

**SURGEONS OF SANTA FE COAST LINES  
HOSPITAL ASSOCIATION**

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.  
DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.  
DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. JOHN D. RELFE, Local Surgeon..... San Francisco  
DR. CHESTER E. HERROD, Assistant Local Surgeon..... San Francisco  
DR. R. A. CRUM, Local Surgeon..... Oakland  
DR. C. L. ABBOTT, Division Surgeon..... Richmond-Oakland  
DR. HANS BENEDICT, Shop Physician..... Richmond  
DR. ALLEN MORROW, Local Surgeon..... Richmond  
DR. LAWRENCE W. BROWN, Assistant Local Surgeon..... Richmond  
DR. C. L. KERNS, Local Surgeon..... Pittsburg  
DR. EDWIN E. BOYSEN, Assistant Local Surgeon..... Pittsburg  
DR. DONALD A. GISH, Local Surgeon..... Antioch  
DR. W. T. McNEIL, Local Surgeon..... Stockton  
DR. JOHN McNALLY, Assistant Local Surgeon..... Stockton  
DR. PHILIP VON HUNGEN, Local Surgeon..... Escalon  
DR. E. E. CHOURET, Local Surgeon..... Oakdale  
DR. F. JOHN HOGG, Assistant Local Surgeon..... Oakdale  
DR. PAUL E. KLEIN, Local Surgeon..... Hughson  
DR. WILLIAM A. HAGEN, Assistant Local Surgeon..... Hughson  
DR. E. M. SODERSTROM, Local Surgeon..... Merced  
DR. GILBERT G. DAGGETT, Local Surgeon..... Madera  
DR. R. W. DAHLGREN, Division Surgeon..... Fresno  
DR. L. R. NIELSON, Local Surgeon..... Fresno  
DR. F. R. FREETO, Assistant Local Surgeon..... Fresno  
DR. W. F. CHAMLEE, Local Surgeon..... Hanford  
DR. HAROLD JACOBS, Local Surgeon..... Corcoran  
DR. JAMES A. SMITH, Assistant Local Surgeon..... Corcoran  
DR. MAX D. HENDRICKS, Local Surgeon..... Wasco  
DR. HENRY W. VOTH, Local Surgeon..... Shafter  
DR. JOE SMITH, Division Surgeon..... Bakersfield  
DR. WAYLAND P. MATT, Local Surgeon..... Bakersfield  
DR. L. N. OSELL, Assistant Local Surgeon..... Bakersfield  
DR. C. M. MATHIAS, Local Surgeon..... Tulare  
DR. WILEY C. ZINK, Assistant Local Surgeon..... Tulare  
DR. K. F. WEISS, Local Surgeon..... Visalia  
DR. F. G. POWELL, Assistant Local Surgeon..... Visalia  
DR. R. H. DUNN, Local Surgeon..... Cutler  
DR. M. S. GAEDE, Local Surgeon..... Reedley  
DR. JOHN S. GLENN, Local Surgeon..... Exeter  
DR. HORACE G. CAMPBELL, Local Surgeon..... Lindsay  
DR. F. L. WIENS, Local Surgeon..... Porterville  
DR. R. D. KARSTAEDT, Assistant Local Surgeon..... Porterville  
DR. ROBERT A. PATRICK, Local Surgeon..... Taft  
DR. WILLIAM L. McEWEN, Assistant Local Surgeon..... Taft  
DR. HAROLD L. SCHLOTTHAUER, Local Surgeon..... Mojave  
DR. MADGE SCHLOTTHAUER, Assistant Local Surgeon..... Mojave  
DR. GEORGE K. FAULKNER, Local Surgeon..... Boron  
DR. M. F. FINK, Local Surgeon..... Barstow  
DR. WILLIAM M. CLOVER, Assistant Local Surgeon..... Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all locomotives, cabooses, and with all regularly assigned extra gangs.

E. E. SANDERS,  
Trainmaster,  
Bakersfield, Calif.

W. A. ROEBUCK,  
Trainmaster,  
Fresno, Calif.

NEIL WILSON,  
Trainmaster,  
Fresno, Calif.

A. A. KENNEDY,  
Trainmaster,  
Richmond, Calif.

J. B. WARD,  
Chief Dispatcher,  
Fresno, Calif.

S. A. WYSONG,  
L. DUNCAN,  
L. L. WEBSTER,  
N. S. PETERSEN,  
E. C. STRETCH,  
G. M. YOUNG,  
R. L. SIMPSON,

R. D. RILEY,  
M. L. POTTER,  
G. T. WHEELER,  
L. L. SAGE,  
J. R. SHIPLEY,  
J. E. SIKES,  
J. H. WEBBER,

P. W. ARCHIBALD,  
H. A. HARGIS,  
Asst. Chief Dispatchers,  
Fresno, Calif.

A. H. JENSEN,  
Dispatchers, Fresno, Calif.

The  
**Atchison, Topeka and Santa Fe  
Railway Co.**



**VALLEY DIVISION  
AND  
SAN FRANCISCO TERMINAL DIVISION**

**TIME TABLE No.**

**112**

IN EFFECT

**Sunday, September 29, 1957**

At 12:01 A. M.  
Pacific Standard Time

This Time Table is for the exclusive use  
and guidance of Employees.

R. D. SHELTON,  
General Manager,  
Los Angeles, Calif.

E. R. ROBERTSON,  
Acting Asst. General Manager,  
Los Angeles, Calif.

S. ROGERS,  
Superintendent,  
Fresno, Calif.

E. O. BAGENSTOS,  
Superintendent,  
San Francisco, Calif.

# MOJAVE DISTRICT

Capacity of Stplings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 112 September 29, 1957	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			7	1		8	2			
			Passenger	San Francisco Chief		Passenger	San Francisco Chief			
Yard	FW TY	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily				
			<b>PM</b> 3.45	<b>AM</b> 3.00	<b>BARSTOW</b> YL	<b>AM</b> 3.50	<b>PM</b> 9.10	746.4		O
228		34.8	3-50	3-05	2.8 HUTT	3-40	8-59	749.6	0.0	B
82		12.1	3-52	3-08	2.4 MACE	3-36	8-55	752.0	0.0	B
112		6.3	3-56	3-12	5.0 HINKLEY	3-32	8-50	757.0	7.7	B
71		31.7	4-00	3-16	5.0 EADS	3-28	8-45	762.0	24.5	B
100		34.8	4-04	3-22 <sup>s</sup>	4.7 HAWES	3-22 <sup>i</sup>	8-40	766.7	0.0	B
102		34.8	4-09	3-28	5.6 JIMGREY	3-13	8-35	772.3	12.2	B
113		28.1	4-15	3-35	7.9 KRAMER	3-07	8-28	780.2	12.2	B
72	Y	24.3	4-20	3-39	3.8 BORON	f 3-04	8-24	784.0	29.0	O
160		0.0	4-26	3-44	5.0 SILT	2-59	8-18	789.6	34.3	B
160	Y	26.4	4-35	3-50	7.5 EDWARDS	s 2-52	8-11	797.1	11.1	O
160		34.3	4-42	3-55	6.4 BISSELL	2-46	8-05	803.6	0.0	B
174		22.2	4-49	4-01	9.5 SANBORN	2-41	7-59	810.1	18.5	B
Yard	FW TY	52.8	s 5.02 5.20	f 4.15	<b>MOJAVE</b> YL (68.9)	s 2.33	a 7.50	818.4	0.0	O
			7-30	6-25	66.9 KERN JUNCTION YL	2 TRS. 12-28	5-38	885.2		C
Yard	FW T	15.8	s 7.40 PM	s 6.40 AM	2.5 BAKERSFIELD YL	12-20 AM	5-30 PM	887.7	0.0	C
			Arrive Daily	Arrive Daily	(188.3)	Leave Daily	Leave Daily			
			(38.2)	(37.7)	..... Average speed per hour.....	(39.5)	(37.7)			

Signal System One in effect between Barstow and Mojave and between Kern Jct. and M.P. 887.5.

Signal System Two in effect between M.P. 887.5 and Bakersfield.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 10 miles per hour between Signal 7453 and West Tower and main track may be used not protecting against regular or extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains

and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Southern Pacific time table and rules govern movement of trains between Kern Junction and M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Rule 261 in effect between West Tower, Barstow, and signal at west end of siding at Hutt.

Trains must get numbered clearance card before leaving Barstow, Mojave and Bakersfield.

## ARVIN DISTRICT

Capacity of Stplings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 112 September 29, 1957	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
100	42.2		<b>ARVIN</b> YL		833.1	37.0
40	0.0		3.8 <b>DI GIORGIO</b> YL		828.8	42.2
67	0.0		2.0 <b>RIBIER</b> YL		826.8	43.3
	0.0		2.2 <b>LAMONT</b> YL		824.6	43.3
	0.0		1.1 <b>WEST LAMONT</b> YL		823.5	43.3
	0.0		8.8 <b>ALGOSO</b> YL		816.9	43.3
	0.0		0.3 <b>MAGUNDEN</b> YL		816.6	43.3
			(16.5)			

No switch lights on Arvin District.  
Wye and water at Di Giorgio.

Capacity of Sidings in 50 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD				TIME TABLE NO. 112 September 29, 1957	EASTWARD				Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS					FIRST CLASS						
			7	63	61	1		6	60	2	62			
			Passenger	Golden Gate	Golden Gate	San Francisco Chief		Passenger	Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	FW T		PM 8.05	PM 4.30	AM 11.00	AM 6.45	STATIONS	AM 7.30	PM 2.10	PM 5.25	PM 11.59			
E134 W122		18.8					BAKERSFIELD YL	s	s	s	s	887.7	15.5	C
180		0.0					3.4 JASTRO					891.1	14.7	B
E98 W118		9.2					6.6 UNA					897.7	0.0	B
130		0.0	s 8.25	s 4.47	s 11.17	7.01	7.7 SHAFTER	s 7.00	s 1.43	f 4.56	11.31	905.4	10.6	C
178		0.0	s 8.36	s 4.55	s 11.25	7.08	7.6 WASCO	s 6.47	s 1.35	f 4.48	11.23	913.0	15.8	O
180		0.0					8.2 ELMO					919.2	15.8	B
178		0.0					5.4 KERNELL					924.6	8.4	B
178		9.5	f 8.50				7.7 ALLENSWORTH	f 6.30				932.3	1.7	B
178		4.1	f 8.58				9.8 ANGIOLA					942.1	2.6	B
E116 W198	Y	4.1	s 9.10	s 5.23	s 11.53	7.38	8.8 CORCORAN	s 6.15	s 1.07	4.20	s 10.55	950.9	0.0	O
178		5.8			PM		9.4 GUERNSEY					960.3	0.0	B
E176 W 92		10.8	s 9.40	s 5.39	s 12.09	s 7.55	7.6 S. P. Crossing HANFORD	s 5.55	s 12.50	s 4.05	s 10.40	967.9	0.0	C
180		14.6					5.3 SHIRLEY					973.2	15.8	B
70	Y	0.0	s 9.50				2.8 LATON	s 5.35				976.0	15.8	B
180		10.6					6.2 CONEJO					982.2	0.0	B
178		10.6					6.1 BOWLES					988.3	0.0	B
		0.0					6.1 CALWA TOWER S. P. Crossing					994.4	4.2	C
Yard	FW TY		s 10.11 PM	6.04 PM	12.34 PM	8.23 AM	CALWA YL	5.17 AM	12.22 PM	3.37 PM	10.12 PM	995.2		C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(51.2)	(68.6)	(68.6)	(65.8)	.....Average speed per hour.....	(48.5)	(59.7)	(59.7)	(60.3)			

Signal System Two in effect between M.P. 887.5 at Bakersfield and end of two tracks Calwa.

Signal System One in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between M.P. 888 Bakersfield and end of two tracks Calwa.

In CTC sidings, speed limit 40 MPH.

At Laton, siding not signaled and switches not power-controlled but equipped with electric switch locks. Rule 105 applies in Laton siding.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward freight trains and light engines will secure numbered clearance card before leaving Calwa Tower.

**SECOND DISTRICT**

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD				TIME TABLE NO. 112 September 29, 1957	EASTWARD				Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS					FIRST CLASS						
			7	63	61	1		6	60	2	62			
			Passenger	Golden Gate	Golden Gate	San Francisco Chief		Passenger	Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	FW TY	15.8	PM 10.13	PM 6.04	PM 12.34	AM 8.23	CALWA YL	f 5.17	PM 12.22	PM 3.37	PM 10.12	995.2		O
		15.8					1.6 SUNMAID TOWER YL					996.8	2.6	O
		15.8					0.9 S. P. Crossing					997.7	2.6	O
Yard	W	5.3	s 10.23	s 6.11	s 12.41	s 8.30	FRESNO TOWER YL	s 5.10	s 12.15	s 3.30	s 10.05	998.1	5.8	O
80		16.8	10.50	6.15	12.45	8.35	0.4 S. P. Crossing	s 4.52	PM 12.10	s 3.25	s 10.00	1000.1	5.8	B
180		15.8					2.0 HAMMOND					1005.0	5.8	B
180		10.6					4.9 FIGARDEN					1011.3	15.8	B
180		15.8					6.3 GREGG					1019.6	15.8	B
180		15.8	f 11.16				8.3 MADERA	s 4.25				1025.4	15.8	B
E184 W144		7.4					5.8 KISMET					1031.1	0.0	B
180		15.8					5.7 SHARON					1041.5	15.8	O
194		5.3	s 11.37				10.4 LE GRAND	s 4.00				1047.3	15.8	O
202		0.0	AM				5.8 PLANADA					1056.1	12.7	O
180		5.3	s 12.05	s 7.10	s 1.40	s 9.30	8.8 MERCED	s 3.40	s 11.15	s 2.30	s 9.05	1062.9	17.4	O
180		15.8					6.8 FLUER	3.19				1065.4	15.8	B
180		15.8	s 12.17				2.5 WINTON	s 3.15				1071.7	15.8	O
180		15.8					6.3 BALLICO	s 3.05				1079.6	15.8	B
38		0.0	s 12.35				7.9 DENAIR	s 2.54				1085.8	0.0	O
180		17.4	s 12.45				6.2 HUGHSON	s 2.44				1089.2	15.8	O
Yard	FW Y	26.4	f 12.52	7.40	s 2.10	s 10.00	3.4 EMPIRE	f 2.34	s 10.43	s 1.55	8.35	1095.6	0.0	O
			s 1.00	s 7.46	PM 2.17	10.08	8.4 RIVERBANK	AM 2.25	AM 10.36	PM 1.49	PM 8.27			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

(43.0) (61.5) (60.8) (60.2) ..... Average speed per hour..... (39.1) (59.6) (58.5) (60.2)

Signal System One in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

Signal System Two in effect between crossover just east of Fresno Tower and Riverbank.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

Rule 261 in effect on both main tracks between crossover just east of Fresno Tower and end of two tracks at Tulare Street, Fresno.

Centralized Traffic Control in effect on main track and sidings between end of two tracks Fresno and Riverbank.

In CTC sidings, speed limit 40 MPH.

At Hammond, Winton and Hughson, sidings are not signaled and switches not power-controlled. Rule 105 applies in Hammond, Winton and Hughson sidings.

At Winton and Hughson switches are equipped with electric switch locks.

Trains must get numbered clearance card before leaving Calwa and Riverbank.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD				TIME TABLE NO. 112 September 29, 1957	EASTWARD				Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS					FIRST CLASS						
			63	61	1	7		60	2	62	6			
			Golden Gate	Golden Gate	San Francisco Chief	Passenger	Golden Gate	San Francisco Chief	Golden Gate	Passenger				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Yard	FW Y	15.8	PM 7.48	PM 2.17	AM 10.08	AM 1.10	STATIONS				1095.6		O	
186		0.0	7.54		10.12	1.18	RIVERBANK -6.0				15.8	O		
180		0.0					ESCALON -8.0				15.8	O		
Yard	FY	0.0	8.09	2.37	10.33	1.44	DUFFY -10.4				5.8	C		
		0.0					MORMON -0.7				10.3	C		
		0.0					STOCKTON TOWER S. P. and W. P. Crossings -0.7				10.3	C		
Yard	WY	1.6	8.18	2.45	10.40	1.51 2.00	STOCKTON YL				10.8	B		
96		0.0	8.24	2.52	10.48	2.06	GILLIS -5.2				1.8	B		
72		0.8				2.10	HOLT -2.7				0.5	O		
98		11.6	8.30	2.57	10.53	2.14	HOLL -3.7				0.0	O		
		0.0					TRULL -1.8				5.3	B		
71		3.2	8.35	3.03	10.59	2.20	MIDDLE RIVER -2.0				10.6	B		
74		6.3				2.23	ORWOOD -3.0				10.6	C		
96		3.6	8.40	3.08	11.04	2.27	BIXLER -3.2				0.0	B		
64		13.2				2.34	KNIGHTSEN -3.1				6.6	O		
108		0.0	8.46	3.14	11.10	2.39	OAKLEY -4.2				16.8	O		
104		15.8	8.49	3.17	11.13	2.45	SANDO YL				15.8	B		
134	FW	5.3	8.56	3.25	11.20	2.55	ANTIOCH YL				6.6	C		
70		15.8	9.01	3.30	11.24	3.00	PITTSBURG YL				11.6	O		
108		0.0	9.06	3.35	11.29	3.07	BROSE -3.4				15.8	B		
67		52.8	9.11	3.40	11.34	3.12	PORT CHICAGO -4.4				15.8	O		
68		52.8	9.19	3.48	11.42	3.20	MALTYBY -3.5				0.0	B		
96		0.0	9.23	3.52	11.46	3.24	GLEN FRAZER -6.5				52.8	B		
102		0.0	9.27	3.56	11.50	3.29	CHRISTIE -2.6				52.8	B		
		49.6	9.31	4.00	11.54	3.32	LUZON -3.1				52.8	B		
104		52.8	9.35	4.04	11.57	3.35	PINOLE -2.4				29.0	C		
106		51.7	9.41	4.09	12.06	3.40	GATELEY -1.1				52.8	B		
Yard	FW TY		9.48	4.15	12.15	3.46	RHEEM -3.9				52.8	B		
			PM	PM	PM	AM	RICHMOND YL				1189.6	O		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(04.0)							

(47.0) (47.8) (44.4) (38.4) .....Average speed per hour..... (49.9) (51.3) (50.4) (38.1)

Signal System Two in effect between Riverbank and Stockton Tower.  
Signal System One in effect between Stockton Tower and Richmond.  
Centralized Traffic Control in effect on main track and sidings between Riverbank and Stockton Tower.

In CTC sidings, speed limit 40 MPH.

Rule 261 in effect on both main track and siding between Stockton Tower and west end of Stockton siding 818 feet west of M.P. 1122.

When complying with provisions of Rule S-89 (A) at:

Sando, westward train holding main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train in siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

Glen Frazer, westward train on main track finding Signal 11731 in stop position may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes.

Westward train on siding finding Signal 11733 in stop position may obtain proceed signal if route is clear by inserting switch key in dwarf

signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

Christie, eastward train occupying main track to meet westward train, must not pass preliminary board until westward train has entered siding.

Christie, eastward train occupying siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Luzon. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Luzon, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Maltby and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Riverbank and Richmond.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD				TIME TABLE NO. 112 September 29, 1957	EASTWARD				Mile Post	Rolling Grade Ascending	Communications
			FIRST CLASS					FIRST CLASS						
			63	61	1	7		60	2	62	6			
			Golden Gate	Golden Gate	San Francisco Chief	Passenger		Golden Gate	San Francisco Chief	Golden Gate	Passenger			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard	FW TY	64.4	PM 9.50	PM 4.16	PM 12.20	AM 3.50	STATIONS	AM 8.42	AM 11.57	PM 6.32	PM 11.46	0.0		O
66		22.7	10.02	4.26	12.35	4.01	<sup>4.5</sup> RICHMOND YL	8.32	11.47	6.22	11.36	4.5	39.6	B
20		0.0	<sup>3.5</sup> 10.15	<sup>3.5</sup> 4.37	<sup>3.5</sup> 12.50	<sup>3.5</sup> 4.15	EL CERRITO	<sup>3.5</sup> 8.21	<sup>3.5</sup> 11.36	<sup>3.5</sup> 6.11	<sup>3.5</sup> 11.25	8.0	31.7	O
		0.0					BERKELEY					9.9	0.0	
Yard	Y	0.0	<sup>1.0</sup> 10.30	<sup>1.0</sup> 4.50	<sup>1.0</sup> 1.05	<sup>1.0</sup> 4.30	S. P. Crossing	<sup>1.0</sup> 8.10	<sup>1.0</sup> 11.25	<sup>1.0</sup> 6.00	<sup>1.0</sup> 11.10	10.9	79.4	O
			<sup>1.0</sup> 10.35	<sup>1.0</sup> 4.55	<sup>1.0</sup> 1.10	<sup>1.0</sup> 4.40	OAKLAND 40th and San Pablo	<sup>1.0</sup> 8.05	<sup>1.0</sup> 11.20	<sup>1.0</sup> 5.55	<sup>1.0</sup> 10.55			
			10.55 PM	5.15 PM	1.30 PM	5.00 AM	SAN FRANCISCO	7.45 AM	11.00 AM	5.35 PM	10.35 PM			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(16.4)	(19.2)	(14.5)	(16.4)	.....Average speed per hour.....	(20.4)	(20.4)	(20.4)	(18.2)			

Signal System One in effect between Richmond and Signal 32 and at SP Crossing MP 9.9.

No. 61 is superior to No. 62.

No. 63 is superior to No. 6.



Engine bell must ring continuously while moving between Richmond and Oakland.

Between Oakland and San Francisco passengers and hand baggage will be transported in buses; checked baggage, mail, and express in trucks.

Trains must get numbered clearance card before leaving Richmond and Oakland.



# 8 VALLEY DIVISION

## OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
			NO. 112 September 29, 1957			
			STATIONS			
38	21.1		OIL JUNCTION YL 2.2		308.6	0.0
28	10.6		SEGURO YL 0.8		310.8	0.0
24	52.8		MALTHA YL 2.1		311.6	42.2
Yard			OIL CITY YL		313.7	
(5.1)						



Water at Seguro; wye at Oil Junction.  
Office of Communication at Seguro; booth phone at Oil Junction.

## OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
			NO. 112 September 29, 1957			
			STATIONS			
Yard			S. P. Crossing OAKDALE YL 6.5		6.5	21.1
Yard	21.1		RIVERBANK YL		0.0	
(6.5)						



No switch lights on Oakdale District.  
Wye at Oakdale.

## WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
			NO. 112 September 29, 1957			
			STATIONS			
Yard	0.0		PIEDRA YL 2.1		16.9	58.3
7	0.0		AVOCADO 3.5		14.8	57.0
32	0.0		OAKHURST 2.0		11.3	52.8
22	0.0		MINKLER 2.2		9.3	31.7
76	0.0		OELLA 1.2		7.1	0.0
17	0.0		WAHTOKE 1.5		5.9	0.0
32	33.2		RADWIN 4.4		4.4	0.0
Yard	0.0		REEDLEY YL		0.0	41.4
(16.9)						



No switch lights on Wahtoke District.  
Booth phone at Minkler.  
Wye at Minkler and Reedley.

## FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
			NO. 112 September 29, 1957			
			STATIONS			
17	0.0		HAMMOND YL 2.0		0.0	0.0
7	0.0		CINCOTTA YL 0.4		2.0	0.0
6	0.0		BARTONETTE YL 2.6		2.4	0.0
24	0.0		CAMEO YL S. P. Crossing 1.5		5.0	0.0
10	0.0		FORTCAMP YL 0.7		6.5	0.0
6	0.0		BURNES YL 5.8		7.2	0.0
24	0.0		FAIRVIEW YL 1.2		13.0	0.0
7	42.2		BIG BUNCH YL 1.0		14.2	10.6
14	15.3		ZEDIKER YL 0.5		15.2	8.4
10	9.5		RIVERBEND YL 1.0		15.7	0.0
4	31.7		ELK YL 0.2		16.7	42.2
	10.6		BELMONT AVE. YL		16.9	0.0
(16.9)						

No switch lights on Fresno Interurban District.  
Booth phone at Hammond.  
Trains to Fresno Interurban District will secure numbered Clearance Card at Sunmaid Tower.

## LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
			NO. 112 September 29, 1957			
			STATIONS			
67	0.0		LATON YL 5.6		0.0	10.4
7	0.0		OLINT YL 4.0		5.6	0.0
10	0.0		GEFFORD YL 6.0		9.6	0.0
18	0.0		SHILLING YL 1.8		15.6	0.0
11	0.0		LANARE YL		17.4	0.0
(17.4)						

No switch lights on Laton District.  
Wye at Laton and Lanare.  
Booth phone at Laton and Lanare.

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 112	↑		
			September 29, 1957			
STATIONS						
Yard			<b>CORCORAN YL</b>		0.8	
16	28.5		4.1 WAUKENA		4.4	0.0
32	13.2		5.6 PAIGE		10.0	0.0
24	16.6		5.0 S. P. Crossing TULARE YL		15.0	0.0
15	13.9		4.1 SWALL		19.1	0.0
52	5.3		1.1 LOMA		20.2	0.0
46	5.3		5.0 VISALIA YL S. P. Crossing		25.2	0.0
28	0.0		6.6 PERAL		31.8	18.2
	11.6		1.5 S. P. Crossing		33.3	0.0
	11.6		2.9 CALGRO		36.2	15.9
66	10.6		2.3 CUTLER YL		38.6	0.0
32	0.0		3.2 SULTANA		41.7	13.2
52	0.0		3.4 DINUBA		45.1	0.0
Yard	9.3		3.7 REEDLEY YL		48.8	0.0
	14.6		1.9 S. P. Crossing		50.7	0.0
22	14.6		0.3 LAC JAC		51.0	0.0
68	0.0		2.4 PARLIER		53.4	0.0
28	6.3		1.4 MILEY		54.8	2.5
52	1.1		3.7 DEL REY		58.5	7.9
42	0.0		3.4 WOLF		61.9	8.5
32	0.0		2.5 LONE STAR		64.4	10.6
20	0.0		2.0 CECLE		66.4	10.6
Yard	0.0		2.5 CALWA YL		68.9	
(68.9)						

Signal System One in effect at SP Crossing Tulare.  
Wye at Corcoran and Reedley.  
Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 112	↑		
			September 29, 1957			
STATIONS						
Yard			<b>BAKERSFIELD YL</b>		116.0	
29	13.3		2.5 LANDCO YL		113.5	0.0
28	0.0		2.8 OIL JUNCTION YL		110.7	51.5
			38.8 DUCOR YL		71.9	52.8
48	52.8		5.9 ULTRA		66.0	52.8
			7.0 PORTERVILLE JCT. YL		59.0	52.8
	0.0		P. N. E. Crossing			
42	52.8		0.8 PORTERVILLE YL		58.2	33.2
32	31.1		6.3 STRATHMORE JCT.		51.9	62.8
28	3.1		1.1 MIRADOR		50.8	0.0
52	5.0		4.1 LINDSAY YL		46.7	31.4
16	0.0		3.1 LUCCA		43.6	34.8
12	15.8		0.6 SIDES		43.0	0.0
40	15.8		3.8 EXETER YL		39.2	0.0
	16.8		0.3 Visalia Elect. Crossing		38.9	0.0
7	4.7		0.6 ANTES		38.3	0.0
16	0.0		1.6 VENIDA		36.7	5.3
18	21.1		2.7 FANE		34.0	5.3
	20.8		2.8 HILLMAID		31.2	8.9
	20.8		0.1 Visalia Elect. Crossing		31.1	30.8
16	0.0		1.0 REDBANKS		30.1	30.8
10	0.0		1.3 CAIRNS		28.3	20.8
18	0.0		1.4 RAYO		26.9	17.4
32	15.3		3.1 SEVILLE		23.8	17.4
			3.2 WYETH YL		20.6	10.8
66	0.0		1.6 CUTLER YL		20.6	26.8
	14.4		1.6 WYETH YL		20.6	0.0
24	30.3		2.0 OROSI		18.6	15.2
42	16.2		6.4 ORANGE COVE		12.2	10.6
23	25.3		5.9 NAVALENCIA		6.3	10.6
22			6.3 MINKLER		0.0	31.7
(116.0)						

Signal System Two in effect between Bakersfield and Oil Jct.  
No switch lights between Ducor and Minkler.  
Wye at Landco, Porterville, Wyeth and Minkler.  
Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, and Minkler.  
Southern Pacific time table and rules govern between Oil Jct. and Ducor.  
At Ducor, yard limits on Santa Fe tracks only.



1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon, Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e) _____	Canceled.
(l) _____	When standing — apply or release brakes.
(m) _____	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

4. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

Calwa, Riverbank, and Richmond, first class trains, except those originating or terminating, may register by Form 903.

Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. Rule S-89 (A) is amended: At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

7. Rule 93: Yard limits are located at:

Barstow	Visalia
Mojave	Cutler-Wyeth
Magunden-Arvin	Reedley
Kern Junction-Bakersfield	Piedra
Landco-Oil Junction-Oil City	Calwa-Fresno Tower
Ducor (Santa Fe tracks only)	Hammond-Belmont Ave.
Porterville-Porterville Junction	Riverbank-Oakdale
Lindsay	Stockton
Exeter	Sando-Antioch-Pittsburg
Corcoran (Visalia District only)	Richmond
Laton-Lanare	Oakland
Tulare	

8. Rule 104 (A) is amended: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (D) is amended: Spring switches will be designated by the letter "S" painted on the switch stand.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Except as provided in Rule 509 (A), if signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used or center blow-off cocks operated over spring switches.

Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

9. . . . .

10. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

11. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, Inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

12. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

13. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.

14. . . . .

15. . . . .

#### SPEED REGULATIONS

16. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second, Third and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

#### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H.		LOCATION	M.P.H.	
	Psg. and Light	Frts.		Psg. and Light	Frts.
Mojave District	79	60	FIRST DISTRICT		
Arvin District	20	20	Bakersfield M.P. 887.5 to 888.5	20	20
First District			2 Curves M.P. 889.3 to 890.1	50	50
Bakersfield to M.P. 891, Jastro	79	60	Curve M.P. 892.9 to 893.4	70	60
M.P. 891, Jastro, to Calwa	95	60	Corcoran M.P. 950.5 to 951.1	50	50
Second District	95	60	Hanford M.P. 967.5 to 968.4	20	20
Third District			Curve M.P. 969.3 to 969.5	55	55
Riverbank to Mormon	95	60	Curve M.P. 973.7 to 973.9	55	55
Mormon to Richmond	79	60	2 Curves M.P. 975.0 to 975.8	50	50
Oakland District	45	45	Calwa Tower to Calwa	40	40
Visalia District			SECOND DISTRICT		
Corcoran to Visalia	30	30	Calwa to Sunmaid Tower	40	40
Visalia to Calwa	40	40	Sunmaid Tower to M.P. 1002	20	20
Porterville-Orosi District	40	40	Curve M.P. 1024.0 to 1024.3	80	60
Oil City District	15	15	Curve M.P. 1047.4 to 1047.9	70	60
Alpaugh District	10	10	Curve M.P. 1053.8 to 1054.1	70	60
Laton District	20	20	Merced M.P. 1055.7 to 1057.0	30	30
Wahtoke District	25	25	2 Curves M.P. 1069.1 to 1070.5	70	60
Fresno Interurban District	15	15	Curve M.P. 1087.9 to 1088.1	50	50
Oakdale District	20	20	THIRD DISTRICT		
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.			Stockton M.P. 1119.0 to 1122.0	20	20
In freight and mixed service on descending grades of over one percent, the maximum is 30 miles per hour with locomotives with dynamic brake not in use.			Bridge M.P. 1123.8 to 1123.9	30	30
When street or highway crossings are shown speed applies only while head end of train is passing.			Track M.P. 1134.7 to 1136.4	90	30
MOJAVE DISTRICT			Curve M.P. 1139.5 to 1139.8	65	60
Curve M.P. 747.2 to 747.6	60	60	Antioch M.P. 1151.3 to 1152.3	45	45
3 Curves M.P. 816.4 to 817.5	25	25	Pittsburg M.P. 1155.4 to 1156.1	24	24
Kern Jct. to Bakersfield	20	20	2 Curves M.P. 1161.3 to 1161.9	50	50
ARVIN DISTRICT			Port Chicago Crossing, west of station, M.P. 1163.4 (10 PM-6 AM)	30	30
Curve M.P. 324.2 to 324.4	10	10	4 Curves M.P. 1167.3 to 1168.6	50	50
Curve M.P. 329.7 to 329.9	10	10	2 Curves M.P. 1169.1 to 1170.2	60	60
			2 Curves M.P. 1170.5 to 1171.2	50	50
			8 Curves M.P. 1171.3 to 1173.6	45	45
			Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psg. and Light Frt.	LOCATION	M.P.H. Psg. and Light Frt.
<b>THIRD DISTRICT (Continued)</b>			
Curve M.P. 1176.0 to 1176.3.....	45 45	<b>VISALIA DISTRICT</b>	
3 Curves M.P. 1176.4 to 1177.1.....	50 50	Tulare M.P. 14.3 to 15.9.....	20 20
3 Curves M.P. 1178.0 to 1178.9.....	50 50	Visalia M.P. 24.5 to 26.0.....	15 15
3 Curves M.P. 1179.2 to 1180.2.....	45 45	Reedley M.P. 48.2 to 49.5.....	20 20
2 Curves M.P. 1180.2 to 1180.9.....	50 50	Parlier M.P. 53.1 to 53.6.....	24 24
4 Curves M.P. 1181.0 to 1182.5.....	55 55	Del Rey M.P. 58.4 to 58.8.....	24 24
Curve M.P. 1184.7 to 1185.0.....	65 60	Curve M.P. 62.2 to 62.7.....	30 30
Curve M.P. 1185.1 to 1185.4.....	50 50	<b>PORTERVILLE-OROSI DISTRICT</b>	
3 Curves & track M.P. 1185.8 to 1189.0.....	45 45	Track M.P. 0.0 to 12.0.....	10 10
2 Curves M.P. 1189.0 to 1189.6.....	20 20	Track M.P. 12.0 to Cutler.....	25 25
<b>OAKLAND DISTRICT</b>			
Track M.P. 0.0 to 0.5.....	20 20	Exeter M.P. 39.1 to 39.6.....	20 20
Grade M.P. 1.2 to 1.8 Eastward.....	45 40	Lindsay M.P. 46.1 to 47.1.....	20 20
Track M.P. 3.0 to 10.2.....	20 20	2 Curves M.P. 61.5 to 62.1.....	30 30
Track M.P. 10.2 to 10.8.....	15 15	Between Porterville and Ducor.....	40 30
Track M.P. 10.8 to 10.9.....	5 5	Between Oil Junction and Landco.....	40 35

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
<b>Diesel Engines:</b>			
450-451.....	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162.....	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019.....	4	5	5
460-468, 2400-2402.....	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893.....	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars.....</b>			
Passenger Cars:	3	5	5
Roller Bearing.....	8	5	—
Friction Bearing.....	12	5	—

MAXIMUM SPEED OF LOCOMOTIVES

Diesel and Gas-Electric	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
11-90, 300-314.....	100	80	45	90
325-344.....	80	80	45	80
100-289, 401-430.....	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019.....	65	65	45	60
450-451.....	30	30	30	20
460-468.....	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606.....	45	45	45	45
650-653, 2300.....	40	40	40	30
M115-M157, M175-M187.....	65	65	25	60
M160-M162.....	70	65	25	70
M190.....	80	65	25	75
RDC 191-192 (Coupled).....	80	80	70	70
RDC 191-192 (Single Unit).....	80	80	50	70

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

17. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "CTC"—Dual Control.
- "ESL"—Electric Switch Lock.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
<b>MOJAVE DISTRICT</b>			
Hutt	I	EE Siding.....	15
		WE siding.....	15
Hinkley		EE and WE siding.....	30
Eads		EE and WE siding.....	30
Hawes		EE and WE siding.....	30
Jimgrey		EE and WE siding.....	30
Kramer		EE and WE siding.....	30
Boron		EE and WE siding.....	30
Silt		EE and WE siding.....	30
Edwards		EE and WE siding.....	30
Bissell		EE and WE siding.....	30
Sanborn	S	EE and WE siding.....	30
<b>FIRST DISTRICT</b>			
Bakersfield	CTC	WE two tracks 1000 feet west of MP 888.....	20
Jastro	CTC	EE siding.....	30
	CTC	WE siding and crossover.....	40
	CTC	Porterville-Orosi Jct. switch.....	30
Una	CTC	EE and WE siding.....	40
Shafter	CTC	EE and WE siding and crossover.....	40
Wasco	CTC	EE and WE siding.....	40
Elmo	CTC	EE and WE siding.....	40
Kernell	CTC	EE and WE siding.....	40
Allensworth	CTC	EE and WE siding.....	40
Stoil	ESL	Industry track switches.....	30
Angiola	CTC	EE and WE siding.....	40
Blanco	ESL	Industry track switches.....	30
Corcoran	CTC	EE and WE east siding.....	40
	CTC	EE and WE west siding.....	40
Guernsey	CTC	EE and WE siding.....	40
Hanford	CTC	EE and WE east siding.....	40
	CTC	EE and WE west siding.....	30
Shirley	CTC	EE and WE siding.....	40
Laton	ESL	EE and WE siding (not signaled).....	30
Conejo	CTC	EE and WE siding.....	40
Bowles	CTC	EE and WE siding.....	40
Calwa	CTC	End of two tracks.....	30
<b>SECOND DISTRICT</b>			
Fresno	CTC	End of two tracks.....	20
Figarden	CTC	EE and WE siding.....	40
Gregg	CTC	EE and WE siding.....	40
Madera	CTC	EE and WE siding.....	40
Kismet	CTC	EE and WE siding.....	40
Sharon	CTC	EE and WE siding and crossover.....	40
Legrand	CTC	EE and WE siding.....	40
Planada	CTC	EE and WE siding.....	40
Merced	CTC	EE siding.....	40
	CTC	WE siding.....	30
Fluhr	CTC	EE and WE siding.....	40
Ballico	CTC	EE and WE siding.....	40
Denair	CTC	EE and WE siding.....	40
Empire	CTC	EE and WE siding.....	40
Riverbank	CTC	EE of lead.....	15
	CTC	EE siding.....	40
<b>THIRD DISTRICT</b>			
Riverbank	CTC	WE of lead.....	15
	CTC	WE siding.....	40
Escalon	CTC	EE and WE siding.....	40
Duffy	CTC	EE and WE siding.....	40
Mormon	CTC	EE siding.....	40
	CTC	2 crossovers.....	30
Stockton	I	WE siding.....	30
Gillis		EE and WE siding.....	30
Holt		EE and WE siding.....	30
Trull		EE and WE siding.....	30
Orwood		EE siding.....	30
		WE siding.....	15
Bixler		EE and WE siding.....	30
Knightsen		EE and WE siding.....	30
Sando		EE siding.....	30
Antioch		WE siding.....	30
Pittsburg		EE siding.....	15
		WE siding.....	30
Brose		EE and WE siding.....	30
Port Chicago		EE and WE siding.....	30
Maltby		WE siding.....	30
Glen Frazer		EE and WE siding.....	30
Christie		EE and WE siding.....	30
Luzon		EE and WE siding.....	30
Gateley		EE and WE siding.....	30
Rheem	S	EE and WE siding.....	30
<b>PORTERVILLE-OROSI DISTRICT</b>			
Landco	S	Stem of wye.....	10
	S	EE siding.....	15

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:  
 Mojave, S.P. main track (see S.P. time table rules)  
 Corcoran for First District  
 Laton for First District  
 Cutler for Visalia District  
 Reedley for Visalia District  
 Wyeth for Porterville-Orosi District  
 Minkler for Wahtoke District  
 Hammond for Second District  
 Cameo for Fresno Interurban trains

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
<b>MOJAVE DISTRICT</b>			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0 Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	
<b>FIRST DISTRICT</b>			
Hanford	S. P. Coalinga Branch	CTC Rules.	
Calwa Tower	S. P. main track and entrance to yard.	CTC Rules.	
<b>SECOND DISTRICT</b>			
Sunmaid Tower	S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime No. 2 00 — 0 Hill tracks 000 — Yard track — 0 —
Fresno Tower	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	
<b>THIRD DISTRICT</b>			
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead — 0 — S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 — Town lead thru plant — 0
Stockton 1.0 West	Main track and siding.	Interlocking. Dual operated.	
Stockton 1.3 West	Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Middle River	Drawbridge.	Interlocking.	
Orwood 0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	Stop. Rules 98 (A), 98 (B), 98 (C), 98 (D) and Bulletin Instructions.	
Pittsburg 0.90 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg 0.91 West	Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
<b>OAKLAND DISTRICT</b>			
Berkeley 1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Oakland 0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland 1.1 West	S. P. West Oakland connection.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
<b>PORTERVILLE-OROSI DISTRICT</b>			
Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Porterville 0.8 East	S. P. Success Branch	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
<b>VISALIA DISTRICT</b>			
Tulare	S. P. main line.	Interlocking. Rule 606(c).	
Visalia	S. P. Visalia branch.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Peral 1.5 West	S. P. Porterville branch.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Lac Jac 0.3 East	S. P. Porterville branch.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
<b>FRESNO INTERURBAN DISTRICT</b>			
Cameo	S. P. Friant branch.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
<b>OAKDALE DISTRICT</b>			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98 (A), 98 (B), 98 (C) and 98 (D).	

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

**Other Tracks Not Shown on Face of Time Table**

Location	Mile Posts	Car Capacity	Switch Connection
<b>MOJAVE DISTRICT</b>			
Lockhart .....	764.9	26	East & West
P. C. Borax Co. ....	784.7	3.4 miles	East
Government Spur .....	785.0	3.7 miles	East
Government Spur .....	797.1	6.5 miles	East & West
<b>ARVIN DISTRICT</b>			
Lonsmith .....	318.0	7	East & West
Harperstown .....	321.1	3	West
Patch .....	325.9	4	East
<b>FIRST DISTRICT</b>			
Rosedale .....	895.7	49	East & West
Crome .....	899.5	34	West
Ivy .....	909.8	10	East
Palmo .....	910.5	28	West
Neufeld .....	914.7	6	East
Pond .....	921.2	40	East
Stoll .....	936.0	89	East & West
Alpaugh .....	941.8	5 miles	From Stoll
Bianco .....	945.9	68	East & West
Pitco .....	970.1	17	East
Lucerne .....	971.8	5	East & West
Monmouth .....	985.6	26	East & West
<b>SECOND DISTRICT</b>			
Trigo .....	1014.3	40	East & West
Tuttle .....	1050.7	54	East & West
Kadota .....	1052.1	75	East & West
Pritchard .....	1058.9	20	East
Cortez .....	1074.6	15	East & West
Claus .....	1092.8	42	East & West
<b>THIRD DISTRICT</b>			
Burnham .....	1112.5	34	East & West
Rockwell .....	1114.8	13	East & West
Woodsbro .....	1125.5	54	East & West
Werner .....	1138.8	23	East & West
Du Pont .....	1147.6	58	East & West
Bridgehead .....	1148.4	16	East & West
East Antioch .....	1149.2	127	East & West
Zee .....	1149.7	32	East & West
Nichols .....	1161.3	15	East
Monsanto .....	1165.8	44	East & West
Mulr .....	1170.6	..	East
Herpoco .....	1180.4	..	West
San Pablo .....	1187.8	11	East & West
<b>OAKLAND DISTRICT</b>			
Malott .....	4.0	8	East & West
Fairmount Avenue .....	5.7	11	East
<b>OAKDALE DISTRICT</b>			
Ladino .....	3.7	8	West
<b>VISALIA DISTRICT</b>			
Higby .....	21.8	12	East
Tokay .....	42.3	25	East & West
Enson .....	43.9	14	East
Mattel .....	65.2	2 miles	West
<b>PORTERVILLE-OROSI DISTRICT</b>			
Wimp .....	22.2	5	East
Twin Buttes .....	25.3	9	West
Woodlake .....	33.5	2 miles	From Hillmaid
Winco .....	32.4	9	East
West Venida .....	36.1	11	West
Matchin .....	37.3	10	East
List .....	40.6	20	West
Sierra Heights .....	46.5	13	East
Gillatte .....	50.4	52	East
Strathmore .....	52.0	2 miles	East
Mosian .....	54.5	23	East
Lumer .....	60.9	6	East
Sunland .....	61.4	1 mile	West
Magnolia .....	61.9	14	East
San Joaquin Cotton Compress .....	111.3	30	East & West
<b>FRESNO INTERURBAN DISTRICT</b>			
Hammer Field .....	4.9	1 mile	East

**LENGTH OF STEMS OF WYES**

Location	Feet	Location	Feet
Barstow (M.P. 747.3) .....	2796	Oakland (Old) .....	320
Boron .....	1300	Oakland (New) .....	1800
Edwards .....	Army Spur	DiGiorgio .....	500
Landco .....	1300	Lanare .....	505
Corcoran .....	Visalia District	Oakdale .....	391
Laton .....	337	Reedley .....	Wahtoke District
Calwa .....	Visalia District	Minkler .....	Porterville-Drosi District
Riverbank .....	2300	Wyeth .....	1.6 Miles
Mormon .....	2610	Porterville .....	1143
Stockton .....	1450		

**CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	
2	Edwards, Shafter, Wasco, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
	Pinole, Riverbank, Edwards	Belen and beyond	
17	Kingman		Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
18	Pomona		Kansas City and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Kansas City and beyond	Los Angeles
	Williams	Barstow and south	Albuquerque and beyond
	Kingman	Barstow and beyond	Albuquerque and beyond
20	San Bernardino and beyond	San Bernardino and beyond	San Bernardino and beyond
	Victorville, Pomona	Albuquerque and beyond	Barstow and beyond
	Kingman	Kansas City and beyond	Barstow and beyond
21	Williams	Albuquerque and beyond	Albuquerque and beyond
	Ash Fork	Barstow and beyond	Albuquerque and beyond
	Pomona	Albuquerque and beyond	Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
	Laguna, Grants		Albuquerque and beyond
123	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
	Grants	Albuquerque and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
	Empire	Fresno and beyond	Stockton and beyond
62	Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	71, 73, 75, 77, 79	Rivera	Oceanside, Del Mar, or San Diego
71	Encinitas, San Juan Capistrano	Los Angeles	
	74	San Clemente	Los Angeles
75	Encinitas	Los Angeles	
	70, 72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego
76	Anaheim, San Juan Capistrano		Los Angeles
	77	Encinitas, San Clemente	Los Angeles
80	Irvine, El Toro		Los Angeles

**A. J. STROBEL, General Watch Inspector.....Topeka**  
**R. W. WELLS, Asst. General Watch Inspector.....San Bernardino**

**LOCAL TIME INSPECTORS**

**E. F. MANNERS.....107 E. Main St., Barstow**  
**WILLIAM M. COFFEE.....47 Inyo St., Mojave**  
**ARLIE KNIGHT.....1663 Chester Ave., Bakersfield**  
**J. N. CHENEY.....1600 20th St., Bakersfield**  
**MYRON M. HANEY.....2015 Fresno St., Fresno**  
**W. A. SWANSON.....4427 E. Jensen Ave., Calwa**  
**J. H. BOGUE.....1714 "L" St., Merced**  
**HELEN WILSON SHOEMAKE.....1323 Jay St., Modesto**  
**CON MANTELE.....129 N. Sutter St., Stockton**  
**EUGENE MAYER.....516 - 2nd St., Antioch**  
**W. R. STRIBLEY.....1013 MacDonald Ave., Richmond**  
**OTTO A. POULSEN.....1317 MacDonald Ave., Richmond**  
**LOWELL O. DIXON.....1809 Telegraph Ave., Oakland**  
**ED S. BRILLON.....4344 San Pablo Ave., Emeryville**  
**WM. H. ZIEGLER.....210 Townsend St., San Francisco**

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**  
**OVERSPEED Couplings are DAMAGING — Here's what happens:**

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**



# SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E, F, and M, Book of Rules.)

