

# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

## TIME TABLE

FOR THE

## SAN JOAQUIN DIVISION

To Take Effect Sunday, May 3, 1925, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

J. H. DYER,  
*General Manager.*

T. H. WILLIAMS,  
*Assistant General Manager.*

R. L. RUBY,  
*Superintendent of Transportation*



FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Main table with columns for Capacity of Sidings, Second Class (252, 302, 300), First Class (26, 60, 96, 8, 10, 92, 86), and Distance from San Francisco. Rows include train numbers like BKWFTYP, I P, 64 P, 84 P, etc.

Time Table No. 142

May 3, 1925

STATIONS

Vertical list of stations including FRESNO, OALWA, CALWA TOWER, MALAGA, FOWLER, STAR, SELMA, KINGSBURG, SUMNER, TRAVER, CROSS, GOSHEN JCT., TAGUS, TULARE, BURLING, OCTOL, TIPTON, ALFAC, QUAIL, PIXLEY, EARLIMART, STONE, RADNOR, DELANO, Mc FARLAND, HUNT, FAMOSO, SLATER, DOW, LERDO, PROSPERO, SACO, OIL JCT., NOME, BAKERSFIELD.

Block Signals.

(Runs via Porterville)

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

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

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
Schedule time and train orders for No. 91 and No. 92 at Goshen Jct. apply at junction switch located about one thousand feet east of station.
Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.
Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS
Train At Passengers to (or beyond)
8 Any Station Edison

ADDITIONAL STOPS TO DISCHARGE PASSENGERS
Train At Passengers from (or beyond)
86 Famoso or East Any Station

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 142

May 3, 1925

STATIONS		Distance from Bakersfield
TO-R	FRESNO 2.8	
	CALWA 0.8	
	CALWA TOWER A. T. & S. F. Crossing 1.3	
	MALAGA 4.7	
TO	FOWLER 1.3	
	STAR 4.3	
TO	SELMA 4.9	
TO	KINGSBURG 1.5	
	SUMNER 4.2	
	TRAYER 2.4	
	CROSS 5.4	
TO-R	GOSHEN JCT. 6.5	
	TAGUS 4.1	
	A. T. & S. F. CROSSING 0.3	
TO	TULARE 1.5	
	BURLING 4.3	
	OCTOL 4.6	
TO	TIPTON 1.9	
	ALFAO 1.4	
	QUAIL 3.1	
TO	PIXLEY 5.6	
TO	EARLIMART 3.4	
	STONE 0.7	
	RADNOR 4.2	
TO	DELANO 6.3	
TO	McFARLAND 3.9	
	HUNT 1.7	
TO-R	FAMOSO 3.3	
	SLATER 3.7	
	DOW 0.9	
	LERDO 2.5	
	PROSPERO 2.8	
	SACO 2.8	
TO-R	OIL JCT. 2.5	
	NOME 1.8	
TO-R	BAKERSFIELD 1.8	

Double Track

Distance from Bakersfield	FIRST CLASS							THIRD CLASS		
	25 Owl	59 Puget Sound Express	7 Tehachapi	95 Bakersfield Fresno Passenger	5 Santa Fe Passenger	87 Los Angeles San Francisco Express	91 Bakersfield Coalinga Passenger	303 Local Freight	301 Local Freight	251 Sunset Manifest Freight
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
107.4	s 3.00AM	s 3.50AM		s 10.35AM		s 9.35PM			8.50AM	5.30PM
104.6										
103.8	2.47	3.38		10.22		9.22			8.30	5.00
102.5	2.44	3.35		f 10.19		9.20			8.25	4.57
97.8	2.37	3.27		s 10.10		f 9.11			7.55	4.40
96.5										
92.2	2.29	f 3.19		s 9.59		s 9.02			7.20	4.15
87.3	2.22	3.10		s 9.48		s 8.52			6.30	3.42
85.8										
81.6	2.15	3.03		9.38		8.43			5.20	3.26
79.2	2.12	3.00		9.35		8.40			5.15	3.10
73.8	2.05	f 2.53		s 9.25		8.33PM	s 7.58PM	12.30PM	5.00AM	2.45
67.3	1.55	2.43		9.03			f 7.47	11.59AM		1.50
63.2										
62.9	f 1.47	f 2.34		s 8.55			s 7.38	11.35		1.30
61.4										
57.1	1.39	2.23		8.35			f 7.19	9.59		12.55
52.5	1.33	2.17		s 8.27			s 7.10	9.20		12.35
50.6										
49.2							f			
46.1	1.25	2.09		s 8.15			f 6.58	8.55		12.05PM
40.5	1.17	2.02		f 8.05			f 6.48	8.25		11.50AM
37.1										
36.4	1.09	1.56		7.58			f 6.41	7.58		11.35
32.2	1.03	1.50		s 7.51			s 6.33	7.25		11.20
25.9	12.55	1.40		f 7.41			s 6.23	7.00		11.01
22.0										
20.3	12.48	1.24	s 7.20AM	f 7.33	s 12.36PM	s 5.48PM	f 6.14	6.25		10.30
17.0	12.44	1.20	7.15	7.29	12.31	5.43	f 6.09	6.00		10.20
13.8										
12.4	12.38	1.12	f 7.08	7.22	12.25	5.37	f 6.02	5.45		10.05
9.9	12.35	1.09	7.04	7.19	12.22	5.34	5.59	5.38		9.56
7.1	12.31	1.01	7.00	7.15	12.18	5.30	f 5.55	5.30		9.45
4.3	12.27	12.55	f 6.56	7.11	12.13PM	5.26	f 5.51	5.20		9.30
1.8	12.23	12.51	6.52	7.07		5.22	5.47	5.12		9.15
0.0	12.17AM	12.45AM	6.45AM	7.00AM		5.15PM	5.40PM	5.00AM		8.55AM
(107.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily

(Runs via Porterville)

(Runs via Porterville)

Time over District	(2.43)	(3.05)	(0.35)	(3.35)	(0.23)	(1.35)	(2.18)	(7.30)	(3.50)	(8.35)
Average speed per hour	39.53	34.83	34.80	29.97	41.73	34.04	32.07	9.84	8.76	12.51

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

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.  
 Schedule time and train orders for No. 91 and No. 92 at Goshen Jct. apply at junction switch located about one thousand feet east of station.  
 Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.  
 Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
95	Any Station	Los Angeles

BAKERSFIELD AND SAUGUS SUBDIVISION

EASTWARD

Time Table No. 142

May 3, 1925

SECOND CLASS

FIRST CLASS

Main schedule table with columns for station, class (Second Class, First Class), departure/arrival times, and distance from San Francisco. Includes sub-headers for Freight, Local Freight, and various train types like Passenger, Tourist Express, Owl, and Express.

Distance from San Francisco

STATIONS

Vertical list of stations with distances between them. Includes BAKERSFIELD, KERN JCT., MAGUNDEN, EDISON, SIVERT, BENA, ILMON, CALIENTE, ALLARD, BEALVILLE, CLIFF, ROWEN, WOODFORD, WALONG, MARCEL, CABLE, TEHACHAPI, SUMMIT SWITCH, MONOLITH, ERIC, CAMERON, WARREN, MOJAVE, FLETA, GLOSTER, ANSEL, ROSAMOND, OBAN, LANCASTER, DENIS, PALMDALE, HAROLD, VINCENT, PARIS, ACTON, RAVENNA, RUSS, LANG, HUMPHREYS, HONBY, and SAUGUS.

Block Signals

Double Track

Westward trains are superior to trains of the same class in the opposite direction. Schedule time and train orders at Tehachapi apply at end of double track. Time over District Average speed per hour. ADDITIONAL STOPS TO DISCHARGE PASSENGERS. Train At Passengers from (or beyond) 26 Saugus Saugus 60 Saugus Saugus San Francisco Sacramento

BAKERSFIELD AND SAUGUS SUBDIVISION

WESTWARD

Time Table No. 142

May 3, 1925

STATIONS	Distance from Saugus	FIRST CLASS						THIRD CLASS						
		7	9	87	21	25	59	257	321	253	323	307	251	255
		Tehachapi	Santa Fe Mail and Express	Los Angeles San Francisco Express	Santa Fe Passenger	Owl	Puget Sound Express	Freight	Local Freight	Freight	Local Freight	Olig Bakersfield Mixed	Sunset Manifest Freight	Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
TO-R BAKERSFIELD	137.7	s 6.20AM		s 5.05PM		s 12.05AM	s 12.34AM						s 3.35PM	
TO-R KERN JCT.	137.0	6.16	9.55AM	5.02	7.20PM	12.02AM	12.30	11.25AM	1.00PM	2.21PM		3.30PM	12.58AM	5.39AM
MAGUNDEN	133.6	6.10	9.49	4.56	7.10	11.56PM	12.24	11.17	12.45	2.13			12.50	5.31
EDISON	130.5	f 6.05	9.44	f 4.51	7.03	11.52	12.20	11.10	12.30	2.06			12.43	5.24
TO SIVERT	125.6	5.56	9.37	f 4.42	6.53	11.45	12.13	11.00	12.15	1.56			12.30	5.14
BENA	122.7	5.51	9.32	f 4.37	6.48	11.40	12.08	10.54	12.09PM	1.50			12.20	5.08
ILMON	119.3	5.44	9.26	4.30	6.40	11.33	12.01AM	10.44	11.59AM	1.40			12.09AM	4.58
TO-R CALIENTE	115.4	s 5.35	s 9.18	s 4.22	s 6.29	11.25	11.52PM	10.31	11.45	1.27			11.57PM	4.45
ALLARD	112.4	5.26	9.10	4.14	6.20	11.18	11.45	10.21	11.05	1.17			11.45	4.35
TO BEALVILLE	110.1	5.21	9.05	f 4.09	6.13	11.13	11.40	10.13	10.46	1.08			11.34	4.27
CLIFF	108.3	5.17	9.01	4.05	6.06	11.09	11.36	9.57	10.30	12.52			11.18	4.11
ROWEN	105.1	5.10	8.54	f 3.58	5.58	11.02	11.29	9.46	10.15	12.41			11.07	4.00
TO WOODFORD	101.8	f 5.03	8.47	f 3.51	5.51	10.55	11.22	9.08	9.58	12.30			10.55	3.48
WALONG	98.8	4.55	8.40	3.44	5.44	10.49	11.15	8.58	9.33	12.10			10.35	3.18
MARCEL	96.5	4.49	8.35	f 3.39	5.39	10.44	11.10	8.50	9.25	12.01PM			10.27	3.05
CABLE	93.9	4.43	8.29	f 3.33	5.33	10.38	11.04	8.29	9.05	11.42AM			10.08	2.41
TO-R TEHACHAPI	90.0	s 4.33	s 8.21	s 3.25	s 5.23	10.30	10.56	8.09	8.30 7.35	11.29			9.55	2.28
SUMMIT SWITCH	88.2	4.28	8.17	3.19	5.16	10.27	10.53	8.05	7.30	11.25			9.48	2.24
MONOLITH	85.6	f 4.23	8.13	s 3.14	5.11	10.23	10.48	7.59	7.20	11.19			9.42	2.19
ERIO	82.6													
CAMERON	80.7	f 4.13	8.04	f 3.05	5.02	10.16	10.38	7.40	6.38	11.00			9.23	2.00
WARREN	76.3	3.57	7.50	f 2.50	4.46	10.04	10.25	7.25	6.15	10.45			9.00	1.45
TO-R MOJAVE	69.9	s 3.35 3.20	7.30AM	s 2.30	4.25PM	s 9.45	s 10.05	7.00	5.45AM	10.20	4.35PM		8.30	1.20
FLETA	65.8	3.12		f 2.16		9.21	9.47	6.19		9.38	4.20		7.05	12.38
GLOSTER	63.3	3.08		f 2.12		9.17	9.43	6.14		9.33	4.10		6.55	12.33
ANSEL	60.2	3.02		2.06		9.12	9.37	6.01		9.20	4.00		6.40	12.20
ROSAMOND	56.3	f 2.55		f 2.00		9.06	9.31	5.51		9.10	3.50		6.27	12.09AM
OBAN	50.7	2.47		f 1.51		8.59	9.24	5.40		8.59	3.31		6.16	11.58PM
TO-R LANCASTER	45.1	s 2.38		s 1.43		8.52	9.17	5.09		8.44	3.10		5.51	11.43
DENIS	40.8	2.29		f 1.35		8.46	9.11	5.00		8.35	2.48		5.42	11.34
TO-R PALMDALE	36.8	s 2.23		s 1.29		8.41	9.06	4.37		8.27	2.40		5.34	11.26
HAROLD	34.3	2.16		f 1.22		8.36	9.01	4.28		8.18	2.15		5.25	11.17
TO VINCENT	30.1	2.07		f 1.13		8.27	8.52	4.03		8.04	2.00		5.10	11.03
PARIS	25.6	1.51		12.58		8.11	8.34	3.33		7.34	12.58		4.28	10.33
ACTON	24.5	f 1.48		f 12.55		8.08	8.31	3.28		7.29	12.45		3.45	10.28
TO RAVENNA	21.6	f 1.40		f 12.47		8.01	8.24	3.18		7.19	12.35		3.35	10.18
RUSS	16.0	1.27		f 12.32		7.49	8.11	2.55		6.56	12.05PM		2.49	9.55
TO LANG	11.8	f 1.15		f 12.20		7.38	8.00	2.38		6.08	11.45AM		2.32	9.38
HUMPHREYS	7.5	f 1.01		f 12.06PM		7.26	7.46	2.13		5.49	11.15		2.07	9.12
HONBY	3.7	12.53		f 11.58AM		7.18	7.38	1.59		5.08	11.00		1.53	8.49
TO-R SAUGUS	0.0	12.45AM		11.50AM		7.10PM	7.30PM	1.45AM		4.53AM	10.45AM		1.40PM	8.35PM

Block Signals

Double Track

Double Track

Time over District.....	(5.35)	(2.25)	(5.15)	(2.55)	(4.55)	(5.04)	(7.15)	(9.40)	(7.15)	(9.28)	(5.50)	(0.05)	(11.18)	(9.04)
Average speed per hour.....	24.66	27.76	26.22	23.00	28.00	27.17	14.17	14.17	9.25	14.47	11.98	8.40	12.12	15.11

Westward trains are superior to trains of the same class in the opposite direction.  
Schedule time and train orders at Tehachapi apply at end of double track.

EASTWARD

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 142 May 3, 1925	Distance from Fresno	FIRST CLASS				THIRD CLASS	
Capacity of sidings in car lengths			304 Fresno Porterville Local Freight Leave Daily Ex. Sunday	96 Fresno Bakersfield Passenger Leave Daily	10 Santa Fe Passenger Leave Daily	86 San Francisco Los Angeles Express Leave Daily	90 Fresno Visalia Passenger Leave Daily	7 Tehachapi Arrive Daily				5 Santa Fe Passenger Arrive Daily	97 Visalia Fresno Passenger Arrive Daily	87 Los Angeles San Francisco Express Arrive Daily	305 Porterville Fresno Local Freight Arrive Daily Ex. Sunday		
BKWFT YP YARD			12.05AM	6.45PM			7.30AM	205.5	TO-R	FRESNO 1.5	104.3	s 11.10AM			12.10PM		
I								207.0		A. T. & S. F. Crossing 1.5	102.8						
4			12.25	6.56			f 7.41	208.5		BLOSSOMA 2.1	101.3	f 10.56	f 3.57		11.50AM		
Spur							f	210.6		ESHEL 1.2	99.2						
19 P			12.35	7.01			f 7.46	211.8		BUTLER 1.2	98.0	f 10.51	f 3.52		11.40		
Y							f	213.0		LOCANS 1.5	96.8	f	f				
22 P			12.45	7.05			f 7.50	214.5		IVESTA 1.4	95.3	f 10.46	f 3.47		11.25		
82 P			12.50	f 7.08			f 7.53	215.9		CLOTHO 3.9	93.9	f 10.42	f 3.43		11.15		
81 WP			1.15	s 7.17			s 8.01	219.8	TO	SANGER 3.0	90.0	s 10.35	s 3.36		10.35		
14			1.25	f 7.22			f 8.06	222.8		TARN 2.5	87.0	f 10.27	f 3.30		10.15		
P			1.30	f 7.27			f 8.10	225.3		FARGO 2.6	84.5	f 10.22	f 3.25		10.05		
6 P			1.40	f 7.32			f 8.14	227.9		LACJAC 0.1	81.9	f 10.18	f 3.20		9.55		
								228.0		A. T. & S. F. Crossing (Stop) 1.9	81.8						
49 P			1.55	s 7.40			s 8.22	229.9	TO	REEDLEY 5.1	79.9	s 10.10	s 3.12		9.45		
68 WP			2.15	s 7.50			s 8.32	235.0	TO	DINUBA 2.2	74.8	s 10.00	s 3.02		8.32		
P				f			f	237.2		SMYRNA 2.4	72.6	f					
70 P			2.30	f 7.58			f 8.39	239.6		MONSON 4.0	70.2	f 9.49	f 2.53		8.00		
								243.6		A. T. & S. F. Crossing (Stop) 2.8	66.2						
22 P			2.55	8.12			f 8.52	246.4		TAURUSA 3.0	63.4	f 9.36	f 2.40		7.45		
19				f 8.18			f 8.57	249.4		IVANHOE 2.8	60.4	f 9.31	f 2.35				
14 P			3.20	f 8.24			f 9.02	252.2		ROCHE 0.9	57.6	f 9.26	f 2.30		7.20		
22			3.25	8.26			f 9.04	253.1		CAPLIN 4.3	56.7	f 9.24	f 2.28		7.15		
79 BKWYP			4.00	s 8.38		9.35AM	s 9.15AM	257.4	TO-R	EXETER 3.1	52.4	s 9.15	2.20PM	s 7.28PM	7.00		
11				f 8.43		f 9.40		260.5		BURR 3.8	49.3	9.04		7.21			
130 P			4.25	s 8.53		s 9.50		264.3	TO	LINDSAY 4.3	45.5	s 8.58		s 7.15	6.15		
40 P			4.35	s 9.01		s 9.58		268.6	TO	STRATHMORE 2.3	41.2	s 8.48		f 7.07	5.30		
11 P			4.40	f 9.06		f 10.02		270.9		ZANTE 1.3	38.9	8.41		7.02			
Spur								272.2		LISKO 1.5	37.6						
Spur								273.7		KURTH 0.7	36.1						
17 P			4.55	s 9.16		s 10.11		274.4		PORTERVILLE 0.4	35.4	s 8.32		s 6.56	5.05		
46 BKWYP			5.00AM	9.21		10.15		274.8	TO-R	PORTERVILLE-OLIVE ST. 1.7	35.0	8.26		6.51	5.00AM		
17				9.24		f 10.18		276.5		PONCA 1.5	33.3	8.22		6.47			
29				f 9.27		f 10.21		278.0		LOIS 4.6	31.8	f 8.19		6.44			
21 P				f 9.35		s 10.29		282.6	TO	TERRA BELLA 4.5	27.2	s 8.11		f 6.37			
71 BKP				f 9.44	4.01PM	s 10.38		287.1	TO-R	DUCOR 2.9	22.7	f 8.02	s 1.19PM	f 6.29			
21 P				f 9.50	4.06	f 10.43		290.0		ORRIS 1.5	19.8	f 7.55	1.13	6.23			
Spur				f	f			291.5		VESTAL 3.4	18.3	f	f				
72 YP				f 9.59	f 4.14	f 10.51		294.9		RIOGROVE 4.1	14.9	f 7.47	f 1.04	f 6.15			
24 P				f 10.06	f 4.21	f 10.58		299.0		JASMIN 10.8	10.8	f 7.40	f 12.57	f 6.08			
84 WTP				s 10.23PM	s 4.38PM	s 11.15AM		309.8	TO-R	FAMOSO (104.3)	0.0	7.23AM	12.40PM	5.51PM			
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
			(4.55) 14.09	(3.38) 28.70	(0.37) 36.81	(1.40) 31.44	(1.45) 29.65		Time over District .....	(3.47) 27.56		(0.39) 34.92	(1.50) 28.30	(1.37) 32.42	(7.10) 9.66		
								Average speed per hour .....									

ADDITIONAL STATIONS:	Mars ..... 207.9	Reka ..... 221.0	Dorsey ..... 250.8	Quality (Spur) ..... 293.9
	Goldleaf ..... 209.9	Uva ..... 227.1	Musk ..... 255.1	Jovista ..... 299.1 (on Spur 4.16 miles S.E. of Richgrove).
	Rusconi (Spur) ..... 221.8	Erco ..... 227.6	Vance ..... 262.8	
	Stout ..... 265.8	Samuels (Spur) ..... 229.1	Worthing ..... 265.5	

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 90 is superior to No. 7.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	EASTWARD				WESTWARD				WESTWARD									
	THIRD CLASS		SECOND CLASS		FIRST CLASS				FIRST CLASS				THIRD CLASS					
	318 Mixed	312 Alcalde Coalinga Passenger	314 Kerman Hanford Mixed	310 Coalinga Goshen Jct. Local Freight	94 Coalinga Visalia Passenger	98 Visalia Fresno Passenger	86 San Francisco Los Angeles Express	92 Coalinga Bakersfield Passenger	93 Visalia Coalinga Passenger	99 Fresno Visalia Passenger	87 Los Angeles San Francisco Passenger	91 Bakersfield Coalinga Passenger	311 Goshen Jct. Coalinga Local Freight	315 Hanford Kerman Mixed	319 Mixed	313 Coalinga Alcalde Passenger		
Leave Mon., Wed., Fri.	Leave Wed Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Wed. Only			
19 T		12.20PM														s 12.15PM		
Spur																		
80 BKYP		s 12.45PM		5.00AM	5.55PM		7.20AM	s 11.45AM			s 10.40PM	1.00PM				11.50AM		
42 FP				5.10	f 6.00		f 7.25	f 11.38			f 10.33	12.45						
18 P				5.30	f 6.12		f 7.37	f 11.20			f 10.15	12.15PM						
44 P				6.00	f 6.27		f 7.52	f 11.05			f 10.00	11.45AM						
52 P				6.25	s 6.39		s 8.04	s 10.51			s 9.46	10.51						
9 P				6.50	f 6.51		f 8.16	f 10.38			f 9.33	10.05						
70 YP	11.56AM			7.05	f 6.56		f 8.21	f 10.33			f 9.28	9.50		s 10.43AM				
Spur					f		f	f 10.30			f 9.25	9.40						
61 P	f 12.04PM			7.35	s 7.04		s 8.29	s 10.26			s 9.21	9.30			f 10.26			
Spur					f			f			f							
East 44 West 39 WYP	s 12.15PM		8.45AM	8.20 9.40	s 7.15		s 8.40	s 10.15			s 9.10	8.50 7.15	s 9.40AM	10.00AM				
I																		
60 P			s 9.00AM	9.50 11.20	s 7.30		s 8.55	s 10.05			s 9.00	7.00	9.25AM					
59				11.55AM	f 7.38		f 9.03	f 9.50			f 8.45	5.30						
99 BKWFYP				1.00PM	s 7.55 8.30		8.46AM s 9.15AM	s 9.30 9.22			s 8.22PM	8.30PM	5.00AM					
Spur																		
17							8.58											
45 P					s 8.50PM	1.45PM	s 9.07				8.58							
P							1.53	9.15										
Spur																		
8 P							f 1.59	f 9.21			f 9.45	7.40						
P							2.03	9.24			9.41	7.37						
79 BKWYP							s 2.10PM	s 9.32AM			9.32AM	7.30PM						
	Arr. Mon., Wed., Fri.	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Wed. Only
	(0.19) 23.36	(0.25) 11.75	(0.15) 13.60	(8.00) 6.93	(2.55) 21.70	(0.25) 24.24	(0.46) 23.34	(1.55) 28.94	(2.52) 22.08	(0.34) 17.82	(0.52) 20.65	(2.10) 25.61	(8.00) 6.93	(0.15) 13.60	(0.43) 10.32	(0.25) 11.75		

Time Table No. 142  
May 3, 1925

STATIONS

273.3	R	ALCALDE	78.3
272.1		LE ROY	77.1
269.9		ORUMP	74.9
268.4	TO-R	COALINGA	73.4
266.7		ORA	71.7
260.0		TURK	65.0
252.7		HURON	57.7
246.1	TO	WESTHAVEN	51.1
239.4		LETHENT	44.4
236.5	R	ROSSI	41.5
235.4		HEINLEN	40.4
233.9	TO	LEMOORE	38.9
231.2		ORION	36.2
229.1	TO-R	ARMONA	34.1
232.2		A. T. & S. F. CROSSING	31.0
232.5	TO	HANFORD	30.7
237.6		REMNOY	25.6
245.3	TO-R	GOSHEN JCT.	17.9
249.0		FAXON (No Siding)	14.2
250.5		JACOBS	12.7
252.6		WEST VISALIA	10.6
253.1	TO-R	VISALIA	10.1
253.2		A. T. & S. F. CROSSING Stop	10.0
255.2		AMBLER	8.0
257.8		RECTOR	5.9
259.0		FARMERSVILLE	4.2
260.2		GIANT OAK	3.0
261.1		LUNA	2.1
263.2	TO-R	EXETER	0.0

(78.3)  
.....Time over District.....  
.....Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 92 is superior to No. 93. No. 86 is superior to No. 93 and No. 99. No. 94 is superior to No. 91.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD				WESTWARD				
SECOND CLASS				THIRD CLASS				
Capacity of sidings in car lengths	316 Fresno Ingle Armona Mixed		Distance from San Francisco	Time Table No. 142 May 3, 1925		Distance from Hardwick	317 Armona Ingle Fresno Mixed	
	Leave Daily	Arrive Daily		STATIONS	Arrive Daily			
Y	8.45AM	181.9	R	INGLE 5.3	42.3	s	4.15PM	
44	s 9.10	187.2	TO	TRANQUILITY 4.5	37.0	s	3.53	
41	s 9.35	191.7	TO	SAN JOAQUIN 3.2	32.5	s	3.34	
10	f 9.45	194.9		CALDWELL 3.8	29.3	f	3.24	
Spur		198.7		NARES 0.3	25.5			
29	f 10.05	199.0	TO	HELM 7.2	25.2	f	3.12	
13	s 10.25	206.2		BURREL 3.2	18.0	s	2.52	
3	f 10.33	209.4		BENDER 5.2	14.8	f	2.42	
10	s 10.45	214.6	TO	RIVERDALE 2.6	9.6	s	2.30	
Spur	f 10.53	217.2		ROBINSON 2.0	7.0	f	1.30	
Spur	f 10.59	219.2		HUB 1.3	5.0	f	1.20	
		221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2			
Spur	f 11.07	221.8		LYNN 1.7	2.4	f	1.10	
Spur		223.5		HASSET 0.7	0.7			
52	s 11.15AM	224.2	TO-R	HARDWICK (42.3)	0.0		1.00PM	
	Arrive Daily						Leave Daily	
		(2.30) 16.92	Time over District Average speed per hour		(3.15) 13.01			

EASTWARD				WESTWARD							
SECOND CLASS		FIRST CLASS		THIRD CLASS							
Capacity of sidings in car lengths	308 Local Freight		104 Fresno Friant Passenger		Distance from San Francisco	Time Table No. 142 May 3, 1925		Distance from Friant	FIRST CLASS		THIRD CLASS
	Leave Daily Ex. Sunday	Arrive Daily	Leave Daily	Arrive Daily		STATIONS	Arrive Daily		105 Friant Passenger	309 Local Freight	
Yard BKWFTYP	6.00AM			8.00AM	205.5	TO-R	FRESNO 1.6	24.4	s	6.30PM	12.30PM
I					207.1		A. T. & S. F. CROSSING 0.9	22.8			
					208.0		EAST FRESNO 1.4	21.9			
Spur	6.20		f	8.15	209.4		BARTON 2.2	20.5	f	6.18	12.05PM
Spur					211.6		GRANZ 0.2	18.3			
Spur	6.30		f	8.20	211.8		MALTERMORO 0.3	18.1	f	6.13	11.55AM
					212.1		NAVIN 0.8	17.8			
14	6.35		f	8.23	212.9		LAS PALMAS 0.3	17.0	f	6.10	11.45
					213.2		FRESNO INTERURBAN RY. CROSSING 0.4	16.7			
Spur	6.41		f	8.25	213.6		EGGERS 0.3	16.3	f	6.08	11.40
8					213.9		VANRIS 1.0	16.0			
32	6.47		f	8.28	214.9		TARPEY 1.2	15.0	f	6.05	11.30
21	6.53		f	8.31	216.1		MELVIN 1.3	13.8	f	6.02	11.20
41 W	7.10		s	8.34	217.4	TO	OLOVIS 1.1	12.5	s	5.59	11.12
11	7.18		f	8.37	218.5		GLORIETTA 2.4	11.4	f	5.56	10.45
72 K	7.28		f	8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f	5.51	10.33
42	7.36		f	8.46	222.9		GORDON 0.7	7.0	f	5.47	10.25
35	7.45		s	8.50	223.6		EL PRADO 1.2	6.3	s	5.45	10.20
					224.8		BURKHEAD 0.9	5.1	f		
					225.7		MORAINÉ 0.3	4.2			
					226.0		GAND 3.9	3.9			
68 BKT	8.15AM		s	9.05AM	229.9	TO-R	FRIANT (24.4)	0.0		5.25PM	9.45AM
	Arrive Daily Ex. Sunday			Arrive Daily					Leave Daily		Leave Daily Ex. Sunday
		(2.15) 10.84	Time over District Average speed per hour		(1.05) 22.36			(1.05) 22.36			(2.45) 8.87

EASTWARD				WESTWARD								
SECOND CLASS				THIRD CLASS								
Capacity of sidings in car lengths	314 Kerman Hanford Mixed		316 Fresno Ingle Armona Mixed		Distance from Armona	Time Table No. 142 May 3, 1925		Distance from Hanford	317 Armona Ingle Fresno Mixed		315 Hanford Kerman Mixed	
	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily		Arrive Daily Ex. Sunday						
48 BWYP	6.45AM	193.0	TO-R	KERMAN 6.7	36.1	s	2.15PM					
63	f 7.00	199.7		MCMULLIN 5.4	29.4	f	1.55					
43	f 7.15	205.1	TO	RAISIN CITY 5.6	24.0	f	1.40					
58	f 7.30	210.7	TO	CARUTHERS 6.1	18.4	f	1.25					
43 W	f 7.50	216.8		CANDO 3.5	12.3	f	1.05					
		220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8							
46	f 8.00	220.6		LILLIS 2.4	8.5	f	12.55					
51	s 8.10	223.0	TO-R	HARDWICK 2.3	6.1	s	12.55PM					
	f 8.16	225.3		KIMBLE 3.8	3.8	f	12.45					
44 WYP	s 8.24AM	229.1	TO-R	ARMONA (36.1)	0.0		12.35PM					
	Arrive Daily Ex. Sunday						12.25PM					
							Leave Daily Ex. Sunday					
		(1.39) 21.87	Time over District Average speed per hour		(0.20) 18.30			(1.50) 19.69				

EASTWARD				WESTWARD				
THIRD CLASS				THIRD CLASS				
Capacity of sidings in car lengths	318 Mixed		Distance from San Francisco	Time Table No. 142 May 3, 1925		Distance from Stratford	319 Mixed	
	Leave Mon. Wed. and Fri.	Arrive Mon. Wed. and Fri.		STATIONS	Arrive Mon. Wed. and Fri.			
45 Y	11.20AM	244.1	TO-R	STRATFORD 2.5	0.0	s	11.10AM	
56	f 11.35	241.6		MARSALA 1.7	2.5	f	11.00	
43	f 11.45	239.9		CUNEO 3.4	4.2	f	10.54	
70 YP	s 11.55AM	236.5	R	ROSSI (7.6)	7.6		10.44AM	
	Arrive Mon. Wed. and Fri.						Leave Mon. Wed. and Fri.	
		(0.35) 13.02	Time over District Average speed per hour		(0.26) 17.53			

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



FRESNO AND BAKERSFIELD SUBDIVISION

BAKERSFIELD AND SAUGUS SUBDIVISION.

EASTWARD				Distance from San Francisco	Time Table No. 142			Distance from Olig	WESTWARD		
SECOND CLASS					THIRD CLASS						
Capacity of sidings in car lengths.	52 Sunset Ry Passenger	306 Bakersfield Olig Mixed	260 Sunset Ry. Freight		259 Sunset Ry. Freight	307 Olig Bakersfield Mixed	51 Sunset Ry. Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
KI	10.20AM	8.05AM	4.50AM	313.6	TO-R KERN JOT. 1.7	49.1	12.30PM	3.30PM	5.05PM		
				315.3	BAKERSFIELD CORRALS 1.4	47.4					
Spur				316.7	STRADER 2.1	46.0					
43 P	f 10.32	f 8.20	5.10	318.8	WIBLE ORCHARD 1.7	43.9	12.15	f 3.15	f 4.50		
Spur				320.5	VENOLA 2.1	42.2					
54 YP	s 10.40AM	s 8.35	5.25AM	322.6	TO-R GOSFORD 5.8	40.1	12.05PM	s 3.00	4.40PM		
46 WP		f 8.50		328.4	STEVENS 2.3	34.3		f 2.35			
Spur		f		330.7	STRAND 1.2	32.0		f			
				331.9	MARCO 3.2	30.8					
		f 9.10		335.1	RIO BRAVO 7.7	27.6		f 2.15			
		f 9.30		342.8	BOWERBANK 2.6	19.9		f 1.55			
		f		345.4	KILOWATT 0.9	17.3		f			
91 P		s 9.45		346.3	TO BUTTON WILLOW 4.2	16.4		s 1.45			
64 WP		f 9.55		350.5	LOKERN 8.9	12.2		f 1.15			
		10.25		359.4	ASPHALTO 1.2	8.3		12.35			
30 YP		s 10.50		360.6	TO-R McKITTRICK 2.1	2.1		s 12.30PM			
		s 11.05AM		362.7	R OLIG (49.1)	0.0		11.20AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	(0.20) 27.00	(3.00) 16.37	(0.35) 15.43		Time over District		(0.25) 21.60	(4.10) 11.78	(0.25) 21.60		
					Average speed per hour						

EASTWARD				Distance from San Francisco	Time Table No. 142			Distance from Owensby	WESTWARD	
FIRST CLASS					FIRST CLASS					
Capacity of sidings in car lengths.	88 Mojave Owensby Passenger				89 Owensby Mojave Passenger	Arrive Daily				
	Leave Daily				Arrive Daily					
BKWFTYP Yard	4.15AM	380.7	TO-R MOJAVE 1.3	143.5	s 9.40PM					
51	f 4.20	381.8	CHAFFEE 3.2	142.2	f 9.35					
53	f 4.27	384.0	CAMBIO 4.3	139.0	f 9.26					
52	f 4.36	388.3	TRESCAPE 4.6	134.7	f 9.17					
53	f 4.45	392.9	NEURALIA 4.4	130.1	f 9.07					
52	f 4.54	397.3	OINCO 5.2	125.7	f 8.57					
East 53 W West 53	s 5.05	402.5	CANTIL 2.8	120.5	s 8.47					
Spur	f	405.3	GYP SITE 2.2	117.7	f					
43	f 5.15	407.5	OENEDA 1.0	115.5	f 8.37					
6	f 5.17	408.5	SALTDAL 2.1	114.5	f 8.35					
	f	410.6	TOBY 1.6	112.4	f					
East 52 W West 75	f 5.24	412.2	GARLOCK 4.2	110.8	f 8.28					
53	f 5.33	416.4	GOLER 4.1	106.6	f 8.20					
53	f 5.42	420.5	RAND 4.1	102.5	f 8.12					
53	f 5.53	424.6	TEAGLE 3.8	98.4	f 8.04					
53 Y	s 6.11	428.4	TO SEARLES 4.4	94.6	s 7.56					
53	f 6.19	432.8	RADEMACH 5.5	90.2	f 7.46					
57	f 6.30	438.3	CODE 4.1	84.7	f 7.35					
53	f 6.38	442.4	TERESE 4.8	80.6	f 7.27					
53	s 6.47	447.2	TO INYOKERN 4.5	75.8	s 7.18					
53	s 6.56	451.7	LELITER 4.6	71.3	s 7.09					
53	s 7.05	456.3	BROWN 4.4	66.7	s 7.00					
East 53 W West 76	f 7.14	460.7	LINNIE 3.6	62.3	f 6.51					
53	f 7.21	464.3	NARKA 4.0	58.7	f 6.44					
52	s 7.29	468.3	LITTLE LAKE 3.2	54.7	s 6.36					
East 52 W West 52	f 7.36	471.5	MABEL 4.1	51.5	f 6.29					
53	f 7.44	475.6	SYKES 4.3	47.4	f 6.21					
52 W	f 7.52	479.9	TALUS 4.2	43.1	f 6.13					
58	f 8.04	484.1	HAIWEE 4.4	38.9	f 6.05					
53	f 8.12	488.5	LOCO 4.8	34.5	f 5.55					
53	f 8.21	493.3	OLANCHA 4.4	29.7	s 5.45					
58	f 8.31	497.7	TO CARTAGO 4.6	25.3	f 5.37					
57	f 8.40	502.3	MONACHEE 4.0	20.7	f 5.27					
57	f 8.47	506.3	BRIER 4.0	16.7	f 5.19					
57	f 8.54	510.3	SKINNER 4.0	12.7	f 5.11					
57	f 9.01	514.3	DIAZ 4.5	8.7	f 5.03					
East 61 W West 58	s 9.10	518.8	LONE PINE 4.2	4.2	s 4.55					
BKIFY	s 9.20AM	523.0	TO-R OWENYO (143.5)	0.0	4.45PM					
	Arrive Daily				Leave Daily					
	(5.05) 28.23		Time over District		(4.55) 29.18					
			Average speed per hour							

EASTWARD				Distance from San Francisco	Time Table No. 142			Distance from Springville	WESTWARD	
SECOND CLASS					THIRD CLASS					
Capacity of sidings in car lengths.	324 Mixed				325 Mixed					
	Leave Tues., Thurs., Sat.				Arrive Tues., Thurs., Sat.					
46 BKWYP	7.00AM	274.8	TO-R PORTERVILLE-OLIVE ST. 0.8	15.9	s 11.05AM					
		275.6	A. T. & S. F. CROSSING (Stop) 2.5	15.1						
Spur	f 7.14	278.1	ADOBE 9.5	12.6	f 10.50					
		278.6	PERNU 1.4	12.1						
Spur	f 7.23	280.0	WORTH 1.6	10.7	f 10.40					
	f 7.31	281.6	MAGNESITE JOT. 0.8	9.1	f 10.30					
30	f 7.40	282.4	SUCCESS 5.7	8.3	f 9.25					
	f 8.05	288.1	OLAVIOLE 2.6	2.6	f 9.00					
23 Y	s 8.20AM	290.7	TO-R SPRINGVILLE (15.9)	0.0	8.45AM					
	Arrive Tues., Thurs., Sat.				Leave Tues., Thurs., Sat.					
	(1.20) 11.92		Time over District		(2.20) 6.81					
			Average speed per hour							

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

# SPECIAL INSTRUCTIONS.



### THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

#### RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Fresno.....	Bert Fuller	Visalia.....	Switzer McCormic
Porterville.....	E. J. Hepburn	Los Angeles.....	G. D. Davidson Co.
Hanford.....	Hanford Jewelry Co.	Los Angeles.....	Newton Moore
Bakersfield.....	O. C. Gammon	Los Angeles.....	Walter Kursinski
Coalinga.....	Henry Cassriel		

**RULE 3.** Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

**RULE 10 (G).** Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

**RULE 14 (D).** As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso.....	Trains on Fresno Branch.
Ducor.....	Trains on Minkler-Southern Branch.
Exeter.....	Trains on Visalia Branch.
Hardwick.....	Trains on Riverdale Branch.
Ingle.....	Trains on Riverdale Branch.

**RULE 14 (E).** As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno.....	Trains on Fresno and Friant Branches.
Porterville.....	Trains on Springville Branch.
Rossi.....	Trains on Stratford Branch.
Goshen Junction.....	Trains on Visalia Branch.
Ingle.....	Trains on Riverdale Branch.
Richgrove.....	Trains on Richgrove Branch.
Magunden.....	Trains on Arvin Branch.
Mojave.....	Trains on N. & C. Branch.

**RULE 72.** When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

### AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

#### INTERLOCKING

**FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch**  
 For main track, one long whistle (—).  
 To or from spur track, one long and one short whistle (— o).  
**SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch**  
 One long whistle (—).  
**CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa**  
 Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (— o —).  
 Westward trains, one long whistle for crossing and for double track (—).  
 Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.  
 Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

**HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford**  
 One long whistle (—).

**TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare**  
 One long whistle (—).

**KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield**  
 For main track, one long whistle (—).  
 For movement over crossing on siding, one long, one short and one long whistle (— o —).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (— o).  
 Between main track and transfer track, one short, one long and one short whistle (o — o).

No. 1 track, two short, one long and one short whistles (o o — o).  
 Eastward main track signals are semi-automatic.  
 Dwarf light signals opposite end of double track governing westward movement are as follows:

Green.....	Westward track to S. P. single track.
Yellow.....	To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green.....	Eastward main track.
Yellow.....	Against current of traffic.

Transfer tracks have pipe connected derrils to main track (transfer switch).

**RULE 83 (A).** At the following stations, only the trains indicated will register:

Rossi.....	Third-class trains.
Oil Jct.....	} Trains originating and terminating.
Visalia.....	
Ducor.....	
Caliente.....	
Lancaster.....	
Palmdale.....	} Trains to and from Porterville Branch
Famoso.....	
Tehachapi.....	First and second class trains, and trains originating and terminating.

**RULE 83 (B).** At open train order offices trains may register by ticket as follows:

Goshen Jct.....	Nos. 25, 26, 59 and 60.
Kern Jct.....	Santa Fe trains and S. P. first class trains.
Tehachapi.....	First and second class trains.
Porterville Olive St.....	First class trains.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

**RULE 83 (C).** Extras register at Porterville Olive St., Exeter, Visalia, Goshen Jct. and Mojave.

**RULE 83 (D).** Trains must obtain clearance card before leaving:

McKittrick.....	Westward trains
Coalinga.....	All trains when operator on duty.
Hardwick.....	To and from Riverdale Branch when operator on duty
Goshen Jct.....	All trains via Hanford and Visalia

**RULE 93. Yard Limits:** Are defined by yard limit signs at the following stations

FRESNO	EXETER	COALINGA
GOSHEN JCT.	LINDSAY	ARMONA
BAKERSFIELD	PORTERVILLE	HARDWICK
TEHACHAPI	VISALIA	HANFORD
MOJAVE		

**RULE D 97 (A).** On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

### TEHACHAPI

Main track movements (to or from double track) one long whistle (—).  
 No. 1 siding, one short, one long and one short whistle (o — o).

### GENERAL

For [movement against current of traffic on double track, give one short and two long whistles (o — —).  
 When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (— o o —).

### STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

### SPEED TABLE.

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

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

**RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:**

Sivert..... For westward track

### RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lajac, STOP.  
 A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.  
 A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.  
 Laton & Western Railway, 1743 feet west of Lillis, STOP.  
 Laton & Western Railway, 4129 feet west of Lynn, STOP.  
 A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.  
 Fresno Interurban Railway, 1771 feet east of Las Palmas, approach with caution; movements made over crossing by Fresno Interurban Railway will be under flag protection.

**RULE 221.** That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**RULE 516. OVERLAP** is located at Acton..... Westward trains, 500 feet west of west switch.

**RULE 820.** Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

**Rule 876.** Standing air brake tests must be made at Vincent and Summit Switch by all freight trains.

Leading engineman will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one sound of whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake rules.

At any point where brake pipe has been separated rear end test will be made in accordance with Rule 875 of Transportation Rules and Rule No. 17 of Air Brake Rules.

Rear end test will be made on all passenger trains stopping Vincent or Tehachapi and running test per Rule 875 of Transportation Rules. Passenger trains not stopping at Vincent will make running test between initial and crossover switches.

Eastward passenger trains not stopping at Tehachapi will make running test at end of double track Tehachapi. Westward passenger trains not stopping at Tehachapi will make running test at West wye switch, Summit Switch.

### MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTER-BALANCED

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

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1.....	3000 to 3009.....	63	45120 lbs.
MC-1.....	4000 and 4001.....	53	42760 "
MC-2.....	4002 to 4016.....	53	42760 "
MC-4.....	4017 to 4028.....	53	43130 "
MC-6.....	4029 to 4043.....	53	43230 "
MC-6.....	4044 to 4048.....	53	42680 "
MK-2.....	{ 3200 to 3202, 3205, 3206, 3210, 3211.....	49	46140 "
MK-4.....	3216 to 3230, 3232 to 3235.....	49	45560 "
MM-2.....	4200 to 4211.....	56	46300 "
T-6.....	{ 2187, 2190, 2194, 2200, 2203, 2204, 2205.....	50	22740 "
T-6.....	2197, 2208.....	45	24110 "
T-28.....	{ 2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.....	54	46220 "
TW-2.....	2946, 2948 to 2953.....	43	25860 "
TW-4.....	2926 to 2931.....	44	26000 "

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

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.  
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-4-5	East yard limit board Fresno and half-mile east of Sivert, except:	50	35	20
2-3-6-8	Fresno, within city limits, with caution.....	..	..	..
2-3-6-8	Fresno, within city limits, along or across street crossings.....	8	8	8
2-3-6-8	Fresno yard outside city limits.....	15	10	10
2-3	Fowler within city limits.....	10	10	10
2-3	Selma within city limits bet. 5 AM-11 PM...	10	10	10
2-3	Kingsburg within city limits bet. 4 AM-11 PM.	10	10	10
2-3	Goshen Junction yard.....	25	25	20
2-3	Tulare within city limits.....	15	15	15
2-3-4-5	Bakersfield within city limits.....	6	6	6
2-3-4-5	Bakersfield yard outside city limits.....	35	20	20
4-5	Bena and Sivert (westward freight trains).....	..	35	20
4-5	½ mile east Sivert and 1 mile west Ilmon.....	40	30	20
4-5	1 mile west Ilmon and 1 mile west Tehachapi...	30	18	15
4-5	1 mile west Tehachapi and 1 mile west Cameron.	50	35	20
4-5	1 mile west Cameron and Mojave, except:	45	18	15
4-5-9	Mojave yard.....	15	10	10
4-5	Mojave and 1 mile west Cameron (westward freight trains).....	..	35	10
4-5	Mojave and Palmdale.....	50	35	20
4-5	Palmdale and Saugus.....	30	18	15
6	Fresno and Famoso via Sanger and Porterville, except:	40	30	20
6-7	Exeter within city limits.....	10	10	10
6	Lindsay within city limits.....	15	15	15
6	Porterville within city limits.....	8	8	8
6	On curve west of Orris.....	30	20	20
6	Richgrove and Jovista straight track.....	25	25	10
6	Richgrove and Jovista on curves.....	15	15	10
8	Ingle and 1 mile west of Riverdale.....	35	25	15
8	1 mile west of Riverdale and Hardwick.....	20	20	15
7-8	Kerman and Exeter via Hanford and Visalia, except:	40	30	20
7	Hanford within city limits.....	8	8	8
7	Visalia within city limits.....	10	10	10
7	On curve at Ambler.....	30	20	20
7	Armona and Crump, except:	40	25	20
7	Huron and Turk on curves.....	30	18	15
7	Crump and Alcalde.....	10	10	10
8	Fresno and Gordon, except:	40	25	20
8	Barton and Maltermoro on curves.....	30	18	15
8	Clovis city limits.....	8	8	8
8	Gordon and Friant.....	30	18	15
9	Bakersfield and Gosford.....	40	25	20
9	Gosford and Olig, except:	30	20	15
9	Lokern and Olig with large loaded oil cars...	..	15	15
8	Rossi and Stratford.....	25	25	10
9	Porterville and Springville.....	20	15	10
9	Mojave and Owenyo	35	25	20
	On all curves of 6 degrees and over.....	30	18	15
	Through interlocking limits, with caution.....			
	Through crossovers and turnouts.....	8	8	8

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M. P. H.
Mikado, F-1 type and Consolidation engines.....	45
F-3, F-4, F-5 and Santa Fe 3800 type engines.....	Freight Speed
F-3, F-4, F-5 and Santa Fe 3800 type engines backward movement over switch turnouts.....	8
Mallet engines (except where freight speed is less be governed thereby)....	25
Motor cars.....	40
Engines Running Light:	
Mt. 1 type, 8-wheel, 10-wheel, Mogul, Mikado, Pacific and F-1 type (except where speed restrictions are less).....	35
Consolidation and 2900 class (where freight speed is 18 m.p.h.).....	20
Santa Fe 900 and 1600 class engines (where freight speed is 18 m.p.h.).....	20
Yard Engines (except where freight speed is less be governed thereby)....	20
Engines not specified.....	Freight Speed.
Trains Handling Relief Outfit:	
Main track, Exeter to Kerman-Fresno to Famosa via Sanger (except where freight speed is less be governed thereby).....	25
On curves of 5 degrees and over.....	15
Over other lines (except where freight speed is less be governed thereby)	15
F-3, F-4 and F-5 type engines must not be used in passenger service.....	

MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection. Light engines will stop a sufficient length of time for enginemen to inspect engine.

Marcel.—(Unless stop made at Cable.)

Woodford.—(Unless stop made at Walong.)

Bealville.—(Unless stop made at Rowen.)

When stop of ten minutes has been made at Rowen it will be necessary to allow stop of ten minutes for equalizing wheel heat and inspection at some station between Rowen and Caliente.

Warren.—(Pull down to a position on straight track.)

Ravenna.—(Unless stop made at Paris or Acton.)

Russ.—(Unless stop made at Ravenna.)

McKittrick Branch.—Between mile posts 357 and 358.

Owenyo Branch.—At Little Lake, Teagle and Goler.

2. Before entering and after leaving sidings where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

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

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. Retainers will be used on passenger trains as follows:

- Eastward trains.....Cameron to Mojave—All retainers
- Eastward trains.....Vincent to Acton—Available retainers
- Westward trains.....Vincent to Harold—Available retainers
- Westward trains.....Tehachapi to Caliente—All retainers

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

- Eastward trains.....Cameron to Mojave
- Eastward trains.....Vincent to Lang
- Westward trains.....Vincent to Harold
- Westward trains.....Tehachapi to Caliente
- Westward trains.....Caliente to Ilmon; first ten available retainers from head end.
- Westward trains.....McKittrick to Lokern
- Westward trains.....Mabel to Linnie
- Westward trains.....Searles to Garlock

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.

Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Eastward freight trains picking up helper at Caliente will cut in as follows:

The rear helper will, after train stopped, make cut ahead of eight cars and then drop back sufficient distance to permit swing helper entrance to train on main line through crossover east of stock corral. After rear helper has taken water and ready to couple, the swing helper will couple to the rear portion of train and pull the entire rear end to a coupling with head portion.

Trains in siding will handle in the same manner at west switch.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

Westward freight trains will stop east of crossover Summit Switch to make plug test.

8. Fresno.—Eastward trains entering yard will be governed by signal from Herder as follows:

- Trains via Merced, green signal.
- Trains via Kerman, yellow signal.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from Yardmen.

- Main Line Depot No. 1.
- Depot No. 2.
- Depot No. 3.
- Depot No. 4.

Back Lead.

Mojave.—Trains entering or leaving west end of yards be governed by following hand signals:

- Westward.....Green signals.
- Eastward.....Yellow signals.

Trains entering or leaving east end of yard be governed by following hand signals:

- Southern Pacific.....Yellow signals.
- Santa Fe.....Green signals.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

- Southern Pacific:
  - Passenger trains.....One long.
  - Freight trains.....One short, one long, one short.
- Santa Fe:
  - Passenger trains.....One long, one short.
  - Freight trains.....One long, one short, one long.

9. Fresno.—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Porterville Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. Goshen Jct.—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

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

SPECIAL INSTRUCTIONS—Concluded

MISCELLANEOUS—Concluded

13. At Rowen, siding between intermediate switches is designated as middle siding.

Siding east of middle siding is designated as westward siding.  
Siding west of middle siding is designated as eastward siding.  
Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding. Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars  
15. Tracks at following stations must not be used by F-3, F-4, F-5 and Santa Fe 3800 type engines. Spurs at Bena, Caliente, Bealville, Cable.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 1.

18. Account of curvature, the speed of all engines is restricted to four miles per hour over the Edison Citrus Association Spur at Magunden. Enginemen will move on this track with caution.

19. Trains using Richgrove-Jovista Spur will do so under flag protection only. Flagman will be left at Richgrove with instructions to hold all other trains desiring to use the spur until return of his train.

20. Night signals will be displayed approaching and through all tunnels.

21. West switch Ivanhoe is located 745 feet east of Ivanhoe station sign.

22. Engines heavier than 70,000 pounds on drivers will not be run west of Crump.

23. Engines heavier than 113,000 pounds on drivers and loads heavier than 100,000 pounds net will not be run between Hardwick and Riverdale. Loads heavier than 100,000 pounds net will be handled via Ingle.

24. Do not take water on Visalia Electric track at Exeter.

25. Conductors and Engineers on No. 317, in addition to orders and Clearance Card signed by Chief Dispatcher of Stockton Division, authorizing movement No. 312 from Ingle to Kerman on Tracy-Fresno subdivision of Stockton Division, will also in all cases procure from operator at the same point where such orders and clearance are issued, Clearance Card signed by Chief Dispatcher of the San Joaquin Division.

26. Conductors called for relief trains east of Bakersfield will report direct to Kern Jct. Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand.

Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated. To expedite movement of relief trains out of terminals, report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

Kind of Car	Average Weight—Pounds		
	Wood	Steel	Steel Underframe
Baggage.....	75,800	96,200	
(Dynamo).....		101,400	
Baggage and Mail 60'.....		97,800	86,100
"    "    69'.....	78,800	124,900	
Baggage and Passenger.....	66,800		
Club.....		135,300	121,400
Club (Dynamo).....		145,700	
Business.....	114,200	178,500	141,600
Chair.....	84,300	99,200	
Coaches.....	75,300	101,200	
Dining.....	130,600	150,400	143,400
Express, Horse.....	96,200		
Express Refr. (A. R. E.) 40 to 154.....		78,000	
"    "    "    "    "    155 to 224.....		89,000	
"    "    "    "    "    500 to 506.....		110,000	
"    "    "    "    "    1101 to 1175.....		85,000	
"    "    (GN RR).....	70,000		
"    "    (NP RR).....	60,000		74,000
Observation.....	121,700	144,000	128,100
Postal 40'.....		71,800	
"    60'.....		113,800	
Pullman Observation.....	124,000	148,000	142,000
"    Parlor.....	115,000	149,000	
"    Standard Sleepers.....	125,000	152,000	145,000
"    Tourist Sleepers.....	94,000		133,000
Tea and Silk.....	47,000		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
<b>Fresno-Saugus—Main Track</b>		
205.5	Fresno Shop Yard.....	Water tank spout..... Side
205.5	Fresno.....	Pullman shed..... Side
208.3	Calwa.....	P. F. E. ice dock..... Side
210.4	Malaga.....	Freight house platform..... Side
225.6	Kingsburg.....	Water tank spout..... Side
260.4	Tipton.....	Water tank spout..... Side
313.2	Bakersfield, E. end Round House lead.....	Water column..... Side
313.2	Bakersfield Emergency Col. No. 4.....	Water column..... Side
313.2	Bakersfield, roundhouse turnout tracks.....	Sandhouse..... Side and Overhead
313.2	Bakersfield.....	P. F. E. ice dock..... Side
313.2	Bakersfield.....	Pullman shed..... Side
313.2	Bakersfield.....	Wheel unloading crane..... Overhead
313.2	Bakersfield.....	Coal house at Store..... Side
313.2	Bakersfield.....	Air pump house..... Side
335.2	Caliente.....	Water tank spout..... Side
340.5	Bealville.....	Water tank spout..... Side
354.2	Marcel.....	Water tank spout..... Side
380.7	Mojave main track.....	Water column..... Side
399.9	Oban.....	Water tank spout..... Side
434.8	East of Russ.....	Tunnel 17½..... Overhead
434.8	East of Russ.....	Water flume..... Overhead
435.5	East of Russ.....	1st bridge Sta. Clara river..... Side
435.9	East of Russ.....	3rd bridge Sta. Clara river..... Overhead
436.1	East of Russ.....	4th bridge Sta. Clara river, Side and Overhead
436.3	East of Russ.....	5th bridge Sta. Clara river, Side and Overhead
436.8	East of Russ.....	7th bridge Sta. Clara river, Side and Overhead
436.9	East of Russ.....	8th bridge Sta. Clara river, Side and Overhead
437.4	East of Russ.....	10th bridge Sta. Clara river, Side and Overhead
437.0	East of Russ.....	Tunnel 18..... Overhead
439.5	East of Lang.....	Tunnel 20..... Overhead
440.1	East of Lang.....	Tunnel 21..... Overhead
441.5	East of Lang.....	Tunnel 22..... Overhead
445.3	East of Humphreys.....	Tunnel 23..... Overhead
449.7	East of Honby.....	Tunnel 24..... Overhead
<b>Fresno-Famoso via Porterville</b>		
235.0	Dinuba.....	Water tank spout..... Side
257.4	Exeter.....	Water tank spout..... Side
295.9	Quality.....	Packing house..... Side
<b>Goshen Jct.—Coalinga-Kerman</b>		
229.1	Armona.....	Water tank spout..... Side
244.1	Stratford.....	Water tank spout..... Side
268.4	Coalinga.....	Water tank spout..... Side
216.8	Cando.....	Water tank spout..... Side
<b>Fresno-Friant</b>		
217.4	Clovis.....	Water tank spout..... Side
<b>Bakersfield-Olig</b>		
350.5	Lokern.....	Water tank spout..... Side
328.4	Stevens.....	Water tank spout..... Side
<b>Mojave-Owenyo</b>		
402.5	Cantil.....	Water tank spout..... Side
426.8	East of Teagle.....	Tunnel 29..... Overhead
484.1	Haiwee.....	Water tank spout..... Side
523.0	Owenyo.....	Highline trestle on Calif. Alkali Co. Spur..... Overhead

Employees are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employees must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. F. K. Ainsworth.....	Manager and Chief Surgeon..	San Francisco, Cal.
Dr. J. D. Morgan.....	District Surgeon.....	Fresno, Cal.
Dr. Chas. A. James.....	Asst. District Surgeon.....	Fresno, Cal.
Dr. D. H. Trowbridge.....	Oculist and Aurist.....	Fresno, Cal.
Dr. J. D. Wagner.....	Emergency Surgeon.....	Selma, Cal.
Dr. W. H. Nielson.....	Emergency Surgeon.....	Fowler, Cal.
Dr. A. E. Skoonberg.....	District Surgeon.....	Sanger, Cal.
Dr. G. A. Hawkins.....	District Surgeon.....	Reedley, Cal.
Dr. J. C. Paine.....	District Surgeon.....	Exeter, Cal.
Dr. Paul R. Walters.....	District Surgeon.....	Dinuba, Cal.
Dr. T. D. Smith.....	District Surgeon.....	Kingsburg, Cal.
Dr. M. S. McMurtry.....	Emergency Surgeon.....	Clovis, Cal.
Dr. R. N. Fuller.....	District Surgeon.....	Tulare, Cal.
Dr. Verdo B. Gregory.....	Emergency Surgeon.....	Pixley, Cal.
Dr. J. A. Copeland.....	District Surgeon.....	Delano, Cal.
Dr. C. M. White.....	District Surgeon.....	Visalia, Cal.
Dr. C. T. Rosson.....	District Surgeon.....	Hanford, Cal.
Dr. J. C. Drake.....	District Surgeon.....	Kerman, Cal.
Dr. Geo. A. Meracle.....	Emergency Surgeon.....	Caruthers, Cal.
Dr. W. W. Goodrich.....	District Surgeon.....	San Joaquin, Cal.
Dr. Wm. P. Byron.....	District Surgeon.....	Lemoore, Cal.
Dr. G. T. Mountford.....	District Surgeon.....	Coalinga, Cal.
Dr. S. A. Barber.....	District Surgeon.....	Porterville, Cal.
Dr. W. W. Tourtillott.....	Assoc. District Surgeon.....	Porterville, Cal.
Dr. H. G. Campbell.....	District Surgeon.....	Lindsay, Cal.
Dr. A. C. Muller.....	Emergency Surgeon.....	Strathmore, Cal.
Dr. A. I. Fraser.....	District Surgeon.....	Bakersfield, Cal.
Dr. N. N. Brown.....	Consulting Surgeon.....	Bakersfield, Cal.
Dr. C. W. Kellogg.....	Consulting Surgeon.....	Bakersfield, Cal.
Dr. F. A. Hamlin.....	Oculist and Aurist.....	Bakersfield, Cal.
Dr. E. A. Shaper.....	District Surgeon.....	Woodford, Cal.
Dr. R. G. Doupe.....	District Surgeon.....	Tehachapi, Cal.
Dr. C. C. Warner.....	District Surgeon.....	Mojave, Cal.
Dr. M. A. Williamson.....	District Surgeon.....	Lone Pine, Cal.
Dr. J. A. Loundagin.....	District Surgeon.....	Independence, Cal.
Dr. S. H. Savage.....	District Surgeon.....	Lancaster, Cal.
Dr. W. G. Raber.....	District Surgeon.....	McKittrick, Cal.
Dr. E. C. Savage.....	Emergency Surgeon.....	Palmdale, Cal.
Dr. J. E. Wheat.....	District Surgeon.....	San Fernando, Cal.

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

LOCATION OF HOSPITAL STRETCHERS

FRESNO	BAGGAGE ROOM	MOJAVE	BAGGAGE ROOM
	STORE ROOM		RELIEF TRAIN
	RELIEF TRAIN		CAR SHOPS
GOSHEN JUNCTION		SAUGUS	
BAKERSFIELD	BAGGAGE ROOM		EXETER
	EMERGENCY HOSPITAL		PORTERVILLE
	RELIEF TRAIN		COALINGA
	CAR SHOPS		HANFORD
TEHACHAPI	MACHINE SHOPS		OWENYO

LOCATION OF HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
EMERGENCY HOSPITAL.....	BAKERSFIELD
CROCKER STREET HOSPITAL.....	LOS ANGELES

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kernman via Armona.	Bakersfield to Mojave.	Mojave to Saugus.	Saugus to Bakersfield.
E-9	E-63 17/24 52	1309	140	1930	240	360	290
E-10	E-63 17/24 47	1320 to 1349	140	1950	270	390	320
E-5	E-69 18/24 69	1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	2430	300	400	360
E-23	E-73 20/24 89	1433 to 1443	190	3310	430	570	510
E-23	E-73 20/24 92	1445 to 1458	190	3310	430	570	510
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2670	320	440	390
E-27	E-73 20/26 113-S	1526 to 1540	210	4030	540	710	640
M-4	M-63 20/28 126	1615 to 1719	190	4270	630	810	730
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	790	1020	920
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803 (Superheated)	200	4860	730	940	850
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803 (Saturated)	195	4860	730	940	850
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	5540	850	1090	990
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4990	740	960	870
T-16	T-57 18/24 80	2039 to 2073, 2081, 2082, 2095	165	2880	400	530	480
T-16	T-57 18/24 76	2094	150	2600	350	470	420
T-10	T-57 18/24 86	2134 to 2152	160	2770	380	500	450
T-9	T-57 18/24 96	2155, 2175, 2180	170	2960	400	530	480
T-9	T-57 18/24 92	2170, 2172	170	3190	420	550	490
T-3	T-69 20/26 113	2212 to 2220	180	3510	470	620	550
T-2	T-63 19/24 105	2221 to 2234	160	2810	360	470	430
T-1	T-63 20/26 112	2235 to 2244, 2246 to 2273	180	3840	560	730	660
T-25	T-69 20/28 134	2274 to 2281	200	4230	590	770	690
T-27	T-69 20/26 124	2282	180	3490	440	600	530
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5560	870	1010	1000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4890	750	960	870
T-28	T-63 22/28 162-S	2311 to 2352	210	6060	930	1190	1080
T-31	T-63 22/28 162-S	2353 to 2362	200	5750	869	1110	1010
T-32	T-69 23/28 174-S	2363 to 2370	200	5850	870	1120	1010
P-1-3	P-77 22/28 141-S	2400 to 2437, 2459, 2460	210	5010	700	910	820
P-5	P-77 22/28 141-S	2438 to 2452	200	4750	650	850	760
P-10	P-73 25/30 181-S	2478 to 2483	200	6830	940	1240	1110
P-10	P-73 25/30 183-S	2484 to 2491	200	7140	960	1270	1130
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	6010	950	1210	1100
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	5750	890	1140	1030
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	930	1190	1080
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	880	1130	1020
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6680	1050	1340	1220
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5950	910	1170	1060
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)	210	6660	1030	1320	1200
C-5	C-57 22/30 178	2680 to 2693 (Saturated)	200	5960	920	1180	1070
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated)	210	6660	1030	1320	1200
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	210	6660	1030	1320	1200
C-10	C-57 22/30 194-S	2831 to 2836, 2839 to 2857 (Superheated)	210	6660	1030	1320	1200
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated)	200	5930	890	1150	1040
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200	5930	890	1150	1040
TW-8	TW-54 21/32 155	2914 to 2923 (Saturated)	180	4960	740	960	870
TW-3	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	4230	650	830	750
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3970	500	670	600
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3610	430	590	520
Mk-5	Mk-63 26/28 210-S	3237 to 3249, 3270, 3271	200	8090	1300	1660	1500
Mk-6	Mk-63 26/28 210-S	3250 to 3269	200	8090	1300	1660	1500
F-1	F-63 27 1/2/32 273-S	3600 to 3652	200	9700	1530	1950	1770
F-3	F-63 29 1/2/32 297-S	3653 to 3667	200	9700	1530	1950	1770
F-4, F-5	F-63 29 1/2/32 306-S	3668 to 3768	200	9700	1530	1950	1770
Mt-1	Mt-73 28/30 246-S	4300 to 4327	210	9700	1530	1950	1770
Allowance for empty and underloaded cars			Less than 40 M's	6	3	3	3
			40 to 50 M's	3	0	0	0

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per cent Equivalent Grade
Fresno to Bakersfield.	0.35	0° 50'	0.37
Bakersfield to Ilmon.	1.50	10°	1.90
Ilmon to Tehachapi.	2.20	10°	2.60
Saugus to Palmdale.	2.20	10° 33'	2.61
Palmdale to Mojave.	1.50	1° 30'	1.55
Mojave to Eric.	2.20	4°	2.56
Eric to Tehachapi.	1.18	1° 50'	1.24
Fresno to Friant.	1.00	10°	1.40

**TRAINMASTERS**  
**H. C. THOMPSON** . . . . . Fresno  
**R. G. PROSOLE** . . . . . Bakersfield  
**C. G. TANDY** . . . . . Mojave

**E. F. WASEM**, Chief Dispatcher,  
**F. B. WARNER**, Asst. Chief Dispatcher,  
**O. D. DAY**, Asst. Chief Dispatcher.

**Road Foreman of Engines,**  
**S. H. BRAY.**

**W. L. HACK**, Superintendent.

**D. S. WEIR**, Asst. Superintendent.

MILEAGE.	Main Lines
End Stockton Division to Fresno	S. P. R. R. . . . . . 56
End Stockton Division to Goshen Jet.	C. P. Ry. . . . . . 35.48
Goshen Jet. to Saugus	S. P. R. R. . . . . . 210.51
Kerman to Goshen Jet. Via Armona	S. P. R. R. . . . . . 51.37
<b>Total Main Line</b>	<b>297.92</b>

Branches.	Mileage
Alcalde	S. P. R. R. Armona to Alcalde . . . . . 44.32
Asphalto	S. P. R. R. Bakersfield to Olig . . . . . 50.06
Clovis	S. P. R. R. Fresno to Friant . . . . . 24.14
Fresno	S. P. R. R. Fresno to Famoso . . . . . 103.95
Magnesite	S. P. R. R. Magnesite Jct. to Magnesite . . . . . 2.44

Owens	C. P. Ry. Mojave to Owens . . . . . 142.90
Riverdale	S. P. R. R. Hardwick to Ingle . . . . . 42.16
Springville	S. P. R. R. Porterville to Springville . . . . . 15.83
Stratford	S. P. R. R. Rossi to Stratford . . . . . 8.93
Visalia	S. P. R. R. Goshen Jet. to Exeter . . . . . 16.76
<b>Total Branches</b>	<b>451.49</b>
<b>Total San Joaquin Division</b>	<b>749.41</b>



**MAP**  
**OF THE**  
**SAN JOAQUIN**  
**DIVISION**  
**SOUTHERN PACIFIC COMPANY**  
 JUNE, 1918.  
 J. F. M.  
 SCALE OF MILES  
 0 5 10 20 30 40  
 Revised 11-12-24