



**SANTA FE**  
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

**TRAINMASTERS**

E. E. SANDERS ..... Bakersfield, Calif.  
W. A. ROEBUCK ..... Fresno, Calif.  
D. G. RUEGG ..... Fresno, Calif.  
A. A. KENNEDY ..... Richmond, Calif.

**ASSISTANT TRAINMASTER**

R. J. ST. JOHN ..... Richmond, Calif.

**ROAD FOREMEN OF ENGINES**

H. F. KNIGHT ..... Fresno, Calif.  
J. F. FRAME ..... Bakersfield, Calif.

**CHIEF DISPATCHER**

E. H. HAMIC ..... Fresno, Calif.

**ASST. CHIEF DISPATCHERS**

H. A. HARGIS ..... Fresno, Calif.  
N. S. PETERSEN ..... Fresno, Calif.

**DISPATCHERS - FRESNO**

L. L. WEBSTER	G. T. WHEELER
E. C. STRETCH	L. L. SAGE
G. M. YOUNG	J. E. SIKES
R. L. SIMPSON	J. H. WEBBER
R. D. RILEY	E. T. FOREMAN
M. L. POTTER	B. E. WALDRUM

The  
Atchison, Topeka and Santa Fe  
Railway Co.



**VALLEY DIVISION**  
AND  
SAN FRANCISCO TERMINAL DIVISION

**TIME TABLE No.**

**7**

IN EFFECT

**Sunday, April 29, 1962**

At 12:01 A. M.  
Pacific Standard Time

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

J. N. LANDRETH  
General Manager  
LOS ANGELES, CALIF.

E. R. ROBERTSON  
Asst. General Manager  
LOS ANGELES, CALIF.

S. ROGERS  
Superintendent  
FRESNO, CALIF.

E. O. BAGENSTOS  
Superintendent  
SAN FRANCISCO, CALIF.

## 2 VALLEY DIVISION

## MOJAVE DISTRICT

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade, Ascending Feet Per Mile	WESTWARD		TIME TABLE NO. 7 April 29, 1962	EASTWARD		Mile Post	Ruling Grade Ascending Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS				
			7	1		8	2			
			Passenger	San Francisco Chief		Passenger	San Francisco Chief			
			Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
Yard	TY		PM 4.05	AM 3.05	BARSTOW YL	AM 3.45	PM 8.55	746.4		O
233		84.3			1.8 HUTT			748.6	0.0	B
182		12.1			8.6 HINKLEY			757.2	7.7	B
161		84.3	4.24	3.26	9.0 HAWES	3.12	8.29	766.1	24.5	B
105		84.3			6.8 JIMGREY			772.9	12.2	B
161	Y	28.0	4.40	3.40	11.0 BORON	f 2.57	8.13	784.0	26.9	O
162		0.0			5.6 SILT			789.6	34.3	B
161	Y	26.4	4.54	3.51	7.5 EDWARDS	s 2.44	8.01	797.1	19.0	O
160		34.3			6.4 BISSELL			808.6	0.0	B
175		24.3			6.5 SANBORN			810.1	26.4	B
Yard	TY	52.8	s 5.18 5.35	f 4.17	5.6 MOJAVE (68.9) YL	s 2.20	s 7.40	818.4	0.0	O
			7.45	6.19	60.0 KERN JUNCTION YL	12.18	5.38	885.2	0.0	C
Yard	T	15.8	s 7.55 PM	s 6.35 AM	2.5 BAKERSFIELD YL	12.10 AM	5.30 PM	887.7		C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily			
			(36.1)	(39.5)	.....Average speed per hour.....	(38.6)	(40.5)			

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. and Bakersfield, except Signal System One in effect at interlockings Barstow and Kern Jct.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and 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 at restricted speed; between these points main track may be used not protecting against regular and 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. Trains must get numbered clearance card before leaving Barstow and Bakersfield.

### ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 7 April 29, 1962		EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile					
			STATIONS									
			100	42.2					ARVIN YL		333.1	37.0
									4.3 DI GIORGIO YL		328.8	42.2
67	0.0		2.0 RIBIER YL		326.8	43.3						
54	0.0		2.2 LAMONT YL		324.6	43.3						
	0.0		1.1 WEST LAMONT YL		323.5	43.3						
	0.0		0.6 ALGOSO YL		316.9	43.3						
	0.0		0.3 MAGUNDEN YL		316.6	43.3						
			(16.5)									

No switch lights on Arvin District.  
Wye at Di Giorgio.  
Booth phone at Arvin, Di Giorgio, Lamont and Magunden.

### OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 7 April 29, 1962		EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile					
			STATIONS									
			38	21.1					OIL JUNCTION YL		308.8	0.0
			28	10.5					2.2 SEGURO YL		310.8	0.0
24	52.8		0.3 MALTHA YL		311.6	42.2						
Yard			2.1 OIL CITY YL		318.7							
			(5.1)									

No switch lights on Oil City District.  
Wye at Oil Junction.  
Booth phone at Oil Junction.

**FIRST DISTRICT**

**VALLEY DIVISION 3**

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 7 April 29, 1962	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS				FIRST CLASS					
			7	63	1		60	2	62			
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate			
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard	T		PM 8.20	PM 1.45	AM 6.45		PM 1.10	PM 5.20	PM 11.40			
E184 W122		13.3				BAKERSFIELD YL				887.7		O
180		0.0				3.4 JASTRO				891.1	16.5	
E98 W118		9.2				0.6 UNA				897.7	14.7	
180		0.0	s 8.39	s 2.04	f 7.05	7.7 SHAFTER	s 12.42	f 5.00	10.58	905.4	0.0	O
178		0.0	s 8.48	s 2.14	f 7.15	7.6 WASOO	s 12.31	f 4.50	10.49	913.0	10.6	O
180		0.0				6.2 ELMO				919.2	15.8	B
178		0.0				5.4 KERNELL				924.6	15.8	B
178		0.0	f 9.01	2.28	7.28	7.7 ALLENSWORTH	12.12 PM	4.34	10.33	932.3	8.4	B
178		9.5	f 9.09			9.8 ANGIOLA				942.1	1.7	B
E116 W198	Y	4.1	s 9.20	s 2.45	s 7.45	8.8 CORCORAN	s 11.59	4.21	s 10:19	950.9	2.6	O
178		4.1				0.4 GUERNSEY				960.3	0.0	B
E176 W 92		5.8	s 9.50	s 3.05	s 8.05	7.6 S. P. Crossing HANFORD	s 11.40	s 4.05	s 10.03	967.9	0.0	O
180		10.6				5.3 SHIRLEY				973.2	0.0	O
70	Y	14.6				2.8 LATON				973.2	15.8	B
180		0.0	10.04	3.17	8.17	6.2 CONEJO	11.17	3.47	9.42	976.0	15.8	B
178		10.6				6.1 BOWLES				982.2	0.0	B
		10.6				6.1 S. P. Crossing CALWA TOWER				988.3	0.0	B
Yard	TY	0.0	s 10.18 PM	f 3.32 PM	8.32 AM	CALWA YL	11.07 AM	3.37 PM	9.32 PM	994.4	4.2	O
			Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	995.2		O

(54.7) (60.3) (60.3) ..... Average speed per hour ..... (52.4) (62.6) (50.4)

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

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 at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 (TCS) in effect on main track and sidings, except on siding Laton, between M.P. 888 Bakersfield and end of two tracks Calwa.

In TCS sidings, speed limit 40 MPH.

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

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

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 7 April 29, 1962	EASTWARD		Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓			↑			
		STATIONS			STATIONS			
57				LATON YL		0.0		
7	0.0			5.6 OLINT YL		5.6	10.4	
10	0.0			4.0 GEFFORD YL		9.6	0.0	
16	0.0			6.0 SHILLING YL		15.6	0.0	
11	0.0			1.8 LANARE YL		17.4	0.0	
				(17.4)				

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

Capacity of Sidings In 50 Ft. Cars	Turn Tables and Ways	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications	
			FIRST CLASS				NO. 7	FIRST CLASS					
			7	63	1			60	2				62
			Passenger	Golden Gate	San Francisco Chief	Golden Gate	San Francisco Chief	Golden Gate					
			Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard	TY		PM 10.18	PM 3.32	AM 8.32		AM 11.07	PM 3.37	PM 9.32	995.2	O		
		15.8				CALWA YL				996.8	O		
		15.8				1.6 S. P. Crossing				997.7	O		
		5.3				SUNMAID TOWER YL				998.1	O		
		15.8				0.9 S. P. Crossing				1000.1	B		
Yard		15.8	10.50	3.45	8.45	FRESNO TOWER YL				1006.0	B		
80		15.8				0.4 FRESNO	11.00	3.30	9.25	1011.3	B		
172		10.6				2.0 HAMMOND				1019.6	B		
180		15.8				4.0 FIGARDEN				1025.4	B		
180		15.8	11.20	4.09	9.09	6.3 GREGG				1031.1	B		
180		15.8				8.8 MADERA	10.21	2.56	8.51	1041.6	O		
E134 W144		7.4				5.8 KISMET				1047.3	O		
180		15.8	11.38	4.24	9.24	5.7 SHARON				1056.1	O		
194		6.3				10.4 LE GRAND	10.06	2.41	8.36	1062.9	B		
202		0.0	AM 12.01	4.40	9.38	5.8 PLANADA				1071.7	B		
180		5.3				8.8 MERCED	9.55	2.30	8.25	1079.6	B		
180		18.0				8.8 FLUHR				1089.2	O		
180		15.8				7.9 BALBUICO	9.39	2.07	8.01	1095.6	O		
180		22.7	12.27			9.6 DENAIR				1101.6	O		
180		26.4	12.38	5.10	10.06	6.4 EMPIRE	9.26	1.55	7.49	1109.6	B		
180	Y	15.8	12.55	5.17	10.11	6.0 RIVERBANK	9.20	1.49	7.43	1120.0	O		
180		0.0	1.01	5.23	10.16	8.0 ESCALON	9.15			1121.4	B		
180		0.0				10.4 DUFFY				1126.6	O		
182	Y	0.0	1.18	5.38	10.34	0.7 MORMON	9.00	1.29	7.24	1129.3	O		
		0.0				0.7 W. P. Crossing STOCKTON TOWER S. P. Crossing				1134.8	B		
137	Y	0.0	1.30	5.45	10.47	5.2 STOCKTON	8.55	1.24	7.19	1138.8	O		
96		1.6	1.36	5.52	10.55	2.7 GILLIS	8.47	1.17	7.13	1143.0	O		
72		0.0	1.40	5.55		3.7 HOLT			7.10	1148.1	O		
98		0.8	1.44	5.58	11.01	1.8 TRULL	8.42	1.12	7.07	1150.3	B		
		11.6				2.0 MIDDLE RIVER				1152.1	O		
71		0.0	1.50	6.05	11.07	3.0 ORWOOD	8.36	1.06	7.01	1155.8	O		
74		3.2	1.53			3.2 BIXLER				1159.2	B		
96		6.3	1.57	6.11	11.13	8.1 KNIGHTSEN	8.31	1.01	6.56	1163.6	O		
64		3.6	2.04			4.2 OAKLEY				1166.9	O		
108		13.2	2.09	6.18	11.20	1.8 SANDO YL	8.25	12.55	6.50	1173.4	B		
104		0.0	2.15	6.20	11.22	3.7 ANTIOCH YL	8.23	12.53	6.48	1176.0	B		
134		15.8	2.25	6.27	11.28	3.4 PITTSBURG YL	8.18	12.49	6.44	1179.1	B		
70		5.3	2.30	6.31	11.33	4.4 BROSE	8.13	12.44	6.39	1181.5	O		
108		15.8	2.36	6.36	11.39	3.3 PORT CHICAGO YL	8.09	12.40	6.36	1182.6	B		
67		0.0	2.41	6.39	11.44	6.5 MALTBY	8.05	12.37	6.32	1185.6	O		
68		52.8	2.49	6.47	11.53	2.6 GLEN FRAZER	7.57	12.29	6.24	1188.6	B		
96		52.8	2.53	6.51	11.58	3.1 CHRISTIE	7.53	12.25	6.20	1189.6	O		
102		0.0	2.57	6.55	12.03	2.4 COLLIER	7.49	12.21	6.16				
		0.0	3.01	6.58	12.08	1.1 PINOLE	7.45	12.18	6.13				
104		49.6	3.04	7.00	12.15	3.9 GATELEY	7.41	12.15	6.10				
106		52.8	3.09	7.04	12.20	3.1 RHEEM	7.36	12.11	6.06				
Yard	TY	51.7	3.15 AM	7.10 PM	12.30 PM	RICHMOND YL	7.30 AM	12.05 PM	6.00 PM				
			Arrive Daily	Arrive Daily	Arrive Daily	(194.4)	Leave Daily	Leave Daily	Leave Daily				

(39.3) (53.5) (49.0) ..... Average speed per hour ..... (53.8) (55.0) (55.0)

(Continued on Page 5)

## SECOND DISTRICT

## VALLEY DIVISION 5

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond, except Signal System One in effect at interlockings Sunmaid Tower and Fresno Tower.

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

Rule 261 (TCS) in effect on main track and sidings, except on siding Hammond, between crossover just east of Fresno Tower and signal located 100 feet west of M.P. 1123.

In TCS sidings, speed limit 40 MPH.

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

At 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.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board until westward train has entered siding. Eastward train on 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 Collier. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, 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 Calwa and Richmond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Fresno Tower.

Trains, on which crews go on duty at Riverbank, must get numbered clearance card before leaving Riverbank.

### FRESNO INTERURBAN DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		CINCOTTA YL		2.0	0.0
6	0.0		BARTONETTE YL		2.4	0.0
24	0.0		CAMEO YL		5.0	0.0
10	0.0		FORTCAMP YL		6.6	0.0
6	0.0		BURNES YL		7.2	0.0
24	0.0		FAIRVIEW YL		18.0	0.0
7	42.2		BIG BUNCH YL		14.2	10.6
14	16.3		ZEDIKER YL		15.2	8.4
10	9.5		RIVERBEND YL		15.7	0.0
4	31.7		ELK YL		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 and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

### OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile	Communications
			↓		↑			
				STATIONS				
Yard	TY			RICHMOND YL		0.0		0
66		64.4		EL OERBITO YL		4.5	39.6	B
20		22.7		BERKELEY YL		3.5	31.7	0
		0.0		S. P. Crossing YL		1.9	0.0	
Yard	Y	0.0		OAKLAND YL		9.9	79.4	0
				40th and San Pablo		10.9		
				SAN FRANCISCO				
				(17.9)				

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

### OAKDALE DISTRICT

Capacity of Sidings In 50 ft. Cars	Rating Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 7 April 29, 1962	EASTWARD	Mile Post	Rating Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
42			S. P. Crossing OAKDALE YL		6.5	
Yard	21.1		RIVERBANK YL		0.0	21.1
			(6.5)			

No switch lights on Oakdale District.

Office of Communication at Oakdale and Riverbank.

# 6 VALLEY DIVISION

## VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 7 April 29, 1962	↑		
Yard			STATIONS			
			<b>CORCORAN</b> YL		<b>0.8</b>	
	28.5		4.1			0.0
<b>16</b>	13.2		<b>WAUKENA</b>		<b>4.4</b>	0.0
			5.6			
<b>32</b>	16.6		<b>PAIGE</b>		<b>10.0</b>	0.0
			6.0			
<b>24</b>	13.9		S. P. Crossing <b>TULARE</b> YL		<b>16.0</b>	0.0
			4.1			
<b>16</b>	5.3		<b>SWALL</b>		<b>19.1</b>	0.0
			1.1			
<b>52</b>	5.3		<b>LOMA</b>		<b>20.2</b>	0.0
			5.0			
<b>46</b>	0.0		VISALIA YL S. P. Crossing		<b>25.2</b>	0.0
			6.6			16.2
<b>28</b>	11.6		<b>PERAL</b>		<b>31.8</b>	0.0
			1.5			
	11.6		S. P. Crossing		<b>33.3</b>	0.0
			2.9			
	10.6		<b>CALGRO</b>		<b>36.2</b>	15.9
			2.3			
<b>66</b>	0.0		<b>CUTLER</b> YL		<b>38.6</b>	0.0
			3.2			
<b>32</b>	0.0		<b>SULTANA</b>		<b>41.7</b>	0.0
			3.4			13.2
<b>52</b>	9.3		<b>DINUBA</b>		<b>45.1</b>	0.0
			3.7			
<b>Yard</b>	14.6		<b>REEDLEY</b> YL		<b>48.8</b>	0.0
			1.9			
	14.6		S. P. Crossing		<b>50.7</b>	0.0
			0.3			
<b>22</b>	0.0		<b>LAC JAO</b>		<b>61.0</b>	0.0
			2.4			
<b>68</b>	5.3		<b>PARLIER</b>		<b>63.4</b>	0.0
			1.4			
<b>28</b>	1.1		<b>MILEY</b>		<b>64.8</b>	2.5
			3.7			
<b>62</b>	0.0		<b>DEL REY</b>		<b>68.6</b>	7.9
			3.4			
<b>42</b>	0.0		<b>WOLF</b>		<b>61.9</b>	8.5
			2.5			
<b>32</b>	0.0		<b>LONE STAR</b>		<b>64.4</b>	10.6
			2.0			
<b>20</b>	0.0		<b>OECLE</b>		<b>66.4</b>	10.6
			2.5			
<b>Yard</b>			<b>CALWA</b> YL		<b>68.9</b>	
			(68.9)			

Wye at Corcoran, Reedley, and Calwa.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

## WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 7 April 29, 1962	↑		
Yard			STATIONS			
	0.0		<b>PIEDRA</b> YL		<b>16.9</b>	58.3
<b>7</b>	0.0		<b>AVOCADO</b> YL		<b>14.8</b>	57.0
<b>32</b>	0.0		<b>OAKHURST</b> YL		<b>11.3</b>	52.8
<b>22</b>	0.0		<b>MINKLER</b> YL		<b>9.3</b>	31.7
<b>76</b>	0.0		<b>OELLA</b> YL		<b>7.1</b>	0.0
<b>17</b>	0.0		<b>WAHTOKE</b> YL		<b>5.9</b>	0.0
<b>32</b>	33.2		<b>RADWIN</b> YL		<b>4.4</b>	41.4
<b>Yard</b>	0.0		<b>REEDLEY</b> YL		<b>0.0</b>	
			(16.9)			

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

## PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 7 April 29, 1962	↑		
Yard			STATIONS			
	13.8		<b>BAKERSFIELD</b> YL		<b>116.0</b>	0.0
<b>29</b>	0.0		2.5 <b>LANDCO</b> YL		<b>113.5</b>	51.5
<b>28</b>	0.0		2.8 <b>OIL JUNCTION</b> YL		<b>110.7</b>	
			38.8			
	52.8		<b>DUCCOR</b> YL		<b>71.9</b>	52.8
			5.9			
<b>48</b>	52.8		<b>ULTRA</b>		<b>66.0</b>	52.8
			7.0			
	0.0		<b>PORTERVILLE JCT.</b> YL		<b>59.0</b>	33.2
			S. P. Crossing			
<b>42</b>	52.8		<b>PORTERVILLE</b> YL		<b>58.2</b>	52.8
			0.8			
<b>32</b>	31.1		<b>STRATHMORE JCT.</b>		<b>51.9</b>	0.0
			1.1			
<b>28</b>	3.1		<b>MIRADOR</b>		<b>50.8</b>	31.4
			4.1			
<b>52</b>	5.0		<b>LINDSAY</b> YL		<b>46.7</b>	34.8
			3.1			
<b>16</b>	0.0		<b>LUCCA</b>		<b>43.6</b>	0.0
			0.6			
<b>12</b>	15.8		<b>SIDES</b>		<b>43.0</b>	0.0
			3.8			
<b>40</b>	15.8		<b>EXETER</b> YL		<b>39.2</b>	0.0
			0.3			
	15.8		Visalia Elect. Crossing		<b>38.9</b>	0.0
			0.6			
<b>7</b>	4.7		<b>ANTES</b>		<b>38.3</b>	5.3
			1.6			
<b>16</b>	0.0		<b>VENIDA</b>		<b>36.7</b>	5.3
			2.7			
<b>16</b>	21.1		<b>FANE</b>		<b>34.0</b>	8.9
			2.8			
	20.8		<b>HILLMAID</b>		<b>31.2</b>	30.8
			0.1			
	20.8		Visalia Elect. Crossing		<b>31.1</b>	30.8
			1.0			
<b>16</b>	0.0		<b>REDBANKS</b>		<b>30.1</b>	20.8
			1.8			
<b>10</b>	0.0		<b>CAIRNS</b>		<b>28.3</b>	17.4
			1.4			
<b>18</b>	0.0		<b>RAYO</b>		<b>26.9</b>	17.4
			3.1			
<b>32</b>	15.3		<b>SEVILLE</b>		<b>23.8</b>	10.8
			3.2			
			<b>WYETH</b> YL		<b>20.6</b>	26.8
			1.6			
	0.0		<b>CUTLER</b> YL			
			1.6			
	14.4		<b>WYETH</b> YL		<b>20.6</b>	0.0
			2.0			
<b>24</b>	30.3		<b>OROSI</b> YL		<b>18.6</b>	15.2
			6.4			
<b>42</b>	16.2		<b>ORANGE COVE</b> YL		<b>12.2</b>	10.6
			5.9			
<b>23</b>	25.3		<b>NAVALENCIA</b> YL		<b>6.3</b>	31.7
			6.3			
<b>22</b>			<b>MINKLER</b> YL		<b>0.0</b>	
			(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 Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Wyeth, Orosi, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

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 (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 82 (B): Bulletin 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.

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

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

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

6. . . . .

7. Rule 93: Yard limits are located at:

Barstow (Los Angeles Div. only)	Corcoran (Visalia District only)
Mojave (Southern Pacific tracks only)	Tulare
Arvin Dist.	Visalia
Bakersfield to and including Kern Junction	Cutler to and including Wyeth
Bakersfield to and including Oil Junction	Wyeth to and including Minkler via Orosi
Oil City Dist.	Reedley
Ducor (Santa Fe tracks only)	Wahtoke Dist.
Porterville to and including Porterville Jct.	Calwa to Fresno Tower
Lindsay	Fresno Interurban Dist.
Exeter	Oakdale Dist.
Laton Dist.	Sando to and including Pittsburg
	Port Chicago
	Oakland Dist.

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

9. Rule 321 (C) is amended as follows:

"At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

"At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any

means of communication, place dual control switches and derails in 'hand' operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to 'motor' operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

"If necessary to roll switches by hand, be governed by instructions posted in phone box."

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 20 MPH.

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. Trains handling pile drivers AT 199452, 199453, 199454 and 199455, must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, 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 Districts; must not exceed 20 MPH on Oakland, 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. Psg. and Light	Fr.	LOCATION	M.P.H. Psg. and Light	Fr.
Mojave District	79	60	<b>SECOND DISTRICT (Cont'd)</b>		
Arvin District	25	25	Merced M.P. 1055.7 to 1057.0	30	30
First District			2 Curves M.P. 1069.1 to 1070.5	70	60
Bakersfield to			Curve M.P. 1087.9 to 1088.1	50	50
M.P. 891, Jastro	79	60	Escalon M.P. 1101.4 to 1102.0	60	60
M.P. 891 Jastro, to Calwa	90	60	Curve M.P. 1119.1 to 1119.5	60	60
Second District			Stockton M.P. 1120.0 to 1122.0	20	20
Calwa to Mormon	90	60	Track M.P. 1134.7 to 1136.4	30	30
Mormon to Richmond	79	60	Curve M.P. 1139.5 to 1139.8	65	60
Oakland District	20	20	Antioch M.P. 1151.3 to 1152.3	45	45
Visalia District			Pittsburg M.P. 1155.4 to 1156.1	24	24
Corcoran to Visalia	30	30	2 Curves M.P. 1161.3 to 1161.9	50	50
Visalia to Calwa	40	40	4 Curves M.P. 1167.3 to 1168.6	50	50
Porterville-Orosi District	40	40	2 Curves M.P. 1169.1 to 1170.2	60	60
Oil City District	20	20	2 Curves M.P. 1170.5 to 1171.2	50	50
Laton District	15	15	8 Curves M.P. 1171.3 to 1173.6	45	45
Wahtoke District	25	25	Tunnel No. 3 & 4 Curves M.P.		
Fresno Interurban District	15	15	1173.6 to 1175.9	50	50
Oakdale District	20	20	Curve M.P. 1176.0 to 1176.3	45	45
In freight and mixed service on descending grades of over one percent, the maximum is 30 MPH with dynamic brake not in use. When street or highway crossings are shown speed applies only while head end of train is passing.			3 Curves M.P. 1176.4 to 1177.1	50	50
			2 Curves M.P. 1178.0 to 1178.9	50	50
			3 Curves M.P. 1179.2 to 1180.2	45	45
			2 Curves M.P. 1180.2 to 1180.9	50	50
			4 Curves M.P. 1181.0 to 1182.5	55	55
			Curve M.P. 1184.7 to 1185.0	65	60
			Curve M.P. 1185.1 to 1185.4	50	50
			3 Curves & track M.P. 1185.8 to 1189.0	45	45
			2 Curves M.P. 1189.0 to 1189.6	20	20
<b>MOJAVE DISTRICT</b>			<b>OAKLAND DISTRICT</b>		
Curve M.P. 747.2 to 747.6	60	60	Track M.P. 0.0 to 10.2	20	20
2 Curves M.P. 816.4 to 817.5	50	50	Track M.P. 10.2 to 10.8	15	15
Kern Jct. to Bakersfield	20	20	Track M.P. 10.8 to 10.9	5	5
			<b>VISALIA DISTRICT</b>		
			Tulare M.P. 14.3 to 15.9	20	20
			Visalia M.P. 24.5 to 26.0	15	15
			Reedley M.P. 48.2 to 49.5	20	20
			Parlier M.P. 53.1 to 53.6	24	24
			Del Rey M.P. 58.4 to 58.8	24	24
			Curve M.P. 62.2 to 62.7	30	30
			<b>PORTERVILLE-OROSI DISTRICT</b>		
			Track M.P. 0.0 to 12.0	10	10
			Track M.P. 12.0 to Cutler	25	25
			Woodlake Spur	10	10
			Exeter M.P. 39.1 to 39.6	20	20
			Lindsay M.P. 46.1 to 47.1	20	20
			Strathmore Spur	15	15
			Sunland Spur	15	15
			2 Curves M.P. 61.5 to 62.1	30	30
			Between Porterville and Ducor	40	30
			Between Oil Junction and Landco	20	20

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.
- "ESL"—Electric Switch Lock.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
<b>FIRST DISTRICT</b>			
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Kernell	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30
<b>SECOND DISTRICT</b>			
Fresno	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Collier	S	EE and WE siding	30
Gateley	S	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

Station	Type	Location	MPH
<b>MOJAVE DISTRICT</b>			
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40



# SPECIAL RULES

# VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS 9

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:

### MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

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, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars</b>	3	5	5
<b>Passenger Cars:</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

### MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
<b>Diesel and Gas-Electric</b>				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
<b>Sacramento Northern Diesels</b>				
301	50	50	45	50
701-732, 801-803, 913-924	65	65	45	60

### 18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

- Corcoran for First District siding
- Laton for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Wyeth for Porterville-Orosi District
- Minkler for Wahtoke District
- Hammond for Second District siding
- Cameo for Fresno Interurban District

### LENGTH OF STEMS OF WYES

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

### Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
<b>MOJAVE DISTRICT</b>			
P. C. Borax Co	784.7	7.4 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
Harpertown	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	5.4 miles	West
Blanco	945.9	68	East & West
Kings Park	963.6	23	East & West
Pitco	970.1	17	East
Lucerne	971.8	0.8 mile	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
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
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	64	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	2.2 miles	West
<b>PORTERVILLE-OROSI DISTRICT</b>			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2.2 miles	West
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
List	40.6	20	West
Sierra Heights	48.5	13	East
Gillette	50.4	52	East
Strathmore	52.0	1.2 miles	East
Euclid	54.3	22	West
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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule T4 (Z)
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MOJAVE DISTRICT

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.	

FIRST DISTRICT

Hanford	S. P. Coalinga Branch	TCS.	
Calwa Tower	S. P. main track and entrance to yard.	TCS.	

SECOND DISTRICT

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— Guggenime No. 1 and Corral track 00—00 Guggenime No. 2 00—0 Hill tracks 000— Yard track — 0— 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
Fresno Tower	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	
Stockton Orwood	1.0 West Main track and siding. 0.8 East Drawbridge and siding.	Interlocking. Interlocking.	
Pittsburg Pittsburg	0.9 East Lead to Columbia Steel over S. N. 0.9 West Lead to P. G. & E. plant over S. N. main track.	98 (A), 98 (B) and Bulletin Instructions. Stop. Gate. Bulletin Instructions.	

OAKLAND DISTRICT

Berkeley	1.9 West S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B).	
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.	98 (A), 98 (B).	

PORTERVILLE-OROSI DISTRICT

Hillmaid	0.1 West Visalia Elec.	98 (A), 98 (B).	
Exeter	0.3 West Visalia Elec.	98 (A), 98 (B).	
Porterville	0.8 East S. P. Success branch	98 (A), 98 (B).	

VISALIA DISTRICT

Tulare	S. P. main track.	Interlocking. Bulletin Instructions.	
Visalia	S. P. Visalia branch.	98 (A), 98 (B).	
Peral	1.5 West S. P. Porterville branch.	98 (A), 98 (B).	
Lac Jac	0.3 East S. P. Porterville branch.	98 (A), 98 (B).	

FRESNO INTERURBAN DISTRICT

Cameo	S. P. Friant branch.	98 (A), 98 (B).	
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OAKDALE DISTRICT

Oakdale	S. P. Oakdale branch.	98 (A), 98 (B).	
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**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.

**SAN FRANCISCO**

DR. JOHN D. RELFE, Local Surgeon  
DR. CHESTER E. HERROD,  
Assistant Local Surgeon

**OAKLAND**

DR. R. A. CRUM, Division Surgeon

**RICHMOND**

DR. HANS BENEDICT, Shop Physician  
DR. LAWRENCE W. BROWN,  
Assistant Local Surgeon

**PITTSBURG**

DR. C. L. KERNS, Local Surgeon  
DR. EDWIN E. BOYSEN,  
Assistant Local Surgeon

**ANTIOCH**

DR. ROBERT E. SANDLIN, Local Surgeon

**STOCKTON**

DR. W. T. McNEIL, Local Surgeon  
DR. JOHN McNALLY,  
Assistant Local Surgeon

**OAKDALE**

DR. E. E. CHOURET, Local Surgeon  
DR. F. JOHN HOGG,  
Assistant Local Surgeon

**HUGHSON**

DR. PAUL E. KLEIN, Local Surgeon

**MERCED**

DR. E. M. SODERSTROM, Local Surgeon

**MADERA**

DR. GILBERT G. DAGGETT, Local Surgeon

**FRESNO**

DR. R. W. DAHLGREN, Division Surgeon  
DR. L. R. NIELSON, Local Surgeon  
DR. F. R. FREETO, Assistant Local Surgeon

**HANFORD**

DR. W. F. CHAMLEE, Local Surgeon

**CORCORAN**

DR. HAROLD JACOBS, Local Surgeon  
DR. JAMES A. SMITH,  
Assistant Local Surgeon

**WASCO**

DR. WILLIAM A. HAGEN, Local Surgeon

**SHAFTER**

DR. HENRY W. VOTH, Local Surgeon

**BAKERSFIELD**

DR. JOE SMITH, Division Surgeon  
DR. WAYLAND P. MATT, Local Surgeon  
DR. WARREN E. SIMON,  
Assistant Local Surgeon

**TULARE**

DR. C. M. MATHIAS, Local Surgeon  
DR. C. EUGENE MATHIAS,  
Assistant Local Surgeon

**VISALIA**

DR. K. F. WEISS, Local Surgeon  
DR. F. G. POWELL, Assistant Local Surgeon

**CUTLER**

DR. THOMAS E. WILEMAN, Local Surgeon

**REEDLEY**

DR. M. S. GAEDE, Local Surgeon

**EXETER**

DR. JOHN S. GLENN, Local Surgeon

**LINDSAY**

DR. HORACE G. CAMPBELL, Local Surgeon

**PORTERVILLE**

DR. F. L. WIENS, Local Surgeon  
DR. R. D. KARSTAEDT,  
Assistant Local Surgeon

**TAFT**

DR. ROBERT A. PATRICK, Local Surgeon  
DR. WILLIAM L. McEWEN,  
Assistant Local Surgeon

**MOJAVE**

DR. HAROLD L. SCHLOTTHAUER,  
Local Surgeon  
DR. MADGE SCHLOTTHAUER,  
Assistant Local Surgeon

**BORON**

DR. GEORGE K. FAULKNER, Local Surgeon

**BARSTOW**

DR. M. F. FINK, Local Surgeon  
DR. A. P. VICENTE,  
Assistant Local Surgeon

**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	Grants	North of Barstow	Clovis and beyond
	Flagstaff	Ash Fork and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond.	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
18	Pomona		Williams Jct. and beyond
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
20	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Albuquerque and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Grants	La Junta and beyond	South of Barstow
	Laguna		Albuquerque and beyond
124	Pico Rivera		Williams Jct. and beyond
	Pico Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	71, 73, 75, 77, 79, 81	Pico Rivera	Oceanside and beyond
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Anaheim, Orange and San Juan Capistrano		San Bernardino and beyond
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		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  
BILL C. HOLMES . . . . . 219 E. Main St., Barstow  
ARLIE KNIGHT . . . . . 1663 Chester Ave., Bakersfield  
J. N. CHENEY . . . . . 1600 20th St., Bakersfield  
GEO. E. CRAIN . . . . . 4221-B E. Shields Ave., Fresno  
CHARLIE R. LEWIS . . . . . 2044 Fresno St., Fresno  
GRAY'S-COLVIN'S . . . . . 727 Olive Ave., Fresno  
W. A. SWANSON . . . . . 4427 E. Jensen Ave., Calwa

J. H. BOGUE . . . . . 1714 "L" St., Merced  
HELEN WILSON SHOEMAKE . . . . . 1323 Jay St., Modesto  
WALTER K. BANKS AND SON . . . . . 111 North San Joaquin St., Stockton  
EUGENE MAYER . . . . . 516 - 2nd St., Antioch  
W. R. STRIBLEY . . . . . 1013 MacDonald Ave., Richmond  
C. G. HALLER . . . . . 1809 Telegraph Ave., Oakland  
ED S. BRILLON . . . . . 3876 San Pablo Ave., Oakland  
EDWARD F. WILLIAMS . . . . . 210 Townsend St., San Francisco

**SPEED TABLE—FOR INFORMATION ONLY**

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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

**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!**

