SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. FRED H. LAWRENCE, Local Surgeon	San Francisco
DR. WALDO L. NEWBERG, Assistant Local Surgeon	San Francisco
DR. O. F. MONTGOMERY, Dermatologist	San Francisco
DR. JOHN T. HARRINGTON, Eye, Ear, Nose and Throat	San Francisco
DR. R. A. CRUM, Local Surgeon	Oakland
DR. W. L. BYERS, Assistant Local Surgeon	Oakland
DR. J. R. SHARPSTEEN, Eye, Ear, Nose and Throat	Oakland
DR. C. L. ABBOTT, Division Surgeon	Richmond-Oakland
DR. HANS BENEDICT, Shop Physician	Richmond
DR. ALLEN MORROW, Local Surgeon	Richmond
DR. WM. C. KEIG, Assistant Local Surgeon	Richmond
DR. R. J. P. HARMON, Eye, Ear, Nose and Throat	Richmond
DR. CHAS. F. McGREER, Local Surgeon	Port Chicago
DR. H. D. NEUFELD, Emergency Surgeon	(Concord) Port Chicago
DR. C. L. KERNS, Local Surgeon	Pittsburg
DR. J. H. LIBBEY, Local Surgeon	Antioch
DR. W. T. McNEIL, Local Surgeon	Stockton
DR. E. WEYS, Assistant Local Surgeon	Stockton
DR. C. A. BROADDUS, Eye, Ear, Nose and Throat Specialist	Stockton
DR. W. A. PLAGEMAN, Eye, Ear, Nose and Throat Specialist	Stockton
DR. PHILIP VON HUNGEN, Local Surgeon	Escalon
DR. E. E. CHOURET, Local Surgeon	Oakdale
DR. W. S. DINSMORE, Local Surgeon	Empire
DR. E. M. SODERSTROM, Local Surgeon	Merced
DR. C. T. SWIFT, Local Surgeon	Madera
DR. R. W. DAHLGREN, Division Surgeon	Fresno
DR. L. R. NIELSON, Local Surgeon	Fresno
DR. F. R. FREETO, Assistant Local Surgeon	Fresno
DR. HUGH AWTREY, Eye, Ear, Nose and Throat Specialist	Fresno
DR. W. T. CHAMLEE, Local Surgeon	Hanford
DR. HAROLD JACOBS, Local Surgeon	Corcoran
DR. MAX D. HENDRICKS, Local Surgeon	Wasco
DR. HENRY W. VOTH, Local Surgeon	Shafter
DR. JOE SMITH, Division Surgeon	Bakersfield
DR. ALVIN GAEDE, Local Surgeon	Bakersfield
DR. R. S. HARRIS, Assistant Local Surgeon	Bakersfield
DR. K. S. McKEE, Eye, Ear, Nose and Throat Specialist	Bakersfield
DR. C. M. MATHIAS, Local Surgeon	Tulare
DR. WILEY C. ZINK, Assistant Local Surgeon	Tulare
DR. K. F. WEISS, Local Surgeon	Visalia
DR. F. G. POWELL, Assistant Local Surgeon	Visalia
DR. R. H. DUNN, Local Surgeon	Cutler
DR. G. A. HAWKINS, Local Surgeon	Reedley
DR. M. S. GAEDE, Assistant Local Surgeon	Reedley
DR. JOHN S. GLENN, Local Surgeon	Exeter
DR. HORACE G. CAMPBELL, Local Surgeon	Lindsay
DR. F. L. WIENS, Local Surgeon	Porterville
DR. R. D. KARSTAEDT, Assistant Local Surgeon	Porterville
DR. J. D. JOHNSON, Local Surgeon	Taft
DR. H. R. DYKES, Assistant Local Surgeon	Taft
DR. THOMAS A. HORSLEY, Local Surgeon	Mojave
DR. D. M. PARKER, Local Surgeon	Barstow
DRS. C. A. & R. J. MACDONALD, Assistant Local Surgeons	Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all locomotives, and with all regularly assigned extra gangs.

E. E. SANDERS,
Trainmaster,
Bakersfield, Calif.

H. G. WOOD,
Trainmaster,
Fresno, Calif.

NEIL WILSON,
Trainmaster,
Fresno, Calif.

A. A. KENNEDY,
Trainmaster,
Richmond, Calif.

J. B. WARD,
Chief Dispatcher,
Fresno, Calif.

P. W. ARCHIBALD,
H. A. HARGIS,
Asst. Chief Dispatchers,
Fresno, Calif.

S. A. WYSONG,
L. DUNCAN,
L. L. WEBSTER,
J. P. MARBERRY,
N. S. PETERSON,
E. C. STRETCH,
G. M. YOUNG,
R. L. SIMPSON,

R. D. RILEY,
M. L. POTTER,
G. T. WHEELER,
L. L. SAGE,
J. R. SHIPLEY,
C. P. HUNTSMAN,
J. E. SIKES,
J. H. WEBBER,

Dispatchers, Fresno, Calif.

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No.

98

IN EFFECT

Sunday, April 27, 1952

At 12:01 A. M.
Pacific Standard Time

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

RECEIVED MAY 2 1952 SANTA FE SYSTEM WASHINGTON, D.C.

O. L. GRAY,
General Manager,
Los Angeles, Calif.

F. A. BAKER,
Asst. General Manager,
Los Angeles, Calif.

R. D. SHELTON,
Asst. General Manager,
Los Angeles, Calif.

F. N. STUPPI,
Superintendent,
Fresno, Calif.

E. O. BAGENSTOS,
Superintendent,
San Francisco, Calif.

Timetable 97 eff 24 Sept 1950
99 28 Sept 1952

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 23 The Grand Canyon Leave Daily	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD FIRST CLASS 24 The Grand Canyon Arrive Daily	EASTWARD FIRST CLASS 4 California Limited Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 3.15	AM 6.20	BARSTOW YL	s PM 6.00	s PM 10.10	746.4		C
		34.3			2.8				0.0	
223			3.19	6.26	HUTT	5.50	10.00	749.6		B
		12.1			2.4				0.0	
92			3.23	6.30	MACE	5.46	9.54	752.0		B
		5.3			5.0				7.7	
112	W		3.28	6.36	HINKLEY	5.40	f 9.47	757.0		B
		31.7			5.0				24.5	
71			3.33	6.42	EADS	5.34	9.39	762.0		B
		34.3			4.7				0.0	
98			3.38	6.48	HAWES	5.29	9.34	766.7		B
		34.3			5.6				12.2	
98			3.45	6.55	JIMGREY	5.23	9.28	772.3		B
		28.1			7.7				12.2	
113			3.53	7.05	KRAMER	5.17	9.20	780.2		B
		24.3			3.8				29.0	
72	Y		f 3.58	7.11	BORON	5.13	f 9.15	784.0		C
		0.0			4.7				35.4	
98			4.04	7.17	RICH	5.08	9.09	788.7		B
		0.0			4.7				34.8	
72			4.08	7.23	SILT	5.03	9.04	798.4		B
		23.2			4.3				6.6	
119	WY		s 4.18	7.30	EDWARDS	4.58	s 8.58	798.0		C
		21.1			5.1				0.0	
72			4.27	7.38	FLUHR	4.51	8.48	802.7		B
		21.1			4.9				0.0	
98			4.32	7.44	BISSELL	4.46	8.43	807.7		B
		29.6			5.4				0.0	
98			4.41 24	7.52	SANBORN	4.41 7	8.37	813.0		B
		52.8			5.4				0.0	
Yard	FW TY		s 4.55	s 8.05	MOJAVE YL (71.5)	4.35	8.30	818.4		C
					66.9					
		15.8	7.20	10.40	A. B. S. KERN JUNCTION YL 2 Tracks	2.25	6.13	885.2	0.0	C
					2.5					
Yard	FW TY		s 7.30 PM	s 10.50 AM	BAKERSFIELD YL	2.15 PM	6.05 PM	887.7		C
			Arrive Daily	Arrive Daily	(140.9)	Leave Daily	Leave Daily			
			(33.18)	(31.3)	.....Average speed per hour.....	(37.6)	(34.5)			

Rule 251 in effect between Kern Jct. and two poles east of M.P. 888 at Bakersfield.

Rule 261 in effect (ABS indication) between West Tower, Barstow, and Signal 7492 at Hutt.

Signal System 1 in effect between Barstow and Mojave and between Kern Jct. and M.P. 887.5.

Signal System 2 in effect between M.P. 887.5 and Bakersfield.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 (two poles east of M.P. 888) there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Trains must get numbered clearance card before leaving Barstow, Mojave, and Bakersfield.

ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
100			ARVIN YL		333.1	
	42.2		4.3			37.0
40			DI GIORGIO		328.8	
	0.0		2.0			42.2
67			RIBIER		326.8	
	0.0		2.2			43.3
			LAMONT		324.6	
	0.0		7.7			43.3
			ALGOSO		316.9	
	0.0		0.3			43.3
			MAGUNDEN YL		316.6	
			(16.5)			

No switch lights on Arvin District.
Wye at Di Giorgio.
Water at Arvin and Di Giorgio.

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WESTWARD FIRST CLASS 7 Passenger Leave Daily	63 Golden Gate Leave Daily	23 The Grand Canyon Leave Daily	61 Golden Gate Leave Daily	TIME TABLE NO. 98 April 27, 1952 STATIONS	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
PM	PM	AM	AM					
7.45	4.00	11.25	11.20	**BAKERSFIELD** YL	887.7		C	FW TY
				3.4 JASTRO CTC	891.1	13.3	B	
				6.6 UNA CTC	897.7	0.0	B	
s 8.08	4.16	s11.48 PM	11.36	7.7 SHAFTER CTC	905.4	9.2	C	W
s 8.18	4.21	s12.01	11.42	7.6 WASCO	913.0	0.0	C	
8.25	4.25	12.07	11.46	5.8 ELMO	918.8	0.0	B	
8.30	4.29	12.12	11.50	5.4 KERNELL	924.2	0.0	B	
f 8.36	4.35	12.19	11.56	7.8 ALLENSWORTH	932.0	0.0	B	
8.40	4.38	12.23	11.59 PM	4.0 STOIL	936.0	1.1	B	
f 8.45	4.42	12.28	12.04	6.1 ANGIOLA	942.1	9.5	B	
8.48	4.45	12.32	12.07	3.8 BLANCO	945.9	4.1	B	
s 9.00	4.49	s12.40	12.12	5.0 CORCORAN YL	950.9	0.0	C	WY
9.05	4.52	12.45	12.15	3.0 BEAN	953.9	3.2	B	
9.12	4.57	12.56 60	12.20	6.2 GUERNSEY	960.1	4.1	B	
s 9.30	s 5.05	s 1.15	s12.30	7.8 S. P. Crossing HANFORD YL	967.9	5.8	C	W
9.38	5.11	1.23	12.36 60	5.3 SHIRLEY	973.2	10.6	B	
f 9.42	5.14	1.29	12.41	2.7 LATON	976.0	14.6	B	Y
9.48	5.18	1.36	12.46	6.0 CONEJO	981.9	0.0	B	
9.55	5.23	1.43	12.51	6.3 BOWLES	988.2	10.6	B	
9.58	5.25	1.46	12.54	2.8 OLEANDER	991.1	10.6	B	
				3.3 CALWA TOWER S. P. Crossing	994.4	0.0	C	
f10.05 PM	5.30 PM	f 1.55 PM	12.59 PM	0.8 **CALWA** YL	995.2	0.0	C	FW TY
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)				
(36.9)	(66.5)	(43.0)	(65.2)	....Average speed per hour				

AUTOMATIC BLOCK SYSTEM

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 (two poles east of M.P. 888) there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between two poles east of M.P. 888 Bakersfield and west siding switch Wasco.

Signal System 2 in effect between M.P. 887.5 at Bakersfield and west siding switch Wasco.

Signal System 1 in effect between west siding switch Wasco and Calwa, except Rule 274 not applicable between Calwa Tower and Calwa. Between these points yellow aspect or semaphore arm displayed at angle of 45 degrees in upper quadrant indicates proceed prepared to enter turnout or stop short of train or obstruction.

Rule 251 in effect between end of two tracks at Calwa and end of two tracks at Fresno.

(Continued on Page 5)

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 98 April 27, 1952	EASTWARD FIRST CLASS			
			6	60	4	62
			Passenger	Golden Gate	California Limited	Golden Gate
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			— AM —	— PM —	— PM —	— AM —
Yard		**BAKERSFIELD** YL	s 6.30	*2.05	s 5.45	12.05
E126 W123	15.5	3.4 JASTRO				— AM —
173	14.7	6.6 UNA				
E101 W101	0.0	7.7 SHAFTER	s 6.05	1.43	s 5.21	11.43
125	10.6	7.6 WASCO	s 5.53	1.36	s 5.10	11.36
90	15.8	5.8 ELMO	5.43	1.31	5.03	11.31
90	15.8	5.4 KERNELL	5.37	1.25	4.58	11.26
90	8.4	7.8 ALLENSWORTH	f 5.29	1.19	4.52	11.20
89	1.7	4.0 STOIL	5.24	1.16	4.48	11.17
91	9.0	6.1 ANGIOLA	5.17	1.12	**4.42**63	11.13
68	0.0	3.8 BLANCO	5.12	1.09	*4.32	11.10
107	2.6	5.0 CORCORAN YL	s 5.05	1.04	s 4.25	11.05
68	0.0	3.0 BEAN	4.56	1.01	4.16	11.02
86	0.0	6.2 GUERNSEY	4.50	**12.56**23	4.10	10.56
104	0.0	7.8 S. P. Crossing HANFORD YL	s 4.40	s12.48	s 4.00	s10.48
91	15.8	5.3 SHIRLEY	4.25	**12.36**61	3.43	10.43
64	15.8	2.7 LATON	f 4.22	12.32	f 3.40	10.40
90	0.0	6.0 CONEJO	4.15	12.27	3.31	10.36
65	0.0	6.3 BOWLES	4.08	12.22	3.25	10.31
92	4.2	2.8 OLEANDER	4.04	12.20	3.22	10.29
	4.2	3.3 CALWA TOWER S. P. Crossing				
Yard		0.8 **CALWA** YL	3.57 AM	12.16 PM	3.17 PM	10.24 PM
		(107.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour.....	(39.1)	(57.6)	(43.6)	(57.6)

AUTOMATIC BLOCK SYSTEM — CTC

(Continued from Page 4)

Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

Crossover movement from Calwa yard to Visalia District and from Visalia District to Calwa yard will be made in accordance with instructions posted in switch box near end of two tracks, Calwa, and bulletin instructions.

Trains must get numbered clearance card before leaving Bakersfield and Calwa.

WESTWARD FIRST CLASS				TIME TABLE NO. 98 April 27, 1952				
7	63	23	61		Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
Passenger	Golden Gate	The Grand Canyon	Golden Gate					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 10.05	PM 5.30	PM 1.55	PM 12.59	CALWA YL	995.2		C	FW TY
				1.6		15.8		
				SUNMAID TOWER S. P. Crossing	996.8		C	
				0.9		15.8		
				FRESNO TOWER S. P. Crossing	997.7		C	
				0.4				
s10.15[62] 10.35	s 5.39	s 2.15	s 1.08	FRESNO YL	998.1		C	W
10.41	5.45	2.22	1.14	2.0 HAMMOND YL	1000.1	15.8	B	
10.48	5.51	2.30	1.22	5.6 FIGARDEN	1005.7	15.8	B	
10.54	5.56	2.39[4]	1.27	5.9 GREGG	1011.6	10.6	B	
10.57	5.58	2.43	1.29	2.4 TRIGO	1014.0	0.0	B	
f11.03	6.02	2.50	1.33	5.6 MADERA	1019.6	15.8	B	W
11.11	6.07	2.56	1.38	6.5 KISMET S. P. Crossing	1026.1	16.1	C	
11.15	6.11	3.00	1.41	4.2 SHARON	1030.3	7.4	B	
11.20	6.15	3.05	1.45	5.5 MARGUERITE	1035.8	15.8	B	
f11.26	6.19	f 3.11	1.50	5.7 LE GRAND	1041.5	0.0	C	
11.33	6.24	3.18	1.55[4]	5.8 PLANADA	1047.3	5.3	C	
11.37	6.27	3.21	1.58	3.3 TUTTLE	1050.6	0.0	B	
11.42	6.31	3.25	2.02	4.7 EAST MERCED YL	1055.3	0.0		
s11.50	s 6.34	s 3.30	s 2.05	0.8 MERCED YL	1056.1	0.0	C	W
11.59 AM	6.40	3.37	2.12	6.2 CUBA	1062.3	5.3	B	
f12.03	6.43	3.42	2.14	3.1 WINTON	1065.4	15.8	C	
f12.07	6.45	3.46	2.16	2.9 CRESSY	1068.3	0.0	B	
f12.11	6.48	3.50	2.19	3.7 BALLICO	1072.0	19.8	B	
f12.20	6.54	f 4.00	2.25	7.6 DENAIR	1079.6	15.8	C	W
f12.32	6.59	s 4.10	2.29	6.2 HUGHSON	1085.8	0.0	C	
f12.38	7.02	f 4.15	2.33	3.4 EMPIRE	1089.2	17.4	C	
12.43	7.07	4.20	2.37	3.6 CLAUS	1092.8	7.9	B	
s12.50[6] AM	7.10 PM	s 4.25 PM	2.40 PM	2.8 RIVERBANK YL	1095.6	26.4	C	F Y
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)				
(36.5)	(60.2)	(40.2)	(59.6)	.....Average speed per hour				

TWO TRACKS

AUTOMATIC BLOCK SYSTEM

Second District—Signal System 1 in effect, except Rule 274 not applicable between Calwa and end of two tracks Fresno. Between these points yellow aspect or semaphore arm displayed at angle of 45 degrees in upper quadrant indicates proceed prepared to enter turnout or to stop short of train or obstructions.

Rule 251 in effect between end of two tracks, Calwa and end of two tracks, Fresno.

(Continued on Page 7)

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	60 Golden Gate Arrive Daily	4 California Limited Arrive Daily	62 Golden Gate Arrive Daily
Yard		CALWA YL	f AM 3.57	PM 12.16	f PM 3.17	PM 10.24
	2.6	1.6 SUNMAID TOWER S. P. Crossing				
	2.6	0.9 FRESNO TOWER S. P. Crossing				
	5.3	0.4				
Yard		FRESNO YL	s 3.50	s12.10	s 3.10	10.18 s10.15[7]
	5.3	2.0				
75	5.3	HAMMOND YL	3.28	12.01 PM	2.52	10.08
115	15.8	5.6 FIGARDEN	3.21	11.53	2.44	10.01
115	15.8	5.9 GREGG	3.15	11.48	2.39[23]	9.55
71	12.7	2.4 TRIGO	3.12	11.46	2.36	9.53
115	15.8	5.6 MADERA	f 3.05	11.42	2.28	9.48
115		6.5 KISMET S. P. Crossing	2.58	11.37	2.21	9.43
69	0.0	4.2 SHARON	2.53	11.33	2.17	9.39
115	15.8	5.5 MARGUERITE	2.47	11.29	2.11	9.35
115	15.8	5.7 LE GRAND	f 2.40	11.25	s 2.04	9.31
66	15.8	5.8 PLANADA	2.32	11.21	1.55[61]	9.26
115	14.6	3.3 TUTTLE	2.28	11.18	1.47	9.23
86	10.6	4.7 EAST MERCED YL	2.22	11.12	1.42	9.18
40	9.5	0.8 MERCED YL	s 2.20	s11.11	s 1.40	s 9.16
115	17.4	6.2 CUBA	2.04	11.05	1.30	9.10
74	15.8	3.1 WINTON	1.59	11.03	1.25	9.07
65	0.0	2.9 CRESSY	1.55	11.01	1.19	9.05
115	19.8	3.7 BALLICO	1.50	10.58	1.15	9.02
114	15.8	7.6 DENAIR	f 1.40	10.52	f 1.07	8.56
75	0.0	6.2 HUGHSON	s 1.30	10.46	s12.58	8.51
101	15.8	3.4 EMPIRE	f 1.20	10.42	f12.50	8.48
39	0.0	3.6 CLAUS	1.15	10.38	12.45	8.44
Yard	0.0	2.8 RIVERBANK YL	1.10[7] AM	10.35 AM	12.40 PM	8.41 PM
		(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour.....	(35.4)	(59.1)	(37.2)	(62.1)

TWO TRACKS

AUTOMATIC BLOCK SYSTEM

(Continued from Page 6)

Trains from Fresno Interurban District and yard engine movements from Hammond to end of two tracks Fresno will be governed by indication of Signal 9994 at Hammond, which will supersede superiority of regular trains.

Trains must get numbered clearance card before leaving Calwa and Riverbank.

WESTWARD FIRST CLASS				TIME TABLE NO. 98 April 27, 1952				
63	23	61	7		Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
Golden Gate	The Grand Canyon	Golden Gate	Passenger					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 7.10	PM 4.30	PM 2.40	AM 1.00[6]	**RIVERBANK** YL	1095.6		C	F Y
				6.0		15.8		
7.15	f 4.38	2.45	f 1.07	ESCALON	1101.6		C	
				5.4		0.0		
7.19	4.43	2.49	1.13	AVENA	1107.0		B	
				5.5		0.0		
7.23	4.48	2.54	1.18	BURNHAM	1112.5		B	
				7.5		0.0		
7.29	4.57	3.00	1.26	**MORMON** YL	1120.0		C	WFY
				1.4		0.0		
s 7.35	s 5.10	s 3.07	s 1.45	S. P. and W. P. Crossings STOCKTON YL	1121.4		B	W Y
				5.7		1.6		
7.43	5.19	3.13	1.53	GILLIS	1127.1		B	
				2.2		0.0		
7.45	5.23	3.15	f 1.56	HOLT	1129.3		C	
				4.2		0.8		
7.49	5.28	3.19	2.00	TRULL	1133.5		B	
				1.3		11.6		
			f 2.03	MIDDLE RIVER	1134.8		B	
				2.0		0.0		
7.58[62]	5.34	3.25	2.07	ORWOOD	1136.8		C	
				3.1		3.2		
8.02	5.38	3.28	2.11	BIXLER	1139.9		B	
				3.1		6.3		
8.05	5.44	3.30	f 2.15	KNIGHTSEN	1143.0		C	
				3.1		3.6		
8.08	5.51	3.33	f 2.19	OAKLEY	1146.1		C	
				4.7		13.2		
8.12	5.57	3.37	2.24	SANDO YL	1150.8		B	
				1.3		0.0		
8.14	s 6.05	3.39	s 2.30	ANTIOCH YL	1152.1		C	W
				3.7		15.8		
8.20	s 6.14	s 3.43	s 2.40	PITTSBURG YL	1155.8		C	
				3.7		5.3		
8.25	6.21	3.47	2.46	BROSE	1159.5		B	
				4.1		15.8		
8.29	f 6.29	3.51	f 2.54	PORT CHICAGO YL	1163.6		C	
				2.2		0.0		
				BLUME	1165.8		B	Y
				1.5		0.0		
8.32	6.35	3.55	2.59	MONSANTO	1167.3		B	
				1.8		52.8		
8.35	6.40	3.58	3.02	VINE HILL	1169.1		B	
				4.3		52.8		
8.42	6.50	4.05	3.11	GLEN FRAZER	1173.4		C	
				1.9		52.8		
8.46	6.55	4.09	3.16	CHRISTIE	1175.3		B	
				4.3		0.0		
8.51	**7.07**[62]	4.14	3.22	LUZON	1179.6		B	
				1.9		0.0		
s 8.56	f 7.11	s 4.18	f 3.27	PINOLE	1181.5		C	
				1.7		49.6		
9.00	7.14	4.20	3.30	GATELEY	1183.2		B	
				3.3		52.8		
9.05	7.18	4.24	3.35	RHEEM	1186.5		B	
				3.1		51.7		
s 9.10 PM	s 7.25 PM	s 4.29 PM	s 3.45 AM	**RICHMOND** YL	1189.6		C	FW TY
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(94.0)				
(47.0)	(32.2)	(51.7)	(34.2)	....Average speed per hour				

AUTOMATIC BLOCK SYSTEM

Third District—Signal System 1 in effect.

Rule 261 in effect between Stockton Tower and west end of Stockton siding at M.P. 1122 plus 818 feet on both main track and siding. Trains or engines must not foul or enter either the main track or siding through hand-throw switches until authority to do so has been received from the control station and switches have been properly lined.

When complying with provisions of Rule S-89 (A) at:

Sando, westward train holding main track meeting eastward train must not pass preliminary board until signal 11503 assumes stop position; westward train in siding must occupy spotting section 2 minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

Glen Frazer, train on main track having right to proceed westward, finding Signal 11731 in stop position due to combination of previous train movements, may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting 2 minutes.

Westward train on siding finding Signal 11733 in stop position, due to westward train on main track east of Signal 11731, may obtain proceed signal if route is clear by inserting switch key in dwarf signal box, turning to right and waiting 2 minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in 2 minutes.

(Continued on Page 9)

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 98 April 27, 1952	EASTWARD FIRST CLASS			
			60	4	62	6
			Golden Gate	California Limited	Golden Gate	Passenger
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		**RIVERBANK** YL	AM 10.35	PM s12.35	PM 8.41	AM s 1.007
	15.8	6.0				
76		ESCALON	10.30	f12.28	8.37	f12.52
	15.0	5.4				
115		AVENA	10.26	12.22	8.33	12.45
	9.8	5.5				
130		BURNHAM	10.22	12.17	8.28	12.39
	10.3	7.5				
Yard		**MORMON** YL	10.15	12.10	8.22	12.29
	10.3	1.4				
Yard		S. P. and W. P. Crossings STOCKTON YL	s10.12	s12.07	s 8.20	s12.25
	1.8	5.7		PM		AM
93		GILLIS	10.01	11.47	8.09	11.59
	0.5	2.2				
69		HOLT	9.59	f11.43	8.07	f11.56
	0.0	4.2				
94		TRULL	9.56	11.38	8.04	11.49
	5.3	1.3				
		MIDDLE RIVER				
	10.6	2.0				
66		ORWOOD	9.50	11.32	**7.58**63	11.42
	10.6	3.1				
72		BIXLER	9.47	11.28	7.55	11.38
	0.0	3.1				
92		KNIGHTSEN	9.44	11.24	7.52	f11.34
	6.6	3.1				
67		OAKLEY	9.41	11.17	7.49	f11.30
	15.8	4.7				
107		SANDO YL	9.36	11.09	7.45	11.24
	15.8	1.3				
75		ANTIOCH YL	9.34	s11.05	7.43	s11.21
	6.6	3.7				
94		PITTSBURG YL	s 9.28	s10.55	s 7.37	s11.12
	11.6	3.7				
67		BROSE	9.21	10.45	7.31	11.06
	15.8	4.1				
107		PORT CHICAGO YL	9.17	s10.40	7.27	s11.00
	0.0	2.2				
		BLUME				
	0.0	1.5				
67		MONSANTO	9.13	10.34	7.23	10.53
	0.0	1.8				
60		VINE HILL	9.11	10.31	7.21	10.50
	0.0	4.3				
65		GLEN FRAZER	9.06	10.25	7.16	10.43
	52.8	1.9				
92		CHRISTIE	9.02	10.21	7.12	10.38
	52.8	4.3				
100		LUZON	8.54	10.15	**7.07**23	10.30
	52.8	1.9				
		PINOLE	s 8.48	f10.09	s 7.02	s10.25
	29.9	1.7				
101		GATELEY	8.44	10.05	6.58	10.20
	52.8	3.3				
104		RHEEM	8.40	10.01	6.54	10.16
	52.8	3.1				
Yard		**RICHMOND** YL	8.35 AM	9.55 AM	6.50 PM	10.10 PM
		(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour....	(47.0)	(36.4)	(50.8)	(33.2)

AUTOMATIC BLOCK SYSTEM

(Continued from Page 8)

Christie, eastward train occupying main track to meet westward train should remain west of Signal 11758 at west end auxiliary siding until train to be met has opened east switch to siding. This will be indicated by proceed indication on Signal 11758.

Christie, eastward train occupying siding or auxiliary siding must remain west of "spotting section" until ready to depart. "Spotting section" designated by sign near dwarf signal. Eastward train, when ready to proceed must occupy "spotting section" between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and MP 1177 plus 200 feet. If trains are occupying section of main track between east end of Christie and MP 1177 plus 200 feet the signals will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Vine Hill and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Riverbank and Richmond.

OAKLAND DISTRICT

WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	23 The Grand Canyon Leave Daily	61 Golden Gate Leave Daily	7 Passenger Leave Daily	TIME TABLE NO. 98 April 27, 1952 STATIONS	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
PM 9.11	PM 7.27	PM 4.30	AM 3.50	**RICHMOND** YL	0.0		C	FW TY
				4.5		64.4		
9.20	7.37	4.40	4.00	EL CERRITO	4.5		B	
				3.5		22.7		
s 9.30	s 7.50	s 4.50	s 4.20	BERKELEY	8.0		C	
				1.9		0.0		
				S. P. Crossing	9.9			
				1.0		0.0		
9.40 9.45	8.00 8.10	5.00 5.05	4.30 4.40	**OAKLAND** YL 40th and San Pablo	10.9		C	Y
				7.0				
10.05 PM	8.30 PM	5.25 PM	5.00 AM	SAN FRANCISCO				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)				
(22.6)	(19.8)	(21.8)	(16.3)	.....Average speed per hour				

Signal System 1 in effect from Richmond to Signal 32 and at SP Crossing MP 9.9.

No. 61 is superior to No. 62. No. 63 is superior to No. 6.

(Continued on Page 11)

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
34			OIL JUNCTION YL		308.6	
			2.2			0.0
24	21.1		SEGURO YL		310.8	
			0.8			0.0
22	10.5		MALTHA YL		311.6	
			2.1			42.2
Yard	52.8		OIL CITY YL		313.7	
			(5.1)			

Water at Seguro; wye at Oil Junction.
Office of Communication at Seguro; booth phone at Oil Junction.

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
Yard			S. P. Crossing OAKDALE YL		6.5	
	21.1		6.5			21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.
Wye at Oakdale.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
17			HAMMOND YL		0.0	
	0.0		2.0			0.0
10	0.0		CINCOTTA		2.0	
			0.4			0.0
6	0.0		BARTONETTE		2.4	
			2.6			0.0
33			CAMEO S. P. Crossing		5.0	
	0.0		1.5			0.0
8	0.0		FORTHCAMP		6.5	
			0.7			0.0
5	0.0		BURNESS		7.2	
			5.8			0.0
20	42.2		FAIRVIEW		13.0	
			2.2			10.6
28	9.5		ZEDIKER		15.2	
			0.5			0.0
12	31.7		RIVERBEND		15.7	
			1.0			42.2
4	10.6		ELK		16.7	
			0.2			0.0
			BELMONT AVE. YL		16.9	
			(16.9)			

Trains from Fresno Interurban District and yard engine movements from Hammond to end of two tracks Fresno will be governed by indication of Signal 9994 at Hammond, which will supersede superiority of regular trains.

No switch lights on Fresno Interurban District.

Booth phone at Hammond, Bartonette, Burness, Fairview and Zediker.

Trains to Fresno Interurban District will secure numbered Clearance Card at Sunmaid Tower.

OAKLAND DISTRICT

Capacity of Sidings In 50 ft. cars	Ruling Grade Ascending	TIME TABLE NO. 98 April 27, 1952	EASTWARD FIRST CLASS 60 Golden Gate	4 California Limited	62 Golden Gate	6 Passenger
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		**RICHMOND** YL	AM s 8.34	AM s 9.54	PM s 6.49	PM s10.09
	39.6	4.5				
66		EL CERRITO	8.26	9.44	6.41	9.59
	31.7	3.5				
25		BERKELEY	s 8.17	s 9.35	s 6.32	s 9.50
	0.0	1.9				
		S. P. Crossing				
	79.4	1.0				
Yard		**OAKLAND** YL 40th and San Pablo	8.07 8.05	9.25 9.20	6.22 6.20	9.40 9.20
		7.0				
		SAN FRANCISCO	7.45 AM	9.00 AM	6.00 PM	9.00 PM
		(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Average speed per hour.....	(24.2)	(22.6)	(24.2)	(22.6)

(Continued from Page 10)

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

Between Oakland and San Francisco passengers and hand baggage will be transported in Buses—Checked baggage, mail and express in trucks.

Trains must get numbered clearance card before leaving Richmond and Oakland.

WAHTOKE DISTRICT

Capacity of Sidings In 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
Yard			PIEDRA YL		16.9	
	0.0		2.1			58.3
8			AVOCADO		14.8	
	0.0		3.5			57.0
28			OAKHURST		11.3	
	0.0		2.0			52.8
18			MINKLER		9.3	
	0.0		2.2			31.7
76			CELLA		7.1	
	0.0		1.2			0.0
15			WAHTOKE		5.9	
	33.2		1.5			0.0
28			RADWIN		4.4	
	0.0		4.4			41.4
Yard			REEDLEY YL		0.0	
			(16.9)			

No switch lights on Wahtoke District.
Wye at Minkler.
Booth phone at Piedra and Minkler.

LATON DISTRICT

Capacity of Sidings In 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
57			LATON		0.0	
	0.0		5.6			10.4
7			CLINT		5.6	
	0.0		2.2			0.0
			S. P. Crossing			
	0.0		1.8		7.8	0.0
10			GEPFORD		9.6	
	0.0		2.3			0.0
3			ROY		11.9	
	0.0		3.7			3.0
12			SHILLING		15.6	
	0.0		1.8			0.0
11			LANARE		17.4	
			(17.4)			

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

VISALIA DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
Yard			**CORCORAN** YL		0.3	
	28.5		4.1			0.0
16			WAUKENA		4.4	
	13.2		5.6			0.0
28			PAIGE		10.0	
	16.6		5.0			0.0
20			S. P. Crossing TULARE YL		15.0	
	13.9		4.1			0.0
15			SWALL		19.1	
	5.3		1.1			0.0
48			LOMA		20.2	
	5.3		5.0			0.0
41			VISALIA YL S. P. Crossing		25.2	
	0.0		6.6			16.2
25			PERAL		31.8	
	11.6		1.5			0.0
			S. P. Crossing		33.3	
	11.6		2.9			0.0
			CALGRO		36.2	
	10.6		2.3			15.9
62			**CUTLER** YL		38.5	
	0.0		3.2			0.0
28			SULTANA		41.7	
	0.0		3.4			13.2
50			DINUBA		45.1	
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	
	14.6		1.9			0.0
			S. P. Crossing		50.7	
	14.6		0.3			0.0
20			LACJAC		51.0	
	0.0		2.4			0.0
65			PARLIER		53.4	
	5.3		1.4			0.0
23			MILEY		54.8	
	1.1		3.7			2.5
48			DEL REY		58.5	
	0.0		3.4			7.9
39			WOLF		61.9	
	0.0		2.5			8.5
28			LONE STAR		64.4	
	0.0		2.0			10.6
20			CECILE		66.4	
	0.0		2.5			10.6
Yard			**CALWA** YL		68.9	
			(68.9)			

Signal System 1 in effect at SP Crossing Tulare.

Water at Corcoran, Visalia, Cutler, Reedley; wye at Corcoran and Reedley.

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

Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

Crossover movement from Calwa yard to Visalia District and from Visalia District to Calwa yard will be made in accordance with instructions posted in switch box near end of two tracks, Calwa, and Bulletin Instructions.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
Yard			A. B. S. BAKERSFIELD YL		116.0	
	13.3		2.1			0.0
48			LANDCO YL		113.5	
	0.0		3.2			51.5
28			OIL JUNCTION YL		110.7	
			38.8			
			DUCOR YL		71.9	
	52.8		5.9			52.8
44			ULTRA		66.0	
	52.8		7.0			52.8
			PORTERVILLE JCT. P. N. E. Crossing		59.0	
	0.0		0.8			33.2
39			PORTERVILLE YL		58.2	
	52.8		6.3			52.8
32			STRATHMORE JCT.		51.9	
	31.1		1.1			0.0
28			MIRADOR		50.8	
	3.1		4.1			31.4
48			LINDSAY YL		46.7	
	5.0		3.1			34.8
16			LUCCA		43.6	
	0.0		0.6			0.0
12			SIDES		43.0	
	15.8		3.8			0.0
40			EXETER YL		39.2	
	15.8		0.3			0.0
			Visalia Elect. Crossing		38.9	
	15.8		0.6			0.0
7			ANTES		38.3	
	4.7		2.1			5.3
16			VENIDA		36.2	
	0.0		2.1			5.3
16			FANE		34.1	
	21.1		2.9			8.9
19			HILLMAID		31.2	
	20.8		0.1			30.8
			Visalia Elect. Crossing		31.1	
	20.8		1.0			30.8
13			REDBANKS		30.1	
	0.0		1.8			20.8
10			CAIRNS		28.3	
	0.0		1.4			17.4
45			RAYO		26.9	
	0.0		3.1			17.4
28			SEVILLE		23.8	
	15.3		3.2			10.8
			WYETH YL		20.6	
			1.6			26.8
62			**CUTLER** YL			
	0.0		1.6			
			WYETH YL		20.6	
	14.4		2.0			0.0
24			OROSI		18.6	
	30.3		6.4			15.2
37			ORANGE COVE		12.2	
	16.2		5.9			10.6
19			NAVALENCIA		6.3	
	25.3		6.3			31.7
18			MINKLER		0.0	
			(116.0)			

Signal System 2 in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Water at Porterville, Lindsay, Cutler; wye at Porterville, Wyeth and Minkler.

Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Redbanks, and Minkler.

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

At Ducor, yard limits on Santa Fe tracks only.

SUNSET RAILWAY COMPANY

TIME TABLE NO. 98

In effect April 27, 1952, at 12.01 A.M., Pacific Standard Time.

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

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 98 April 27, 1952 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
			TAFT YL		8.8	
	21.1		6.3			85.5
			KERTO		2.5	
	37.0		2.5			30.2
36			PENTLAND YL			
13			MARICOPA YL		31.9	
	73.9		1.9			84.5
			HAZELTON		30.0	
	0.0		2.5			85.5
36			PENTLAND YL		27.5	
	0.0		3.4			68.6
			SAN EMIDIO		24.1	
	0.0		6.0			68.6
			LEVEE		18.1	
	5.3		3.7			10.6
47			MILLUX		14.4	
	0.0		2.1			5.3
			GULF		12.3	
	0.0		2.7			5.3
62			CONNER		9.6	
	13.2		6.4			0.0
			BANNISTER		3.2	
	10.6		3.2			0.0
20			GOSFORD			

No switch lights on Sunset Railway; wye at Pentland.

Office of Communication at Taft; booth phone at Millux and Gosford.

SPECIAL RULES

1. The Atchison, Topeka & Santa Fe Railway Company Rules, Operating Department, 1948, are applicable to Sunset Railway Company.

2. Special Rules, The Atchison, Topeka & Santa Fe Railway Company Valley Division time table are applicable to Sunset Railway Company.

3. Rule 93: Yard limit boards are located at Maricopa, Pentland and Taft.

4. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.

5. Spring derail switch is located in main track 900 feet west of west switch at Taft.

6. For movement of trains between Gosford and Kern Junction see Southern Pacific Company time table. For movement of trains between Kern Junction and Bakersfield see the Atchison, Topeka & Santa Fe Railway Company Valley Division time table.

SPEED RESTRICTIONS

LOCATION	Miles Per Hour	Time Per Mile Min.	Sec.
Between Gosford and Pentland.....	25	2	24
Between Pentland and Maricopa.....	12	5	
Between Pentland and Kerto.....	12	5	
Between Kerto and Taft.....	20	3	
Between east switch long siding, Taft and derail switch in main track west of Taft	10	6	

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (station and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.

3. Rule 5: At stations listed below following will govern:

Riverbank: First class trains taking siding will use passenger siding (east switch just east of depot and west switch at Patterson Road).

Mormon: First class trains taking siding use No. 1 yard track between interlocking plant and Signal 11191.

4. Rule 10 (A), second paragraph, is amended:

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

5. Rule 17, first paragraph, is amended: The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of a headlight failure en route at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The dispatcher should be notified at first opportunity.

6. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Calwa, Ducor, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

7. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

Cutler, extra trains, except those originating or terminating, need not register.

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

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

8. Rule 93: Yard limits are located at Barstow, Mojave, Magunden-Arvin, Kern Junction-Bakersfield, Landco-Oil Junction-Oil City, Ducor (Santa Fe tracks only), Porterville, Lindsay, Exeter, Corcoran, Hanford, Tulare, Visalia, Cutler-Wyeth, Reedley, Piedra, Calwa-Fresno-Hammond, Hammond-Belmont Ave., East Merced-Merced, Riverbank-Oakdale, Mormon-Stockton, Sando-Antioch, Pittsburg, Port Chicago, Richmond and Oakland.

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

10. . . . . .

11. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

12. Definitions of Medium Speed and Restricted Speed, pages 106, 111, 114 and 115 are amended:

Medium Speed—A speed not exceeding 40 miles per hour.

Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

AUTOMATIC TRAIN STOP (ATS): A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

Rule 315 is amended:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509 is amended:

When a train or engine is stopped by a "Stop and Proceed" signal, it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule D-514 changed to Rule 514, which reads:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main-track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks. When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rules 511 and 660 are amended: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Supplementing Centralized Traffic Control Rules 650-661:

Trains originating at other than district terminals may proceed without clearance card on authority of signal indication and will display signals as per Rule 21.

Time of scheduled trains in C.T.C. territory applies at the station sign.

13. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge A-1097	Truss Bridge
1166.4	Bridge Ab-1167	S. P. Bridge
1166.5	Bridge Ac-1167	Highway Bridge
1169.3	Bridge Ba-1170	Highway Bridge
1170.2	Between Vine Hill and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

14. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

15. Rule 862: Revenue passengers, and employees holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

16. . . . . .

17. . . . . .

SPEED REGULATIONS

18. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches on Page 16 and in C.T.C. territory at following locations:

At Bakersfield:

Turnout at west end two tracks at M.P. 888 plus 1000 feet...20 MPH
Turnout east switch Jastro Siding.....25 MPH
Porterville-Orosi Junction Switch .....25 MPH
Turnout west switch siding and crossover turnouts at Jastro.40 MPH
Siding turnouts at Una.....40 MPH
Siding and crossover turnouts at Shafter.....40 MPH
Siding turnouts at Wasco.....40 MPH

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on the Mojave, First, Second, Third, Oakland, Porterville and Visalia Districts; must not exceed fifteen MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains handling dead engines with all rods up and connected must not exceed twenty miles per hour.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH

All Freight and Switch Locomotives include types:

0—4—0	2—6—2	2—10—0
0—6—0	2—8—0	2—10—2
0—8—0	2—8—2	2—10—4
2—6—0	2—8—4	

25 MPH 35 MPH

Passenger Locomotives

Mountain Type Includes	All Locomotives Except Mountain Type Include
4—8—2	4—4—0
4—8—4	4—4—2
	4—6—0
	4—6—2
	4—6—4

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger	3	5	5
Freight	5	5	5
44-Ton Yard	2	5	5
Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines:			
Roller Bearing	9	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr.	Frt.
Mojave District	79	50
Arvin District	20	20
First District	95	55
Second District	95	55
Third District		
Riverbank to Mormon	95	55
Mormon to Richmond	79	55
Oakland District	45	45
Visalia District	50	40
Porterville-Orosi District	50	40
Oil City District	..	15
Alpaugh District	..	10
Laton District	..	20
Wahtoke District	30	30
Fresno Interurban District	15	15
Oakdale District	20	20
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		
Maximum speed, freight trains handled by 100, 200, 400, 2100, 2650, or 2800 class diesels, First, Second and Third Districts, 60 miles per hour.		
When street or highway crossings are shown speed applies only while head end of train is passing.		
MOJAVE DISTRICT		
Curve M.P. 747.2 to 747.6	60	50
Curves M.P. 789.0 to 789.9	60	40
Curve M.P. 799.1 to 799.5	75	50
Curve M.P. 806.3 to 806.5	70	50
Curve M.P. 808.5 to 808.8	70	50
Curves M.P. 816.4 to 817.5	25	25
Kern Jct. to Bakersfield	20	20
ARVIN DISTRICT		
Curve M.P. 324.2 to 324.4	8	8
Curve M.P. 329.7 to 329.9	8	8
FIRST DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20
Curves M.P. 889.3 to 890.1	50	35
Curve M.P. 892.9 to 893.4	80	55
Wasco M.P. 912.5 to 913.1	50	50
Corcoran M.P. 950.5 to 951.1	30	30
Hanford M.P. 967.0 to 968.3	20	20
Curves M.P. 968.3 to 969.5	50	35
Curve M.P. 973.7 to 973.9	50	40
Curves M.P. 975.0 to 975.8	50	40
Calwa Tower to Sunmaid Tower	40	40
SECOND DISTRICT		
Sunmaid Tower to M.P. 1002	20	20
Curve M.P. 1024.0 to 1024.3	85	55
Curve M.P. 1036.0 to 1036.3	70	55
Curve M.P. 1047.4 to 1047.9	75	55
Curve M.P. 1053.8 to 1054.1	75	55
Merced M.P. 1055.7 to 1057.1	20	20
Curves M.P. 1069.1 to 1070.5	80	55
Curve M.P. 1087.9 to 1088.1	50	40
THIRD DISTRICT		
Stockton M.P. 1119.1 to 1122.4	20	20
Br. B-1124 M.P. 1123.8 to 1123.9	30	30
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	60	50
Curve M.P. 1145.1 to 1145.4	80	55
Antioch M.P. 1151.3 to 1152.3	15	15
Curve M.P. 1152.4 to 1152.7	70	50
Curve M.P. 1153.5 to 1153.8	80	50
Pittsburg M.P. 1155.4 to 1156.1	24	24
Curves M.P. 1161.3 to 1161.9	50	40
Port Chicago Crossing #2, west of station, M.P. 1163.4 (11 PM-7 AM)	30	30
Curves M.P. 1162.8 to 1164.0	70	50
Curve M.P. 1166.6 to 1166.8	70	50
Curves M.P. 1167.3 to 1167.7	40	40
Curves M.P. 1167.9 to 1170.2	50	40
Curves M.P. 1170.5 to 1171.5	45	35
Curves M.P. 1171.6 to 1173.5	35	35
Tunnel #3 M.P. 1173.5 to 1174.6	35	30
Curves M.P. 1174.8 to 1175.6	50	40
Curves M.P. 1175.7 to 1176.3	35	35
Curves M.P. 1176.4 to 1176.8	40	40
Curves M.P. 1177.0 to 1177.7	50	40
Curves M.P. 1178.0 to 1179.4	45	35
Curves M.P. 1179.7 to 1180.5	35	35
Curve M.P. 1180.7 to 1180.9	45	35
Curves M.P. 1181.1 to 1182.5	50	40
Curve M.P. 1182.8 to 1183.0	70	50
Curve M.P. 1183.7 to 1183.9	80	55
Curve M.P. 1184.7 to 1184.9	55	40
THIRD DISTRICT (Continued)		
Curve M.P. 1185.1 to 1185.4	45	35
Curve M.P. 1185.7 to 1185.9	55	45
Curve & track M.P. 1187.9 to 1189.0	45	45
Track M.P. 1189.0 to 1189.6	30	30
OAKLAND DISTRICT		
Track M.P. 0.0 to 0.5	20	20
Track M.P. 3.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5
VISALIA DISTRICT		
Curve M.P. 5.8 to 6.0	30	25
Tulare M.P. 13.9 to 15.9	20	20
Curve M.P. 18.7 to 19.0	30	25
Visalia M.P. 24.5 to 26.0	20	20
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 62.2 to 62.7	30	25
PORTERVILLE-OROSI DISTRICT		
Between Minkler and Wyeth	25	25
Between Cutler and Wyeth	30	30
Exeter M.P. 39.1 to 39.6	20	20
Lindsay, M.P. 45.9 to 47.1	20	20
Curve M.P. 61.8 to 62.1	30	25
Between Porterville and Ducor	45	30
Between Oil Junction and Landco	45	35
WAHTOKE DISTRICT		
Between Reedley and Wahtoke	25	25

MAXIMUM SPEED OF LOCOMOTIVES

	Forward	Light Forward	Backing or When Controlled From Rear Unit	Dead-In-Train
Diesel and Gas-Electric	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
1-90, 300-305	100	45	45	90
306-316	85	45	45	80
100-287, 400-430, 2100-2109, 2611, 2650-2722, 2800-2809	65	45	45	60
2110	65	45	65	60
450-451	30	30	30	20
460-468	35	35	35	20
500-516, 625-633, 1500-1519, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2419, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
M110-M187	60	60	25	60
M-190	75	60	25	75
Steam				
6-wheel and 8-wheel switch	20	20	20	
643, 664-665, 735, 761-768, 777, 804-816, 856, 900-984, 1600-1702, 1900-1983, 2542-2569, 3016-3027	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1214, 1801-1882, 3160-3286, 4000-4115, 4197, 5000-5035	60	40	25	
1316, 1319, 1385, 1487-1550, 3445, 3516-3520, 3751-3775	90	40	25	
1473, 2900-2929, 3403-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3749	70	40	25	
3800-3940	50	40	25	

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

19. SPRING SWITCHES.

Speed Limit 10 Miles Per Hour:

Landco ..... Switch at stem of wye

Speed Limit 15 Miles Per Hour:

Hutt ..... West end siding
Sanborn ..... East and west ends siding
Landco ..... East end siding (Porterville-Orosi District)
Hammond ..... East and west ends siding
Merced ..... East and west ends siding
Riverbank ..... West end of lead
Mormon ..... East end siding
Bixler ..... West end siding
Knightsen ..... East and west ends siding
Sando ..... East end siding
Pittsburg ..... East and west ends siding
Brose ..... East and west ends siding
Monsonto ..... West end siding
Vine Hill ..... East and west ends siding
Glen Frazer ..... West end south siding
Christie ..... East and west ends siding; east end auxiliary siding
Luzon ..... East and west ends siding
Gateley ..... East and west ends siding
Rheem ..... East and west ends siding

Speed Limit 25 Miles Per Hour:

Hinkley ..... East and west ends siding
Eads ..... East and west ends siding
Hawes ..... East and west ends siding
Jimgrey ..... East and west ends siding
Kramer ..... East and west ends siding
Boron ..... East and west ends siding
Rich ..... East and west ends siding
Silt ..... East and west ends siding
Edwards ..... East and west ends siding
Fluhr ..... East and west ends siding
Bissell ..... East and west ends siding
Elmo ..... East and west ends siding
Kernell ..... East and west ends siding
Allensworth ..... East and west ends siding
Stoil ..... East and west ends siding
Angiola ..... East and west ends siding
Blanco ..... East and west ends siding
Corcoran ..... East and west ends siding and transfer track
Bean ..... East and west ends siding
Guernsey ..... East and west ends siding
Hanford ..... West end siding; east end storage track
Shirley ..... East and west ends siding
Laton ..... East and west ends siding
Conejo ..... East and west ends siding
Bowles ..... East and west ends siding
Oleander ..... East and west ends siding
Calwa ..... End of two tracks
Fresno ..... End of two tracks
Figarden ..... East and west ends siding
Gregg ..... East and west ends siding
Trigo ..... East and west ends siding
Madera ..... East and west ends siding
Kismet ..... East end siding
Sharon ..... East and west ends siding
Marguerite ..... East and west ends siding
Le Grand ..... East and west ends siding
Planada ..... East and west ends siding
Tuttle ..... East and west ends siding
East Merced ..... East and west ends siding
Cuba ..... East and west ends siding
Winton ..... East and west ends siding
Cressy ..... East and west ends siding
Ballico ..... East and west ends siding
Denair ..... East and west ends siding
Hughson ..... East and west ends siding
Empire ..... East and west ends siding
Riverbank ..... East end of lead
Escalon ..... East and west ends siding
Avena ..... East and west ends siding
Burnham ..... East and west ends siding
Mormon ..... East end of lead
Gillis ..... East and west ends siding
Holt ..... East and west ends siding
Trull ..... East and west ends siding
Orwood ..... West end siding
Bixler ..... East end siding

20. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Mojave, S.P. main track (see S.P. time table rules)
Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Minkler for Wahtoke District
Calwa for westward trains from First District
Tulare Street, Fresno, for eastward trains
Hammond for Second District
Cameo for Fresno Interurban trains
Riverbank for Second and Third District trains

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location		Tracks Governed	Rules	Whistle Signals Additional to Rule 620
MOJAVE DISTRICT				
Barstow West Tower		Main track and connecting crossovers.	Interlocking. Semi-automatic. Ten miles per hour.	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction		Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking. Semi-automatic.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
FIRST DISTRICT				
Hanford		S. P. Goshen branch. East end west siding and west end storage track. Ice house track. Stock yard track.	Interlocking. Semi-automatic.	
Calwa	0.8 East	S. P. main track and entrance to yard.	Interlocking. Semi-automatic.	
VISALIA DISTRICT				
Tulare		S. P. main line.	Interlocking. No distant signals.	
Visalia		S. P. Visalia branch.	Stop. Rules 98, A, B, and C.	
Peral	1.5 West	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
Lacjac	0.3 East	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
PORTERVILLE DISTRICT				
Hillmaid	0.1 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter	0.3 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Porterville	0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B, and C.	
LATON DISTRICT				
Cornwell		S. P. Riverdale branch.	Stop. Rules 98, A, B, and C.	
SECOND DISTRICT				
Sunmaid Tower	0.5 West	S. P. Porterville branch.	Interlocking. Semi-automatic.	Pike lead — 00 —
Calwa		Two tracks crossover and yard lead.		Crossovers — 0 — 0
Fresno Tower	0.4 East	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking. Semi-automatic.	Crossover — 0 — 0 Pike lead — 00 — Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Kismet	0.3 West	S. P. Berenda branch and west switch to siding.	Interlocking. Semi-automatic.	
FRESNO INTERURBAN DISTRICT				
Cameo		S. P. Friant branch.	Stop. Rules 98, A, B, and C. Hand throw derails.	
OAKDALE DISTRICT				
Oakdale		S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
THIRD DISTRICT				
Stockton	0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocking. Semi-automatic.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0
Stockton	1.0 West	Main track and siding.	Interlocking. Dual operated. Semi-automatic.	
Woodsbro	1.0 East	San Joaquin River Drawbridge.	Interlocking. Semi-automatic.	
Middle River		Drawbridge.	Interlocking. Semi-automatic.	
Orwood	0.8 East	Drawbridge, siding and wharf track.	Interlocking. Semi-automatic.	Wharf track — 00 —
Pittsburg	0.9 West	S. N. lead to Columbia Steel.	Stop, Rules 98, A, B, and C, and Bulletin Instructions.	
Pittsburg	0.9 East	Lead to P. G. & E. plant over S. N.	Stop, Rules 98, A, B, and C, and Bulletin Instructions.	
OAKLAND DISTRICT				
Berkeley	1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98, A, B, C, and D.	
Oakland	0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland	1.1 West	S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
MOJAVE DISTRICT				
P. C. Borax Co.	784.7	3.4 miles	East	
ARVIN DISTRICT				
Lonsmith	318.0	7	East & West	
Harpertown	321.1	3	West	
Patch	325.9	4	East	
FIRST DISTRICT				
Mopeco	890.5	16	East & West	
Rosedale	895.7	49	East & West	
Crome	899.5	34	West	
Ivy	909.8	10	East	
Palmo	910.4	28	West	
Neufeld	914.6	6	East	
Pond	921.5	40	East	
Alpaugh	941.8	5 miles	From Stoll	
Pitco	970.1	7	East	
Lucerne	971.8	5	East & West	
Monmouth	985.6	26	East & West	
SECOND DISTRICT				
Calpack	1048.9	13	West	
Kadota	1052.1	75	East & West	
Alaska	1058.9	20	East	
Cortez	1074.6	15	East & West	
THIRD DISTRICT				
Woodsbro	1125.5	54	East & West	
Lacto	1131.8	16	East & West	
Werner	1139.0	23	East & West	
Bridgehead	1148.4	16	East & West	
East Antioch	1149.5	127	East & West	
Nichols	1161.7	15	East	
Muir	1170.8	10	East & West	
Herpoco	1180.4	..	West	
San Pablo	1187.8	11	East & West	
OAKLAND DISTRICT				
Malott	4.0	10	East & West	
Fairmount Avenue	5.7	11	East	
OAKDALE DISTRICT				
Ladino	3.7	8	West	
VISALIA DISTRICT				
Higby	21.8	12	East	
Tokay	42.3	25	East & West	
Enson	43.9	14	East	
Mattei	64.2	2 miles	West	
PORTERVILLE DISTRICT				
Wimp	22.2	5	East	
Twin Buttes	25.3	9	West	
Woodlake	33.5	2 miles	From Hillmaid	
Matchin	37.3	10	East	
List	40.6	20	West	
Evans	44.8	1	West	
Sierra Heights	48.5	13	East	
Gillette	50.4	52	East	
Strathmore	52.0	2 miles	East	
Mosian	54.5	23	East	
Lumer	60.9	6	East	
Sunland	61.4	1 mile	West	
Magnolia	61.9	14	East	
San Joaquin Cotton Compress	111.3	30	East & West	

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Laton	337
Boron	Mine Spur	Lanare	505
Edwards	Army Spur	Porterville	1143
Di Giorgio	500	Oakdale	391
Bakersfield	456	Blume	292
Landco	1300	Oakland (old)	320
		Oakland (new)	1800

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

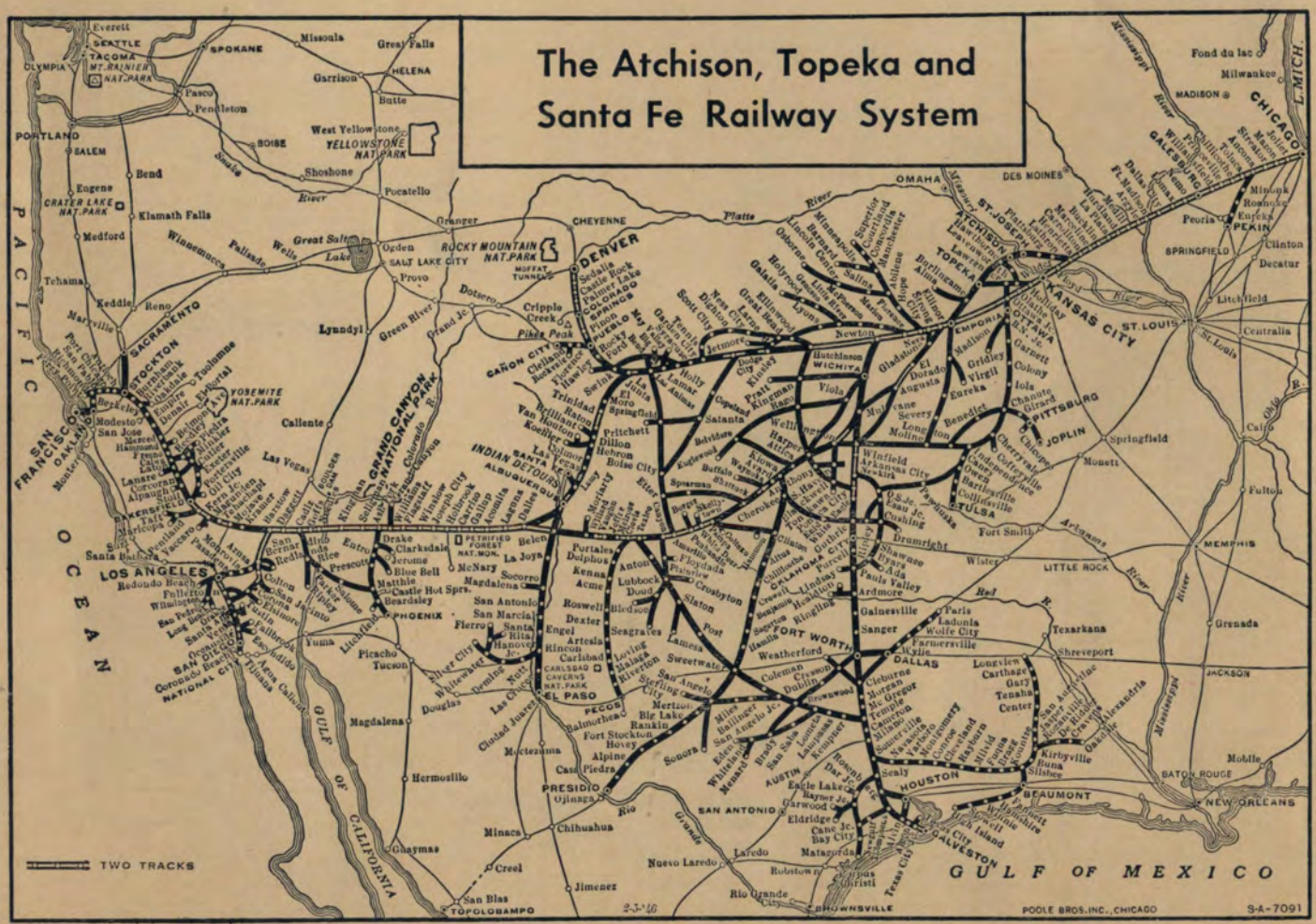
Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
3	Albuquerque to Barstow		Albuquerque and beyond
	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	
	San Bernardino to Los Angeles		Barstow and beyond
4	Los Angeles to San Bernardino	Barstow and beyond	
	Oakley, Knightsen	Beyond Bakersfield	Richmond and beyond
	Madera	Beyond Bakersfield	Stockton and beyond
	Bakersfield to Seligman	Albuquerque and beyond	Bakersfield and beyond San Bernardino and beyond
	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
19	Flagstaff	Los Angeles, Oakland or San Francisco	Newton and beyond
	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
20	Monrovia, Pomona, Claremont, Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Flagstaff	Kansas City and beyond	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
	Pomona		Albuquerque and beyond
22	Pomona	Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
23	Holbrook		Clovis and beyond
	Flagstaff	Bakersfield and beyond	Belen and beyond
	Kingman		Clovis and beyond
	Edwards	Beyond Bakersfield	Beyond Seligman
	Laton, Madera, Planada, Winton, Ballico, Holt, Knightsen, Oakley		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
24	Victorville		Los Angeles
	Edwards	Beyond Albuquerque and Belen	Beyond Bakersfield
	Kingman	Clovis and beyond	
	Flagstaff	Belen and beyond	Barstow and beyond
	Holbrook	Clovis and beyond	Barstow and beyond
123	Holbrook	Prescott and beyond Barstow and beyond	La Junta and beyond
	Flagstaff	Prescott and beyond Barstow and beyond	Winslow and beyond
	Kingman		La Junta and beyond
	Victorville		La Junta and beyond
124	Victorville	Williams and beyond	
	Kingman	La Junta and beyond	
	Flagstaff	La Junta and beyond	South of Ash Fork
	Holbrook	La Junta and beyond	Prescott and beyond
60	Empire	Fresno and beyond	Stockton and beyond
61	Empire	Stockton and beyond	Fresno and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Shafter, Wasco		Stockton and beyond
63	Empire	Stockton and beyond	Fresno and beyond
	Pittsburg		Fresno and beyond
72	Fullerton		East of Barstow West of Bakersfield
73	Fullerton		Fourth District points, destined Williams, also Belen and beyond

A. J. STROBEL, General Watch Inspector, Topeka, Kansas

LOCAL WATCH INSPECTORS

E. F. MANNERS.....107 E. Main St., Barstow
C. E. SPICER.....Mojave
ARLIE KNIGHT.....1677 Chester Ave., Bakersfield
J. N. CHENEY.....1600 20th St., Bakersfield
MYRON M. HANEY.....2015 Fresno St., Fresno
PAUL SMITH.....480 - 3rd St., Riverbank
CON MANTELE.....129 N. Sutter St., Stockton
EUGENE MAYER.....516 - 2nd St., Antioch
W. R. STRIBLEY.....1013 MacDonald Ave., Richmond
OTTO A. POULSEN.....1317 MacDonald Ave., Richmond
LOWELL O. DIXON.....1809 Telegraph Ave., Oakland
WM. H. ZIEGLER.....210 Townsend St., San Francisco

SANTA FE SAFETY FIRST

Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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