

MAP OF SACRAMENTO

IMPORTANT!

Members of the California State Automobile Association are advised to patronize the HOTELS AND GARAGES listed below as they are under contract to extend prompt, courteous and efficient service at reasonable rates. Discourtesy or inattention of any kind should be promptly reported to the Touring Bureau. It will be helpful if members show their cards.

NOTE.—Official Garages are not official stations for Association Free Emergency Road Service unless especially designated as such. When in need of Association Mechanical First Aid or Towing Service, consult separate list in Motor Land of Official Emergency Road Service Stations.

WATCH FOR THE OFFICIAL SIGN

For additional information, etc., call upon Headquarters C. S. A. A.—150 Van Ness Avenue, San Francisco.
Branch Office C. S. A. A.—1416 K St., Sacramento

HOTELS

Berry Hotel, Cor. 8th and L Sts.
Hotel Senator, 12th and L Streets
Travelers' Hotel, 5th and J Sts.

GARAGES

Auditorium Garage
Berry Garage, L bet. 7th and 8th Sts.
Carlson's Garage, 1620 Del Paso Blvd. (North Sacramento)
Court Garage, 610 I St.
Heits Bank Garage
V. S. Schaap Garage, 5th and L Sts.
Tourist Garage, 808-10-12 L St.
Union Garage

ELECTRIC SERVICE STATIONS

Carl Lamus Electric Service Station 711 M St.
G. T. Lundlee Co., 815 12th St. 1014 12th St.

App. Case. 10,624
Railroad Commission, California.
Exhibit No. 13.
FILED 12-15-27
H. G. Mathewson, Sec'y.

SACRAMENTO

The romance of the "Days of '49" is woven into the history of Sacramento, California's State Capital. Founded in 1839 by Capt. John A. Sutter, who built a fort at a point which is now in the heart of the residence section, Sacramento became the Mecca of great throngs of frenzied gold-seekers when, in 1848, one of Sutter's men, James Marshall, discovered gold at Coloma, 50 form the most romantic chapters in American history.

Sacramento became the capital of California in 1854. The same year steps were taken by a group of Sacramento merchants which led to the construction of the first transcontinental railroad in America. Today the railroad shops comprise the city's principal miles northeast of the fort. The colorful events that followed industry. They are located just north of I Street. Four thousand men are employed in these shops. Nearby, in a small plaza, stands one of the first locomotives put into service on the first transcontinental railroad. A few blocks away, at Front and K Streets, is the tablet designating the spot where ground was broken for the first cross-country railroad in January, 1863.

The advent of the railroad, together with the subsidence of the "gold rush" fever, turned attention toward agricultural development in the vast acreage surrounding Sacramento, and the city today is the center of one of the world's richest productive areas. The soil and farm production in Sacramento County alone totals \$30,000,000 a year.

The population of Sacramento and its environs is 80,000. Its bank clearings average \$320,000,000 a year and bank deposits total \$70,000,000. Its rapid development in recent years is shown by the fact that 50 large buildings have been erected since 1915, including 15 school buildings and a modern filtration plant. Additional state buildings, to cost \$3,000,000 are now in course of construction.

TO SEE SACRAMENTO:

An ideal starting point for a sight-seeing trip around SACRAMENTO IS CAPITOL PARK, Tenth and L Streets. This is conceded to be one of the most beautiful and interesting State Capitols in the Nation. All continents and climes have contributed to the wealth of choice plants and magnificent trees within this park of 33½ acres. Of particular interest is Memorial Grove, made up of historic trees collected from the most prominent battlefields of the Civil War. The Capitol building sets like a jewel in the midst of its verdant surroundings. From the dome of the Capitol a splendid view of the entire city may be had, while in the rotunda are magnificent mural paintings depicting periods of California's history. From Capitol Park, drive south on Tenth Street to O Street, turn right on O Street to Second Street, and Crocker Art Gallery.

CROCKER ART GALLERY on O Street between Second and Third, is but a short distance from the Capitol. Housed in one of Sacramento's early day mansions this collection of paint-

ings ranks with the finest in the West. Crossing the Sacramento River on M Street bridge the visitor sees the great rice mills which mark the development of one of the Sacramento Valley's newest and greatest industries.

THE SACRAMENTO RIVER, one of the most important streams in the Nation, is constantly plied by 265 vessels and annually carries a million tons of produce and merchandise. Returning across the river via the Southern Pacific bridge the great Railroad Shops lie to the left. Continue east on I Street past

COUNTY COURTHOUSE, HALL OF JUSTICE, CITY HALL, CITY LIBRARY and Plaza, all located between Sixth and Tenth Streets.

SUTTER FORT, the most treasured structure in the City, is located at 28th and J Streets. Vine-covered, enclosed by walls and tower houses, and housing a collection of Gold Rush relics, it tells with silent eloquence the story of the "Forty-Niners."

McKINLEY PARK, adjoining which is the municipal auto camp, is a short distance from the Fort, at 31st and H Streets. This park is equipped with all facilities for outdoor amusements, including public tennis courts, baseball grounds and children's playground.

The trip around the city is completed via J Street and 40th Street, through the new residence district, to the State Fair Grounds on Stockton Boulevard, Oak Park and at Eighth and S Streets, Southside Park.

The Sacramento Chamber of Commerce, located on Seventh Street, between I and J, owns its own building and is fully equipped to render all forms of civic service. Its departments include: Tourist, agricultural, industrial information and publicity.

The California State Automobile Association headquarters at 1416 K Street is always equipped with maps and complete road information covering the Pacific Coast territory, and transcontinental trips.

OTHER POINTS OF INTEREST:

By taking a short trip out the M Street road the motorist covers a part of the famous "Old Gold Trail" leading past Gold Dredgers, the old mining town of Folsom and through the orange and olive section at Fair Oaks. Paved boulevards parallel the Sacramento River both to the north and south, the former winding along one of the State's greatest farm projects—reclaimed lands that were formerly covered with flood waters, and the latter through the rich fruit and vegetable districts of the Sacramento delta.

GOLF LINKS—Del Paso Park, 12th Street road; municipal links. Del Paso Country Club, 12th Street road.

WM. LAND PARK—Out 10th Street or south on Twenty-first Street.

Traffic Information

Observe the ABC of Traffic
--Always be Careful

When driving be competent, careful and courteous and every day will be a perfect day

Remember--

Lettered streets run east and west; numbered streets north and south.

TRAFFIC SIGNAL WHISTLES

ONE Whistle—Traffic moves East and West.

TWO Whistles—Traffic moves North and South.

THREE Whistles—STOP. Fire or other troubles.

Attention! Don't!

DON'T park contrary to City Ordinance Signs.

DON'T park within 15 feet of each side of a Fire Hydrant.

DON'T turn in the middle of a block or at alleys.

DON'T stop across white lines.

DON'T pass a standing street car on the right except at safety stations, and then DRIVE SLOWLY and sound horn.

DON'T pass street cars on left side at any time.

DON'T pass through Safety Zones—KEEP to the right—or left—except when the street cars are standing, then to right.

DON'T run on street car tracks on busy streets.

DON'T encourage crime by leaving your car unlocked or leaving valuables loose therein.

"Be courteous to me and I'll be courteous to you."



WATCH THE TRAFFIC OFFICER

RIGHT and left hand turns at street intersections are made only when you are moving on Traffic Signals.

WHEN making left turns look out for moving street cars and other vehicles.

SYNOPSIS OF

Ordinance No. 80, Fourth Series

(Adopted June 22, 1922)

TRAFFIC DISTRICT BOUNDARIES

(ARTICLE I)

- No. 1. North line of G Street, east line of 4th, south line of Que, and the river.
- No. 2. North line of I, south line of L, and east lines of 4th and 12th Streets.
- No. 3. North line of alley, I and J, south line of L, and east lines of 12th and 16th Streets.
- No. 4. Sacramento Boulevard and 5th Avenue between east lines of 34th and 35th Streets, and 35th between north lines of 3rd and 5th Avenues.
- No. 5. All territory not included in above districts.

MOVING TRAFFIC (ART. II)

In turning corner to right hug the curb. Turn to left only at and beyond center of next street intersection (not at alley). Give warning before backing. Do not back at all when passage of other vehicles interrupted. Stop five feet from street car handling passengers. Keep off new pavement when barricaded. Pedestrians permitted to cross streets only at right angles at intersections, in districts 1, 2 and 3. Always enter alleys in districts 1, 2, and 3 at west end and no parking allowed therein. Keep three hundred feet from a fire. Do not cross an established fire line. Following fire apparatus closer than 150 feet prohibited.

RIGHT OF WAY (ART. III)

The car approaching from your right has right of way. Give way to police and fire apparatus, ambulances, street sprinklers and cleaners, street and interurban cars.

PARKING (ART. IV)

TIME LIMITS, 9:30 A. M. to 12 M. and 1:30 to 6 P. M. One hour on I and L and 40 minutes elsewhere in traffic district 2, except on K and 7th fronting Post Office, where limit is 10 minutes. 40 minutes between 2 and 5 A. M. and Twelve hours consecutively anywhere in city.

Vehicles must park three feet apart when parallel with curb. Park in direction of traffic with outer side of car within seven feet of the curb, except when diagonal spaces are provided. It is unlawful to park within fifteen feet of the center of entrance of a four-story hotel or office building, theatre, hall, church or public building having seating capacity of more than fifty persons, or fronting a wholesale house between markers in district 1. Park twenty feet from a corner (property line) and sixty feet where safety zones are established.

MISCELLANEOUS (ART. X)

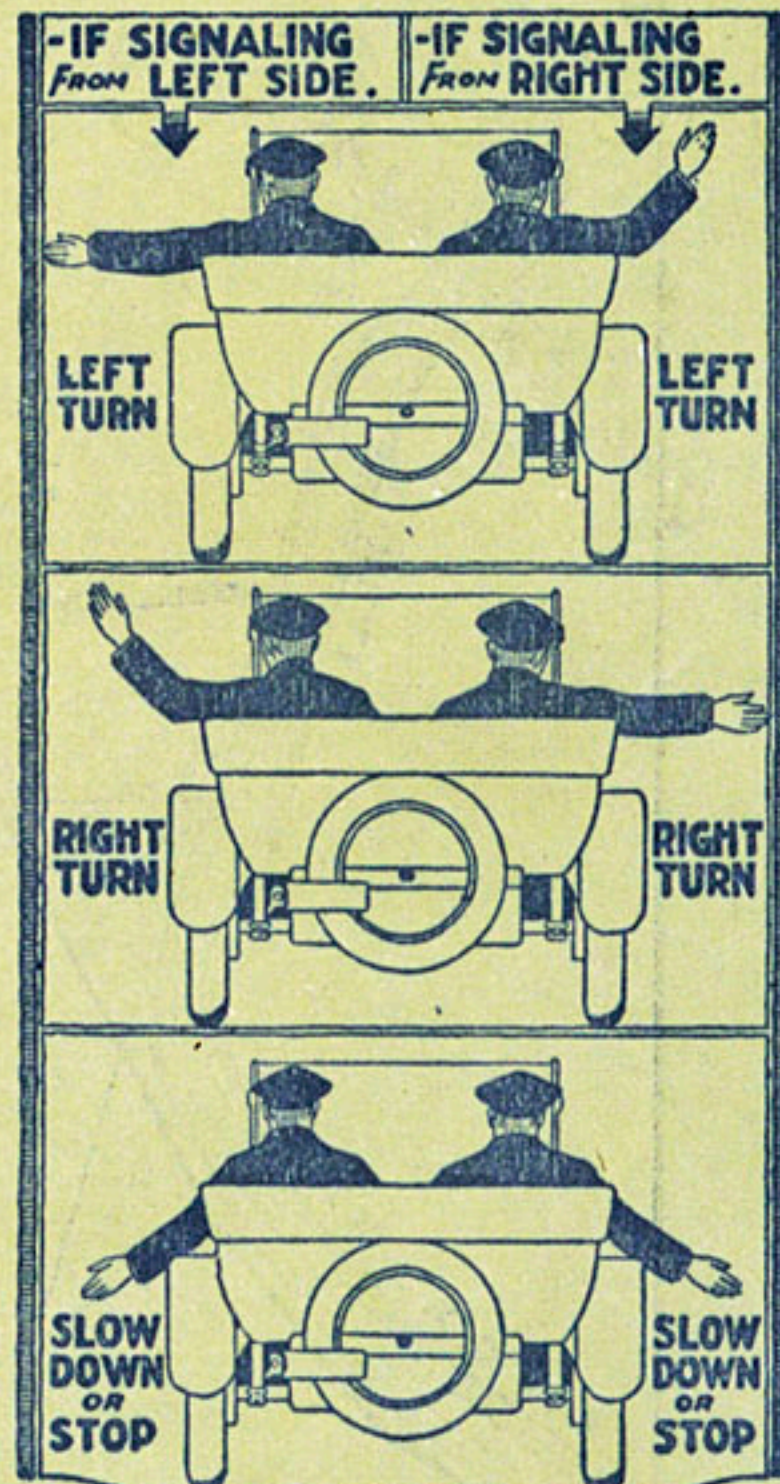
Depositing or leaving of anything on streets injurious to tires prohibited. All cleat-wheeled implements and tractors must secure permits to cross paved streets. Vehicles cannot be repaired on streets except in emergency. Catching hold of moving vehicles not permitted. When entering streets between intersections, slow down to five miles per hour and give warning.

NO LEFT-HAND TURNS ON J AND K STS. bet. 6th and 10th Sts., inclusive, bet. hours of 9 a. m. and 6 p. m.

Caution!

IN THE ABSENCE of Traffic Officers at crossings—Watch Automatic Signals.

DRIVE CAREFULLY and keep your headlights and tail light burning properly at all times at night.



TRAFFIC SIGNALS BY OFFICER HAND AND ARM

IF you see the officer's back or face—STOP.

TRAFFIC moves as his raised arms would point.

HIS upraised right hand means get ready to stop at sound of Whistle.

P. F. BECKER,
Supt., Traffic Dept.

app 10624
12412

Applicants Exhibit No. B.

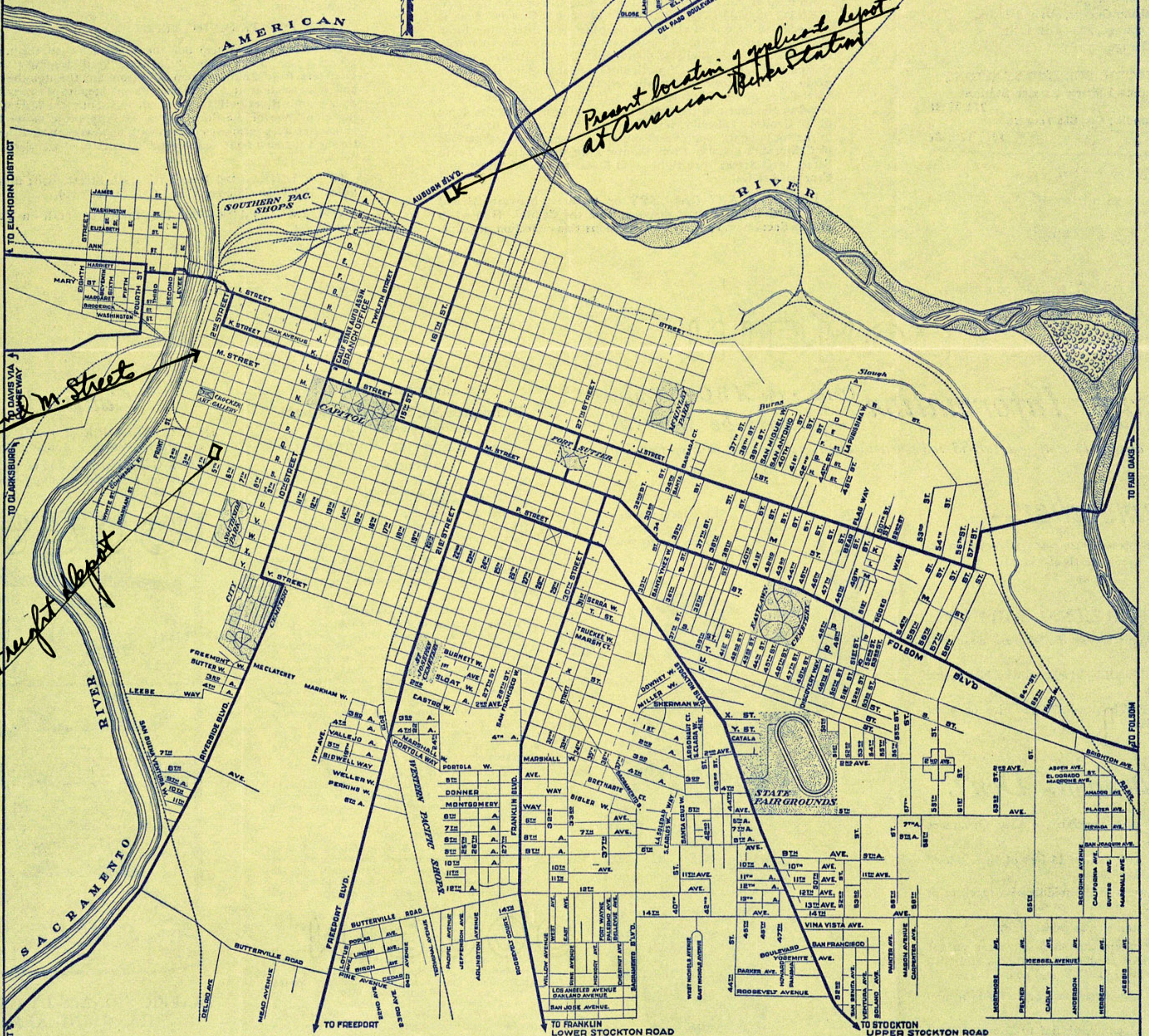
Dec 15-1927

Holmes - witness

Old

PRINCIPAL AUTOMOBILE ROUTES THROUGH CITY OF SACRAMENTO

SCALE 1000' = 1"



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CALIFORNIA STATE AUTOMOBILE ASSOCIATION
1628 VAN NESS AVENUE SAN FRANCISCO CALIFORNIA

NOTICE TO MEMBERS: Should you find incorrect any information given in connection with this map, you will confer a favor, and assist in perfecting the service, by reporting same immediately to the Home Office, 150 Van Ness Avenue, San Francisco, enclosing this map.

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