

# The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES.

**VALLEY DIVISION.**

## EMPLOYEES' TIME TABLE No. 23

IN EFFECT

**SUNDAY, DECEMBER 5, 1909,**

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 22, Dated June 6, 1909, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

A. G. WELLS,  
GENERAL MANAGER,  
Los Angeles, Cal.

J. W. WALKER,  
SUPERINTENDENT,  
Fresno, Cal.

J. A. CHRISTIE,  
TRAINMASTER,  
Fresno, Cal.

G. W. SIMPSON,  
TRAINMASTER,  
Fresno, Cal.

I. L. HIBBARD,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.



**ALL DISTRICTS.**

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated November, 1901, reprinted 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Eastbound trains are of superior direction to westbound trains of the same class.

3. Passengers may be carried on Nos. 53, 54, 63, 64, 73, 74, 83 and 84; no other freight trains will carry passengers.

Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

4. No. 8 will stop at any station between Corcoran and Bakersfield to discharge passengers from points on the Visalia district, not including Fresno and Corcoran; passengers from latter two stations to be handled on No. 4.

Nos. 7 and 3 will stop at any station to discharge passengers from points east of Bakersfield.

5. The number of tons shown by rate sheet as ordinary trains for engines, is based on the general grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and engineers are required to fill up trains to full capacity of their engines.

6. See second paragraph of Rule No. 390, Rules and Regulations. The application of this rule will not be considered as covering California crude oil.

7. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train, and sufficient train line pressure has been accumulated.

8. Cars must not be cut off trains upon grades depending upon hand brakes to hold them, but must be placed with the engine.

9. Yard limit boards defining yard limits have been established as follows: Bakersfield, Corcoran, Hanford, Visalia, Fresno, Merced, Riverbank, Stockton, (extending one quarter mile east of east switch at Mormon), Antioch, Richmond, (extending to Ferry Point) and at Oakland. Yard limits are also established extending between station whistling posts at each, Blume and Bay Point, applicable to second class and extra trains only.

10. First-class trains, when ten minutes or more late, are required to approach and leave stations which are designated in time table rules as having yard limits (excepting at Blume and Bay Point), under full control, prepared to stop within the limit of vision, and responsibility for accident under such conditions shall rest with the approaching train. In case of fog or its equivalent, such first-class trains, and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against obstructions or engines in yards.

Yard engines will give way to all such trains at the earliest moment possible.

That portion of Rule 98 (a) of Rules and Regulations, reading, "At such stations as have no yard limit signs, the limits will be considered to be between extreme switches," is hereby abrogated. Trains at stations which have no yard limits as prescribed in time table, will be governed by Rule 99.

11. The last clause of Rule No. 93-A, of Rules and Regulations, is hereby amended to include second-class trains, and now reads, "Extras may pass and run ahead of second and third-class trains without special instructions."

12. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

13. Fusees must not be placed or thrown off where fire from them would endanger buildings, bridges and tunnels lined with wood.

14. First-class trains in the same direction must keep at least ten minutes apart, except where scheduled otherwise, or in closing up at stations or at meeting or passing points. Light engines and freight trains having four hundred (400) tons or less following a passenger train, will be regarded as passenger trains within the meaning of this rule.

15. Rule 567 of Rules and Regulations is hereby abrogated. When offices are closed for the night, the train order signal will be fastened at "Proceed," and the lamp left burning. All trains must positively ascertain the position of the signal before passing.

16. Standard clocks are located in depot telegraph offices, at Bakersfield, Fresno, Stockton, Richmond, Ferry Point, Oakland and in train dispatcher's office at Fresno.

17. The abbreviations "Ps" and "Mt," permitted in Train Rule 5 are omitted, and instead the numbers of the trains to be passed or met are indicated in small numerals.

18. Enginemen giving audible signal (k), under requirements of Rule 14, of the book of Rules and Regulations, will see that it is properly answered by (g), of same Rule, stopping, if necessary, to ascertain that signals are understood. Where there is more than one engine attached to a train, the leading engine only will give and answer these signals.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Engines of all classes when pulling freight trains must not exceed a speed of thirty (30) miles per hour, i. e., will consume not less than two (2) minutes in running each and every mile. Trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile. Engines running backward will not exceed twenty (20) miles per hour and will consume at least three (3) minutes for each and every mile.

20. The following instructions will govern the use of HALL ELECTRIC SIGNALS located as per Special Rules 27 and 39.

a. Signals are of the disc pattern and indicate danger by displaying a red disc by day and a red light by night. A green light, or the absence of a red disc by day, indicates safety. When the signal indicates safety, a small portion of the red disc will be visible at the upper left hand edge of the opening in the signal case to show that the disc is there and connected with the signal instrument. Each piece is equipped with a preliminary section at one end of the block, indicated by a preliminary board.

b. A train entering block at preliminary section end sets the opposite signal at danger when the front end has passed the preliminary board and sets the signal at its end to danger when the front end has passed that signal. Both signals will stay at danger until the rear end of the train has passed out of the block.

c. A train entering block at the opposite end to the preliminary section sets both signals to danger when the front end has passed the signal. It will hold the signal at preliminary section end at danger until the rear end of the train has passed that signal, and the signal at end opposite to preliminary section at danger until rear end has passed the preliminary board. The signals only provide protection within the limits of the block which controls them.

d. Signals can be set at danger by the following: 1. Train in block. 2. Switches not set for main line. 3. A broken rail. 4. Defective apparatus.

e. The use of these signals does not relieve enginemen, conductors or trainmen from protecting their trains as provided in train rules.

f. Both enginemen and firemen will be held responsible for the proper observation of these signals.

g. Enginemen must approach signals with great care and with train under such control as that it can be stopped within the limit of vision. Finding a signal at danger, they must stop before reaching it and immediately send a flagman ahead. After waiting five minutes, will proceed through the block with train under full control, prepared to stop within the limit of vision; and report the facts to the Trainmaster from the next telegraph office.

h. When entering sidings which lead out on section of track controlling signals, trainmen must be careful to clear the wooden insulation joints back of the clearance posts.

i. Enginemen and trainmen finding any signal at danger, and which fails to clear in proper manner will report by wire to Trainmaster at next stopping place.

21. Audible signal "C" Rule 14, Book of Rules, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

22. In the delivery of an order to a train at a non-telegraph station as provided for in Rule 217 of the Book of Rules, the signature only of the conductor of the train to which the order is delivered will suffice; the conductor receiving the order to take the signature of his engineer thereon, the same as required to do upon orders delivered in the regular manner.

23. The normal position of all switches at junction points between main and branch lines will give an unbroken rail for main line trains.

**FIRST DISTRICT.**

24. Conductors of all trains will register at Bakersfield, Corcoran, Junction and Fresno. No train will leave Bakersfield, Corcoran or Fresno without receiving a clearance card (Form 902).

**SPEED LIMITATIONS.**

25. 8 miles per hour, through city limits of Hanford.  
6 miles per hour, through city limits of Fresno.

**RAILROAD CROSSINGS AT GRADE.**

26. S. P. Co., Goshen branch, Hanford; home signals—interlocking.

S. P. Co., main line, 3.4 miles west from Oleander; distant and home signals—interlocking.

S. P. Co., Porterville branch, 1.5 miles west from Junction; home signals—interlocking.



S. P. Co., Pollasky branch, Fresno; home signals—interlocking.

27. The main line between Fresno and Junction is protected by HALL ELECTRIC SIGNALS located as follows and operating as per Special Rule No. 20:

Signal No. 1. 900 feet east from junction switch at Junction on first district.

Signal No. 2. 1440 feet east from Pollasky crossing of S. P. Co., Fresno yard.

Signal No. 3. 150 feet east from junction switch at Junction on Visalia district.

A preliminary section extends from Signal No. 1 to a point 1600 feet east and is marked by a preliminary board. A train entering the block at preliminary section end on first district sets Signals Nos. 2 and 3 at danger, when front end of train has passed the preliminary board; and sets Signal No. 1 at danger when front end of train passes that signal. All three signals remain at danger until train passes out of block.

A preliminary section also extends 1000 feet east from Signal No. 3 to a point marked by a preliminary board on Visalia district. A train entering block at this point sets Signal No. 2 at danger when the front end has passed the preliminary board, and sets Signals Nos. 1 and 3 at danger when front end has passed Signal No. 3, or when the junction switch has been set for Visalia district. All three signals then remain at danger until train has passed out of block.

A train entering the block at opposite end to the preliminary section sets all three signals at danger when the front end of train has passed Signal No. 2.

Westbound trains on both the first and Visalia districts finding overdue superior trains not registered, must immediately back and remain out of the preliminary section until the expected train arrives; otherwise Signal No. 2 will be held at danger against the eastbound train.

28. Number 24 arriving at Corcoran will head around west leg of wye to Visalia District main line, and back eastward to station, prepared to start as Number 27.

## SECOND AND OAKDALE DISTRICTS.

29. Conductors of all trains will register at Fresno, Riverbank, Oakdale and Stockton, and no train will leave Fresno, Oakdale or Stockton without receiving clearance card (Form 902).

Conductors of trains No. 31 and No. 232 will not leave Riverbank without receiving clearance card (Form 902).

### SPEED LIMITATIONS.

30. 6 miles per hour through city limits of Fresno. 8 miles per hour through city limits of Stockton and Merced. 20 miles per hour over San Joaquin River bridge B-1009.

Merced River bridge, B-1070.

Dry Creek bridge, B-1091.

### RAILROAD CROSSINGS AT GRADE.

31. S. P. Co., Berenda branch, 0.3 mile west from Miller; distant and home signals—interlocking.

Yosemite Valley Railroad: Merced; distant and home signals—interlocking.

S. P. Co., Oakdale branch, 1.7 miles west from Merced; distant and home signals—interlocking.

S. P. Co., Oakdale branch, Oakdale; no signals.—All trains must come to full stop before crossing.

S. P. Co., main line and Western Pacific Ry, Sacramento street, Stockton; home and distant signals—interlocking.

## THIRD DISTRICT.

32. In addition to regular train signals prescribed by train rules, all trains, both day and night, will display each a red and white hand lantern on rear of train between Maltby and Ferry Point for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Passenger trains backing between Richmond and Ferry Point, will have a brakeman stationed on the forward platform, provided with brake valve, air whistle and a white light.

33. Drawbridges B-1124, over San Joaquin River, A-1135 over Middle River and A-1137 over Old River, are protected by interlocking with home and distant signals, the derailleurs being located approximately 350 feet from each end of the drawbridge. All trains in passing the distant signal in caution position must reduce speed and be prepared to stop at the home signal.

34. In switching at Rap and Dupont spurs no engine will run over the spur track without at least one car attached with air in operation, and a trainman riding on top to attend to hand brakes if necessary.

35. The siding at Orwood must not be used for meeting or passing trains.

36. Trains on double track between east switch at Richmond and Ferry Point will run right and right; i.e., westbound trains (including light engines and switch cuts) will use the north track, and eastbound trains will use the south track, except as provided in Rule No. 54, Oakland District.

The normal position of switch at east end of double track will give an unbroken rail for westbound trains. Unless thrown by switch tender eastbound trains will stop at end of double track to throw switch, which must be lined up after using same.

General rules as to flagging on main line will apply on the double track.

Great care must be taken by crews on yard and light engines returning from Ferry Point to roundhouse, not to use westbound main track, except for cross-over purposes, and then only when it is known that such use is absolutely safe.

37. Nos. 42 and 7 and 41 and 44 when on time will meet on double track.

38. Conductors of all trains will register at Stockton, Richmond and Ferry Point.

No train will leave Stockton, Richmond or Ferry Point without receiving a clearance card (Form 902).

39. Tunnels No. 1 and No. 2 and Alhambra viaduct between Vine hill and Glen Frazer, Tunnel No. 4 between Dupont and Pinole and Tunnel No. 5 between Richmond Avenue and Ferry Point, are protected by HALL ELECTRIC SIGNALS, operating as per Special Rule No. 20.

**Tunnels 1 and 2 and Alhambra Viaduct.**—Westbound signal 450 feet east from Tunnel No. 1. Eastbound signal, 540 feet west from Tunnel No. 2. Preliminary board, 1450 feet east from Tunnel No. 1.

**Pinole Tunnel, No. 4.**—Westbound signal 1800 feet east from tunnel. Eastbound signal 400 feet west from tunnel. Preliminary board 2800 feet east from tunnel. When the west switch at Dupont is thrown from the siding it sets both signals at danger and should not be thrown unless the indicator near the switch stand shows clear, without first protecting according to Special Rule 20 g. When the east switch at Dupont is thrown for the siding, it sets the signal at the west end of tunnel at danger, but does not affect the signal at the east end.

**Richmond Tunnel, No. 5.**—The signal governing the westbound track is 100 feet west from Richmond Avenue, the block extending from that point to 1140 feet west from the west portal of the tunnel. The signal governing the eastbound track is 1500 feet west from the west portal of the tunnel, the block extending from there to 60 feet east from Richmond Avenue station.

### RAILROAD CROSSINGS AT GRADE.

40. Western Pacific Ry., Stockton; home signals—interlocking.

## SPEED LIMITATIONS.

41. 8 miles per hour, through city limits of Stockton, and Antioch.

15 miles per hour, all west bound trains heading in at double track junction, east end Richmond Yard, while any portion of the train is on the turnout.

20 miles per hour, all trains crossing Alhambra viaduct. all trains through Franklin tunnel.

all trains over San Joaquin River drawbridge B-1124.

all trains over Middle River drawbridge A-1135.

all trains over Old River drawbridge A-1137.

all freight trains in either direction between Maltby and Pinole, and will consume at least three minutes for each and every mile.

40 miles per hour, all west bound passenger trains between Christie and Pinole.

## INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN GLEN FRAZER AND CHRISTIE.

42. a. A train staff instrument is located in the telegraph office at each Glen Frazer and Christie, in charge of the operator on duty. The two instruments being electrically connected, it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the same instrument or in the one at the other end of the block.

b. Trains within the block, which extends from clearance of west switch at Glen Frazer to clearance of east switch at Christie, will be governed by the General Rules and Regulations, as well also by other special rules not in conflict herewith, but in addition, a train staff must be in possession of engineman before train enters the block. When more than one engine is handling a train, the engineman of the leading engine must carry the staff, but that the other engineman and conductor may know he has it, as is required of them, he will acknowledge it by audible signal (g) Rule 14, of the book of Rules and Regulations.

c. A staff crane is located near the telegraph office at each end of the block, from which engineman may catch a staff by hand at slow speed, when not necessary for train to stop. If conductor receives staff from operator, he must personally deliver it to the engineman. When the movement is completed for which staff is given, the engineman must deliver staff at end of block by dropping it at a designated place or handing to the operator on duty.

d. Operator must not deliver to a train, staff which he has received from another train, until it has passed through the instrument, and must not restore staff to the instrument until the markers of the train delivering it have cleared the block, as described in rule 2, but must do so immediately thereafter.

e. The staff will be enclosed in a rubber pouch, which is provided with an opening so that the staff may be seen. Engineman must know that the pouch contains a staff before proceeding.

f. Work trains in the block will be instructed by dispatcher to deliver staff to operator at a certain time, and must not fail to do so.

g. Operators must, through the dispatcher, keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block, so that the proper train will be given staff, thus avoiding delays or misunderstandings.

(Special Rules Continued on Inside of Back Cover)



4 VALLEY DIVISION.—FIRST DISTRICT.

WESTWARD.									Capacity of Seats	Fuel, Water Tubs, Tables and Wyes	No. Cars.	TIME TABLE No. 23. Dec. 5, 1909.	Ruling Grade Ascending.
Second Class.			First Class.										
63	53	33	25	23	27	3	5	7					
FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
AM 5.00		PM 9.15				PM 8.00 <sup>34</sup>	AM 8.20	AM 7.53	729	F W T	BAKERSFIELD		
f 5.15		9.33				f 8.07	f 8.26	8.03 <sup>8</sup>	104		4.2	5.3	
f 5.25		9.50				f 8.13	f 8.31	8.09	130		JASTRO 3.8	0	
f 5.55		10.33				f 8.27	f 8.44	8.22	83		ROSEDALE 9.8	9.2	
\$ 6.20		11.06				\$ 8.39	\$ 8.55	8.32	157	W	SHAFTER 7.5	10.6	
f 6.40 <sup>4</sup>		11.30				f 8.48	f 9.03	8.40	104		WASCO 5.8	5.3	
f 6.50							f 9.07		2		ELMO 2.5	0	
f 7.02 <sup>8</sup>		11.55									POND 3.1	0	
f 7.28		AM 12.25				f 8.56	f 9.12	8.46	85		KERNEL 7.5	0	
7.42						f 9.08	f 9.23	8.56	92	W	SOLITA 4.6	2.6	
\$ 8.00		1.07					f 9.29		0		STOIL 5.6	2.6	
f 8.10		1.26				\$ 9.24	\$ 9.37	9.09	120		ANGIOLA 3.9	5.3	
8.13						f 9.30	f 9.43	9.14	95		MUDO 0.8	2.6	
\$ 8.30 9.15 <sup>24</sup>		1.40 2.00	PM 5.00				f 9.44	9.15	23		TURNBULL 4.1	2.6	
f 9.33 <sup>7</sup>		2.12	f 5.10			\$ 9.40 PM	\$ 9.53	\$ 9.28	174	W Y	CORCORAN		
\$10.08 <sup>5</sup> 64		2.35	\$ 5.25				f 9.58	9.33 <sup>63</sup>	110		3.0	3.2	
f10.30		2.50	f 5.35					\$10.08 <sup>63</sup> 64	136		BEAN 6.2	5.3	
\$11.00 11.45		3.05	\$ 5.45				f10.15	9.47	25		GUERNSEY 4.0	10.0	
PM 12.05		3.15	f 5.51				\$10.27	\$ 9.55	110	W	ODESSA 3.8	10.6	
f12.10		3.18	5.52				f10.32	10.00	24		S.P.Co. Goshen Branch Crossing HANFORD	10.6	
f12.20		3.24	f 5.55				f10.33	10.01	115		3.2	10.6	
f12.35		3.35	\$ 6.01				f10.35	10.03	90		BANNER 0.6	10.6	
f 1.15 <sup>34</sup>		3.55	\$ 6.10				\$10.43	10.07	59		LUCERNE 1.5	10.6	
f 2.00			f 6.16				\$10.54	10.15	96		HARLOW 2.8	10.6	
f 2.30		4.20	f 6.21				f11.00		4		LATON 5.8	10.6	
f 2.58 <sup>6</sup>		4.31 <sup>4</sup>	\$ 6.26				f11.06	10.23	31		CONEJO 3.7	10.6	
							\$11.13	10.27	115		MONMOUTH 2.7	10.6	
											BOWLES 2.8	10.6	
											OLEANDER 3.4	5.3	
											S.P.Co. Main Line Crossing	0	
\$ 3.35	PM 12.45	5.15 <sup>64</sup>	\$ 6.33	PM 4.39	AM 11.10	AM 12.10	\$11.21	\$10.33	32	Y	JUNCTION		
											1.5	6.6	
											S.P.Co. Porterville Branch Crossing		
											1.4	15.8	
											S.P.Co. Pollasky Branch Crossing		
											FRESNO		
											(110.4)		

(14.2) (11.6) (13.8) (28.3) (29.0) (34.8) (37.8) (34.8) (39.6) .....Average speed per hour.....



VALLEY DIVISION.—FIRST DISTRICT.

Miles.	STATIONS	Telegraph Offices	EASTWARD.								
			First Class.						Second Class		
			8	4	6	24	22	26	34	54	64
			PASSENGER Arrive Daily	PASSENGER Arrive Daily	PASSENGER Arrive Daily	PASSENGER Arrive Daily	PASSENGER Arrive Daily	PASSENGER Arrive Daily	FREIGHT Arrive Daily	FREIGHT Arrive Daily Ex. Sunday	FREIGHT Arrive Daily Ex. Sunday
887.7	<b>BAKERSFIELD</b>	N	<b>AM</b> 8.10	<b>AM</b> 7.30	<b>PM</b> 6.30				<b>PM</b> 8.00 <sup>3</sup>	<b>PM</b> 4.00	
891.9	4.2 JASTRO		8.03 <sup>7</sup>	f 7.23	f 6.22				7.37	f 3.40	
13.7	3.8 ROSEDALE	G	7.55	f 7.17	f 6.17				7.23	f 3.25	
14.0	9.8 SHAFTER		7.38	f 7.02	f 6.04				6.50	f 2.40	
10.6	7.5 WASCO	D	7.25	\$ 6.49	\$ 5.53				6.22	\$ 2.10	
13.2	5.8 ELMO		7 12	f <b>6.40</b> <sup>63</sup>	f 5.44				6.00	f 1.45	
15.8	2.5 POND				f 5.40					1.35	
15.8	3.1 KERNELL		<b>7.02</b> <sup>63</sup>	f 6.30	f <b>5.35</b> <sup>64</sup>				<b>5.35</b> <sup>6</sup>	f 1.25	
8.4	7.5 SOLITA		6.49	f 6.17	f 5.22				5.08	f 12.50	
9.0	4.6 STOIL			f 6.10	f 5.14					12.30	
9.0	5.6 ANGIOLA	D	6.30	f 6.00	\$ 5.05				4.25	\$ 12.10 <b>PM</b>	
2.6	3.9 MUDO		6.23	f 5.53	f 4.58				4.09	11.48	
2.6	0.8 TURNBULL		6.22	5.52	f 4.57				4.06	f 11.45	
2.6	4.1 <b>CORCORAN</b>	N	<b>6.15</b> <b>AM</b>	\$ 5.45 \$ 5.40	\$ 4.50 \$ 4.28	<b>AM</b> 8.45 <sup>63</sup>			3.50 3.25	11.30 \$ 10.45	
0	3.0 BEAN			5.34	f 4.22	f 8.33			3.12	f 10.30	
5.3	6.2 GUERNSEY	D		5.23	\$ 4.10	\$ 8.24			2.45	<b>10.08</b> <sup>63</sup> \$ <b>9.41</b> <sup>7</sup>	
0	4.0 ODESSA			5.17	f 4.01	f 8.18			2.30	f 9.15	
5.3	3.8 S. P. Co. Goshen Branch Crossing HANFORD	N		\$ 5.10	\$ 3.53 \$ 3.45	\$ 8.12 <sup>64</sup>			\$ 2.12	<b>8.45</b> <sup>24</sup> \$ <b>8.00</b>	
0	3.2 BANNER				f 3.37	f 8.04			2.00	f 7.40	
8.4	0.6 LUCERNE				f 3.36	f 8.03			1.56	f 7.35	
0	1.5 HARLOW			5.02	f 3.33	f 8.00			1.50	f 7.30	
15.8	2.8 LATON	D		f 4.57	\$ 3.29	\$ 7.55			1.40	\$ 7.10	
15.8	5.8 CONEJO	D		4.47	\$ 3.17	\$ 7.45			<b>1.15</b> <sup>63</sup>	\$ 6.35	
15.8	3.7 MONMOUTH				f 3.10	f 7.38				f 6.15	
15.8	2.7 BOWLES			4.36	f 3.05	f 7.33			12.50	f 6.00	
0	2.8 OLEANDER	D		<b>4.31</b> <sup>33</sup>	\$ <b>2.58</b> <sup>63</sup>	\$ 7.28			12.37	\$ 5.40	
10.6	3.4 S. P. Co. Main Line Crossing										
15.3	<b>JUNCTION</b>		<b>AM</b> 3.51	\$ 4.25	\$ 2.51	\$ 7.20	<b>AM</b> 7.41	<b>PM</b> 2.36	12.21	<b>AM</b> 5.00	\$ <b>5.15</b> <sup>33</sup>
7.9	1.5 S. P. Co. Porterville Branch Crossing										
15.8	1.4 S. P. Co. Pollasky Branch Crossing <b>FRESNO</b>	N	<b>3.45</b> <b>AM</b>	4.20 <b>AM</b>	2.45 <b>PM</b>	7.15 <b>AM</b>	7.35 <b>AM</b>	2.30 <b>PM</b>	12.10 <b>PM</b>	4.45 <b>AM</b>	5.00 <b>AM</b>
	(110.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday

.....Average speed per hour..... (32.8) (35.8) (33.5) (31.4) (29.0) (29.0) (14.9) (11.6) (12.2)



VALLEY DIVISION.—VISALIA DISTRICT.

WESTWARD.				Capacity of Sidings	Fuel Water, Tables and Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 23 Dec. 5, 1909.	Ruling Grade Ascending	Distance from Corcoran	Telegraph Offices	EASTWARD.			
Second Class	First Class.										First Class.			Second Class
53 FREIGHT	3 PASSENGER	23 PASSENGER	27 PASSENGER								8 PASSENGER	22 PASSENGER	26 PASSENGER	54 FREIGHT
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	No. Cars			STATIONS	Miles			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday
AM 6.30	PM 9.50	AM 10.10	AM 8.55	174	W Y	5.3	<b>CORCORAN</b> 4.0	0	N		AM 6.10	AM 9.55	PM 4.45	PM 1.30
f 6.50	9.58	f 10.22	f 9.03	22		13.2	WAUKENA 5.6	0		4.0	6.02	f 9.45	f 4.35	f 1.10
f 7.15	10.08	f 10.33	f 9.14	42		12.1	PAIGE 1.9	0		9.6	5.50	f 9.35	f 4.24	f 12.50
f 7.25	10.12	f 10.37	f 9.18	17		15.8	ROBLA 3.1	0		11.5	5.46	f 9.31	f 4.20	f 12.40
\$ 7.40	\$ 10.20	\$ 10.45	\$ 9.25 <sup>22</sup>	91		10.6	S.P.Co. Main Line Crossing TULARE 4.0	10.6		14.6	\$ 5.40	\$ 9.25 <sup>27</sup>	\$ 4.15	\$ 12.30
f 8.00	10.28	f 10.53	f 9.33	21		10.6	SWALL 3.6	10.6		18.6	5.30	f 9.17	f 4.04	f 12.12 PM
f 8.15				6		10.6	HIGBY 2.6	10.6		22.2				f 11.55
\$ 8.32 <sup>22</sup> 9.10	\$ 10.40	\$ 11.05 <sup>54</sup> PM 3.10	\$ 9.45	93	W	10.6	VISALIA S.P.Co. Visalia Branch Crossing 6.6	13.2		24.8	\$ 5.18	\$ 9.07 <sup>53</sup>	\$ 3.55	11.45 <sup>23</sup> \$ 11.15
f 9.40	10.54	f 3.22	f 9.57	62		10.6	PERAL 1.9	0		31.4	5.04	f 8.54	f 3.42	f 10.30
						11.6	S.P.Co. Porterville Branch Crossing 2.5	0		33.3				
f 10.06 <sup>27</sup> 54	11.02	f 3.33 <sup>26</sup>	f 10.06 <sup>53</sup> 54	36		10.6	LOVELL 2.4	7.9		35.8	4.54	f 8.45	f 3.33 <sup>23</sup>	f 10.06 <sup>27</sup> 53
\$ 10.15	f 11.07	\$ 3.39	\$ 10.11	65		.9	CUTLER 3.1	10.6		38.2	f 4.49	\$ 8.40	\$ 3.28	\$ 9.50
\$ 10.30	f 11.13	\$ 3.45	\$ 10.17	32		10.6	SULTANA 1.0	13.2		41.3	f 4.43	\$ 8.34	\$ 3.22	\$ 9.30
f 10.35		f 3.47	f 10.19	20		10.6	TOKAY 2.7	13.2		42.3	4.41	f 8.31	f 3.18	f 9.20
f 10.45	11.20	f 3.53	f 10.25	6		10.6	DINUBA 3.4	13.2		45.0	4.36	f 8.26	f 3.15	f 8.50
\$ 11.05	\$ 11.27	\$ 4.01	\$ 10.33	122	W	10.9	REEDLEY 2.1	15.8		48.4	\$ 4.30	\$ 8.20 <sup>54</sup>	\$ 3.10	8.30 <sup>22</sup> \$ 7.45
						10.9	S.P.Co. Porterville Branch Crossing 0.1	0		50.5				
f 11.20	f 11.32	f 4.06	f 10.38	41		10.9	LACJAC 2.2	15.8		50.6	4.24	f 8.15	f 3.05	f 7.20
\$ 11.30	f 11.36	\$ 4.11	\$ 10.43	74		5.3	PARLIER 1.6	10.6		52.8	4.20	\$ 8.11	\$ 3.01	\$ 7.05
f 11.40		f 4.14	f 10.46	29		10.6	MILEY 3.7	8.4		54.4	4.17	f 8.07	f 2.58	f 6.55
PM \$ 12.01	f 11.46	\$ 4.21	\$ 10.53	66		7.4	DEL REY 3.4	10.6		58.1	f 4.10	\$ 8.01	\$ 2.52	\$ 6.25
f 12.15	11.52	f 4.26	f 10.58	33		0	WOLF 2.6	8.4		61.5	4.04	f 7.55	2.47	f 5.55
f 12.25	f 11.58	f 4.32	f 11.02	36		0	LONE STAR 1.9	10.6		64.1	3.59	f 7.50	f 2.43	f 5.35
f 12.35	AM 12.02	f 4.35	f 11.05	25		0	CECILE 2.6	10.6		66.0	3.56	f 7.46	2.40	f 5.20
12.45 PM	12.10 AM	4.39 PM	11.10 AM	32	Y	6.6	<b>JUNCTION</b>	15.8		68.6	3.51 AM	7.41 AM	2.36 PM	5.00 AM
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				(68.6)				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
(11.4)	(29.4)	(28.5)	(30.5)	..... Average speed per hour .....				(29.6)	(30.7)	(31.9)	(9.4)			

FRESNO COUNTY RAILWAY.

FREIGHT ONLY		Capacity of Sidings	Distance from Reedley	FREIGHT ONLY	
		122			
		7	REEDLEY 4.3		
		25	VINO 1.0	4.3	
		33	SAMUELS 1.4	5.3	
			WAHTOKE	6.7	



VALLEY DIVISION.—SECOND DISTRICT.

WESTWARD							EASTWARD														
Second Class.		First Class.					Capacity of Sidings	Fuel Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE											
73	33	35	5	7	41	3				No. Cars	No. 23	Ruling Grade Ascending	Distance from Albuquerque	Telegraph Office.	First Class.					Second Class	
FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER		Dec. 5, 1909		Miles			4	6	42	8	32	34	74		
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
AM 5.00	AM 6.30		AM 11.35	AM 10.50	AM 8.00	AM 1.00	406	<b>FRESNO</b> 3.3	15.8	998.1	N	AM 4.15	PM 2.25	PM 10.35	AM 3.35			AM 10.45	PM 5.30		
f 5.15							13	ANDREWS 4.3	10.6	1001.4									f 5.15		
f 5.30	7.00		f 11.47	11.01	f 8.12	1.12	67	BULLARD 5.9	13.2	1005.7		4.02	f 2.12	f 10.22	3.20			10.25	f 4.50		
f 5.55	7.22		f 11.57	11.09	f 8.21	1.22	26	GREENLEAF 2.4	15.8	1011.6		3.53	f 2.03	f 10.13	3.10			10.10	f 4.25		
f 6.05	7.32		PM 12.01	11.13	f 8.25	1.27	98	PATTERSON 5.6	13.2	1014.0		3.50	f 1.59	f 10.10	3.06			10.05	f 4.10		
\$ 6.30 7.00	7.48		\$ 12.08	11.20	\$ 8.35	f 1.38	335	STOREY 6.5	12.1	1019.6	D	f 3.41	\$ 1.50	\$ 10.01	f 2.56			9.50	\$ 3.40 3.10		
f 7.30	8.18		f 12.17	11.29	f 8.46	1.48	90	MILLER 0.3	10.6	1026.1	G	3.31	f 1.39	f 9.51	2.45			9.35	f 2.25		
								S. P. Co. Berenda Branch Crossing 3.8	15.8	1026.4											
\$ 7.45	8.35		\$ 12.24	11.35	f 8.52	f 1.54	111	SHARON 2.3	5.3	1030.2	D	3.25	\$ 1.33	f 9.46	f 2.38			9.25	\$ 2.00		
f 7.55	8.45		f 12.28	11.39	f 8.57	1.58	14	WATT 3.2	15.8	1032.5			f 1.29	f 9.42	2.34			9.15	f 1.45		
f 8.10	9.02 <sup>34</sup>		f 12.33	11.44	f 9.02 <sup>34</sup>	2.04	71	MARGUERITE 2.6	0	1035.7		3.17	f 1.24 <sup>74</sup>	f 9.37	2.28			9.02 <sup>33</sup>	f 1.24 <sup>6</sup>		
f 8.20	9.06		f 12.37	11.47	f 9.06	2.09	18	DICKINSON 3.1	0	1038.3			f 1.20	f 9.33	2.21			8.48	f 1.05		
\$ 8.37 <sup>34</sup>	9.18		\$ 12.43 <sup>74</sup>	11.51	\$ 9.12	f 2.15 <sup>8</sup>	110	LEGRAND 3.0	5.3	1041.4	D	f 3.09	\$ 1.15	\$ 9.28	\$ 2.15 <sup>3</sup>			8.37 <sup>73</sup>	\$ 12.43 <sup>5</sup>		
f 8.50	9.30		f 12.48	11.55	f 9.17	2.20	20	BURCHELL 2.8	5.3	1044.4		3.04	f 1.10	f 9.22	2.09			8.25	f 12.20 PM		
f 9.05	9.40		f 12.53	11.59 <sup>74</sup>	f 9.21	2.24	129	WHITTON 3.3	0	1047.2		3.00	f 1.06	f 9.17	2.04			8.15	11.59 <sup>7</sup>		
9.27 <sup>41</sup>	9.53		f 1.00 <sup>6</sup>	PM 12.03	f 9.27 <sup>73</sup>	2.30	51	TUTTLE 5.5	0	1050.5		2.55	f 1.00 <sup>5</sup>	f 9.12	1.56			8.00	f 11.40		
10.00 <sup>33</sup> 10.45 <sup>74</sup>	10.15 <sup>73</sup>		f 1.13 1.28	f 12.10 12.35 <sup>6</sup>	\$ 9.37	\$ 2.45 <sup>4</sup>	129	MERCED Yosemite Valley R. E. Crossing 1.7	7.9	1056.0	N	\$ 2.45 <sup>3</sup>	12.47 12.22 <sup>7</sup>	\$ 9.03	\$ 1.45			7.40	11.15 10.45 <sup>73</sup>		
								S. P. Co. Oakdale Branch Crossing 2.4	5.3	1057.7											
f 11.10	10.30 <sup>74</sup>		f 1.34	12.41	f 9.43		10	BLOSS 2.1	15.8	1060.1			f 12.16	f 8.54	1.32			7.26	f 10.30 <sup>33</sup>		
f 11.22	10.37		f 1.37	12.44	f 9.47	2.56	81	CUBA 1.8	15.8	1062.2		2.33	f 12.12	f 8.51	1.29			7.20	f 10.22		
f 11.32	10.45		f 1.39	12.46	f 9.50		18	YAM 5.0	15.8	1064.0			f 12.09	f 8.48	1.27			7.16	f 10.15		
PM 12.01 <sup>6</sup>	11.04		f 1.47	12.54	9.57 <sup>74</sup>	3.07	28	CRESSY 2.9	15.8	1069.0		2.20	f 12.01 <sup>73</sup> PM	f 8.41	1.19			7.01	f 9.57 <sup>41</sup>		
f 12.20	11.14		f 1.53	1.00	f 10.03	3.13	81	BALICO 7.6	15.8	1071.9		2.15	f 11.54	f 8.35	1.12			6.47	f 9.45		
\$ 1.10 <sup>7</sup>	11.41 <sup>6</sup>		\$ 2.04	1.10 <sup>73</sup>	\$ 10.15	f 3.28	110	DENAIR 6.3	12.1	1079.5	D	2.04	\$ 11.41 <sup>33</sup>	\$ 8.23	f 12.59			6.27	\$ 9.05		
\$ 1.40	PM 12.05		\$ 2.13	1.18	\$ 10.25	f 3.39	75	HUGHSON 3.4	15.8	1085.8	D	1.55	\$ 11.31	\$ 8.13	f 12.47			6.11	\$ 8.35		
f 1.53	12.22		f 2.18	1.23	f 10.32	3.45	45	EMPIRE 3.5	7.9	1089.2		1.50	f 11.26	f 8.07	f 12.39			6.01	\$ 8.15		
f 2.07	12.33		f 2.24	1.28	f 10.37	3.51	126	CLAUS 3.5	12.7	1092.7		1.45	f 11.21	f 8.02	f 12.32			5.50	f 8.00		
\$ 2.20 <sup>5</sup> 2.50	12.50	PM 5.00	\$ 2.30 <sup>73</sup>	\$ 1.35	\$ 10.45 10.50	\$ 3.59	119	<b>RIVERBANK</b> 1.2	13.2	1096.2	N	\$ 1.40	\$ 11.15	\$ 7.56	\$ 12.25	PM 2.15		5.40	\$ 7.45 7.15		
f 2.55		5.04	2.33				267	GRAVEL PIT 0.6	13.2	1097.4								f 2.11	f 7.10		
f 3.00		f 5.05	f 2.34		f 10.55		00	HUNTLEY 1.5	15.8	1098.0			f 11.11	7.52				f 2.10	f 7.05		
f 3.07		f 5.08	f 2.37		f 11.00		11	HARROLD 1.9	0	1099.5			f 11.09	7.50				f 2.07	f 7.00		
\$ 3.20	1.15	\$ 5.12	\$ 2.41	1.45	\$ 11.05 <sup>6</sup>	f 4.08	118	ESCALON 5.4	0	1101.4	D	1.31	\$ 11.05 <sup>41</sup>	\$ 7.47	f 12.15	\$ 2.03	5.25	\$ 6.55			
f 3.45	1.45 <sup>7</sup> 1.58 <sup>32</sup>	f 5.24	f 2.51	1.53 <sup>32</sup>	f 11.15	4.17	77	AVENA 5.5	0	1106.8		1.23	f 10.55	f 7.38	f 12.05 AM	f 1.53 <sup>7</sup> 33	5.07	f 6.30			
f 4.15	2.11	f 5.36	f 3.02	2.01	f 11.24	4.27	100	BURNHAM 4.4	15.8	1112.3	G	1.14	f 10.45	f 7.30	f 11.55	f 1.43	4.51	f 6.10			
f 4.35	2.23	f 5.45	3.11	2.08	11.32	4.36 <sup>34</sup>	88	LARSON 2.9	1.58	1116.7		1.07	10.37	7.24	11.49	1.34	4.36 <sup>3</sup>	5.50			
f 4.45	2.30	5.51	3.15	2.12	11.37	4.42	140	MORMON 1.6		1119.6		1.03	10.33	7.18	11.43	1.28	4.20	5.40			
5.00 PM	2.35 PM	5.55 PM	3.20 PM	2.15 PM	11.40 AM	4.50 AM	901	S. P. Co. Crossing <b>STOCKTON</b> (123.1)		1121.2	N	1.00 AM	10.30 AM	7.15 PM	11.40 PM	1.25 PM	4.15 AM	5.30 AM			
Arrive Daily Ex. Sunday.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday.		
(12.0)	(15.2)	(27.3)	(35.1)	(41.0)	(34.3)	(32.1)	Average speed per hour					(37.8)	(35.1)	(36.9)	(31.4)	(30.0)	(18.9)	(11.7)			



8 VALLEY DIVISION.—THIRD DISTRICT.

WESTWARD.											Capacity of Bldings	Fuel, Water Turn Tables and Wyes	TIME TABLE No. 23. Dec. 5, 1909.	Ruling Grade Ascending	
Second Class.			First Class												
83	33	49	43	47	5	7	45	41	31	3	No. Cars	FW TY	STATIONS		
FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER					
Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
AM 7.15	PM 3.40		PM 6.25		PM 3.25	PM 2.25		AM 11.45	AM 8.00	AM 5.00	478		STOCKTON Western Pacific Ry. Crossing. 5.2	15.8	
			f 6.32		f 3.34			f 11.53	f 8.08		0		WOODS CROSSING 0.5		
f 7.35	4.00		6.33		3.35	2.35 <sup>84</sup>		11.54	8.09	5.12	53		GILLIS 2.0	10.6	
\$ 7.55	4.21 <sup>44</sup>		\$ 6.37		\$ 3.41	2.39		\$ 11.59	\$ 8.13	\$ 5.19	75		HOLT 4.5	10.6	
\$ 8.21 <sup>31</sup>	4.38		6.45 <sup>42</sup>		3.49	2.46		PM 12.07	8.21 <sup>83</sup>	5.27	80		TRULL 1.4	0	
\$ 8.31	4.44		\$ 6.48		f 3.52	2.49		\$ 12.10	\$ 8.24	f 5.30	12		MIDDLE RIVER 1.4	10.6	
\$ 8.40	4.50		\$ 6.51		f 3.57	2.52		\$ 12.14	\$ 8.27	f 5.34	35	W	ORWOOD 2.8	16.0	
f 8.55			f 6.57		f 4.03 <sup>44</sup>			f 12.19	f 8.31	f 5.39	10		WERNER 0.7	10.6	
f 9.00	5.00		f 6.58		f 4.04	2.58		f 12.21 <sup>32</sup>	f 8.32	f 5.40	80		BIXLER 3.1	10.6	
\$ 9.15	5.10		\$ 7.05		\$ 4.12	3.04		\$ 12.27	\$ 8.38	\$ 5.47	81		KNIGHTSEN 3.1	13.6	
\$ 9.35 <sup>6</sup>	5.21		\$ 7.11		\$ 4.20	3.09		\$ 12.33 <sup>84</sup>	\$ 8.45	f 5.53	112		OAKLEY 6.0	13.2	
\$ 9.55 10.25	5.40		\$ 7.23		\$ 4.33	3.19		\$ 12.43	\$ 8.56	\$ 6.05	144	W	ANTIOCH 1.7	15.8	
					f 4.37			f 12.46	f 8.59		0		HOOPER 2.2	15.8	
\$ 10.40 <sup>84</sup> 11.10	5.56 <sup>42</sup>		\$ 7.32		\$ 4.43	3.26 <sup>44</sup>		\$ 12.50	\$ 9.03	\$ 6.13	260		DIAMOND 3.5	15.8	
f 11.43 <sup>82</sup>	6.14		f 7.40		f 4.50	3.31		f 12.56	f 9.09 <sup>6</sup>	f 6.20	72		AMBROSE 4.4	15.8	
PM 12.15	6.35		\$ 7.50		\$ 4.58	3.38		\$ 1.04	\$ 9.18 <sup>84</sup>	\$ 6.30	75		BAY POINT 1.9	10.6	
f 12.30	6.45		f 7.54		5.01	3.41		f 1.06	f 9.21	6.33	20	WY	BLUME 1.5	10.6	
f 12.40	6.52		f 7.57		f 5.03	3.43		f 1.08	f 9.24	6.35	42		MALTBY 1.2	52.8	
f 12.50	6.58		f 8.00		f 5.07	3.45		f 1.11	f 9.26	f 6.37	17		VINE HILL 2.3	52.8	
f 1.05	7.10		f 8.06		f 5.13	3.52		f 1.17	f 9.33	f 6.45	12		MUIR 2.7	52.8	
\$ 1.24 <sup>41</sup>	7.25		\$ 8.12		\$ 5.25 <sup>42</sup>	4.00		\$ 1.24 <sup>83</sup>	\$ 9.41	\$ 6.53	70	W	GLEN FRAZER 1.8	52.8	
f 1.40	7.40		f 8.20		f 5.33	4.06		f 1.30	f 9.48	\$ 7.03	63		CHRISTIE 4.3	0	
f 2.00	8.00		f 8.29		5.40	4.13		f 1.38	f 9.56	7.10	44		LUZON 1.6	0	
f 2.10	8.07		f 8.32		5.43	4.16		f 1.41	f 10.00	7.13	50		DUPONT 0.4	0	
\$ 2.13	8.10		\$ 8.33		\$ 5.45	4.17		\$ 1.43	\$ 10.03	\$ 7.15	15		PINOLE 1.6	0	
f 2.30 <sup>44</sup>	8.17		f 8.36		f 5.48	4.20		f 1.47	f 10.07	7.19 <sup>84</sup>	53		GATELEY 4.8	42.2	
\$ 2.45	8.30		f 8.43		\$ 5.56	4.28		f 1.54	f 10.14	f 7.30	38		SAN PABLO 1.8	52.8	
3.00 PM	8.40 PM	PM 10.27	\$ 8.48	PM 8.27	\$ 6.01	\$ 4.32		PM 4.25	\$ 2.00	\$ 10.20	\$ 7.35 7.45	873	FW TY	RICHMOND 0.6	0
		10.32	\$ 8.51		\$ 6.10			4.30	\$ 2.03	\$ 10.25	\$ 7.48			RICHMOND AVENUE 1.5	0
		10.37 PM	8.55	8.35 PM	6.15	4.45		4.35 PM	2.10	10.30	7.55	197		FERRY POINT 7.7	
			9.35 PM		7.00 PM	5.30 PM		2.55 PM	11.10 AM	8.45 AM				SAN FRANCISCO	
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(70.5)	
(10.1)	(13.7)	(12.6)	(28.2)	(15.7)	(24.9)	(30.2)	(12.6)	(29.2)	(28.2)	(24.1)	Average speed per hour.....				



VALLEY DIVISION.—THIRD DISTRICT.

Ruling Grade Ascending	Distance from Albuquerque	TIME TABLE No. 23. Dec. 5, 1909.	Telegraph Offices	EASTWARD.								
				First Class				Second Class				
				6	32	44	42	48	8	4	34	84
				PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT
	Miles	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
			AM	PM	PM	PM		PM	AM	AM	PM	
15.8	1121.2	STOCKTON Western Pacific Ry. Crossing.	10.25	11.00	4.35	7.10		11.30	12.55	3.15	3.15	
	5.2											
	1127.4	WOODS CROSSING	10.12	12.49	4.26	6.59						
	0.5											
15.8	1126.9	GILLIS	10.11	12.48	4.25	6.58		11.19	12.43	2.51	2.357	
	2.0											
	1128.9	HOLT	10.07	12.44	4.21 <sup>33</sup>	6.54		11.15	12.38	2.43	2.23	
0	4.5											
	1133.4	TRULL	9.57	12.34	4.14	6.45 <sup>43</sup>		11.07	12.30	2.27	1.56	
0	1.4											
	1134.8	MIDDLE RIVER	9.55	12.31	4.11	6.41		11.05	12.27	2.21	1.50	
10.6	1.4											
	1136.2	ORWOOD	9.52	12.27	4.08	6.38		11.02	12.23	2.16	1.40	
10.6	2.8											
	1139.0	WERNER	9.47	12.22	4.03 <sup>5</sup>	6.32					1.20	
10.6	0.7											
	1139.7	BIXLER	9.46	12.21 <sup>41</sup>	4.01	6.31		10.56	12.15	2.03	1.15	
10.6	3.1											
	1142.8	KNIGHTSEN	9.41	12.14	3.55	6.25		10.50	12.10	1.51	12.55	
0	3.1											
	1145.9	OAKLEY	9.35 <sup>83</sup>	12.07 PM	3.48	6.18		10.44	12.05 AM	1.41	12.33 <sup>41</sup>	
6.6	6.0											
	1151.9	ANTIOCH	9.24	11.56 <sup>84</sup>	3.36	6.07		10.33	11.55	1.21	12.01 <sup>32</sup> PM 11.20	
15.8	1.7											
	1153.6	HOOPER	9.19	11.52	3.30	6.00						
11.5	2.2											
	1155.8	DIAMOND	9.16	11.49	3.26 <sup>7</sup>	5.56 <sup>33</sup>		10.24	11.48	1.11	11.00 <sup>83</sup> 10.30	
15.8	3.5											
	1159.3	AMBROSE	9.09 <sup>31</sup>	11.43 <sup>83</sup>	3.19	5.49		10.17	11.43	12.59	10.01	
15.8	4.4											
	1163.7	BAY POINT	9.01	11.36	3.10	5.41		10.09	11.36	12.46	9.43 <sup>31</sup> 9.13	
0	1.9											
	1165.6	BLUME	8.58	11.32	3.05	5.37		10.05	11.33	12.40	9.00	
0	1.5											
	1167.1	MALBY	8.55 <sup>84</sup>	11.30	3.02	5.35		10.03	11.31	12.33	8.55 <sup>6</sup>	
0	1.2											
	1168.3	VINE HILL	8.53	11.28	3.00	5.33		10.01	11.29	12.28	8.40	
0	2.3											
	1170.6	MUIR	8.48	11.23	2.55	5.29		9.56	11.25	12.21	8.30	
0	2.7											
	1173.3	GLEN FRAZER	8.43	11.18	2.50	5.25 <sup>5</sup>		9.50	11.21	12.15	8.20	
52.8	1.8											
	1175.1	CHRISTIE	8.37	11.10	2.43	5.18		9.43	11.14	12.05 AM	8.10	
52.8	4.3											
	1178.4	LUZON	8.29	11.01	2.36	5.11		9.34	11.07	11.50	7.50	
52.8	1.6											
	1181.0	DUPONT	8.26	10.59	2.34	5.09		9.30	11.04	11.44	7.45	
52.8	0.4											
	1181.4	PINOLE	8.25	10.58	2.33	5.08		9.29	11.03	11.42	7.40	
52.8	1.6											
	1183.0	GATELEY	8.22	10.55	2.30 <sup>83</sup>	5.05		9.25	11.00	11.37	7.19 <sup>3</sup>	
52.8	4.8											
	1187.8	SAN PABLO	8.14	10.48	2.22	4.57		9.15	10.53	11.20	6.55	
52.8	1.8											
	1189.6	RICHMOND	8.10	10.45	2.18	4.53	PM 6.30	9.10	10.50	11.15 PM	6.45 AM	
0	0.6											
	1190.2	RICHMOND AVENUE	8.05	10.39	2.14	4.49	6.25		10.47			
0	1.5											
	1191.7	FERRY POINT	8.00	10.35	2.10	4.45	6.20 PM	9.00	10.45			
	7.7											
	1199.4	SAN FRANCISCO	7.15 AM	9.45 AM	1.25 PM	4.00 PM		8.00 PM	10.00 PM			
	(70.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
Average speed per hour			(29.2)	(28.2)	(29.2)	(29.2)	(10.6)	(28.2)	(24.1)	(17.1)	(10.0)	



VALLEY DIVISION.—OAKLAND DISTRICT.

WESTWARD										Capacity of Sidings	Fuel, Water Turn Tables and Wyes.	TIME TABLE No. 23 Dec. 5, 1909	Ruling Grade Ascending
First Class													
109	105	107	317	341	313	331	311	303	101				
PASSENGER	PASSENGER	PASSENGER	PASSENGER MOTOR	PASSENGER MOTOR	PASSENGER MOTOR	PASSENGER MOTOR	PASSENGER MOTOR	PASSENGER MOTOR	PASSENGER				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 8.50	PM 6.05	PM 4.45 <sup>342</sup>	PM 3.25	PM 2.05	PM 12.45	AM 11.15	AM 9.25	AM 7.45	AM 7.00	873	FW TY	<b>RICHMOND</b>	
f 8.52	f 6.08	f 4.47	f 3.27	f 2.08	f 12.47	f 11.18	f 9.27	f 7.48	f 7.03			1.0	16.2
f 8.58	f 6.14	f 4.52	f 3.33	f 2.12	f 12.53	f 11.24	f 9.33	f 7.56 <sup>106</sup>	f 7.09	10		SIXTH STREET 2.9	52.8
f 9.01	f 6.17	f 4.55	f 3.36	f 2.17	f 12.56	f 11.27	f 9.36	f 7.59	f 7.12			SCHMIDT 1.8	23.2
§ 9.05	§ 6.23	§ 4.59	§ 3.40	§ 2.23	§ 1.00	§ 11.33	§ 9.40	§ 8.05	§ 7.18	30		SCHINDLER 2.3	31.7
												BERKELEY 1.9	38.6
												S. P. Co., Berkeley Branch Crossing 1.0	38.6
9.10 PM	6.30 PM	5.05 PM	3.45 PM	2.30 PM	1.05 PM	11.40 AM	9.45 AM	8.10 AM	7.25 AM	170	WY	<b>OAKLAND</b>	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(10.9)	
(32.7)	(26.1)	(32.7)	(32.7)	(26.1)	(32.7)	(26.1)	(32.7)	(26.1)	(26.1)	Average speed per hour.....			

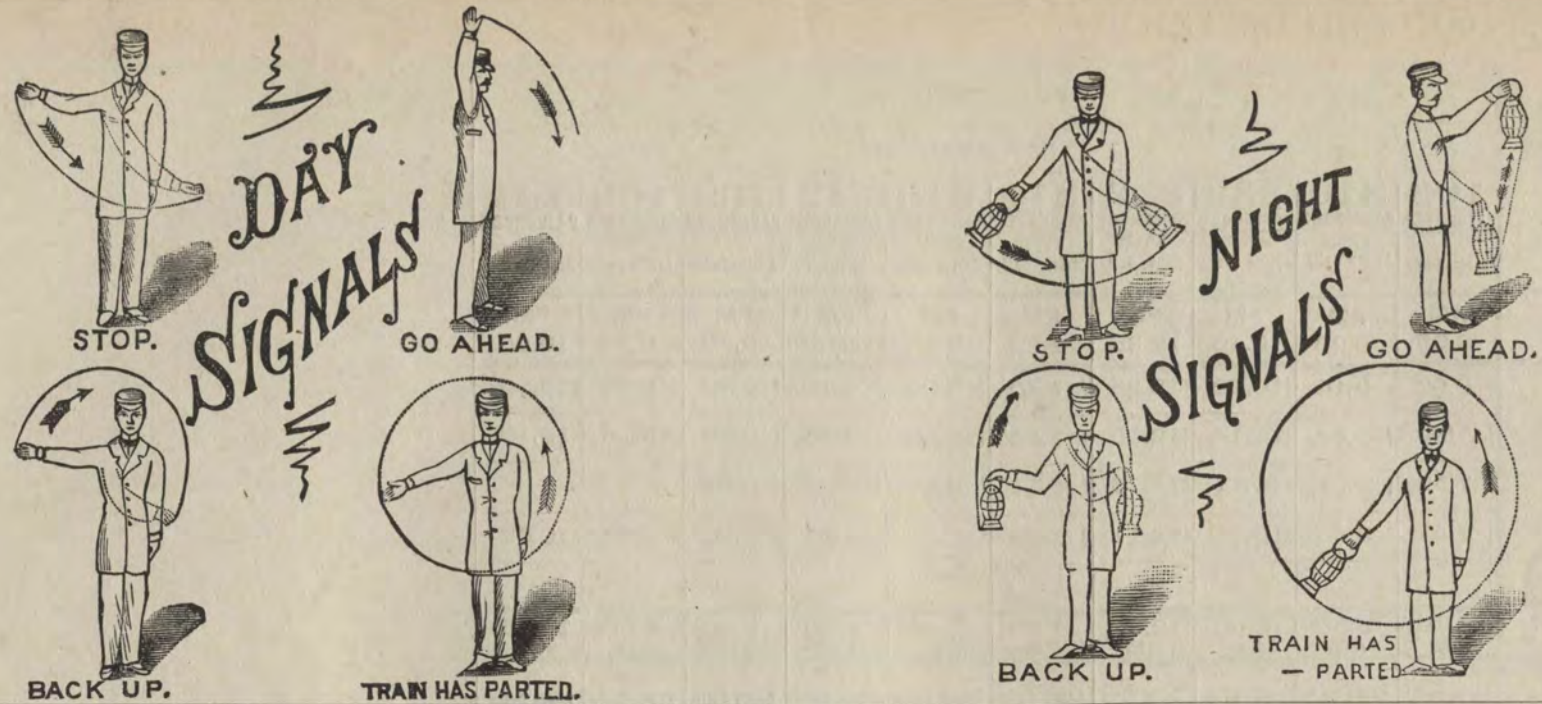
OAKDALE DISTRICT.

WESTWARD				Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 23 Dec. 5, 1909	Ruling Grade Ascending	Distance from Riverbank	Telegraph Offices	EASTWARD			
First Class											First Class			
			<b>241</b>								<b>232</b>			
			PASSENGER								PASSENGER			
			Leave Daily								Arrive Daily			
			AM 10.30		Y	21.1	<b>OAKDALE</b> S. P. Co. Oakdale Branch Crossing	31.7	6.5	D	PM 2.42			
			10.45 AM	119	Y		<b>RIVERBANK</b>			D	2.30 PM			
			Arrive Daily				(6.5)				Leave Daily			
			(26.0)	Average speed per hour.....								(32.5)		



Ruling Grade Ascending	Distance from Richmond	TIME TABLE No. 23 Dec. 5, 1909	Telegraph Offices	EASTWARD									
				First Class									
				106 PASSENGER	310 PASSENGER MOTOR	332 PASSENGER MOTOR	312 PASSENGER MOTOR	314 PASSENGER MOTOR	316 PASSENGER MOTOR	342 PASSENGER MOTOR	102 PASSENGER	108 PASSENGER	104 PASSENGER
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		<b>RICHMOND</b>	<b>N</b>	<b>AM</b> 8.05	<b>AM</b> 9.20	<b>AM</b> 10.30	<b>PM</b> 12.35	<b>PM</b> 1.50	<b>PM</b> 3.15	<b>PM</b> 4.45 <sup>107</sup>	<b>PM</b> 5.50	<b>PM</b> 8.25	<b>PM</b> 10.25
0	1.0	SIXTH STREET		f 8.02	f 9.10	f 10.20	f 12.25	f 1.40	f 3.05	f 4.42	f 5.38	f 8.22	f 10.22
50.0	2.9	SCHMIDT		f 7.56 <sup>308</sup>	f 9.04	f 10.14	f 12.19	f 1.34	f 2.59	f 4.36	f 5.32	8.16	10.16
36.6	3.9	SCHINDLER		f 7.52	f 9.01	f 10.11	f 12.16	f 1.31	f 2.56	f 4.32	f 5.29		
21.1	5.7	BERKELEY	D	\$ 7.47	\$ 8.56	\$ 10.06	\$ 12.11	\$ 1.26	\$ 2.51	\$ 4.27	\$ 5.25	\$ 8.07	\$ 10.07
38.6	8.0	S. P. Co., Berkeley Branch Crossing											
92.9	9.9	OAKLAND	D	7.40 <b>AM</b>	8.50 <b>AM</b>	10.00 <b>AM</b>	12.05 <b>PM</b>	1.20 <b>PM</b>	2.45 <b>PM</b>	4.20 <b>PM</b>	5.20 <b>PM</b>	8.00 <b>PM</b>	10.00 <b>PM</b>
	10.9			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
..... Average speed per hour.....				(26.1)	(21.8)	(21.8)	(21.8)	(21.8)	(21.8)	(26.1)	(21.8)	(26.1)	(26.1)





**Special Rules—Continued from Page 3.**

h. In the event of the staff instruments failing to work, all trains will be notified by and operated through the block on telegraphic train orders.

i. Station signals at Glen Frazer and Christie will be operated strictly in accordance with the General Rules.

j. When necessary for trains to cut and double through the block staff will be given for each separate movement. Operator will regard first cut of double to have cleared the block when by word of mouth he is so advised by the conductor or brakeman in charge, and will issue staff for return movement of the engine.

k. Workmen engaged in the tunnel or passing through on hand or motor cars, may be given staff which must be returned promptly at time stated by delivering to operator or immediately upon completing movement through the block.

**VISALIA DISTRICT.**

43. Conductors of all trains will register at Corcoran and Junction, and no train will leave Corcoran without receiving clearance card, (Form 902).

44. All trains leaving Main line at Reedley via Fresno County Railway or via Mattei Spur, near Lone Star, will be protected by leaving a flagman at the junction and will not again enter upon the Main line until all overdue superior trains are known to have passed.

**SPEED LIMITATIONS.**

- 45. 8 miles per hour, through city limits of Tulare.
- 6 miles per hour, through city limits of Visalia.

**RAILROAD CROSSINGS AT GRADE.**

46. S. P. Co., main line, Tulare; interlocking home signals.

S. P. Co., Visalia branch, Visalia; no signals.—All trains must come to full stop and flagman sent ahead to know that crossing is clear before proceeding.

S. P. Co. Porterville Branch 1.9 miles west from Peral; no signals.—All trains must come to full stop before crossing.

S. P. Co., Porterville branch, 0.1 mile east from Lac Jac; no signals.—All trains must come to full stop before crossing.

47. Number 26 will come into Corcoran on North track; returning as number 25, will back westward on the Visalia District main line and head around west leg of wye to First District main line.

48. Number 23 in leaving Corcoran will back to west leg of the wye (using First District main line if necessary) to turn train.

49. Special Rule No. 27 (First District) is applicable to Visalia District trains between Fresno and Junction, or entering the block at Junction from the Visalia District.

**OAKLAND DISTRICT.**

50. Conductors of all trains will register at Oakland and Richmond.

No train will leave Oakland or Richmond without receiving clearance card, (Form 902).

- 51. Number 303 is superior by direction to number 310.
- Number 331 is superior by direction to number 312.
- Number 341 is superior by direction to number 316.
- Number 107 is superior by direction to number 102.
- Number 105 is superior by direction to number 108.
- Number 109 is superior by direction to number 104.

52. No train will exceed a speed of 22 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

**RAILROAD CROSSINGS AT GRADE.**

53. S. P. Co., Berkley Branch, 1.9 miles west from Berkeley; interlocking—home signals.

E. S. & S. (Electric Ry.) San Pablo avenue, 0.7 mile east from Schmidt—no signals.

54. Nos. 310, 332, 312, 314, 316 and 102 arriving at Richmond will head around the west leg of wye onto east bound main line (third district) to Richmond Avenue; after station stop will back to Richmond preparatory to making next Oakland district trip. All third district trains of what-

ever class, and switch cuts or light engines, using the east bound main line between Richmond Avenue and Richmond must move under such control as to stop within the limit of vision and responsibility for accident will rest with the latter.

**Sidings, Spurs and Flag Stops not shown on face of Time Table.**

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Palmo	910.4	4	East	Freight
Spa	938.5	18	West	Freight
Drexler	939.5	155	East & West	Freight
Clinker	966.1	4	East	Freight
Craycroft	995.4	13	West	Freight
<b>SECOND DISTRICT'</b>				
Knoblock	1008.9	11	East	Freight
Solo	1017.0	6	East	Freight
Klondy	1024.1	16	West	Freight
<b>VISALIA DISTRICT</b>				
Cosmos	4.8	5	West	Freight
Silo	19.9	8	East	Freight
Sano	20.3	50	West	Freight
Pasuco	23.6	83	East	Freight
Mattei	65.1	166	West	Freight
<b>THIRD DISTRICT</b>				
Cola	1125.1	29	East	Freight
Key	1149.7	6	West	Freight
Dodd	1149.8	24	East	Freight
Mica	1150.2	32	West	Freight
Holland	1150.4	21	East	Freight
Sando	1150.5	23	West	Freight
Nichols Spur	1161.2	10	East	Freight
Pacheco	1167.3	6	East	Freight
Rap	1172.5	38	East	Freight
Rheem	1186.0	12	East	Freight
<b>OAKLAND DISTRICT</b>				
Dwight	4.8	9	East & West	Freight
Peoco	7.7	5	East	Freight
Bruce	7.8	6	West	Freight
Alcatraz	9.4	12	East & West	Freight
Opaco	10.0	8	West	Freight
Redo	10.1	12	West	Freight

**LENGTH OF WYE STEMS.**

Blume	292 feet	Oakland	350 feet
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## SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION.

DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

### VALLEY DIVISION.

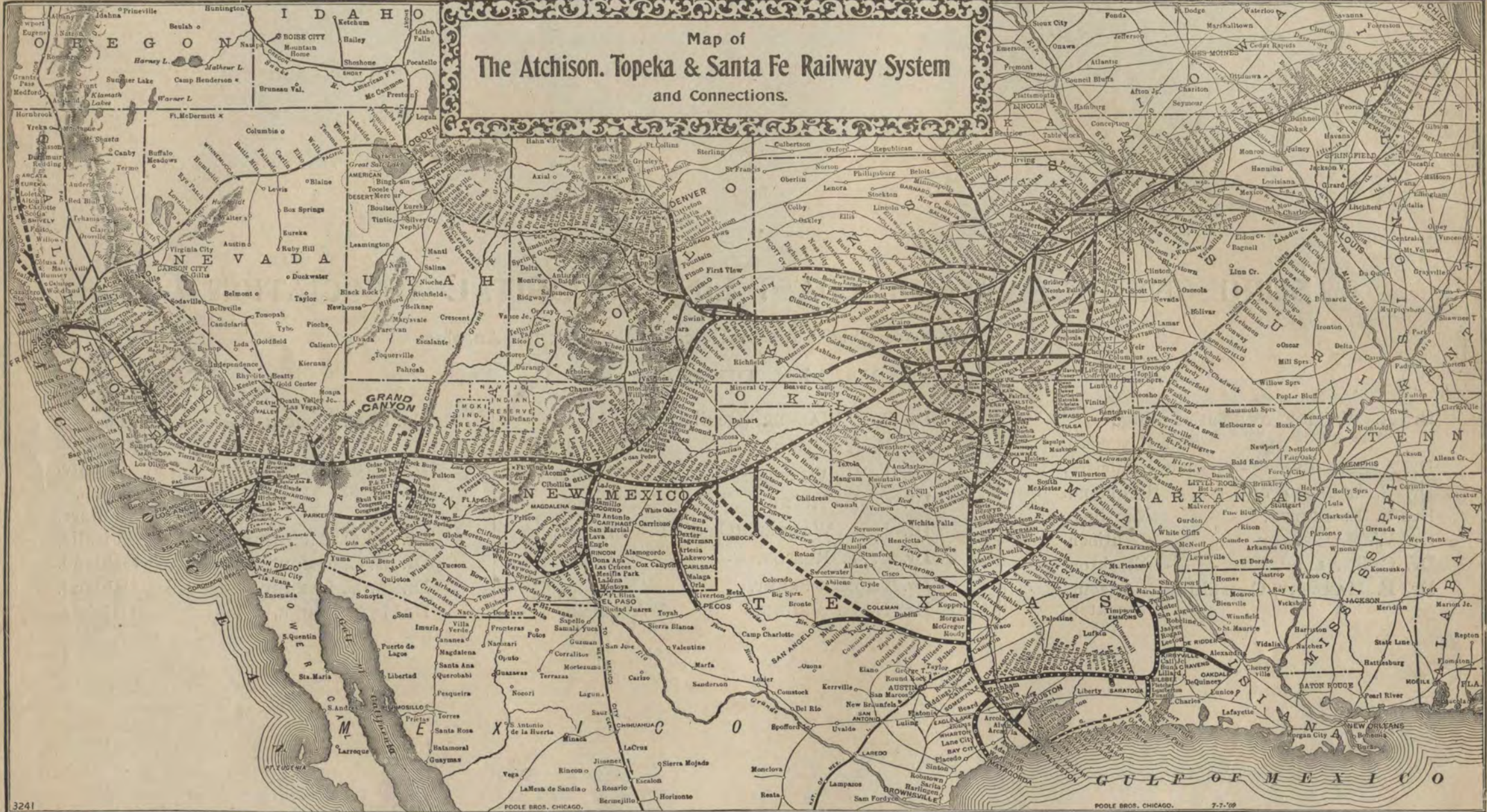
Dr. A. W. MORTON, Butler Bldg.,  
San Francisco.  
Dr. A. SCHLOSS, - San Francisco.  
Dr. C. L. ABBOTT, - Richmond.  
Dr. E. E. BROWN, - - Martinez.  
Dr. W. S. GEORGE, - Antioch.  
Dr. C. E. ALLEN, - - Stockton.  
Dr. E. HARBERT, Consulting Surgeon,  
Stockton.

Dr. B. F. WALKER, (Oculist) Stockton.  
Dr. E. S. O'BRIEN, - Merced.  
Dr. L. R. WILSON, - - Fresno.  
Dr. G. H. AIKEN, - - Fresno.  
Dr. J. R. WALKER, (Oculist) Fresno.  
Dr. C. T. ROSSON, - Hanford.  
Dr. THOMAS PEERY, - Corcoran.  
Dr. N. N. BROWN, - Bakersfield.

DR. G. C. SABICHI, Consulting Surgeon,  
Bakersfield  
Dr. J. B. ROSSON, - - Tulare.  
Dr. B. M. ALFORD, Consulting Surgeon,  
Tulare.  
Dr. T. O. McSWAIN, - Visalia.  
Dr. E. G. SIMON, - - Oakland.  
Dr. A. S. LARKEY, - - Oakland.  
Dr. J. A. YOUNG, - Oakdale.



Map of  
**The Atchison, Topeka & Santa Fe Railway System**  
 and Connections.



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POOLE BROS. CHICAGO. 7-7-'09

A.T. & S.F. Ry. System, Through Lines
  Double Track Complete
  Double Track Under Construction