



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his Supervisor.

ASSISTANT SUPERINTENDENT

R. E. JOHNSON Richmond, Calif.

DIVISION RULES EXAMINER

I. M. OWSLEY Fresno, Calif.

TRAINMASTERS

K. R. HATFIELD Bakersfield, Calif.

R. L. DIXON Fresno, Calif.

R. C. VAN AUDSALL Stockton, Calif.

C. F. LILLEY Richmond, Calif.

ASSISTANT TRAINMASTERS

H. S. DUKE Bakersfield, Calif.

J. S. STEVENSON Pittsburg, Calif.

R. J. ST. JOHN Richmond, Calif.

ROAD FOREMEN OF ENGINES

V. BARBER Bakersfield, Calif.

J. O. ELWOOD Fresno, Calif.

SAFETY SUPERVISOR

D. R. FARFAN Fresno, Calif.

COAST LINES

J. E. THORNTON Los Angeles, Calif.
Supervisor of Air Brakes and General Road Foreman of Engines

A. C. HENDERSON Los Angeles, Calif.
Road Foreman of Engines (AMTRAK)

CHIEF TRAIN DISPATCHERS' OFFICE—FRESNO

J. E. SIKES, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

E. C. STRETCH J. B. BONESTEEL D. R. MACIEL, JR.

TRAIN DISPATCHERS

N. S. PETERSEN	B. E. WALDRUM
R. D. RILEY	D. F. PAULS
M. L. POTTER	D. M. ILER
G. T. WHEELER	M. S. BYRNE
J. H. WEBBER	B. J. FLEMING
L. E. KIRKEENG	M. F. BOYCE

The Atchison, Topeka and Santa Fe Railway Co.



VALLEY DIVISION

TIME TABLE No.

5

IN EFFECT

Sunday, October 30, 1977

At 12:01 A.M.
Pacific Standard Time

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

H. D. FISH
General Manager
LOS ANGELES, CALIF.

C. E. ROLLINS - J. G. FRY - R. T. DENNISON
Assistant General Managers
LOS ANGELES, CALIF.

G. E. BECKER
Superintendent
FRESNO, CALIF.

2 MOJAVE DISTRICT

VALLEY DIVISION

WESTWARD ↓	TIME TABLE NO. 5 October 30, 1977					↑ EASTWARD
Ruling Grade Descending Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	
	BARSTOW	746.4		C-R-Y	Yard	
7.7	—11.7— HINKLEY	757.2	34.3		8011	
24.5	15.8 JIMGREY	772.9	34.3		8034	
28.9	11.0 BORON	784.0	28.0	C-Y	8052	
34.3	5.6 SILT	789.6	0.0		8004	
19.0	7.5 EDWARDS	797.1	26.4	Y	8007	
0.0	5.4 BISSELL	803.6	34.3		8019	
26.4	6.5 SANBORN	810.1	24.3		8772	
0.0	5.6 MOJAVE (70.1)	818.4	52.8	C-R	Yard	
	86.8 KERN JUNCTION	885.2		C-R		
0.0	2.5 BAKERSFIELD	887.7	15.8	C-R-T	Yard	
	(139.5)					

Rule 97(A): Trains must get clearance card before leaving Barstow and Bakersfield.

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

Rule 251 in effect between Kern Jct. and M.P. 887.4 at Bakersfield.

TCS in effect on main track and sidings between Barstow and M.P. 817.5 at Mojave.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed."

Rule 94 in effect:

Between Kern Jct. and M.P. 889.2 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	
	Psgr. and Light	Frt.
MOJAVE DISTRICT	70	60
2 curves M.P. 746.4 to M.P. 747.0	50	50
2 curves M.P. 747.0 to M.P. 749A.0	70	60
Curve M.P. 749A.0 to M.P. 749A.8	50	50
Curve M.P. 749A.8 to M.P. 750.5	60	60
2 curves M.P. 816.4 to M.P. 817.5	40	40
Kern Jct. to Bakersfield	20	20
Approaching "F" Street Crossing		
M.P. 887.7	10	10
P. C. Borax Co. Spur	20	20
Government Spur M.P. 785.0	20	20
Government Spur M.P. 797.1	20	20

In TCS sidings, speed limit 40 MPH, except Boron—20 MPH over switch to P.C. Borax spur, and Edwards between wye switches.

LENGTH OF STEMS OF WYES

Barstow	Mojave District
Boron	Mine Spur
Edwards	Government Spur

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity	Switch Connection
P. C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

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.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

Station	Type	Location	MPH
Barstow	I	M.P. 743.6 two main track crossovers	50
Barstow	I	M.P. 743.6 auxiliary yard entry	50
Barstow	I	M.P. 745.7 EE Passenger Siding	20
Barstow	I	M.P. 745.8 Crossover	50
Barstow	I	M.P. 745.9 Yard Entry	50
Barstow	I	M.P. 746.8 WE Passenger Siding	20
Barstow	I	Crossover M.P. 746.8	50
Barstow	I	Departure Yard Lead M.P. 746.8	50
Barstow	I	Inspection Yard Lead M.P. 746.9	50
Barstow	I	Inspection Yard Lead M.P. 748.9	50
Barstow	I	North Departure Yard Lead M.P. 749.0	50
Barstow	I	South Departure Yard Lead M.P. 749.1	50
Barstow	I	2 Crossovers M.P. 749.2	50
Barstow	I	Mojave District Jct. M.P. 749A.0	50
Barstow	I	Mojave District Receiving Yard Lead M.P. 749A.9	30
Hinkley	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
Bakersfield	S	End of DT M.P. 888.2	15

BARSTOW YARD

Maximum Speed Through Following Power Switches:	MPH
EE and WE Inspection Yard Tracks 1-2 and 1-3 (Interlocked)	50
Jct. of High and Low Leads on Yard Entry Track from Needles	30
Crossovers Between First and Mojave Dist. Yard Entry Tracks	30
EE and WE All Receiving Yard Tracks	30
EE Departure Yard Tracks D-1 through D-5	30
WE All Departure Yard Tracks	30
EE Departure Yard Tracks D-6 through D-10	15
Maximum Speed on Balloon Track	10

Normal position for spring switch at end of DT Bakersfield M.P. 888.2 is for south track.

VALLEY DIVISION

FIRST DISTRICT 3

WESTWARD FIRST CLASS	TIME TABLE					EASTWARD FIRST CLASS
	NO. 5 October 30, 1977					
11						10
Leave Daily	STATIONS					Arrive Daily
AM 11.25	BAKERSFIELD	887.7		C-R-T	Yard	PM 4.05
15.5	3.4		13.3		E-6726 W-6155	
	JASTRO	891.1			9015	
14.7	8.6		0.0			
	UNA	897.7			E-4833 W-5963	
0.0	7.7		9.2	C-R		
	SHAFTER	906.4			8568	s 3.30
10.8	7.8		0.0	C-R		
s 11.50	WASCO	913.0			8964	
15.8	8.2		0.0		9032	
	ELMO	919.2			8948	
15.8	7.7		0.0		8999	
8.4	SANDRINI	924.6			E-5990 W-9951	
	ALLENSWORTH	932.3			8879	
1.7	9.3		9.6		E-8963 W-4490	s 2.40
2.8	ANGIOLA	942.1			9055	
	8.8		4.1		3515	
	CORCORAN	950.9		C-R-Y	9051	
0.0	9.4		4.1		8959	
0.0	GUERNSEY	960.3				
	S. P. Crossing		5.8			
s 12.45	HANFORD	967.9		C-R		
0.0	5.3		10.6			
	SHIRLEY	973.2				
15.8	6.1		14.6			
	LATON	976.0				
15.8	3.2		0.0			
	CONEJO	982.2				
0.0	7.1		10.6			
0.0	BOWLES	988.3				
	S. P. Crossing		10.6			
4.2	0.8		0.0			
1.11 PM	CALWA	995.2		C-R T-Y	Yard	2.12 PM
Arrive Daily	(107.5)					Leave Daily

(60.8)

Average speed per hour

(57.0)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Rosedale	895.7	2088	East & West
Crome	899.5	1700	West
Palmo	910.5	1400	West
Neufeld	914.7	300	East
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	5.6 miles	West
West Isle	5.6	1344	West
Blanco	945.9	2400	East & West
Kings Park	963.6	7571	East & West
Pitco	970.1	850	East
Monmouth	985.6	1324	East & West

LENGTH OF STEMS OF WYES

Corcoran	Visalia District
Calwa	Visalia District

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Hanford	S. P. Coalinga branch.	TCS.
Calwa	0.8 East S. P. main track.	TCS.

Trains must get clearance card before leaving Bakersfield and Calwa.

TCS in effect on main tracks and sidings, except on siding Laton, between M.P. 889.2 Bakersfield and Calwa.

Rule 94 in effect between Kern Jct. and M.P. 889.2 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Fr.
FIRST DISTRICT	70	60
Bakersfield M.P. 887.5 to 889	20	20
Approaching "F" Street Crossing M.P. 887.7	10	10
2 Curves M.P. 889 to 890.1	40	40
Hanford M.P. 967.5 to 968.4	45	45
Curve M.P. 969.3 to 969.5	55	55
3 Curves M.P. 973.7 to 975.8	45	45
M.P. 994.4 to Calwa	40	40
Alpaugh Spur	20	20

In TCS sidings, speed limit 40 MPH except west siding Hanford, and east siding Corcoran, speed limit 20 MPH.

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

Station	Type	Location	MPH
Bakersfield	S	End of DT M.P. 888.2	15
	I	Turnout WE yard to main track	15
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
Sandrini	I	EE and WE siding	40
Alpensworth	I	EE and WE siding	40
Stoil	ESL	EE and WE siding	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	20
	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	20
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	15
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	Turnout EE yard to main track	15
	I	End of two tracks	30

Normal position for junction switches:

Corcoran for First District siding

Laton for First District siding

Normal position for spring switch at end of DT Bakersfield M.P. 888.2 is for south track.

TRACK SIDE WARNING DEVICES SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 946.3	Highwater	Signals 9461 and 9482

4 SECOND DISTRICT

VALLEY DIVISION

WESTWARD	TIME TABLE				EASTWARD	
FIRST CLASS	NO. 5				FIRST CLASS	
11	October 30, 1977				10	
Leave Daily	STATIONS		Mile Post		Arrive Daily	
PM 1.11		CALWA	995.2			PM 2.12
	2.6	1.6 S. P. Crossing	996.8	15.8	C-R T-Y	
	2.6	1.3		15.8		
s 1.20		FRESNO	998.1		C	s 2.05
1.25	5.3	2.0		15.8	Yard	2.00
	5.3	HAMMOND	1000.1	15.8		
	5.3	4.9 FIGARDEN	1005.0	15.8		1900
	15.8	6.3 GREGG	1011.3	10.6		8514
f 2.00	15.8	8.3 MADERA	1019.6	15.8		8950
	15.8	5.8 KISMET	1025.5	15.8	B	f 1.25
	0.0	5.7 SHARON	1031.1	7.4		
	15.8	10.4 LE GRAND	1041.5	15.8		13900
	15.8	5.8		15.8		8978
	12.7	8.8 PLANADA	1047.3	5.3		9668
s 2.35	17.4	6.8 MERCED	1056.1	0.0	C-R	s 12.50
	20.0	8.8 FLUHR	1062.9	5.3		
	15.8	7.9 BALLICO	1071.7	18.0		8989
	15.3	9.6 DENAIR	1079.6	15.8		8999
	0.0	6.4 MODESTO-EMPIRE JCT.	1089.2	22.7		8964
s 3.15	15.8	6.0 RIVERBANK	1095.6	26.4		8971
	15.8	8.0 ESCALON	1101.6	15.8	C-R	s 12.01
	5.3	10.4 DUFFY	1109.6	0.0		PM
	10.3	0.7 MORMON	1120.0	0.0		9254
	10.3	0.7 W. P. Crossing STOCKTON TOWER S. P. Crossing	1120.7	0.0	R-Y	8968
s 3.45	1.8	5.2 STOCKTON YL	1121.4	0.0	C-R	7914
3.51	0.5	2.7 GILLIS	1126.6	1.6	Y	6794
	0.0	3.7 HOLT	1129.3	0.0	B	4881
3.59	5.3	1.8 TRULL	1133.0	0.8	B	3674
	10.6	2.0 MIDDLE RIVER	1134.8	11.6	B	4943
4.06	10.6	3.0 ORWOOD	1136.8	0.0	B	
	0.0	3.2 BIXLER	1139.8	3.2	C	3558
4.13	6.6	3.1 KNIGHTSEN	1143.0	6.3	B	3781
	15.8	4.2 OAKLEY	1146.1	3.6	B	4826
4.20	15.8	1.8 SANDO YL	1150.3	13.2	B	5580
	6.6	3.7 ANTIOCH YL	1152.1	0.0	B	
4.30	15.8	7.8 PITTSBURG YL	1155.8	15.8	C-R	6380
4.45	0.0	3.3 PORT CHICAGO YL	1163.6	15.8	B	5363
PM	0.0	6.5 MALTBY	1166.9	0.0	B	3456
	52.8	2.6 GLEN FRAZER	1173.4	52.8	B	3834
	52.8	3.1 CHRISTIE	1176.0	0.0	B	
	52.8	2.4 COLLIER	1179.1	0.0	B	5184
	29.9	1.1 PINOLE	1181.5	49.6	B	
	52.8	3.9 GATELEY	1182.6	52.8	B	5310
	52.8	3.1 RHEEM	1186.5	51.7	B	5373
	52.8	3.1 RICHMOND YL	1189.6		C-R T-Y	Yard
Arrive Daily	(194.4)				Leave Daily	
(47.2)	Average speed per hour				(46.6)	

Trains must get clearance card before leaving Calwa and Richmond, and westward trains must get clearance card before leaving Stockton Tower.

Trains originating must get clearance card before leaving Riverbank.

Conductor and engineman No. 10 must get clearance card before leaving Richmond.

At Port Chicago only first class trains will register.

At Port Chicago, No. 10 will originate and No. 11 will terminate on the siding and schedule time will apply at the east siding switch, and trains and engines may use main track to clear the time of No. 10 and No. 11 as required by Rule 86(A).

TCS in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of MP 1122 Stockton.

Rule 93: Yard limits are located at:

- Stockton,
- Du Pont to and including Pittsburg,
- Port Chicago and
- Richmond.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
SECOND DISTRICT	70		60
Calwa to M.P. 996.8	40		40
M.P. 996.8 to 1002.0	20		20
M.P. 1002.0 to 1003.2	50		50
Curve M.P. 1053.7 to 1054.1	65		60
Merced M.P. 1055.7 to 1057.0	30		30
Curve M.P. 1087.9 to 1088.1	50		50
Escalon M.P. 1101.4 to 1102.0	60		60
Curve M.P. 1119.1 to 1119.5	60		60
Stockton M.P. 1120.0 to 1122.0 (Lincoln St.)	20		20
Track M.P. 1134.7 to 1136.4	30		30
Curve M.P. 1139.5 to 1139.8	65		60
Antioch M.P. 1151.3 to 1152.3	45		45
Pittsburg M.P. 1155.4 to 1156.1 (Railroad Ave.)	24		24
2 Curves M.P. 1161.3 to 1161.9	50		50
6 Curves M.P. 1167.3 to 1170.5	50		50
26 Curves and Tunnel No. 3 M.P. 1170.5 to 1180.9	45		45
4 Curves M.P. 1180.9 to 1182.5	55		55
4 Curves M.P. 1184.7 to 1187.8	50		50
1 Curve M.P. 1187.8 to 1189.0	45		45
2 Curves M.P. 1189.0 to 1189.6	20		20
Oakdale Spur	30		30

In TCS sidings, speed limit 40 MPH.

TRACK SIDE WARNING DEVICES SPECIAL RULE 7

Location	Type	Signals Affected
M.P. 1012.1	Dragging Equipment	Rotating white lights located at M.P. 1010.7

(Continued on Page 5)

VALLEY DIVISION

SECOND DISTRICT 5

(Continued from Page 4)

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.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
Calwa	I	2 crossovers MP 996.8	30
		Turnout yard lead to south main track MP 996.8	30
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	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
		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
		EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
		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
		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
		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

Rule 321: At San Joaquin River Bridge when west signal located at M.P. 1123.7 or eastward signal located at M.P. 1124.0 or at Middle River Bridge westward signal located at M.P. 1134.6 or eastward signal located at M.P. 1134.9 indicate "stop," trains must stop, unless otherwise restricted, proceed with member of crew preceding movement over bridge and movement must be made at restricted speed to the next governing signal.

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 governing movement from west end of siding to main track will clear if main track is unoccupied.

At Glen Frazer, when Signal 11731 or signal governing movement from west end siding to main track is in stop position train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. When westward train on auxiliary siding, signal governing movement from auxiliary track to main track is in stop position, may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 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 signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and 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 train is 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.

LENGTH OF STEMS OF WYES

Location	Feet
Calwa	Visalia District
Mormon	2610
Stockton	678

Normal position for junction switches:
Hammond for Second District siding

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection	Location	Mile Posts	Capacity in Feet	Switch Connection
Trigo	1014.3	1984	East & West	Rockwell	1114.8	903	East & West
Tuttle	1050.7	2575	East & West	Woodsbro	1125.0	—	—
Kadota	1052.1	1072	East & West	Werner	1138.8	1185	East & West
Pritchard	1058.9	998	East	Du Pont	1147.6	3473	East & West
Winton	1065.4	1049	East & West	East Antioch	1149.2	6350	East & West
Hughson	1085.8	2047	East & West	Zee	1149.7	3163	East & West
Claus	1092.8	2228	East & West	Monsanto	1165.8	2304	East & West
Oakdale Spur	1095.6	6.5 miles	East	Muir	1170.6	2680	East
Burnham	1112.5	400	East	Bethlehem Steel	1184.5	1562	East & West
				San Pablo	1187.8	584	East & West

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Calwa 1.6 West	S. P. Porterville branch.	TCS.
Oakdale	S. P. Oakdale branch.	98(B), 98(C).
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.
Orwood 0.8 East	Drawbridge and siding.	Interlocking.
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	98(B), 98(C) and Bulletin Instructions.
Pittsburg 0.2 West	Lead to Johns Manville over S. N.	98(B), 98(C) and Bulletin Instructions.
Pittsburg 0.9 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.

6 PORTERVILLE-OROSI DISTRICT

VALLEY DIVISION

WESTWARD ↓	TIME TABLE NO. 5 October 30, 1977			Rating Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
	Rating Grade Descending Feet Per Mile	STATIONS	Mile Post				
		JASTRO	114.0			E 6728 W 6155	
	0.0	0.5		13.3			
	61.5	LANDCO YL	113.5	0.0	Y	1450	
		2.8					
		OIL JUNCTION YL	110.7			1436	
		38.8					
	52.8	DUCOR YL	71.9	52.8			
		5.9					
	52.8	ULTRA	66.0	52.8		2454	
		7.0					
		PORTERVILLE JCT. YL	59.0				
		S. P. Crossing					
	33.2	0.8		0.0			
		PORTERVILLE YL	68.2		Y	2193	
	52.8	6.3		52.8			
		STRATHMORE JCT.	51.9			1645	
	31.4	5.2		31.1			
		LINDSAY YL	46.7		C	2732	
	34.8	7.5		16.8			
		EXETER YL	39.2		C	1729	
	0.0	0.3		15.8			
		Visalia Elect. Crossing	38.9				
	5.3	2.2		15.8			
		VENIDA	36.7			844	
	8.9	5.5		21.1			
		HILLMAID	31.2				
	30.8	0.1		20.8			
		Visalia Elect. Crossing	31.1				
	30.8	1.0		20.8		843	
		REDBANKS	30.1				
	20.8	1.8		0.0			
		CAIRNS	28.3			564	
	17.4	1.4		0.0			
		RAYO	26.9			958	
	17.4	6.3		15.3			
		WYETH YL	20.6		Y		
	26.8	1.6					
		CUTLER YL			C	3371	
		1.6		0.0	Y		
	0.0	2.0		14.4			
		OROSI YL	18.6			1283	
	15.2	6.4		30.3			
		ORANGE COVE YL	12.2			2173	
		(101.8)					

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

Rule 93: Yard limits are located at:

- Jastro to Oil Jct.,
- Ducor (Santa Fe tracks only),
- Porterville to and including Porterville Jct.,
- Lindsay,
- Exeter,
- Cutler to and including Wyeth and
- Wyeth to and including Orange Cove via Orosi.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
PORTERVILLE-OROSI DISTRICT	40
Track M.P. 11.2 to 13.0	10
Track M.P. 13.0 to Cutler	25
Exeter M.P. 39.1 to 39.6	20
Lindsay M.P. 46.1 to 47.1	20
2 Curves M.P. 61.5 to 62.1	30
Between Oil Junction and Jastro	20
Woodlake Spur	10
Strathmore Spur	15
Sunland Spur	15

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.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
Landco	S	Stem of wye	10
	S	EE siding	15

Normal position of junction switches:
Wyeth for Porterville-Orosi District

LENGTH OF STEMS OF WYES:

Location	Feet
Landco	1300
Wyeth	1.6 Miles
Porterville	1143

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Hillmaid 0.1 West	Visalia Elec.	98(B) and 98(C)
Exeter 0.3 West	Visalia Elec.	98(B) and 98(C)
Porterville . . . 0.8 East	S. P. Success branch.	98(B) and 98(C)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity In Feet	Switch Connection
Woodlake Spur	33.5	2.2 miles	West
Winco	32.4	752	East & West
Neil	40.6	1000	West
Cleary	44.4	1277	West
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	1100	West
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	700	East

VALLEY DIVISION

VISALIA AND WAHTOKE DISTRICTS 7

VISALIA DISTRICT

WESTWARD ↓	TIME TABLE NO. 5 October 30, 1977						EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	
		CORCORAN	YL	0.3		C-R-Y	Yard
	0.0	14.7 S. P. Crossing			28.5		
	0.0	TULARE	YL	15.0			1081
	0.0	3.2 LOMA		20.2	13.9		
	0.0	5.0 VISALIA	YL	25.2	5.3		2338
	16.2	S. P. Crossing			0.0		
	0.0	6.0 PERAL		31.8	11.6		1509
	0.0	1.5 S. P. Crossing			11.6		
	0.0	2.9 CALGRO		36.2	10.6		
	16.9	2.3 CUTLER	YL	38.5	0.0	C	3380
	0.0	3.2 SULTANA		41.7	0.0		1648
	13.2	3.4 DINUBA		45.1	9.8		2722
	0.0	3.7 REEDLEY	YL	48.8	14.6	B-C-Y	Yard
	0.0	2.2 LAC JAC		51.0	0.0	B	1137
	0.0	2.4 PARLIER	YL	53.4	5.3		3487
	2.5	5.1 DEL REY	YL	58.5	0.0		2651
	7.9	3.4 CASTY		61.9	0.0		2246
	8.5	2.5 LONE STAR	YL	64.4	0.0		1626
	10.6	4.5 CALWA	YL	68.9	0.0	C-R-Y	Yard
		(68.6)					

WAHTOKE DISTRICT

WESTWARD ↓	TIME TABLE NO. 5 October 30, 1977						EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	
	31.7	2.1 MINKLER	YL	8.6	0.0		1147
	0.0	1.2 CELLA	YL	6.5	0.0		
	0.0	1.4 WAHTOKE	YL	5.3	33.2		850
	41.4	3.9 RADWIN	YL	3.9	0.0		1679
		REEDLEY	YL	0.0	0.0	C-Y	Yard
		(8.6)					

Trains must get clearance card before leaving Calwa.

At Cutler trains may register by Form 903 during hours office open.

Rule 93: Yard limits are located at:

- Corcoran (Visalia District only)
- Tulare
- Visalia
- Cutler
- Reedley
- Parlier
- Del Rey
- Lone Star
- Calwa (Visalia District only)
- Wahtoke District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
VISALIA DISTRICT	40
Tulare M.P. 14.3 to 15.9	20
Visalia M.P. 24.5 to 26.0	15
Reedley M.P. 48.2 to 49.5	20
Parlier M.P. 53.1 to 53.6	24
Del Rey M.P. 58.4 to 58.8	24
WAHTOKE DISTRICT	25

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

Normal position of junction switches:

- Corcoran for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Reedley SP connection M.P. 49.5 for Visalia District
- Lac Jac SP connection M.P. 50.7 for Visalia District

Length of stems of wyes:

- Corcoran.....Visalia District
- Calwa.....Visalia District
- Reedley.....Wahtoke District

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

VISALIA DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Higby	22.1	634	East & West
Enson	43.9	700	East
Mattei Spur	65.2	2.2 miles	West

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Tulare	S. P. main track.	Interlocking. Bulletin Instructions.
Visalia	S. P. Visalia branch.	98(B) and 98(C)
Peral 1.5 West	S. P. Porterville branch.	98(B) and 98(C)

8 OAKLAND, OIL CITY AND FRESNO INTERURBAN DISTRICTS

VALLEY DIVISION

OAKLAND DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑	
		NO. 5 October 30, 1977							
		STATIONS							
		RICHMOND	YL	0.0		C-R T-Y	Yard		
	39.6	4.5 EL CERRITO	YL	4.5	64.4		850		
	31.7	3.5 BERKELEY	YL	8.0	22.7		1000		
	79.4	2.9 OAKLAND 40th and San Pablo	YL	10.9	0.0	Y	Yard		
		(10.9)							

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 127.

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

OIL CITY DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑	
		NO. 5 October 30, 1977							
		STATIONS							
		OIL JUNCTION	YL	308.6			1438		
	0.0	2.2 SEGURO	YL	310.8	21.1		1461		
	0.0	0.8 MALTHA	YL	311.6	10.6		1149		
		(3.9)							

Rule 93: Yard limits Oil Junction to Maltha, inclusive.

FRESNO INTERURBAN DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD ↑
		NO. 5 October 30, 1977					
		STATIONS					
	0.0	HAMMOND	YL	0.0	0.0		
	0.0	2.0 CINCOTTA	YL	2.0	0.0	350	
	0.0	0.4 BARTONETTE	YL	2.4	0.0	300	
	0.0	2.6 CAMEO	YL	5.0	0.0	1200	
	0.0	2.2 BURNES	YL	7.2	0.0	300	
	0.0	5.8 FAIRVIEW	YL	13.0	0.0	1200	
	10.6	1.2 BIG BUNCH	YL	14.2	42.2	350	
	8.4	1.0 ZEDIKER	YL	15.2	15.3	700	
	0.0	0.5 RIVERBEND	YL	15.7	9.5	500	
	42.2	1.0 ELK	YL	16.7	31.7	200	
	0.0	0.2 BELMONT AVE.	YL	16.9	10.6		
		(16.9)					

Rule 93: Yard limits Hammond to Belmont Ave., inclusive. (Fresno Interurban District only.)

Normal position of junction switches:
Hammond for Second District siding.
Cameo for Southern Pacific Railroad.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
OAKLAND DISTRICT	20
Track M.P. 0.0 to 10.2	20
Track M.P. 10.2 to 10.8	15
Track M.P. 10.8 to 10.9	5
FRESNO INTERURBAN DISTRICT	10
OIL CITY DISTRICT	20

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Oakland ... 0.7 West	S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.
Oakland ... 1.1 West	S. P. West Oakland connection.	98(B) and 98(C)
Oakland ... 1.8 West	O. T. Ry.	Bulletin Instructions.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

OAKLAND DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Conlon	3.3	150	East & West
Fairmount Avenue	5.7	100	West

FRESNO INTERURBAN DISTRICT

Hammer Field Spur	4.9	1 Mile	East
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LENGTH OF STEMS OF WYES:

Oakland (new)	1800 ft.
Oakland (old)	320 ft.
Richmond	Oakland District

LATON DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 5 October 30, 1977		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
10.4		LATON	YL	0.0	0.0		3515	
		0.6						
0.0		GEPFORD	YL	9.6	0.0		500	
		6.0						
0.0		SHILLING	YL	15.6	0.0		800	
		1.8						
		LANARE	YL	17.4			550	
		(17.4)						

Rule 93: Yard limits Laton to Lanare, inclusive. (Laton District only.)

Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 5 October 30, 1977		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
37.0		ARVIN	YL	333.1	42.2		4859	
		1.3						
42.2		DI GIORGIO	YL	328.8	0.0	Y		
		2.0						
43.3		RIBIER	YL	326.8	0.0		3273	
		2.2						
43.3		LAMONT	YL	324.6	0.0		2643	
		1.1						
43.3		WEST LAMONT	YL	323.5	0.0			
		6.6						
43.3		ALGOSO	YL	316.9	0.0			
		0.3						
43.3		MAGUNDEN	YL	316.6				
		(16.5)						

Rule 93: Yard limits Arvin to Magunden, inclusive.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
ARVIN DISTRICT	25
Curve M.P. 316.7 to 317.1	10
Curve M.P. 329.7 to 329.9	10
LATON DISTRICT	20

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

ARVIN DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Lonsmith	318.0	350	East & West
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

LENGTH OF STEM OF WYES

Di Giorgio 500 Ft.

SPECIAL RULES

1. Rule 1: Standard clocks are located at on duty points Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Port Chicago and Richmond.

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

2. 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.

Rules 83(A) and 83(B): 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.

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

4. Rule 80: Bulletin books are located at Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, and San Francisco (China Basin).

5. Rule 125: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

10 SPECIAL RULES

VALLEY DIVISION

6. Rule 759: Following is a list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	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
1183.1	Bridge 1183.1-A	Road Bridge
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

7. Rule 105(A) Track side Warning Devices:

When dragging equipment indicators actuated, stop and inspect train.

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

When trains stopped at signals in connection with high water indicator, bridge and track must be inspected before proceeding over bridge.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also activate wayside indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps are lighted, be governed by the three preceding paragraphs. If no lamps are lighted, train may proceed at prescribed speed and be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or
- (b) there is snow on ground which can be agitated by a moving train.

SPEED REGULATIONS

8. (A) Maximum authorized speed for freight trains handling one or more empty cars 55 MPH. (Cabooses and cars loaded with empty trailers or empty containers are considered loads.)

(B) Freight trains averaging 90 tons or more per car or having 5000 tons or more, must not exceed 45 MPH.

9. Between Barstow and Mojave and between Bakersfield and Stockton, freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

10. In freight and mixed service with dynamic brake* NOT in use, maximum speed on descending grades as follows:

Percent	Feet Per Mile	30 MPH
1.0 to 1.5	52.8 to 79.2	30 MPH
1.5 to 2.0	79.8 to 105.6	25 MPH
2.0 and over	105.6 and over	15 MPH

*Applicable to freight trains in local service having locomotives not equipped with dynamic brakes, when average tons per car exceeds 80 tons per car.

11. Where street or highway crossings are shown, speed limit applies only while head end of train is passing.

12. Trains or engines using siding must not exceed turnout speed for that turnout.

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from lead unit MPH
AMTRAK 100-799	90*	45
5940-5948		
All 1150, 1160	45	45
1215, 1418, 1500		
and 2322 Class Units		
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.

EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

14. Rule 108: 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 ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes	4	5

15. Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmaster, and train handling such equipment must not exceed speeds indicated below:

District	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Derrick AT-199787 and Jordan Spreaders	Other Wrecking Derricks	File Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 Other Machines
	MPH	MPH	MPH
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
All other Districts	15	15	15

Derrick AT 199787 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

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

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!

**THE SANTA FE EMPLOYEES COAST LINES
HOSPITAL ASSOCIATION**

DR. ERNEST E. PARKS,
MEDICAL DIRECTOR - CHIEF EXECUTIVE OFFICER
Los Angeles, Calif.

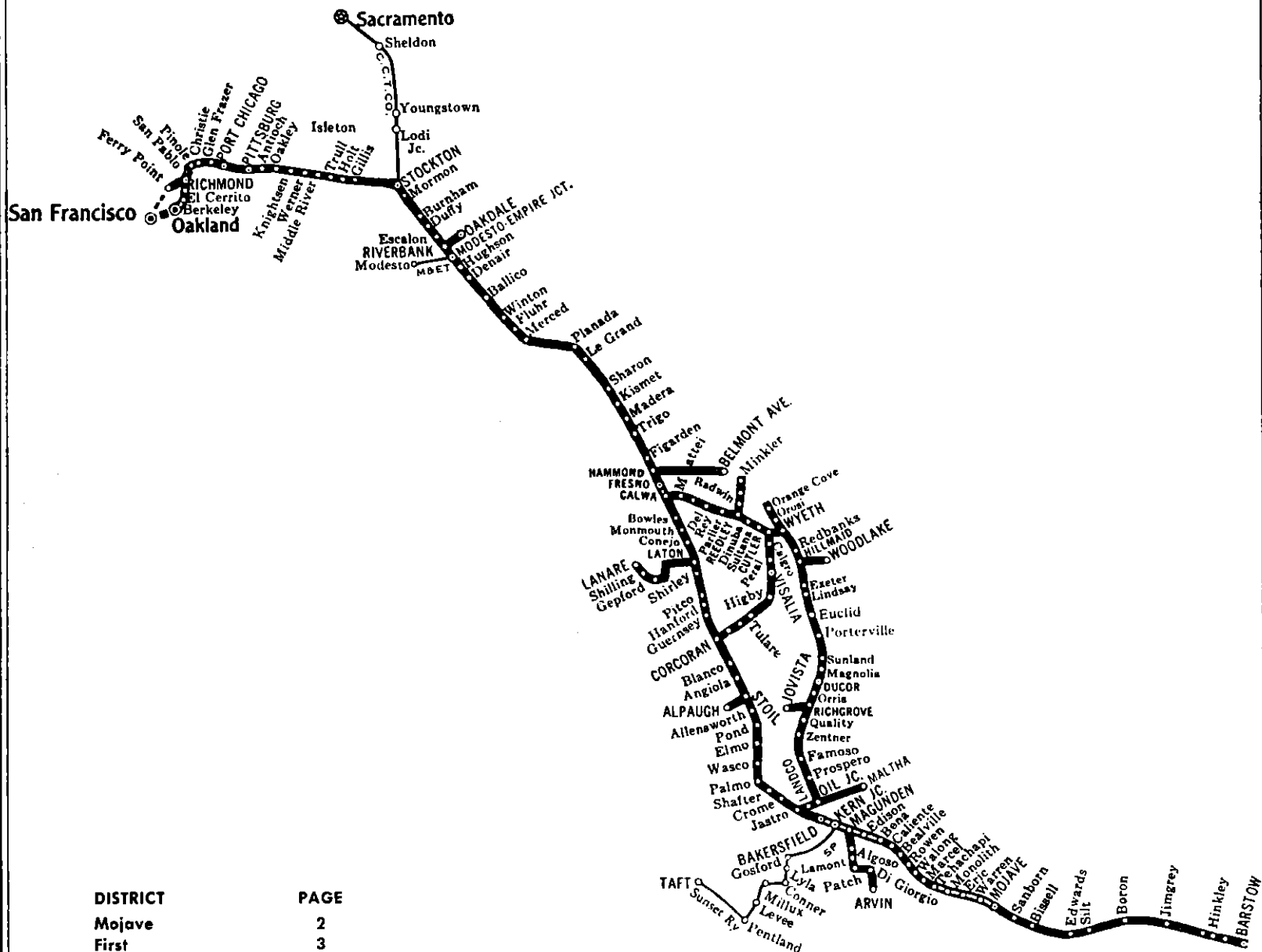
R. W. WELLS, GENERAL WATCH INSPECTOR
Topeka, Kansas

For name and address of local surgeons and local watch inspectors, refer to bulletin book

**SYMBOL FREIGHT TRAIN SCHEDULES
VALLEY DIVISION**

(for information only)

WESTWARD TRAINS									
	Barstow	Bakersfield		Calwa		Mormon		WP	Richmond
	Dept.	Arr.	Dept.	Arr.	Dept.	Arr.	Dept.		Arr.
809	3:00A	8:00A	9:15A	11:15A	12:30P	4:00P	5:30P		9:00P
819	6:00A	11:00A	12:15P	2:15P	3:30P	7:00P	8:30P		11:59P
829	8:00A	1:00P	1:30P	3:20P	3:45P	6:15P	6:30P		8:30P
199	8:20A	12:05P	12:15P	2:00P	2:10P				6:00P
869	12:01P	5:00P	5:45P	7:45P	8:30P	11:15P		11:45P	7:00A
189	3:20P	7:05P	7:15P	9:00P	9:30P				1:00A
839	5:00P	10:00P	10:30P	12:20A	12:45A	3:15A	3:30A		5:30A
849	5:15P	11:00P	12:30A	2:30A					
309	7:30P	12:30A	1:25A	3:25A	3:35A	6:15A	6:35A		8:35A
859	10:00P	3:00A	4:15A	6:15A	7:30A	11:00A	12:30P		4:00P
129	12:15A	4:50A	5:20A	7:05A	7:35A	10:05A			12:01P
EASTWARD TRAINS									
	Richmond	WP	Mormon		Calwa		Bakersfield		Barstow
	Dept.		Arr.	Dept.	Arr.	Dept.	Arr.	Dept.	Arr.
991	4:00A				8:00A	8:10A	10:00A	10:10A	2:15P
901	4:00A		6:05A	6:30A	9:05A	9:30A	11:45A	2:00P	7:15P
968	3:00P	6:00P		7:00P	10:35P	11:25P	1:30A	3:30A	9:00A
911	6:00P				11:00P	11:45P	1:45A	3:15A	8:30A
908								4:00A	9:30A
3335	11:00P			2:30A	7:30A	8:30A	12:30P		
918								8:00A	1:30P
963								11:00A	4:15P
928								11:55A	5:30P
938								4:00P	9:30P
948								8:00P	1:30A
958								11:55P	5:30A



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