

SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM.)

1918
TIME TABLE
FOR THE
SAN JOAQUIN DIVISION

To Take Effect Sunday, November 18, 1917, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.



FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward. FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO. Westward.

Capacity of passing sidings in car lengths and location of Stacks, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 133 November 18, 1917		Distance from Exeter	FIRST CLASS			THIRD CLASS								
	238 Fresno Porterville Way Freight			90 Fresno Bakersfield Passenger	96 Fresno Porterville Passenger	108 Los Angeles Express		STATIONS	93 Porterville Fresno Passenger		83 Bakersfield San Francisco Passenger	107 Fresno Express	239 Porterville Fresno Way Freight									
	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily			Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday								
WFTOP } YARD }							205.5	DN-R	FRESNO	51.9	s 10.45AM	s 12.50PM	s 7.45PM									
				4.40AM	5.25PM	12.15PM	7.00AM	207.0	1.5													
								207.1	A. T. & S. F. Crossing	50.4												
								207.9	0.1													
17								208.5	BALL (Spur)	50.3												
11				5.00	5.35	f 12.26	f 7.12	209.0	0.8													
Y								210.6	MARS	49.5												
								211.8	0.6													
27				5.10	5.40	f 12.33	f 7.17	213.0	BLOSSOMA	48.9	f 10.33	f 12.38	f 7.33									
Y								214.5	0.5													
32				5.20	5.44	f 12.40	f 7.22	215.9	LUVITA (Spur)	48.4												
93				5.25	f 5.47	f 12.43	f 7.25	219.8	1.6		f											
40W				6.00	s 5.55	s 12.52	s 7.35	220.6	ESHEL (Spur)	46.8												
								221.0	1.2													
10								222.8	BUTLER	45.6	f 10.27	f 12.33	f 7.27									
20				6.10	f 6.01	f 12.58	f 7.42	225.3	1.3													
30				6.20	6.06	f 1.04	f 7.47	227.1	LOCANS (Spur)	44.4	f	f	f									
								227.6	1.5													
								227.9	IVESTA	42.9	f 10.22	f 12.27	f 7.22									
14				6.30	6.12	f 1.10	f 7.53	228.0	1.4		f 10.20	f 12.25	f 7.20									
								229.1	CLOTHO	41.5	f 10.20	f 12.25	f 7.20									
58				7.05	s 6.20	s 1.18	s 8.01	229.9	3.9		s 10.13	s 12.18	s 7.12									
63W				8.15	s 6.33	s 1.30	s 8.15	235.0	D	37.6												
9								237.2	0.8													
29				8.45	f 6.48	s 1.41	s 8.25	243.6	WINE ASS'N (Spur)	36.8												
15								246.4	0.4													
30				9.10	7.03	f 1.55	f 8.40	249.3	1.8													
30								249.7	REKA	36.4												
20				9.35	f 7.09	f 2.01	f 8.46	250.8	1.8		f 10.05	f 12.10	f 7.04									
14								252.2	1.8													
23								253.1	FARGO	32.1	f 10.00	f 12.04PM	f 6.58									
28				10.00	7.18	f 2.10	f 8.55	254.0	1.8													
32								255.1	UVA (Spur)	30.3												
7								257.4	0.5													
39WY				10.15AM	s 7.27PM	s 2.20PM	s 9.05AM		0.3													
									0.1													
									1.1													
									A. T. & S. F. Crossing	29.4												
									0.8													
									0.8													
									D	27.5	s 9.50	s 11.52	s 6.46									
									5.1													
									D	22.4	s 9.38	s 11.40	s 6.33									
									2.2													
									2.4													
									4.0													
									A. T. & S. F. Crossing	13.8												
									2.8													
									2.9													
									0.4													
									1.1													
									DORSEY (Spur)	6.6												
									1.4													
									0.9													
									ROCHE	5.2	f	f	f									
									0.9													
									1.1													
									LORT (Spur)	3.4												
									1.1													
									MUSK	2.3												
									2.3													
									DN-R	0.0	8.45AM	10.45AM	5.40PM									
									EXETER													
									(51.9)													

(5.35)
9.29

(2.02)
25.52

(2.05)
24.91

(2.05)
24.91

..... Time over District
..... Average speed per hour

(2.00)

(2.05)
25.95

(2.05)
24.91

(2.05)
24.91

(6.05)
8.53

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

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO						Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Famoso	TOWARD SAN FRANCISCO					Westward			
Capacity of passing sidings in car lengths and location of Seales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	SECOND CLASS		FIRST CLASS							FIRST CLASS					SECOND CLASS	THIRD CLASS		
	238 Fresno Porterville Way Freight	98 Porterville Springville Passenger		90 Fresno Bakersfield Passenger	96 Fresno Porterville Passenger	94 Coalinga Porterville Passenger	108 Los Angeles Express				93 Porterville Fresno Passenger	83 Bakersfield San Francisco Passenger	97 Springville Armona Passenger	107 Fresno Express	87 Oil Fields Flyer	99 Springville Porterville Passenger	239 Porterville Fresno Way Freight		
	Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					
39 WY	11.15AM			7.30PM	2.25PM	10.47AM	9.10AM	257.4	DN-R	EXETER 3.1	52.4	s 8.40AM	s 10.40AM	s 2.25PM	s 5.35PM	s 10.01PM			8.00AM
	11.30AM			f 7.37	f 2.33	f 10.55	f 9.18	260.5		BURR 2.3	49.3	f 8.32	10.31	f 2.17	f 5.27	9.53			7.40
								262.8		VANCE 1.5	47.0								
125	12.15PM			s 7.47	s 2.42	s 11.03	s 9.26	264.3	D	LINDSAY 1.2	45.5	s 8.25	s 10.23	s 2.10	s 5.20	s 9.47			7.20
10								265.5		WADNA (Spur) 0.3	44.3								
								265.8		STOUT (Spur) 2.6	44.0								
49	12.40			s 7.56	s 2.50	s 11.11	s 9.34	268.4	D	STRATHMORE 2.5	41.4	s 8.14	s 10.14	s 1.59	s 5.10	f 9.38			6.35
22	12.55			f 8.01	f 2.55	f 11.16	f 9.39	270.9		ZANTE 1.3	38.9	f 8.08	10.08	f 1.53	f 5.03	9.33			6.20
								272.2		LISKO (Spur) 1.5	37.6	f		f					
								273.7		KURTH 1.1	36.1	f		f					
	1.05	10.05AM		s 8.10	s 3.05	s 11.25	s 9.50	274.4		PORTERVILLE 0.4	35.4	s 8.00	s 10.00	s 1.45	s 4.55	s 9.26			6.10
57 WY	1.15PM	s 10.10AM		8.15	s 3.10PM	s 11.30AM	9.55	274.8	D-R	EAST PORTERVILLE 0.7	35.0	7.50AM	9.55	1.35PM	4.50	9.21	1.30PM	1.25PM	6.00AM
								275.5		BONAR (Spur) 1.0	34.3								
25				8.19			f 10.00	276.5		PONCA 1.5	33.3		9.49		f 4.44	9.18			
39				f 8.22			f 10.03	278.0		LOIS 4.6	31.8		f 9.46		f 4.41	9.15			
41				s 8.32			s 10.13	282.6	D	TERRA BELLA 4.5	27.2		s 9.38		s 4.32	f 9.08			
18				s 8.43			s 10.23	287.1	D	DUCOR 2.9	22.7		s 9.28		s 4.22	f 9.00			
29				f 8.53			f 10.30	290.0		ORRIS 4.9	19.8		f 9.20		f 4.15	8.53			
16				f 9.05			f 10.40	294.9		RIOGROVE 4.1	14.9		f 9.11		f 4.05	8.45			
30				f 9.13			f 10.48	299.0		JASMIN 10.8	10.8		f 9.03		f 3.55	8.38			
91 TW				s 9.30PM			s 11.07AM	309.8	DN-R	FAMOSO (52.4)	0.0		8.45AM		3.37PM	8.20PM			
	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday
	(2.00) 8.70	(0.5) 4.80		(2.00) 26.20	(0.45) 23.20	(0.43) 24.27	(1.57) 26.87		.....Time over District.....	(0.50) 20.88	(1.55) 27.34	(0.50) 20.88	(1.58) 26.63	(1.41) 31.13	(0.5) 4.80	(2.00) 8.70			

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

Eastward		FROM SAN FRANCISCO						Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Springville	TOWARD SAN FRANCISCO					Westward	
Capacity of passing sidings in car lengths and location of Seales, Fuel, Water, Turning and Telephone Stations.	FIRST CLASS						FIRST CLASS										
	98 Porterville Springville Passenger						99 Springville Porterville Passenger										
	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
53 WY	10.15AM							274.8	D-R	EAST PORTERVILLE 1.8	15.9	s 1.20PM					
								276.6		SABIN 1.5	14.1						
								278.1		ADOBE (Spur) 1.9	12.6	f 1.10					
								280.0		WORTH 1.6	10.7	f 1.00					
30								281.6		MAGNESITE JOT. (Spur) 0.8	9.1	f 12.55					
								282.4		SUCCESS 5.7	8.3	f 12.50					
								288.1		CLAVIOLE 2.6	2.6	f 12.30					
28 Y								290.7	R	SPRINGVILLE (15.9)	0.0	12.20PM					
	Arrive Daily	Arrive Daily										Leave Daily					
	(1.15) 12.72								.....Time over District.....	(1.00) 15.90						

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 98 is superior to No. 99.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS								Distance from San Francisco
	252	242	212	248	26	50	8	90	84	104	108	86	
	Sunset Manifest Freight	Freight	Way Freight	Way Freight	The Owl	San Joaquin Valley Flyer	San Francisco Los Angeles Passenger	Fresno Bakersfield Passenger	San Francisco Bakersfield Passenger	Fresno Bakersfield Passenger	Los Angeles Express	Oil Fields Flyer	
WFTOPY } Yard	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	2.30PM	7.00AM	6.30AM		11.40PM	10.50PM	6.45PM		3.15PM	8.35AM		6.25AM	205.5
										f			208.3
	2.50	7.20	6.45		11.51	11.00	6.55		3.25	8.45		6.35	209.1
69	2.53	7.25	7.00		11.53PM	11.02	s 6.58		3.27	s 8.47		6.37	210.4
													213.4
95	3.05	7.40	7.40		12.01AM	11.10	s 7.08		3.35	s 8.57		6.45	215.1
										f			216.4
													219.6
140W	3.48	8.05	9.10		12.09	f 11.20	s 7.20		s 3.48	s 9.10		f 6.55	220.7
67 W	4.00	8.25	10.17		12.15	f 11.30	s 7.32		s 3.58	s 9.22		f 7.05	225.6
													227.1
69	4.15	8.50	10.40		12.22	11.37	f 7.42		4.05	s 9.32		7.12	231.3
69	4.20	9.00	10.50		12.25	11.40	7.46		4.08	9.35		7.15	233.7
102W FY	4.50	9.25 10.05	11.20AM	4.00AM	12.32	s 11.50	s 7.55 8.05		s 4.18	s 9.45 9.55		s 7.26	239.1
69	5.10	10.30		4.20	12.40	11.59PM	f 8.15		4.26	f 10.07		7.35	245.6
													249.7
100W	5.35	11.00		5.45	12.47	s 12.10AM	s 8.31		s 4.35	s 10.17		s 7.45	250.0
													251.5
68	6.00	11.20		6.10	12.55	12.19	8.41		4.43	f 10.27		7.55	255.8
91 W	6.20	11.40AM		7.00	1.03	12.25	s 8.53		4.49	s 10.37		8.01	260.4
										f			263.7
67	6.51	12.01PM		8.09	1.13	12.33	s 9.06		4.57	s 10.48		8.09	266.8
69	7.05	12.20		8.35	1.21	12.40	f 9.15		5.04	s 10.57		8.16	272.4
													275.8
69	7.16	12.35		8.58	1.26	12.45	9.21		5.09	f 11.03		8.21	276.5
93 W	7.35	12.55		9.45	1.31	12.53	s 9.33		5.14	s 11.11		f 8.28	280.7
68	8.00	1.25		10.30	1.40	1.05	f 9.45		5.22	s 11.22		f 8.42	287.0
													290.9
91TW	8.30	2.00 2.20		11.32	1.49	1.14	9.56	9.32PM	5.29	11.32	11.10AM	8.53	292.6
68	8.50	2.45		11.55AM	1.53	1.18	10.01	f 9.37	5.33	11.36	f 11.15	8.57	295.9
													299.6
90	9.10	3.23		12.15PM	1.59	1.24	10.07	f 9.43	5.39	11.42	f 11.22	9.03	300.5
68	9.30	3.40		12.35	2.06	1.31	10.14	f 9.50	5.46	11.49	f 11.30	9.10	305.8
90	9.40	3.50		12.45	2.10	1.35	10.18	9.54	5.50	11.53	f 11.34	9.14	308.6
63	9.58	4.00		1.02	2.14	1.39	10.22	9.58	5.54	11.57AM	11.38	9.18	311.1
													311.6
Yard WFTYOP }	10.20PM	4.20PM		1.20PM	s 2.20AM	s 1.45AM	s 10.30PM	s 10.05PM	s 6.00PM	s 12.05PM	f 11.45AM	s 9.25AM	312.9
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 133

November 18, 1917

STATIONS

DN-R FRESNO	2.8
CALWA	0.8
CALWA TOWER	0.8
A. T. & S. F. Crossing	1.3
D MALAGA	3.0
HOVANT	1.7
D FOWLER	1.3
STAR	3.2
WINEDALE	1.1
DN SELMA	4.9
D KINGSBURG	1.5
SUMNER	4.2
TRAVER	2.4
CROSS	5.4
DN-R GOSHEN JCT.	6.5
TAGUS	4.1
A. T. & S. F. CROSSING	0.3
DN TULARE	1.5
BURLING	4.3
OCTOL	4.6
D TIPTON	3.3
QUAIL	3.1
D PIXLEY	5.6
D EARLIMART	3.4
STONE	0.7
RADNOR	4.2
D DELANO	6.3
D Mc FARLAND	3.9
HUNT	1.7
DN-R FAMOSO	3.3
PAGE	3.7
DOW	0.9
N LERDO	5.3
SACO	2.8
DN-R OIL JUNCTION	2.5
NOME	0.5
BREWERY	1.3
DN-R BAKERSFIELD	

(107.4)

Automatic Block Signals.

Double Track

(7.50)	(9.20)	(4.50)	(9.20)	(2.40)	(2.55)	(3.45)	(0.33)	(2.45)	(3.30)	(0.35)	(3.00)	
13.71	12.89	6.95	7.91	40.27	36.82	28.64	36.91	39.05	30.69	34.80	35.80	

.....Time over District
.....Average speed per hour

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

ADDITIONAL STOPS
No. 8 will stop on signal at all stations west of Bakersfield to receive passengers for stations east thereof.
No. 50 will stop on signal at all stations to receive passengers for Yuma or east.
No. 104 will stop at any station Famoso to Bakersfield to discharge passengers.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

Distance from Bakersfield

FIRST CLASS

THIRD CLASS

STATIONS

DN-R	FRESNO	2.8	} Double Track
	CALWA	0.8	
	CALWA TOWER	1.3	} A. T. & S. F. Crossing
	MALAGA	3.0	
D	HOVANT	1.7	(Spur)
D	FOWLER	1.3	
	STAR	3.2	(Spur)
	WINEDALE	1.1	
DN	SELMA	4.9	
D	KINGSBURG	1.5	
	SUMNER	4.2	(Spur)
	TRAVER	2.4	
	CROSS	5.4	
DN-R	GOSHEN JCT.	6.5	
	TAGUS	4.1	
	A. T. & S. F. CROSSING	0.3	
DN	TULARE	1.5	
	BURLING	4.3	(Spur)
	OCTOL	4.6	
D	TIPTON	3.3	
	QUAIL	3.1	
D	PIXLEY	5.6	
D	EARLIMART	3.4	
	STONE	0.7	(Spur)
	RADNOR	4.2	
D	DELANO	6.3	
D	McFARLAND	3.9	
	HUNT	1.7	(Spur)
DN-R	FAMOSO	3.3	
	PAGE	3.7	
	DOW	0.9	(Spur)
N	LERDO	5.3	
	SACO	2.8	
DN-R	OIL JUNCTION	2.5	
	NOME	0.5	
	BREWERY	1.3	(Spur)
DN-R	BAKERSFIELD		

Distance from Bakersfield	FIRST CLASS								THIRD CLASS				Westward					
	25 The Owl	49 San Joaquin Valley Flyer	109 Sunset Express	83 Bakersfield San Francisco Passenger	51 Bakersfield San Francisco Passenger	107 Fresno Express	105 Bakersfield Fresno Passenger	87 Oil Fields Flyer			247 Way Freight	241 Freight	213 Way Freight	251 Sunset Manifest Freight				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				
107.4	s 2.50AM	s 4.50AM	s 10.55AM		s 4.17PM		s 9.00PM	s 11.50PM				3.15PM	4.00PM	8.50PM				
104.6																		
103.8	2.38	4.40	10.46		4.07		8.50	11.40			2.45	3.35	8.20					
102.5	2.36	4.38	10.44		4.05		s 8.48	11.38			2.35	3.27	8.15					
99.5																		
97.8	2.28	4.30	s 10.37		s 3.58		s 8.40	f 11.30			2.15	3.05	7.50					
96.5							f											
93.3																		
92.2	2.20	4.21	s 10.27		s 3.48		s 8.30	f 11.20			1.50	2.30	7.20					
87.3	2.13	4.13	s 10.17		s 3.39		s 8.18	f 11.10			1.20	1.45	6.55					
85.8																		
81.6	2.06	4.05	10.09		3.31		s 8.08	11.01			12.50	1.00	6.30					
79.2	2.03	4.02	10.06		3.28		8.05	10.58			12.40	12.50	6.25					
73.8	1.56	s 3.53	s 9.58 9.55		s 3.20		s 7.55 7.45	10.50PM		12.15PM	12.10PM	12.30PM	6.00					
67.3	1.48	3.39	9.47		3.10		f 7.33			11.45AM	11.15AM		5.10					
63.2																		
62.9	f 1.40	s 3.31	s 9.40		s 3.02		s 7.25			11.15 10.00	11.00		4.35					
61.4																		
57.1	1.31	3.19	9.30	(Runs via Porterville)	2.52	(Runs via Porterville)	f 7.09	(Runs via Porterville)		9.30	10.27		4.10					
52.5	1.25	3.13	s 9.24		f 2.46		s 7.03			9.00	10.00		3.55					
49.2							f											
46.1	1.13	3.05	s 9.12		2.38		s 6.51			8.09	9.30		3.30					
40.5	1.05	2.57	f 9.04		2.31		f 6.40			7.25	9.10		3.16					
37.1																		
36.4	1.00	2.52	8.58		2.26		f 6.33			7.05	8.58		3.05					
32.2	12.53	2.47	s 8.52		s 2.21		s 6.27			6.45	8.28		2.55					
25.9	12.45	2.39	s 8.42		s 2.12		s 6.16			6.00	8.00		2.40					
22.0																		
20.3	12.38	2.32	8.35	s 8.45AM	f 2.05	s 3.35PM	s 6.07	s 8.17PM		5.30	7.35		2.20					
17.0	12.34	2.28	8.31	f 8.40	2.01	f 3.30	f 6.02	8.13		5.00	7.20		2.01					
13.3																		
12.4	12.28	2.22	8.25	f 8.33	1.55	f 3.23	f 5.55	8.07		4.45	7.00		1.35					
7.1	12.21	2.15		8.25		f 3.15	f 5.46	8.00		4.30	6.38		1.17					
4.3	12.17	2.10	8.15	f 8.21	1.45	f 3.11	f 5.40	7.56		4.20	6.30		1.10					
1.8	12.13	2.02	8.11	8.17	1.41	3.07	5.36	7.52		4.12	6.20		1.02					
1.3																		
0.0	12.06AM	1.55AM	8.05AM	8.10AM	1.35PM	3.00PM	5.30PM	7.45PM		4.00AM	6.05AM		12.50PM					
(107.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily					

Time over District.....	(2.44)	(2.55)	(2.50)	(0.35)	(2.42)	(0.35)	(3.30)	(1.32)										
Average speed per hour.....	39.29	36.82	38.58	34.80	39.78	34.80	32.22	35.15										

ADDITIONAL STOPS

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

No. 109 will stop at all stations west of Famoso to discharge passengers from stations Los Angeles or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

Eastward FROM SAN FRANCISCO

Table with columns for Class (Third, Second, First), Station, and Time. Includes sub-columns for Santa Fe Freight, Freight, Way Freight, Oil Fields Passenger, Bakersfield Mixed, etc.

Distance from San Francisco

Time Table No. 133 November 18, 1917

STATIONS

Vertical list of stations including BAKERSFIELD, KERN JUNG, MAGUNDEN, EDISON, SIVERT, BENA, ILMON, CALIENTE, ALLARD, BEALVILLE, OLIFF, ROWEN, TAMAR, WOODFORD, WALONG, MAROEL, SEDWELL, CABLE, TEHACHAPI, SUMMIT, SULLIVAN, MONOLITH, PROCTOR, ERIC, CAMERON, LAROSE, WARREN, FRAM, RESERVOIR, SAGE, and MOJAVE.

Automatic Block Signals

Table with 17 columns corresponding to stations, showing arrival and departure times in minutes.

Time over District Average speed per hour

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

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133 November 18, 1917	Distance from Mojave	TOWARD SAN FRANCISCO															
		FIRST CLASS								SECOND CLASS			THIRD CLASS				
		109 Sunset Express	9 Santa Fe Mail and Express	3 Santa Fe California Limited	107 Fresno Express	21 Santa Fe Missionary	25 The Owl	15 Santa Fe The Saint	49 San Joaquin Valley Flyer	307 Olig Bakersfield Mixed	309 McKittrick Bakersfield Mixed	87 Oil Fields Passenger	341 Way Freight	251 Sunset Manifest Freight	253 Freight	333 Santa Fe Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sun. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
DN-R BAKERSFIELD 0.7	67.8	s 7.35AM			s 2.50PM		s 12.01AM		s 1.45AM	s 2.40PM	s 2.40PM	s 6.00PM					
DN-R KERN JUNG. 3.4	67.1	7.30	8.52AM	1.20PM	2.47	7.33PM	11.58PM	1.25AM	1.42	2.37PM	2.37PM	5.57PM					
MAGUNDEN 3.1	63.7	7.25	8.47	1.14	2.42	7.27	11.53	1.19	1.37								
DN EDISON 4.9	60.6	s 7.20	8.40	1.09	s 2.37	7.22	11.49	1.14	1.32								
N SIVERT 2.9	55.7	7.12	8.30	1.02	f 2.30	7.14	11.42	1.07	1.25								
D BENA 3.4	52.8	7.06	8.25	12.57	f 2.25	7.08	11.37	1.02	1.20								
ILMON 3.9	49.4	7.00	8.19	12.50	2.19	7.01	11.30	12.56	1.15								
DN CALIENTE 3.0	45.5	s 6.50	s 8.10	s 12.35	s 2.10	s 6.48	11.21	12.46	1.06								
ALLARD 2.3	42.5	6.40	8.03	12.27	2.01	6.40	11.15	12.37	12.56								
DN BEALVILLE 1.8	40.2	f 6.35	7.58	12.21	f 1.55	6.34	11.10	12.32	12.50								
OLIFF 3.2	38.4	6.27	7.54	12.15	1.43	6.28	11.06	12.23	12.42								
DN ROWEN 2.2	35.2	6.20	7.47	12.08PM	f 1.35	6.20	10.59	12.16	12.35								
TAMAR (Spur) 1.1	33.0																
DN WOODFORD 3.0	31.9	s 6.10	7.40	11.59AM	s 1.24	6.10	10.51	12.08	12.26								
D WALONG 2.3	28.9	6.03	7.34	11.50	1.16	6.03	10.45	12.02AM	12.20								
DN MAROEL 0.8	26.6	5.57	7.29	11.43	f 1.10	5.57	10.40	11.57PM	12.15								
SEDWELL (Spur) 1.8	25.8																
D CABLE 3.9	24.0	5.50	7.23	11.36	f 1.03	5.50	10.34	11.50	12.08AM								
DN-R TEHACHAPI 1.8	20.1	s 5.41	s 7.13	s 11.27	s 12.53	s 5.40	10.25	11.41	f 11.59PM				2.45AM	7.00AM	2.00PM	9.18PM	
SUMMIT 2.0	18.3	5.32	7.07	11.20	12.45	5.33	10.22	11.37	11.55				2.35	6.50	1.50	9.08	
SULLIVAN (Spur) 0.6	16.3																
MONOLITH 2.1	15.7	f 5.26			f 12.39												
DN PROCTOR 0.9	13.6	5.22	6.59	11.10	12.35	5.26	10.16	11.30	11.49				2.17	6.35	1.35	8.53	
ERIC (Wye) 1.9	12.7																
DN CAMERON 2.8	10.8	f 5.16	6.53	11.05	f 12.30	5.20	10.11	11.24	11.43				2.05	6.20	1.20	8.40	
DN LAROSE 2.7	8.0	5.06	6.44	10.57	12.22	5.10	10.04	11.16	11.36				1.50	6.05	1.05	8.25	
DN WARREN 2.4	5.3	4.55	6.35	10.49	f 12.14	5.00	9.56	11.07	11.28				1.35	5.50	12.50	8.10	
DN FRAM 1.3	2.9	4.42	6.25	10.40	12.05PM	4.50	9.47	10.59	11.20				1.20	5.35	12.35	7.55	
RESERVOIR (Spur) 0.4	1.6																
SAGE (Spur) 1.2	1.2																
DN-R MOJAVE (67.8)	0.0	4.30AM	6.15AM	10.30AM	11.55AM	4.40PM	9.38PM	10.50PM	11.10PM				1.00AM	5.15AM	12.15PM	7.35PM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Time over District.....	(3.05)	(2.37)	(2.50)	(2.55)	(2.53)	(2.23)	(2.35)	(2.35)	(0.03)	(0.03)	(0.03)	(1.45)	(1.45)	(1.45)	(1.43)
Average speed per hour.....	21.98	25.64	23.68	23.24	23.27	28.44	25.97	26.24	14.00	14.00	14.00	11.48	11.48	11.48	11.70

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

A third class or extra train meeting a third class or extra train at Tehachapi under time table or train order superiority will consider the cut off switch directly in front of the telegraph office the point at which the inferior train will take siding.

MOJAVE AND SAUGUS SUBDIVISION

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel Water, Turning and Telephone Stations.	THIRD CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Saugus	FIRST CLASS				THIRD CLASS	
	252 Sunset Manifest Freight	264 Way Freight	108 Los Angeles Express	26 The Owl	50 San Joaquin Valley Flyer	8 San Francisco Los Angeles Passenger				109 Sunset Express	107 Fresno Express	25 The Owl	49 San Joaquin Valley Flyer	251 Sunset Manifest Freight	263 Way Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Yard WFTOPY	8.25AM	3.00AM	3.20PM	5.17AM	4.40AM	2.38AM	380.7	DN-R MOJAVE 4.1	69.9	s 4.15AM	f 11.35AM	s 9.30PM	s 11.00PM	4.35AM	12.40PM
64	8.45	3.45 4.10	f 3.30	5.28	4.50	3.00	384.8	FLETA 2.5	65.8		f				
64 P	9.05	4.40	s 3.40	5.38	5.00	f 3.15	387.3	GLOSTER 7.0	63.3	3.55	f 11.21	9.15	10.46	4.10	11.55AM
64 W	9.20	5.07	f 3.48	5.45	5.07	3.30	394.3	D ROSAMOND 5.6	56.3	f 3.41	s 11.08	9.03	10.34	3.52	11.30
83 W	9.38	5.52	s 4.00	5.52	s 5.15	s 3.45	399.9	OBAN 5.6	50.7	3.30	f 11.00	8.56	10.27	3.30	11.00
64	10.00	6.15	f 4.07	5.59	5.22	3.55	405.5	DN-R LANCASTER 4.3	45.1	s 3.20	s 10.52	8.49	f 10.20	3.00	10.30 9.30
64 WFY	10.37	6.50	s 4.17	6.05	5.28	s 4.10	409.8	DENIS 4.0	40.8	3.08	f 10.43	8.43	10.14	2.43	9.15
64	11.10	7.05	f 4.24	6.10	5.33	4.18	413.8	DN-R PALMDALE 2.5	36.8	s 3.02	s 10.37	8.38	f 10.09	2.33	9.00
64 PY	11.50AM	7.45	f 4.38	6.27	5.48	4.40	416.3	HAROLD 4.2	34.3	2.54	f 10.31	8.34	10.03	2.28	8.10
64	12.10PM	8.05	f 4.47	6.36	5.57	4.50	420.5	DN VINCENT 4.5	30.1	2.47	f 10.24	8.26	9.55	2.15	7.45
	12.15	8.20	s 4.50	6.39	6.00	f 4.55	425.0	BERLIN 1.1	25.6	2.26	10.09	8.11	9.41	1.50	7.20
78 WP	12.50	8.45	s 4.58	6.45	6.06	s 5.05	426.1	D ACTON 2.9	24.5	f 2.23	s 10.06	8.08	9.38	1.45	7.15
63	1.15	9.05	f 5.10	6.57	6.18	5.17	429.0	DN RAVENNA 5.6	21.6	f 2.15	s 9.58	8.00	9.31	1.35	6.45
							434.6	RUSS 1.4	16.0	1.50	f 9.42	7.44	9.16	1.10	6.18
							436.0	ALPINE (Spr) 2.8	14.6						
67 W	1.40	9.32	s 5.20	7.07	6.28	f 5.27	438.8	DN LANG 4.3	11.8	f 1.35	s 9.32	7.35	9.06	12.50	5.27
61	1.55	9.55	f 5.29	7.17	6.37	f 5.36	443.1	HUMPHREYS 3.8	7.5	f 1.22	f 9.23	7.26	8.56	12.30	4.25
64	2.10	10.20	f 5.35	7.26	6.48	f 5.45	446.9	HONBY 3.7	3.7	1.11	f 9.15	7.18	8.48	12.15	4.05
87 WFY	2.30PM	10.40AM	s 5.45PM	7.35AM	s 6.55AM	s 5.55AM	450.6	DN-R SAUGUS	0.0	1.00AM	9.07AM	7.10PM	8.40PM	12.01AM	3.45AM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday

Automatic Block Signals

(6.05) 11.49	(7.40) 9.12	(2.25) 28.92	(2.18) 30.39	(2.15) 31.06	(3.17) 21.29	.....Time over District.....	(3.15)	(2.28)	(2.20)	(2.20)	(4.34)	(8.55)
						.....Average speed per hour.....	21.50	28.34	29.95	29.95	15.30	8.83

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

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

MOJAVE AND SAUGUS SUBDIVISION.

Eastward		FROM SAN FRANCISCO				SECOND CLASS		Time Table No. 133		TOWARD SAN FRANCISCO		SECOND CLASS		Westward	
Capacity of passing sidings in car lengths and location of Seales, Fuel, Water, Turning and Telephone Stations.	WFYTOP Yard					402 Mixed	Distance from San Francisco	November 18, 1917	Distance from Owensyo	401 Mixed					
															Leave Daily	STATIONS	Arrive Daily
						11.50PM	380.7	DN-R	MOJAVE	143.5	s	1.30AM			
	56					f 11.56	380.8		1.3	142.2	f	1.22			
	58					f 12.06AM	384.0		3.2	139.0	f	1.12			
	57					f 12.16	388.3		4.3	134.7	f	1.00			
	58					f 12.26	392.9		4.6	130.1	f	12.50			
	57					f 12.40	397.3		4.4	125.7	f	12.40			
East 57W West 58						s 12.55	402.5		5.2	120.5	s	12.20AM			
						f	405.3		2.8	117.7	f				
	58					f 1.10	407.5		2.2 (Spur)	115.5	f	11.59PM			
						s 1.13	408.5		1.0	114.5	s	11.50			
East 57 Y West 80						f 1.22	412.2		3.7	110.8	f	11.40			
	58					f 1.40	416.4		4.2	106.6	f	11.25			
	58					f 2.05	420.5		4.1	102.5	f	11.10			
	57					f 2.25	424.6		4.1	98.4	f	10.55			
	67 Y					s 2.55	428.4	DN	3.8	94.6	s	10.40			
	58					f 3.07	432.8		4.4	90.2	f	10.10			
	62					f 3.20	438.3		5.5	84.7	f	9.55			
	57					f 3.30	442.4		4.1	80.6	f	9.40			
	58					s 3.45	447.2	DN	4.8	75.8	s	9.25			
	58					s 3.57	451.7		4.5	71.3	s	9.05			
	58					s 4.15	456.3	DN	4.6	66.7	s	8.50			
East 58 Y West 81						f 4.30	460.7		4.4	62.3	f	8.32			
	58					f 4.43	464.3		3.6	58.7	f	8.20			
							466.3		2.0	56.7					
	59					s 5.00	468.3		2.0	54.7	s	8.10			
East 57 Y West 57						f 5.15	471.5		3.2	51.5	f	8.00			
	58					f 5.30	475.6		4.1	47.4	f	7.50			
							477.8		2.2	45.2					
	58					f 5.40	479.9		2.1	43.1	f	7.40			
	57 W					f 5.55	484.1		4.2	38.9	f	7.28			
	62					f 6.05	488.5		4.4	34.5	f	7.15			
	58					f 6.17	493.3		4.8	29.7	s	7.05			
	62					f 6.27	497.7	D	4.4	25.3	f	6.50			
	62					f 6.37	502.3		4.6	20.7	f	6.40			
	61					f 6.47	506.3		4.0	16.7	f	6.27			
	62					f 6.57	510.3		4.0	12.7	f	6.15			
	62					f 7.07	514.3		4.0	8.7	f	6.05			
East 66 West 63						s 7.20	518.8		4.5	4.2	s	5.50			
	47 FY					f 7.45AM	523.0	D-R	4.2	0.0		5.35PM			
						Arrive Daily			(143.5)		Leave Daily				

(7.55) Time over District (7.55)
 18.12 Average speed per hour 18.12

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

FRESNO AND BAKERSFIELD SUBDIVISION
FROM SAN FRANCISCO

Eastward

THIRD CLASS

FIRST CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS								Distance from San Francisco
	246 Kerman Goshen Junc. Way Freight	250 Coalinga Goshen Junc. Way Freight	312 Alcalde Coalinga Passenger	154 Fresno Ingle Goshen Junc. Passenger	88 Coalinga Visalia Passenger	70 Lemoore Visalia Passenger	132 Kerman Visalia Passenger	66 Armona Goshen Junc. Passenger	64 Stratford Visalia Mixed	94 Coalinga Exeter Porterville Passenger			
24 T	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	273.3
			12.45PM										R
81 YP		5.00AM	s 1.10PM		5.55PM							8.00AM	272.1
F		5.10			f 5.58							f 8.05	269.9
49		5.30			f 6.10							f 8.17	268.4
58		5.50			s 6.23							s 8.30	266.7
		6.10			f 6.35							f 8.40	260.0
75 Y		6.30			f 6.47							f 8.51	252.7
		6.40			f 6.53	5.25PM						s 1.35PM	246.1
					f							f 1.40	239.4
		6.50			s 7.00	s 5.30						s 2.00	236.5
		8.00			f	f						f	235.4
East 39/ West 47 WYP	9.35AM	9.11		10.00PM	s 7.10	s 5.40	4.00PM	3.50PM	s 2.20	s 9.11			233.9
													231.2
63	9.50 10.25	9.40 11.05		s 10.15	s 7.25	s 5.50	s 4.08	s 3.57	s 2.45	s 9.21			229.1
64	10.40	11.20		f 10.25	f 7.33	6.00	f 4.16	4.05	f 2.55	f 9.30			232.2
102 WFY	11.00AM	11.50AM		s 10.40PM	s 7.45PM	s 6.15PM	s 4.28PM	s 4.17PM	s 3.15PM	s 9.45AM			232.5
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	237.6

Time Table No. 133
November 18, 1917

STATIONS

273.3	R	ALCALDE	1.2
272.1		LE ROY	2.2
269.9		CRUMP	1.5 (Spur)
268.4	D-R	COALINGA	1.7
266.7		ORA	6.7
260.0		TURK	7.3
252.7	D	HURON	6.6
246.1		HENRIETTA	6.7
239.4		LETHENT	2.9
236.5	R	ROSSI	1.1
235.4		HEINLEN	1.5 (Spur)
233.9	D	LEMOORE	2.7
231.2		ORION	2.1 (Spur)
229.1	D-R	ARMONA	3.1
232.2		A. T. & S. F. CROSSING	0.3
232.5	DN	HANFORD	5.1
237.6		REMNOY	7.7
245.3	DN-R	GOSHEN JUNC	(60.4)

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 94 is superior to Nos. 61 and 85; Nos. 66 and 132 to No. 63; No. 88 to No. 69 and No. 246 to No. 245.

FRESNO AND BAKERSFIELD SUBDIVISION
FROM SAN FRANCISCO

Eastward

FIRST CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	82	518	88	516	132	514	70	512	64	510	508	94	506	504	92	Distance from San Francisco
	Goshen Junc. Visalia Passenger	Visalia Electric Passenger	Coalinga Visalia Passenger	Visalia Electric Passenger	Kerman Visalia Passenger	Visalia Electric Passenger	Lemoore Visalia Passenger	Visalia Electric Passenger	Stratford Visalia Mixed	Visalia Electric Passenger	Visalia Electric Passenger	Coalinga Exeter Porterville Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Goshen Junc. Visalia Passenger	
102 WFY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	245.3
	11.55PM		8.05PM		4.33PM		6.20PM		3.25PM			10.00AM			7.30AM	DN-R
21												f				249.0
46	s 12.15AM	10.27PM	s 8.25PM	7.00PM	s 4.50PM	5.00PM	s 6.40PM	3.45PM	s 3.45PM	1.55PM	11.15AM	s 10.20	9.30AM	8.15AM	s 7.50AM	250.5
		f 10.35		f 7.08		f 5.08		f 3.53		f 2.03	f 11.23	10.27	f 9.38	f 8.23		252.6
13		s 10.41		s 7.14		s 5.14		f 3.59		s 2.09	s 11.29	f 10.32	s 9.44	s 8.29		253.1
		f 10.44		f 7.17		f 5.17		f 4.02		f 2.12	f 11.32	10.34	f 9.47	f 8.32		253.2
63 YW		f 10.46		f 7.19		f 5.19		f 4.04		f 2.14	f 11.34	10.36	f 9.49	f 8.34		255.2
		s 10.52PM		s 7.25PM		s 5.25PM		s 4.10PM		s 2.20PM	11.40AM	s 10.42AM	s 9.55AM	s 8.40AM		257.3
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	259.0

Time Table No. 133
November 18, 1917

STATIONS

245.3	DN-R	GOSHEN JUNC	3.7
249.0		FAXON	1.5 (No Siding)
250.5		JACOBS	2.1 (Spur)
252.6		WEST VISALIA	0.5
253.1	D-R	VISALIA	0.1
253.2		A. T. & S. F. CROSSING	2.0
255.2		AMBLER	2.1 (Spur)
257.3		RECTOR	1.7
259.0	D	FARMERSVILLE	1.2
260.2		GIANT OAK	0.9
261.1		LUNA	2.1
263.2	DN-R	EXETER	(17.9)

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 64 is superior to No. 91.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

Distance from Goshen Jct.

STATIONS	Distance from Goshen Jct.	FIRST CLASS								THIRD CLASS							
		153 Goshen Junc. Ingle Fresno Passenger	131 Visalia Kerman Passenger	61 Visalia Stratford Mixed	85 Visalia Coalinga Passenger	97 Porterville Armona Passenger	63 Goshen Junc. Lemoore Passenger	69 Visalia Coalinga Passenger	311 Coalinga Alcalde Passenger	249 Goshen Junc. Coalinga Way Freight	245 Goshen Junc. Kerman Way Freight						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
R ALCALDE 1,2	60.4																
LE ROY 2,2	59.2																
CRUMP (Spur) 1,5	57.0																
D-R COALINGA 1,7	55.5				s 12.05PM			s 9.45PM	12.15PM			1.00PM					
ORA 6,7	53.8				f 11.58AM			f 9.40				12.50					
TURK 7,3	47.1				f 11.40			f 9.30				12.15PM					
D HURON 6,6	39.8				s 11.25			s 9.18				11.45AM					
HENRIETTA 6,7	33.2				f 11.11			f 9.07				11.11					
LETHENT 2,9	26.5				f 10.58			f 8.57				10.40					
R ROSSI 1,1	23.6			s 9.50AM	s 10.53			f 5.20PM	s 8.51			10.30					
HEINLEN (Spur) 1,5	22.5			f 9.45	f 10.50			f 8.48				10.20					
D LEMOORE 2,7	21.0			s 9.40	s 10.46			s 5.15	s 8.45			10.15					
ORION (Spur) 2,1	18.3			f	f			f									
D-R ARMONA 3,1	16.2	s 5.10AM	s 6.25AM	s 9.11	s 10.35	s 3.47PM	s 5.00	s 8.35				9.11	1.15PM				
A. T. & S. F. CROSSING 0,3	13.1																
DN HANFORD 5,1	12.8	s 5.00	s 6.16	s 9.00	s 10.25	s 3.40	s 4.50	s 8.25				7.50 6.06	1.00				
REMNOY 7,7	7.7	f 4.45	s 6.07	f 8.45	f 10.15	3.32	f 4.42	f 8.15				5.50	12.10PM				
DN-R GOSHEN JUNG. (60.4)	0.0	4.30AM	5.55AM	8.30AM	10.00AM	3.20PM	4.30PM	8.00PM	Leave Wed. Only			5.30AM	11.50AM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				

Time over District..... (0.40) (0.30) (1.20) (2.05) (0.27) (0.50) (1.45) (0.25) (7.30) (1.25)
 Average speed per hour..... 24.30 32.40 25.75 26.64 36.00 23.32 31.71 11.77 9.62 11.42

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 94 is superior to Nos. 61 and 85, Nos. 66 and 132 to No. 63, No. 88 to No. 69 and No. 246 to 245.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 133

November 18, 1917

Distance from Exeter

STATIONS	Distance from Exeter	FIRST CLASS															
		131 Visalia Kerman Passenger	501 Visalia Electric Passenger	61 Visalia Stratford Mixed	503 Visalia Electric Passenger	85 Visalia Coalinga Passenger	505 Visalia Electric Passenger	507 Visalia Electric Passenger	97 Porterville Armona Passenger	91 Visalia Goshen Junc. Passenger	509 Visalia Electric Passenger	511 Visalia Electric Passenger	513 Visalia Electric Passenger	69 Visalia Coalinga Passenger	515 Visalia Electric Passenger	87 Oil Fields Flyer	89 Visalia Goshen Junc. Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R GOSHEN JUNG. 3,7	17.9	s 5.50AM		s 8.25AM		s 9.45AM			s 3.15PM	s 4.15PM				s 7.45PM		s 10.45PM	s 11.35PM
FAXON (No siding) 1,5	14.2			f				f									
JACOBS (Spur) 2,1	12.7																
WEST VISALIA 0,5	10.6																
D-R VISALIA 0,1	10.1	5.30AM	s 7.55AM	8.05AM	s 9.10AM	9.25AM	s 11.10AM	s 1.50PM	s 2.55	3.55PM	s 3.35PM	s 4.50PM	s 6.45PM	7.25PM	s 7.55PM	s 10.27	11.15PM
A. T. & S. F. CROSSING 2,0	10.0																
AMBLER (Spur) 2,1	8.0		f 7.47		f 9.02			f 11.02	f 1.42	2.46		f 3.27	f 4.42	f 6.37		f 7.47	10.17
RECTOR 1,7	5.9																
D FARMERSVILLE 1,2	4.2		s 7.41		s 8.56			s 10.56	s 1.36	f 2.40		s 3.21	s 4.36	s 6.31		s 7.41	10.11
GIANT OAK 0,9	3.0		f 7.38		f 8.53			f 10.53	f 1.33	2.38		f 3.18	f 4.33	f 6.28		f 7.38	10.09
LUNA 2,1	2.1		f 7.36		f 8.51			f 10.51	f 1.31	2.36		f 3.16	f 4.31	f 6.26		f 7.36	
DN-R EXETER (17.9)	0.0		7.30AM		8.45AM			10.45AM	1.25PM	2.30PM		3.10PM	4.25PM	6.20PM		7.30PM	10.03PM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District..... (0.20) (0.25) (0.20) (0.25) (0.20) (0.25) (0.25) (0.45) (0.20) (0.25) (0.25) (0.25) (0.25) (0.20) (0.25) (0.42) (0.20)
 Average speed per hour..... 23.40 24.24 23.40 24.24 23.40 24.24 24.24 23.86 23.40 24.24 24.24 24.24 24.24 23.40 24.24 25.57 23.40

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 64 is superior to No. 91.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Armona	TOWARD SAN FRANCISCO				Westward	
		THIRD CLASS		FIRST CLASS					FIRST CLASS		THIRD CLASS			
		150 Ingle Armona Mixed	246 Kerman Goshen Junc Way Freight	154 Fresno Ingle Goshen Junc Passenger	132 Kerman Visalia Passenger				153 Goshen Junc. Ingle Fresno Passenger	131 Visalia Kerman Passenger	151 Armona Ingle Mixed	245 Goshen Junc. Kerman Way Freight		
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
73 WYP			6.45AM		2.46PM	193.0	DN-R KERMAN 6,7	36.1	s 7.35AM		4.10PM			
69			7.20		f 2.59	199.7	MCMULLIN 5,4	29.4	f 7.20		3.40			
48			7.40		s 3.10	205.1	D RAISIN CITY 5,6	24.0	s 7.10		3.10			
58			8.00		s 3.20	210.7	D CARUTHERS 6,1	18.4	s 7.00		2.45			
48 W			8.20		f 3.32	216.8	OANDO 3,5	12.3	f 6.47		2.25			
						220.3	LATON & WESTERN RY. CROSSING 0,3	8.8						
50			8.30		f 3.39	220.6	LILLIS 2,4	8.5	f 6.41		2.10			
		11.50AM	8.45		9.40PM	223.0	D-R HARDWICK 2,3	6.1	s 5.30AM	s 6.37	s 12.40PM	2.00		
		11.58AM	8.52		f 9.45	225.3	KIMBLE 3,8	3.8	f 5.23	f 6.31	12.30	1.40		
47 WYP		s 12.10PM	9.05AM		s 9.55PM	229.1	D-R ARMONA (36.1)	0.0	5.15AM	6.25AM	12.20PM	1.30PM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			

(0.20) 18.30 (2.20) 15.47 (0.15) 24.40 (1.10) 30.94Time over District..... (0.15) 24.40 (1.10) 30.94 (0.20) 18.30 (2.40) 13.53
Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 246 and 150 are superior to Nos. 245 and 151.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 133 November 18, 1917	Distance from Hardwick	TOWARD SAN FRANCISCO				Westward	
		THIRD CLASS		FIRST CLASS					FIRST CLASS		THIRD CLASS			
		150 Ingle Armona Mixed		154 Fresno Ingle Goshen Junc. Passenger					153 Goshen Junc. Ingle Fresno Passenger		151 Armona Ingle Mixed			
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.		Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday						
Y		8.30AM		7.50PM		181.9	R INGLE 5,3	42.3	s 7.15AM		s 3.45PM			
		s 9.00		s 8.05		187.2	D TRANQUILITY 4,5	37.0	s 7.03		s 3.20			
46		s 9.25		s 8.15		191.7	D SAN JOAQUIN 3,2	32.5	s 6.53		s 2.55			
		s 9.35		s 8.22		194.9	CALDWELL 3,8	29.3	s 6.45		s 2.45			
						198.7	NARES (Spur) 0,3	25.5						
		s 10.10		s 8.32		199.0	D HELM 7,2	25.2	s 6.35		s 2.30			
		s 10.35		s 8.48		206.2	BURREL 3,2	18.0	s 6.17		s 2.05			
		s 10.45		s 8.54		209.4	BENDER 5,2	14.8	s 6.09		s 1.50			
		s 11.15		s 9.08		214.6	RIVERDALE 2,6	9.6	s 6.00		s 1.35			
		s 11.25		s 9.14		217.2	ROBINSON (Spur) 2,0	7.0	s 5.49		s 1.15			
		s 11.35		s 9.19		219.2	HUB (Spur) 1,8	5.0	s 5.42		s 1.05			
						221.0	LATON & WESTERN RY. CROSSING 0,8	3.2						
		s 11.42		s 9.27		221.8	LYNN (Spur) 1,7	2.4	s 5.36		s 12.55			
						223.5	HASSET (Spur) 0,7	0.7						
		s 11.50AM		s 9.35PM		224.2	D-R HARDWICK (42.3)	0.0	5.30AM		12.45PM			
		Arrive Daily Ex. Sunday		Arrive Daily				Leave Daily		Leave Daily Ex. Sunday				

(3.20) 12.69 (1.45) 24.17Time over District..... (1.45) 24.17 (3.00) 14.10
Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 150 is superior to No. 151.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 133		Distance from Friant	TOWARD SAN FRANCISCO				Westward	
		THIRD CLASS		FIRST CLASS			November 18, 1917			FIRST CLASS		THIRD CLASS			
Capacity of passing sidings in car lengths and location of Stables, Fuel, Water, Turning and Telephone Stations.		320 Way Freight		144 Fresno Friant Passenger			STATIONS			147 Friant Fresno Passenger		321 Way Freight			
YardWFTOPY		Leave Daily Ex. Sunday		Leave Daily				Arrive Daily		Arrive Daily Ex. Sunday					
			5.30AM		7.00AM	205.5	DN-R	FRESNO	24.4	s	6.00PM		1.30PM		
						207.1		A. T. & S. F. CROSSING	22.8	f					
				f	f	208.0		EAST FRESNO	21.9	f					
			5.50		f 7.16	209.4		BARTON (Spur)	20.5	f	5.41		12.21		
						211.6		GRANZ (Spur)	18.3						
			6.00		f 7.22	211.8		MALTERMORO (Spur)	18.1	f	5.37		12.05PM		
						212.1		NAVIN	17.8						
			6.10		s 7.25	212.9		LAS PALMAS	17.0	s	5.34		11.45AM		
						213.2		FRESNO INTERURBAN RY. CROSSING	16.7						
			6.15		f 7.27	213.6		EGGERS (Spur)	16.3	f	5.32		11.35		
						213.9		VANRIS	16.0	f					
			6.20		s 7.31	214.9		TARPEY	15.0	s	5.29		11.30		
			6.30		f 7.34	216.1		MELVIN	13.8	f	5.26		11.20		
W			7.05		s 7.40	217.4	D	CLOVIS	12.5	s	5.20		11.10		
			7.29		f 7.44	218.5		GLORIETTA	11.4	f	5.16		10.05		
						220.9		SETOH	9.0						
25			7.53		f 7.53	222.9		GORDON	7.0	f	5.07		9.45		
			8.15		s 7.56	223.6		EL PRADO	6.3	s	5.04		9.35		
						224.8		BURKHEAD	5.1	f					
						226.5		GRAVEL (Spur)	3.4						
T			8.50AM		s 8.15AM	229.9	D-R	FRIANT	0.0		4.45PM		9.05AM		
			Arrive Daily Ex. Sunday		Arrive Daily			(24.4)			Leave Daily		Leave Daily Ex. Sunday		
			(3.20) 7.32		(1.15) 19.52			Time over District..... Average speed per hour.....	(1.15) 19.52		(4.25) 5.52				

Westward trains are superior to trains of the same class in opposite direction. Exception: No. 320 is superior to No. 321.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 133		Distance from Stratford	TOWARD SAN FRANCISCO				Westward	
		THIRD CLASS		THIRD CLASS			November 18, 1917			THIRD CLASS		THIRD CLASS			
Capacity of passing sidings in car lengths and location of Stables, Fuel, Water, Turning and Telephone Stations.		80 Stratford Visalia Mixed		81 Visalia Stratford Mixed			STATIONS			81 Visalia Stratford Mixed		81 Visalia Stratford Mixed			
Y		Leave Daily		Leave Daily				Arrive Daily		Arrive Daily		Arrive Daily			
			12.30PM		12.30PM	244.1	DR	STRATFORD	0.0	s	10.25AM				
61			f 12.45		f 12.45	241.6		MARSALA	2.5	f	10.15				
48			f 12.55		f 12.55	239.9		CUNEO	4.2	f	10.05				
75Y			s 1.30PM		s 1.30PM	236.5	R	ROSSI	7.6		9.50AM				
			Arrive Daily		Arrive Daily			(7.6)			Leave Daily				
			(1.00) 7.60		(1.00) 7.60			Time over District..... Average speed per hour.....	(0.35) 13.03		(0.35) 13.03				

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

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		From San Fran.		Time Table No. 133		Toward San Fran. Westward	
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	Distance from San Francisco	November 18, 1917		Distance from Ainrof			
		STATIONS					
		Y	308.6		D-R OIL JUNCTION	5.7	
		0.3					
	308.9	STORAGE TRACKS	5.4				
		1.1					
	310.0	BOAZ	4.3				
		0.5					
31	310.5	D WAITS	3.8				
		0.6					
	311.1	SEGURO	3.2				
		0.5					
	311.6	MALTHA	2.7				
		0.4					
	312.0	VOLOAN	2.3				
		0.2					
	312.2	LA SOLAS	2.1				
		0.2					
	312.4	OMENA	1.9				
		0.3					
	312.7	ADIOS (Spur)	1.6				
		0.1					
	312.8	CESARO (Spur)	1.5				
		0.2					
	313.0	TREADWELL JUNC	1.3				
		0.1					
	313.1	EBIGMO (Spur)	1.2				
		0.3					
	313.4	PENTOL	0.9				
		0.3					
26 Y	313.7	OIL CITY	0.6				
		0.6					
	314.3	R AINROF (Spur)	0.0				
		(5.7)					

.....Time over District.....
Average speed per hour.....

Note.—Oil Junction to Ainrof operated as part of Bakersfield yard.

Eastward		From San Francisco		Time Table No. 133		Toward San Fran. Westward					
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	Distance from San Francisco	November 18, 1917		Distance from Orig							
		STATIONS									
		P	313.6		DN-R KERN JUNCTION	49.1	s 5.52PM	11.20AM	2.37PM	2.37PM	
		0.5									
	314.1	PARSONS	48.6								
		1.0									
	315.1	PAC. SMELTING	47.6								
		0.2									
	315.3	BAKERSFIELD CORRALS	47.4								
		1.4									
	316.7	STRADER (Spur)	46.0								
		2.1									
48 P	f 8.35	f 7.20	2.20	f 9.57	318.8	WIBLE ORCHARD	43.9	f 5.39	11.00	f 2.20	f 2.25
						1.7					
					320.5	VENOLA (Spur)	42.2				
						2.1					
59 PY	s 8.45	s 7.35	2.35AM	s 10.05AM	322.6	D-R GOSFORD	40.1	5.32PM	10.45AM	s 2.00	s 2.15
						5.8					
51 WP	f 9.00	f 7.50			328.4	STEVENS	34.3			f 1.35	f 2.00
						2.3					
					330.7	STRAND (Spur)	32.0			f	f
						4.4					
	f 9.20	f 8.10			335.1	RIO BRAVO	27.6			f 1.15	f 1.40
						7.7					
	f 9.39	f 8.30			342.8	BOWERBANK	19.9			f 12.55	f 1.21
						3.5					
96 P	s 9.49	s 8.45			346.3	D BUTTONWILLOW	16.4			s 12.45	s 1.12
						4.2					
69 WP	f 9.59	f 8.55			350.5	LOKERN	12.2			f 12.15PM	f 1.01
						8.9					
	10.26	9.25			359.4	ASPHALTO	3.3			11.35AM	12.34
						1.2					
33 PY	s 10.30AM	s 9.50			360.6	D-R McKITTRICK	2.1			s 11.30	12.30PM
						2.1					
		s 10.05AM			362.7	R OLIG	0.0			10.20AM	
						(49.1)					
	Arrive Sun. Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sun. Only
	(2.10)	(3.00)	(0.35)	(0.20)				(0.20)	(0.35)	(4.17)	(2.07)
	21.69	16.37	15.43	27.00				27.00	15.43	11.46	22.20

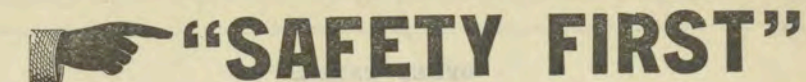
Westward trains are superior to trains of the same class in the opposite direction.
 Exception: No. 306 is superior to No. 307. No. 308 is superior to No. 309.

Eastward		From San Fran.		Time Table No. 133		Toward San Fran. Westward	
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning and Telephone Stations.	Distance from San Francisco	November 18, 1917		Distance from Porque			
		STATIONS					
			313.0		TREADWELL JUNC	2.4	
		0.2					
	313.2	KINROSS (Spur)	2.2				
		0.3					
	313.5	AMIGO (Spur)	1.9				
		0.2					
	313.7	ARMIGUS (Spur)	1.7				
		0.2					
	313.9	KINSALE (Spur)	1.5				
		0.1					
	314.0	FORFAR (Spur)	1.4				
		0.2					
	314.2	DERWENT (Spur)	1.2				
		0.5					
	314.7	CUANDO (Spur)	0.7				
		0.3					
	315.0	TUBIG (Spur)	0.4				
		0.2					
	315.2	HAYNAN (No siding)	0.2				
		0.1					
	315.3	CERTINA (Spur)	0.1				
		0.1					
	315.4	PORQUE (Spur)	0.0				
		(2.4)					

.....Time over District.....
Average speed per hour.....

Note—Treadwell Junc. to Porque operated as part of Bakersfield yard.

SPECIAL INSTRUCTIONS.



Extra Trains may pass, or run ahead of third class trains without receiving an order to do so.

STANDARD CLOCKS.

Fresno	Visalia	Mojave
Goshen Junction	Bakersfield	Palmdale
Coalinga	Kern Junction	

WATCH INSPECTORS.

Webb C. Ball, Oberlin Bros., Hanford Jewelry Co., G. D. Davidson Co., Saugus to Owenyo, Bakersfield to Fresno, including branch lines and McKittrick Branch.	General Time Inspector, Local Inspectors, Local Inspectors, Local Inspectors,	San Francisco. Fresno. Hanford. Los Angeles.
Henry Caseriel, Smith Bros., S. P. Anderson, R. A. Hubler, H. Oppliger, Bakersfield to Mojave, Newton Moore, Luckenbach & Co.,	Local Inspector, Local Inspectors, Local Inspector, Local Inspector, Local Inspector, Local Inspector, Local Inspectors,	Coalinga. Visalia. Exeter. Porterville. Bakersfield. Los Angeles. Los Angeles.

BULLETIN BOARDS.

Fresno	Coalinga	Mojave
Goshen Junction	Bakersfield	Saugus
Kerman	Los Angeles	River Station
Los Angeles Round House		

CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed for the day.

A train must not leave McKittrick or Coalinga without a clearance card (Form No. 2643).

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

Helper engineers of Santa Fe freight trains on joint track, will accept from conductors, information on prescribed form, showing the numbers of all superior trains and stating that he has checked the register, and that all have arrived or departed as the case may be.

Exceptions.

Famoso	Trains to and from Branch only register.
Oil Junction	Trains to and from Branch and terminating only register.
Bakersfield	Eastward S. P. freight trains arriving register. Same to be telegraphed Kern Junction for duplicate register.
Kern Junction	Arrival and departure of Santa Fe passenger trains will be telegraphed Bakersfield for duplicate register.
Lancaster	Helpers only register.
Palmdale	Helpers only register.
Tehachapi	Third class and extra trains only register.

Trains will Register by Form 2642 as follows:

Goshen Junction	25, 26.
Kern Junction	S. P. passenger trains and westward Santa Fe trains.
East Porterville	87.

TRAIN AND AIR INSPECTION.

Freight trains descending grade will stop 5 minutes, or more, at following points, to allow trainmen to make thorough inspection of wheels and running gear of train in accordance with Rule 820:

Between Bakersfield and Mojave	Bealville, Woodford, Marcel, Warren. Eastward freight trains handling P. F. E cars will make stops at Larose and Fram in addition.
Between Mojave and Saugus	Ravenna, Lang.
McKittrick Branch	Between Mile Posts 357 and 358.
Between other points	After a continuous run of 40 miles.

That proper inspection or running gear may be made by trainmen, in accordance with Rule 824 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving stations.

Rear end test between terminals as prescribed by Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes, etc., effective May 1, 1915, is required as follows:

For all trains wherever brake pipe has been parted.

Westward passenger trains stopping at Vincent and Tehachapi. Those not stopping must make running test.

Eastward passenger trains stopping at Tehachapi and Vincent. Those not stopping must make running test.

Westward freight trains at Vincent, Summit and Tehachapi. Those making tests at Summit need not make it at Tehachapi unless stopped for other cause.

Eastward freight trains at Summit and Vincent.

In freight trains where helpers are coupled in rear of train, the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test and the head engineer will, after charging up brake pipe, place his valve on lap and repeat the signal, rear brakeman not opening angle cock at rear end until brake pipe has been recharged and leading engineer has sounded signal for the test. Other engineers in train must not whistle off until air test has been made.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

"19" ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that form 31 must be used—

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order form "G," example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

AUTOMATIC SIGNALS.

When stopped by Block Signal (not Minute Blocks) on single track, trains will wait five minutes, then proceed as per Rule 504.

The following automatic block signals, governing trains entering and in yards, will be Minute Blocks:

Mojave:	Nos. 3802, 3805, 3806, 3811.
Tehachapi:	Nos. 3598, 3611.
Bakersfield:	No. 3157.
Goshen Jct.:	Nos. 2388, 2397.

If signals are at stop, wait one minute and then proceed under control.

At night if light is not burning, trains will be governed by position of arms.

When block signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

Home signals No. 3805 and No. 3806 (minute blocks), just west of Oil and Water Columns, between main track and siding No. 1, Mojave yard, are placed "back to back." Signal No. 3805 governing westward trains is located on fireman's side, who will be on lookout for change in position of signal. Helper engines occupying main track must stand just west of these signals to prevent delay to westward trains.

Signal failures or irregularities (either action of arm or condition of light) will be reported to chief dispatcher from first open telegraph office.

INTERLOCKING SIGNAL TOWERS.

Fresno Tower No. 1.

(A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch):

For main track, one long blast of whistle.

To or from spur track, one long and one short blast of whistle.

Fresno Tower No. 2.

(A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville Branch):

For main track, one long blast of whistle.

Calwa Tower.

(A. T. & S. F. Crossing and end of double track 0.8 mile east of Calwa):

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long blast of whistle.

Westward trains will sound one long blast of whistle for crossing and for double track.

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

Hanford Tower.

(A. T. S. F. Crossing 0.3 mile west of Hanford):

For main track, one long blast of whistle.

For crossing through side track, one long, one short and one long blast of whistle.

Tulare Tower.

(A. T. & S. F. Crossing 0.3 mile west of Tulare):

For main track, one long blast of whistle.

Kern Junction Tower.

(A. T. & S. F. Crossing and McKittrick Branch Jct. 0.7 mile east of Bakersfield):

For main track, one long blast of whistle.

For movement over crossing on side track, one long, one short and one long blast of whistle.

For movement between S. P. and A. T. & S. F. main line, one long and one short blast of whistle.

For movement between main track and transfer track, one short, one long and one short blast of whistle.

General.

For any movement against current of traffic on double track, sound one long and one short blast of whistle.

When a train which has been given the semaphore signal at any crossing does not wish to use crossing, one short and one long blast of whistle should be sounded for the information of the towerman.

SPECIAL INSTRUCTIONS—Continued.

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Table with 8 columns: Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec., Miles per Hour, 1 Mile in Min. Sec.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note.—All Locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Table with 4 columns: Class of Locomotive, Engine Numbers, Maximum Speed in Miles per Hour, Maximum Wheel Pressure.

NOTE.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPEED RESTRICTITONS—TRAINS WILL NOT EXCEED

Table with 3 columns: Between—, Passenger, Freight. Lists various routes and speed restrictions in miles per hour.

SPEED RESTRICTIONS—Continued.

Table with 2 columns: Engines on passenger trains, Freight Train Speed. Lists engine types and their corresponding speed restrictions.

YARDS.

Table with 3 columns: Yards are established at the following stations, Lists station names like Fresno, Bakersfield, Mojave, Goshen Jet, Hanford, Porterville, Exeter, Coalinga, Armona, Hardwick.

OVERHEAD STRUCTURES.

Less than 22 feet above top of rails.

BETWEEN FRESNO AND EXETER.

Mile Post	Between Stations	Structure	Height
253.6	Caplin-Lort	Bridge over Kaweah River	20'-3"

MAIN LINE.

Mile Post	Between Stations	Structures	Height
332.6	Illmon-Caliente	Tunnel No. 1/2	18'-2"
336.9	Caliente-Bealville	" " 1	17'-8"
340.8	Bealville-Rowen	" " 3	18'-0"
341.0	" "	" " 4	18'-1/2"
341.6	" "	" " 5	18'-2"
341.9	" "	" " 6	18'-4"
343.7	" "	" " 7	17'-7"
344.2	" "	" " 8	17'-5"
352.3	Walong-Marcel	" " 10	17'-9 1/2"
353.0	" "	" " 11	18'-2"
355.0	Marcel-Cable	" " 12	17'-8"
355.2	" "	" " 13	17'-11"
355.4	" "	" " 14	17'-8"
355.9	" "	" " 16	18'-2"
356.0	" "	" " 17	17'-11"
434.8	Russ-Lang	Tunnel No. 17 1/2	18'-10"
434.8	" "	Water Flume	19'-0"
435.5	" "	Bridge over Santa Clara River	20'-9"
435.9	" "	" " " " " "	21'-6"
436.1	" "	" " " " " "	21'-9"
436.3	" "	" " " " " "	21'-10"
436.8	" "	" " " " " "	21'-9"
436.9	" "	" " " " " "	21'-9"
437.0	" "	Tunnel No. 18	17'-7"
437.4	" "	Bridge over Santa Clara River	21'-8"
439.5	Lang-Humphreys	Tunnel No. 20	17'-9"
440.1	" "	" " 21	17'-10"
441.5	" "	" " 22	18'-2"
445.3	Humphreys-Honby	" " 23	18'-6"
449.7	Honby-Saugus	" " 24	18'-6"

BETWEEN MOJAVE AND OWENYO.

Mile Post	Between Stations	Structure	Height
426.8	Teagle-Searles	Tunnel 29	21'-2"

All employees are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

JUNCTION SWITCHES.

(Switches to be set and locked as follows):

El Prado	Friant branch and S. J. E. R. R. tracks for Friant branch track.
Fresno	Stockton Division main track and Kerman track for main track.
Fresno	Fresno-Bakersfield main track and Sanger branch for main track.
Fresno	Friant and Sanger branches for Sanger track.
Kerman	Armona and Stockton Division tracks for Stockton Division track.
Ingle	H. & S. L. branch and Stockton Division tracks for Stockton Division track.
Hardwick	H. & S. L. branch and Armona-Kerman track for Armona-Kerman track.
Armona	Goshen Jet-Coalinga and Armona-Kerman tracks for Goshen Jet-Coalinga track.
Rossi	Coalinga branch and Stratford branch tracks for Coalinga branch track.
Goshen Junction	Visalia and Coalinga branches with Fresno-Bakersfield main track, both for main track.
Exeter	Visalia main track on passing siding for passing siding.
Porterville	Visalia and Sanger branches for Visalia track.
Porterville	P. & N. E. and Porterville branch for Porterville branch track.
Famoso	Fresno-Bakersfield main track and Porterville branch for main track.
Oil Junction	Bakersfield-Fresno main track and Oil City branch for main track.
Kern Junction	Operated by interlocking tower.

Gosford	McKittrick branch and Sunset R. R. tracks for Sunset branch track.
Mojave	Bakersfield-Mojave main track and N. & C. Ry. for main track.
Saugus	San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.

LOCATION HOSPITAL STRETCHERS.

Fresno Storeroom.	Bakersfield Car Shops.
Fresno Wrecking Train.	Bakersfield Machine Shops.
Fresno Baggage Room.	Bakersfield Baggage Room.
Goshen Junction.	Tehachapi.
Hanford.	Mojave Car Shops.
Coalinga.	Mojave Wrecking Train.
Exeter.	Mojave Baggage Room.
Porterville.	Owenyo.
Bakersfield Emergency Hospital.	Saugus.
Bakersfield Wrecking Train.	

HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital, S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

SURGEONS

NAME	LOCATION	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All Points.
Dr. O. B. Doyle	Fresno, Cal.	Fresno, Friant, Kingsburg and Ivesta, Cal.
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal.	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal.	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal.	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal.	
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Ivesta and Fargo.
Dr. G. A. Hawkins	Reedley, Cal.	Fargo and Monson.
Dr. J. C. Paine, District Surgeon	Exeter, Cal.	Monson and Burr.
Dr. Paul R. Walters, District Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal.	
Drs. M. and M. S. McMurtry, Emergency Surgeons	Clovis, Cal.	
Dr. T. D. Blodgett	Tulare, Cal.	Kingsburg and Earlimart.
Dr. J. A. Copeland, District Surgeon	McFarland, Cal.	
Dr. C. M. White, District Surgeon	Visalia, Cal.	Goshen and Exeter.
Dr. C. T. Rossion	Hanford, Cal.	Goshen, Armona and Caruthers.
Dr. D. E. Arnold	Kerman, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron	Lemoore, Cal.	Armona and Huron.
Dr. G. T. Mountford	Coalinga, Cal.	Huron and Alcalde.
Dr. S. A. Barber	Porterville, Cal.	Zante and Famoso.
Dr. W. W. Tourtillott	Lindsay, Cal.	Burr and Zante.
Dr. C. W. Kellogg, Division Surgeon	Bakersfield, Cal.	San Joaquin Division.
Dr. A. I. Fraser	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. A. F. Schafer, Consulting and Emergency Surgeon	Bakersfield, Cal.	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	
Dr. N. J. Brown	Tehachapi, Cal.	Bealville and Cameron.
Dr. H. M. Elwood	Mojave, Cal.	Cameron, Brown and Rosamond.
Dr. M. A. Williamson	Lone Pine, Cal.	Brown and Owenyo.
Dr. J. T. Arwine, District Surgeon	Lancaster, Cal.	Rosamond and Ravenna.
Dr. J. E. Wheat	Fernando, Cal.	Ravenna and Saugus.
Dr. H. V. Prouty	McKittrick, Cal.	Gosford and Olig.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars.	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Baggage	79,000	90,000	
" (Dynamo)		105,000	
" and Mail	77,000	{ 121,000-69' }	93,000
" and Passenger	61,000	{ 90,000-60' }	
Buffet		130,000	122,000
" (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000		
Postal		145,000	131,000
		{ 110,000-60' }	
		{ 77,000-40' }	
Pullman Observation	124,500	151,000	127,000
" Parlor	115,000	146,000	
" Std. Sleepers	125,000	153,000	145,000
" Tourist	94,000		133,000
Tea and Silk	48,000		

SPECIAL INSTRUCTIONS—Continued

USE OF RETAINERS.

Pressure retaining valves on locomotive tenders must be used on all descending mountain grades.

All available retainers will be used on passenger trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.

On freight trains, retainers will be used on grades in accordance with Rule 54 of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1915," as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.

Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the above rules.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (over 1%) will not exceed 25 miles per hour, and on grades of this character, **MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.**

The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

MISCELLANEOUS.

On single track in Block Signal limits, Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first-class trains in the same direction not less than ten (10) minutes.

Approaching tunnels, by day, when within 300 feet, headlight must be displayed and continued until tunnel is passed.

Headlights of helper engines when coupled into trains must be concealed.

At least two loaded steel underframe cars must be placed immediately ahead of Mallet engines that are engaged in shoving.

Trains entering siding will do so under control. Responsibility for collision is placed with entering train.

When in an engineer's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineer will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

Engines of freight trains must be cut off to take water.

At unprotected railroad grade crossings, trains approaching will sound one long blast of steam whistle at proper distance from crossing, while train is running, in accordance with Rule 14 (m). After train has stopped and before passing over such crossing, engineer will sound two short blasts of the steam whistle.

Whistle signal covered by Rule 14 (m) applies when train is running.

Following additional whistle signal is authorized:

Sound	Indication
One long blast (————)	When train is standing; apply air brakes from rear and for test. To be used when hand signals cannot be readily transmitted.

At Fresno, all trains from Friant and Sanger branches will stop at junctions of these branches when entering yard.

At Fresno, eastward trains entering yard will be governed by signals from herder as follows: Trains from east side green signal, trains from west side yellow signal.

At Goshen Junction westward trains on Visalia branch must stop at stop board located at east end just opposite cross-over from Visalia branch to main track.

At Goshen Junction, the end of the Visalia Branch main track, will be at the point east of the station where first cross-over enters into the Visalia track.

At Famoso, the end of the Porterville Branch main track will be at the point west of the station where the cross-over from the main track enters into the Porterville track.

That part of these tracks between the cross-overs and the stations will be used as sidings, and trains using same will conceal headlight and display markers in accordance with Rules 17 and 19.

At Visalia, all trains will stop at Santa Fe tracks, and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

At Exeter, all eastward trains must stop at stop board at junction east leg of wye with Porterville Branch.

At Bena engines must not go beyond a point 300 feet from switch into pit. Cars must be used in switching if necessary to go back of that point.

At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding and be used by eastward trains; back track will be known as westward siding and be used by westward trains.

Freight trains will not go to Cliff for passenger trains, unless can get into clear or so instructed by dispatcher.

At Rowen, trains taking siding will comply with the following:

First-class trains will use middle siding entering at first cross-over.

Eastward trains, except first class, will enter at extreme west switch.

Westward trains, except first class, will enter at extreme east switch.

All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first-class trains are due to meet there.

Siding between east switch and east cross-over is designated as east siding.

Siding between cross-over switches is designated as middle siding.

Siding between west cross-over and west switch is designated as west siding.

Inside cross-over switches will be lined for siding.

Trains using sidings will depart through cross-overs.

At Woodford track on north side of main track will be used as siding for trains in both directions. House track must not be used for setting out or storing of cars.

At Summit, the siding known as "Old Siding" will be kept for use by Train 342, in cutting out helpers. Long track south of main track will be used for siding by other trains, and trains using same will enter at the extreme west or east switches.

Spur tracks at following stations between Bakersfield and Mojave must not be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente, Bealville, Rowen, Cable and Turntable Tehachapi.

The maximum tonnage rating per operative brake of 115 Ms. on both east and west sides of Tehachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.

In movement of helper engines light down the Tehachapi, the number of engines to be coupled together is restricted to the following: Not more than three Mallets; five Consolidations; three Mallets and one Consolidation; two Mallets and two Consolidations; one Mallet and three Consolidations.

At Mojave, trains entering yard will be governed by the following signals:
WESTWARD TRAINS: Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block).

EASTWARD TRAINS: Signal 3802 (minute block).

When necessary to signal westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For eastward trains, Herder will use yellow signal.

Freight trains will not enter until signal is given by Herder.

At Honby, back track will be used as siding by freight trains and switches are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.

Helper engines between Tehachapi and Summit will be governed by following:

A. Operator at Tehachapi will have a staff, and will deliver same to eastward trains having helpers to return from Summit, except as provided in Sections D, E and F.

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand to conductor and all other engineers in train, a clearance on which is written "Staff to Engineer."

B. After receipt of staff train may proceed to Summit, keeping clear of superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.

C. After an engineer has in his possession the staff, his engine and all engines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.

D. As section C provides that helpers are required to clear first-class trains the staff need not be delivered to first-class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first-class trains will not leave without ascertaining whether such first-class trains have helpers to couple in with them.

E. When it is desired to run two or more trains to Summit, before allowing helper of any to return, operator will upon instructions from dispatcher deliver to enginemen and conductors of all such trains, except the last, in place of staff, clearance on which is noted, "Staff at Tehachapi," provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. "Staff at Tehachapi" clearances do not authorize trains to return to Tehachapi. When train receives "Staff at Tehachapi" clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.

F. Staff will not be delivered to trains which have no engines to return from Summit. When there is no helper to return from Summit, "Staff at Tehachapi" clearance will be delivered (except to first-class trains) provided the operator has staff in his possession.

G. On return to Tehachapi, engineer with staff will personally deliver it to operator without delay.

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.

Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS	ENGINE NUMBER	Boiler Pressure	BAKERSFIELD AND FRESNO, BAKERSFIELD AND KERMAN, via ARMONA			BAKERSFIELD to MOJAVE	MOJAVE to BAKERSFIELD	MOJAVE to SAUGUS	SAUGUS to MOJAVE
			THROUGH East and West	East	LOCAL West				
A-79 15-25/28 102	3016 to 3024	200	3470	3910	4130				
E-63 17/24 47	1331 to 1353	140	1765	2040	2105				
E-63 17/24 52	1309, 1312, 1326, 1327	140	1950	2210	2320				
E-69 18/24 69	1386, 1387, 1389, 1390, 1392, 1393, 1394, 1396, 1397, 1401	165	2380	2675	2825				
E-69 18/26 74	1464, 1465, 1466, 1467, 1469, 1471	165	2620	2820	3190				
E-73 20/24 89	1433 to 1443	190	3230	3620	3850				
E-73 20/24 92	1445 to 1458	190	3230	3620	3850				
E-73 20/26 100	1526 to 1540	200	3630	3920	4080				
M-63 20/28 126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M-63 21/28 144	1725 to 1769, 1780 to 1803	195	4890	5500	5790	755	880	970	880
M-63 21/28 147	1804 to 1822	200	5020	5615	5925	755	880	970	880
T-57 18/24 76	2094	150	2630	2950	3115				
T-57 18/24 80	2040, 2053, 2073, 2081, 2082, 2095	165	2920	3285	3435				
T-57 18/24 86	2134 to 2153	160	2805	3155	3310				
T-57 18/24 92	2170, 2172	170	3020	3390	3580				
T-57 18/24 96	2155, 2175, 2180	170	3020	3390	3580				
T-63 19/24 105	2221 to 2234	160	2835	3650	3375				
T-63 20/26 112	2235 to 2273	180	3840	4300	4525	575	665	740	665
T-63 21/28 144	2301 to 2310	200	5020	5830	5925	755	880	970	880
T-63 22/28 160	2312 to 2352	200	5490	6100	6510	815	955	1055	955
T-63 22/28 162s	2353 to 2362								
T-69 20/26 113	2212 to 2220	180	3560	4005	4155	575	665	740	665
T-69 20/26 124	2282	180	3650	4005	4155	575	665	740	665
TW-51 20/26 111	2957	160	4095	4600	4760				
TW-51 20/26 120	2938, 2939, 2941, 2942	170							
TW-54 21/32 155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	4700	5280	5580	700	820	905	820
TW-54 23-35/32 155	2916 and 2920	180	5125	5760	6075	790	915	1010	915
C-57 22/34 172	2600, 2601, 2602, 2604, 2605, 2606, 2608, 2610	175				830	1000	1100	1000
C-57 22/34 176	2613, 2614, 2615, 2617, 2620, 2621, 2622, 2623	185				900	1050	1160	1050
C-57 23-35/34 173	2603, 2607, 2609, 2611	200				845	985	1085	985
C-57 23-35/34 177	2612, 2616, 2618, 2619	200				845	985	1085	985
C-57 22/30 180	2624 to 2679	200	5980	6720	7090	940	1070	1175	1070
C-57 22/30 184	2700 to 2751	200	5980	6720	7090	940	1070	1175	1070
C-57 22/30 187	2513 to 2599, 2752 to 2836	200	5980	6720	7090	940	1070	1175	1070
Mk-63 26/28 210s	3236 to 3270	200				1165	1355	1500	1355
MC-57 26-40/30 { 401s 395s	4029 to 4043 } 4044 to 4048 }	200				2170	2500	2750	2500
MM-63 25-38/28 320	4200 to 4211	200				1790	2070	2280	2070
Allowance for Empty and Under-loaded Cars--Ms.		Less than 40 Ms.. 40 to 50 Ms.. More than 50 Ms.	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0

F. N. McPHEE Fresno
D. S. WEIR Bakersfield
Trainmasters.

J. J. DUGGAN,
Chief Train Dispatcher.

C. H. NICHOLS,
Asst. Chief Train Dispatcher.

Train Dispatchers. { E. F. Wasem. J. S. Fockler. R. M. McLeod.
L. J. Baker. W. E. Watts. W. W. Burns.
W. E. Martin, E. L. Braswell. C. M. Coonrod.

F. M. WORTHINGTON, Superintendent.

P. SLATER, Asst. Superintendent.

MILEAGE.	
Main Lines	
End Stockton Division to Fresno.....	C. P. Ry. 1.80
Fresno to Saugus.....	S. P. R. R. 244.66
Kerman to Goshen Jet. Via Armona.....	S. P. R. R. 51.37
Total Main Line.....	297.83

Branches.	
Alcalde.....	S. P. R. R. Armona to Alcalde..... 44.32
Asphalto.....	S. P. R. R. Bakersfield to Olig..... 50.06
Clovis.....	S. P. R. R. Fresno to Friant..... 24.14
Fresno.....	S. P. R. R. Fresno to Famoso..... 102.61
Magnesite.....	S. P. R. R. Magnesite Jet. to Magnesite..... 2.44
Oil City.....	S. P. R. R. Oil Jet. to Ainrof..... 6.21
	Treadwell to Porque..... 2.40
	8.61

Owenyo.....	C. P. Ry. Mojave to Owenyo..... 142.90
Riverdale.....	S. P. R. R. Hardwick to Ingle..... 42.16
Springville.....	S. P. R. R. Porterville to Springville..... 15.86
Stratford.....	S. P. R. R. Rossi to Stratford..... 8.25
Visalia.....	S. P. R. R. Goshen Jet. to Exeter..... 16.76
Total Branches.....	458.11
Total San Joaquin Division.....	755.94



MAP
OF THE
SAN JOAQUIN DIVISION
S.P.CO.

SCALE
SEPT-1911 Rev-July 28-1916