



SANTA FE SAFETY FIRST



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

ASSISTANT SUPERINTENDENT

C. F. LILLEY Richmond, Calif.

TRAINMASTERS

K. R. HATFIELD Bakersfield, Calif.

G. C. DADO Fresno, Calif.

S. P. GEORGE Stockton, Calif.

S. F. CROOK Richmond, Calif.

RULES INSTRUCTOR

R. C. VAN AUSSDALL Fresno, Calif.

ASSISTANT TRAINMASTERS

L. D. BURT Bakersfield, Calif.

D. R. FARFAN Fresno, Calif.

L. B. HARTMAN (Mgr. R. F. O.) Pittsburg, Calif.

ROAD FOREMEN OF ENGINES

B. T. JOHNSTON Bakersfield, Calif.

M. E. BROOKS Fresno, Calif.

SAFETY SUPERVISOR

J. T. WILSON 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

J. B. BONESTEEL C. C. GRAHAM D. R. MACIEL, JR.

TRAIN DISPATCHERS

R. D. RILEY

B. J. FLEMING

B. E. WALDRUM

G. E. BOWMAN

D. F. PAULS

G. L. RICHARDSON

D. M. ILER

T. B. ROSAL

M. S. BYRNE

M. A. LARSON

J. Q. CASTRO

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



VALLEY DIVISION

TIME TABLE No.

10

IN EFFECT

Sunday, April 24, 1983

At 12:01 A.M.

Pacific Standard Time

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

Q.W. TORPIN

General Manager
LOS ANGELES, CALIF.

D.M. MILLER - W.W. TOLIVER
R.T. DENNISON

Assistant General Managers
LOS ANGELES, CALIF.

J.M. MARTIN

Superintendent
FRESNO, CALIF.

2 MOJAVE AND ARVIN DISTRICTS

VALLEY DIVISION

| WESTWARD | | TIME TABLE | | | | | EASTWARD | |
|---------------------------------------|------------------------------|---------------------------------------|-------------------------------------|-----------------------------|------|--|----------|--|
| ↓ | | NO. 10 | | | | | ↑ | |
| | | April 24, 1983 | | | | | | |
| Ruling Grade Descending Feet Per Mile | Mile Post | Ruling Grade Descending Feet Per Mile | Communications Turn Tables and Wyes | Capacity of Sidings in Feet | | | | |
| STATIONS | | | | | | | | |
| | BARSTOW | 746.4 | C-R-Y | Yard | | | | |
| 7.7 | 11.7 HINKLEY | 767.2 | | 8011 | | | | |
| 24.5 | 15.8 JIMGREY | 772.9 | | 8034 | | | | |
| 26.9 | 11.0 BORON | 784.0 | C | 8052 | | | | |
| 34.3 | 5.6 SILT | 789.8 | | 8004 | | | | |
| 19.0 | 7.5 EDWARDS | 797.1 | | 8007 | | | | |
| 0.0 | 6.4 BISSELL | 803.6 | Y | 8019 | | | | |
| 26.4 | 6.5 SANBORN | 810.1 | | 8772 | | | | |
| 0.0 | 6.6 MOJAVE (70.1) | 814.7 | C-R | Yard | | | | |
| 0.0 | ABS { KERN JUNCTION } 2.5 | 885.2 | 15.8 | C-R | | | | |
| | | | | C-R-T | Yard | | | |
| | (139.5) BAKERSFIELD | 887.7 | | | | | | |

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. 814.5 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. 814.5 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 | Psg. | MPH | Fri. |
|--|------|-----|------|
| MOJAVE DISTRICT | 70 | | 60 |
| SPEED RESTRICTIONS | | | |
| 2 curves M.P. 746.4 to 747.0 | | | 50 |
| Curve M.P. 747.0 to 749A.0 | | | 60 |
| Curve M.P. 749A.0 to 749A.8 | | | 45 |
| Curve M.P. 749A.8 to 750.5 | | | 50 |
| Curve M.P. 750.5 to 751.3 | | | 60 |
| 2 curves M.P. 813.5 to 814.5 | | | 40 |
| Kern Jct. to Bakersfield | | | 20 |
| Approaching "F" Street Crossing M.P. 887.7 | | | 10 |
| P. C. Borax Co. Spur | | | 20 |
| Government Spur M.P. 785.0 | | | 20 |
| Government Spur M.P. 797.1 | | | 20 |

In TCS sidings, speed limit 40 MPH, except Boron - Restricted Speed while head end of train is passing over switches to P.C. Borax Spur, and east and west end house track, and at Edwards over wye switches.

ARVIN DISTRICT

SPEED RESTRICTIONS

| | |
|---------------------------|----|
| Curve M.P. 316.7 to 317.1 | 10 |
| Curve M.P. 324.2 to 324.4 | 10 |
| Curve M.P. 329.7 to 329.9 | 10 |

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and interlocked 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 |
| Kern Jct. | I | Jct. to S.P. | 30 |
| 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 I-2 and I-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.

| WESTWARD | | TIME TABLE | | | | | EASTWARD | |
|---------------------------------------|-----------------------|---------------------------------------|-------------------------------------|-----------------------------|--|--|----------|--|
| ↓ | | NO. 10 | | | | | ↑ | |
| | | April 24, 1983 | | | | | | |
| Ruling Grade Descending Feet Per Mile | Mile Post | Ruling Grade Descending Feet Per Mile | Communications Turn Tables and Wyes | Capacity of Sidings in Feet | | | | |
| STATIONS | | | | | | | | |
| | ARVIN YL | 333.1 | | 4859 | | | | |
| 37.0 | 4.3 DI GIORGIO YL | 328.8 | | | | | | |
| 42.2 | 2.0 RIBIER YL | 326.8 | Y | 3273 | | | | |
| 43.3 | 2.2 LAMONT YL | 324.6 | | 2643 | | | | |
| 43.3 | 1.1 WEST LAMONT YL | 323.5 | | | | | | |
| 43.3 | 6.6 ALGOSO YL | 316.9 | | | | | | |
| 43.3 | 0.3 MAGUNDEN YL | 316.6 | | | | | | |
| | (16.5) | | | | | | | |

Rule 93: Yard limits Arvin to Magunden, inclusive.

LENGTH OF STEMS OF WYES

| | |
|------------|-----------------|
| Barstow | Mojave District |
| Edwards | Government Spur |
| Di Giorgio | ARVIN DISTRICT |
| | 500 Ft. |

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| MOJAVE DISTRICT | | | |
|----------------------|------------|-----------|-------------------|
| 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 |
| Harpertown | 321.1 | 1000 Feet | East & West |
| Patch | 325.9 | 750 Feet | East |

VALLEY DIVISION

FIRST DISTRICT 3

| WESTWARD | | Rating Grade Descending Feet Per Mile | TIME TABLE | | Mile Post | Rating Grade Descending Feet Per Mile | Capacity of Sidings in Feet | EASTWARD | | |
|--------------|--------------|---------------------------------------|----------------------|------------------------|--------------|---------------------------------------|-----------------------------|-------------|-----|--------|
| FIRST CLASS | | | NO. 10 | | | | | FIRST CLASS | | |
| 709 | 711 | | April 24, 1983 | | | | | 708 | 710 | |
| Leave Daily | Leave Daily | STATIONS | | Arrive Daily | Arrive Daily | | | | | |
| PM 4.05 | AM 6.05 | 15.5 | BAKERSFIELD | 887.7 | 13.3 | Yard | s 1.45 | s PM 10.50 | | |
| | | | 3.4 | JASTRO | | 891.1 | | | | E-6720 |
| | | | 6.6 | UNA | | 897.7 | | | | W-6155 |
| | | | 7.7 | | | | | | | 9015 |
| | | | 10.6 | SHAFTER | | 906.4 | | | | E-4833 |
| s 4.30 | s 6.30 | | 16.8 | WASCO | | 913.0 | | | | W-5963 |
| | | | 15.8 | ELMO | | 918.2 | | | | 6568 |
| | | | 8.4 | SANDRINI | | 924.6 | | | | 8964 |
| | | | 1.7 | ALLENSWORTH | | 932.3 | | | | 9032 |
| | | | 2.6 | ANGIOLA | | 942.1 | | | | 8948 |
| | | | 0.0 | CORCORAN | | 950.9 | | | | 8999 |
| | | | 0.0 | GUERNSEY | | 960.3 | | | | E-5990 |
| | | | 0.0 | S. P. Crossing HANFORD | | 967.9 | | | | W-9951 |
| s 5.17 | s 7.17 | | 15.8 | SHIRLEY | | 973.2 | | | | 8879 |
| | | | 0.0 | CONEJO | | 982.2 | | | | E-8969 |
| | | 0.0 | BOWLES | 988.3 | W-4490 | | | | | |
| | | 4.2 | S. P. Crossing CALWA | 995.2 | 9055 | | | | | |
| 5.43 PM | 7.43 AM | | (107.5) | | 9051 | 11.57 AM | 9.02 PM | | | |
| Arrive Daily | Arrive Daily | | | | 8959 | Leave Daily | Leave Daily | | | |
| (65.8) | (65.8) | Average speed per hour | | (59.7) | (59.7) | | | | | |

Trains must get clearance card before leaving Bakersfield and Calwa. TCS in effect on main tracks and sidings, between M.P. 889.2 Bakersfield and Calwa.
 Rule 94 in effect between Kern Jct. and M.P. 889.2 Bakersfield.
 Rule 6(B): Calwa C-R-T-Y; Bakersfield C-R-T; Corcoran B-Y; Shafter & Wasco B; Jastro Y.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | Psgr. | MPH | Fr. |
|--|-------|-----|-----|
| FIRST DISTRICT | 79 | | 60 |
| SPEED RESTRICTIONS | | | |
| Bakersfield M.P. 887.5 to 889.0 | | | 20 |
| Approaching "F" Street Crossing M.P. 887.7 | | | 10 |
| 1 Curve M.P. 889.3 to 889.6 | | | 30 |
| 1 Curve M.P. 889.8 to 890.1 | | | 40 |
| Curve M.P. 892.9 to 893.3 | | | 65 |
| Hanford and 1 Curve M.P. 967.5 to 969.5 | | | 45 |
| 3 Curves M.P. 973.7 to 975.8 | | | 45 |
| M.P. 994.2 to 995.2 | | | 40 |
| Alpaugh Spur | | | 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 turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and interlocked 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 |
| Allensworth | I | EE and WE siding | 40 |
| Stoil | ESL | EE and WE storage | 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

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

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 |
| 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 | 964.0 | 7571 | East & West |
| Laton | 976.0 | 3515 | East & West |
| Monmouth | 985.6 | 1324 | East & West |

LENGTH OF STEMS OF WYES

| | |
|----------|----------------------------|
| Jastro | Porterville-Orosi District |
| 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. |

TRACK SIDE WARNING DEVICES SPECIAL RULE 7

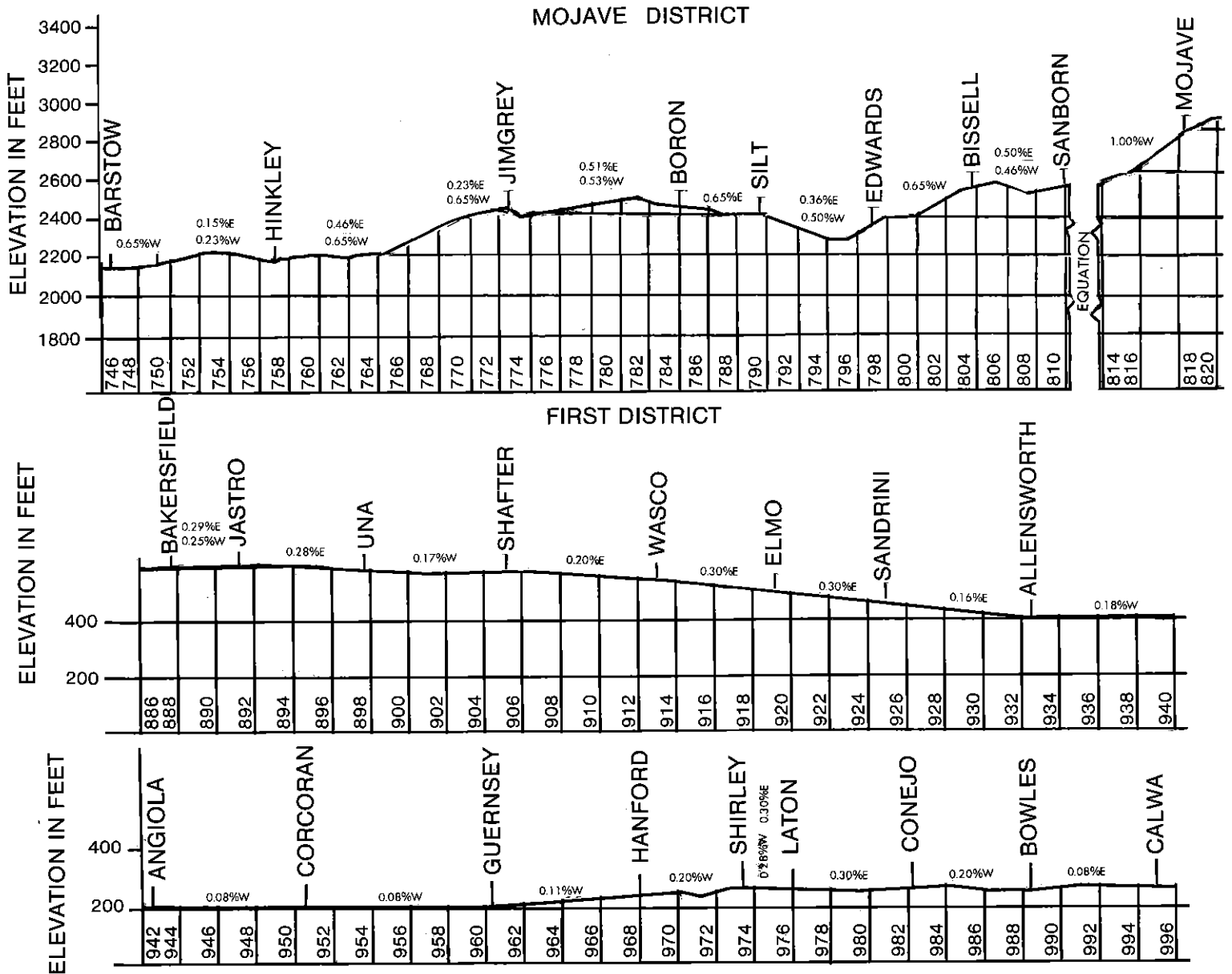
| Location | Type | Signals Affected |
|------------|-----------|-----------------------|
| M.P. 946.3 | Highwater | Signals 9461 and 9482 |

CROSSING SPEED RESTRICTIONS

Speed may be resumed when engine has passed resume speed signal.

| Eastward | |
|---------------------|----|
| M.P. 993.9 to 992.8 | 65 |
| M.P. 986.8 to 986.2 | 70 |
| M.P. 985.0 to 984.4 | 75 |
| M.P. 980.2 to 979.6 | 70 |
| M.P. 973.7 to 973.2 | 65 |
| M.P. 967.5 to 967.0 | 65 |
| M.P. 951.1 to 950.5 | 70 |
| M.P. 946.6 to 945.9 | 75 |
| M.P. 932.7 to 932.1 | 70 |
| M.P. 917.6 to 917.0 | 70 |
| M.P. 911.0 to 910.4 | 75 |
| M.P. 897.2 to 896.6 | 70 |

| Westward | |
|---------------------|----|
| M.P. 896.0 to 896.6 | 70 |
| M.P. 896.7 to 897.3 | 65 |
| M.P. 916.4 to 917.0 | 70 |
| M.P. 931.5 to 932.1 | 75 |
| M.P. 946.4 to 947.0 | 75 |
| M.P. 949.9 to 951.7 | 65 |
| M.P. 964.4 to 967.0 | 70 |
| M.P. 975.8 to 976.2 | 60 |
| M.P. 979.0 to 979.6 | 65 |
| M.P. 984.6 to 985.2 | 70 |
| M.P. 993.6 to 994.1 | 45 |



VALLEY DIVISION

PORTERVILLE-OROSI AND OIL CITY DISTRICTS 5

| WESTWARD ↓ | TIME TABLE | | Mile Post | Ruling Grade Descending Feet Per Mile | Communications Turn Tables and Wyes | Capacity of Sidings in Feet | EASTWARD ↑ |
|---------------|--------------------------|------------------------|-----------|---------------------------------------|-------------------------------------|-----------------------------|---------------|
| | NO. 10 April 24, 1983 | | | | | | |
| | STATIONS | | | | | | |
| | | JASTRO | 114.0 | | Y | E 6726 W 6155 | |
| 0.0 | 0.5 | LANDCO YL | 113.5 | 13.8 | | 1450 | |
| 51.5 | 2.8 | OIL JUNCTION YL | 110.7 | 0.0 | | 1436 | |
| | 38.8 | DUCOR YL | 71.9 | | | | |
| 52.8 | 5.9 | ULTRA | 66.0 | 52.8 | | | |
| 52.8 | 7.0 | PORTERVILLE JCT. YL | 59.0 | 52.8 | | | |
| | | S. P. Crossing | | | | | |
| 33.2 | 0.8 | PORTERVILLE YL | 58.2 | 0.0 | Y | | |
| 52.8 | 6.3 | STRATHMORE | 51.9 | 62.8 | | 1645 | |
| 31.4 | 5.2 | LINDSAY | 46.7 | 31.1 | | | |
| 34.8 | 7.5 | EXETER | 39.2 | 15.8 | | 1729 | |
| 0.0 | 0.3 | Visalia Elec. Crossing | 38.9 | 15.8 | | | |
| 5.3 | 2.2 | VENIDA | 36.7 | 15.8 | | | |
| 8.9 | 5.5 | HILLMAID | 31.2 | 21.1 | | | |
| 30.8 | 0.1 | Visalia Elec. Crossing | 31.1 | 20.8 | | | |
| 30.8 | 1.0 | REDBANKS | 30.1 | 20.8 | | | |
| 20.8 | 1.8 | CAIRNS | 28.3 | 0.0 | | | |
| 17.4 | 1.4 | RAYO | 26.9 | 0.0 | | | |
| 17.4 | 3.3 | WYETH YL | 20.6 | 15.3 | Y | | |
| 26.8 | 1.6 | CUTLER YL | | | | 3371 | |
| | 1.8 | WYETH YL | 20.6 | 0.0 | Y | | |
| 0.0 | 2.0 | OROSI YL | 18.6 | 14.4 | | | |
| 15.2 | 3.4 | ORANGE COVE YL | 12.2 | 30.3 | | | |
| | | (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.,
 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 |
| SPEED RESTRICTIONS | |
| Track M.P. 11.2 to 13.0 | 10 |
| Track M.P. 13.0 to Cutler | 20 |
| 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 |
| OIL CITY DISTRICT | 20 |

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

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

LENGTH OF STEMS OF WYES:

| Location | Feet |
|-------------|-----------|
| Wyeth | 1.6 Miles |
| Porterville | 1143 |

OIL CITY DISTRICT

| WESTWARD ↓ | TIME TABLE | | Mile Post | Ruling Grade Descending Feet Per Mile | Communications Turn Tables and Wyes | Capacity of Sidings in Feet | EASTWARD ↑ |
|---------------|--------------------------|-----------------|-----------|---------------------------------------|-------------------------------------|-----------------------------|---------------|
| | NO. 10 April 24, 1983 | | | | | | |
| | STATIONS | | | | | | |
| 0.0 | 2.2 | OIL JUNCTION YL | 308.6 | 21.1 | Y | 1436 | |
| 0.0 | 0.8 | SEGÜRO YL | 310.8 | 10.5 | | 1481 | |
| | | MALTHA YL | 311.6 | | | 1149 | |
| | | (3.9) | | | | | |

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

RAILROAD CROSSINGS AT GRADE

| Location | Tracks Governed | Type |
|-------------------------------|-----------------------|-----------------|
| Hillmaid0.1 West | Visalia Elec. | 98(B) and 98(C) |
| Exeter0.3 West | Visalia Elec. | 98(B) and 98(C) |
| Porterville0.8 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 |
|-----------------|-----------|------------------|-------------------|
| 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 |

6 SECOND DISTRICT

VALLEY DIVISION

| WESTWARD | | Ruling Grade Descending Feet Per Mile | TIME TABLE NO. 10 April 24, 1983 | | Mile Post | Ruling Grade Descending Feet Per Mile | Capacity of Sidings in Feet | EASTWARD | |
|--------------|--------------|---------------------------------------|--|--------|-----------|---------------------------------------|-----------------------------|--------------|--------------|
| FIRST CLASS | | | STATIONS | | | | | FIRST CLASS | |
| 709 | 711 | | | | | | | 708 | 710 |
| Leave Daily | Leave Daily | | | | | | | Arrive Daily | Arrive Daily |
| PM 5.43 | AM 7.43 | | CALWA | 995.2 | | Yard | | AM 11.57 | PM 9.02 |
| | | 2.6 | 1.6 | | 15.8 | | | | |
| | | 2.6 | S. P. Crossing 1.3 | 996.8 | 15.8 | | | | |
| s 5.50 | s 7.50 | | FRESNO | 998.1 | | Yard | | 11.50 | 8.55 |
| 5.55 | 7.55 | 5.3 | 2.0 | | 15.8 | | s 11.46 | s 8.51 | |
| | | | HAMMOND | 1000.1 | | 1900 | | | |
| | | 5.3 | 4.9 | | 15.8 | | | | |
| | | | FIGARDEN | 1005.0 | | 8514 | | | |
| | | 15.8 | 6.3 | | 10.6 | | | | |
| | | | GREGG | 1011.3 | | 8950 | | | |
| | | 15.8 | 8.3 | | 15.8 | | | | |
| s 6.25 | s 8.25 | | MADERA | 1019.6 | | 8984 | s 11.16 | s 8.21 | |
| | | 15.8 | 5.8 | | 15.8 | | | | |
| | | 0.0 | KISMET | 1025.5 | | 9083 | | | |
| | | | 5.7 | | 7.4 | | | | |
| | | | SHARON | 1031.1 | | 13900 | | | |
| | | 15.8 | 10.4 | | 15.8 | | | | |
| | | 15.8 | LE GRAND | 1041.5 | | 8978 | | | |
| | | | 5.8 | | 5.3 | | | | |
| | | | PLANADA | 1047.3 | | 9668 | | | |
| | | 12.7 | 8.8 | | 0.0 | | | | |
| s 6.58 | s 8.58 | | MERCED | 1056.1 | | 10315 | s 10.43 | s 7.48 | |
| | | 17.4 | 6.8 | | 5.3 | | | | |
| | | | FLUHR | 1062.9 | | 8989 | | | |
| | | 20.0 | 8.8 | | 18.0 | | | | |
| | | | BALLICO | 1071.7 | | 8099 | | | |
| | | 15.8 | 7.9 | | 15.8 | | | | |
| | | | DENAIR | 1079.6 | | 8964 | | | |
| | | 15.3 | 9.6 | | 22.7 | | | | |
| | | 0.0 | MODESTO-EMPIRE JCT | 1089.2 | | 8971 | | | |
| | | | 6.4 | | 28.4 | | | | |
| s 7.30 | s 9.30 | | RIVERBANK | 1095.6 | | 7231 | s 10.11 | s 7.16 | |
| | | 15.8 | 8.0 | | 15.8 | | | | |
| | | | ESCALON | 1101.6 | | 9254 | | | |
| | | 15.8 | 8.0 | | 0.0 | | | | |
| | | | DUFFY | 1109.6 | | 8968 | | | |
| | | 5.3 | 10.4 | | 0.0 | | | | |
| | | | MORMON | 1120.0 | | 7914 | | | |
| | | 10.3 | 0.7 | | 0.0 | | | | |
| | | | W. P. Crossing STOCKTON TOWER S. P. Crossing | 1120.7 | | | | | |
| | | 10.3 | 0.7 | | 0.0 | | | | |
| s 8.00 | s 10.00 | | STOCKTON YL | 1121.4 | | 6794 | s 9.41 | s 6.46 | |
| | | 1.8 | 5.2 | | 1.6 | | | | |
| 8.07 | 10.07 | | GILLIS | 1126.6 | | 4881 | 9.34 | 6.39 | |
| | | 0.5 | 2.7 | | 0.0 | | | | |
| | | | HOLT | 1129.3 | | 3674 | | | |
| | | 0.0 | 3.7 | | 0.8 | | | | |
| 8.13 | 10.13 | | TRULL | 1133.0 | | 4943 | 9.28 | 6.33 | |
| | | 5.3 | 1.8 | | 11.6 | | | | |
| | | | MIDDLE RIVER | 1134.8 | | | | | |
| | | 10.6 | 2.0 | | 0.0 | | | | |
| 8.20 | 10.20 | | ORWOOD | 1136.8 | | 3558 | 9.21 | 6.26 | |
| | | 10.6 | 3.0 | | 3.2 | | | | |
| | | | BIXLER | 1139.8 | | | | | |
| | | 0.0 | 3.2 | | 6.3 | | | | |
| 8.26 | 10.26 | | KNIGHTSEN | 1143.0 | | 8075 | 9.15 | 6.20 | |
| | | 6.6 | 3.1 | | 3.6 | | | | |
| | | 15.8 | OAKLEY YL | 1146.1 | | | | | |
| | | | 4.2 | | 13.2 | | | | |
| 8.33 | 10.33 | | SANDO YL | 1150.3 | | 5580 | 9.08 | 6.13 | |
| | | 15.8 | 1.8 | | 0.0 | | | | |
| | | | ANTIOCH YL | 1152.1 | | | | | |
| | | 6.6 | 3.7 | | 15.8 | | | | |
| 8.41 | 10.41 | | PITTSBURG YL | 1156.8 | | 6380 | 9.00 | 6.05 | |
| | | 15.8 | 7.8 | | 15.8 | | | | |
| 8.55 | 10.55 | | PORT CHICAGO | 1163.3 | | 5363 | 8.50 | 5.55 | |
| PM | AM | 0.0 | 3.3 | | 0.0 | | AM | PM | |
| | | 0.0 | MALTYB | 1166.9 | | 3456 | | | |
| | | | 6.5 | | 52.8 | | | | |
| | | 52.8 | GLEN FRAZER YL | 1173.4 | | 3834 | | | |
| | | | 2.6 | | 52.8 | | | | |
| | | 52.8 | CHRISTIE YL | 1176.0 | | | | | |
| | | | 3.1 | | 0.0 | | | | |
| | | 52.8 | COLLIER YL | 1179.1 | | 5184 | | | |
| | | | 1.1 | | 0.0 | | | | |
| | | 29.9 | PINOLE YL | 1181.5 | | | | | |
| | | | 1.1 | | 49.6 | | | | |
| | | 52.8 | GATELEY YL | 1182.6 | | 5310 | | | |
| | | | 3.8 | | 52.8 | | | | |
| | | 52.8 | REEEM | 1186.5 | | 5373 | | | |
| | | | 3.1 | | 51.7 | | | | |
| | | | RICHMOND YL | 1189.6 | | Yard | | | |
| Arrive Daily | Arrive Daily | | (194.4) | | | | Leave Daily | Leave Daily | |
| (52.5) | (52.5) | Average speed per hour | | | | (53.9) | (53.9) | | |

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.

No. 708 and No. 710 must get Santa Fe clearance card at Martinez Station on Southern Pacific.

At Port Chicago, only First Class trains will register. Both Santa Fe and Southern Pacific trains will register on Southern Pacific train register form 2561.

Conductor No. 709 and No. 711 leave message or form 903 with Operator Martinez, reporting arrival at Port Chicago on Santa Fe. Conductor No. 708 and No. 710 will leave message or form 903 at Pittsburg, reporting arrival at Port Chicago on Southern Pacific.

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 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. 708 and No. 710, and No. 709 and No. 711 as required by Rule 86(A).

Rule 5 (b): At Stockton, train order waiting time for Westward trains applies at West Switch to TCS Siding located 1550 feet west of MP 1122.

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,
- Oakley to and including Pittsburg,
- Glen Frazer to Gateley and
- Richmond.

A.T. & S.F. trains will operate over Southern Pacific tracks between Richmond and Oakland and will be governed by A.T. & S.F. Rules and Instructions insofar as they are not in conflict with Southern Pacific Rules and Regulations, and by Southern Pacific Rules which are listed in bulletin instructions, and by Western Division Timetable and Timetable Bulletins, Special Notices and Instructions.

Rule 6(B): Calwa & Richmond C-R-T-Y; Riverbank, Stockton Tower, Orwood & Pittsburg C-R; Fresno C; Mormon R-Y; Madera, Gillis, Holt, Trull, Middle River, Bixler, Knightsen, Sando, Antioch, Port Chicago, Glen Frazer, Christie, Collier, Pinole, Gateley & Rheem B; Stockton Y.

Rule 321: At San Joaquin River Bridge when west signal located at MP 1123.7 or eastward signal located at MP 1124.0 or at Middle River Bridge westward signal located at MP 1134.6 or eastward signal located at MP 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.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Location | Mile Posts | Capacity in Feet | Switch Connection |
|-----------------|------------|------------------|-------------------|
| Trigo | 1014.3 | 1874 | East & West |
| Tuttle | 1050.7 | 2339 | East & West |
| Kadota | 1052.1 | 1072 | East & West |
| Cement Spur | 1057.5 | 1.2 miles | East |
| Pritchard | 1058.9 | 998 | East |
| Winton | 1065.4 | 1049 | East & West |
| Hughson | 1085.8 | 2047 | East & West |
| Claus | 1092.8 | 2228 | East & West |
| Oakdale Spur | 1095.6 | 6.5 miles | East |
| Burnham | 1112.5 | 400 | East |
| Rockwell | 1114.8 | 903 | East & West |
| Woodsbro | 1125.0 | 4250 | East & West |
| Werner | 1138.8 | 1185 | East & West |
| Du Pont | 1147.6 | 3473 | East & West |
| East Antioch | 1149.2 | 6350 | East & West |
| Zee | 1149.7 | 3163 | East & West |
| Monsanto | 1165.8 | 2304 | East & West |
| Muir | 1170.6 | 2556 | East |
| Bethlehem Steel | 1184.5 | 1562 | East & West |
| San Pablo | 1187.8 | 584 | East & West |

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 |
| M.P. 1171.3 | Slide Detector | 11701 and 11722 and rotating red light M.P. 1171.5 |

LENGTH OF STEMS OF WYES

| Location | Feet |
|----------|------------------|
| Calwa | Visalia District |
| Mormon | 2610 |
| Stockton | 678 |
| Richmond | Interharbor Lead |

Normal position for junction switches:
Hammond for Second District siding

RAILROAD CROSSINGS AT GRADE

| Location | Tracks Governed | Type |
|--------------------|--|---|
| Calwa 1.6 West | S. P. Exeter 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. |

FRESNO INTERURBAN DISTRICT

| WESTWARD ↓ | Ruling Grade Descending Feet Per Mile | TIME TABLE NO. 10 April 24, 1983 | | Mile Post | Ruling Grade Descending Feet Per Mile | Capacity of Sidings in Feet | EASTWARD ↑ |
|---------------|---------------------------------------|-------------------------------------|--------------|-----------|---------------------------------------|-----------------------------|---------------|
| | | STATIONS | | | | | |
| | | HAMMOND | YL | 0.0 | 0.0 | | |
| | 0.0 | -2.0 | CINCOTTA | YL | 2.0 | 0.0 | |
| | 0.0 | -0.4 | BARTONETTE | YL | 2.4 | 0.0 | |
| | 0.0 | -2.6 | CAMEO | YL | 5.0 | 1200 | |
| | 0.0 | -2.2 | BURNES | YL | 7.2 | 0.0 | |
| | 0.0 | -5.8 | FAIRVIEW | YL | 13.0 | 1200 | |
| | 10.8 | -1.2 | BIG BUNCH | YL | 14.2 | 42.2 | |
| | 8.4 | -1.0 | ZEDKER | YL | 15.2 | 15.3 | |
| | 0.0 | -0.5 | RIVERBEND | YL | 15.7 | 9.6 | |
| | 42.2 | -1.0 | ELK | YL | 16.7 | 31.7 | |
| | 0.0 | -0.2 | BELMONT AVE. | YL | 16.9 | 10.6 | |
| | | (16.9) | | | | | |

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | MPH |
|------------------------|--------|
| Hammond to Belmont Ave | 10 MPH |

Maximum speed permitted through turnout of other than main track switches 10 MPH;

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| | | | |
|-------------------|-----|--------|------|
| Hammer Field Spur | 4.9 | 1 Mile | East |
|-------------------|-----|--------|------|

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.

VISALIA DISTRICT

| WESTWARD ↓ | Ruling Grade Descending Feet Per Mile | TIME TABLE NO. 10 April 24, 1983 | | Mile Post | Ruling Grade Descending Feet Per Mile | Communications Turn Tables and Wyes | Capacity of Sidings in Feet | EASTWARD ↑ |
|---------------|---------------------------------------|-------------------------------------|----|-----------|---------------------------------------|-------------------------------------|-----------------------------|---------------|
| | | STATIONS | | | | | | |
| | | CORCORAN | YL | 0.3 | | C-R-Y | Yard | |
| | 0.0 | 14.7 S. P. Crossing | | 15.0 | 28.5 | | | |
| | 0.0 | TULARE | YL | | 13.9 | | | |
| | 0.0 | 5.2 LOMA | | 20.2 | 5.3 | | | |
| | | 5.0 VISALIA | YL | 25.2 | | | 2338 | |
| | 16.2 | S. P. Crossing | | | 11.8 | | | |
| | 0.0 | 8.1 S. P. Crossing | | 33.3 | 11.8 | | | |
| | | 2.9 CALGRO | | 36.2 | 10.8 | | | |
| | 15.9 | 2.3 CUTLER | YL | 38.5 | 0.0 | | 3380 | |
| | 0.0 | 3.2 SULTANA | | 41.7 | 0.0 | | | |
| | 13.2 | 3.4 DINUBA | | 45.1 | 9.3 | | | |
| | 0.0 | 3.7 REEDLEY | YL | 48.8 | 14.8 | | Yard | |
| | 0.0 | 2.2 LAC JAC | | 51.0 | 0.0 | | | |
| | 2.5 | 2.4 PARLIER | YL | 53.4 | 5.3 | | | |
| | 7.9 | 5.1 DEL REY | YL | 58.5 | 0.0 | | 2651 | |
| | 8.5 | 3.4 CASTY | | 61.9 | 0.0 | | 2246 | |
| | 10.8 | 2.5 LONE STAR | YL | 64.4 | 0.0 | | 1626 | |
| | | 4.5 CALWA | YL | 68.9 | 0.0 | C-R T-Y | Yard | |
| | | (68.6) | | | | | | |

WAHTOKE DISTRICT

| WESTWARD ↓ | Ruling Grade Descending Feet Per Mile | TIME TABLE NO. 10 April 24, 1983 | | Mile Post | Ruling Grade Descending Feet Per Mile | Communications Turn Tables and Wyes | Capacity of Sidings in Feet | EASTWARD ↑ |
|---------------|---------------------------------------|-------------------------------------|----|-----------|---------------------------------------|-------------------------------------|-----------------------------|---------------|
| | | STATIONS | | | | | | |
| | 0.0 | 0.9 CELLA | YL | 6.2 | 0.0 | | | |
| | 41.4 | 5.3 WAHTOKE | YL | 5.3 | 33.2 | | | |
| | | 5.3 REEDLEY | YL | 0.0 | | | Yard | |
| | | (6.2) | | | | | | |

Trains must get clearance card before leaving Calwa.

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 |
| SPEED RESTRICTIONS | |
| 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 | 20 |

Maximum speed permitted through turnout of other than main track switches 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 | 1000 | East |
| Enson | 43.9 | 270 | 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) |
| M.P. 33.3 | S. P. Exeter branch. | 98(B) and 98(C) |

SUNSET RAILWAY

SPECIAL RULES

| WESTWARD | | TIME TABLE | | | | EASTWARD | |
|--------------------------------|---|----------------|----|-----------|---|----------|--|
| Capacity of Sidings in Feet | Ruling Grade Descending Feet Per Mile | NO. 10 | | Mile Post | Ruling Grade Descending Feet Per Mile | | |
| | | April 24, 1983 | | | | | |
| | | STATIONS | | | | | |
| | 86.5 | TAFT | YL | 8.8 | 37.0 | | |
| 1980 | 68.8 | PENTLAND | YL | 27.5 | 0.0 | | |
| | 10.6 | LEVEE | YL | 18.1 | 5.3 | | |
| 2343 | 6.3 | MILLUX | YL | 14.4 | 0.0 | | |
| | 5.3 | GULF | YL | 12.3 | 0.0 | | |
| 2316 | 0.0 | CONNER | YL | 9.8 | 13.2 | | |
| | 0.0 | LYLA | YL | 7.0 | 10.6 | | |
| | | GOSFORD | YL | 0.0 | | | |
| | | KERN JCT. | | | | | |
| | | BAKERSFIELD | | | | | |
| | | (43.4) | | | | | |

1. The Atchison, Topeka and Santa Fe Railway Company Rules, Operating Department, and current Valley Division Special Rules and Bulletins are applicable to the Sunset Railway Company.
2. Rule 93: Yard Limits are located Gosford to and including Taft.
3. Southern Pacific time table and rules govern movement of trains between Kern Junction and Gosford.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION | MPH |
|---------------------|--------|
| Gosford to M.P. 20 | 20 MPH |
| M.P. 20 to Pentland | 15 MPH |
| Pentland to Taft | 10 MPH |

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

| Name | Location | Capacity In Feet | Switch Connection |
|----------|----------|---------------------|----------------------|
| Del Kern | M.P. 5.4 | 500 | West |
| Garintee | M.P. 6.0 | 1360 | East-West |

No switch lights on Sunset Railway.

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. |
| 189 | 5:05P | 9:15P | 9:25P | 11:10P | 11:40P | | | | 4:00A |
| 199 | 8:20A | 12:05P | 12:15P | 2:00P | 2:10P | | | | 6:00P |
| 309 | 12:40P | 5:01P | 5:40P | 7:40P | 8:05P | 10:50P | 11:30P | | 1:30A |
| 579 | 8:45A | 12:45P | 1:15P | 3:15P | 3:30P | | | | 9:15P |
| 819 | 1:00P | 6:00P | 8:00P | 10:00P | 12:30A | | | | 4:30A |
| 829 | 4:30P | 9:30P | 11:00P | 1:00A | 4:00A | | | | 11:30A |
| 839 | 6:30P | 11:30P | 12:30A | 3:00A | 5:00A | | | | 10:00A |
| 869 | 12:01P | 5:00P | 5:45P | 7:45P | 8:30P | 11:15P | | 11:45P | 7:00A |
| 879 | 8:15P | 12:15A | 12:45A | 2:30A | 2:45A | | | | 7:30A |
| 889 | 5:00A | 9:00A | 9:30A | 11:20A | 11:45A | | | | 5:30P |

| EASTWARD TRAINS | | | | | | | | | |
|-----------------|----------|-------|--------|-------|--------|--------|-------------|--------|---------|
| | Richmond | WP | Mormon | | Calwa | | Bakersfield | | Barstow |
| | Dept. | | Arr. | Dept. | Arr. | Dept. | Arr. | Dept. | Arr. |
| 901 | 5:00A | | 7:05A | 7:20A | 10:05A | 10:30A | 12:45P | 3:00P | 8:15P |
| 908 | 12:01A | | | | | 7:30A | | 6:00P | 11:59P |
| 928 | 12:01P | | | 3:30P | | 7:30P | | 6:00A | 11:59A |
| 948 | | | | | | | | 12:01A | 6:00A |
| 968 | 4:00P | 2:45P | | 7:00P | 10:35P | 10:45P | 1:30A | 3:30A | 9:00A |
| 971 | | | | | | 1:45A | 3:50A | 4:50A | 9:40A |
| 973 | 6:30A | | | | 12:15P | 12:30P | 3:30P | 5:30P | 11:45P |
| 975 | 2:00A | | 4:30A | 5:30A | 8:30A | 9:30A | 12:30P | 2:30P | 9:30P |
| 981 | 11:00P | | | | 3:00A | 3:45A | 5:50A | 6:50A | 11:40A |
| 991 | 5:00A | | | | 9:00A | 9:10A | 11:10A | 11:20A | 3:45P |

VALLEY DIVISION

SPECIAL RULES 11

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

Rule 3: Crews of Southern Pacific trains, having complied with their company's 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.

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.

Following is list of hand-thrown switches not electrically locked where maximum speed exceeds 20 MPH:

| | | | |
|-------------------|---------------------|-------------------|------------------------|
| Hinkley | MP 756.9 - MP 757.1 | Hanford | MP 967.5(2) - MP 968.1 |
| Jim Grey | MP 772.4 - MP 772.6 | | MP 968.3 - MP 966.1 |
| Silt | MP 789.7 - MP 789.8 | Conejo | MP 982.2 |
| Bissell | MP 803.6 - MP 803.7 | Bowles | MP 988.8 |
| Sanborn | MP 810.2 - MP 810.3 | Gregg | MP 1011.6 |
| Jastro | MP 890.7 | Planada | MP 1046.9 - MP 1047.4 |
| Sandrini | MP 924.1 - MP 924.2 | Empire | MP 1088.5 - MP 1089.2 |
| | MP 924.4 | Escalon | MP 1101.2 - MP 1101.5 |
| Corcoran | MP 951.1 - MP 951.3 | | MP 1101.7 |
| | MP 951.5 - MP 951.6 | Mormon | MP 1116.9 |

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.

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 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.

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, and flat cars containing generator sets are considered loads.)

Cars loaded with 20-ft. bogies (empty Chasis) are not considered as cars loaded with empty trailers and are restricted to 55 MPH.

(B) Freight trains averaging 90 tons or more per car or having more than 5000 tons, 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 service with dynamic brake* NOT in use, maximum speed on descending grades as follows:

| Percent | Feet Per Mile | |
|--------------|----------------|--------|
| 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 other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

13. MAXIMUM SPEED OF ENGINES

| Engines | Forward or dead in train MPH | When not controlled from leading unit MPH |
|--------------------------|------------------------------|---|
| AMTRAK 100-761, 764-799 | | |
| 5940-5948, 5990-5998 | 90* | 45 |
| ** 1215-1245, 1453, 1460 | 45 | 45 |
| 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.

**When used as controlling unit must not exceed 20 MPH.

Speed limit 50 MPH for all trains having Amtrak 500 and 600 class units in consist on all curves second district between Stockton and Part Chicago which are shown to be 50 MPH and above and on Curve MP 1162.8 to 1163.2

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, Except Amtrak | 4 | 5 |
| Amtrak | 2 | 2 |

12 SPECIAL RULES

VALLEY DIVISION

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 | Wrecking Derricks | Pile Drivers | Pile Drivers |
|--|----------------------|--|--|
| | | AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 and Jordan Spreaders | AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 and Other Machines |
| | MPH | MPH | MPH |
| Mojave, First, Second | 40 | 45 | 30 |
| Oakland, Porterville-Orosi and Visalia | 20 | 20 | 20 |
| All other Districts | 15 | 15 | 15 |

Derrick AT 199787, locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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

THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION

DR. R. R. HARE, MEDICAL DIRECTOR-CHIEF EXECUTIVE OFFICER
Los Angeles, Calif.

R. N. CROW, GENERAL WATCH INSPECTOR, Topeka, Kansas

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

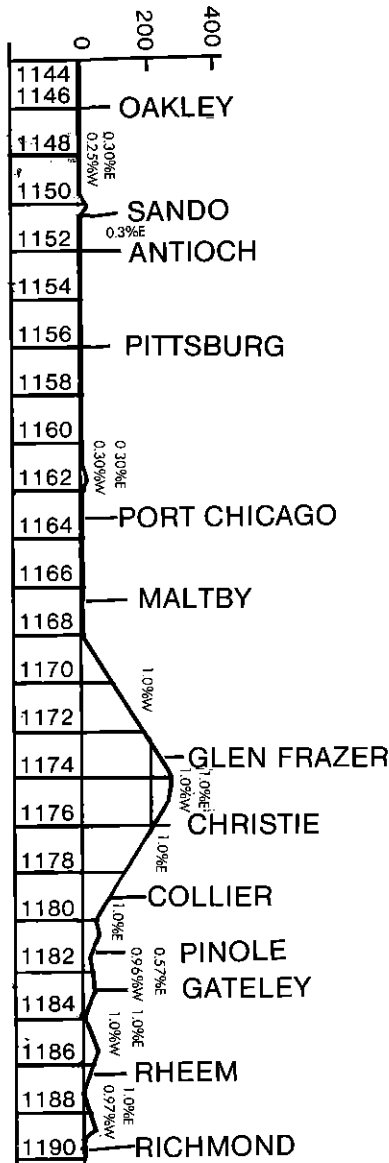
When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive efforts, or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class:

| CLASS | MAKE | TYPE | WEIGHT | TRACTIVE EFFORT | HORSE- POWER |
|-------|------|---------|---------|--------------------|-----------------|
| *200 | EMD | F40PH | 259,500 | 38,240 | 3000 |
| *500 | EMD | SDP40F | 396,000 | 57,300 | 3000 |
| 1215 | EMD | SSB1200 | 246,000 | 36,000 | 1200 |
| 1242 | ALCO | SW12 | 246,000 | 47,000 | 1200 |
| 1300 | ALCO | CRSD20 | 380,000 | 69,800 | 2050 |
| 1310 | EMD | GP7 | 249,000 | 41,300 | 1500 |
| 1450 | EMD | SW | 248,000 | 28,000 | 900 |
| 1460 | EMD | SW7 | 262,500 | 41,300 | 1500 |
| 2000 | EMD | GP7 | 249,000 | 41,300 | 1500 |
| 2244 | EMD | GP9 | 249,000 | 45,200 | 1750 |
| 2417 | EMD | CF7 | 249,000 | 41,300 | 1500 |
| 2700 | EMD | GP30 | 262,900 | 51,400 | 2500 |
| 2800 | EMD | GP35 | 266,000 | 51,400 | 2500 |
| 3000 | EMD | GP20 | 265,000 | 44,800 | 2000 |
| 3200 | EMD | GP30 | 262,900 | 50,064 | 2250 |
| 3300 | EMD | GP35 | 266,000 | 43,850 | 2500 |
| 3500 | EMD | GP38 | 262,500 | 46,720 | 2000 |
| 3600 | EMD | GP39-2 | 264,400 | 55,400 | 2300 |
| 3800 | EMD | GP40X | 264,400 | 62,500 | 3500 |
| 3810 | EMD | GP50 | 264,400 | 64,200 | 3500 |
| 4000 | EMD | SD39 | 391,500 | 82,284 | 2300 |
| 4600 | EMD | SD26 | 387,000 | 74,152 | 2625 |
| 5000 | EMD | SD40 | 391,500 | 70,067 | 3000 |
| 5020 | EMD | SD40-2 | 391,500 | 70,970 | 3000 |
| 5071 | EMD | SD40-2 | 391,500 | 83,100 | 3000 |
| 5200 | EMD | SD40-2 | 391,500 | 90,475 | 3000 |
| 5300 | EMD | SD45 | 391,500 | 72,286 | 3600 |
| 5426 | EMD | SD45 | 389,500 | 72,286 | 3500 |
| 5490 | EMD | SD45 | 391,886 | 72,286 | 3600 |
| 5500 | EMD | SD45 | 391,500 | 72,286 | 3600 |
| 5625 | EMD | SD45-2 | 395,500 | 73,650 | 3600 |
| 5900 | EMD | F45 | 395,000 | 72,290 | 3600 |
| 5940 | EMD | FP45 | 399,000 | 68,006 | 3600 |
| 5950 | EMD | SDF45 | 395,500 | 72,290 | 3600 |
| 5990 | EMD | SDFP45 | 399,000 | 68,006 | 3600 |
| 6300 | GE | U23B | 262,500 | 60,400 | 2250 |
| 6350 | GE | B23-7 | 268,000 | 61,000 | 2250 |
| 6364 | GE | B23-7 | 265,000 | 60,400 | 2250 |
| 6390 | GE | B23-7 | 264,000 | 61,000 | 2250 |
| 7484 | GE | B36-7 | 264,000 | 64,600 | 3600 |
| 7500 | GE | U23C | 395,000 | 85,800 | 2250 |
| 8010 | GE | C30-7 | 398,800 | 90,600 | 3000 |
| 8064 | GE | C30-7 | 392,500 | 90,600 | 3000 |
| 8099 | GE | C30-7 | 395,000 | 91,500 | 3000 |
| 8500 | GE | U33C | 391,500 | 90,600 | 3300 |
| 8700 | GE | U36C | 391,500 | 90,600 | 3600 |

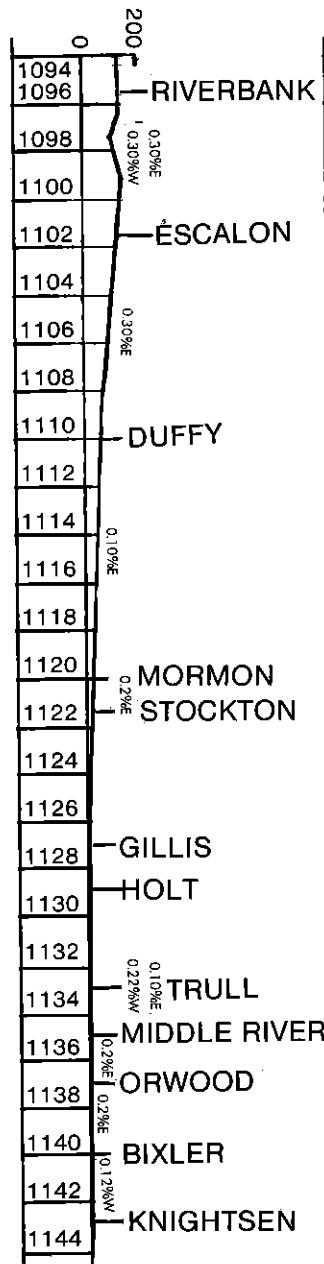
* Amtrak passenger units.

SECOND DISTRICT

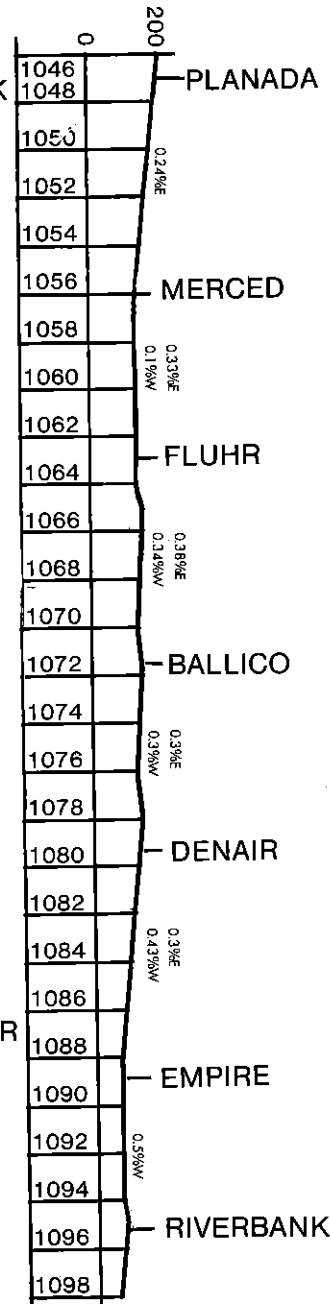
ELEVATION IN FEET



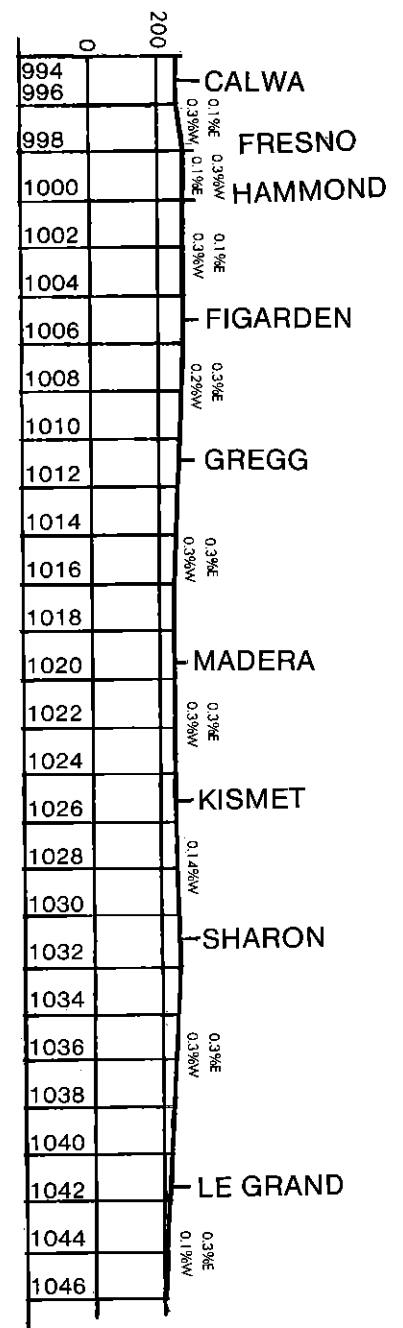
ELEVATION IN FEET



ELEVATION IN FEET



ELEVATION IN FEET



HAZARDOUS MATERIAL

- I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

- II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

- A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below:

(209) 237-4994

- B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

- C. Assist injured. Call for medical assistance if needed.

- D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employe name and position.

(2) Specific location of the incident (station, milepost location, nearest street or highway crossing).

(3) Nature of the incident - number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information

(a) Car number

(b) Proper shipping name of contents

(c) Hazard class of material

(d) Shipper and consignee

(e) Standard Transportation Commodity Code (49 Series Number)

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

- E. Warn people to stay away from the emergency area.

- F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

- G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

| <p>HOW TO USE THIS CHART: To determine where a placarded car can be placed in a train follow these steps: Determine the type of placard that is applied to the car from Line 1. Determine the type of car to which the placard is applied from Line 2. Follow vertically down the chart and note which lines apply. The symbol "✓" indicates wording at the side that applies. See footnotes for explanation.</p> | | <p>POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS</p> | | | | | | | |
|--|--|--|---------------------------------|----------------------------|-------------------|-------------------|----------------------------|--|---|
| | | <p>1 PLACARD APPLIED ON CAR</p> | <p>2 TYPE OF CAR</p> | <p>EXPLOSIVES-A</p> | <p>POISON GAS</p> | <p>POISON GAS</p> | <p>RADIOACTIVE</p> | <p>ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS</p> | <p>OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE</p> |
| 3 | <p>RESTRICTIONS</p> | <p>ANY CARS (Flat top or open-top, tank or hopper)</p> | <p>TANK CAR</p> | <p>OTHER THAN TANK CAR</p> | <p>ANY CAR</p> | <p>TANK CAR</p> | <p>OTHER THAN TANK CAR</p> | <p>TANK CAR</p> | <p>TANK CAR</p> |
| 4 | <p>WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 6th FROM ENGINE OCCUPIED CABOOSE OR PASSENGER CAR</p> | ✓ | ✓ | | | ✓ | | | |
| 5 | <p>WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2ND FROM ENGINE, OCCUPIED CABOOSE.</p> | ✓ | ✓ | | | ✓ | | | |
| 6 | <p>LOADED FLAT CAR - A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR</p> | ✓ ^① | ✓ | ✓ | | ✓ ^② | | | |
| 7 | <p>AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.</p> | ✓ | ✓ | ✓ | | ✓ | | | |
| 8 | <p>ENGINE</p> | ✓ | ✓ | ✓ | ✓ | ✓ | | | ✓ |
| 9 | <p>EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.</p> | ✓ ^③ | ✓ ^③ | ✓ ^③ | ✓ | ✓ | ✓ ^④ | ✓ | |
| 10 | <p>OCCUPIED CABOOSE</p> | ✓ ^③ | ✓ ^③ | ✓ ^③ | ✓ | ✓ | | ✓ | |
| 11 | <p>OCCUPIED GUARD CAR</p> | ✓ ^③ | ✓ ^③ | ✓ ^③ | | ✓ | | | |
| 12 | <p>UNDEVELOPED FILM</p> | | | | ✓ | | | | |
| 13 | <p>A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.</p> | ✓ | ✓ | ✓ | | ✓ | | | |
| 14 | <p>A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.</p> | ✓ | ✓ | ✓ | | | | | |
| 15 | <p>CAR PLACARDED</p> | <p>EXPLOSIVES A</p> | | ✓ | ✓ | ✓ | ✓ | ✓ | |
| 16 | | <p>POISON GAS</p> | ✓ | | | ✓ | ✓ | ✓ | |
| 17 | <p>LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.</p> | ✓ | ✓ | ✓ | ✓ | | | | |
| 18 | <p>RADIOACTIVE</p> | ✓ | ✓ | ✓ | | ✓ | ✓ | | |

FOOTNOTES:

- Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded trucks or trailers without securely closed doors.
- A rail car placarded "EXPLOSIVES A" OR "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- Applies only in mixed train service, see section 174.87.

MUST NOT BE PLACED NEXT TO

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

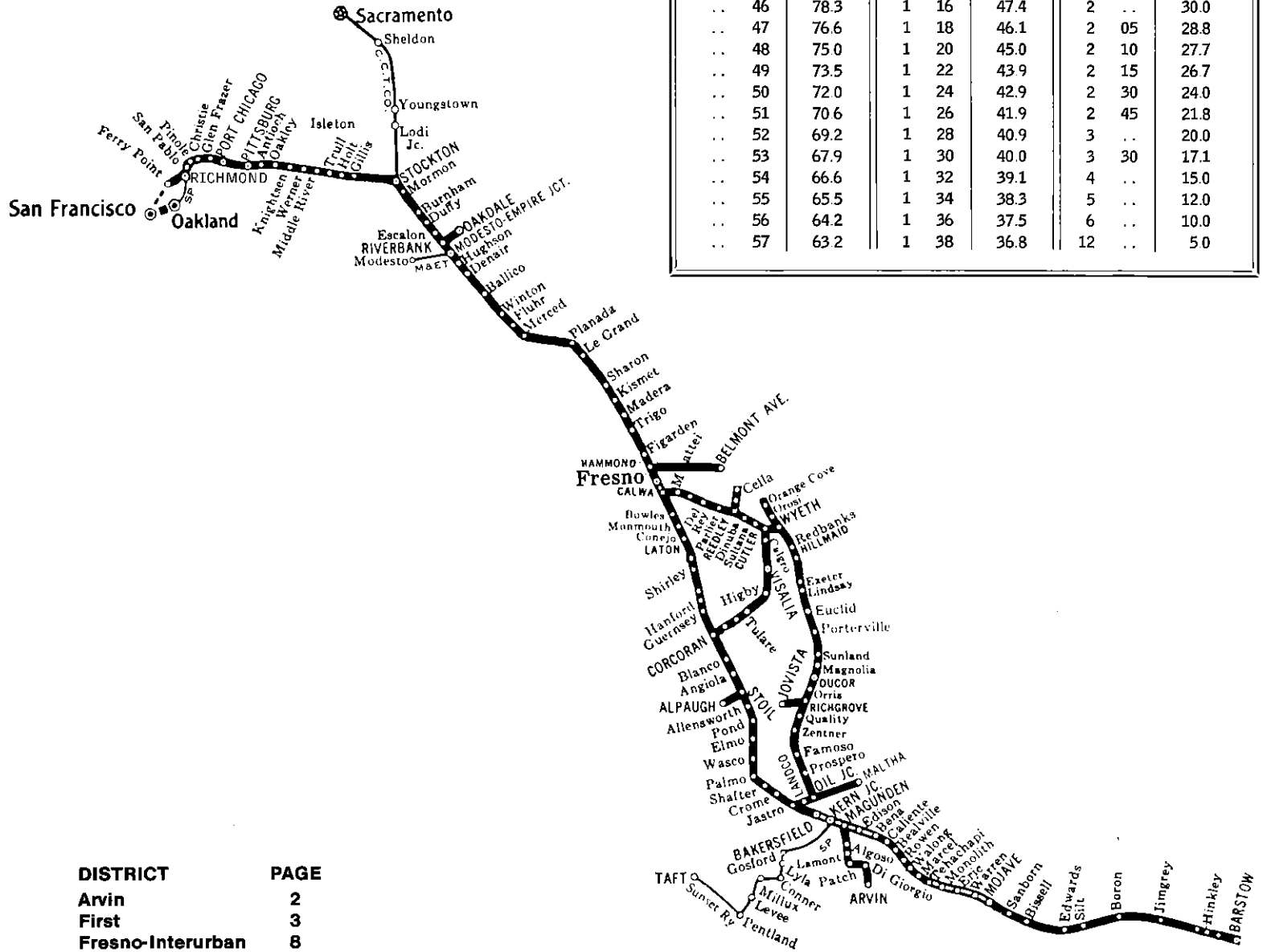
Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

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

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 |



| DISTRICT | PAGE |
|-------------------|------|
| Arvin | 2 |
| First | 3 |
| Fresno-Interurban | 8 |
| Mojave | 2 |
| Oil City | 5 |
| Porterville-Orosi | 5 |
| Second | 6 |
| Sunset Railway | 10 |
| Visalia | 9 |
| Wahtoke | 9 |

VALLEY DIVISION