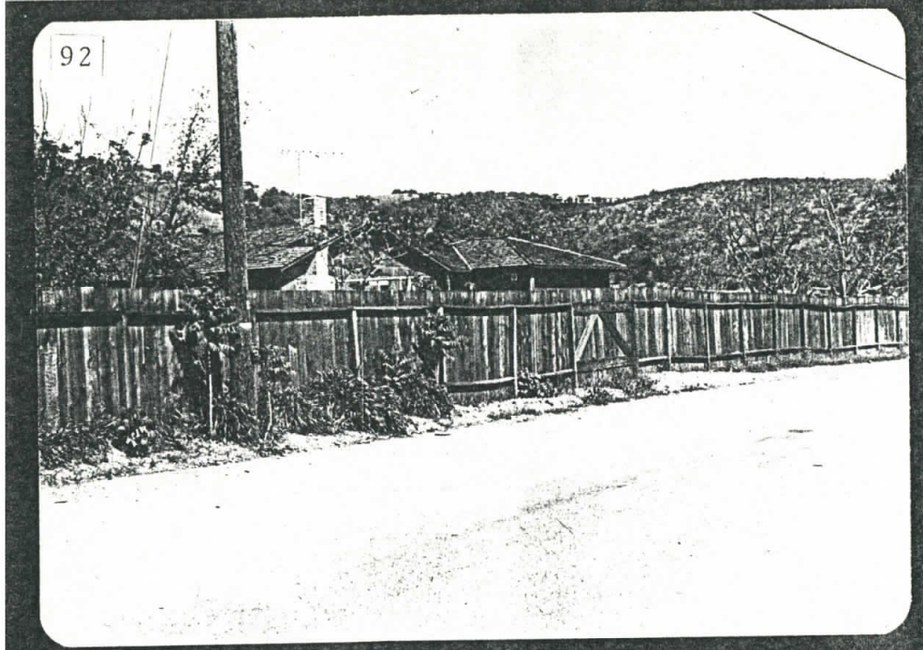

88

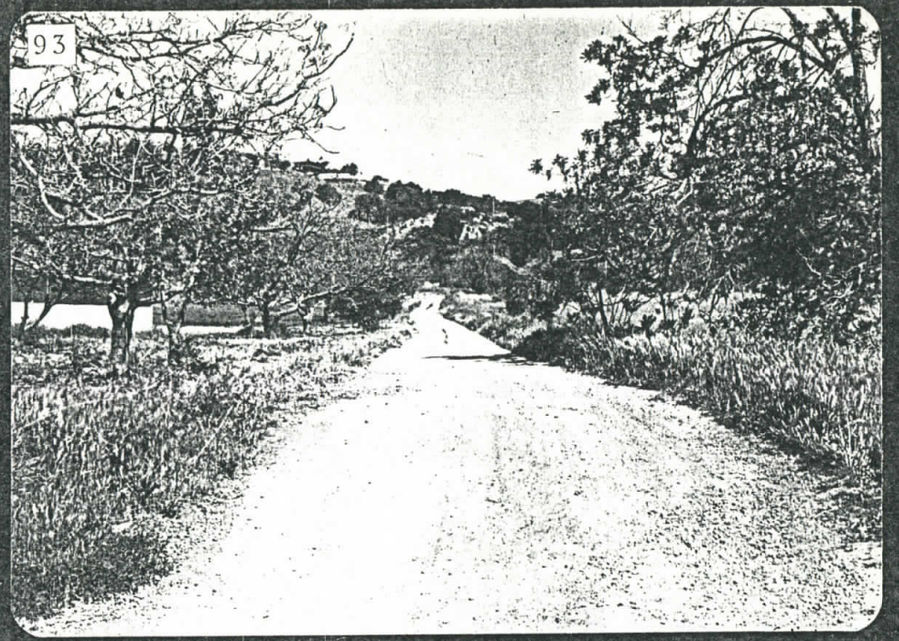
38

90

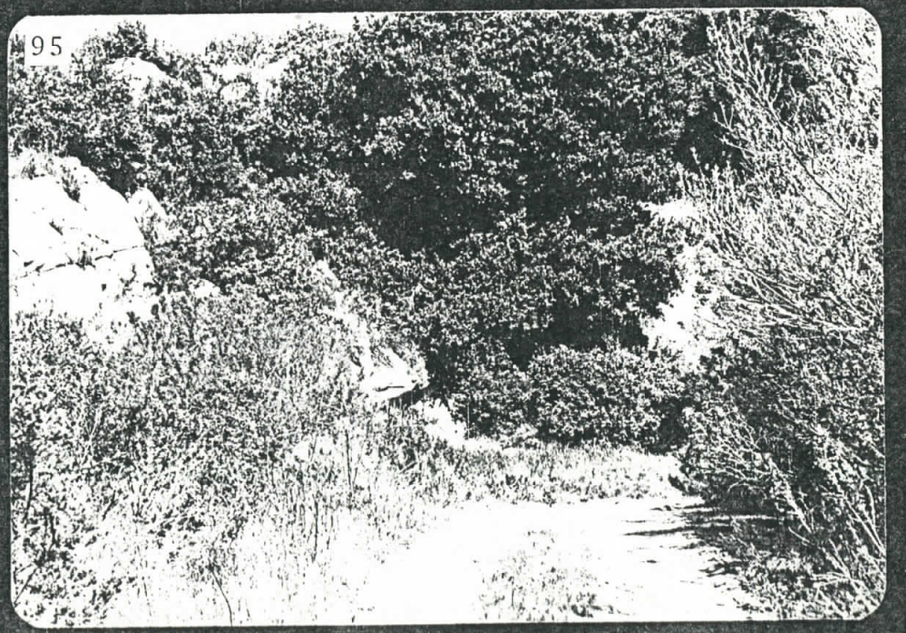
89

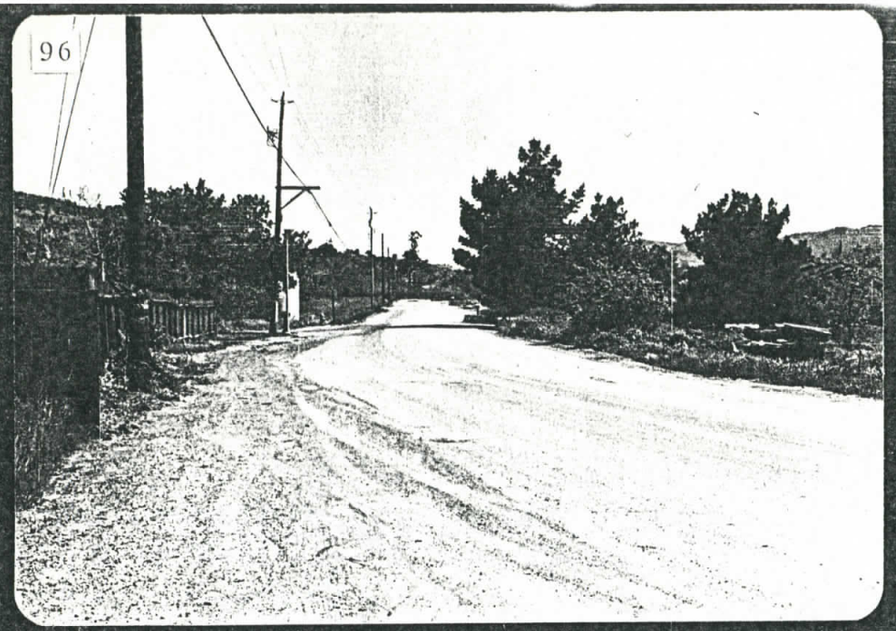
91

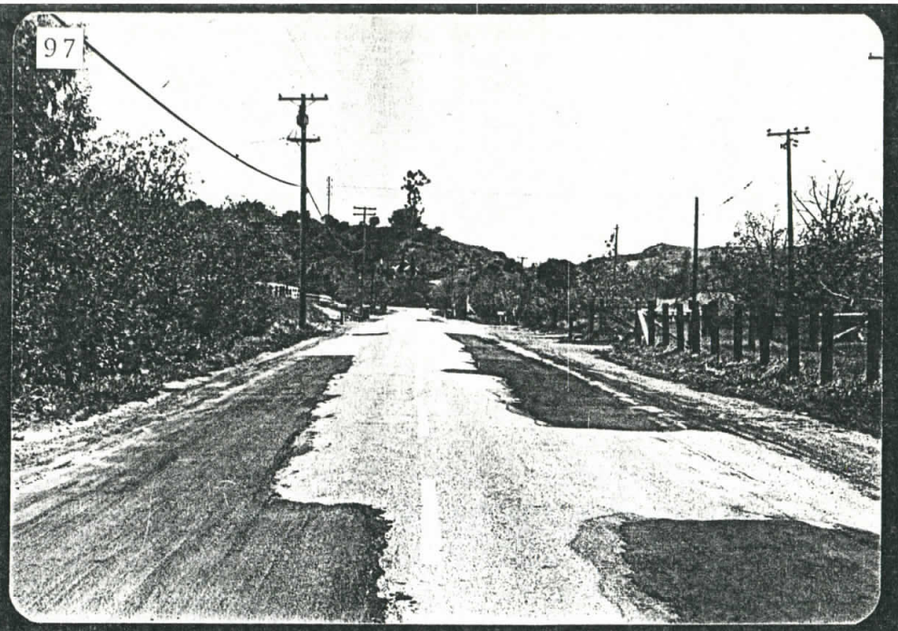

92


93


94


95


96


97


98


99

100

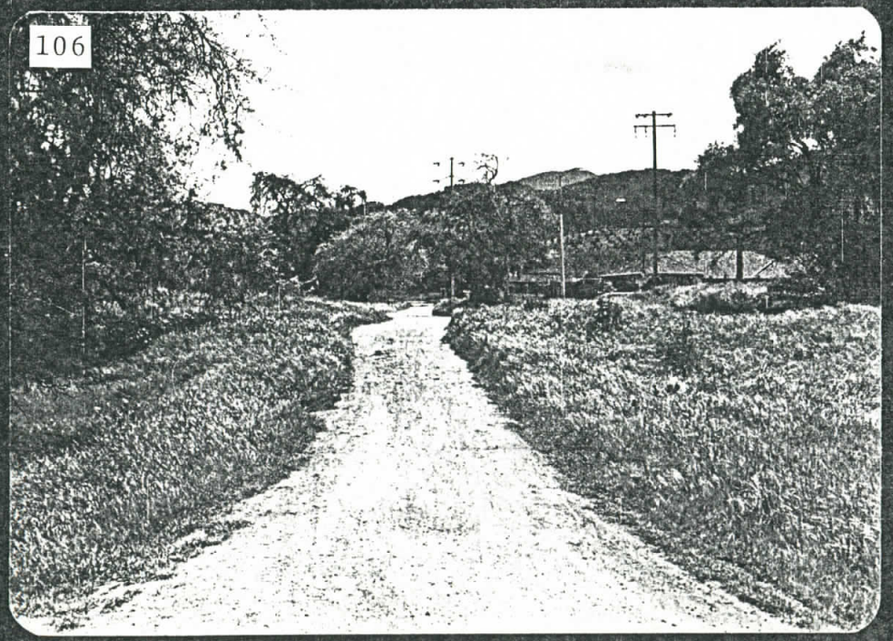
101

102

103


104


105


106


107
Woodside at Ulmaden

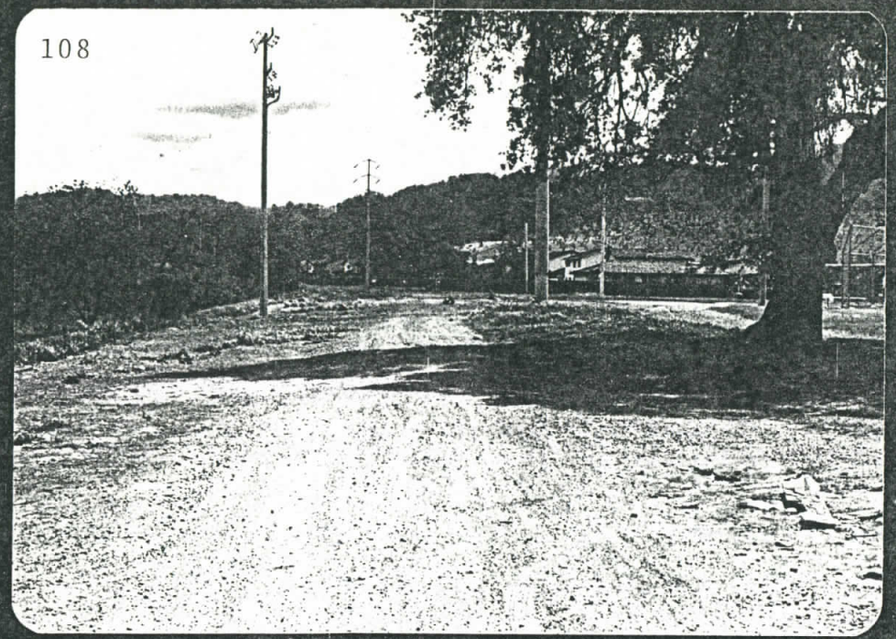
is now owned and used by the P.G.& E. as an access road (photos 108-113). Now we arrive at the Almaden Crossing again (photo 114). Continuing on (photos 115-118) we see that the old railroad used to go through the main P.G.& E. supply yard (photo 119). After passing the supply yard (photo 120), we come to a red house (photo 121). This house, owned by Mrs. George Cahen, was built where the Almaden Station was located (photo 122). In fact, the original pump and well from the Almaden Station is still used today (photo 123).[18] The S.P. branch terminated here at the Almaden Station.

The Almaden Station was later renamed the New Almaden Station (not to be confused with the narrow gauge New Almaden Station), sometime between 1891 and 1906; however, I shall continue to refer to this station as the Almaden Station. The section of track from the Almaden Crossing to the Almaden Station was three rail dual gauge.

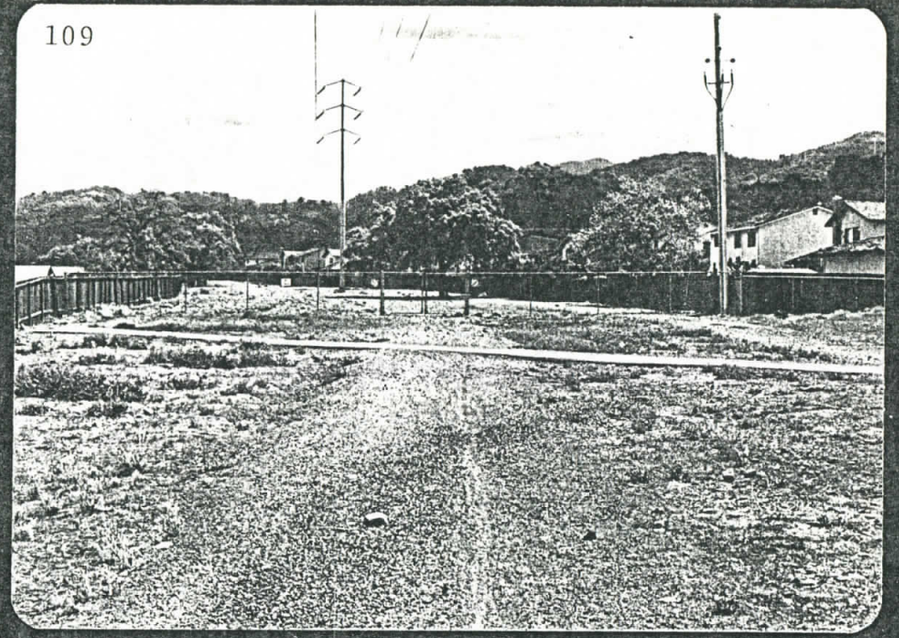
There are also many other visible remains of the old Almaden Branch Railroads other than the old bed. Old culverts along the old S.P. bed are among them (photos 124-141). Also, many old railroad ties still remain and are used today as fence posts or are put to other uses (photos 142-145). Some old ties still have the spikes and plates in them (photos 146-149). There are also a few old rails lying around along the old beds (photos

---

[18] Mr. & Mrs. George Cahen, interview, San Jose, California, December 31, 1978.



108



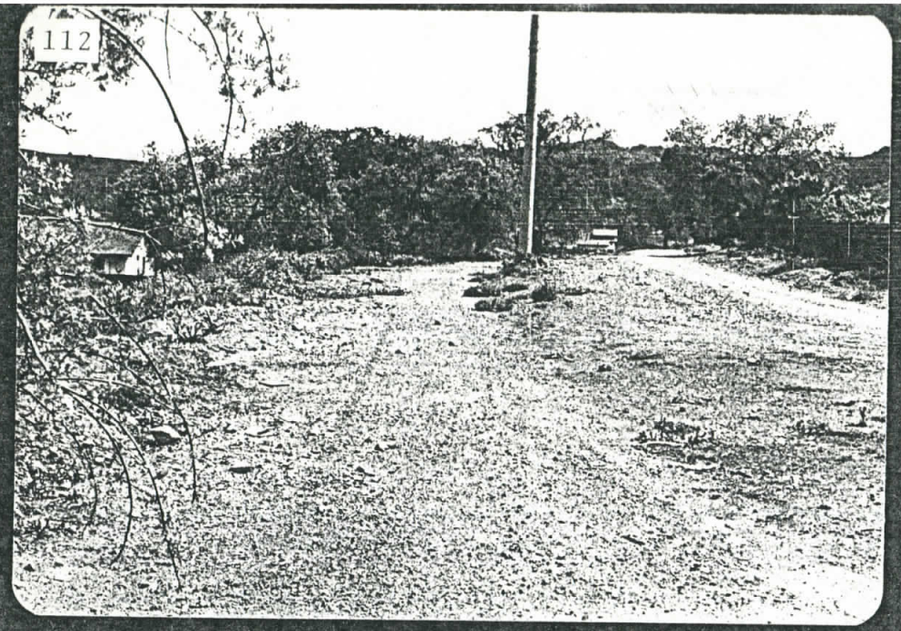
109



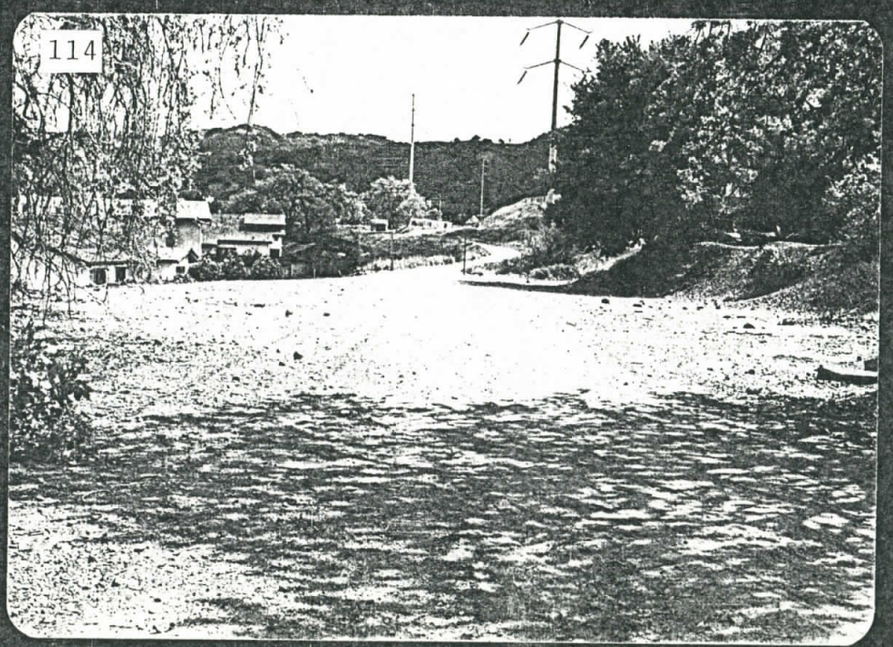
110



111

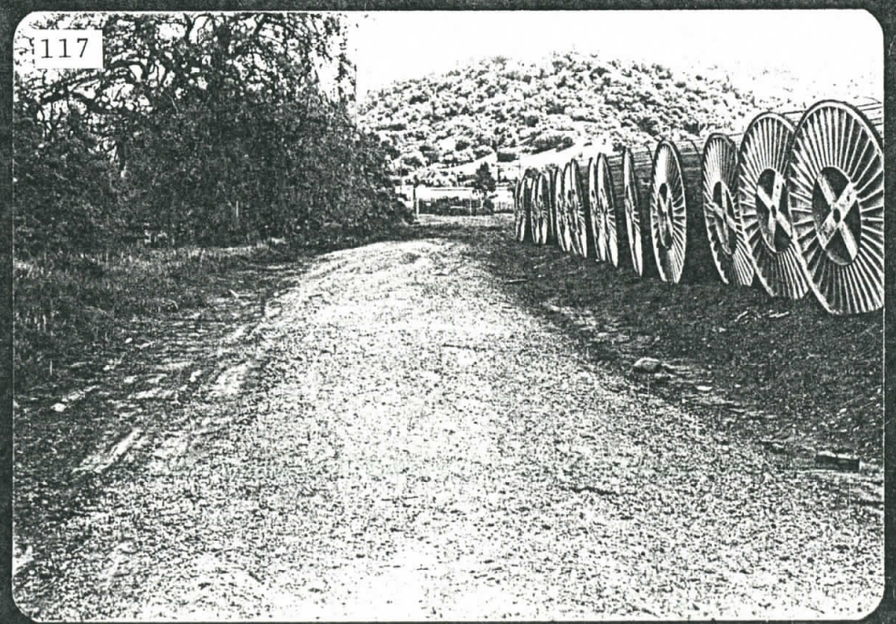

112


113

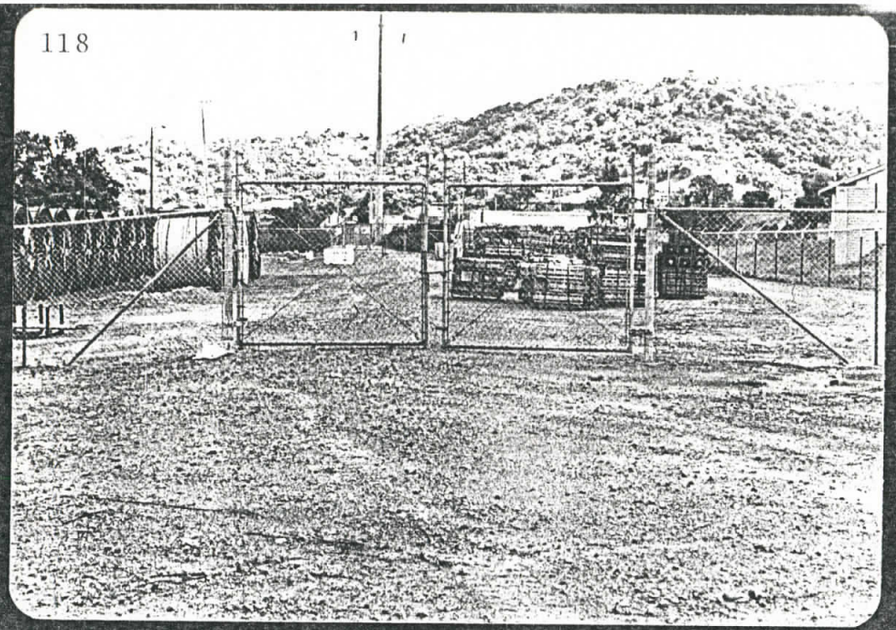

114


115

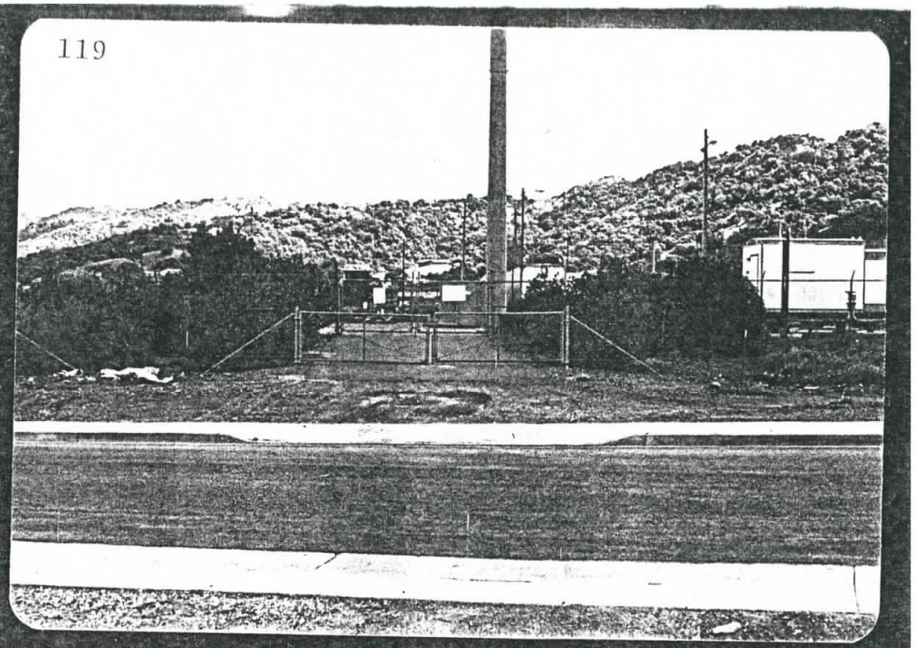

116


117

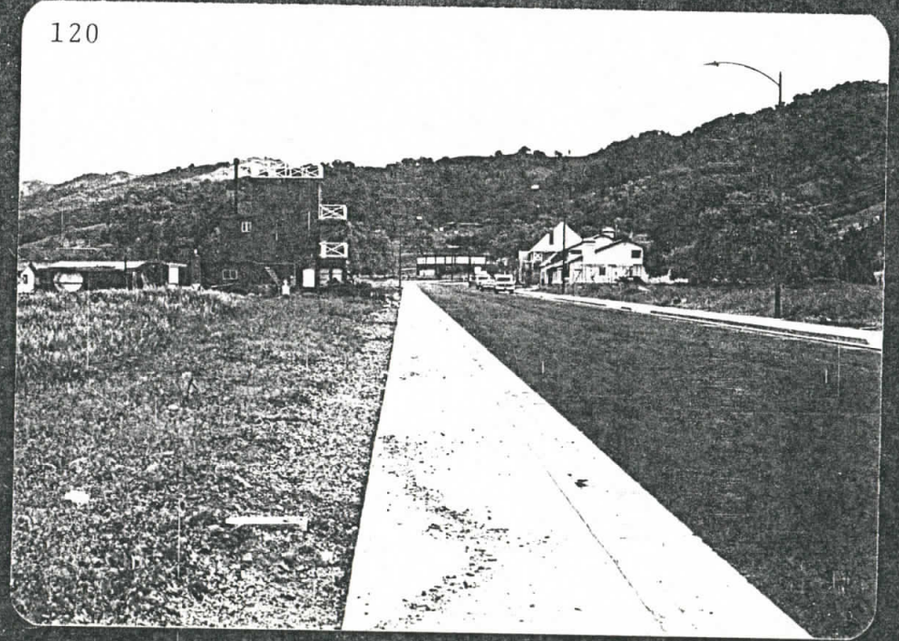
118

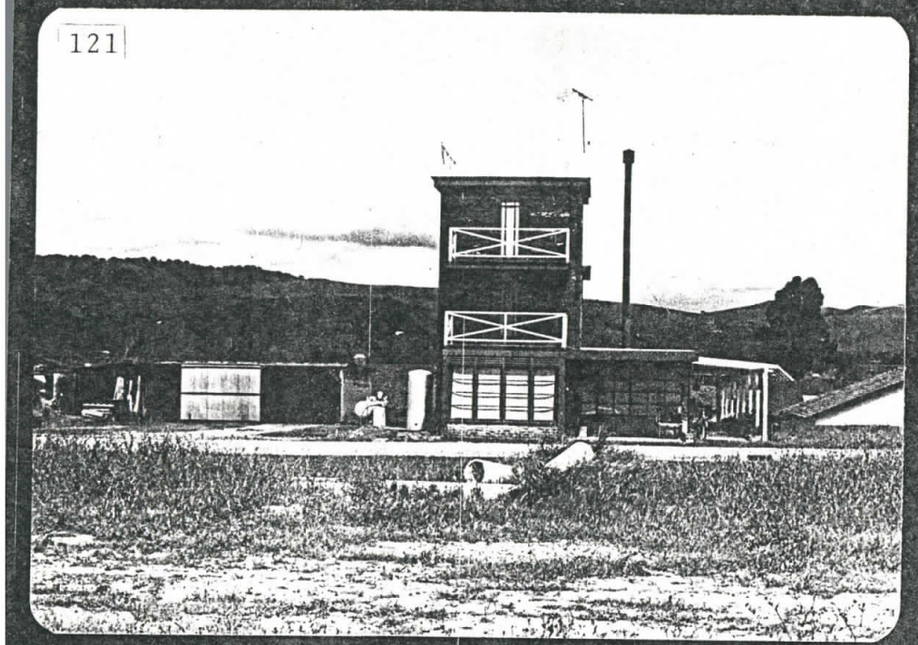


119

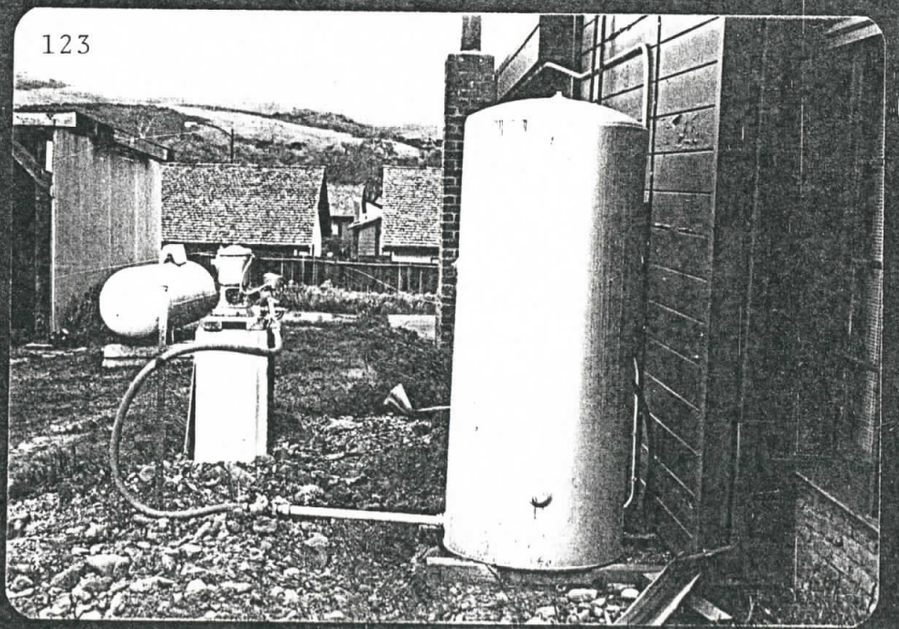


120

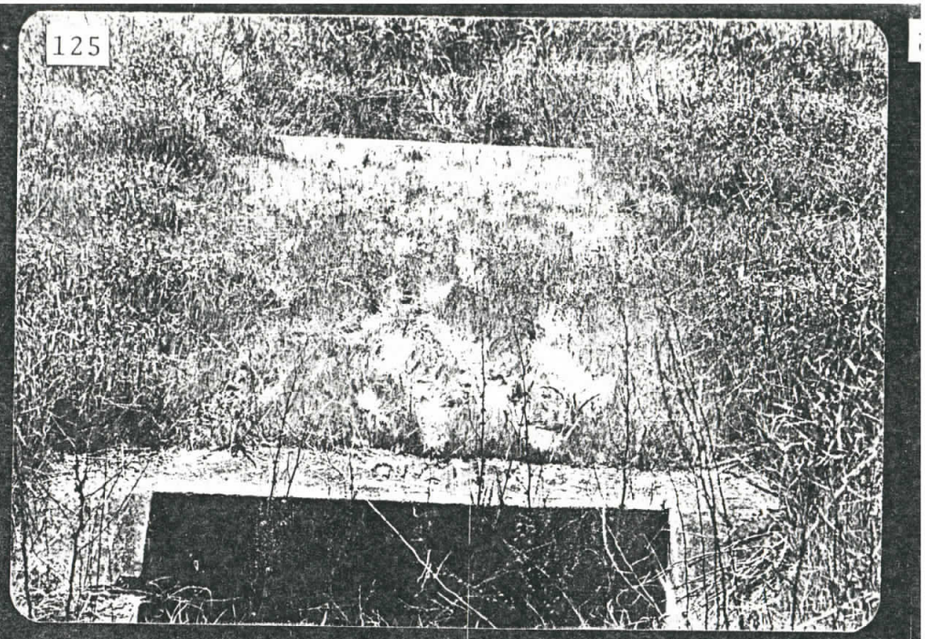



121


122


123


124


125


126


127
1912


128
1912


129
1912


130
1912


131
1912
132
133
1910
134
1910


135
1907


136
1907


137
1912


138
1912

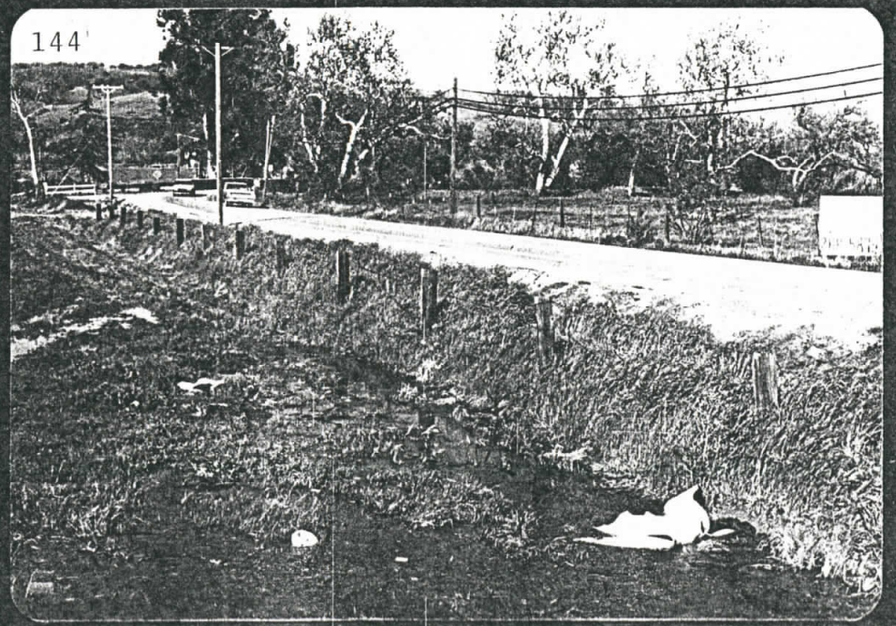

139

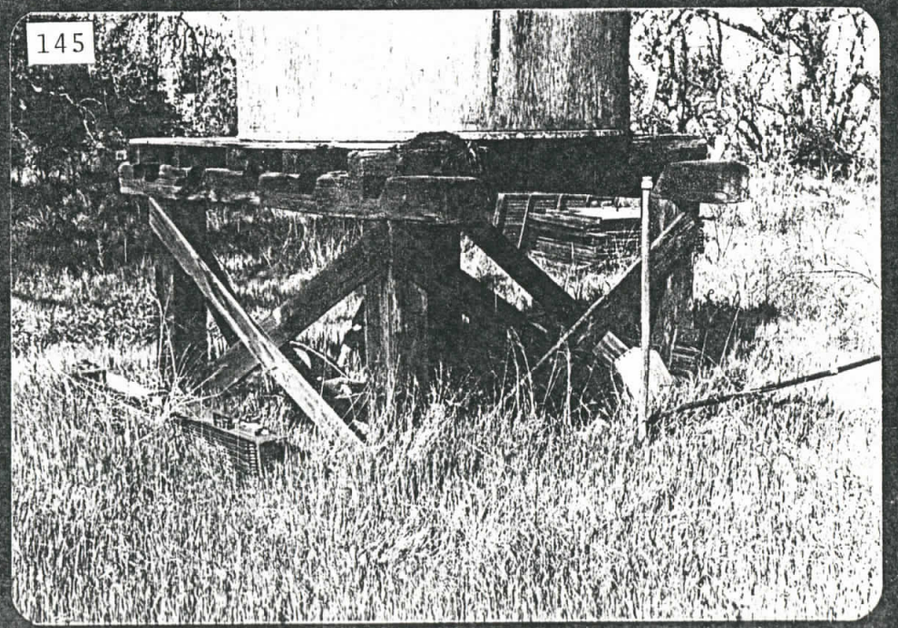

140
1212


141
1212

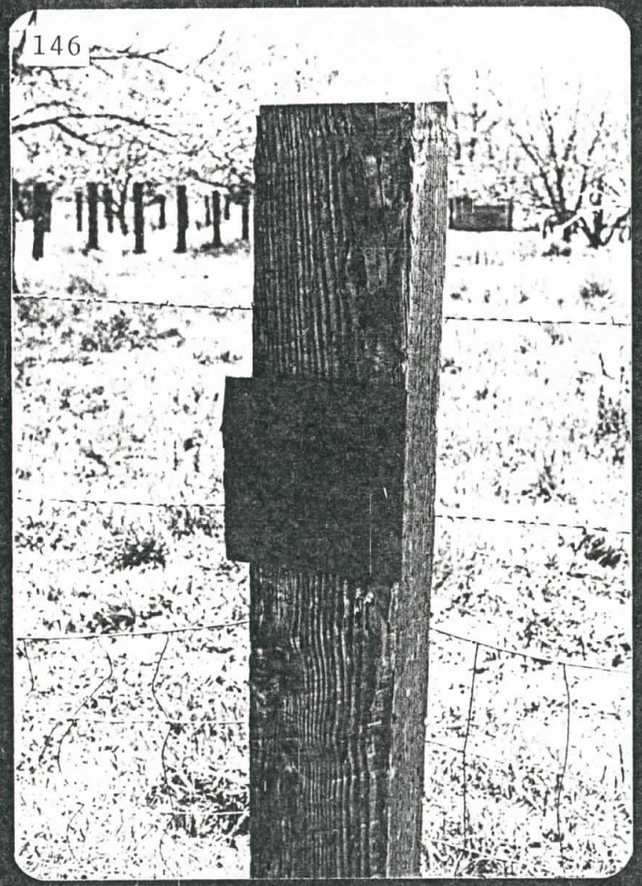

142


143

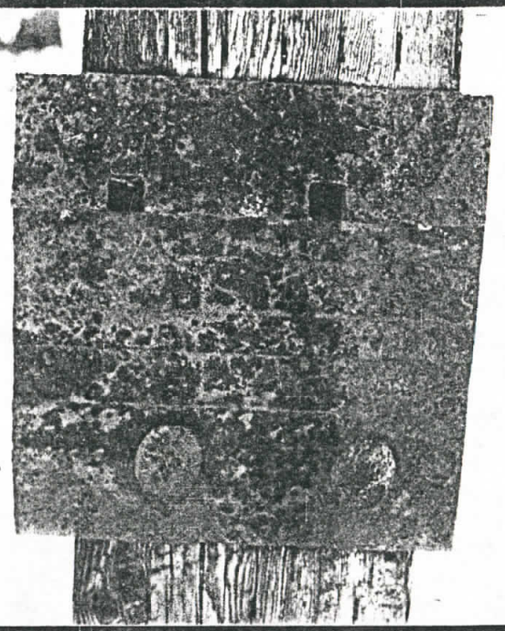

144


145

146

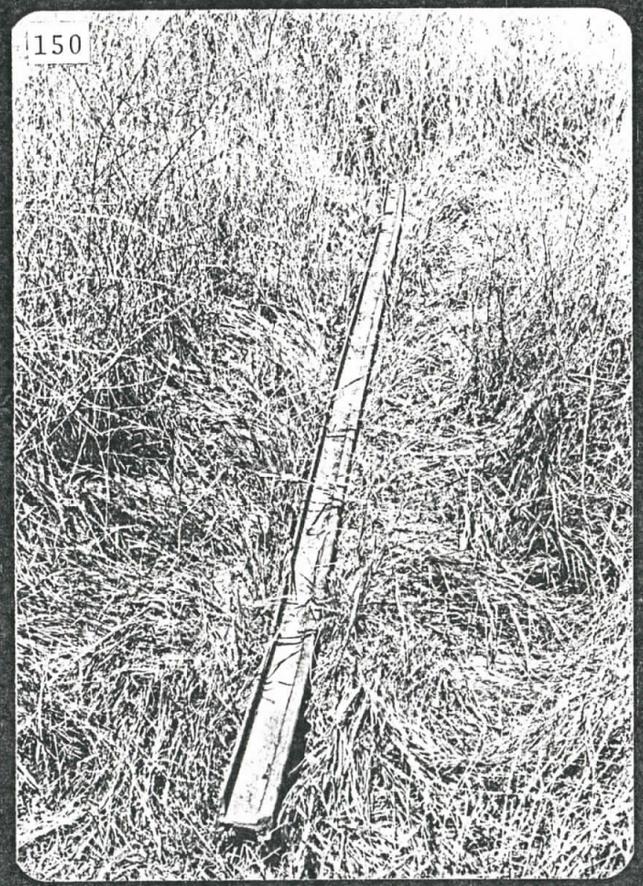


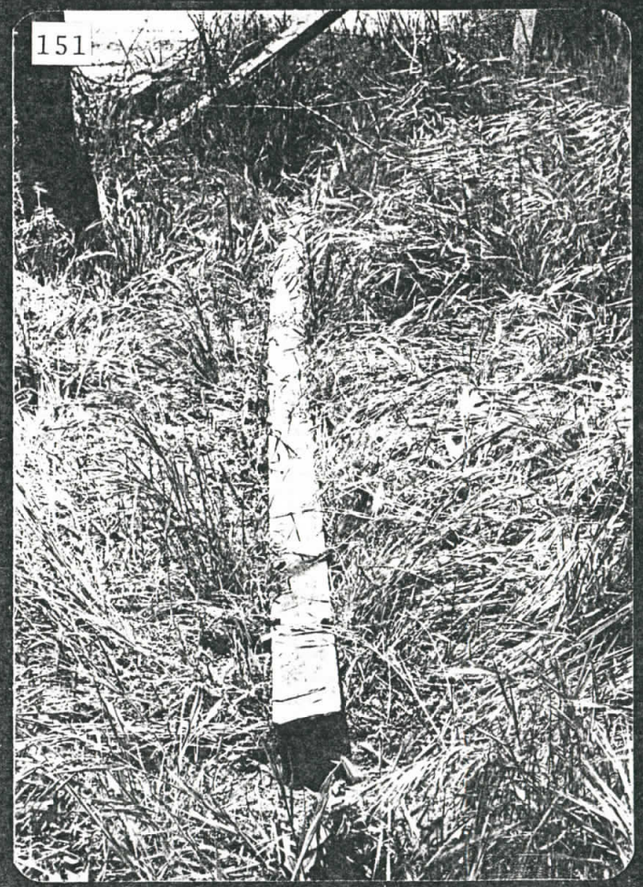
147



149

148

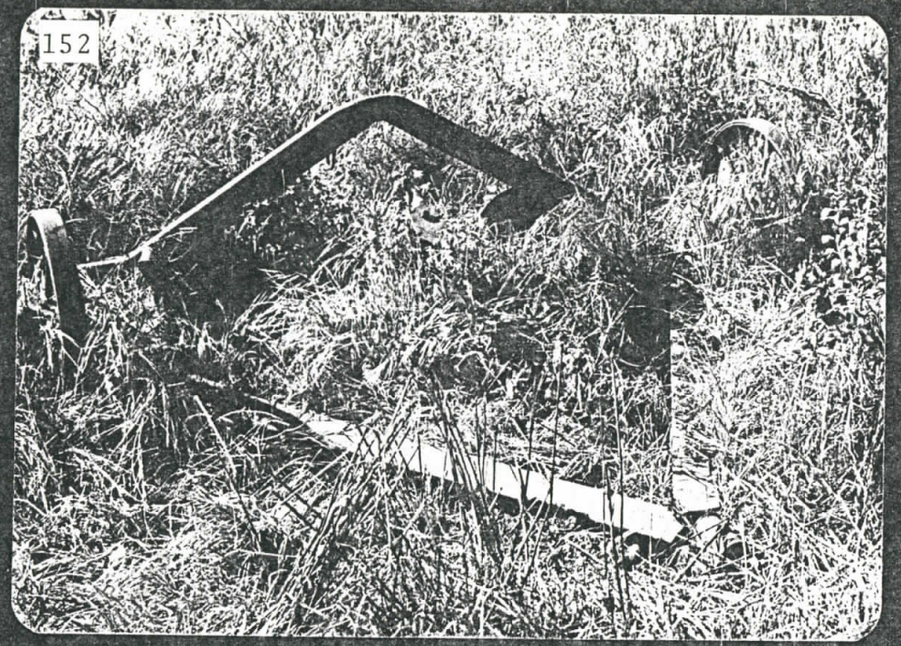

150


151

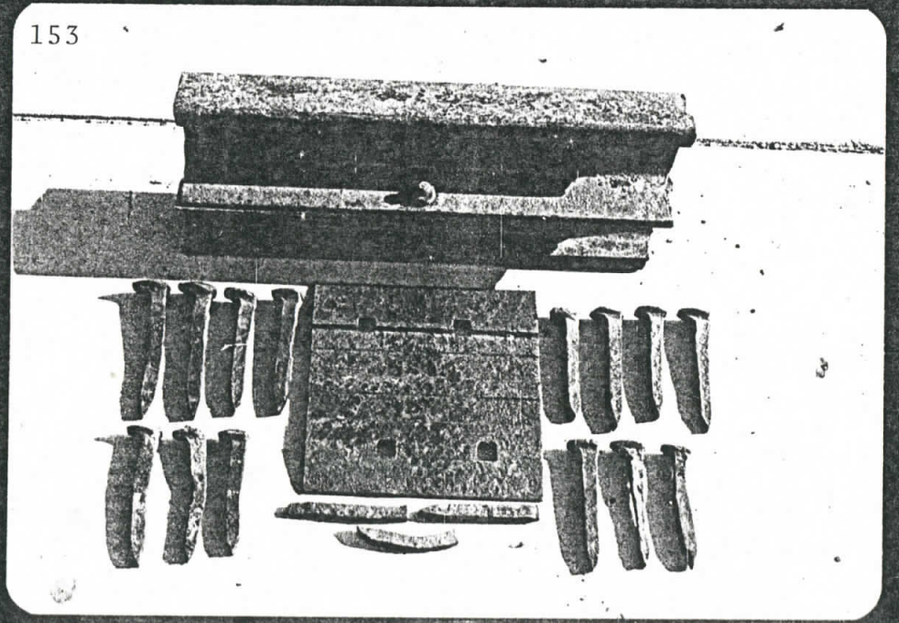
150, 151). This old plow in photo 152 is actually made out of rails. The rails, spikes, and plate in photo 153 were all found by me within the Almaden Valley.

We have now seen the paths and remains of the S.P.C. and S.P. Almaden Branch Railroads. The aerial maps, land surveys, and old maps which follow will assist in locating the routes and stations along these branches. The old maps show the original routes and these routes have been drawn on present days aerial maps in order to give a better idea of where the old beds were located. Also included are some copies of other materials pertaining to these railroads such as time tables, wage books, fares, mileage, and a ticket.

152



153



Conclusion

The Almaden Branch Railroads and the history that goes along with them are very extraordinary. The fact that some of the old railroad beds are remaining today adds to the uniqueness of these railroads. But now many of the old beds are being threatened by housing developments and other construction. Not much can be done to stop the eventual destruction of the old beds. In the future, the old beds will eventually be lost and forgotten under tons of asphalt, concrete, and wood and remembered by only a few. Even the last remaining section of tracks from the original Almaden Branch Railroad between Lick and Alamitos is now becoming an abandoned line. There are now plans to run a trolley line on this section of right-of-way in the future. Soon the S.P. and S.P.C. Almaden Branch Railroad will vanish from the landscape as the last section of railroad and the old railroads beds disappear little by little.

Bibliography

I. Books

1. Beebe, Lucius. The Central Pacific and the Southern Pacific Railroads. Berkeley, 1963, 631 pp.

2. Dunscomb, Guy L. A Century of Southern Pacific Steam Locomotives, 1862-1962. Modesto (California), 1963, 480 pp.

3. Lanyon, Milton and Laurence Bulmore. Cinnabar Hills. Los Gatos, 1967, 128 pp.

4. Mac Gregor, Bruce A. Narrow Gauge Portrait: South Pacific Coast. Felton (California), 1975, 187 pp.

5. ..... South Pacific Coast. Berkeley, 1968, 280 pp.

II. Articles

1. "A Place in History", undated pamphlet, I.B.M., Santa Teresa Laboratory, San Jose, California.

2. Dalke, Scott. "The South Pacific Coast Railroad and the Southern Pacific Railroad in the Almaden Valley", unpublished research paper, Leland High School, Social Science Department, San Jose, California, 1978, 32 pp.

3. Guido, Francis A. "New Almaden Branches: South Pacific Coast Railway, Southern Pacific Railroad", The Western Railroader, The Western Railfan, (Sept.-Oct., 1976), pp. 1-8.

III. Interviews

1. Mr. Clyde Arbuckle (San Jose historian), San Jose, California, March 15, 1979 and April 11, 1979.

2. Mr. Leon J. Athenour Jr. (resident of Almaden area), San Jose, California, March 15, 1979.

3. Mr. Henry Bender Jr. (railroad historian and former engineer), San Jose, California, March 14, 1979.

4. Mr. Raymond C. Benech, (resident of Almaden Valley for 56 years), San Jose, California, March 16, 1979.

5. Mr, and Mrs. George Cahen (residents of Almaden Valley for 35 years), San Jose, California, December 31, 1978.

6. Mr. Scott Dalke (historian and resident of Almaden Valley), San Jose, California, March 23, 1979.

7. Mr. Leo Garcia (resident of Almaden Valley for 18 years), San Jose, California, February 23, 1979.

8. Mr. Francis A. Guido (publisher of The Western Railroader, The Western Railfan magazine), San Mateo, California, March 27, 1979.

9. Mr. Bruce A. Mac Gregor (railroad historian), Palo Alto, California, March 15, 1979.

10. Mr. Ernest Matasci (resident of San Jose for 73 years), San Jose, California, March 15, 1979.

11. Mr. Stanley C. McGuire (railroad historian and former engineer), San Jose, California, March 19, 1979.

12. Mr. J. Mozzone (resident of Almaden Valley for 65 years), San Jose, California, December 30 and 31, 1978.

13. Mrs. J. P. Palermo (resident of Almaden Valley), San Jose, California, November 22, 1978.

14. Mrs. Constance Perham (resident of New Almaden for 53 years and curator of the New Almaden Museum), New Almaden, California, November 3, 1978, March 8 and 19, 1979.

15. Mr. Norbert Pfeiffer (resident of Almaden Valley for 73 years), San Jose, California, April 13, 1979.

16. Mr. Victor Pfeiffer (resident of Almaden Valley), San Jose, California, March 23, 1979.

17. Mr. Vernon J. Sappers (railroad historian), Oakland, California, March 28, 1979.

18. Mr. Gene Vennum (long time San Jose resident), San Jose, California, March 15, 1979 and April 11, 1979.

19. Mr. William A. Wulf (Los Gatos historian), Los Gatos, California, April 2, 6, and 13, 1979.

IV. Other Sources

1. Santa Clara County Map Department, Cindy Yanez, 70 West Hedding Street, San Jose, California. (aerial maps and land surveys).

2. Southern Pacific Transportation Company: Public Relations, William M. Robertson, Southern Pacific Building, One Market Plaza, San Francisco, California.

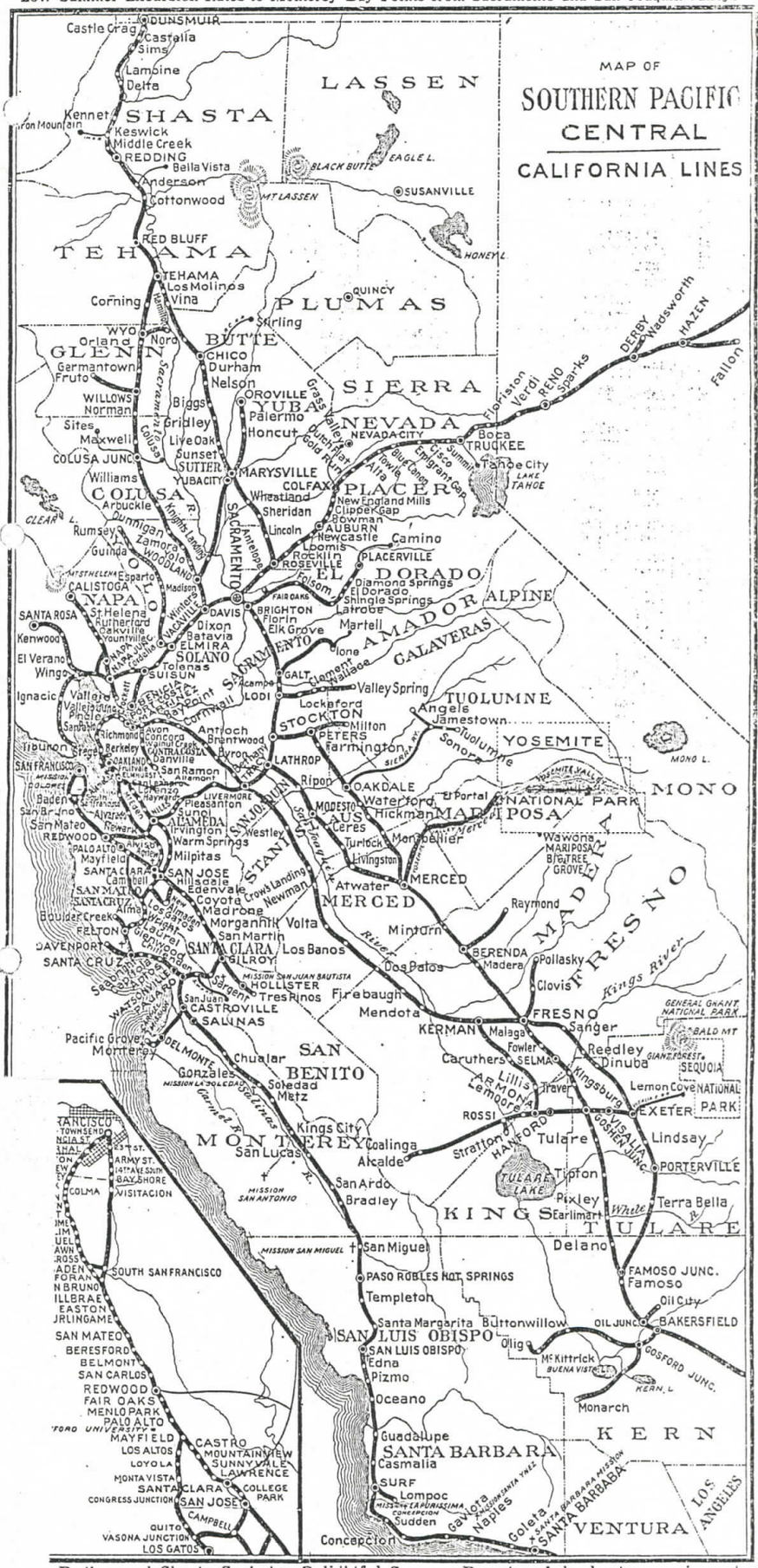
3. University of California, Berkeley:Map Room, University of California, Berkeley, California.

V. Other Works by Author

1. Bernard, James. "More Facts on the Almaden Valley Railroads", unpublished research paper, Leland High School, Social Science Department, San Jose, California, 1979, 23 pp.



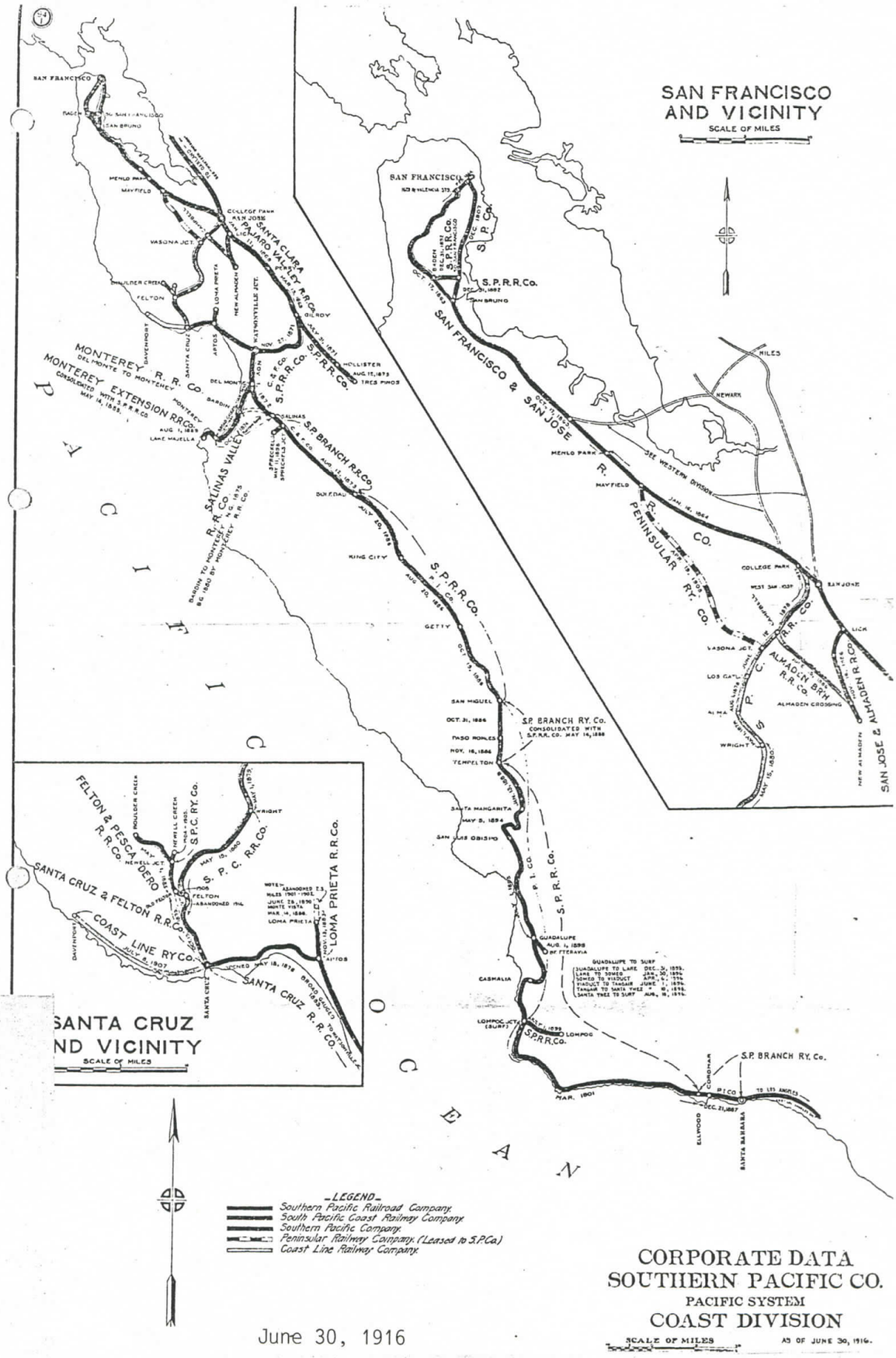
Herrmann Brothers
1890


MAP OF
SOUTHERN PACIFIC
CENTRAL
CALIFORNIA LINES
LASSEN
SHASTA
PLUMAS
TEHAMA
GLENN
BUTTE
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
ALPINE
CALAVERAS
TUOLUMNE
YOSEMITE
MONO
MADERA
FRESNO
KINGS
TULARE
KERN
SAN BENITO
MONTEREY
SANTA CRUZ
SANTA CLARA
SAN MATEO
SAN FRANCISCO
ALAMEDA
CONTRA COSTA
SAN JOAQUIN
STANISLAUS
MERCED
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
LOS ANGELES
NAPA
SOLANO
YOLO
COLUSA
SACRAMENTO
MARIPOSA
Lake Tahoe
Mt. Lassen
Mt. St. Helena
Yosemite Valley
Big Trees
Kings River
Kern River
Tulare Lake
Monterey Bay
Pacific Ocean
Sacramento River
San Joaquin River
Southern Pacific new all rail route to Yosemite Valley and Big Trees via Merced and Yosemite Valley R. R.—Ask agents about all year excursion rates
Lake Tahoe—most wonderful of mountain lakes—watch for special week end excursions—low sum
Region and Shasta Springs—Delightful Summer Resorts—Ask about excursion rates

August, 1908



U.S. Geological Survey
1913 & 1919


SAN FRANCISCO AND VICINITY
SCALE OF MILES
SAN FRANCISCO
SAN FRANCISCO & SAN JOSE R. R. CO.
PENINSULAR RY. CO.
S.P.R.R.Co.
S.P. Co.
S.P. BRANCH RY. Co.
SAN JOSE & ALMADEN R.R.Co.
ALMADEN BRH. R.R. Co.
MONTEREY R. R. Co
MONTEREY EXTENSION R.R.Co.
SALINAS VALLEY R.R. Co
SANTA CLARA VALLEY R.R.Co.
PAJARO VALLEY R.R.Co.
S.P.C. R.R.Co.
FELTON & PESCADERO R.R.Co.
SANTA CRUZ & FELTON R.R.Co.
COAST LINE RY.CO.
SANTA CRUZ R.R.Co.
LOMA PRIETA R.R.Co.
P.I.CO.
SANTA CRUZ AND VICINITY
SCALE OF MILES
PACIFIC OCEAN
LEGEND
Southern Pacific Railroad Company.
South Pacific Coast Railway Company.
Southern Pacific Company.
Peninsular Railway Company. (Leased to S.P.Co.)
Coast Line Railway Company.
CORPORATE DATA
SOUTHERN PACIFIC CO.
PACIFIC SYSTEM
COAST DIVISION
SCALE OF MILES
AS OF JUNE 30, 1916.

June 30, 1916

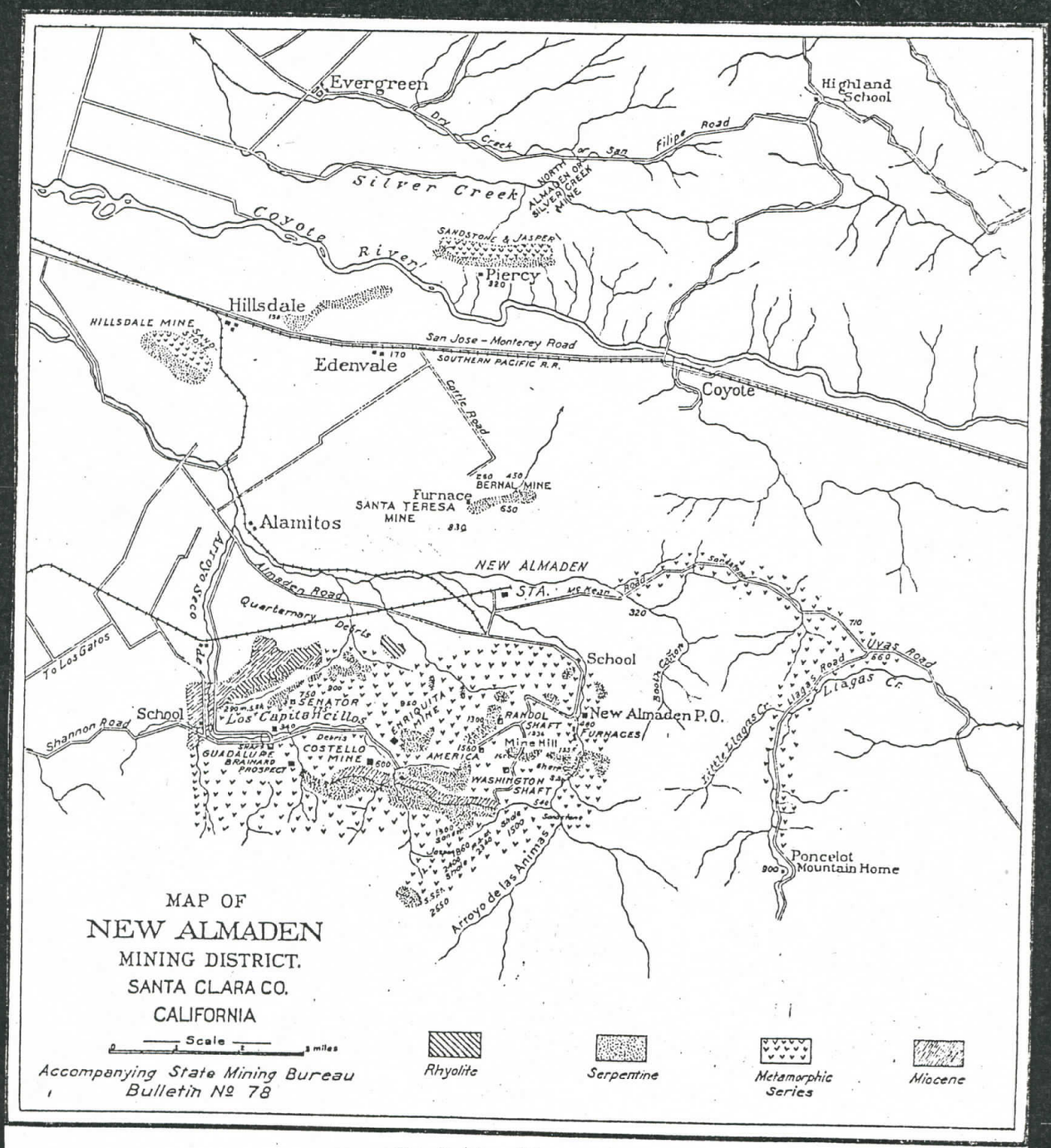
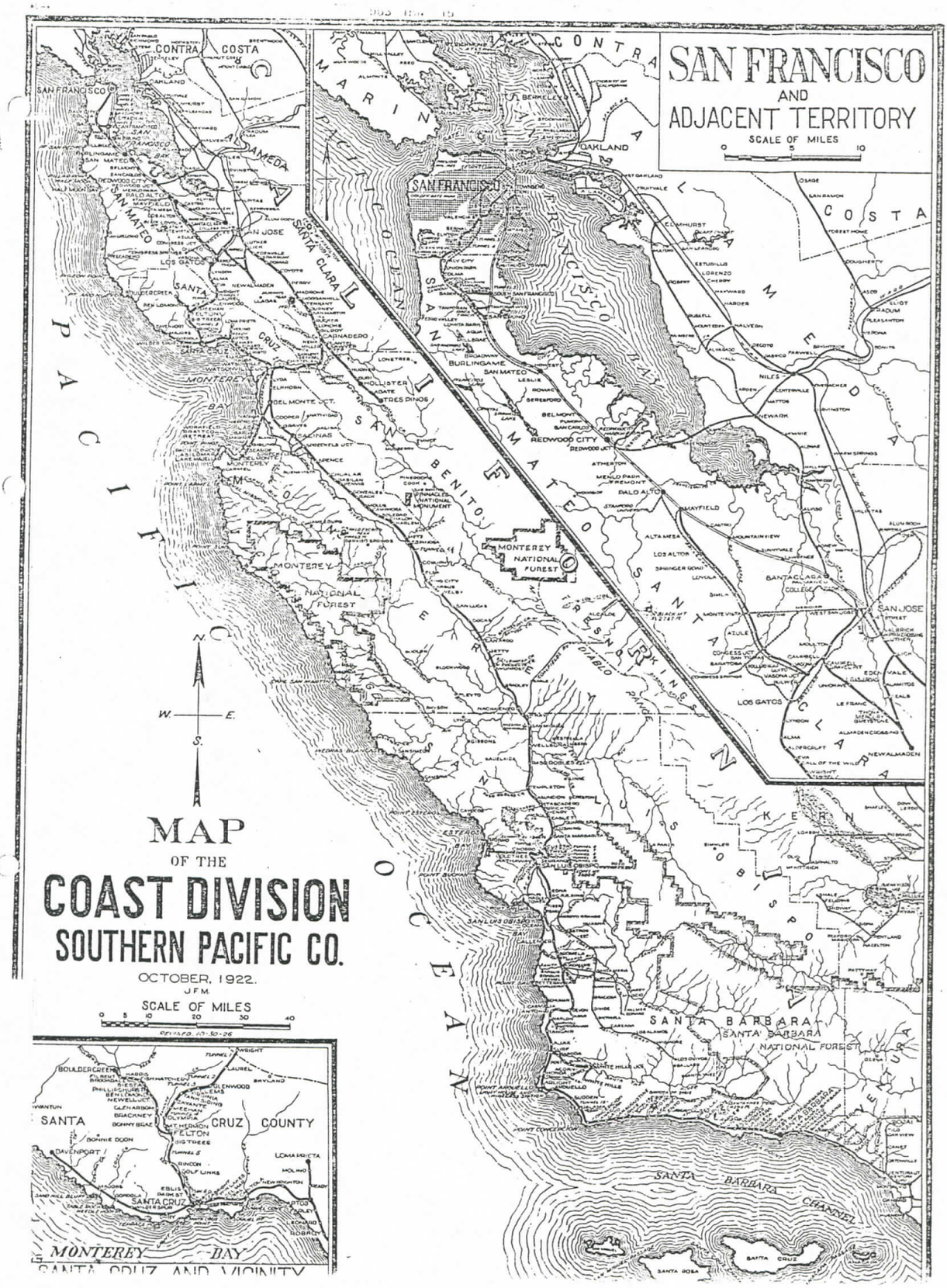
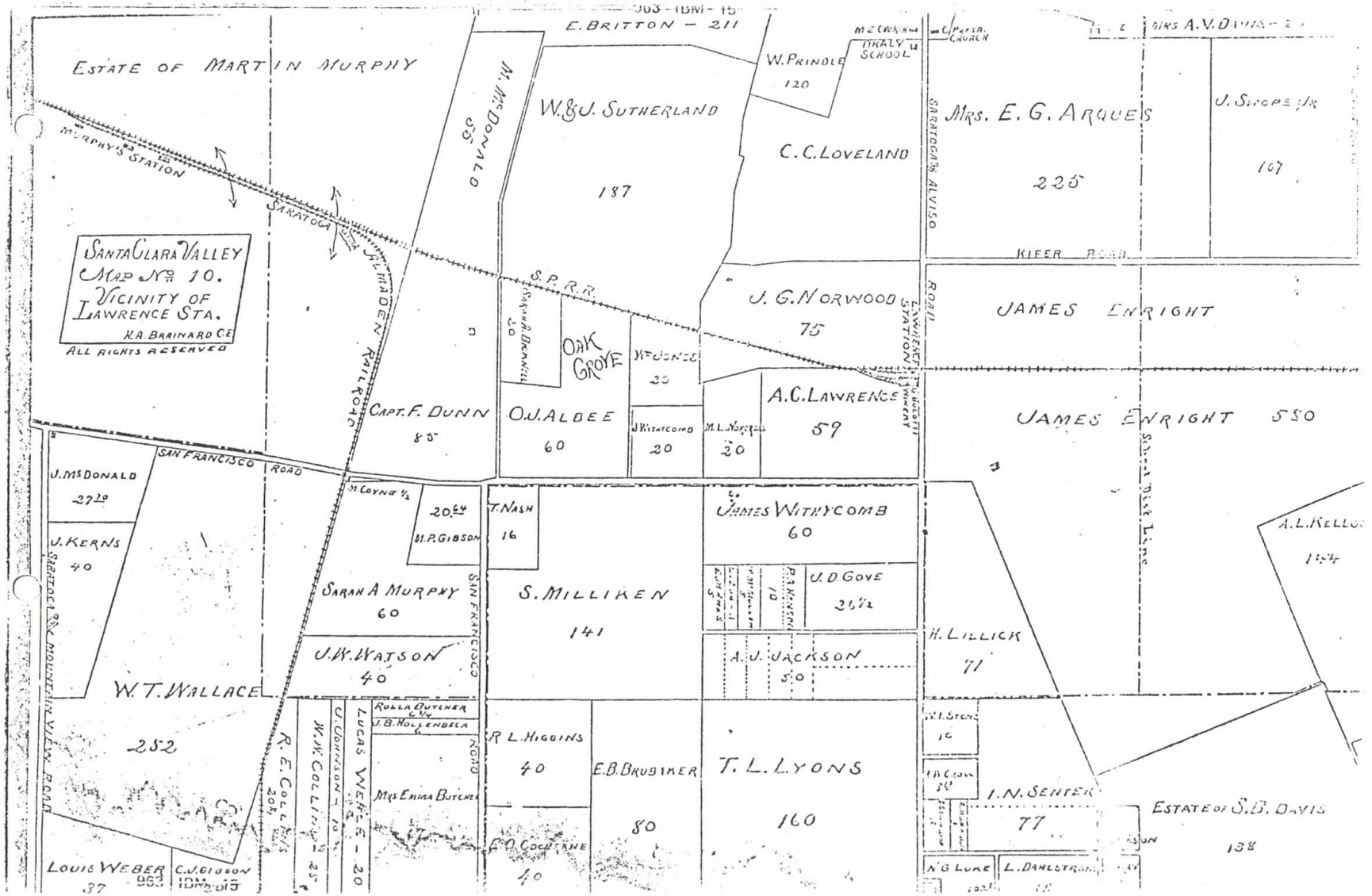


Plate II. Map of New Almaden Mining District.



October, 1922

The Saratoga & Almaden Railroad
1885



LOCAL TIME TABLES

Southern Pacific

SAN FRANCISCO, SACRAMENTO, OAKLAND, SAN JOSE, STOCKTON, FRESNO, BAKERSFIELD, LOS ANGELES

BAY REGION, SANTA CLARA VALLEY, NAPA, VACA AND SONOMA VALLEYS

SACRAMENTO AND SAN JOAQUIN VALLEYS

COAST LINE

AUGUST, 1908

CHAS. S. FEE,
Passenger Traffic Manager.

JAS. HORSBURGH, Jr.
General Passenger Agent.

SAN FRANCISCO, CALIFORNIA.

August, 1908

Santa Clara Valley Excursions from San Francisco, Going via Picturesque Bay Shore

LOS ANGELES AND SANTA CRUZ OR PACIFIC GROVE

PACIFIC GROVE AND SANTA CRUZ, SURF AND LOMPOC, SAN JOSE AND NEW ALMADEN

SACRAMENTO, FAIR OAKS, PLACERVILLE, RED BLUFF, DUNSMUIR, COLFAX, RENO AND OROVILLE

LOS ANGELES, PACIFIC GROVE, SANTA CRUZ

18	10	22	STATIONS	17	9	21
.....	* 6 00	* 9.15	Lv. Santa Cruz..... Ar	10.40	10.40	9.00
.....	6 50	10.10	Lv. Watsonville..... Ar	9.40	9.40	8.55
.....	6 55	10.20	Ar. Pajaro..... Lv	9.30	9.30	8.45
.....	7 30	11.00	Ar. Castroville..... Lv	4 35	8.10	8.15
.....	6.30	10.10	Lv. Pacific Grove..... Ar	9.05	9.05	9.10
.....	6.33	10.20	Lv. Monterey..... Ar	8 55	8.55	8.58
.....	6.43	10.28	Lv. Del Monte..... Ar	8.51	8.51	8.53
.....	7.20	11.00	Ar. Castroville..... Lv	8.15	8.15	8.20
*12.10	7 30	11.10	Lv. Castroville..... Ar	4.35	8.10	8.15
4.12	10.52	2.24	Ar. PasoRoblesHotSprings Lv	12.48	5.10	5.05
6.00	12.40	4.15	Ar. San Luis Obirpo..... Lv	11.00	3.30	2.25
10.20	4.40	8.05	Ar. Santa Barbara..... Lv	6.45	11.25	11.40
2.30	8.40	11.45	Ar. Los Angeles..... Lv	* 2.35	° 7.30	* 8.00

SANTA CRUZ, PACIFIC GROVE AND SALINAS

*6.00	†3.00	*11.05	* 9.15	Lv. Santa Cruz...Ar	10.40	1.50	8 30	9.50
6 30	3.50	12.05	10.10	Lv. Watsonville..Ar	9.40	12.55	7 25	8.55
6 55	4.00	12.15	10.20	Ar. Pajaro.....Lv	9.30	12.45	7 10	8.45
7.30	6.10	1.10	11.10	Ar. Castroville...Lv	9.00	11.52	6 20	8.15
7.50	6.30	1.30	11.30	Ar. Salinas.....Lv	* 8.40	*11.40	*5.45	*8.00
†6 30	*5.10	*12 10	*10.10	Lv. Pacific Grove Ar	9.05	12.50	7 00	8.10
6.38	5 20	12 20	10.20	Lv. Monterey....Ar	8.55	12.40	6 48	8 58
6 43	5 25	12 25	10 28	Lv. Del Monte...Ar	8 51	12 33	6 43	8 53
7 20	6 00	2 00	11 00	Ar. Castroville...Lv	8 15	11.55	6 10	8 20
7 50	6 30	1 30	11 30	Ar. Salinas.....Lv	* 7 55	*11 40	*5 45	†8.00

	Lv. Santa Cruz.....	‡ 8.00	Ar. Salinas..... ‡ 9.50
NOTE—Lv	Pacific Grove.....	‡ 8.10	Ar. Salinas..... ‡ 8.20
	Lv. Salinas.....	‡ 8 20	Ar. Pacific Grove..... ‡10.30

SURF AND LOMPOC

.....	* 6.00	* 1.50	* 8.05	Lv. Surf.... Ar	7.45	1.35	5.45	.....
.....	6.05	2.00	8.10	Lv. Baroda. Lv	7.35	1.30	5.40	.....
.....	6.25	2 35	8 30	Ar. Lompoc. Lv	*7 00	* 1 10	* 5.20	.....

SANTA CRUZ, FELTON, GLENWOOD

.....	*11.45	* 2.45	0	Lv. Santa Cruz.. Ar	8.15	10.55	.....	....
.....	12 11	3.11	6	Lv. Big Trees. ...Lv.	7.49	10.29	.....	....
*10.15	12.15	3.15	7	Ar. Felton.....Lv.	7.45	10.25	12.25	....
10.17	12.17	f	8	Ar. Mt. Hermon .Lv	f	*10.20	*12.20	....
.....	.....	4.05	14	Ar. Glenwood....Lv	* 7.00	.....	.....	....

SAN JUAN PACIFIC RY.

*6.00	* 1.00	* 9.20	0	Lv. Chittenden .....Ar	9.05	11.56	5.10
6.22	1.22	9.42	...	Lv. San Juan Lv	8.35	11.30	4.45
6 25	1 25	9.45	8	Lv. San Juan Junc ..Lv	* 8 30	*11.25	*4 40

SAN JOSE AND NEW ALMADEN

†10.00	Lv. San Jose.. Ar	12.30	* 9 40 Lv. San Jose(4th St.). Ar 12.40
10.50	Lv. Campbell.. Lv	12.15	10 15 Lv. Alamitos.. .... Lv †12.01
11.30	Ar N. Almaden Lv	a11 40	10 50 Ar. New Almaden... Lv c11 15

SACRAMENTO, FAIR OAKS, PLACERVILLE.

.....	* 3.25	† 7.00	Lv. Sacramento..... Ar	9.55	5.00	.....
.....	4.20	8.08	Ar. Fair Oaks Bridge..... Lv	8.58	3.52	.....
.....	4.43	8.50	Lv. Folsom..... Lv	8.25	3.00	.....
.....	5.24	9.53	Lv. Latrobe..... Lv	7.49	2.00	.....
.....	5.50	10.40	Lv. Shingle Springs..... Lv	7.21	1.25	.....
.....	6.12	11.10	Lv. El Dorado..... Lv	7.07	1.05	.....
.....	6.20	11 25	Lv. Diamond Springs..... Lv	7 00	12.55	.....
.....	6.30	11 40	Ar. Placerville..... Lv	* 6.50	†3.40	.....

SACRAMENTO, MARYSVILLE, OROVILLE

.....	* 6.10	*10.00	Lv. Sacramento... Ar	7.55	5.15	4.35	.....
.....	6 45	10.25	Lv. Davis..... Lv	7.25		3.53	.....
.....	7.10	10.45	Lv. Woodland.... Lv	7.00		3.15	.....
.....	7 30	f11.05	Lv. Knights L'd'g. Lv	6.37	VIA ROSEVILLE	2.52	.....
.....	8.12	11.45	Lv. Tudor..... Lv	5.49		2.02	.....
.....	8 40	12 05	Lv. Yuba City.... Lv	5.23		1.43	.....
.....	8.50	12 25	Ar. Marysville.... Lv	5.15	1.25	1.35	.....
.....	9 20	1 48	Ar. Honcut..... Lv	4.45	12.50	12.50	.....
.....	9 37	2 05	Ar. Palermo..... Lv	4.28	12.32	12.32	.....
.....	9 50	2 20	Ar. Oroville..... Lv	* 4.15	*12.15	*12.15	.....

WILLOWS AND FRUTO

* 2.00	Lv. Willows..... Ar	4.40	
f 2.20	Ar. Kurand..... Lv	f 4.20	
3.10	Ar Fruto Lv	* 3 30	

WILLOWS AND HAMILTON

* 5.00	Lv. Willows..... Ar	12.15	
5.35	Lv. Orland Lv	11.40	
6.10	Ar. Hamilton.... Lv	*11.00	

Light face figures A. M. Dark face P. M. *Daily. †Daily, except Sunday. ‡Sunday only. a Mondays only. c Wednesdays and Saturdays only. s Stops to discharge passengers. b Stops on signal to receive passengers. | Meals.

SAN FRANCISCO, SACRAMENTO, TEHAMA, RED BLUFF, DUNSMUIR

16	14	24-32	20-12	20-36	STATIONS	15	13	31 9	11-19	35-
* 8.20	* 2.20	*10.40	* 7.00	* 7.00	Lv. San Francisco..Ar	9.28	12.28	1.08	7.28	7
....	5.35	1.45	10.25	10.25	Ar. Davis Lv	s 6.10	9.23	.....	3.58	3
11.55	.....	2.10	.....	11.00	Ar. Sacramento...Lv	5.45	.....	9.55	.....	3.
.....	5.05	.....	10.05	.....	Lv. Sacramento... Lv	.....	10.55	.....	4.46	....
.....	5.45	.....	10.35	.....	Lv. Davis..... Ar	.....	9.15	.....	3.46	....
.....	6.05	.....	10.55	.....	Lv. Woodland ... Lv	.....	8.49	.....	3.25	....
.....	6.18	.....	11.06	.....	Lv. Yolo..... Lv	.....	8.35	.....	3.09	....
.....	6.31	.....	11.17	.....	Lv. Zamora..... Lv	.....	8.25	.....	2.57	....
.....	6.49	.....	11.35	.....	Lv. Dunnigan.... Lv	.....	8.07	.....	2.40	....
.....	7.13	.....	f12.21	.....	Lv. Arbuckle..... Lv	.....	7.44	.....	2.16	....
.....	7.37	.....	12.45	.....	Lv. Williams..... Lv	.....	7.16	.....	1.53	....
.....	7.48	.....	12.55	.....	Lv. Colusa Junc. Lv	.....	7.07	.....	1.41	....
.....	7.57	.....	1.05	.....	Lv. Maxwell..... Lv	.....	6.56	.....	1.32	....
.....	8.36	.....	1.45	.....	Lv. Willows..... Lv	.....	6.14	.....	f12.50	....
.....	8.52	.....	2.00	.....	Lv. Germantown .Lv	.....	5.57	.....	12.15	....
.....	9.12	.....	2.19	.....	Lv. Orland..... Lv	.....	5.35	.....	11.53	....
.....	9.41	.....	2.50	.....	Lv. Corning..... Lv	.....	5.03	.....	11.23	....
.....	9.55	.....	3.15	.....	Ar. Tehama..... Lv	.....	4.45	.....	11.05	....
*12.15	.....	* 8.30	.....	*11.40	Lv. Sacramento... Ar	5.30	.....	9.40	.....	8.
1.00	.....	4.15	.....	12.22	Lv. Roseville..... Lv	4.45	.....	9.05	.....	2.
1.20	.....	4.35	.....	12.41	Lv. Lincoln..... Lv	4.20	.....	8.45	.....	2.
.....	.....	4.49	.....	12.54	Lv. Sheridan..... Lv	.....	.....	8.31	.....	2.
1.40	.....	4.55	.....	1.00	Lv. Wheatland... Lv	3.55	.....	8.25	.....	1.
2.12	.....	5.20	.....	1.26	Lv. Marysville.... Lv	3.20	.....	7.55	.....	1.
.....	.....	f	.....	f	Lv. Sunset..... Lv	.....	.....	f	.....	f
.....	.....	5.48	.....	1.55	Lv. Live Oak..... Lv	.....	.....	7.28	.....	1.
3.02	.....	6.02	.....	2.07	Lv. Gridley..... Lv	2.35	.....	7.18	.....	12.
3.10	.....	6.09	.....	2.16	Lv. Biggs..... Lv	2.26	.....	7.10	.....	12.
.....	.....	6.20	.....	2.26	Lv. Nelson..... Lv	.....	.....	6.53	.....	12.
.....	.....	6.43	.....	2.50	Lv. Durham..... Lv	.....	.....	6.40	.....	12.
4.00	.....	6.55	.....	3.04	Lv. Chico..... Lv	1.40	.....	6.25	.....	11.
.....	.....	7.10	.....	3.19	Lv. Nord..... Lv	.....	.....	6.11	.....	11.
4.42	.....	7.31	.....	3.44	Lv. Vina..... Lv	1.00	.....	5.53	.....	11.
.....	.....	f7.44	.....	f 3.58	Lv. Los Molinos.. Lv	.....	.....	f 5.40	.....	f11.
5.05	.....	7.50	.....	4.05	Ar. Tehama..... Lv	12.40	.....	5.33	.....	10.
5.05	9.55	7.50	3.15	4.05	Lv. Tehama..... Ar	12.40	4.45	5.33	11.05	10.
5.30	10.20	8.15	3.40	4.30	Ar. Red Bluff..... Lv	12.15	4.20	* 5.10	*10.40	10.
6.15	11.21	.....	.....	5.15	Lv. Cottonwood.. Lv	11.22	3.20	.....	.....	9.
6.28	11.35	.....	.....	5.30	Lv. Anderson..... Lv	11.10	3.00	.....	.....	9.
6.55	12.01	.....	.....	6.00	Lv. Redding..... Lv	10.45	2.25	.....	.....	9.
7.12	12.15	.....	.....	6.18	Lv. Keswick..... Lv	10.29	2.07	.....	.....	9.
7.52	12.45	.....	.....	6.51	Lv. Kennet..... Lv	9.53	1.32	.....	.....	8.
8.45	1.45	.....	.....	7.50	Lv. Delta..... Lv	8.42	12 35	.....	.....	7.
f 9.52	f 2.37	.....	.....	8.52	Lv. Castella..... Lv	f 7.30	11.44	.....	.....	6.
f10.05	.....	.....	f	9.00	Lv. Castle Crag .. Lv	f 7.18	11.36	.....	f	5.
10.20	2.55	.....	.....	9.15	Ar. Dunsmuir.... Lv	* 7.05	*11 25	.....	*	5.

SAN FRANCISCO, SACRAMENTO, AUBURN, COLFAX, RENO, TRUCKEE

10	6	24-34	4	24	STATIONS	23	9 Daily	3	33 9	6
* 9 00	* 6 20	*10.40	* 9.00	*10 40	Lv. San Francisco..Ar	7.48	1.08	4.48	1.08	7.
12.30	10 00	2.10	12 35	2 10	Ar. Sacramento...Lv	4.20	9.55	11.55	9.55	4.
*12.45	*10.30	* 5.00	*12.50	* 2.30	Lv. Sacramento... Ar	4 05	9 50	11.20	9.30	4.
1.18	11.05	5.42	1.50	3.15	Lv. Roseville Lv	3.20	9.15	10.40	8.55	3.
.....	11 20	5.54	1.40	3 30	Lv. Rocklin..... Lv	3.10	.....	10.30	8.47	2.
.....	f11.32	6.02	f 1.48	3.50	Lv. Loomis..... Lv	f 3.00	.....	f10.22	8.40	f 2.
.....	f11.41	6.12	f 1.57	4.00	Lv. Penryn..... Lv	f 2.50	.....	f10.14	8.31	f 2.
.....	11.55	6.22	2.08	4.12	Lv. Newcastle..... Lv	2.38	.....	10.05	8.22	2.
2.20	12.20	6.40	2.36	4.32	Lv. Auburn..... Lv	2.20	.....	9.50	8.08	2.
.....	.....	6.50	.....	f 4.43	Lv. Bowman..... Lv	.....	.....	.....	8.00	f 1.
.....	.....	7.00	.....	f 4 55	Lv. Clipper Gap... Lv	f 1.57	.....	.....	7.52	f 1.
.....	.....	f 7.08	.....	f 5.05	Lv. Applegate.... Lv	f 1.49	.....	.....	f 7.45	f 1.
.....	.....	7.18	.....	f 5 15	Lv. New Eng.Mills Lv	f 1.38	.....	.....	7.38	f 1.
3.37	1.45	7.30	3.30	5.35	Ar. Colfax..... Lv	1.24	7.45	8.55	* 7.25	1.
.....	f 2.39	.....	.....	6 25	Ar. Dutch Flat.... Lv	12 49	.....	8.16	.....	f12.
5.25	3.28	.....	5.40	7.15	Ar. Blue Canyon.. Lv	12.15	6.32	7.40	.....	12.
.....	f 3.53	.....	.....	7.38	Ar. Emigrant Gap Lv	11 59	.....	7.20	.....	f11.
7.07	5.32	.....	7.40	9 00	Ar. Summit..... Lv	10 55	5.10	6.15	.....	10.
7.55	6.25	.....	8.30	9 55	Ar. Truckee..... Lv	9 55	4.25	5.10	.....	9.
8.17	6.57	.....	8.54	10 25	Ar. Boca Lv	9.15	.....	4.39	.....	9.
8.33	7.13	.....	.....	10 45	Ar. Floriston..... Lv	8 55	.....	f 4.21	.....	9.
.....	7.36	.....	.....	11.28	Ar. Verdi..... Lv	8 18	.....	f 3.56	.....	8.
9.55	8.35	.....	10 25	12.15	Ar. Reno Lv	* 7 16	* 3 10	° 3.25	.....	* 8.

August, 1908

SOUTHERN PACIFIC

CALIFORNIA

COAST LINE
VALLEY LINES

LOCAL AND SUBURBAN
SCHEDULES

MAY, 1913

SUBJECT TO CHANGE WITHOUT NOTICE

CHAS. S. FEE,
Passenger Traffic Manager.

JAS. HORSBURGH, JR.,
General Passenger Agent.

SAN FRANCISCO, CALIFORNIA

May, 1913

SAN FRANCISCO, BERKELEY, OAKLAND, ALAMEDA
SAN JOSE, GILROY, TRES PINOS, SANTA CRUZ, DEL MONTE
PACIFIC GROVE, SALINAS

WELLS, FARGO & CO. EXPRESS

18 Daily	76 Daily	10 Daily	30 Daily	28 Daily	24 Daily	20 Daily	22 Daily	32 Daily	Mls	STATIONS	17 Daily	9 Daily	75 Daily	29 Daily	27 Daily	23 Daily	31 Daily	19 Daily	21 Daily
										San Francisco									
10 00	8 00	4 00	3 00	2 00	9 00	8 00	7 00	5 45	0	Lv. 3rd & Townsend St. Ar	8 25	9 15	9 45	10 10	12 30	4 00	8 00	5 50	10 30
			3 28		9 28			6 16	16	Lv.. Burlingame ..Ar				9 41		3 29			
			3 32	p2 30	9 32			6 21	18	Lv..... San Mateo ...Ar				9 36	11 57	3 25	7 28		
†10 43	THE	SUNSET	3 46	p2 40	9 45	SHORE	COASTER	6 39	25	Lv.... Redwood ....Ar	7 39	SUNSET	THE	9 24	11 44	3 12	7 15	SHORE	COASTER
			3 58	p2 47	9 54			6 51	30	Lv.... Palo Alto ....Ar				9 13	11 35	3 01	7 06		
			4 01		9 58			6 55	32	Lv..... Mayfield .....Ar					11 32				
			4 08		10 05			7 03	36	Lv.. Mountain View ..Ar					11 26	2 51	6 50		
			4 24		10 20			7 18	44	Lv.... Santa Clara ...Ar				8 53	11 10	2 37	6 41		
11 20	9 10	5 10	4 30	3 10	10 30	9 10	8 10	7 25	47	Ar. San Jose Market St. Lv	7 00	8 00	8 35	8 47	11 04	2 30	6 35	8 40	9 20
9 00	6 20	2 40	1 00	1 00	8 00	6 40	.....	.....	0	Lv San Francisco Mkt. St Ar	9 30	1 50	1 50	1 50	1 50	5 50	10 00	11 20	11 20
9 30	6 47	3 07	1 27	1 27	8 27	7 07	.....	.....	4	Lv.. Oakland Pier ..Ar	9 00	1 20	1 20	1 20	1 20	6 20	9 35	10 50	10 50
9 39	6 55	3 16	1 36	1 36	8 35	7 16	.....	.....	7	Lv.. Oakland, 1st St. ..Ar	8 51	1 10	1 10	1 10	1 10	5 10	9 25	10 43	10 43
8 50	6 10	2 30	12 50	12 50	7 50	6 30	.....	.....	0	Lv.... Berkeley .....Ar	9 17	1 57	1 57	1 57	1 57	5 57	10 17	11 37	11 37
9 17	6 44	2 25	1 25	1 25	8 24	7 05	.....	.....	0	Lv..... Alameda .....Ar	8 40	1 20	1 20	1 20	1 20	5 20	9 40	11 00	11 00
9 47	7 04	3 26	1 45	1 45	8 42	7 26	.....	.....	10	Lv..... Fruitvale Lv	8 35	1 00	1 00	1 00	1 00	5 00	9 13	10 36	10 36
f11 00	.....	.....	.....	.....	10 10	.....	.....	.....	45	Ar.... Santa Clara ...Lv	.....	.....	.....	.....	.....	3 45	7 55	.....	.....
11 10	8 40	5 05	3 05	3 05	.....	9 00	.....	.....	47	Ar San Jose, Market St Lv	7 10	11 30	11 30	11 30	11 30	.....	.....	9 25	9 25
11 35	9 13	5 18	4 35	3 15	10 35	9 14	8 15	7 30	47	Lv San Jose, Market St. Ar	6 50	7 55	8 31	8 42	10 59	2 22	6 28	8 36	9 10
.....			f4 50	.....	f10 47		.....	f 7 43	56	Lv..... Hillsdale Lv	.....			f8 27		f 2 08			
.....			4 55	.....	f10 52		.....	f 7 49	58	Lv..... Edenvale Lv	.....			8 20		f 2 03	f 6 10		
.....			5 06	.....	11 03		.....	8 04	63	Lv..... Coyote Lv	.....			8 04		1 61	6 00		
f12 01			f5 12	.....	f11 09		.....	f 8 10	66	Lv..... Perry Lv	.....			f7 53		f 1 45	5 50		
.....			f5 17	.....	f11 14		.....	f 8 15	69	Lv..... Madrone Lv	.....			7 46		1 39			
12 15	LARK	EXPRESS	6 22	f3 48	11 18	LINE LIMITED	f 8 52	8 19	71	Lv... Morganhill ...Lv	.....			7 41	f10 23	1 34	5 40	LINE LIMITED	
.....			.....	.....	f11 21		.....	f 8 22	72	Lv..... Tennant Lv	.....			f7 35		f 1 30			
.....			5 32	.....	11 27		.....	8 27	75	Lv... San Martin ...Lv	.....			7 29		1 25	f 5 32		
.....			f5 37	.....	f11 31		.....	f 8 32	77	Lv..... Rucker Lv	.....			f7 23		f 1 20	f 5 26		
12 35			6 47	4 02	11 41	.....	9 08	8 44	81	Ar..... Gilroy Lv	5 53			7 15	10 05	1 14	5 20	.....	8 11
			5 50	.....	1 20	.....	.....	9 15	81	Lv..... Gilroy .....Ar	.....			7 06	.....	11 35	6 00	.....	
			6 20	.....	1 50	.....	.....	9 45	95	Ar..... Hollister Lv	.....			6 35	.....	11 05	4 23	.....	
			6 35	.....	2 10	.....	.....	10 05	101	Ar... Tres Pinos ...Lv	.....			6 20	.....	10 50	4 00	.....	
12 35			5 47	4 02	11 41	.....	.....	8 44	81	Lv..... Gilroy .....Ar	5 53			7 15	10 05	1 14	5 20	.....	8 11
.....			.....	.....	f11 48	.....	.....	f 8 52	84	Lv..... Miller Lv	.....			.....	.....	f 1 01	.....	.....	
			6 57	4 12	11 54	.....	.....	8 57	87	Lv..... Sargent Lv	.....			f7 03	9 50	12 56	5 02	.....	
.....			.....	.....	f11 58	.....	.....	.....	89	Lv..... Betabel Lv	.....			.....	.....	f12 52	.....	.....	
			f6 05	f4 20	f12 04	.....	.....	f 9 06	92	Lv..... Chittenden Lv	f5 28			f6 55	.....	f12 47	f 4 50	.....	
			6 11	.....	12 11	.....	.....	9 12	95	Lv..... Aromas Lv	f5 21			6 49	.....	12 41	4 45	.....	
			.....	.....	f12 16	.....	.....	f 9 18	97	Lv..... Vega Lv	.....			.....	.....	f12 36	.....	.....	
No.117	1 06	10 27	6 39	6 20	4 33	12 22	10 34	9 38	9 25	100	Ar..... Pajaro Lv	5 09	6 25	7 05	6 39	9 25	12 30	4 33	7 12	7 36	No.124
* 6 25	.....	.....	.....	7 35	4 45	12 30	10 40	9 39	9 39	100	Ar..... Pajaro .....Ar	.....	.....	.....	.....	9 15	12 20	4 20	6 10	6 10	10 30
6 30	.....	.....	.....	7 40	4 50	12 40	10 45	9 44	9 44	102	Lv... Watsonville ...Lv	.....	.....	.....	.....	9 03	12 14	4 08	6 01	6 01	10 26
f 6 35	.....	.....	.....	f7 44	f4 55	f12 44	f10 50	9 49	f 9 49	104	Lv..... Nuga Lv	.....	.....	.....	.....	f 8 56	f12 09	f 4 03	f 5 55	5 55	f10 21
f 6 42	.....	.....	.....	f7 50	f5 03	f12 50	f10 57	f 9 55	f 9 55	107	Lv..... Ellicott Lv	.....	.....	.....	.....	f 8 47	f12 01	f 3 53	f 5 47	5 47	f10 13
f	f	f	f	f	f	f	f	f	109	Lv..... Manresa Lv	.....	.....	.....	.....	f	f	f	f	f	f
f	f	f	f	f	f	f	f	f	110	Lv..... Leonard Lv	.....	.....	.....	.....	f	f	f	f	f	f
6 52	.....	.....	8 00	5 15	1 00	11 07	10 05	10 05	113	Lv..... Aptos Lv	.....	.....	.....	.....	8 35	11 49	3 40	5 35	5 35	9 55
f	.....	.....	f	f	f	f	.....	f	114	Lv.. New Brighton ..Lv	.....	.....	.....	.....	f	f	f	f	f	f
7 00	.....	.....	8 07	5 28	1 07	11 17	10 12	10 12	116	Lv..... Capitola Lv	.....	.....	.....	.....	8 25	11 42	3 33	5 28	5 28	9 45
f	.....	.....	f	f	f	f	f	f	117	Lv..... Del Mar Lv	.....	.....	.....	.....	f	f	f	f	f	f
f	.....	.....	f	f	f	f	f	f	118	Lv.... Twin Lakes Lv	.....	.....	.....	.....	f	f	f	f	f	f
f	.....	.....	f	f	f	f	f	f	119	Lv..... Seabright Lv	.....	.....	.....	.....	f	f	f	f	f	f
7 15	.....	.....	8 25	5 40	1 20	11 30	10 25	10 25	120	Ar... Santa Cruz ...Lv	.....	.....	.....	.....	8 10	11 30	3 20	5 15	5 15	* 9 30
*12 40	.....	.....	1 12	10 30	6 43	6 24	4 40	12 40	10 38	9 41	.....	100	Lv..... Pajaro .....Ar	5 05	6 22	7 02	6 39	9 22	12 05	4 20	7 09	7 31	No.
f12 52	.....	No.142	No.140	.....	.....	f6 37	z4 54	f12 52	.....	.....	.....	106	Lv..... Elkhorn Lv	.....	.....	.....	y6 26	.....	f11 52	f 4 10	.....	.....	145
1 05	.....	.....	1 36	10 47	7 11	6 50	5 10	1 05	10 57	10 04	.....	110	Ar... Castroville ...Lv	4 42	6 00	6 44	6 17	9 00	11 42	4 00	6 50	7 11	
1 05	‡ 9 00	* 6 45	.....	.....	.....	7 15	5 10	1 05	11 00	11 00	.....	110	Lv... Castroville ...Ar	.....	.....	.....	6 15	9 00	10 50	3 55	6 40	6 40	5 05
f1 10	f 9 05	f 6 50	.....	.....	.....	f7 20	.....	f 1 10	f11 05	f11 05	.....	112	Lv..... Nashua Lv	.....	.....	.....	f6 10	.....	f10 40	f 3 47	f 6 35	6 35	f4 57
f1 15	f 9 10	f 6 55	.....	.....	.....	f7 25	.....	f 1 15	f11 10	f11 10	.....	113	Lv..... Neponset Lv	.....	.....	.....	f6 05	.....	f10 35	f 3 42	f 6 30	6 30	f4 52
f	f	f	.....	.....	.....	f	.....	f	f	f	.....	114	Lv..... Lapis Lv	.....	.....	.....	f	.....	f	f	f	f	f
f1 20	f 9 23	f 7 00	.....	.....	.....	f7 30	.....	f 1 20	f11 15	f11 15	.....	115	Lv..... Bardin Lv	.....	.....	.....	f6 01	.....	f10 31	f 3 37	f 6 27	f 6 27	f4 47
f1 27	f 9 30	f 7 07	.....	.....	.....	f7 37	.....	f 1 27	f11 22	f11 22	.....	120	Lv..... Gigling Lv	.....	.....	.....	f5 54	.....	f10 24	f 3 30	f 6 19	f 6 19	f4 40
f1 34	f 9 41	f 7 14	.....	.....	.....	f7 44	.....	f 1 34	f11 29	f11 29	.....	123	Lv..... Seaside Lv	.....	.....	.....	f5 48	.....	f10 18	f 3 23	f 6 13	f 6 13	f4 33
1 38	9 45	7 20	.....	.....	.....	7 49	5 42	1 38	11 35	11 35	No.112	125	Ar.... Del Monte Lv	.....	.....	.....	5 44	8 30	10 14	3 20	6 09	6 09	4 30
1 41	9 50	7 23	.....	.....	.....	7 55	5 46	1 41	11 40	11 40	Daily	126	Ar.... Monterey Lv	.....	.....	.....	5 40	8 18	10 10	3 15	6 05	6 05	4 25
1 55	10 00	7 36	.....	.....	.....	8 05	5 55	1 55	11 50	11 50	Ex Su.	128	Ar... Pacific Grove ...Lv	.....	.....	.....	5 30	8 10	10 00	3 05	5 55	5 55	4 15
1 36	10 47	7 11	6 50	5 15	1 15	10 57	10 04	9 05	110	Lv... Castroville ...Ar	4 42	6 00	6 44	6 17	8 55	11 42	† 3 55	6 50	7 11		
			f7 03	f5 22	f 1 22	.....	.....	f 9 12	114	Lv..... Cooper Lv	.....	.....	.....	f6 07	f 8 41	f11 32	† 3 41	.....	.....		
			f7 07	f5 27	f 1 26	.....	.....	f 9 17	116	Lv..... Graves Lv	.....	.....	.....	f6 04	f 8 37	f11 28	† 3 37	.....	.....		
1 50	11 01	7 25	7 15	5 40	1 34	11 10	10 16	9 30	118	Ar..... Salinas Lv	4 26	x5 45	6 31	6 00	8 30	11 22	† 3 30	6 36	6 56		

Stages leave Monterey for Carmel (5 miles) *8.00, *11.55, *1.55, *6.55; Arrive Monterey *8.00, *9.20, *10.00, *4.00, *6.00.

SAN JOSE AND NEW ALMADEN

	Mon. Fri.		Mon. Fri.
Lv West San Jose	10 00	Lv New Almaden	11 10
Lv Campbell	10 15	Lv Hillsdale	11 55
Ar New Almaden	11 00	Ar San Jose, Market St.	12 15

PACIFIC COAST RY.

*1 05	.....	0	Lv..... Port San Luis ..... Ar	12 20	.....		
1 45	.....	10	Ar..... San Luis Obispo Lv	11 40	.....		
3 05	*6 45	10	Lv San Luis Obispo, S. P. Depot Ar	11 13	2 10		
5 04	8 45	48	Ar..... Orcutt..... Lv	*9 15	12 05		
6 50	═══	76	Ar..... Los Olivos..... Lv	═══	*10 10		

PACIFIC COAST RAILWAY ELECTRIC LINE

0	Lv Guadalupe..	* 7 30	* 1 00	* 3 35	* 10 00	.....	.....
9	Ar Santa Maria	8 00	1 30	4 05	10 30	.....	.....
0	Lv Santa Maria	* 6 30	* 12 25	* 2 30	* 9 20	.....	.....
9	Ar Guadalupe..	7 00	12 55	3 00	9 50	.....	.....

The "Mission Play"
AT SAN GABRIEL, CAL.
Two performances daily, except Monday

LOW RATES EAST
May, June, July, August, September
ASK SOUTHERN PACIFIC AGENTS

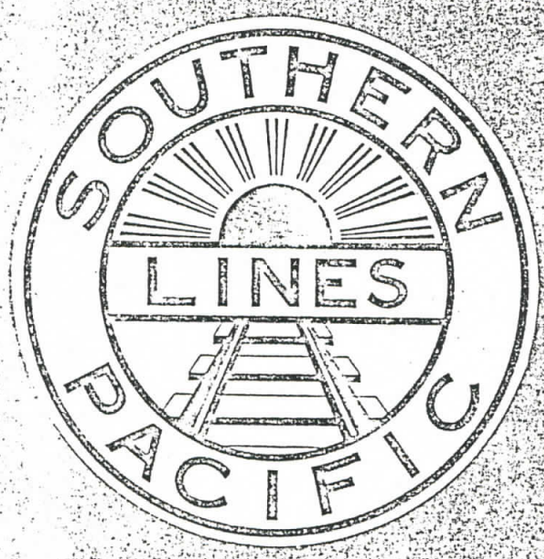
International C. E. Convention
JULY 9 TO 14, 1913
LOS ANGELES, CALIFORNIA

Light face figures A. M. Dark face figures P. M. *—Daily. †—Daily except Sunday. ‡—Sunday only. x—Trains 10 and 9 do not carry passengers between any stations, San Francisco and Salinas. p—Stops on signal to receive passengers for points south of San Jose. f—Flag stop to receive or discharge passengers. y—Mondays and Thursdays. z—Tuesdays and Saturdays. (36-4L)

CASA DEL REY, AN IDEAL RESORT FACING SANTA CRUZ BAY—SEASON MAY-OCTOBER

May, 1913

SOUTHERN PACIFIC LINES



LOCAL AND THROUGH PASSENGER TIME TABLES

SUBJECT TO CHANGE WITHOUT NOTICE

December 22, 1916

COAST LINE—SAN FRANCISCO, OAKLAND, SAN JOSE

GILROY, TRES PINOS, SANTA CRUZ, DEL MONTE, PACIFIC GROVE, SALINAS, PASO ROBLES HOT SPRINGS, SAN LUIS OBISPO, SANTA BARBARA, OXNARD, LOS ANGELES

SOUTHERN PACIFIC LINES

Table 2

SAN JOSE AND NEW ALMADEN

	Mon. only		Mon. only
Lv West San Jose	10 03	Lv New Almaden	11 10
Lv Campbell	10 16	Lv Lick	11 55
Ar New Almaden	11 00	Ar San Jose (Mkt. St.)	12 15

Table 3

PACIFIC COAST RY.

*12 50		9	Lv Port San Luis
1 10		10	Ar San Luis Obispo
3 05	*6 30	10	Lv San Luis Obispo
4 35	8 35		Ar Orcutt
7 50			Ar Los Olivos

	Ar	11
	Lv	11
⊙	Ar	10
	Lv	* 8
	Lv	

		2 10
		12 05
		*10 10

Trains leave Monterey for Carmel (6 miles) at *11.00, *1.55, *6.55; arrive Monterey from Carmel, *8.00, *9.20, *10.00, *4.00, *6.00.

Table 1

Mls		Elev		110 Daily	76 Daily	102 Daily	74 Daily	28 Daily	24 Daily	78 Daily	32 Daily	Mls	
		6			THE LARK	SUNSET LIMITED	SALINAS VALLEY Passenger			SHORE LINE			
0	Lv San Francisco (Third St.)		⊙ Ar		9 17	6 15	5 10	3 10	10 35	9 14	8 20	0	Lv San Jose (Market St.) ⊙ Ar
16	Lv Burlingame	22	Ar									47	Lv Lick Lv
25	Lv San Mateo	8	Ar									56	Lv Edenvale Lv
30	Lv Redwood City	57	Ar									63	Lv Coyote Lv
32	Lv Palo Alto	27	Ar									69	Lv Madrone Lv
36	Lv Mayfield		Ar									71	Lv Morganhill Lv
03	Lv Santa Clara		Ar									72	Lv Tramant Lv
44	Ar San Jose (Market St.)		⊙ Lv									75	Lv San Martin Lv
47		85	Lv									77	Lv Rucker Lv
												81	Ar Gilroy Lv
0	Lv San Francisco (Market St.)	6	Ar	8 00	6 40		12 40	8 30	9 00	6 40			
4	Lv Oakland Pier	14	Ar	10 10	8 40		1 04	12 40	11 40	8 40			
7	Lv Oakland (1st St.)	15	Ar	9 40	8 32		1 11	12 32	11 32	8 32			
	Lv Berkeley	8	Ar	10 17			12 33	12 53		6 53			
0	Lv Alameda		⊙ Ar	10 25			12 07	12 07		6 57			
10	Lv Fruitvale	32	Lv	9 13			1 18	1 18	8 40	7 31			
45	Ar Santa Clara		⊙ Lv						10 10				
47	Ar San Jose (Market St.)	65	Lv	7 55			3 00	3 00	10 20	9 00			
86	Lv Sacramento	34	Ar	4 20			11 45	9 40					
	Ar Stockton	14	Lv	2 30			1 35	12 18					
	Lv Tracy	64	Lv	1 45			2 25	1 35					
	Lv Niles	83	Lv	11 40			4 05	2 10					
	Ar San Jose	65	Lv	11 30			4 45						
	Lv Bakersfield	402	Lv	10 30									
	Lv Porterville	460	Lv	9 50									
	Lv Fresno	294	Lv	8 30									
	Lv Tracy	64	Lv	1 55									
	Ar San Jose	85	Lv	8 30									
	Lv San Francisco (Ferry)	85	⊙ Ar	8 20	6 31		5 10	3 15	10 35	9 14	8 20	47	Lv San Jose (Market St.) ⊙ Ar
	Ar Oakland Pier		⊙ Lv	7 45	5 45		3 45	1 45	8 45	7 45	6 45	56	Lv Lick Lv
	Lv Oakland (16th St.)		Ar	7 29	5 25		3 25	1 25	8 25	7 25	6 25	58	Lv Edenvale Lv
	Ar Berkeley		Ar	7 24	5 20		3 20	1 20	8 20	7 20	6 20	63	Lv Coyote Lv
	Lv Alameda		⊙ Ar	7 11	5 06		3 06	1 06	8 06	7 06	6 06	69	Lv Madrone Lv
500	Lv Livermore		Lv									71	Lv Morganhill Lv
	Lv Pleasanton		Lv									72	Lv Tramant Lv
	Lv San Martin		Lv									75	Lv San Martin Lv
	Lv Rucker		Lv									77	Lv Rucker Lv
192	Ar Gilroy		Lv	6 55	4 55		1 55	12 03	7 40	6 40	5 40	81	Ar Gilroy Lv
	Lv Gilroy	192	⊙ Ar	6 35	4 35		1 35	11 43	7 20	6 20	5 20	81	Lv Gilroy Lv
	Ar Hollister	286	Lv	5 54	3 54		12 54	11 02	6 39	5 39	4 39	87	Lv Sargent Lv
	Ar Tres Pinos	513	Lv	5 40	3 40		12 40	10 48	6 25	5 25	4 25	92	Lv Chittenden Lv
	Lv Gilroy	192	Ar	6 35	4 35		1 35	11 43	7 20	6 20	5 20	95	Lv Aromas Lv
	Lv Sargent	133	Lv	6 18	4 18		1 18	11 26	7 03	6 03	5 03	100	Ar Watsonville Junction Lv
	Lv Chittenden		Lv	6 09	4 09		1 09	11 17	6 54	5 54	4 54		
	Lv Aromas		Lv	6 03	4 03		1 03	11 11	6 48	5 48	4 48		
22	Ar Watsonville Junction	22	Lv	5 50	3 50		12 50	11 00	6 35	5 35	4 35	100	Lv Watsonville Junction Ar
		23										102	Lv Watsonville Junction ⊙ Ar
				6 50	4 50		1 50	11 30	7 15	6 15	5 15	107	Lv Elliott Lv
				6 45	4 45		1 45	11 25	7 10	6 10	5 10	113	Lv Aptos Lv
				6 33	4 33		1 33	11 13	6 58	5 58	4 58	114	Lv New Brighton Lv
				6 23	4 23		1 23	11 03	6 48	5 48	4 48	116	Lv Capitola Lv
												118	Lv Twin Lakes Lv
				6 15	4 15		1 15	10 55	6 40	5 40	4 40	119	Lv Seabright Lv
												120	Ar Santa Cruz ⊙ Lv
				6 03	4 03		1 03	10 43	6 28	5 28	4 28	100	Lv Watsonville Junction Ar
17		22	Lv	5 45	3 45		12 45	10 55	6 30	5 30	4 30	106	Lv Elkhorn Lv
		15	Lv	5 25	3 25		12 25	10 35	6 10	5 10	4 10	110	Ar Del Monte Junction Lv
		15										110	Lv Del Monte Junction Ar
				6 38	4 38		1 38	11 18	6 53	5 53	4 53	113	Lv Neponset Lv
		10		6 30	4 30		1 30	11 10	6 45	5 45	4 45	125	Ar Del Monte Lv
		10	Lv	6 20	4 20		1 20	11 00	6 35	5 35	4 35	126	Ar Monterey ⊙ Lv
		60	Lv	5 59	3 59		12 59	10 39	6 14	5 14	4 14	128	Ar Pacific Grove ⊙ Lv
				5 55	3 55		12 55	10 35	6 10	5 10	4 10	129	Lv Asilomar Lv
				5 45	3 45		12 45	10 25	6 00	5 00	4 00		
15	Lv Del Monte Junction	110	Ar									106	Lv Del Monte Junction Ar
43	Ar Salinas	118	Lv	5 25	3 25		12 25	10 35	6 10	5 10	4 10	118	Ar Salinas Lv
	Lv Chualar	129	Lv	5 09	3 09		12 09	10 19	5 54	4 54	3 54	129	Lv Chualar Lv
	Lv Gonzales	135	Lv	4 47	2 47		11 47	9 57	5 32	4 32	3 32	135	Lv Gonzales Lv
	Lv Soledad	144	Lv	4 37	2 37		11 37	9 47	5 22	4 22	3 22	144	Lv Soledad Lv
	Lv Metz	152	Lv	4 27	2 27		11 27	9 37	5 12	4 12	3 12	152	Lv Metz Lv
	Lv King City	161	Lv	4 07	2 07		11 07	9 17	4 52	3 52	2 52	161	Lv King City Lv
331	Lv San Lucas	172	Lv	3 49	1 49		10 49	8 59	4 34	3 34	2 34	172	Lv San Lucas Lv
	Lv San Ardo	183	Lv	3 33	1 33		10 33	8 43	4 18	3 18	2 18	183	Lv San Ardo Lv
	Lv Bradley	196	Lv	3 16	1 16		10 16	8 26	4 01	3 01	2 01	196	Lv Bradley Lv
	Lv San Miguel	207	Lv	2 50			9 50	8 00	3 35	2 35	1 35	207	Lv San Miguel Lv
721	Lv Paso Robles Hot Springs	216	Lv	2 33			9 33	7 43	3 18	2 18	1 18	216	Lv Paso Robles Hot Springs Lv
	Lv Templeton	228	Lv	2 17			9 17	7 27	3 02	2 02	1 02	228	Lv Templeton Lv
	Lv Atascadero	236	Lv	2 05			9 05	7 15	2 50	1 50	12 50	236	Lv Atascadero Lv
869	Lv Santa Margarita	937	Lv	1 38			8 38	6 48	2 23	1 23	12 23	252	Lv Santa Margarita Lv
721	Ar San Luis Obispo	237	Lv	12 45			8 25	6 30	2 10	1 10	12 10		Ar San Luis Obispo Lv

Mls		Elev		17 Daily	75 Daily	27 Daily	101 Daily	23 Daily	31 Daily	77 Daily	21 Daily	Mls	
		6		No. 29	THE LARK		SUNSET LIMITED		SHORE LINE				
0	Lv San Francisco (Market St.)	6	⊙ Ar	10 10	8 25	11 10	2 50	9 25	6 40	8 49	9 41	0	Lv San Jose (Market St.) ⊙ Ar
4	Lv Oakland Pier	14	Ar	9 40		10 42	2 22	7 30	6 15	8 35		16	Lv Burlingame Ar
7	Lv Oakland (1st St.)	15	Ar	9 28		10 30	2 13	6 45	6 07	8 25		25	Lv San Mateo Ar
	Lv Berkeley	8	Ar	10 17		11 17	2 57	7 14	6 38			30	Lv Redwood City Ar
0	Lv Alameda		⊙ Ar	10 25		11 40	3 40	7 55	6 55			32	Lv Palo Alto Ar
10	Lv Fruitvale	32	Lv	9 13								36	Lv Mayfield Ar
45	Ar Santa Clara		⊙ Lv			10 17	2 05	9 17	7 17			03	Lv Santa Clara Ar
47	Ar San Jose (Market St.)	65	Lv	7 55		10 20	12 45	8 30	7 55			44	Ar San Jose (Market St.) ⊙ Lv
86	Lv Sacramento	34	Ar	4 20				9 25				47	
	Ar Stockton	14	Lv	2 30				7 30					
	Lv Tracy	64	Lv	1 45				6 45					
	Lv Niles	83	Lv	11 40				6 15					
	Ar San Jose	65	Lv	11 30				6 00					
	Lv Bakersfield	402	Lv	10 30									
	Lv Porterville	460	Lv	9 50									
	Lv Fresno	294	Lv	8 30									
	Lv Tracy	64	Lv	1 55									
	Ar San Jose	85	Lv	8 30									
	Lv San Jose (Market St.)	85	⊙ Ar	8 20	6 31	11 40	2 22	9 36	8 40	8 45	9 36	47	Lv San Jose (Market St.) ⊙ Ar
	Lv Lick		Lv	7 45	5 45	11 10	2 08	9 03	8 06	8 06	9 00	56	Lv Lick Lv
	Lv Coyote		Lv	7 29	5 29	10 55	1 51	8 48	7 51	7 51	8 45	63	Lv Coyote Lv
	Lv Madrone		Lv	7 24	5 24	10 50	1 46	8 43	7 46	7 46	8 40	69	Lv Madrone Lv
	Lv Morganhill		Lv	7 11	5 11	10 37	1 33	8 30	7 33	7 33	8 27	71	Lv Morganhill Lv
500	Lv Tramant		Lv									72	Lv Tramant Lv
	Lv San Martin		Lv									75	Lv San Martin Lv
	Lv Rucker		Lv									77	Lv Rucker Lv
192	Ar Gilroy		Lv	6 55	4 55	10 15	1 55	8 15	7 15	7 15	8 10	81	Ar Gilroy Lv
	Lv Gilroy	192	⊙ Ar	6 35	4 35	10 03	1 35	7 55	6 55	6 55	7 50	81	Lv Gilroy Lv
	Ar Hollister	286	Lv	5 54	3 54	9 22	12 54	7 14	6 14	6 14	7 09	87	Lv Sargent Lv
	Ar Tres Pinos	513	Lv	5 40	3 40	9 08	12 40	7 00	6 00	6 00	6 55	92	Lv Chittenden Lv
	Lv Gilroy	192	Ar	6 35	4 35	10 03	1 35	7 55	6 55	6 55	7 50	95	Lv Aromas Lv
	Lv Sargent	133	Lv	6 18	4 18	9 51	1 18	7 38	6 38	6 38	7 33	100	Ar Watsonville Junction Lv
	Lv Chittenden		Lv	6 09	4 09	9 42	1 09	7 29	6 29	6 29	7 24		
	Lv Aromas		Lv	6 03	4 03	9 36	1 03	7 23	6 23	6 23	7 18		
22	Ar Watsonville Junction	22	Lv	5 50	3 50	9 23	12 50	7 10	6 10	6 10	7 05	100	Lv Watsonville Junction Ar
		23										102	Lv Watsonville Junction ⊙ Ar
				6 50	4 50	10 05	2 03	7 25	6 25	6 25	7 20	107	Lv Elliott Lv
				6 45	4 45	10 00	1 58	7 20	6 20	6 20	7 15	113	Lv Aptos Lv
				6 33	4 33	9 48	1 46	7 08	6 08	6 08	7 03	114	Lv New Brighton Lv
				6 23	4 23	9 38	1 36	6 58	5 58	5 58	6 53	116	Lv Capitola Lv
												118	Lv Twin Lakes Lv
				6 15	4 15	9 30	1 28	6 50	5 50	5 50	6 45	119	Lv Seabright Lv
												120	Ar Santa Cruz ⊙ Lv
				6 03	4 03	9 18	1 16	6 38	5 38	5 38	6 33	100	Lv Watsonville Junction Ar
17		22	Lv	5 45	3 45	9 00	12 55	6 30	5 30	5 30	6 25	106	Lv Elkhorn Lv
		15	Lv	5 25	3 25	8 40	12 35	6 10	5 10	5 10	6 05	110	Ar Del Monte Junction Lv
		15										110	Lv Del Monte Junction Ar
				6 38	4 38	8 55	1 38	6 53	5 53	5 53	6 48	113	Lv Neponset Lv
		10		6 30	4 30	8 55	1 30	6 45	5 45	5 45	6 40	125	Ar Del Monte Lv
		10	Lv	6 20	4 20	8 25	1 15	6 25	5 25	5 25	6 20	126	Ar Monterey ⊙ Lv
		60	Lv	5 59	3 59	8 15	12 59	6 05	5 05	5 05	6 00	128	Ar Pacific Grove ⊙ Lv
				5 55	3 55	8 15	12 55	6 05	5 05	5 05	6 00	129	Lv Asilomar Lv
				5 45	3 45	7 55	12 45	5 55	4 55	4 55	5 50		
15	Lv Del Monte Junction	110	Ar									110	Lv Del Monte Junction Ar
43	Ar Salinas	118	Lv	5 25	3 25	8 50	1 10	6 38	5 38	5 38	6 33	118	Ar Salinas Lv
	Lv Chualar	129	Lv	5 09	3 09	8 23	12 54	6 25	5 22	5 22	6 17	129	Lv Chualar Lv
	Lv Gonzales	135	Lv	4 47	2 47							135	Lv Gonzales Lv
	Lv Soledad	144	Lv	4 37	2 37							144	Lv Soledad Lv
	Lv Metz	152	Lv	4 27	2 27							152	Lv Metz Lv
	Lv King City	161	Lv	4 07	2 07							161	Lv King City Lv
331	Lv San Lucas	172	Lv	3 49	1 49							172	Lv San Lucas Lv
	Lv San Ardo	183	Lv	3 33	1 33							183	Lv San Ardo Lv
	Lv Bradley	196	Lv	3 16	1 16							196	Lv Bradley Lv
	Lv San Miguel	207	Lv	2 50								207	Lv San Miguel Lv
721	Lv Paso Robles Hot Springs	216	Lv	2 33								216	Lv Paso Robles Hot Springs Lv
	Lv Templeton	228	Lv	2 17								228	Lv Templeton Lv
	Lv Atascadero	236	Lv	2 05								236	Lv Atascadero Lv
869	Lv Santa Margarita	937	Lv	1 38								252	Lv Santa Margarita Lv
721	Ar San Luis Obispo	237	Lv	12 45									Ar San Luis Obispo Lv

FOR GENERAL INFORMATION AT PRINCIPAL STATIONS "ASK THE MAN IN GRAY"

December 22, 1916

Corrected to August 3, 1919

UNITED STATES RAILROAD ADMINISTRATION
Walker D. Hines, Director General of Railroads
SOUTHERN PACIFIC RAILROAD

Southern Pacific Lines



Time Tables

AVOID WASTE
KEEP THIS TIME TABLE

Form 1.

August 3, 1919

CŌAST LINE—SAN FRANCISCO, OAKLAND, SAN JOSE

TRES PINOS, CASA DEL REY, SANTA CRUZ, DEL MONTE, PACIFIC GROVE, SALINAS, PASO ROBLES HOT SPRINGS, SAN LUIS OBISPO, SANTA MARIA, LOMPOC, SANTA BARBARA, LOS ANGELES, SAN DIEGO

Table 1

			76 Daily	110 Daily	28 Daily	24 Daily	78 Daily	32 Daily	Mls	Table 1	Elev	17 Daily	75 Daily	27 Daily	31 Daily	23 Daily	77 Daily	
			a 8 00	b 3 30	2 00	9 00	8 00	6 10	0	Lv San Francisco (Third St.) .... Ar	6	11 15	10 15	12 35	4 20	8 20	10 45	
						9 29		6 44	16	Lv Burlingame .... ⊙ Ar	20				3 43	7 49		
					c 2 31	9 34		6 49	18	Lv San Mateo .... Ar	22			11 59	3 37	7 44		
			THE			9 48		7 05	25	Lv Redwood City .... Ar	8			11 46	3 23	7 27		
						9 54		7 12	29	Lv Menlo Park (Camp Fremont) .... Ar	....		THE		3 12	7 17		
						10 00	SHORE LINE	7 19	30	Lv Palo Alto .... Ar	57			11 36	3 09	7 15		
						10 04		7 23	32	Lv Mayfield .... Ar	27							
						10 30		7 53	44	Lv Santa Clara .... ⊙ Ar	75			11 10	2 41	6 46		
			9 20	4 50	3 15	10 40	9 15	8 00	47	Ar San Jose (Market St.) .... ⊙ Lv	85	9 50	a 8 50	11 04	2 35	6 40	9 30	
			5 20	12 20	12 20	8 00	6 40		0	Lv San Francisco (Mkt. St.) ⊙ Ar	6	2 30	2 30	2 30	6 10	10 40		
			5 50	12 43	12 43	8 28	7 05		4	Lv Oakland Pier .... ⊙ Ar	14	2 00	2 00	2 00	5 42	9 48		
			5 57	12 50	12 50	8 37	7 12		7	Lv Oakland (1st St.) .... ⊙ Ar	15	1 48	1 48	1 48	5 33	9 40		
			5 33	12 13	12 13	7 53	6 33		0	Lv Berkeley .... Ar	8	2 17	2 17	2 17	6 18	10 17		
			5 47	12 05	12 05	8 27	7 07		0	Lv Alameda .... ⊙ Ar	29	2 00	2 00	2 00	5 40	9 40		
			6 04	12 57	12 57	8 44	7 20		10	Lv Fruitvale .... ⊙ Lv	32	1 30	1 30	1 30	5 25	9 32		
			7 30						45	Ar Santa Clara .... ⊙ Lv	75				3 58	8 23		
			7 40	2 20	2 20	10 20	8 45		47	Ar San Jose (Market St.) ⊙ Lv	85	11 05	11 05	11 05		8 15		
			2 05	9 20	9 20				0	Lv Sacramento .... ⊙ Ar	30		2 30		9 55			
			4 00	11 25	11 25				48	Lv Stockton .... Ar	14		12 17		8 00			
			4 55	12 23	12 23				68	Lv Tracy Lv	64		11 35		7 05		SHORE	
			6 47	1 45	1 45				110	Lv Niles Lv	83		9 35		6 18			
			7 55	2 20	2 20				127	Ar San Jose Lv	85		9 00		4 15			
			7 45							Lv Bakersfield .... Ar	402		9 50		2 40			
			8 20							Lv Porterville .... Ar	460		7 35					
			11 30							Lv Fresno .... Ar	294		4 15		11 20			
										Lv Tracy Lv	64		11 25		7 10			
			6 10							Ar San Jose Lv	85		8 50		4 15			
			9 25	6 00	3 20	10 56	9 20	8 10	47	Lv San Jose (Market St.) .... ⊙ Ar	85	9 40	8 45	10 56	2 25	6 30	9 25	
						r11 09		r 8 31	56	Lv Lick Lv	....	r 9 19			r 2 09			
						r11 13		r 8 36	58	Lv Edenvale Lv	178	9 15			r 2 04	r 6 15	LINE LIMITED	
				r 5 25		11 23		8 49	63	Lv Coyote Lv	251	9 05			1 53	6 05		
			LARK	r 5 35		r11 36	LIMITED	r 9 04	69	Lv Madrone Lv	....	r	LARK		1 41			
				5 37	r 3 56	11 40		9 08	71	Lv Morganhill Lv	500	8 47		r10 23	1 39	5 50		
						r11 43		r 9 11	72	Lv Tennant Lv	....	r			r			
				r 5 42		11 48		9 15	75	Lv San Martin Lv	280	8 37			1 31	r 6 42		
						r11 52		r 9 20	77	Lv Rucker Lv	....	r 8 31			r 1 27	r		
				5 54	4 11	12 03	10 08	9 35	81	Ar Gilroy .... ⊙ Lv	192	8 25		10 07	1 21	5 25	8 33	
				6 00		1 25		9 40	81	Lv Gilroy .... ⊙ Ar	192	8 15			11 42	5 04		
				6 33		2 00		10 12	95	Ar Hollister Lv	286	7 44			11 10	4 23		
				6 48		2 20		10 30	101	Ar Tres Pinos Lv	513	7 30			10 55	4 00		
				5 54	4 11	12 03	10 08	9 35	81	Lv Gilroy .... ⊙ Ar	192	8 25		10 07	1 21	5 25	8 32	
					4 21	12 14		9 51	87	Lv Sargent Lv	133	r 8 08		9 51	1 06	5 09		
					d 4 29	r12 23		r10 00	92	Lv Chittenden Lv	....	r 7 59			r12 57	r 5 02		
				r 6 19		12 29		10 06	95	Lv Aromas Lv	92	r 7 53			12 51	4 56		
	No 127	No 119	10 42	6 30	4 45	12 40	10 40	10 20	100	Ar Watsonville Junction .... ⊙ Lv	22	7 40	7 20	9 27	12 40	4 45	8 00	No 122 Daily
	* 8 00	* 9 25		6 35	4 50		10 45	10 45	100	Lv Watsonville Junction .... Ar	22			9 10	12 30	4 30	7 50	10 25
	8 05	9 30		6 40	4 55		10 50	10 50	102	Lv Watsonville Lv	23			9 02	12 25	4 23	7 45	10 20
	r 8 17	r 9 42		r 6 52	r 5 07		r11 02	r11 02	107	Lv Ellicott Lv	....			r 8 48	r12 12	r 4 08	r 7 33	r10 05
	8 27	9 53		7 02	5 17		11 12	11 12	113	Lv Aptos Lv	100			8 38	12 01	3 55	7 23	9 53
	r	r		r	r		r	r	114	Lv New Brighton Lv	....			r	r	r	r	r
	8 35	10 04		7 14	5 25		11 20	11 20	116	Lv Capitola Lv	57			8 30	11 49	3 48	7 14	9 43
	r	r		r	r		r	r	118	Lv Twin Lakes Lv	....			r	r	r	r	r
	r 8 45	r10 13		r 7 25	5 34		r11 30	r11 30	119	Lv Seabright Lv	25			r 8 18	11 38	r 3 38	r 7 03	r 9 33
No. 81	r	r		r	r		r	r	...	Ar Casa Del Rey Lv	17			r	r	r	r	r
Daily	8 50	10 18		7 30	5 45		11 35	11 35	120	Ar Santa Cruz .... ⊙ Lv	17			8 15	11 35	3 35	7 00	9 30
12 50			10 47	6 40	4 55	1 00	10 50		100	Lv Watsonville Junction .... ⊙ Ar	22	7 30	7 15	9 17	No 143 Daily	4 15	7 55	
r 1 00					r 5 05	r 1 10		No 140 Daily	106	Lv Elkhorn Lv	....					r 4 00		
1 10			11 05	7 07	5 15	1 20	11 10		110	Ar Del Monte Junction Lv	15	7 10	6 55	8 55		4 05	7 35	
1 10				7 40	5 16		11 15	7 10	110	Lv Del Monte Junction .... Ar	15	6 50	6 50	8 55	11 00	4 05	7 00	
1 46				8 13	5 50		11 49	7 42	125	Ar Del Monte Lv	10	6 19	6 19	8 25	10 25	3 30	6 29	
1 50				8 17	5 58		11 53	7 45	126	Ar Monterey .... ⊙ Lv	10	6 15	6 15	8 15	10 20	3 25	6 25	
2 05				8 25	6 10		12 03	7 55	128	Ar Pacific Grove .... ⊙ Lv	60	6 05	6 05	7 55	10 10	3 05	6 15	
	No 104								129	Ar Asilomar Lv	....							No 105
	* 8 55		11 05	7 00	5 20	1 20	11 10		110	Lv Del Monte Junction .... Ar	15	7 10	6 55	8 50		3 50	7 35	5 10
	9 15		11 18	7 20	5 45	1 40	11 23		118	Ar Salinas .... ⊙ Lv	43	6 55	6 41	8 25		3 30	7 20	* 4 45
				r 7 42		2 01			129	Lv Chualar Lv	101	r 6 30				3 05		
				r 7 52		2 16			135	Lv Gonzales Lv	127	r 6 20				2 55		
				8 03		2 35			144	Lv Soledad Lv	180	r 6 05				2 35		
						3 58			152	Lv Metz Lv	231	r 5 42				2 20		
				8 45		3 30	12 31		164	Lv King City Lv	331	5 22				1 55	r 6 14	
				r 9 02		3 48			172	Lv San Lucas Lv	395	r 5 05				1 37		
				9 25		4 15	r 1 00		183	Lv San Ardo Lv	452	4 45				1 15		
				r 9 45		4 38			196	Lv Bradley Lv	538	r 4 26				12 44		
				10 07		4 58			207	Lv San Miguel Lv	615	4 09				12 22		
			r 1 42	10 30		5 20	1 53		216	Lv Paso Robles Hot Springs Lv	721	3 55	r 4 20			12 05	5 00	
				r10 40		5 30			222	Lv Templeton Lv	772	r 3 45				11 52		
				r10 50		5 41	r 2 13		228	Ar Atascadero Lv	860	r 3 35				11 39	r 4 39	
				11 10		6 00			236	Lv Santa Margarita Lv	937	3 20				11 25		

Lv Asilomar	*7 45	*9 47	12 *14	*2 16	*2 56	*6 21	*8 36
Ar Pacific Grove	7 54	9 56	12 23	2 25	3 05	6 30	8 45

Lv Pacific Grove	*7 35	*9 37	12 *04	*2 06	*2 45	*6 11	*8 26
Ar Asilomar	7 44	9 46	12 13	2 15	2 54	6 20	8 35

Lunch Cabinet Cars, Trains 24 and 23 between San Francisco and San Luis Obispo.

Stages leave Monterey for Carmel (5 miles) *8.00, *11.00, *1.55, *6.55; arrive Monterey from Carmel, *8.00, *9.20, *10.00, *4.00, *6.00.

Table 2

SAN JOSE AND NEW ALMADEN

	Mon. only		Mon. only
Lv West San Jose ...	10 05	Lv New Almaden	11 10
Lv Campbell	10 16	Lv Lick	11 55
Ar New Almaden	11 00	Ar San Jose (Mkt. St.)	12 15

Table 3 PACIFIC COAST RY.

*12 45	.....	0	Lv Port San Luis ..... Ar	12 15	.....
1 25		10	Ar San Luis Obispo Lv	11 30	
3 00	* 6 30	10	Lv San Luis Obispo .. ⊙ Ar	11 05	2 30
6 19	8 38	48	Ar Orcutt Lv	* 9 05	12 15
7 10		76	Ar Los Olivos Lv		*10 10

Note:—Pacific Coast Ry. will hold their *3 00 train until *3 40, if necessary for connection with S. P. trains Nos. 77 and 78.

Table 4

VENTURA COUNTY RY.

Lv Oxnard	0	*7 30	*10 45	*1 30	*3 00	*4 20	*5 00
Ar Hueneme	4	7 45	11 00	1 45	3 15	4 35	5 15
Lv Hueneme	0	*8 15	*11 25	*2 00	*4 00	*5 00	*5 3[illegible]
Ar Oxnard	4	8 30	11 40	2 15	4 15	5 15	5 1[illegible]

August 3, 1919

COAST LINE—SAN FRANCISCO, OAKLAND, SAN JOSE, GILROY

WATSONVILLE, APTOS, CAPITOLA, CASA DEL REY, SANTA CRUZ, DEL MONTE, MONTEREY
PACIFIC GROVE, ASILOMAR—HOLLISTER, TRES PINOS

SOUTHERN PACIFIC LINES

SAN FRANCISCO TO SANTA CRUZ, PACIFIC GROVE — Table 3 — PACIFIC GROVE, SANTA CRUZ TO SAN FRANCISCO

Numbers following station names refer to other tables shown; connecting trains.
Time from 12.01 midnight to 12.00 noon is shown by LIGHT faced figures, and time from 12.01 noon to 12.00 midnight by DARK faced figures.

Mls.	STATIONS	A 32 Daily	C 78 Daily	A 84 Daily	A 24 Dail,	B 28 Daily	A 70 Ex Sun	D 102 Daily		
0	Lv San Francisco (Third St.) ⊙	6 00	8 00	8 05	9 00	2 00	4 00	5 00	.....	.....
16	" Burlingame ⊙	6 35	.....	8 38	9 29	.....	.....	.....	.....	.....
18	" San Mateo	6 39	.....	8 42	9 34	‡ 2 29	.....	.....	.....	.....
25	" Redwood City	6 59	.....	8 57	9 48	.....	.....	.....	.....	.....
29	" Menlo Park	7 06	.....	‡ 9 04	9 54	.....	.....	.....	.....	.....
30	" Palo Alto	7 15	.....	9 09	10 00	.....	.....	.....	.....	.....
32	" Mayfield	7 19	.....	9 14	10 04	.....	4 48	.....	.....	.....
44	" Santa Clara ⊙	7 49	.....	9 37	10 30	.....	.....	.....	.....	.....
47	Ar San Jose ⊙	8 00	9 10	.....	10 40	3 10	.....	6 10	.....	.....
0	Lv San Francisco(Market St.) ⊙	.....	6 40	VIA WEST SAN JOSE, LOS GATOS AND GLENWOOD	8 40	11 40	VIA LOS GATOS AND GLENWOOD	.....	.....	.....
4	" Oakland Pier ⊙	.....	7 05		9 05	12 05		.....	.....	.....
7	" Oakland (First Street) ⊙	.....	7 13		9 12	12 14		.....	.....	.....
10	" Fruitvale ⊙	.....	7 20		9 19	12 21		.....	.....	.....
45	" Santa Clara ⊙	.....	.....		.....	.....		.....	.....	.....
47	Ar San Jose ⊙	.....	8 35		10 32	1 50		.....	.....	.....
0	Lv Sacramento ⊙	.....	.....		.....	8 50		.....	.....	.....
48	" Stockton	.....	.....		7 10	11 05		.....	* 4 00	.....
68	Ar Tracy	.....	.....		7 40	11 45		.....	4 30	.....
110	Ar Niles	.....	.....		8 57	1 15		.....	5 50	.....
127	Ar San Jose ⊙	.....	.....		10 32	1 50		.....	7 30	.....
47	Lv San Jose ⊙	8 15	9 15		10 56	3 16		6 16	.....	.....
54	" Edenvale	f 8 30	.....		f11 12	.....		.....	.....	.....
59	" Coyote	8 39	.....		11 26	.....		.....	.....	.....
63	" Perry	f 8 45	.....		f11 30	.....		.....	.....	.....
65	" Madrone	f 8 51	.....		f11 34	.....		.....	.....	.....
67	" Morganhill	8 55	.....		11 38	3 50		.....	.....	.....
71	" San Martin	9 01	.....		11 44	.....		.....	.....	.....
73	" Rucker	f 9 05	.....		f11 48	.....		.....	.....	.....
77	" Gilroy(1) ⊙	9 20	10 08		11 55	4 07		7 04	.....	.....
83	" Sargent ⊙	9 32	.....		12 06	4 19		.....	.....	.....
88	" Chittenden	f 9 43	.....		f12 15	f 4 28		.....	.....	.....
91	" Aromas	9 50	.....		12 21	.....		.....	.....	.....
96	Ar Watsonville Junction ⊙	10 00	10 40		12 30	4 45		7 40	119	23
96	Lv Watsonville Junction(1) ⊙	10 45	10 45		12 45	4 50		7 51	* 9 30	*11 40
98	" Watsonville	10 50	10 50		12 50	4 55		7 55	* 9 35	11 45
103	" Ellicott	11 02	f11 02		f 1 02	f 5 07		f 8 07	f 9 47	f11 57
109	" Aptos	11 13	11 13		1 13	5 18		f 8 18	10 01	12 08
112	" Capitola	11 20	11 20		1 20	5 25		f 8 25	10 08	12 15
115	" Seabright	f11 30	f11 30		f 1 29	5 34		f 8 35	f10 18	f12 25
116	" Casa Del Rey	11 31	11 31		1 30	5 35		8 36	10 19	12 26
116	Ar Santa Cruz ⊙	11 35	11 35	11 35	1 35	5 45	6 57	8 40	10 23	12 30
96	Lv Watsonville Junction ⊙	140	10 50	12 55		4 55		7 45	146	
106	Ar Del Monte Junction		11 10	1 15		5 15		8 05		
106	Lv Del Monte Junction(1)	* 7 25	11 15	1 20		5 16		8 05	* 7 20	
110	" Neponset	f 7 35	f11 25	f 1 30				f 8 15	f 7 30	
111	" Bardin	f 7 40	f11 30	f 1 35				f 8 20	f 7 35	
117	" Marina	f	f	f				f	f	
120	" Seaside	f 7 56	f11 46	f 1 51				f 8 36	f 7 51	
121	" Del Monte	8 00	11 50	1 55		5 50		8 40	7 55	
122	" Monterey ⊙	8 15	11 53	1 58		5 58		8 43	7 58	
124	" Pacific Grove ⊙	8 25	12 03	2 10		6 10		8 55	8 10	
125	Ar Asilomar									

ALAMEDA AND FRUITVALE

Lv Alameda for Fruitvale (4 minutes)—§6.07, *6.25, †6.47, §7.07, *7.26, *7.47, *8.27, *9.07, *9.47, *11.07, *12.05, *1.07, *2.27, §3.07, *3.47, *4.47, *5.47, §6.07, †6.47, *8.43, *10.03, *11.25, *12.42.

Lv Fruitvale for Alameda (4 minutes)—§6.57, *7.17, *7.37, *7.57, *8.37, *9.17, *10.37, *11.57, *12.57, *1.57 *2.37, *3.17, *4.37, *5.37, §5.57, †6.17, 6.37, *8.17, *9.37, *10.57, *12.17, *2.02.

SAN JOSE AND NEW ALMADEN

STATIONS	Mon. only
Lv West San Jose	10 20
" Campbell	10 31
Ar New Almaden	11 15
Lv New Almaden	11 25
" Lick	12 18
Ar San Jose (Mkt.St.)	12 30

Stages leave Monterey for Carmel (5 miles) *8.20, *11.55, *3.20, *6.00, arrive Monterey from Carmel, *7.50, *9.50, *11.20, *2.50, *5.05, *5.20.

Mls.	STATIONS	63 ExSun	B 27 Daily	A 143–23 Daily	A 85 Daily	A 87 Daily	C 77 Daily	A 141 Daily	A 147 Daily
0	Lv Asilomar	.....	7 55	9 50	3 30	.....	6 15	6 25	4 25
1	" Pacific Grove ⊙	.....	8 15	10 00	3 40	.....	6 25	6 34	4 34
3	" Monterey ⊙	.....	8 23	10 06	3 43	.....	6 29	6 37	4 37
4	" Del Monte	.....	.....	f10 09	f 3 47	.....	f 6 33	f 6 41	f 4 41
5	" Seaside	.....	.....	f	f	.....	f	f	f
11	" Marina	.....	.....	f10 20	f 4 00	.....	f 6 49	f 6 57	f 4 57
13	" Bardin	.....	.....	f10 25	f 4 03	.....	f 6 54	f 7 01	f 5 01
15	" Neponset	.....	.....	f10 29	f 4 07	.....	f 6 54	f 7 01	f 5 01
19	Ar Del Monte Junction(1)	.....	8 55	10 40	4 15	.....	7 05	7 10	5 10
15	Lv Del Monte Junction	.....	8 55	10 45	4 15	.....	7 20		
29	Ar Watsonville Junction C	.....	9 17	11 10	4 38	.....	7 45	122	84
0	Lv Santa Cruz	7 00	8 20	12 40	3 35	6 00	6 35	* 9 40	*11 45
....	" Casa Del Rey		8 22		3 37		6 37	9 42	11 47
1	" Seabright		f 8 23		f 3 38		f 6 38	f 9 43	11 48
4	" Capitola		8 33		3 48		6 52	9 53	11 58
7	" Aptos		8 40		3 55		6 59	10 01	12 06
13	" Ellicott		f 8 52		f 4 08		f 7 10	f10 13	f12 19
18	" Watsonville		9 06		4 23		7 22	10 27	12 31
20	Ar Watsonville Junction(1) ⊙		9 15		4 30		7 30	10 35	12 35
29	Lv Watsonville Junction ⊙	VIA LOS GATOS, MAYFIELD	9 27	VIA GLENWOOD, LOS GATOS, SANTA CLARA	4 45	VIA GLENWOOD, LOS GATOS, SANTA CLARA	7 50		
34	" Aromas		.....		4 58		.....		
37	" Chittenden		.....		f 5 05		.....		
42	" Sargent ⊙		9 51		5 12		8 25		
48	" Gilroy(1) ⊙		10 08		5 28		.....		
52	" Rucker		.....		f 5 35		.....		
54	" San Martin		.....		f 5 41		.....		
58	" Morganhill		10 23		5 49		.....		
60	" Madrone		.....		.....		.....		
62	" Perry		.....		f 5 55		.....		
66	" Coyote		.....		f 6 02		.....		
71	" Edenvale		.....		f 6 16		.....		
71	Ar San Jose ⊙		10 56		6 42		9 16		
....	Lv San Jose		4 15		.....		.....	9 15	.....
....	" Niles		5 20		.....		.....	9 55	.....
....	" Tracy		7 02		.....		.....	11 17	.....
....	Ar Stockton		7 55		.....		.....	11 50	.....
....	Ar Sacramento		9 30		.....		.....	.....	.....
78	Lv San Jose ⊙	.....	.....	.....	§ 8 10	.....	.....	.....	.....
94	" Santa Clara ⊙	.....	.....	2 48	8 23	.....	.....	.....	.....
115	" Fruitvale ⊙	.....	.....	4 07	9 25	.....	.....	.....	.....
118	Ar Oakland (First Street) ⊙	.....	.....	4 16	9 35	.....	.....	.....	.....
121	" Oakland Pier ⊙	.....	.....	4 26	9 45	.....	.....	.....	.....
125	" San Francisco(Market St.) ⊙	.....	.....	4 50	10 05	.....	.....	.....	.....
78	Lv San Jose ⊙	.....	11 04	.....	6 51	.....	9 20	.....	.....
81	" Santa Clara ⊙	.....	11 10	2 48	6 56	8 21	.....	.....	.....
93	" Mayfield	9 00	.....	3 08	f 7 17	f 8 41	.....	.....	.....
95	" Palo Alto	.....	11 31	3 12	7 20	8 45	.....	.....	.....
96	" Menlo Park	.....	.....	3 13	7 22	8 46	.....	.....	.....
100	" Redwood City	.....	11 41	3 21	7 32	8 57	.....	.....	.....
107	" San Mateo	.....	11 51	3 35	7 44	9 08	.....	.....	.....
109	" Burlingame ⊙	.....	.....	3 41	7 47	9 12	.....	.....	.....
125	Ar San Francisco (Third St.) ⊙	9 52	12 25	4 15	8 15	9 45	10 30	.....	.....

Table 4

GILROY—TRES PINOS

Lv Gilroy(1,3)	*10 15	* 4 15	.....
" Hollister	11 00	4 42	.....
Ar Tres Pinos	11 20	5 03	.....
Lv Tres Pinos	* 8 15	*12 30	.....
" Hollister	8 28	12 50	* 3 00
Ar Gilroy	9 00		3 45

SANTA CRUZ—DAVENPORT

0	Lv Santa Cruz	* 6 45	* 3 35	*11 35
11	Ar Davenport	7 20	4 05	12 05
0	Lv Davenport	* 7 45	* 4 35	*12 35
11	Ar Santa Cruz	8 15	5 05	1 05

LOS ANGELES AND DEL MONTE

Read Down 101–140	Read Down 77–146		Read Up 143–78	Read Up 149–102
* 8 30	* 8 00	Lv Los Angeles Ar	10 30	7 45
11 45	11 30	" Santa Barbara "	7 05	4 10
3 32	3 20	" San Luis Obispo "	3 20	12 15
7 22	7 20	Ar Del Monte June "	11 10	8 05
7 25	7 20	Lv Del Monte June Ar	10 40	7 05
8 00	7 55	Ar Del Monte Lv	10 05	6 29
8 15	7 58	" Monterey "	10 00	6 25
8 25	8 10	" Pacific Grove "	* 9 50	* 6 15

LOS ANGELES AND SANTA CRUZ

Read Down 101–119	Read Down 123–125	Read Down 177–127		Read Up 122–78	Read Up 184–24	Read Up 125–102
*8 30	.....	*8 00	Lv Los Angeles Ar	10 30	.....	7 45
11 45	.....	11 30	" Santa Barbara "	7 05	.....	4 10
3 32	*6 00	3 20	" San Luis Obispo "	3 20	5 50	12 15
7 40	11 10	7 45	Ar Watsonville June Lv	10 50	12 55	7 45
9 30	12 45	7 50	Lv Watsonville June Ar	10 35	12 35	7 30
9 35	12 50	7 55	" Watsonville "	10 27	12 31	7 22
10 08	1 20	8 25	" Capitola "	9 53	11 59	6 52
10 23	1 35	8 40	Ar Santa Cruz Lv	*9 40	11*45	*6 35

A—Coaches.
B—Coaches, Parlor Car.
C—Coaches, Parlor Car, Dining Car.
D—Parlor Car, Dining Car, Sleepers.
*—Daily. †Daily except Sunday.
§—Sundays only. ‡—Meals.
a—No. 28 will stop on signal at San Mateo to receive passengers for points south of San Jose.
b—Saturday and Sunday only.
f—Flag stop to receive or discharge passengers.
⊙—U.S. mail box at station or on platform.

(12L-20S—D)

January, 1923

COAST LINE
TIME TABLES

SOUTHERN PACIFIC LINES

16970
17686
4656

Back East Excursions

Reduced roundtrip tickets sold daily until Sept. 15; good'til Oct. 31. Stopovers.

Make Reservations Now—for Any Date

Choice of 4 commanding transcontinental routes to the east. Go one way—return another if you wish.

Send or call today for complete information about service and fares to your eastern destination.

Ask about "Circle Tour of the United States"—greatest summer travel bargain.

Also
Pacific Coast Excursions
Low roundtrip fares
April 30
and daily thereafter. Long limits; stopovers.

Effective • May • 22

SUBJECT TO CHANGE WITHOUT NOTICE

F. S. McGINNIS, Passenger Traffic Mgr., San Francisco, Cal.

Form 1. Corrected to May, 1926.

May, 1926

SOUTHERN PACIFIC LINES IN CALIFORNIA

LOCAL SERVICE

SAN FRANCISCO, MAYFIELD, LOS GATOS, GLENWOOD, SANTA CRUZ

178 Ex Sat & Sun	82 Ex Sun	150 Sat. Only	84 Daily	Mls.	STATIONS	Elev	147 Ex Sun	81 Ex Sun	87 Ex Sun	85 Sun. Only
5 18	4 00	1 00	8 05	0	Lv San Francisco(3rd St.) ⊙ Ar	8	8 25	9 50	9 10	9 20
			8 21	9	" South San Francisco.. ⊙ "	11			f 8 54	f 9 05
		1 25	8 36	16	" Burlingame "	24			8 43	8 54
		1 29	8 40	18	" San Mateo "	20			8 39	8 50
			8 47	22	" Belmont "	21	f			
			f 8 50	23	" San Carlos "	20			f 8 31	f 8 45
5 53		1 39	8 54	25	" Redwood City "	7	7 48		8 27	f 8 41
5 59		1 45	9 00	29	" Menlo Park "	61			f 8 18	f 8 37
6 03	n 4 45	1 49	9 06	30	" Palo Alto ⊙ "	57			8 17	f 8 29
6 07	4 48	1 53	9 10	32	Ar Mayfield Lv	25	7 38	9 00	f 8 12	f 8 27
6 08	4 50	1 55	9 10	32	Lv Mayfield Ar	25	7 35	8 58	7 45 Lv San Jose Lv	f 8 22 Lv West San Jose
6 15	4 59	2 04	9 18	36	" Los Altos "	225	7 27	8 48		7 55
f	f	f	f 9 26	41	" Monta Vista "	318	f	f 8 37		
f	f	f	f 9 33	45	" Congress Junction "	312	f	f		
6 41	5 25	2 35	9 40	48	" Vasona Junction "	287	7 01	8 25	7 28	7 38
6 50	5 35	2 45	9 50	51	Ar Los Gatos Lv	412	6 55	8 19	7 20	7 30
	5 35		9 50	51	Lv Los Gatos Ar	412		8 19	7 20	7 30
	5 45		f 9 59	53	" Alma "	565		8 10	f 7 11	f 7 21
	f 5 54		f10 07	56	" Eva "	791		f 8 01	f 7 02	f 7 12
	f		f	57	" Call of the Wild "	811		f	f	f
	5 59		10 12	58	" Wright "	893		7 56	6 56	7 06
	6 04		f10 18	60	" Laurel "	910		7 48	f	f
	f 6 11		10 24	61	" Glenwood "	885		f 7 45	6 45	6 55
	f		f	64	" Zayante "			f	f	f
	f 6 21		f10 35	65	" Meehan "	554				
	f		f	66	" Eccles "				f 6 34	f 6 44
128 Daily	118 Daily	f 6 29	116 Ex Sun	f10 40	67	" Olympia "	500		f	f	f
		f	f10 44	68	" Mt. Hermon "	300	121 Daily	f	f 6 29	119 Daily	f 6 41
		6 38	10 50	69	Ar Felton "	273		f	f	f
7 50	2 00	6 38	7 25	10 50	69	Lv Felton "	263	4 45	7 22	6 22		6 34
f 7 53	2 03	f	7 28	10 54	70	" Big Trees "	263	4 40	7 22	6 22	11 59	6 34
8 15	2 25	6 55	7 50	11 10	76	Ar Santa Cruz Lv	250	4 40	f	6 16	11 55	* 6 26
	124 28	126	122-78	84		15	4 20	7 00	† 6 00	11 35	§ 6 10
	* 3 25	7 00	* 9 35	11 35	0	Lv Santa Cruz Ar	15		213-127	211-87	27 119	211-87
	4 13	7 45	10 20	12 20	19	" Watsonville "	83	Leave Santa Cruz	8 55	5 25	10 54	6 25
	5 30		10 40	12 25	20	Lv Watsonville Junction "	19		8 10	4 40	10 10	4 40
	5 50		11 05		30	Lv Del Monte Junction "	16		8 05	4 35	10 05	4 35
	6 20		11 40		44	Ar Del Monte "	85		7 38	4 05	9 42	4 05
	6 25		11 45		45	" Monterey "	10		6 55	3 20	9 09	3 20
	6 35		11 55		48	Ar Pacific Grove Lv	47		6 50	3 15	9 05	3 15
									* 6 40	* 2 55	* 8 45	2 55

FELTON, BOULDER CREEK

626 Daily	624 Daily	620 Daily	618 Ex Sun	Mls.	STATIONS	Elev	619 Ex Sun	623 Daily	625 Ex Sun	629 Sea. Only	627 Daily
6 40	4 45	12 10	6 10	0	Lv Felton Ar	273	7 20	1 50	6 15	6 30	7 50
6 53	5 00	12 23	6 23	3	" Ben Lomond "	300	7 04	1 37	6 02	6 14	7 34
f 7 00	f 5 09	f12 30	f 6 30	6	" Brookdale "	452	f 6 55	f 1 30	f 5 55	f 6 05	f 7 25
7 05	5 15	12 35	6 35	7	Ar Boulder Creek Lv	490	6 50	1 25	5 50	§ 6 00	7 20

SAN FRANCISCO, OAKLAND, LOS GATOS, GLENWOOD, SANTA CRUZ

502 Daily	Mls.	STATIONS	Elev	501 Daily	501-175 Daily	85-557 Sun. Only	5 Ex
8 40	0	Lv San Francisco (Market St.).. Ar	6	5 30	3 37	10 05	
9 07	4	" Oakland Pier "	14	5 05	3 37	9 29	
9 15	7	" Oakland (First St.) "	14	4 56	5 05	9 19	
9 22	10	" Fruitvale "	34	4 48		9 09	
9 29	13	" Elmhurst "	27	f 4 41		9 00	
f 9 38	18	" Robert "		f 4 31		f 8 51	
f 9 43	20	" Russell "		f 4 26		f 8 46	
9 46	21	" Mt. Eden "	20	f 4 23		f 8 43	
9 53	25	" Alvarado "	12	4 17		8 37	
f 9 58	28	" Arden "	8	f 4 11		f 8 31	
10 04	31	" Newark "	21	f 4 05		8 27	
f10 06	33	" Mowry "	12	4 00			
f10 12	34	" Albrae "	16	f 3 57		f 8 20	
10 22	39	" Alviso "	13	f 3 47		f 8 11	
10 27	42	" Agnew "	10	3 42		8 07	
10 35	45	" Santa Clara "	20	3 37		8 01	
	46	" San Jose "	75		3 37	8 02	
10 42	47	" West San Jose "	85		3 30	7 55	
10 51	51	" Campbell "	192	3 26	3 26	7 55	
11 06	56	Ar Los Gatos Lv	112	3 15	3 15	f 7 43	
11 06	56	Lv Los Gatos Ar	412	3 03	3 03	7 30	
11 15	58	" Alma "	412	3 03	3 03	7 30	
11 28	63	" Wright "	565	f 2 52	f 2 52	f 7 21	
11 33	65	" Laurel "	893	2 38	2 38	7 06	
11 40	66	" Glenwood "	910	f	f	f	
f	71	" Eccles "	885	2 23	2 23	6 55	
11 55	72	" Olympia "		f	f	f	
f11 59	73	" Mt. Hermon "	500	f 2 02	f 2 02	f 6 41	12
12 05	74	Ar Felton Lv	300	f 1 56	f 1 56	f	Ex
12 05	74	Lv Felton Ar	273	1 55	1 55	6 34	
12 10	75	" Big Trees "	273	1 55	1 55	6 34	
12 30	81	Ar Santa Cruz Lv	250	1 50	1 50	6 26	
			15	1 30	1 30	6 10	

Lv West San Jose..... 10 30 Ar New Almaden..... 11
Lv New Almaden..... 11 40 Ar San Jose (Market St.)..... 12

SOUTHERN PACIFIC FERRY AND ELECTRIC TRAIN SERVIC

Between San Francisco and Berkeley; Oakland, Melrose (Mills College) Dutton A
Lv San Francisco 6 00 daily and every twenty minutes until 7 00, then 7
8 20, 9 00, 9 40, 10 20, 11 00, 11 40, 12 20, 1 20. Similar service towa
San Francisco.

Between San Francisco and Alameda
Lv San Francisco 6 15 daily and every thirty minutes until 7 45, then 8 30, 9
10 00, 10 45, 11 30, 12 15. Similar service toward San Francisco.

REFERENCE NOTES

*—Daily. §—Sunday only. f—Stops to receive or discharge passengers. †—Dai
except Sunday. ‡—Mondays. ‖—Meals. ⊙—U. S. mail box at station or
platform. n—Stops on flag on Fridays to receive passengers; on Saturdays to recei
or discharge pasengers. r—Stops on signal Sundays only to discharge passenge
from beyond Los Gatos. Time from 12.01 midnight to 12.00 noon is shown
LIGHT faced figures, and time from 12.01 noon to 12.00 midnight by DAR
faced figures.
Numbers following station names refer to other table showing connecting lines.
(Schedules subject to change without notice.)

—AUTOMOBILE AND VEHICLE FERRY SERVICE

SAN FRANCISCO TO OAKLAND PIER—Foot of Mission Street

EVERY DAY—Lv 6.30, 6.45, 7.00, 7.15, 7.30, 7.45, 8.00, 8.15, 8.30, 8.45, 9.00, 9.15, 9.30, 9.45, 10.00, 10.15, 10.30, 10.45, 11.00, 11.15, 11.30, 11.45, 12.00, 12.15, 12.30, 12.45, 1.00, 1.15, 1.30, 1.45, 2.00, 2.15, 2.30, 2.45, 3.00, 3.15, 3.30, 3.45, 4.00, 4.15, 4.30, 4.45, 5.00, 5.15, 5.30, 5.45, 6.00 6.15, 6.30, 6.45, 7.00, 7.15, 7.30, 7.45, 8.00, 8.30, 9.00, 9.30, 10.00, 10.30, 11.00, 11.30, 12.00, 12.30, 1.00, 2.00, 3.00, 4.00, 5.00.

OAKLAND PIER TO SAN FRANCISCO

EVERY DAY—Lv 6.15, 6.30, 6.45, 7.00, 7.15, 7.30, 7.45, 8.00, 8.15, 8.30, 8.45, 9.00, 9.15, 9.30, 9.45, 10.00, 10.15, 10.30, 10.45, 11.00, 11.15, 11.30, 11.45, 12.00, 12.15, 12.30, 12.45, 1.00, 1.15, 1.30, 1.45, 2.00, 2.15, 2.30, 2.45, 3.00, 3.15, 3.30, 3.45, 4.00, 4.15, 4.30, 4.45, 5.00, 5.15, 5.30, 5.45 6.00, 6.15, 6.30, 6.45, 7.00, 7.15, 7.30, 7.45, 8.00, 8.30, 9.00, 9.30, 10.00, 10.30, 11.00, 11.30, 12.00 12.30, 1.30, 2.30, 3.30, 4.30, 5.30.

SAN FRANCISCO AND OAKLAND (BROADWAY WHARF)

SAN FRANCISCO TO OAKLAND (BROADWAY)—Foot of Mission Street

MONDAY to SATURDAY, incl.—6.15, 7.00, 7.45, 8.30, 9.15, 10.00, 10.45, 11.30, 12.15, 1.00, 1.45, 2.30, 3.15, 4.00, 4.45, 5.30, 6.15. (No Sunday and Holiday service).

OAKLAND (BROADWAY) TO SAN FRANCISCO—From Broadway Wharf

MONDAY to SATURDAY, incl.—6.15, 7.00, 7.45, 8.30, 9.15, 10.00, 10.45, 11.30, 12.15, 1.00, 1.45, 2.30, 3.15, 4.00, 4.45, 5.30, 6.15, 7.00. (No Sunday and Holiday service).

SAN FRANCISCO AND RICHMOND

SAN FRANCISCO TO RICHMOND PIER—Foot of Mission Street

EVERY DAY—6.00, 7.30, 9.00, 10.30, 12.00, 2.00, 3.35, 5.15, 6.50. Sundays and Holidays at 8.30.

RICHMOND PIER TO SAN FRANCISCO

EVERY DAY—6.45, 8.15, 9.45, 11.15, 1.10, 2.45, 4.25, 6.00, 7.40 Sundays and Holidays at 9.30.

NEW TRIPS NEAR-BY

For your next motor trip—visit Oakland, Berkeley and Alameda. A short, interesting ferry ride—then strange drives, unique sights, new interests. Circle placid Lake Merritt, fringed by Oakland's finest apartment buildings. See Duck Island and bird sanctuary, where every kind of bird that can live here finds a home; the Snow Zoo, the huge Municipal Auditorium.

Go out Excelsior Boulevard to Chabot observatory (open to visitors on weekdays only), through Mills College's beautiful campus. On to Hayward, San Leandro, back across the estuary to Alameda, charming home city.

Then see Berkeley, site of University of California. Famous buildings here—the Campanile, Memorial Stadium, unique Greek theatre and others. The exclusive Piedmont district is near; out to Thousand Oaks and other Berkeley residence districts; stop for a panoramic view of the whole bay region from Indian Rock hill or like eminence.

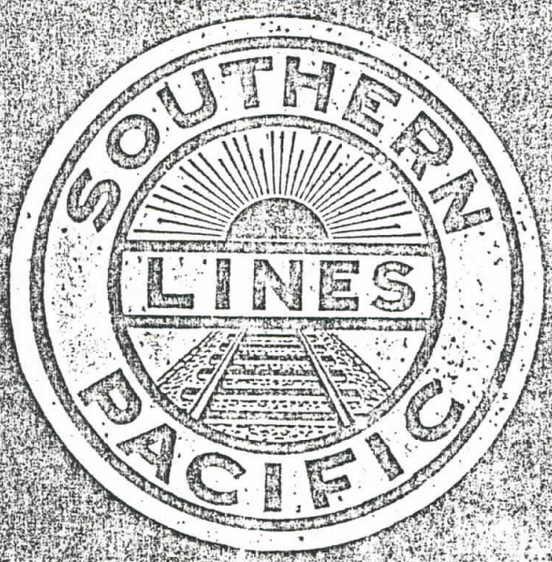
Make the Tunnel Road and Skyline Boulevard drives, then back to Oakland Pier for the return trip across the bay.

—Low fares—No delays—fast frequent service—

CERTIFIED MILK IS USED IN SOUTHERN PACIFIC DINING CARS

May, 1926

SOUTHERN PACIFIC LINES



LOUISIANA TEXAS
NEW MEXICO MEXICO
ARIZONA
UTAH NEVADA
OREGON CALIFORNIA

SUBJECT TO CHANGE WITHOUT NOTICE

EFFECTIVE JUNE, 1928

June, 1928

COAST LINE

MISCELLANEOUS

SAN FRANCISCO, MAYFIELD, LOS GATOS, GLENWOOD, SANTA CRUZ

178 Ex Sat & Sun	82 Ex Sun	Sat. Only	160 Sat. Only	84 Daily	Sun. Holiday	Mls.	STATIONS	Elev	147 Ex Sun	81 Ex Sun	175 Daily	87 Daily	Sat. Sun. Holiday	
5 18	4 00	1 45	1 00	8 05	7 50	0	Lv San Francisco (3rd St.) ⊙ Ar	8	8 25	9 45	5 05	9 20	10 10	......
......	......	......	......	8 20	......	9	" South San Francisco ⊙ "	12	......	......	4 45	ƒ 9 04	......	......
......	......	......	1 25	8 36	......	16	" Burlingame "	25	......	......	4 30	8 52	......	......
......	......	......	1 29	8 40	......	18	" San Mateo "	22	......	......	4 26	8 48	......	......
......	......	......	......	8 46	......	22	" Belmont "	32	......	......	ƒ 4 18	ƒ 8 43	......	......
......	......	......	......	ƒ 8 50	......	23	" San Carlos "	20	......	......	ƒ 4 16	ƒ 8 39	......	......
5 53	......	......	1 39	8 54	......	25	" Redwood City "	9	7 46	......	4 11	8 35	......	......
6 00	......	......	1 46	9 01	......	29	" Menlo Park "	63	......	......	ƒ 4 04	ƒ 8 28	......	......
6 03	X4 43	......	1 49	9 06	......	30	" Palo Alto ⊙ "	59	......	......	4 00	8 25	......	......
6 07	4 46	2 27	1 53	9 10	8 32	32	Ar Mayfield Lv	26	7 36	8 55	ƒ 3 57	ƒ 8 21	9 20	......
......	......	......	......	9 10	......	32	Lv Mayfield Ar	26	......	......	ƒ 3 57	ƒ 8 21	......	......
......	......	......	......	9 18	......	36	" Mountain View "	76	......	......	3 51	ƒ 8 15	......	......
......	......	......	......	9 42	......	44	" Santa Clara "	70	......	......	3 37	8 02	......	......
......	......	......	......	ƒ 9 45	......	46	" College Park "	83	......	......	3 30	......	......	......
......	......	......	......	9 49	......	47	" West San Jose "	94	......	......	3 26	7 55	......	......
......	......	......	......	9 58	......	51	" Campbell "	200	......	......	3 11	ƒ 7 43	......	......
......	......	......	......	10 03	......	53	Ar Vasona Junction Lv	289	......	......	3 06	7 38	......	......
6 08	4 48	2 28	1 55	......	8 33	32	Lv Mayfield Ar	26	7 33	8 53	......	......	9 19	......
6 16	4 58	ƒ 2 37	2 05	......	ƒ 8 42	36	" Los Altos "	193	7 26	8 43	......	......	ƒ 9 10	......
ƒ 6 26	ƒ 5 07	......	ƒ 2 15	......	......	41	" Monta Vista "	320	ƒ 7 16	ƒ 8 35	......	......	......	......
ƒ 6 33	ƒ 5 15	......	ƒ 2 22	......	......	45	" Congress Junction "	312	ƒ 7 07	ƒ 8 27	......	......	......	......
6 42	5 23	......	2 30	10 03	......	48	" Vasona Junction "	289	7 01	8 20	3 06	7 38	......	......
6 50	5 32	3 13	2 40	10 13	9 18	51	Ar Los Gatos Lv	405	6 55	8 14	2 59	7 30	8 40	......
	5 32	3 15		10 13	9 20	51	Lv Los Gatos Ar	405		8 14	2 59	7 30	8 39	......
......	5 41	......	......	ƒ10 22	(59)	53	" Alma "	568	......	8 05	ƒ 2 48	ƒ 7 21	......	......
......	ƒ 5 50	......	......	ƒ10 30	(59)	56	" Eva "	793	......	ƒ 7 56	ƒ 2 39	ƒ 7 12	......	......
......	ƒ	......	......	ƒ	(59)	57	" Call of the Wild "	813	......	ƒ	ƒ	ƒ	......	......
......	5 55	......	......	10 35	(59)	58	" Wright "	887	......	7 52	2 34	7 06	......	......
......	6 01	......	......	ƒ10 39	(59)	60	" Laurel "	895	......	7 44	ƒ	ƒ	......	......
......	ƒ 6 07	......	......	10 47	(59)	61	" Glenwood "	884	......	7 41	2 19	6 55	......	......
......	ƒ	......	......	ƒ	(59)	64	" Zayante "	664	......	ƒ	ƒ	ƒ	......	......
......	ƒ 6 18	......	......	ƒ10 58	(59)	65	" Mechan "	555	......	ƒ 7 30	ƒ 2 04	ƒ 6 44	......	......
......	ƒ	......	......	ƒ	(59)	66	" Eccles "		......	ƒ	ƒ	ƒ	......	......
116 Daily	ƒ 6 27	......	......	ƒ11 03	(59)	67	" Olympia "	397	119 Daily	ƒ	ƒ 1 59	ƒ 6 41	......	......
	ƒ	......	......	ƒ11 07	(59)	68	" Mt. Hermon Assn Grounds	290		ƒ	ƒ	ƒ	......	......
	6 35	4 13	......	11 13	10 08	69	Ar Felton Lv	276		7 19	1 52	6 35	7 50	......
1 55	6 35	4 15	......	11 13	10 10	69	Lv Felton Ar	276	11 13	7 19	1 52	6 35	7 49	......
1 58	ƒ	4 18	......	11 17	10 13	70	" Big Trees "	267	11 11	ƒ 7 16	1 47	6 26	ƒ 7 47	......
2 20	6 55	4 35	......	11 35	10 30	76	Ar Santa Cruz Lv	8	10 54	7 00	1 30	6 10	7 30	......
124-28	126		120-78	84					27-119	213-127	29	211-87	87	
* 4 00	* 7 00	......	* 9 00	11 40	......	0	Lv Santa Cruz Ar	8	10 52	8 55	11 30	† 5 25	§ 6 00	......
4 50	7 45	......	9 45	12 25	......	19	" Watsonville "	22	10 10	8 10	10 45	4 40	6 15	......
5 30	7 50	......	10 40	12 30	......	20	Lv Watsonville Junction "	21	10 05	8 05	*10 40	† 4 35	§ 6 10	......
5 50		......	11 05		......	30	Lv Del Monte Junction "	18	9 42	7 38		2 05	......	......
6 20	......	......	11 40	......	......	44	Ar Del Monte "	27	9 09	6 55	......	1 25	......	......
6 25	......	......	11 45	......	......	45	" Monterey "	3	9 05	6 50	......	1 20	......	......
6 35	......	......	11 55	......	......	48	Ar Pacific Grove Lv	45	* 8 45	* 6 40	......	* 1 00	......	......

SANTA CRUZ, BIG TREES, FELTON, BEN LOMOND, BOULDER CREEK

▲ Sat. Sun.	87 Daily	▲ Daily	▲ Ex Sun	119-118 Daily	▲ Sun.	▲ Ex Sun	Mls.	STATIONS	▲ Ex Sun	▲ Sun.	▲ Ex Sun	115-116 Daily	▲ Daily	82	▲ Sat. Sun.
10 45	6 10	3 45	......	10 54	9 35	9 00	0	Lv Santa Cruz (S.P.St.) Ar	7 45	8 50	......	2 20	3 40	† 6 55	8 10
10 49	......	3 49	3 00	......	9 39	9 04	....	" SantaCruz(Pacific&WaterSts.) "	7 41	8 46	9 00	......	3 36	......	8 05
ƒ	ƒ 6 20	ƒ	ƒ	11 05	ƒ	ƒ	4	" Rincon "	ƒ	ƒ	ƒ	ƒ 2 05	ƒ	ƒ 6 43	ƒ
ƒ	6 26	ƒ	ƒ	11 12	ƒ	ƒ	6	" Big Trees "	ƒ	ƒ	ƒ	1 58	ƒ	ƒ 6 38	ƒ
11 12	......	4 13	3 30	......	10 02	9 27	6½	Ar Felton Lv	7 18	8 22	8 30	......	3 12	......	7 40
......	6 35	4 15	......	11 13	......	......	7	Ar Felton(S.P.St.) "	7 14	......	......	1 55	......	† 6 35	7 36
......	▲6 35	......	......	11 15	10 05	......	7	Lv Felton(S.P.St.) Ar	7 13	......	......	1 50	......	▲6 25	7 35
11 12	......	4 15	3 30	......	10 10	9 27	...	Lv Felton "	ƒ	8 22	8 30	......	3 12	ƒ	7 32
11 24	6 52	4 29	3 45	11 23	10 24	9 39	10	" Ben Lomond "	6 56	8 11	8 15	1 37	3 01	6 06	7 21
11 30	6 58	4 35	3 55	ƒ11 35	10 30	9 45	13	" Brookdale "	6 50	8 05	8 05	ƒ 1 30	2 55	6 00	7 15
11 35	7 03	4 40	4 00	11 40	10 35	9 50	14	Ar Boulder Creek Lv	6 45	8 00	8 00	1 25	2 50	* 5 55	7 10
......	......	#5 20	......	......	......	......	...	Ar Big Basin Lv	......	......	......	......	......	§ 5 00	......

SURF, LOMPOC

* 5 25	* 1 40	0	Lv Surf Ar	1 00	4 50
5 55	2 10	10	Ar Lompoc Lv	*12 30	* 4 20

VENTURA, OJAI

†10 38	0	Lv Ventura Ar	1 36	......
11 35	16	Ar Ojai Lv	†12 10	......

SAN JOSE and SACRAMENTO

Daily	Daily		Daily	Daily
4 05	9 15	Lv San Jose Ar	1 50	7 28
4 38	9 43	Ar Niles Lv	1 18	6 54
5 21	9 45	Lv Niles Ar	1 13	5 47
6 45	11 00	Ar Tracy Lv	11 55	4 33
6 53	11 05	Lv Tracy Ar	11 45	4 30
7 32	11 41	Ar Stockton Lv	11 02	4 00
8 08	12 18	Ar Lodi Lv	10 28	3 20
9 25	1 35	Ar Sacramento Lv	9 00	2 00

SAN JOSE, TRACY, BAKERSFIELD

	Daily		Daily	Daily
......	9 15	Lv San Jose Ar	7 28	1 50
......	9 43	Ar Niles Lv	6 54	1 18
......	9 45	Lv Niles Ar	5 47	1 13
......	11 00	Ar Tracy Lv	4 33	11 55
......	11 05	Lv Tracy Ar	3 35	11 10
......	2 10	Ar Fresno Lv	11 35	8 10
......	3 36	" Tulare "	9 05	
......	5 02	Ar Bakersfield Lv	7 15	......

SAN FRANCISCO, OAKLAND, LOS GATOS, GLENWOOD, SANTA CR

	502-84 Daily	Mls.	STATIONS	Elev	175-501 Daily	87- S O
......	7 40	0	Lv San Francisco (Market St.) Ar	6	5 30	1(
......	8 05	4	" Oakland Pier Ar	14	5 05	
......	8 15	7	" Oakland (First St.) "	14	4 56	
......	8 25	10	" Fruitvale (To Alameda) "	34	4 48	
......	8 37	13	" Elmhurst "	29	ƒ 4 41	
......	ƒ 8 45	18	" Robert "	13	ƒ 4 31	ƒ 8
......	ƒ 8 49	20	" Russell "	21	ƒ 4 26	ƒ 8
......	8 52	21	" Mt. Eden "	31	4 23	8
......	8 58	25	" Alvarado "	20	4 17	8
......	ƒ 9 04	28	" Arden "	21	ƒ 4 11	ƒ 8
......	9 09	31	" Newark "	22	4 05	8
......	ƒ 9 11	33	" Mowry "	16	ƒ 4 00	..
......	ƒ 9 17	34	" Albrae "	13	ƒ 3 57	ƒ 8
......	9 27	39	" Alviso "	11	3 47	8
......	9 32	42	" Agnew "	32	3 42	8
......	9 37	45	Ar Santa Clara Lv	70	3 37	8
......	9 50	47	Ar San Jose (Market St.) Lv	86	3 25	7
......	9 35	...	Lv San Jose Ar	86	4 30	¶7
......	9 42	45	Lv Santa Clara Ar	...	3 34	8
......	ƒ 9 45	46	Lv College Park Ar	83	3 30	..
......	9 49	47	" West San Jose "	94	3 26	7
......	9 58	51	" Campbell "	200	3 11	ƒ 7
......	10 13	56	Ar Los Gatos Lv	405	2 59	7
......	10 13	56	Lv Los Gatos Ar	405	2 59	7
......	ƒ10 22	58	" Alma "	568	ƒ 2 48	ƒ 7
......	10 35	63	" Wright "	887	2 34	7
......	ƒ	65	" Laurel "	895	ƒ	
......	10 47	66	" Glenwood "	884	2 19	6
......	ƒ	71	" Eccles "		ƒ	
......	ƒ11 03	72	" Olympia "	397	ƒ 1 59	ƒ 6
......	ƒ11 07	73	" Mt. Hermon "	290	ƒ 1 54	
......	11 13	74	Ar Felton Lv	276	1 52	6
......	11 13	74	Lv Felton Ar	276	1 52	6
......	11 17	75	" Big Trees "	267	1 47	6
......	11 35	81	Ar Santa Cruz Lv	8	1 30	6

SAN JOSE-NEW ALMADEN

Lv West San Jose	S 10 30	Ar New Almaden	11
Lv New Almaden	S 11 40	Ar San Jose (Market St.) ..	12

GUADALUPE- SANTA MARIA
Pacific Coast Electric Ry.

Daily	Daily	Daily	Mls.		Daily	Daily	Dai
4 33	2 11	5 22	0	Lv Guadalupe Ar	1 55	4 20	11
5 03	2 41	5 52	9	Ar Santa Maria Lv	1 25	3 45	11

Lv Guadalupe for Santa Maria 12 05 and 2 50, when passenge received from Southern Pacific.

SAN LUIS OBISPO, LOS OLIVOS
Pacific Coast Ry.

† 1 30		0	Lv Port San Luis Ar		
3 50	† 5 45	10	Lv San Luis Obispo Ar	8 15	2
5 40	7 45	42	Lv Santa Maria Lv	6 30	12
5 55	8 05	48	Ar Orcutt Lv	† 6 05	11
	9 45	76	Ar Los Olivos Lv		†10

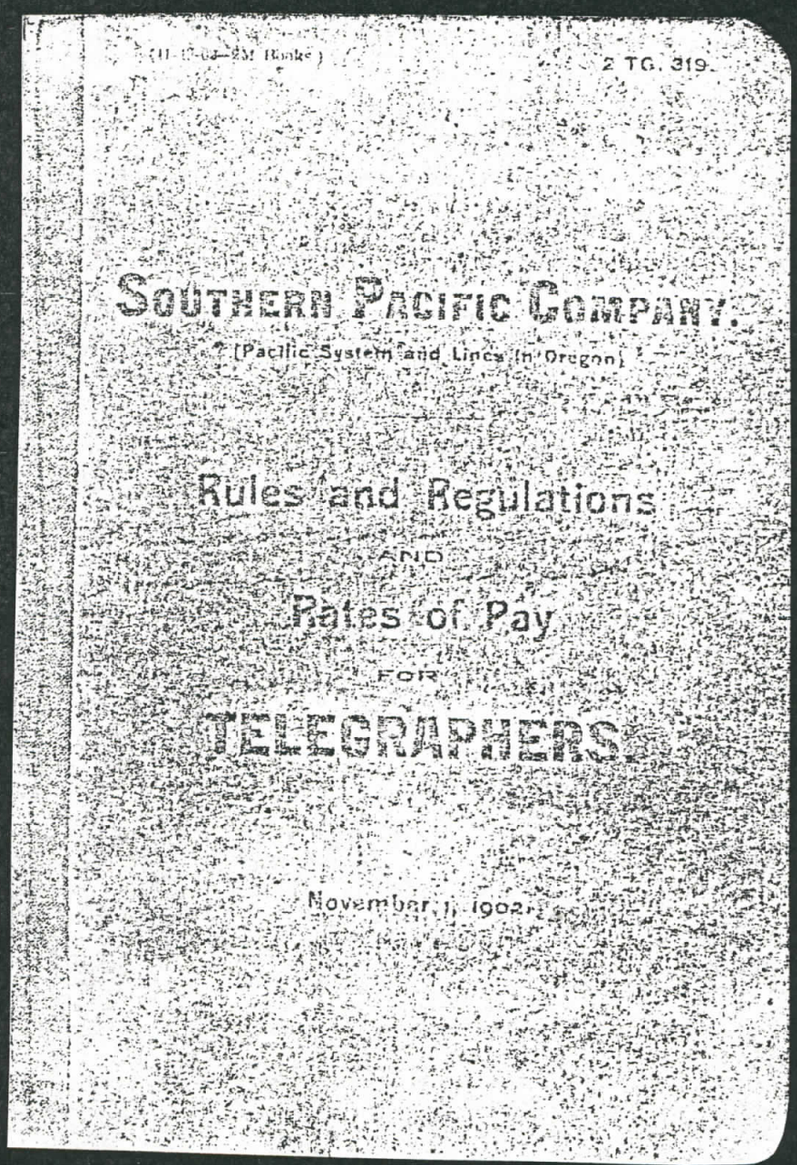
LOS ANGELES, SAN DIEGO— A. T. & S. F. Ry.

*6 40	2*30	9*30	1*00	Lv Los Angeles Ar	7 30	12 45	5 40	9
10 00	6 00	1 15	5 30	Ar San Diego Lv	2*10	*9 00	2*00	6*3

REFERENCE NOTES

*—Daily. §—Sunday only. #—Saturday only.
†—Daily except Sunday. ¶—Ar West San Jose.
⊙—U.S. mail box at station or on platform. ▲—Sou. Pac. Motor Coacl
ƒ—Stops to entrain or detrain passengers. S—Tuesdays.
X—Stops on flag on Fridays and Saturdays to receive or discharge pas engers.
(59)—Stops on signal to detrain passengers from stations north of Lo Gatos.
Time from 12.01 midnight to 12.00 noon is shown by LIGHT faced figure and time from 12.01 noon to 12.00 midnight by DARK faced figures.
Numbers following station names refer to other table showing connectin lines.

June, 1928


(11-6-02—2M (Banks)) 2 TG. 319.

SOUTHERN PACIFIC COMPANY.

(Pacific System and Lines in Oregon)

Rules and Regulations

AND

Rates of Pay

FOR

TELEGRAPHERS.

November 1, 1902.

November 1, 1902

November 1, 1902

COAST DIVISION.

Stations.	Title.	Salaries.
San Francisco, 3d and Townsend Streets:		
	1st Trick Dispatcher	$145 00
	2d Trick Dispatcher	145 00
	3d Trick Dispatcher	145 00
	Branch Dispatcher	145 00
	Branch Dispatcher	145 00
	Telegrapher	95 00
	Telegrapher	95 00
	Telegrapher	95 00
	Telegrapher	95 00
San Luis Obispo	1st Trick Dispatcher	145 00
	2d Trick Dispatcher	145 00
	3d Trick Dispatcher	145 00
	Telegrapher	95 00
	Telegrapher	95 00
San Francisco, "Freight Station":		
	1st Trick Telegrapher	95 00
	2d Trick Telegrapher	90 00
	3d Trick Telegrapher	90 00
	Day Telegrapher and Clerk	80 00
San Francisco "Yard Office"	Day Telegrapher	85 00
	Night Telegrapher	85 00
San Francisco, "16th St. Shops":		
	Day Telegrapher	85 00
	Night Telegrapher	80 00
San Francisco, "Valencia St."	Agent	80 00
	Assistant	65 00
Ocean View	Agent	75 00
	Night Telegrapher	70 00
Colma	Agent	63 00
Baden	Day Telegrapher	70 00
	Night Telegrapher	70 00
San Bruno	Day Telegrapher	70 00
	Night Telegrapher	70 00
South San Francisco	Agent	95 00
	Assistant	65 00
Millbrae	Agent	65 00
Burlingame	Agent	50 00
San Mateo	Agent	85 00
	Day Telegrapher and Assistant	65 00
	Night Telegrapher	70 00
Belmont	Agent	65 00
San Carlos	Agent	65 00
Redwood	Agent	100 00
	Day Telegrapher and Assistant	65 00
	Night Telegrapher	70 00

Stations.	Title.	Salaries.
Menlo Park	Agent	$85 00
	Assistant	65 00
Palo Alto	Agent	100 00
	Assistant	65 00
Mayfield	Agent	80 00
Mountain View	Agent	85 00
	Day Telegrapher and Assistant	65 00
	Night Telegrapher	70 00
Sunnyvale	Agent	65 00
Lawrence	Agent	65 00
Santa Clara	Agent	100 00
	Assistant	65 00
San Jose, "SX"	Agent	110 00
	Day Telegrapher & Tckt Clk	82 50
	Night Telegrapher & Tckt Clk	72 50
San Jose, "SJ"	Day Telegrapher	82 50
San Jose Yard	Day Telegrapher	75 00
	Night Telegrapher	75 00
New Almaden	Agent	65 00
Hillsdale	Agent	65 00
Coyote	Agent	65 00
	Night Telegrapher	70 00
Morgan Hill	Agent	65 00
San Martin	Agent	65 00
Gilroy	Agent	105 00
	Day Telegrapher and Assistant	65 00
	Night Telegrapher	70 00
Hollister	Agent	105 00
	Assistant	65 00
Tres Pinos	Agent	60 00
Sargent	Agent	67 50
Pajaro	Agent	95 00
	Day Telegrapher and Assistant	65 00
	Night Telegrapher	70 00
Watsonville	Agent	110 00
	Assistant	75 00
Aptos	Agent	90 00
Capitola	Agent	65 00
Castroville	Agent	90 00
	Day Telegraphers and Assistant	65 00
	Night Telegrapher	70 00
Del Monte	Agent	50 00
Monterey	Agent	80 00
	Assistant	65 00
Pacific Grove	Agent	75 00
	Assistant	65 00

FILE IN BOOK 1, SECTION 1, OF PASSENGER TARIFF F

C. R. C. No. 3214
(Cancelling C. R. C. No. 2947)

I. C. C. No. 3230
(Cancelling I. C. C. No. 319

Only one Supplement to this Tariff may be in effect at any time.

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

STAMP HERE

DATE RECEIVED

LOCAL PASSENGER TARIFF

BG-No. 2

(Cancelling Local Passenger Tariff BG-No. 1)

ONE-WAY FARES

Also Mileages and Basis for Constructing Round-Trip Fares

BETWEEN STATIONS IN CALIFORNIA

ON THE

COAST DIVISION

SAN FRANCISCO, CAL., to ASILOMAR, CAL.
(Via Los Altos and Santa Cruz)
MAYFIELD, CAL., to VASONA JUNCTION, CAL.
(Via West San Jose)
FELTON, CAL., to BOULDER CREEK, CAL.
SANTA CRUZ, CAL., to DAVENPORT, CAL.

ISSUED AUGUST 24, 1922
EFFECTIVE OCTOBER 5, 1922, for Interstate Traffic
EFFECTIVE SEPTEMBER 1, 1922, for Traffic within the State of California

Issued under special permission of the Railroad Commission of the State of California No. 15/10566, of August 4, 1922
The form of this Tariff is authorized by special permission of the Interstate Commerce Commission No. 50583, dated September 20, 1920.

Issued by
CHAS. S. FEE,
Passenger Traffic Manager,
San Francisco, Cal.

(7-28-22—1200)

July 28, 1922

This Tariff quotes selling Passenger Fares between all stations shown on solid lines, also quotes selling fares from stations on broken lines to stations on solid lines or via solid lines to destinations on broken lines and vice versa. Fares published herein between stations on broken lines are basing fares only; selling fares are published in Local Passenger Tariff Bll-No. 1, I. C. C. No. 3139, C. R. C. 2948, supplements thereto or reissues thereof.



STATIONS FROM AND TO WHICH TARIFF APPLIES.

STATIONS		Index No.
A		
Alamitos	Cal.	126
Aldercroft	"	39
Alma	"	38
Almaden Crossing	"	122
Alta Mesa	"	24
Aptos	"	63
Army Street	"	3
Asilomar	"	87
Atherton	"	20
Azule	"	30
B		
Bardin	"	76
Bay Shore	"	6
Belmont	"	17
Ben Lomond	"	102
Beresford	"	16
Big Trees	"	53
Bonny Brae	"	98
Boulder Creek	"	109
Brackney	"	99
Broadway	"	12
Brookdale	"	105
Burlingame	"	13
Butler Road	"	7
C		
Call of the Wild	Cal.	41
Campbell	"	97-117
Capitola	"	61
Castro	"	88
Clems	"	45
College Park	"	93
Congress Jct	"	31
Cristo	"	66
D		
Davenport	Cal.	116
Del Mar	"	60
Del Monte	"	82
Del Monte Jct	"	72
E		
Eblis	Cal.	56
Elkhorn	"	71
Ellicott	"	67
Eva	"	40
F		
Felton	Cal.	52
Filbert	"	108
Fish Hatchery	"	105
Fourteenth Ave	"	4
Foyle	"	95
G		
Gigling	Cal.	78
Glen Arbor	"	100
Glenwood	"	44
Gordola	"	112
Golf Links	"	55
Greystone	"	124
H		
Harris	Cal.	107
Hoffman Ave	"	85
L		
Laguna Creek	Cal.	114
Lapis	"	75
Laurel	"	43
Lawrence	"	91
Le Franc	"	120
Leonard	"	64
Leslie	"	15
Lick	"	127
Liddel	"	115
Lomita Park	"	10
Los Altos	"	25
Los Gatos	"	36
L. G. & S. J. Road	"	118
Loyola	"	27
Lyndon	"	37
M		
Majors	Cal.	1
Manresa	"	
Marina	"	
Mayfield	"	
Meehan	"	
Menlo Park	"	
Millbrae	"	
Monta Vista	"	
Monterey	"	
Moulton	"	
Mt. Hermon	"	
Mountain View	"	
N		
Nashua	Cal.	
Neponset	"	
Newell Junction	"	
New Almaden	"	
New Brighton	"	
Nuga	"	
O		
Olympia	Cal.	
Orby	"	
P		
Pacific Grove	Cal.	
Palo Alto	"	
Phillipshurst	"	
Pollard Road	"	
Prattco	"	
Q		
Quito	Cal.	
R		
Redwood City	Cal.	
Rincon	"	
S		
San Bruno	Cal.	
San Carlos	"	
San Francisco	"	
San Mateo	"	
San Tomas	"	
Santa Clara	"	
Santa Cruz	"	
Sard	"	
Seabright	"	
Seals	"	
Seaside	"	
Siesta	"	
Simla	"	
South San Francisco	"	
Springer Road	"	
Sunnyvale	"	
T		
Tank Siding	Cal.	
Thona	"	
Twenty-third Street	"	
Twin Lakes	"	
U		
Union Avenue	Cal.	
V		
Vasona Junction	Cal.	
Virginia	"	
Visitacion	"	
W		
Watsonville	Cal.	
Watsonville Jct	"	
West San Jose	"	
Wilder Spur	"	
Workfield	"	
Wright	"	
Z		
Zayante	Cal.	

July 28, 1922

MILEAGE TABLE.

Index No.	STATIONS	Miles from San Francisco
	MAIN LINE. San Francisco to Asilomar	
1	San Francisco.....Cal.	.....
2	Twenty-third St.... "	1.9
3	Army St. ..... "	2.2
4	Fourteenth Ave.... "	3.1
5	Bay Shore..... "	5.2
6	Visitacion..... "	6.5
7	Butler Road..... "	8.7
8	South San Francisco "	9.3
9	San Bruno..... "	11.0
10	Lomita Park..... "	12.1
11	Milbrae..... "	13.7
12	Broadway..... "	15.2
13	Burlingame..... "	16.8
14	San Mateo..... "	17.9
15	Leslie..... "	18.9
16	Beresford..... "	20.3
17	Belmont..... "	21.9
18	San Carlos..... "	23.2
19	Redwood City..... "	25.4
20	Atherton..... "	27.8
21	Menlo Park ..... "	28.9
22	Palo Alto..... "	30.1
23	Mayfield..... "	31.8
24	Alta Mesa..... "	34.0
25	Los Altos..... "	35.7
26	Springer Road..... "	37.5
27	Loyola..... "	38.2
28	Simla..... "	39.7
29	Monta Vista..... "	41.0
30	Azule..... "	43.8
31	Congress Jct..... "	45.2
32	San Tomas..... "	46.1
33	Pollard Road..... "	46.9
34	Quito..... "	47.8
35	Vasona Junction... "	48.1
36	Los Gatos ..... "	50.6
37	Lyndon..... "	52.4
37	Alma..... "	53.3
39	Aldercroft..... "	54.8
40	Eva..... "	56.3
41	Call of the Wild.... "	56.6
42	Wright..... "	57.6
43	Laurel..... "	59.7
44	Glenwood..... "	61.1
45	Clems..... "	62.1
46	Virginia..... "	62.5
47	Tank Siding..... "	62.9
48	Zayante ..... "	63.7
49	Meehan ..... "	64.9
50	Olympia ..... "	66.7
51	Mt. Hermon ..... "	68.4
52	Felton..... "	68.7
53	Big Trees..... "	69.6
54	Rincon ..... "	71.7
55	Golf Links ..... "	73.2
56	Eblis..... "	74.4
57	Santa Cruz..... "	75.5
58	Seabright..... "	76.7
59	Twin Lakes ..... "	77.2
60	Del Mar..... "	78.0
61	Capitola ..... "	80.2
62	New Brighton ..... "	81.4
63	Aptos ..... "	83.3
64	Leonard ..... "	86.0
65	Manresa..... "	86.9
66	Cristo ..... "	87.1
67	Ellicott..... "	88.6
68	Nuga ..... "	92.1
69	Watsonville..... "	94.1
70	Watsonville Jct..... "	95.6

Index No.	STATIONS	Miles from San Francisco
71	Elkhorn.....Cal.	100.7
72	Del Monte Jct..... "	105.5
73	Nashua..... "	107.5
74	Neponset..... "	109.0
75	Lapis..... "	109.9
76	Bardin..... "	110.5
77	Marina..... "	112.4
78	Gigling..... "	114.8
79	Workfield..... "	116.6
80	Prattco..... "	117.2
81	Seaside..... "	118.4
82	Del Monte..... "	120.0
83	Monterey..... "	120.8
84	Sard ..... "	121.1
85	Hoffman Ave..... "	122.0
86	Pacific Grove..... "	123.4
87	Asilomar..... "	125.0

Index No.	MAIN LINE. Mayfield to Vasona Jct. via West San Jose	Miles from Mayfield
88	Castro.....Cal.	3.0
89	Mountain View.... "	4.3
90	Sunnyvale..... "	7.0
91	Lawrence..... "	9.0
92	Santa Clara..... "	12.5
93	College Park..... "	13.9
94	West San Jose..... "	15.0
95	Foyle..... "	17.1
96	Moulton..... "	17.9
97	Campbell..... "	18.9
35	Vasona Junction... "	21.5

Index No.	BOULDER CREEK BRANCH. Felton to Boulder Creek	Miles from Felton
98	Bonny Brae.....Cal.	1.0
99	Brackney..... "	1.9
100	Glen Arbor..... "	2.3
101	Newell Junction... "	3.5
102	Ben Lomond..... "	3.9
103	Phillipshurst..... "	4.9
104	Siesta..... "	5.2
105	Fish Hatchery..... "	5.5
106	Brookdale..... "	5.9
107	Harris..... "	6.4
108	Filbert..... "	6.7
109	Boulder Creek..... "	7.3

Index No.	DAVENPORT BRANCH. Santa Cruz to Davenport.	Miles from Santa Cruz
110	Orby.....Cal.	1.9
111	Wilder Spur..... "	4.2
112	Gordola..... "	6.7
113	Majors..... "	7.5
114	Laguna Creek..... "	8.1
115	Liddel ..... "	9.7
116	Davenport..... "	11.5

Index No.	NEW ALMADEN BRANCH. Campbell to Lick	Miles from Campbell
117	Campbell..... Cal.	.....
118	L. G. & S. J. Road.. "	1.6
119	Union Avenue..... "	2.3
120	Le Franc..... "	4.7
121	Thona..... "	5.6
122	Almaden Crossing.. "	8.3
123	New Almaden..... "	9.7
124	Greystone..... "	11.4
125	Seals..... "	12.9
126	Alamitos..... "	13.8
127	Lick..... "	17.2

ONE-WAY ADULT FARES.

Index No.	BETWEEN	117	118	119	120	121	122
	NEW ALMADEN BRANCH. Campbell to Lick. *Campbell.*	Campbell, Cal.	L. G. & S. J. Road, Cal.	Union Ave., Cal.	Le Franc, Cal.	Thona, Cal.	Almaden Crossing Cal.
117	Campbell.....Cal.						
118	L. G. & S. J. Rd., "	$0.12					
119	Union Ave..... "	.12	$0.12				
120	Le Franc..... "	.24	.18	$0.12			
121	Thona..... "	.30	.24	.18	$0.12		
122	Almaden Crossing "	.42	.36	.30	.18	$0.18	
123	New Almaden... "	.48	.42	.36	.24	.24	$0.12
124	Greystone..... "	.60	.48	.48	.36	.30	.18
125	Seals..... "	J .66	J .60	J .54	J .42	J .36	J .24
126	Alamitos..... "	J .72	J .60	J .60	J .48	J .42	J .30
127	Lick..... "	J .84	J .78	J .72	J .60	J .60	J .48

Index No.	BETWEEN	123	124	125	126	127
	NEW ALMADEN BRANCH. Campbell to Lick. (Concluded) *Campbell.*	New Almaden Cal.	Greystone, Cal.	Seals Cal.	Alamitos, Cal.	Lick, Cal.
123	New Almaden...Cal.					
124	Greystone..... "	$0.12				
125	Seals..... "	.18	$0.12			
126	Alamitos..... "	.24	.12	$0.12		
127	Lick..... "	.36	.30	.24	$0.18	

J—Via New Almaden.

July 28, 1922

Southern Pacific Company

(PACIFIC LINES)

SCHEDULE OF

Pay and Regulations

FOR

TRAINMEN

IN EFFECT MAY 1, 1928

May 1, 1928

May 1, 1928

SOUTHERN PACIFIC COMPANY
(Pacific *Lines*)

The following constitutes an agreement between the Southern Pacific Company (Pacific *Lines, excluding former El Paso and Southwestern*), and the General Committee, Brotherhood of Railroad Trainmen, covering rates of pay and rules for trainmen employed on the Pacific *Lines*, Southern Pacific Company, and are in effect *May 1, 1928*, and shall remain in effect *until May 1, 1929*, and thereafter subject to the provisions of Article No. 68 of this Agreement.

The words "trainman" and "trainmen" used in the various articles of this Agreement are understood to have reference to ticket collectors, brakemen, train baggagemen and baggagemen operating dynamos.

COAST DIVISION

	Monthly Guarantee BRAKEMEN
Passenger Service:	
San Francisco-San Luis Obispo	$156.10
San Luis Obispo-Los Angeles	162.05
San Francisco-Pacific Grove-Santa Cruz	156.10
San Francisco-Mayfield-San Jose	156.10
Watsonville Junction-Santa Cruz	156.10
Del Monte Junction-Pacific Grove	156.10
Oakland-Santa Cruz	156.10
Boulder Creek-Santa Cruz-Watsonville Junction	156.10

	BRAKEMEN			
Mixed Service:	Per Mile c	Per Day $	Per Month $	Overtime rate Per Hr. $
Gilroy-Tres Pinos	6.41	6.41	146.20	1.20
Davenport-Santa Cruz Switching Run	6.41	6.41	146.20	1.20
All other mixed service	6.18	6.18	146.20	1.16
Through Freight Service:				
*San Francisco (Bay Shore)-Watsonville Jct.	6.38	6.38	146.20	1.20
Watsonville Junction-San Luis Obispo*	5.46	5.46	146.20	1.02
*San Luis Obispo-Santa Barbara	5.46	5.46	146.20	1.02
Local Freight Service:				
†Santa Cruz-Felton-Boulder Creek-San Jose-New Almaden	6.41	6.41		1.20
San Francisco-Watsonville Junction	6.41	6.41		1.20
All other local freights	6.18	6.18		1.16
Work Train Service:				
San Francisco (Bay Shore)-Watsonville Jct.	6.46	6.46		1.21
All other work trains	5.88	5.88		1.10

*Home terminals as provided by Article 20.
†One day per week off.

Through freight crews may be required to set out cars of stock at South San Francisco.

Between San Francisco and San Bruno via Colma, three brakemen will be employed on trains of 25 cars or more, also between Santa Margarita and San Luis Obispo on trains of 15 cars or more.

SOUTHERN PACIFIC COMPANY

(SOUTH PACIFIC COAST RAILWAY DIVISION.

14

3-89—5 C.

SPECIAL EXCURSION TICKET.

Good for One Continuous Passage

UNION AVENUE

(ALMADEN BRANCH)

—TO—

SAN JOSE.

On Conditions named in this Ticket.

In consideration of this Ticket and accompanying Check being sold at a reduced price from the regular first-class rate, it is hereby understood and agreed upon by the purchaser, that they WILL NOT BE GOOD FOR PASSAGE on any other date than that indicated thereon; that they are NOT TRANSFERABLE, and NO STOP-OVER PRIVILEGES will be granted.

BAGGAGE will not be received or checked on this ticket under any circumstances.

This Ticket is good only on

SATURDAY, MARCH 30, 1889

On Special Train leaving UNION AVENUE at 2.30 P. M.,

AFTER WHICH IT IS VOID.

CHECK MUST BE DETACHED BY CONDUCTORS ONLY.

ISSUED ACCOUNT EASTON, ELDRIDGE & CO.

Union Avenue & Ret.
Exc. 8——1889.

E. H. Goodman
GEN. PASS. AND TICKET AGENT.

S. P. Co.— South Pacific Coast Railway Division.

14

3-89—5 C.

Good for One Continuous Passage

SAN JOSE

—TO—

UNION AVENUE

(ALMADEN BRANCH.)

Good only on Special Train leaving at 11.00 A. M.

SATURDAY, MARCH 30, 1889.

On Conditions named in Ticket.

NO STOP-OVER PRIVILEGES GIVEN ON THIS CHECK.

Baggage will not be received or checked hereon.

EXCURSION

Union Avenue & Ret.
Exc. 8——1889.

This check will not be good if detached from the ticket.