

THE COAST LINE

COAST LINE HISTORY

Today's Coast Line of the Southern Pacific between Los Angeles and San Francisco was an early starter and a late finisher. The first segment of this line was opened for business on January 16, 1864 under the name of San Francisco & San Jose Railroad. The first through passenger train between San Francisco and Los Angeles via the Coast Line did not operate until March 31, 1901. In contrast, the driving of the "Last Spike" at Lang, California on September 5, 1876 provided the first rail link between Los Angeles and the Bay Area via the San Joaquin Valley.

The San Francisco & San Jose Railroad was incorporated on August 18, 1860 for the purpose of building a railroad 49.50 miles long to connect San Francisco and San Jose. Construction began on July 15, 1861 and by January 16, 1864 service was started between San Francisco and San Jose. The original line entered San Francisco by way of the Mission District. This route had a heavy grade between Colma and San Francisco which required helper locomotives on heavy trains.

On December 2, 1865 the founders of the SF&SJ organized and incorporated the Southern Pacific Railroad Co. In early 1866 the SP was authorized by Congress to build south and east of San Jose through Santa Clara and San Benito counties and the San Joaquin Valley to the Colorado River near Needles where it was to connect with the Atlantic & Pacific Railroad which was then building westward. In 1868 the Central Pacific acquired control of the SF&SJ and in 1870 the CP reorganized the Southern Pacific.

In early 1868 construction started south of San Jose. By March 13, 1869 trains were operating to Gilroy 29 miles south of San Jose in the Santa Clara Valley. On July 13,

1871 the line was opened to Hollister. March 12, 1873 found the rails arriving in the small community of Tres Pinos, located 100 miles south of San Francisco. At this point the Southern Pacific decided to abandon attempts to push a rail line over a major mountain range into the San Joaquin Valley. On December 31, 1869 construction was started at the newly established town of Lathrop near Stockton on the original transcontinental line, south through the San Joaquin Valley. This route did not present the heavy mountain construction which lay along the originally planned route which would link Tres Pinos with Coalinga.

While construction was taking place between Gilroy and Tres Pinos, rails were also being pushed south toward Los Angeles. On November 27, 1871 the line between Gilroy and Pajaro (Watsonville Junction) was opened. In 1872 rails were pushed on to Salinas, 117.6 miles from San Francisco, arriving on November 1, 1872.

On August 12, 1873 the rail line was opened to Soledad, 142.9 miles from San Francisco. Soledad was to become "end of track" for thirteen years as construction forces were transferred to the San Joaquin Valley in an attempt to rush that line to completion and to build a line eastward out of Los Angeles towards Yuma, Arizona.

In 1873 work started from Los Angeles and by mid-year track had reached Burbank, 12 miles northwest of Los Angeles.

In 1886 work resumed south of Soledad on the Coast Line. By July 20, 1886 trains were operating to King City, 163.2 miles from San Francisco. On October 31, 1886 rails had reached Paso Robles. November 16, 1886 found rails arriving at Templeton, 221.6 miles south of San Francisco.

The pace of construction slowed
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south of Templeton as work forces undertook the heavy construction over and through the Santa Lucia Mountains north of San Luis Obispo. This section of line required six tunnels and a spectacular horseshoe curve plus heavy bridge construction with a 2.2 per cent grade over the summit at Cuesta.

On the southern end of the Coast Line rails were progressing northward out of Los Angeles. Track was being laid through San Fernando, Sylmar to Newhall and Saugus where the rails turned west through Fillmore, Santa Paula and Montalvo, then turning northward up the Coast, arriving in Santa Barbara on August 19, 1887.

The original line through Santa Paula was to be a temporary main line out of Los Angeles, for construction was pushed on a more direct line over Santa Susana Pass. Towards this goal, 21 miles of track were pushed north out of Burbank Junction to Chatsworth, located at the southern flank of the pass, in 1893.

The Santa Lucia Mountains were conquered at last when on May 5, 1894 the Coast Line was opened between Templeton and San Luis Obispo. In 1895 rails were pushed south 25 miles to Guadalupe, located in the Santa Maria Valley. By 1896 rails were extended 26 miles from Guadalupe to Surf.

In 1898 work started south of Montalvo to Oxnard on the north end of the line over Santa Susana Pass. Between 1898 and 1901 construction work was concentrated on the difficult portion of the line along the Pacific Ocean between Santa Barbara and Surf, a distance of 68 miles.

On March 31, 1901 the Coast Line was completed and the first passenger train operated between San Francisco and Los Angeles via the Santa Paula branch. At Montalvo the train went east to Saugus, then south to Burbank, then into Los Angeles. This temporary route was to last for three years, but at long last Los Angeles and San Francisco were link-

ed by rail on the Coast Line. The most difficult construction of the 150 miles north of Santa Barbara to Templeton had been completed. The line along the Pacific shore presented many engineering difficulties and required several extensive bridges.

The final link in the Southern Pacific's Coast Line main line was completed on March 20, 1904 over the Santa Susana Mountains between Montalvo and Burbank Junction. The line over Santa Susana required a 1.0 per cent grade plus three tunnels, Nos. 26, 27 and 28, one of which is the longest on the Coast Line, being nearly a mile and a half long. This line shortened the mileage between San Francisco and Los Angeles via the Coast Line and reduced the trackage through Santa Paula and Fillmore to branch line status. The line north from Burbank Junction through San Fernando, Saugus, Soledad Canyon and on to Mojave became the main line to and from the San Joaquin Valley.

While the SP's Coast Line was now complete, a number of changes and improvements were to take place over the years. In October of 1904 construction was started on a new "million dollar-a-mile" line relocation between San Francisco and San Bruno which eliminated the heavy grade out of Colma on the original line. On December 8, 1907 this new Bayshore cutoff was completed. This line featured five double tracked tunnels and extensive land fill. (Tunnel No. 5 has since been bypassed due to the Bayshore Freeway Candlestick cutoff). A large freight classification yard was built at Bayshore on what was once a part of San Francisco Bay.

In 1922 and 1923 the first units of SP's large Taylor Yard were completed just north of downtown Los Angeles. In 1929 and 1931 additional improvements were made to this yard.

In 1926 an extensive freight yard and terminal was constructed at Santa Clara, with additional facilities completed in 1928 and 1929. As traffic increased on the Coast

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Line many facilities were being taxed to the limit. Between 1927 and 1930 portions of the San Jose-Watsonville Junction line were double tracked.

On October 22, 1935 a fast merchandise "Overnight" train was established between San Francisco and Los Angeles on the 470 mile Coast Line. Freight cars especially built or equipped to run at passenger train speeds rushed less than car load lots of freight between the two major cities in California on an overnight schedule. This service lasted until the late 1950's and early 1960's when it was replaced with a fast overnight piggyback train.

On December 31, 1935 a major track relocation and a new passenger depot was placed in service at San Jose. The original line south out of San Jose to Gilroy had the tracks running down the middle of Fourth Street, a major residential area and just two blocks from the downtown business district. This relocation involved eight street separations and it took the tracks out of the downtown section of San Jose.

In 1941 a new modern station was built at Salinas. This was followed in 1943 by a new, mission-style station at San Luis Obispo.

The regular assignment of steam power to the premier passenger trains on the Coast Line ended on January 7, 1955 when 4-8-4 No. 4458 left San Francisco on No. 98, the "Coast Daylight," No. 4459 on No. 94 the overnight "Starlight" and No. 4452 on No. 76, the overnight all Pullman "Lark." On that date Alco PA and EMD E units powered northbound trains out of Los Angeles to spell the end of steam power on a regular basis. An occasional failure of the diesel motive power or the operation of a second section of these trains would sometimes call into play a 4-8-4, but after this date the only regularly assigned steam power on the Coast Line between Los Angeles and San Francisco was to be found on mail trains Nos. 71 and 72 (later renumbered to Nos.

90 and 91).

Steam motive power fared a little better in the commute district between San Francisco and San Jose, where 4-6-2's, 4-8-2's and 4-8-4's were to continue for a short while. The end came on January 22, 1957 when 4-8-4 No. 4430 powered commute train No. 130 from San Francisco to San Jose. Upon arrival in San Jose the 4430 was assigned to a freight train to Oakland and the end of steam operation had arrived on the Coast Line of the SP. From that date on the commute trains have been operated by a varied assortment of diesel locomotives from Alco, Fairbanks-Morse and EMD.

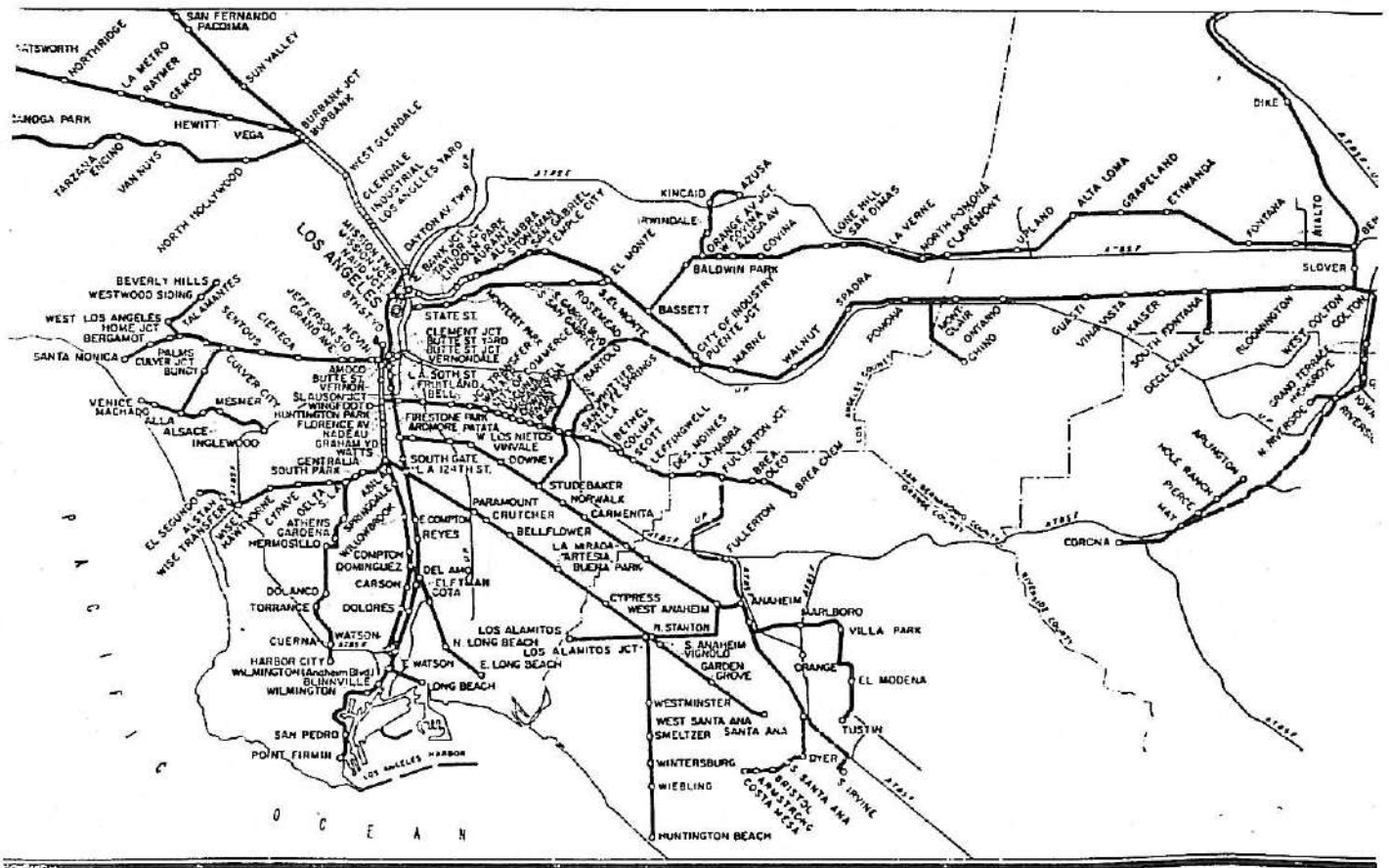
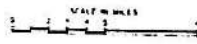
When the Southern Pacific operated the "Coast Daylight" between Los Angeles and San Francisco they provided each passenger with a descriptive brochure which pointed out points of interest along the line. We will follow that format as we point out places of interest for the railfan aboard the 4449 excursion.

LOS ANGELES LAUPT: Construction started on Los Angeles Union Passenger Terminal in late 1933 under a joint agreement between SP, Union Pacific and Atchison, Topeka & Santa Fe. On March 7, 1939 the new union passenger terminal was opened for business by all three railroads. The terminal is still owned by the railroads and leased to Amtrak.

TAYLOR YARD: Located 4.3 miles from LAUPT, this is SP's major freight classification yard for the Los Angeles Basin. SP's other major freight classification yard for Southern California is located at West Colton. Taylor Yard, a modern hump yard, dispatches cars to various local industries located in the downtown Los Angeles area. A large pool of 1500 hp EMD SD7E's are assigned to yard switching and heavy transfer runs. Long lines of stored locomotives are to be found on adjacent tracks. These include GE U25Bs

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LOS ANGELES AND ADJACENT TERRITORY



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and U33C units plus many EMD units.

GLENDALE: Located 5.7 miles from LAUPT, this is a scheduled stop for Amtrak's "Coast Starlight" on its journey between Los Angeles and Seattle, Wash.

BURBANK JCT. Located 11.2 miles from LAUPT, this is the end of double track. The interlocking tower controls the junction with the line to Bakersfield via Soledad Canyon which branches off to the right.

GEMCO: Located 18.4 miles from LAUPT, a large General Motors Corp. automobile assembly plant is located here. SP assigns a small fleet of EMD SW-1500's to handle local plant switching plus working the Northridge Local and Van Nuys Local. Several GP9E units are assigned to Gemco for locals, two of which work the Saugus Local which runs down to Burbank Jct., then out the Soledad Canyon line to Saugus. Turns oper-

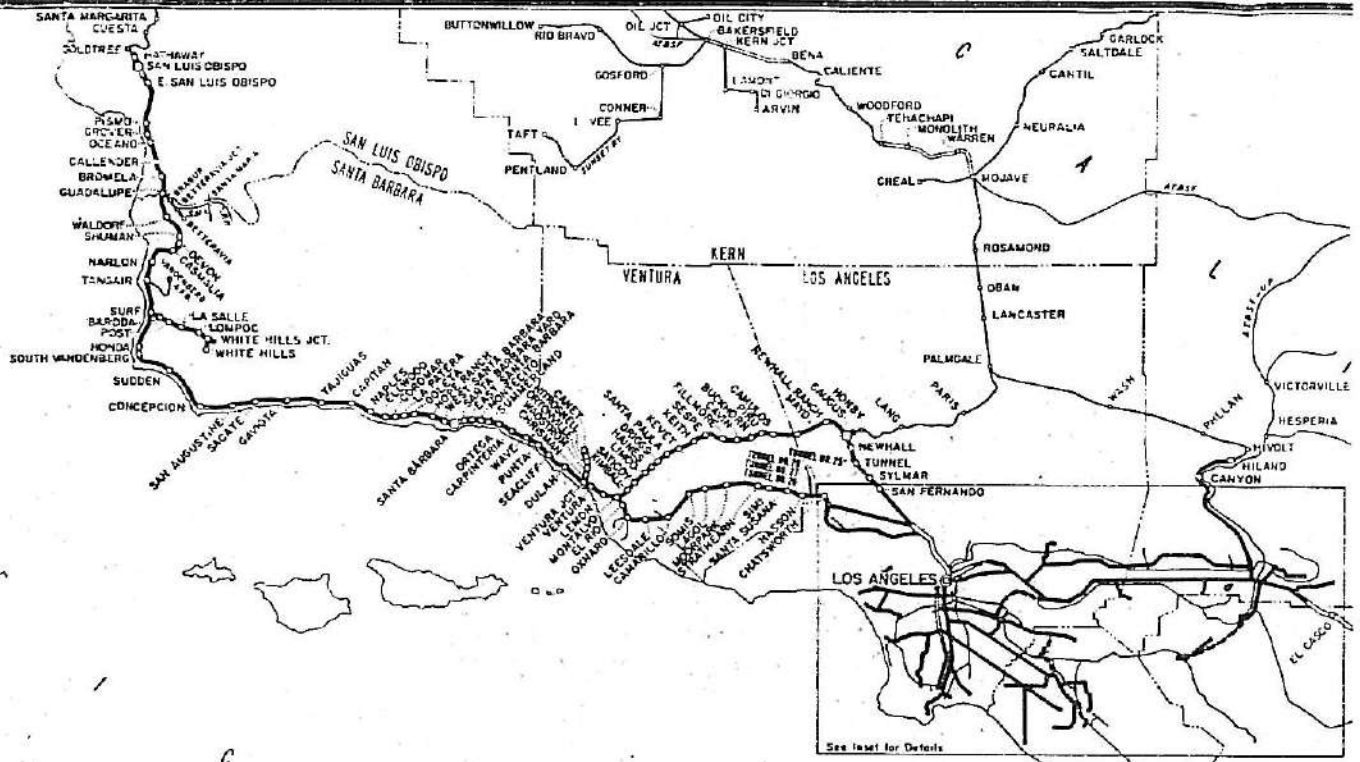
ate from West Colton to Gemco with loads of auto parts for the assembly plant.

CHATSWORTH: Located 28.4 miles from LAUPT. From here we climb out of the San Fernando Valley as the rails attack Santa Susana Pass with a maximum 1.0 per cent grade to the summit.

SANTA SUSANA: Known among local railfans as "the Rockpile," the tracks pass through three tunnels in this area, Nos. 26, 27 and 28. The summit is located inside Tunnel No. 26, a 7,369 foot long bore.

OXNARD: Located 66.1 miles from LAUPT. From Santa Susana the tracks drop down a 1.0 per cent grade into the Simi Valley and passing through the communities of Moorpark and Camarillo to Oxnard. For a short period of time Caltrans operated a local commuter operation between Oxnard and Los Angeles with two trains inbound in the morning and two outbound to Oxnard in the even-

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ing. A combination of a lack of patronage and lack of funding caused the train service to be abandoned.

A connection is made with the short line Ventura County Railway which operates 10 miles of track between Oxnard and Wilds with two General Electric 70-Ton switch engines.

Several SW-1500 switchers and GP9E's are assigned at Oxnard for industrial switching and local freight service. The Ellwood Local is dispatched in the afternoon up to Santa Barbara and back to handle local switching chores. In addition the "OXWCY-WCOXY" operates from West Colton to Oxnard and Los Angeles-Oxnard runs are scheduled as required. A long distance Oxnard-San Luis Obispo Local is usually powered by several SD-39's in the 5300 series.

Oxnard is a regular stop for Amtrak's "Coast Starlight" and is also the location for SP's full service freight agency for the area.

MONTALVO: Located 70.7 miles from LAUPT, this is the junction

point for the original line into Los Angeles via Santa Paula and Fillmore to Saugus. The loss of a bridge near Saugus several years ago ended the use of this line as a through route and in 1983 the SP received permission to abandon the line. At one time the Santa Paula and Fillmore area originated many carloads of oranges and lemons.

VENTURA: Located 75.7 miles from LAUPT. Once an important stop for passenger trains and a thriving center for freight. Local freight service is provided by a local out of Oxnard and Amtrak trains do not stop in Ventura. From north of Ventura the rails follow along the shore of the Pacific; in some places the tracks are just above the rolling surf.

VENTURA JCT. Located 76.6 miles from LAUPT this is the junction point with the former Ojai branch which at one time shipped out many carloads of citrus products. The line to Ojai has long since been abandoned and today is a 5.4 mile stub to Canet.

SANTA BARBARA: Located 103.2 miles from LAUPT this is a very popular tourist center. With the Pac-

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ific Ocean at its front door and the scenic Santa Ynez mountains at its back door, Santa Barbara provides many passengers for Amtrak's "Coast Starlight" which stops at the mission-style station.

At one time Santa Barbara was the dividing point between the old Los Angeles Division and the Coast Division. A small yard was located south of the depot, which included a roundhouse. All trains changed crews at this location. When the Coast Division was eliminated the section between San Luis Obispo and Santa Barbara was merged into SP's Los Angeles Division, while the portion of the old Coast Division north of San Luis Obispo was merged into the Western Division. The roundhouse was used as a lumber yard for a number of years and the yard tracks have since been removed.

Freight transactions are now handled by the Oxnard freight office and local switching is accomplished by the Ellwood Turn operating out of Oxnard. Double track extends for 3.4 miles from East Santa Barbara to West Santa Barbara.

GOLETA: Many carloads of citrus, tomatoes and walnuts were shipped out of this area in years past. The former Goleta depot has been moved to a nearby park and restored.

GAVIOTA: Located 134.5 miles from LAUPT this was once an important source of revenue for the SP with many carloads of cattle being received in the fall and shipped out in the spring. Loads of feed and lumber for points in the Santa Ynez Valley were also received here.

At Gaviota highway 101 swings inland, while the railroad crosses a large trestle over Gaviota State Park and climbs a short grade as it continues to travel along a very remote countryside along the shore of the Pacific.

CONCEPCION: Located 148.6 miles from LAUPT the Point Concepcion light house is located here. At one time SP maintained a freight agency at this location. The agency was

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SANTA BARBARA SUBDIVISION

EASTWARD FIRST CLASS			STATIONS			WESTWARD FIRST CLASS		
16 Psgr	12 Psgr	Mile Post	Coast Line			Station Number	13 Psgr	17 Psgr
Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	
AM 3:59	PM 1:26	252.1	SAN LUIS OBISPO			34000	PM 3:20	AM 1:20
4:04	1:30	254.9	EAST SAN LUIS OBISPO			34005	2:57	12:43
4:16	1:43	264.2	6308 GROVER			34016	2:44	12:30
4:22	1:50	269.9	5850 CALLENDER			34024	2:38	12:24
4:29	1:56	276.5	5556 GUADALUPE			34040	2:33	12:19
4:32	2:00	280.7	4035 WALDORF			34105	2:29	12:14
4:37	2:05	285.5	4267 DEVON			34114	2:24	12:09
4:40	2:18	293.2	6218 NARLON			34123	2:18	12:03 AM
4:47	2:22	297.2	5511 TANGAIR			34130	2:14	1:59 PM
4:52	2:27	302.7	5550 SURF			34140	2:09	11:54
4:57	2:32	307.9	6725 HONDA			34310	2:04	11:49
5:06	2:41	317.3	5818 SUDDEN			34321	1:55	11:40
5:15	2:50	325.3	6128 CONCEPCION			34329	1:47	11:32
5:28	3:03	339.4	3957 GAVIOTA			34347	1:34	11:19
5:38	3:13	349.9	4964 CAPITAN			34416	1:21	11:06
5:50	3:25	362.3	5728 GOLETA			34435	1:09	10:54
5:56	3:31	368.5	WEST SANTA BARBARA			34450	1:03	10:48
5:57	3:34	370.7	SANTA BARBARA			35000	1:00	10:45
6:21	3:48	371.9	EAST SANTA BARBARA			35006	12:47	10:29
6:28	3:55	377.3	5162 ORTEGA			35017	12:42	10:24
6:40	4:07	388.5	5045 SEACLIFF			35032	12:31	10:13
6:51	4:18	398.2	VENTURA JCT			35042		
		397.3	5600 VENTURA			35210	12:20	10:02
		403.2	MONTALVO			35220		
7:06	4:33	407.8	5701 OXNARD			35410	12:11 PM	9:53
7:15	4:42	416.6	5544 CAMARILLO			35437	11:59 AM	9:39
7:25	4:52	427.1	4912 MOORPARK			35451	11:49	9:29
7:35	5:02	437.5	8130 SANTA SUSANA			35468	11:39	9:19
7:45	5:12	445.5	4045 CHATSWORTH			40100	11:29	9:09
7:55	5:24	455.5	GEMCO			40122	11:19	8:59
7:58	5:27	458.4	HEWITT			40125	11:16	8:56
8:03	5:32	467.5	BURBANK JCT			40300	11:11	8:51
		473.4	ALLEN AVE X-OVERS					
8:18	5:47	477.1	GLENDALE			40330	11:03	8:43
		478.5	LOS ANGELES YD			40400		
		479.4	MAIN LINE TOWER X-OVERS					
		480.7	DAYTON AVE TOWER			40410		
		481.9	EAST BANK JCT			40420		
		482.2	MISSION TOWER			40430		
8:30 AM	6:45 PM	402.8	LAUPT			40441	10:45 AM	8:25 PM
Arrive Daily	Arrive Daily		(221 B)				Leave Daily	Leave Daily
16	12						13	17

SP Los Angeles and San Joaquin Division Timetable No. 1 effective 12:01 am Oct. 25, 1981 when Amtrak's "Spirit of California" Nos. 16 and 17 were operating between SF and LA.

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closed in 1954 and the station since removed.

HONDA: Located 166 miles from LAUPT this remote location has a track connection with a rail line which serves the southern portion of Vandenberg Air Force Base and a blue and white military diesel can usually be found parked nearby. For the next several miles the tracks will be following alongside the Vandenberg Air Force Missile Base with many of the missile silos in view to the right of the train.

SURF: Located 171.2 miles from LAUPT a train order office is located here and a branch extends 14 miles to Lompoc and White Hills. Two SW-1500's or GP9E's work this branch. A small yard is located here with a wye connecting the branch with the mainline. The tracks cross the Santa Ynez River on a major trestle just north of the depot.

NARLON: Located 180.7 miles from LAUPT the tracks turn inland for a short stretch. South of Narlon, at Tangair, a short spur line serves the north portion of Vandenberg Air Force Base.

North of Santa Barbara the tracks have been following an up and down profile as they follow along the shore of the Pacific. Northbound out of Surf trains attack a 1.0 per cent grade as they climb up to Tangair. From Tangair the tracks drop down into Narlon, then resume a long gentle climb to the summit at Shuman with the stiffest grade at 1.0 per cent over Casmalia Hill.

GUADALUPE: Located 197.4 miles from LAUPT. From Shuman the rails drop down through Waldorf into Guadalupe and the Santa Maria Valley. A small freight yard is located here and the 14.8 mile long Santa Maria Valley Railroad connects with the SP at the yard. The SMV runs east to Santa Maria and Gates, plus a short branch line to Betteravia to serve a large Union Sugar Beet Co. refinery. The SMV has a fleet of 7 GE 70-Ton 660 hp switchers and a single GE U6B 700 hp switcher.

SP assigns a EMD SW-1500 to hand-

le local switching duties and work the small yard. This unit also works the Oceano Local.

In season solid train loads of sugar beets are dispatched out of the Imperial Valley at El Centro for movement to Guadalupe where they are turned over to the SMV for movement to Betteravia. Sugar beet trains are also operated out of Bakersfield north to Oakland, then down the Coast Line to Guadalupe enroute to the sugar beet refinery.

The Santa Maria Valley Railroad serves many packing sheds in the Santa Maria area, plus several oil fields which ship tank cars of petroleum products. Several packing sheds are also located in the Guadalupe area, which makes this an important traffic generating station for the SP.

OCEANO: Located north of Guadalupe this city has several packing sheds which add carloads to SP train movements. The tracks once again are following the shore line for a short distance.

PISMO: This is the end of the 113 miles of running along the shore of the Pacific Ocean. Many sand dunes are located to the west. From Pismo the tracks head inland through a short, scenic canyon for the final entrance to San Luis Obispo.

SAN LUIS OBISPO: Located 221.8 miles from LAUPT and the dividing line between the Los Angeles Division and the Western Division. San Luis Obispo is a major crew change point and has a small yard and locomotive facility. A major stop for Amtrak's "Coast Starlight", crews run from Oakland to San Luis Obispo and from San Luis Obispo to Los Angeles. Freight crews work from Watsonville Junction to San Luis Obispo and from San Luis Obispo to Los Angeles. Helper crews are based here to provide help to heavy freight trains over the Santa Lucia Mountains between here and Santa Margarita.

In addition to through trains, San Luis Obispo originates the San Luis Obispo-Oxnard local, plus a local to Watsonville Junction.

HORSESHOE CURVE: Heading out of San Luis Obispo the tracks attack a

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2.1 per cent grade up to Goldtree, then up around a large horseshoe curve as they seek to gain elevation. Once over the horseshoe curve the tracks continue to gain elevation to Chorro, then plunge into tunnel No. 11.

SERRANO: Located 230.5 miles from LAUPT, the tracks continue to climb the Santa Lucia Mountains. From this spot a panoramic view of San Luis Obispo can be seen. From Serrano the tracks by-pass the former Tunnel No. 10 then plunge into three short tunnels, Nos. 9, 8 and 7 as they continue to gain elevation to the summit.

CUESTA: Located 235 miles from LAUPT and 13.2 miles from San Luis Obispo the tracks plunge into tunnel No. 6 on a 2.2 per cent grade. Once inside the tunnel the summit is shortly reached and the descent into the Salinas Valley is begun.

SANTA MARGARITA: Located 238.4 miles from LAUPT and 16.6 miles from San Luis Obispo. Once out of tunnel No. 6 the rails drop down a 2.2 per cent grade into Santa Margarita. At one time a wye was located here for turning helper engines. Trackage from San Luis Obispo to Santa Margarita is operated by Centralized Traffic Control from the dispatchers office in Roseville. A train order office is located here and helper locomotives on heavy freight trains are added eastbound or removed from westbound trains. Santa Margarita lies at the head of the Salinas River, which we will be following up the Salinas Valley. From this station the rails follow a gentle decline all the way to Watsonville Junction.

ATASCADERO: This is a rich farming area which at one time shipped many carloads of cattle by rail.

PASO ROBLES: Located 257.6 miles from LAUPT. Once a major shipping point of cattle, feed and almonds, the station is still standing on the left of the track and is now used as a Maintenance of Way office.

SAN MIGUEL: Located 266.9 miles from LAUPT, this was once a thriving

passenger and freight point during World War II as it handled traffic to and from Camp Roberts, located just north of town.

SAN ARDO: Located 291 miles from LAUPT and location of a rich oil field. At one time an important shipping area for cattle, feed and sugar beets.

KING CITY: Located 310.2 miles from LAUPT. This is the middle of the rich Salinas Valley. This area at one time originated many carloads of vegetables such as tomatoes, carrots and sugar beets and was an important livestock center. Train order office is located in the depot to the left of the main line.

SOLEDAD: Located 330.2 miles from LAUPT and location of several packing sheds.

GONZALES: Located 338.8 miles from LAUPT and home of a large winery, California Taylor Cellars, which provide the SP with many car loads of wine for eastern markets and an important agricultural area with several packing sheds.

SALINAS: Located 355.7 miles from LAUPT and known as the "Salad Bowl of the Nation" this area is the location of many packing sheds which ship out carloads of lettuce, broccoli, strawberries and a wide variety of other vegetables. At Spreckels Junction, located 2.1 miles south of the Salinas depot a 2.5 mile long branch runs to Spreckels, location of the Spreckels Sugar Beet refinery. Until a year ago solid train loads of sugar beets arrived at this facility for processing. In 1983 the processing of sugar beets ended at this facility.

During the heavy perishable shipping season GP9E's are assigned to Salinas to work the many packing sheds in the area. Salinas is a regular stop for Amtrak's "Coast Starlight."

CASTROVILLE: Located 363.5 miles from LAUPT, this city is known as the "Artichoke Capital of the World" and during the season ships many car loads of artichokes to eastern markets. Several packing sheds line the tracks. Castroville is also the junction with a branch line which

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SALINAS SUBDIVISION

(Continued From Page 9)

EAST- WARD	STATIONS		WEST- WARD
	FIRST CLASS	FIRST CLASS	
12 Psgr	Coast Line		13 Psgr
Leave Daily	Mile Post	Station Number	Arrive Daily
AM 10.39	100.4	32350	PM 5.55
	110.4	32520	
s11.01	118.2	32720	s5.34
11.06	120.3	32730	5.23
11.14	129.1	33009	5.15
11.19	135.1	33016	5.10
11.26	143.6	33030	5.03
11.31	148.3	33037	4.58
11.45	163.7	33060	4.44
AM 11.53	172.4	33111	4.35
PM 12.03	182.9	33123	4.25
12.10	189.7	33131	4.18
12.18	195.9	33138	4.11
12.26	203.8	33147	4.04
12.28	207.0	33151	4.00
12.32	210.9	33156	3.56
12.37	216.3	33170	3.51
12.44	221.8	33210	3.44
12.51	228.0	33219	3.37
12.57	235.5	33232	3.31
	238.9	33237	
	243.4	33242	
	246.3	33247	
	248.0	33253	
	250.6	33260	
s2.10 PM	252.1	34000	2.53 PM
Arrive Daily			Leave Daily
12			13

RULE 5. Salinas: Time applies for first-class trains at No. 2 siding, for other westward trains at west switch No. 1 siding, and for other eastward trains at east switch No. 2 siding.

McKay: Time applies at No. 1 siding.

EAST- WARD	STATIONS		WEST- WARD
Mile Post	Monterey Branch		Station Number
110.4	Yd. Limits	CASTROVILLE	32520
119.2	3430	ORD	32620
123.3		SEASIDE	32635
		(12.9)	

Spreckels Branch			
120.3		SPRECKELS JCT	32730
122.8		SPRECKELS	32740

SP Western Division Timetable No. 26 effective 12:01 am April 29, 1984.

at one time ran to Monterey and Pacific Grove. The branch has since been cut back to Seaside, a distance of 12.9 miles from the junction.

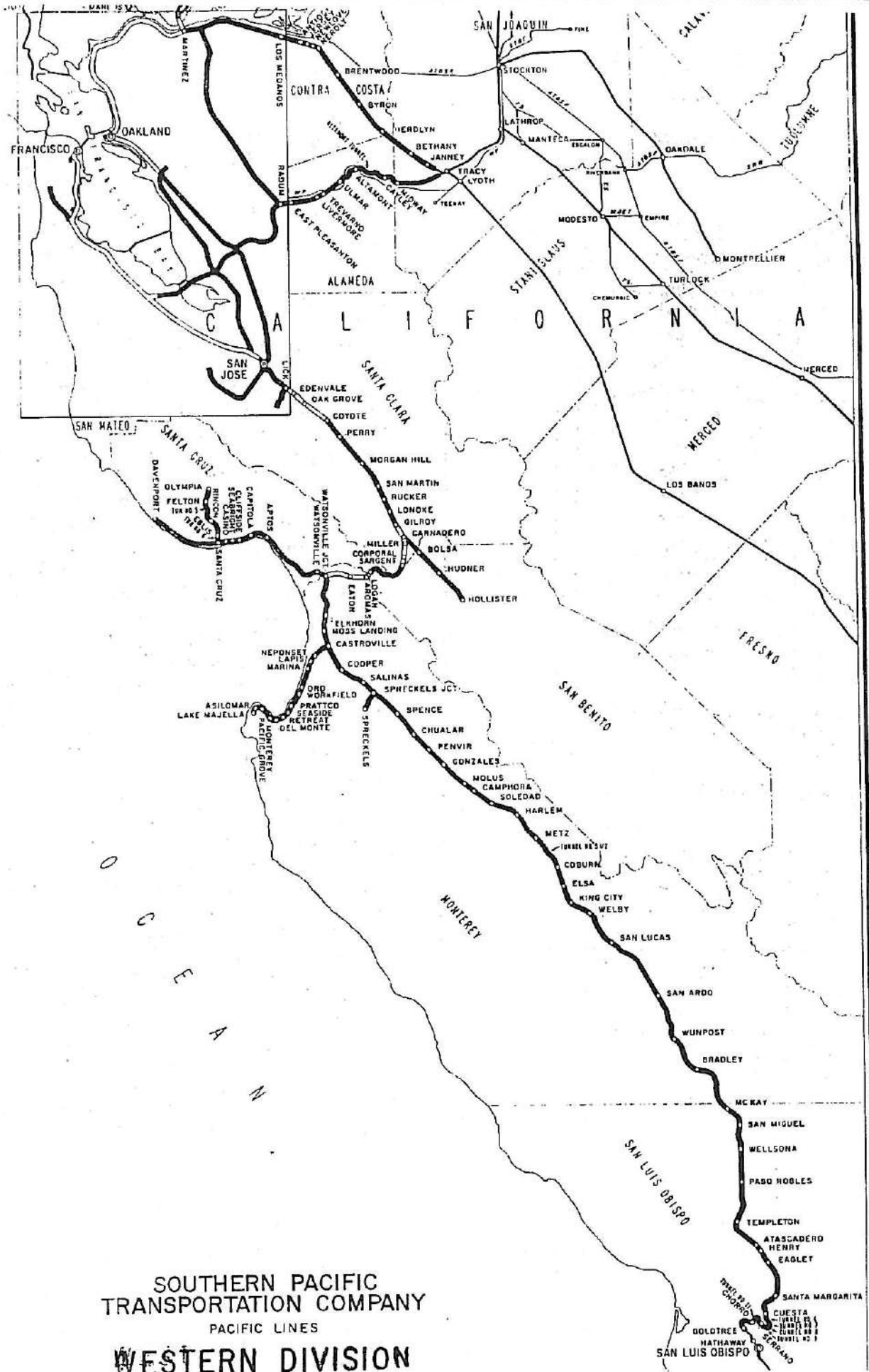
WATSONVILLE JUNCTION: Located 373.5 miles from LAUPT. From Castrovilla the rails head out across Elkhorn Slough and into the Pajaro Valley, a rich growing area which produces apples, strawberries, lettuce and other vegetables. A major yard and crew change point is located here. Between Castroville and Watsonville Junction, a distance of 10 miles, trains are operated under the control of CTC.

A large yard is located at Watsonville Junction which is used to assemble loads of perishable traffic from the Salinas Valley into solid blocks of cars for movement north and east through Roseville or south and east via West Colton. Watsonville Junction originated a perishable train in both directions each night during the perishable shipping season. A EMD SW-1500 is assigned to yard service while several EMD GP9E's are used for local freight service to gather outbound loads originating from the Salinas Valley which are assembled at Watsonville Junction to through blocks which are rushed to market on expedited freight schedules.

Watsonville Junction is also the point from which the branch line to Santa Cruz, Davenport and Olympia leaves the main line. This branch line sees a daily local operating to Santa Cruz and Davenport. The line between Santa Cruz and Olympia, which served a sand pit, is currently out of service and subject to abandonment. Several GP9E's are assigned out of Watsonville Junction for the daily local freight to Santa Cruz and Davenport. In addition, road power can be found laying over between mainline assignments to San Luis Obispo and to Roseville.

Watsonville Junction is the dividing line between crews working between Oakland and Watsonville Junction and between Watsonville Junction

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SOUTHERN PACIFIC
 TRANSPORTATION COMPANY
 PACIFIC LINES
WESTERN DIVISION

SANTA MARGARITA
 CUESTA
 GOLDTREE
 HATHAWAY
 SAN LUIS OBISPO

SAN FRANCISCO SUBDIVISION

STATIONS	
Mile Post	Coast Line
0.0	TO-R SAN FRANCISCO BKIYPO
1.9	22nd STREET
4.1	PAUL AVE
5.2	BAYSHORE
8.6	BUTLER ROAD
9.3	SO. SAN FRANCISCO KPQ
11.6	SAN BRUNO P
13.7	M-1825 MILLBRAE P
15.2	BROADWAY P
16.3	BURLINGAME P
17.9	SAN MATEO P
18.9	M-2750 HAYWARD PARK
20.3	HILLSDALE P
21.9	BELMONT
23.2	M-2105 SAN CARLOS P
25.4	REDWOOD CITY P
26.2	REDWOOD JCT BKIYPO
27.8	ATHERTON
28.9	MENLO PARK
30.1	PALO ALTO P
31.8	M-2150 CALIFORNIA AVE
34.8	CASTRO
36.1	MOUNTAIN VIEW
38.8	SUNNYVALE P
40.8	LAWRENCE
44.3	TO-R SANTA CLARA BKIYPO
45.2	SAN JOSE YARD BKPO
45.7	TO-R COLLEGE PARK BKIYPO
46.9	TO-R SAN JOSE BKIYPO
51.4	YD. LMTS LICK IP
55.3	COYOTE P
63.1	6125 PERRY
66.3	6125 RUCKER P
77.0	TO-R GILROY BKPO
80.7	CARNADERO
83.2	CORPORAL P
86.4	LOGAN P
93.2	Yd Lmits TO-R WATSONVILLE JCT BKIYPO
100.4	(96.5)

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and San Luis Obispo. Watsonville Junction also dispatches a daily local to Gilroy and out over the Hollister branch, plus a nightly turn to San Jose and Redwood City which handles rock and gravel from the Granite Rock Co., quarry at Logan.

GILROY: Located 393.2 miles from LAUPT. From Watsonville Junction the SP tracks wind through Chittenden Pass, out of the Pajaro Valley and into the Santa Clara Valley. From Watsonville Junction 7.2 miles the line is double tracked out to Logan, location of a large rock quarry operated by Granite Rock Co. From Logan to Corporal, a distance of 6.8 miles, the track is under control of CTC.

From Corporal double track begins and passes through Carnadero, junction with the branch to Hollister. Tracks between Hollister and Tres Pinos were removed many years ago. Double trackage ends just beyond the Gilroy depot.

Gilroy is a 24-hour train order office. Until recently many car loads of canned goods were shipped out of this area. Many fruit orchards and garlic fields are located in this area.

MORGANHILL: Between Gilroy and Coyote, a distance of 17.6 miles, we are on single trackage. We pass through San Martin, a noted wine growing area, and Morganhill. Beyond Morganhill we leave the rural farms and orchards as urbanization spreads south from San Jose.

SAN JOSE: Located 423.1 miles from LAUPT. From Coyote to Lick, a distance of 7.8 miles, the line is double track. From Lick to San Jose trackage is controlled by CTC by the telegraph operator located at San Jose depot. Beyond San Jose to San Francisco the line is double track.

The land around San Jose was once devoted to extensive fruit orchards which at one time shipped hundreds of car loads of fruit and can goods to eastern markets. In recent years homes and industrial plants have all but replaced the orchards. Many

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nationally known electronics corporations have extensive plants in the area. The area is now known as "Silicon Valley."

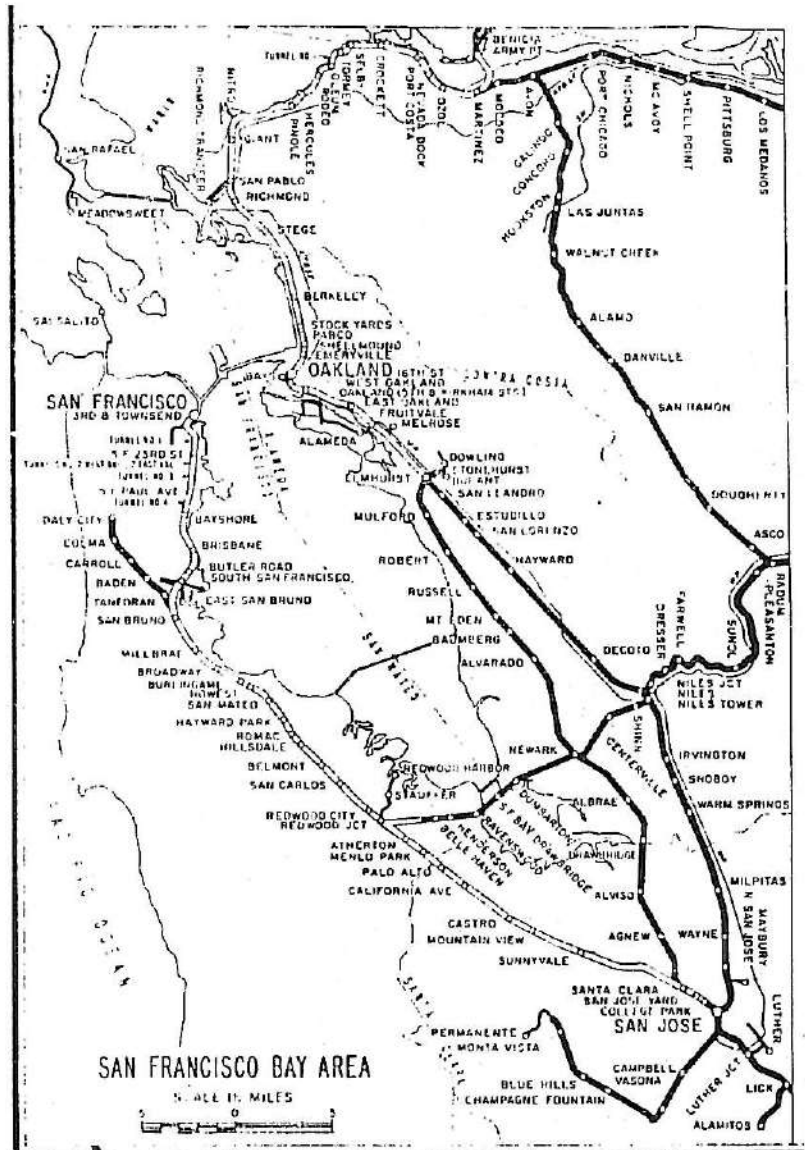
A roundhouse is located north of the San Jose depot which provide light maintenance on the fleet of EMD GP9E, SDP-45 and GP40P-2 units that are assigned to commute service. In addition, about a dozen SW-1500's and several GP9E's are based at San Jose for yard switching and local freight service.

North of the roundhouse San Jose Yard parallels the main line to Santa Clara. In the evening a local freight is dispatched to Permanente, then makes a run up to San Francisco. A local freight runs up to Millbrae during the day to handle all local switching between Sunnyvale and Millbrae. Many of the mainline freight trains operating between Oakland and Los Angeles stop at San Jose yard to have cars added or to set out cars.

PALO ALTO: Located 439.9 miles from LAUPT, home of Stanford University which is located just to the left of the Palo Alto depot. This was once an important stop for SP's Coast Daylight. Today 23 commute trains operate between San Francisco and San Jose Monday through Friday with a like number northbound from San Jose to San Francisco. Saturday finds 12 trains in each direction and Sunday 9 trains in each direction.

The commute service is known as "Caltrain" and is operated by the California Department of Transportation under contract with the Southern Pacific.

REDWOOD JCT. A small five track yard is located here, along with the junction for the line across San Francisco Bay at Dumbarton to a connection with lines up the east



side of the Bay at Newark and Niles. At the present time the bridge over the Bay is welded in the open position and out of service.

SAN BRUNO: The original line through Colma made a junction north of the passenger station.

SOUTH SAN FRANCISCO: A SW-1500 is assigned here for local switching service.

BAYSHORE: Once an extensive freight classification yard, the area is now used for the storage of out of service freight cars.

SAN FRANCISCO: Located 470.2 miles from LAUPT. Commute trains arrive and depart from the depot at Fourth and Townsend streets. This

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facility replaced a much larger station which was located a block away at Third and Townsend streets. Commute motive power is serviced and stored at Seventh and King streets. One or two SW-1500's provide station switching and work local industries in the area.

SP's major freight yard in the area is known as Mission Bay Yard and is located at Fourth and Channel streets. Much of the heavy industry that was based in San Francisco and the Peninsula has left the area which has reduced the amount of freight traffic in and out of the area. Today freight service is only a shadow of what it was in years past. Up until only a few years ago Bayshore Yard dispatched several trains south to Los Angeles and north and east to Portland and Ogden via the Dumbarton Cutoff. Today a single turn out of San Jose to Mission Bay handles all traffic in and out of San Francisco.

COAST LINE THROUGH TRAFFIC

SP's Coast Line has always been primarily a passenger line while the line down the San Joaquin has been the heavy duty freight traffic line handling manifest trains from the Pacific Northwest to the Southwest. Today that still holds true; however an average of five through freight trains operate in each direction between Oakland and Los Angeles or West Colton.

In addition to Amtrak's Nos. 12-13, the Coast Starlight, SP runs about four or five trains eastbound from Oakland to Los Angeles and West Colton. They are as follows:

"CZLAT" (Crown Zellerbach-Los Angeles Trailers) operating out of Portland, Ore., to the Los Angeles area. This train handles paper and paper products from the Pacific Northwest to the Bay Area and Southern California area in box cars and piggyback trailers. A set out is made in Oakland for Bay Area traffic in the early morning hours then the train is expedited south down the

Coast Line to Los Angeles where it arrives in the late evening or early morning hours.

"RVCIY" (Roseville-City of Industry Manifest). This train is dispatched from Roseville with traffic for the Los Angeles-City of Industry area.

"SECIY" (Seattle-City of Industry Manifest). This expedited train operates off the Burlington Northern from Seattle to Portland where SP takes over for the run south to Los Angeles via the Coast Line.

"BALAT" (Bay Area-Los Angeles Trailers). This train operates from Oakland to Los Angeles with hot container and piggyback cars, stopping only to change crews.

"OAWCY" (Oakland-West Colton Manifest). This train originates out of Oakland via the Coast Line to Los Angeles and West Colton. This train is a maid of all work and makes set out and pickups at various stations on the Coast Line.

"WJYUP" (Watsonville Junction - Yuma Perishable). This train handles perishable traffic out of the Watsonville-Salinas area on an expedited schedule to Yuma, Ariz., where traffic makes connections with through trains to Kansas City, St. Louis, Memphis and New Orleans.

"GUYUP" (Guadalupe-Yuma Perishable). In season this train handles perishable traffic out of the Santa Maria Valley area on a fast schedule to Yuma, Ariz., where connections are made with other eastbound trains.

Westbound out of Los Angeles and West Colton the SP operates several sections of the "LABAT" (Los Angeles-Bay Area Trailers). This train handles containers and piggyback trailers from the intermodal terminal in Los Angeles to the Bay Area.

"WCOAY" (West Colton-Oakland Manifest). This train is the westbound counterpart to the eastbound OAWCY and handles much of the local set out and pickups along the Coast Line.

Additional trains are run on the Coast Line as traffic dictates and additional sections of manifest trains are run as required. The Coast Line is an important link for SP.