

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

161



To Take Effect Monday, June 17, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

C. F. DONNATIN,
Assistant General Manager.

J. D. BRENNAN,
Superintendent.

G. C. BAKER,
Assistant Superintendent of Transportation.

FRESNO SUBDIVISION

EASTWARD										Time Table No. 161	WESTWARD									
SECOND CLASS		FIRST CLASS					Distance from San Francisco	FIRST CLASS					THIRD CLASS							
782 Freight	400 Freight	56 Tehachapi	52 San Joaquin	58 Sequoia	60 West Coast	26 Owl		25 Owl	59 West Coast	55 Tehachapi	51 San Joaquin	57 Sequoia	781 Freight	783 Freight						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
WOP Yard						201.8	FRESNO YARD	111.1												
BKWOTYP Yard	1.45 PM	4.10 AM	8.00 PM	12.50 PM	6.50 AM	12.40 AM	12.15 AM	205.5	TO-R FRESNO	107.4	s 2.40 AM	s 4.00 AM	s 7.00 AM	s 3.30 PM	s 10.00 PM	3.30 AM	12.20 PM			
I P	1.55	4.20	8.10	12.56	7.00	12.48	12.23	209.1	TO CALWA TOWER	103.8	2.30	3.50	6.50	3.21	9.48	3.20	12.10 PM			
No Siding P			f		s			210.4	MALAGA	102.5			f							
123 P	2.05	4.30	f 8.18		s 7.08			215.1	TO FOWLER	97.8			s 6.41		f 9.38	3.10	11.57 AM			
130 Yard WP	2.15	4.40	s 8.27	1 09	s 7.17	1.00	f 12.36	220.7	TO SELMA	92.2	f 2.14	3.34	s 6.32	3.08	s 9.28	3.00	11.47			
106 Yard WP	2.25	4.50	s 8.36	1.14	s 7.27	1.05	12.41	225.6	TO KINGSBURG	87.3	2.05	3.27	s 6.23	3.03	s 9.18	2.50	11.37			
113 P	2.34	4.59	f 8.43		7.34	1.11		231.3	TRAVER	81.6	1.58	3.20	6.14		9.08	2.41	11.28			
68 P			8.46		7.37	1.14		233.7	CROSS	79.2	1.55	3.17	6.11		9.05					
96 WYP Yard	2.49	5.11	s 8.55	1.28	s 7.44 AM	1.20	12.55	239.1	TO-R GOSHEN JCT.	73.8	1.48	3.11	s 6.00	2.49	8.55 PM	2.29	11.16			
66 P	3.00	5.21	f 9.02	1.34		1.26	1.01	245.6	TAGUS	67.3	1.41	3.04	5.45	2.43		2.19	11.06			
								249.7	TO TULARE TOWER	63.2										
96 Yard P	3.10	5.30	s 9.15	s 1.44		1.33	s 1.08	250.0	TULARE	62.9	s 1.33	2.57	s 5.30	s 2.36		2.10	10.57			
66 P	3.20	5.48	9.30			1.45	1.19	255.8	OCTOL	57.1	1.19	2.49	5.13			2.00	10.47			
90 WP	3.32	5.55	s 9.45	1.56		1.50	1.25	260.4	TO TIPTON	52.5	1.11	2.44	s 5.03	2.24		1.50	10.40			
100 P	3.42	6.05	s 9.55			1.57	1.32	266.8	TO PIXLEY	46.1	1.04	2.36	s 4.53			1.32	10.22			
90 P		6.12	f 10.05	2.07		2.04	1.38	272.4	TO EARLMART	40.5	12.57	2.30	s 4.43	2.07						
66 P	3.57	6.20	10.11			2.09	1.43	276.5	RADNOR	36.4	12.52	2.25	4.35			1.16	10.07			
89 Yard WP	4.04	6.27	s 10.25	2.14		2.19	1.50	280.7	TO DELANO	32.2	f 12.47	2.19	s 4.29	1.56		1.09	10.00			
66 P	4.14	6.37	s 10.35			2.28	1.58	287.0	TO Mc FARLAND	25.9	12.40	2.12	s 4.18			12.59	9.50			
85 KWTP	4.25	6.48	f 10.45	2.23		2.34	2.06	292.6	TO-R FAMOSO	20.3	12.34	2.06	f 4.08	1.45		12.50	9.40			
67 P	4.30	6.53	10.50				2.14	295.9	SLATER	17.0	12.30	2.00	4.04			12.45	9.35			
89 P	4.37	7.00	10.57	2.30		2.42	2.19	300.5	LERDO	12.4	12.25	1.55	3.59	1.38		12.38	9.28			
96 P	4.41	7.04	11.01				2.23	303.0	PROSPERO	9.9	12.22	1.52	3.56			12.34	9.24			
64 P	4.46	7.09	11.06			2.47	2.26	305.8	SACO	7.1			3.53			12.29	9.19			
85 YP	4.51	7.14	11.10	2.37		2.50	2.30	308.6	R OIL JCT.	4.3	12.15	1.45	3.50	1.31		12.24	9.14			
Yard BKWOTYP	5.05 PM	7.30 AM	s 11.20 PM	s 2.46 PM		s 3.00 AM	s 2.40 AM	312.9	TO-R BAKERSFIELD	0.0	12.05 AM	1.35 AM	3.40 AM	1.21 PM		12.10 AM	9.00 AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(111.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	(3.20) 32.22	(3.20) 32.22	(3.20) 32.22	(1.56) 55.55	(0.54) 35.48	(2.20) 46.02	(2.25) 44.44		.....Time over District.....		(2.35) 41.57	(2.25) 44.44	(3.20) 32.22	2.09 49.95	(1.05) 31.07	(3.20) 32.22	(3.20) 32.22		

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
 Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville Line.
 Schedule time and train orders for trains at Oil Jct. apply at crossover switch just west of Signal 3086.

Rule S-72 Exception; No. 56 is superior to No. 57.

RULES 86 and 87. Second and inferior class trains and extra trains must clear time of No. 51 and No. 52 not less than ten (10) minutes.

ADDITIONAL STATIONS:

Muscotel.....	200.2
Calwa.....	208.3
Winedale (Spur).....	222.8
Midvalley (Spur).....	243.4
Alfac (Spur).....	262.3
Quail (Spur).....	263.7
Vinland (Spur).....	284.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
60	Selma	Discharge		Stockton	Daily
60	Tulare	Discharge		Stockton	Daily
60	Delano	Discharge		Stockton	Daily
56	Any Station	Discharge		Delano	Daily
55	Any Station	Discharge		Los Angeles	Daily
26	Delano	Receive & Discharge	Los Angeles	Tracy	Daily
59	Delano	Receive	Stockton		Daily
59	Tulare	Receive	Stockton		Daily

TEHACHAPI SUBDIVISION

EASTWARD											Distance from San Francisco	Time Table No. 161 June 17, 1940	Distance from Mojave	WESTWARD								
SECOND CLASS				FIRST CLASS						THIRD CLASS												
816	814	812	810	56	2	52	24	60	26	55				1	51	23	25	59	811	813	815	
Freight	Freight	Freight	Freight	Tehachapi	Santa Fe Passenger	San Joaquin	Santa Fe Passenger	West Coast	Owl	Tehachapi	Santa Fe Passenger	San Joaquin	Santa Fe Passenger	Owl	West Coast	Freight	Freight	Freight				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
BKWOTYP Yard				11.40 PM		2.53 PM		3.10 AM	2.50 AM	312.9	TO-R BAKERSFIELD 0.7	67.8	s 3.20 AM		s 1.14 PM		s 11.55 PM	s 1.25 AM				
K1 P	6.30 PM	11.55 AM	6.05 AM	12.01 AM	11.42 PM	7.20 PM	2.55	8.25 AM	3.12	313.6	TO-R KERN JCT. 3.4	67.1	3.17	11.20 AM	1.12	9.50 PM	11.52	1.22	8.55 AM	6.00 PM	2.35 AM	
No Siding P										317.0	MAGUNDEN 3.1	63.6										
No Siding P					f					320.1	EDISON 7.8	60.6	f									
90 P	6.55	12.20 PM	6.30	12.26	12.05 AM	7.38	3.11	8.42	3.30	327.9	BENA 3.4	52.8	2.55	11.03	12.56	9.31	11.30	1.00	8.22	5.30	2.10	
97 P	7.03	12.28	6.38	12.34	12.11	7.43	3.16	8.47	3.35	331.3	ILMON 3.9	49.4	2.50	10.58	12.51	9.26	11.24	12.54	8.12	5.21	2.00	
East 81 West 81 IWP	7.18	12.43	6.50	12.45	s 12.21	f 7.52	3.24	f 8.56	3.44	335.2	TO CALIENTE 3.0	45.5	f 2.40	f 10.48	12.43	f 9.17	11.15	12.45	8.00	5.05	1.48	
92 I P		12.52								338.2	ALLARD 2.3	42.5	2.30	10.40	12.37	9.09	11.08	12.39	7.50	4.53	1.39	
West 84 East 84 IWP					12.34					340.5	TO BEALVILLE 1.8	40.2						12.34				
82 IP	7.45	1.05	7.17	1.11	12.42	8.09	3.40	9.12	4.02	342.3	CLIFF 3.2	38.4										
East 86 West 86 P	7.55	1.15	7.27	1.21	12.50	8.16	3.47	9.19	4.09	345.5	ROWEN 3.3	35.2	2.14	10.25	12.22	8.54	10.52	12.23	7.27	4.35	1.21	
134 IWP No. 2 Siding 76	8.15	1.40	7.55	1.45	f 12.59	8.24	3.54	9.26	4.18	348.8	TO WOODFORD 3.0	31.9	s 2.06	10.18	12.15	8.47	10.44	12.16	7.17	4.25	12.59	
111 P	8.24	1.51	8.10	1.58	1.07	8.31	4.00	9.33	4.26	351.8	WALONG 2.3	28.9	1.58	10.12	12.09 PM	8.41	10.37	12.10	7.07	4.15	12.47	
West 82 East 82 IWP	8.36	2.01	8.21	2.10	1.14	8.36	4.05	9.38	4.32	354.1	TO MAROEL 2.6	26.6	1.53			8.36	10.31	12.05 AM	7.00	4.05	12.40	
92 P	8.50	2.12	8.32	2.20	1.22	8.45	4.11	9.44	4.40	356.7	CABLE 3.9	24.0	1.47	10.02	11.59 AM	8.25	10.25	11.59 PM	6.52	3.52	12.32	
103 IWP Yard	9.05	2.25	8.45	2.35	s 1.33	f 8.55	4.19	f 9.53	4.49	360.6	TO-R TEHACHAPI 1.8	20.1	s 1.38	s 9.53	11.51	f 8.15	f 10.15	11.50	6.40	3.40	12.20 AM	
112 Yard YP					1.37			10.00	4.53	362.4	SUMMIT SWITCH 2.6	18.3	1.32	9.48		8.11	10.11	11.46				
80 P					s 1.42	9.02	4.25	10.06	4.59	365.0	MONOLITH 3.0	15.7	s 1.27	9.44	11.44	8.07	10.07	11.41				
YP Yard										368.0	ERIC 1.9	12.7										
WP					1.49	9.08	4.31	10.13	5.05	369.9	CAMERON 4.4	10.8	f 1.17	9.38	11.37	8.01	9.59	11.32				
88 P					1.57	9.14	4.37	10.22	5.12	374.3	WARREN 6.4	6.4	1.07	9.31		7.54	9.50	11.22				
Yard BKWOYP	10.25 PM	3.30 PM	9.55 AM	3.55 AM	s 2.10 AM	s 9.27 PM	s 4.50 PM	s 10.37 AM	s 5.25 AM	380.7	TO-R MOJAVE	0.0	12.50 AM	9.18 AM	11.19 AM	7.40 PM	9.35 PM	11.05 PM	5.40 AM	2.40 PM	11.20 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(3.55) 17.13	(3.35) 18.72	(3.50) 17.50	(3.54) 17.20	(2.30) 27.12	(2.07) 31.70	(1.57) 34.76	(2.12) 30.50	(2.15) 30.13	(2.15) 30.13		.....Time over District.....	(2.30) 27.12	(2.02) 33.00	(1.55) 35.37	(2.10) 30.96	(2.20) 29.05	(2.20) 29.05	(3.15) 20.64	(3.20) 20.13	(3.15) 20.64
												.....Average Speed per Hour.....									

Schedule time and train orders at Tehachapi apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
59	Tehachapi	Receive	Stockton		Daily
51	Tehachapi	Receive & Discharge	Fresno	Glendale	Daily
52	Tehachapi	Receive & Discharge	Glendale	Fresno	Daily

MOJAVE SUBDIVISION

EASTWARD

WESTWARD

		SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 161 June 17, 1940	Distance from Burbank Jct.	FIRST CLASS				THIRD CLASS		
Capacity of Sidings in Car Lengths		816 Freight Leave Daily	814 Freight Leave Daily	810 Freight Leave Daily	52 San Joaquin Leave Daily	60 West Coast Leave Daily	26 Owl Leave Daily	56 Tehachapi Leave Daily	51 San Joaquin Arrive Daily				25 Owl Arrive Daily	59 West Coast Arrive Daily	55 Tehachapi Arrive Daily	811 Freight Arrive Daily	813 Freight Arrive Daily	815 Freight Arrive Daily	
BKWOYP Yard		11.25 PM	4.35 PM	4.40 AM	4.53 PM	5.30 AM	5.10 AM	2.30 AM	380.7	TO-R MOJAVE 4.1	90.9	s 11.16 AM	s 9.28 PM	s 11.00 PM	s 12.33 AM	5.05 AM	1.40 PM	10.30 PM	
95 P		11.35	4.45	4.50		5.36	5.16	2.36	384.8	FLETA 2.5	86.8		9.22	10.54	12.27	4.50	1.25	10.16	
96 P		11.40	4.50	5.00		5.40	5.20	2.40	387.3	GLOSTER 3.1	84.3		9.19	10.50	12.23	4.46	1.15	10.11	
92 P		11.46	5.04	5.06	5.04	5.44	5.24	2.45	390.4	ANSEL 3.9	81.2		9.15	10.45	12.18	4.41	1.06	10.03	
94 P		11.53 PM	5.18	5.13		5.49	5.29	f 2.52	394.3	ROSAMOND 5.6	77.3		9.10	10.39	f 12.12	4.35	12.58	9.56	
62 P		12.01 AM	5.28	5.23		5.56	5.36	3.00	399.9	OBAN 5.6	71.7		9.03	10.31	12.01 AM	4.26	12.48	9.46	
BKWOP 78 Yard		12.30	5.45	5.44	5.21	6.03	5.44	s 3.11	405.5	TO-R LANCASTER 4.3	66.1	10.49	f 8.56	10.24	s 11.51 PM	4.17	12.38	9.36	
62 P		12.43	6.00	6.00		6.08	5.50	3.18	409.8	DENIS 4.0	61.8			11.36	4.10	12.29	9.28		
79 WY P		12.51	6.08	6.08		6.13	5.55	s 3.27	413.8	TO PALMDALE 2.5	57.8	10.40	8.45	10.13	s 11.30	4.04	12.21	9.20	
101 P		12.58	6.15	6.16	5.32	6.16	5.59	3.32	416.3	HAROLD 4.2	55.3	10.37	8.42	10.09	11.23	3.57	12.14 PM	9.13	
East 77 Yard West 77 YP		1.20	6.45	6.55	5.40	6.25	6.09	3.45	420.5	TO VINOENT 4.5	51.1	10.29	8.33	10.00	11.14	3.45	11.59 AM	9.00	
95 P		1.34	6.59	7.19	5.49	6.34	6.19	3.56	425.0	PARIS 1.1	46.6	10.20	8.24	9.50	11.04	3.22	11.32	8.35	
14 P								f 4.00	426.1	ACTON 2.9	45.5			f 11.01					
103 WP		1.50	7.21	7.41	5.57	6.42	6.28	f 4.09	429.0	RAVENNA 5.6	42.6	10.12	8.16	9.42	f 10.53	3.09	11.19	8.16	
93 P		2.15	7.36	7.58		6.54	6.40	4.22	434.6	RUSS 4.2	37.0	10.01	8.04	9.30	10.41	2.52	11.02	7.36	
109 WP		2.39	7.55	8.11	6.17	7.03	6.49	f 4.33	438.7 438.8	TO LANG 4.3	32.8		7.55	9.21	f 10.32	2.39	10.49	7.19	
95 P		2.53	8.18	8.24	6.26	7.12	6.58	4.44	443.1	HUMPHREYS 3.8	28.5	9.44	7.46	9.12	f 10.23	2.27	10.37	7.07	
91 P		3.05	8.30	8.36		7.20	7.07	4.54	446.9	HONBY 3.7	24.7		7.38	9.04	10.14	2.16	10.26	6.56	
W 76 Yard E 69 BKWOYP		3.20	8.55	8.48	6.39	7.28	f 7.15	s 5.05	450.6	TO-R SAUGUS 2.4	21.0	9.31	s 7.29	8.55	s 10.05	2.05	10.15	6.39	
63 P								f	453.0	NEWHALL 0.7	18.6			f					
78					6.44	7.33	7.20	5.10	453.7	ELAYON 0.7	17.9	9.26	7.17	8.48	9.51				
									454.4	WALTZ JOT 2.2	17.2								
56 P		3.48	9.18	9.06				5.21	456.6	TUNNEL 2.6	15.0		7.06		9.44	1.37	9.57	6.20	
81 P		3.58	9.27	9.16	6.54	7.47	7.35	5.26	459.2	SYLMAR 2.6	12.4	9.16	6.54	8.37	9.39	1.27	9.50	6.12	
Yard 102 WP		4.10	9.33	9.30	6.58	7.52	7.41	s 5.33	461.8	TO SAN FERNANDO 1.6	9.8	9.12	6.45	8.32	s 9.33	1.14	9.45	6.05	
83 P		4.15	9.50	9.36	7.01	7.55	7.45	f 5.38	463.4	PACOIMA 2.2	8.2	9.09	6.42	8.28	9.27	12.59	9.36	5.50	
38 P									465.6	WAHOO 2.3	6.0								
93 P		4.26	10.05	10.16	7.06	8.01	7.52	f 5.46	467.9	ROSCOE 3.7	3.7		6.36	8.22	9.21	12.47	9.28	5.40	
50 PI		4.38 AM	10.17 PM	10.30 AM	7.10 PM	8.10 AM	7.59 AM	5.54 AM	471.6	TO BURBANK JCT.	0.0	8.59 AM	6.31 PM	8.16 PM	9.15 PM	12.35 AM	9.20 AM	5.25 PM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		90.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		(5.13) 17.42	(5.42) 15.94	(5.50) 15.58	(2.17) 39.81	(2.40) 34.08	(2.49) 32.27	(3.24) 26.73		Time over District.....		(2.17) 39.81	(2.57) 30.81	(2.44) 33.25	(3.18) 27.54	(4.30) 20.20	(4.20) 20.97	(5.05) 17.88	

Schedule time and train orders for first class trains at Saugus apply at initial switch Middle Siding at which opposing trains enter Siding. See special rule 105.
 Schedule time and train orders at Burbank Jct. apply at End of double track.
 Intermediate Spur: Consolidated Rock Co. M.P. 465.1. Capacity 10 cars.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Lancaster	Receive & Discharge	Glendale	Fresno	Daily
26	Palmdale	Receive & Discharge	Glendale	Fresno	Daily
59	Lancaster	Receive	Stockton		Daily
60	Lancaster	Discharge		Fresno	Daily
25	Palmdale	Receive & Discharge	Fresno	Glendale	Daily
25	San Fernando	Receive	Mojave		Daily
59	San Fernando	Receive	Fresno		Daily
59	Saugus	Receive	Stockton		Daily
26	San Fernando	Receive & Discharge	Colton		Daily
60	Saugus	Discharge		Fresno	Daily
60	San Fernando	Discharge		Stockton	Daily

EASTWARD

FRESNO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS			Distance from San Francisco	Time Table No. 161 June 17, 1940	Distance from Famoso	FIRST CLASS		
		58 Sequoia	Leave Daily				57 Sequoia	Arrive Daily	
BKWOTYP Yard				205.5	TO-R FRESNO	104.3			
I				207.0	TO SUNMAID TOWER 1.5 A. T. & S. F. Crossing	102.8			
23 P				211.8	4.8 BUTLER	98.0			
PY				213.0	1.2 LOCANS	96.8			
28 P				214.5	1.5 IVESTA	95.3			
83 P				215.9	1.4 CLOTHO	93.9			
97 Yard WP				219.8	3.9 TO SANGER	90.0			
16				222.8	3.0 TARN	87.0			
P				225.3	2.5 FARGO	84.5			
P				227.9	2.6 LACJAC	81.9			
93 Yard P				228.0	0.1 A. T. & S. F. Crossing (Stop)	81.8			
70 Yard WP				229.9	1.9 TO REEDLEY	79.9			
23 P				235.0	5.1 TO DINUBA	74.8			
				237.2	2.2 SMYRNA	72.6			
				239.6	2.4 MONSON	70.2			
				243.6	4.0 A. T. & S. F. Crossing (Stop)	66.2			
26 P				246.4	2.8 TAURUSA	63.4			
19				249.4	3.0 TO IVANHOE	60.4			
80 KWYP Yard			8.35 AM	257.4	8.0 TO-R EXETER	52.4	s 7.50 PM		
No Siding				260.5	3.1 Burr	49.3	7.44		
129 P Yard				264.3	3.8 TO LINDSAY	45.5	s 7.38		
40 P				268.6	4.3 TO STRATHMORE	41.2	f 7.28		
13				270.9	2.3 ZANTE	38.9			
22 P				274.4	3.5 PORTERVILLE	35.4	s 7.20		
50 BKWYP Yard			9.25 AM	274.8	0.4 TO-R PORTERVILLE-OLIVE ST.	35.0	7.10 PM		
21				276.5	1.7 PONCA	33.3			
23				278.0	1.5 LOIS	31.8			
27 P				282.6	4.6 TO TERRA BELLA	27.2			
75 KP				287.1	4.5 TO-R DUOOR	22.7			
25 P				290.0	2.9 ORRIS	19.8			
Spur				291.5	1.5 VESTAL	18.3			
75 YP				294.9	3.4 RIOH GROVE	14.9			
26 P				299.0	4.1 JASMIN	10.8			
KWTP				309.8	10.8 TO-R FAMOSO	0.0			
			Arrive Daily		(104.3)		Leave Daily		

(0.50) Time over District..... (0.40)
20.88 Average Speed per Hour..... 26.10

ADDITIONAL STATIONS:

Goldleaf.....	209.9	Eco (Spur).....	227.8
State Center (at end of spur from Goldleaf).....	210.8	Dorsey (Spur).....	250.8
Reka.....	221.0	Lort (Spur).....	254.0
Rusconi (Spur).....	221.8	Vance.....	262.8
Uva (Spur).....	227.1	Stout (Spur).....	265.8
		Lisko (Spur).....	272.2
		Quality.....	295.9

No. 57 head in at east end of siding at Exeter and use siding to junction of Visalia Branch.

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 161 June 17, 1940	Distance from Claviole	WESTWARD		
Yard 42 BKWYP				274.8	TO-R PORTERVILLE-OLIVE ST.	13.3			
				275.6	0.8 A. T. & S. F. CROSSING (Stop)	12.5			
				278.6	3.0 PERNU JOT.	9.5			
21				280.0	1.4 WORTH	8.1			
32				282.4	2.4 SUCESS	5.7			
6				288.1	5.7 CLAVIOLE	0.0			
					(13.3)				

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

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 161 June 17, 1940	Distance from Pernu	WESTWARD		
				278.6	PERNU BRANCH				
				279.3	STATIONS				
Spur				279.9	PERNU JOT.	1.3			
					0.7 TANDY	0.6			
Spur					0.6 PERNU	0.0			
					(1.3)				

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

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 161 June 17, 1940	Distance from Jovista	WESTWARD		
				294.9	RIOH GROVE BRANCH				
				297.6	STATIONS				
75 YP				299.0	RIOH GROVE	4.1			
					2.7 TROCHA	1.4			
50					1.4 JOVISTA	0.0			
40					(4.1)				

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

FRESNO SUBDIVISION

FRESNO SUBDIVISION

EASTWARD		Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Erer	WESTWARD	
FIRST CLASS			Riverdale and Visalia Branches			FIRST CLASS	
Capacity of Sidings in Car Lengths			58		57		
			Sequoia		Sequoia		
			Leave Daily		Arrive Daily		
		181.9		INGLE 5.3	82.5		
16		187.2		TRANQUILITY 4.5	77.2		
No Siding		191.7		SAN JOAQUIN 3.3	72.7		
No Siding		195.0		CALDWELL 4.1	69.4		
35		199.1		TO HELM 7.2	65.3		
19		206.3		BURRELL 8.4	58.1		
19		214.7		TO RIVERDALE 2.6	49.7		
Spur		217.3		ROBINSON 2.0	47.1		
Spur		219.3		HUB 1.8	45.1		
		221.1		LATON & WESTERN RY. CROSSING (Stop) 3.1	43.3		
No Siding		224.2		HARDWICK 6.1	40.2		
East 42 | BWYP West 19 | Yard		223.0		TO-R ARMONA 3.1	34.1		
I		229.1		A. T. & S. F. CROSSING 0.3	31.0		
72 BKP Yard		232.2		TO-R HANFORD 1.4	30.7		
Spur		232.5		SHELL 3.7	29.3		
62		233.9		REMNOY 7.7	25.6		
96 WOYP Yard		237.6		TO-R GOSHEN JCT. 7.8	17.9	s 8.45 PM	
48 P Yard		245.3	7.48 AM	A.B.S. { VISALIA 0.1	10.1	s 8.20	
		253.1	s 8.10	A. T. & S. F. CROSSING Stop 2.0	10.0		
		253.2		AMBLER 2.1	8.0	8.07	
P		255.2	8.20	RECTOR 1.7	5.9		
Spur		257.3		FARMERSVILLE 1.2	4.2	8.01	
30 P		259.0	8.26	GIANT OAK 3.0	3.0	7.58	
P		260.2	8.28	TO-R EXETER	0.0	7.53 PM	
80 KWYP Yard		263.2	s 8.35 AM	(82.5)			
			Arrive Daily			Leave Daily	
			(0.47)	.....Time over District.....		(0.52)	
			22.85	.....Average Speed per Hour.....		20.65	

EASTWARD		Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Armona	WESTWARD	
FIRST CLASS			Coalinga Branch			STATIONS	
Capacity of Sidings in Car Lengths							
		269.9		CRUMP 1.5	40.6		
16 Spur		268.4		TO-R COALINGA 1.7	39.1		
77 YP Yard		266.7		ORA 6.7	37.4		
21 P		260.0		TURK 7.3	30.7		
22 P		252.7		TO HURON 6.6	23.4		
46 P		246.1		WESTHAVEN 6.7	16.8		
55 P		239.4		LETHENT 2.9	10.1		
14 P		236.5		ROSSI 1.1	7.2		
17 YP		235.4		HEINLEN 1.5	6.1		
17 Spur		233.9		TO LEMOORE 4.6	4.6		
64 P		229.3		TO-R ARMONA	0.0		
East 42 | BWYP West 19 | Yard				(40.6)			
				.....Time over District.....			
				.....Average Speed per Hour.....			

FRESNO SUBDIVISION

EASTWARD		Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Oil City	WESTWARD	
FIRST CLASS			Oil City Branch			STATIONS	
Capacity of Sidings in Car Lengths							
		308.6	R	OIL JCT. 1.9	5.1		
		310.5		SEGURO 3.2	3.2		
		313.7		OIL CITY	0.0		
				5.1			

EASTWARD		Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Stratford	WESTWARD	
FIRST CLASS			Stratford Branch			STATIONS	
Capacity of Sidings in Car Lengths							
		244.1	TO	STRATFORD 4.2	0.0		
49		239.9		OUNEO 3.4	4.2		
Spur		236.5		ROSSI	7.6		
17 YP				(7.6)			

EASTWARD		Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Friant	WESTWARD	
FIRST CLASS			Clovis Branch			STATIONS	
Capacity of Sidings in Car Lengths							
		205.5	TO-R	FRESNO 1.6	24.4		
Yard BKWOTYP		207.1		FRESNO TOWER A. T. & S. F. CROSSING 2.3	22.8		
I		209.4		BARTON 2.2	20.5		
Spur		211.6		GRANZ 0.2	18.3		
Spur		211.8		MALTERMORO 0.3	18.1		
		212.1		NAVIN 0.8	17.8		
19		212.9		LAS PALMAS 0.3	17.0		
		213.2		FRESNO INTERURBAN RY. CROSSING 0.7	16.7		
No Siding		213.9		VANRIS 1.0	16.0		
35		214.9		TARPEY 1.2	15.0		
25		216.1		MELVIN 1.3	13.8		
44 W		217.4	TO	CLOVIS 1.1	12.5		
15		218.5		GLORIETTA 2.4	11.4		
74 Y		220.9		PINEDALE 2.0	9.0		
45		222.9		GORDON 2.8	7.0		
		225.7		ROOKFIELD 4.2	4.2		
33 WT Yard		229.9	TO	FRIANT	0.0		
				(24.4)			

Note.—Oil Jct. to Oil City operated as part of Bakersfield yard.

.....Time over District.....
.....Average Speed per Hour.....

TEHACHAPI SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 161 June 17, 1940			Distance from Arvin	WESTWARD		
Capacity of Sidings in Car Lengths				STATIONS						
			316.6	MAGUNDEN 0.3	16.5					
P			316.9	ALGOSO 4.2	16.2					
			321.1	HARPERTOWN 3.5	12.0					
			324.6	LAMONT 2.2	8.5					
60			326.8	RIBIER 2.0	6.3					
P			328.8	DI GIORGIO 1.9	4.3					
			330.7	GIFFIN JCT. 2.4	2.4					
YPW			333.1	ARVIN	0.0					
			(16.5)							

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

Additional Stations (PATCH.....325.9
GIFFIN.....332.1 (on Spur 1.4 miles from Giffin Jct.)
VACCARO.....334.4 (on Spur 1.3 miles from Arvin)

FRESNO SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 161 June 17, 1940			Distance from Olig	WESTWARD		
Capacity of Sidings in Car Lengths				STATIONS						
Yard KI			313.6	TO-R KERN JCT. 1.7	47.0					
P			315.3	BAKERSFIELD OORRAIS 1.4	45.3					
16			316.7	STRADER 2.1	43.9					
47 P			318.8	WIBLE OROHARD 1.7	41.8					
			320.5	VENOLA 2.1	40.1					
21 P			322.6	R GOSFORD 5.8	38.0					
49			328.4	STEVENS 7.7	32.2					
			336.1	RIO BRAVO 9.3	24.5					
22			345.4	KILOWATT 0.9	15.2					
67			346.3	TO BUTTONWILLOW 4.2	14.3					
			350.5	LOKERN 10.1	10.1					
33 Y			360.6	TO MCKITTRICK	0.0					
			(47.0)							

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

SUNSET RAILWAY COMPANY

EASTWARD			Distance from Gosford	Time Table No. 161 June 17, 1940			Distance from Maricopa	WESTWARD		
Capacity of Sidings in Car Lengths				STATIONS						
21 P			0.0	R GOSFORD 3.0	31.9					
15 P			3.0	BANNISTER 6.5	28.9	Yard 41 Y	0.0	R PENTLAND 2.2	8.7	
45			9.5	CONNER 4.7	22.4	14	2.2	KERTO 1.3	6.5	
48 W			14.2	MILLUX 2.6	17.7		3.5	WINOIL 3.8	5.2	
			16.8	LEVEE 10.6	15.1		7.3	LOWRY 1.4	1.4	
Yard 41 Y			27.4	PENTLAND 2.7	4.5	46	8.7	R TAFT	0.0	
30			30.1	HAZELTON 1.8	1.8					
Yard 19			31.9	MARICOPA	0.0					
			(31.9)							

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

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

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Train will not exceed the speed in miles per hour shown below:

BETWEEN	Pass.	Freight	Backing
Gosford and Pentland.....	30	25	15
Except M. P. 26 and Pentland.....	12	12	12
Pentland and Maricopa.....	12	12	12
Pentland and Kerto.....	12	12	12
Kerto and Taft.....	20	20	15
East Switch Long Siding at Taft and derailer in main track west of Taft.....	10	10	10

Exercise caution in going over sags in track between M. P. 26 and Maricopa and between Pentland and Kerto and do not exceed 6 miles per hour over sag in track 500 feet east of opening 11A, east of Taft.

At Pentland, normal position of junction switch will be for Taft line.

There is a spring derailer on main track 900 feet west of west switch at Taft.

RULE 93: Yard limits are established at:

Pentland Taft Maricopa.

Dr. A. R. Moodie, District Physician and Surgeon, Taft, California.

MOJAVE SUBDIVISION

EASTWARD				WESTWARD				
Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Owenyo	SECOND CLASS	THIRD CLASS
	802 Freight	788 Mixed		789 Mixed	803 Freight			
	Leave Daily	Leave Daily Ex. Sunday		Owenyo Branch		Arrive Daily Ex. Monday	Arrive Daily	
				STATIONS				
BKWOYP Yard	4.00 PM	1.25 AM	380.7	TO-R MOJAVE 1.3	143.5	s 12.01 AM	11.05 PM	
54	4.04	1.29	380.8	CHAFFEE 3.2	142.2	11.50 PM	10.55	
55	4.11	1.36	384.0	OAMBIO 8.9	139.0	11.35	10.40	
56	4.30	1.55	392.9	NEURALIA 4.4	130.1	11.15	10.20	
55	4.40	2.04	397.3	QINCO 5.2	125.7	11.00	10.05	
East 55 W West 26	5.00	s 2.19	402.5	OANTIL 2.8	120.5	s 10.45	9.50	
Spur		f	405.3	GYPSITE 2.2	117.7	f		
46	5.15	f 2.30	407.5	OENEDA 1.0	115.5	f 10.20	9.20	
12	5.18	f 2.32	408.5	SALTDAL 3.7	114.5	f 10.17	9.15	
55	5.30	2.40	412.2	GARLOOK 4.2	110.8	10.09	9.00	
55	5.40	2.49	416.4	GOLER 4.1	106.6	10.00	8.45	
55	5.55	f 3.00	420.5	RAND 7.9	102.5	f 9.50	8.30	
65 Yard Y	6.15 PM	s 3.45	428.4	TO-R SEARLES 4.4	94.6	s 9.30	8.00 PM	
56		f 3.55	432.8	RADEMAOHER 5.5	90.2	f 9.07		
59		4.06	438.3	CODE 8.9	84.7	8.55		
56		s 4.28	447.2	INYOKERN 4.5	75.8	s 8.35		
Spur W		4.38	451.7	LELITER 4.6	71.3	8.20		
55		s 4.48	456.3	BROWN 4.4	66.7	s 8.10		
56		4.57	460.7	LINNIE 7.6	62.3	7.53		
54		s 5.15	468.3	LITTLE LAKE 3.2	54.7	s 7.35		
55		f 5.25	471.5	COSO 4.1	51.5	f 7.25		
55		f 5.35	475.6	SYKES 8.5	47.4	f 7.15		
54 W		f 5.57	484.1	HAIWEE 4.4	38.9	f 6.55		
61		6.06	488.5	LOCO 4.8	34.5	6.45		
55		f 6.16	493.3	OLANCHA 4.4	29.7	f 6.35		
60		f 6.27	497.7	CARTAGO 4.6	25.3	f 6.25		
60		6.37	502.3	MONACHEE 4.0	20.7	6.01		
60		f 6.46	506.3	BRIER 2.9	16.7	f 5.54		
		f	509.2	BARTLETT 5.1	13.8	f		
60 W		7.04	514.3	DIAZ 4.5	8.7	5.40		
East 45 West 60		s 7.40	518.8	LONE PINE 4.2	4.2	s 5.30		
45 BKOY Yard		s 7.55 AM	523.0	TO-R OWENYO	0.0	5.15 PM		
	Arrive Daily	Arrive Daily Ex. Sunday		(143.5)		Leave Daily Ex. Sunday	Leave Daily	
	(2.15) 21.73	(6.30) 22.07		.....Time over District..... .....Average Speed per Hour.....		(6.46) 21.20	(3.05) 15.85

MOJAVE SUBDIVISION

EASTWARD				(Narrow Gauge)				WESTWARD			
Capacity of Sidings in Car Lengths			Distance from San Francisco	Time Table No. 161 June 17, 1940		Distance from Keeler					
				Keeler Branch							
				STATIONS							
24 P			476.0	TO-R BENTON 11.0	101.2						
13 YPW			487.0	HAMMIL 4.3	90.2						
8			491.3	SHEALY 15.5	85.9						
Yard BKWOTP			506.8	TO-R LAWS 4.9	70.4						
20			511.7	BIGELOW 4.4	65.5						
10			516.1	BLACK CANYON 6.6	61.1						
14 P			522.7	ZURICH 2.8	54.5						
40			525.5	MONOLA 1.3	51.7						
10 Y			526.8	BENEME 4.1	50.4						
8			530.9	ELNA 6.0	46.3						
20 PW			536.9 536.2	ABERDEEN 13.9	40.3						
14 PW			550.1	KEARSARGE 5.1	26.4						
8			555.2	MANZANAR 4.6	21.3						
Yard BKOTP			559.8	TO-R OWENYO 3.9	16.7						
14			563.7	MT. WHITNEY 5.0	12.8						
Spur			568.7	ALICO 1.5	7.8						
Spur			570.2	DOLOMITE 1.2	6.3						
Spur			571.4	MOCK 0.8	5.1						
6			572.2	TRAMWAY 4.3	4.3						
Yard WYBK			576.5	TO-R KEELER	0.0						
				(101.2)							
				.....Time over District..... .....Average Speed per Hour.....						

RULE 2. Watch inspectors:
 S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.
 Fresno. Bert Fuller, 2016 Fresno St. Visalia. A. G. Hooper,
 Fresno. A. L. Colvin, 1211 Fulton St. 111 W. Main St.
 Porterville. Frank Haener Exeter. W. B. Adams
 Hanford. Hanford Jewelry Co. Bakersfield. J. N. Cheney,
 Lancaster. Keith Tindall 1425 19th St.—901 Baker St.
 San Fernando. F. G. Marshall Mojave. C. E. Miller
 Los Angeles. { Wm. B. Baehr, 103 Pacific Electric Bldg.
 Geo. D. Davidson Co., 445 S. Spring St.
 O. H. Patzer, 2708 North Broadway
 Ralph Laraway, 1222 San Fernando Rd.

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

RULE 10 (H). A green metal signal with white border, unlighted, will be used in connection with this rule as an indication that normal speed may be resumed after rear of train has passed such signal.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains Nos. 51 and 52 when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 M.P.H. or over.

Speeds indicated by oval white slow boards apply to these trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

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

- Famoso.....Trains on Porterville main track.
- Ducor.....Trains on Minkler-Southern Branch.
- Exeter.....Trains on Visalia Branch.
- Goshen Jct.....Trains on Riverdale Branch.

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

- Fresno.....Trains on Porterville main track and Clovis Branch.
- Porterville.....Trains on Success Branch.
- Rossi.....Trains on Stratford Branch.
- Goshen Junction.....Trains on Visalia Branch.
- Ingle.....Trains on Riverdale Branch.
- Richgrove.....Trains on Richgrove Branch.
- Magunden.....Trains on Arvin Branch.
- Mojave.....Trains on Owenyo Branch.

RULES 17 and 19. Night signals will be displayed through tunnels.

RULE 17 (C). For identification purposes, engineman may dim the headlight when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 21 (C). In Bakersfield and Fresno indicators on engines must be displayed to relief track.

RULE 72. Trains and engines may move between Calwa Tower and Clinton Ave., Fresno, with current of traffic irrespective of time table superiority but must avoid delaying first-class trains.

Inferior trains and engines may run ahead of first-class trains Bakersfield to Bena and Bena to Bakersfield, but will take necessary precautions to avoid delay to passenger trains.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on page 2.

RULE 83. Train registers are not maintained at Calwa Tower or Bena. When observation check made between Fresno and Calwa Tower, and between Bakersfield and Bena, it will apply at end of double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

When first class trains on opposite track between Mojave and Tehachapi are identified, it will not be necessary to obtain check of such trains before making movements in the same direction between Summit Switch and Mojave.

Rule 14 (k) must be applied when approaching trains on opposite track.

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

- Oil Jct.....} Trains originating and terminating.
- Lancaster.....}
- Saugus.....}
- Famoso.....Trains to and from Porterville main track.
- Tehachapi.....First and second class trains, and trains originating and terminating.
- Goshen Jct.....No. 55, No. 56, No. 57, No. 58 and trains to and from Visalia and Riverdale Branches, and extras originating and terminating.

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

- Goshen Jct.....No. 55.
- Kern Jct.....Santa Fe trains, S. P. first class trains and Westward light engines.

Tehachapi.....First and second class trains.
 Famoso.....Trains to and from Porterville main track.
 Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.
 Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (D). Westward Santa Fe trains via Southern Pacific will obtain clearance and train orders from operator Santa Fe station Bakersfield authorizing movement from Oil Junction westward.

Eastward Clovis Branch trains destined to Fresno Interurban obtain train orders or clearance from operator at Fresno Tower, authorizing movement over Fresno Interurban.

Trains to and from Riverdale Branch and Western Division must obtain separate Western and San Joaquin Division clearances.

Trains via Visalia and Riverdale branches must obtain clearance before leaving Goshen Jct. when operator on duty. Trains to and from Santa Paula Branch must obtain a clearance before leaving Saugus.

If no operator on duty extra trains originating may leave without obtaining clearance at Vincent or Ducor.

Westward trains, Mojave Subdivision, must obtain clearance, form 2643, at initial station on Los Angeles Division, from San Joaquin Division in addition to clearance from Los Angeles Division. Each clearance must be properly identified.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule. Trains to and from San Joaquin Division are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals".

When a train is so authorized to check register, it must register and place restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Fresno... Kerman Line M.P. 206.32	Sanger..... West M.P. 219.01
Merced Line M.P. 199.08	East M.P. 220.47
Bkfield Line M.P. 210.81	Reedley..... West M.P. 229.09
Sanger Line M.P. 208.15	East M.P. 230.78
Clovis Br. M.P. 209.6	Dinuba..... West M.P. 234.31
Selma..... West M.P. 219.34	East M.P. 235.72
East M.P. 221.61	Exeter..... West M.P. 256.33
Kingsburg..... West M.P. 224.72	East M.P. 257.96
East M.P. 226.41	Lindsay..... West M.P. 263.40
Goshen Jct..... West M.P. 238.47	East M.P. 265.00
East M.P. 246.29	Porterville..... West M.P. 274.11
Tulare..... West M.P. 249.22	East M.P. 275.72
East M.P. 251.08	Visalia..... West M.P. 251.83
Delano..... West M.P. 279.96	East M.P. 254.05
East M.P. 281.81	Hanford..... West M.P. 231.58
Bakersfield..... West M.P. 307.66	East M.P. 233.12
East M.P. 321.09	Armona..... West M.P. 228.63
Tehachapi..... West M.P. 358.97	East M.P. 230.00
East M.P. 362.51	Coalinga..... West M.P. 265.78
Eric..... West M.P. 367.72	East M.P. 270.00
East M.P. 368.97	Friant..... West M.P. 228.54
Mojave..... West M.P. 378.87	East M.P. 230.29
East M.P. 382.43	Searles..... West M.P. 427.68
Lancaster..... West M.P. 404.50	East M.P. 429.07
East M.P. 405.94	Owenyo..... West M.P. 522.26
Vincent..... West M.P. 419.88	East M.P. 523.26
East M.P. 420.93	Keeler..... West M.P. 574.79
Saugus..... West M.P. 449.41	East M.P. 576.94
East M.P. 451.54	San Fernando... West M.P. 460.87
San Fernando... West M.P. 460.87	East M.P. 507.49
East M.P. 462.10	

Trains or engines will not move against current of traffic on double track between Divisadero Street and Clinton Avenue and between Cherry Avenue and Calwa Tower, Fresno, except on authority of Yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags installed, protecting crossings during movements.

Trains arriving and departing via Los Banos line at Fresno will receive proceed signal from herder at Divisadero Street, green flag by day and green light by night.

Westward trains or engines must receive proceed signal from yardman at Kern Street; and eastward trains or engines must receive proceed signal from yardman at Merced Street.

Mojave.—First-class trains may pass through Mojave without hand signals, providing switches are properly lined, moving with caution irre-

spective of time table superiority, between Signals 3802 and 3811. Inferior trains entering or leaving Mojave must receive green signal unless otherwise advised by yardmaster or his subordinate.

Trains leaving east end of yard may proceed without signal from herder provided they are notified switches are properly lined.

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

Unless yardmaster or his subordinate instruct otherwise, crossover movement from Owenyo Branch to Mojave will be made as follows: First throw derailer on Owenyo Branch, second throw trailing point switch on eastward main track, third crossover switch on westward main track, fourth Owenyo Branch switch—then wait three minutes before proceeding. Be governed by Rule 93.

Following code of signals will govern eastward trains entering yard:
 Southern Pacific:

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

RULE 95. Eastward trains from San Joaquin Division holding train order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE D-97 (A). Will apply between Tehachapi and Summit Switch. Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

- A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.
- A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
- A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
- Laton & Western Railway, 1.8 miles east of Hub, STOP.
- A. T. & S. F. Railway (on Success Branch), 4515 feet east of Porterville, STOP.

Fresno Interurban Railway, 1771 feet east of Las Palmas.
 Fresno—Trains from Clovis Branch and Porterville main track stop at "stop" board at junction of these lines.

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

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

RULE 103 (A). At Selma no switching movements will be made over West Front Street while switching industrial tracks east of station and opposite Libby, McNeill and Libby Plant unless crossing is protected by member of crew.

All train movements over Peach and Butler avenues, Fresno, between Goldleaf and State Center, must be protected by flagman.

No train, engine, car or motor shall be stored within 100 feet of either property line of County Road Crossing or Western Dairy Products track at Tipton, unless crossing is protected by flagman.

At Armona no switching movements will be made over Lake Street crossing unless protected by member of crew.

Trains switching Knudsen Laboratories, Inc. (Creamery) Spur, Visalia, must stop before making reverse movement across Goshen Avenue crossing.

When using spur track McCarthy Tank and Steel Co., 30th Street, Bakersfield, member of crew will see that traffic on highway is protected. This spur must not be switched except during daylight hours. Engines and cars must come to a stop before entering this building.

When using spur track leading to freight station, Bakersfield, member of crew see that highway traffic U. S. Highway 99 protected. After having entered upon crossing, it should be cleared as quickly as practicable.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known signals are operating.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE FOR MAIN TRACKS.

- Exceptions:
- Fresno Yard, Clinton Avenue (end of double track) for eastward track. This is an oil buffer spring switch.
- Fresno, junction Los Banos line, for eastward track. This is an oil buffer spring switch.
- Bena (end of double track) for westward track. This is an oil buffer spring switch.
- Tehachapi (end of double track) for eastward track.
- Mojave (end of double track) for westward track.

SPECIAL INSTRUCTIONS

Saugus (Santa Paula Branch switch in middle siding).....for Siding
 Armona...for Coalinga Branch Pernu Jct....for Success Branch
 Rossi...for Coalinga Branch Gosford.....for Sunset Railway
 Switch at stem of wye McKittrick must be set for direct movement along the east leg of wye to serve as derail for cars spotted on stem of wye.
 Derailers in main track.
 McKittrick. East wye switch is spring switch and serves as derail.
 Porterville. 310 feet east of junction switch on Success Branch.
 Mojave. 230 feet east of junction switch on Owenyo Branch.
 Famoso. 168 feet west of junction switch, on Porterville main track.

RULE 104 (D). Use of heavier than C class engines in making running switches is prohibited unless engine is routed over other than diverging track.

RULE 105. Track next to and north of main track at Ducor will be used as siding No. 1. Second track north of main track, will be used as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 2.

Track between junction switch Signal 2929 Famoso and Signal 2916 located 7,000 feet west of junction switch designated as Porterville main track, will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct. to Bakersfield line.

Trains from Porterville line will stop to clear crossover at Signal 2916 and if track is seen to be clear, proceed with caution not exceeding 12 M. P. H. to junction switch.

Trains to Porterville line will proceed with caution not exceeding 12 M. P. H. from junction switch to crossover Signal 3087.

Normal position inside switch crossover, Signal 2916 will be for movement to Porterville line.

Present siding south of main track will be designated as south siding and is assigned for use by westward trains on Bakersfield to Goshen Jct. line.

Automatic block signal system on Porterville line between junction switch Famoso and crossover 7,000 feet west, is discontinued.

At Caliente, Bealville and Marcel the siding next to main track will be used as eastward siding, adjoining track will be used as westward siding. Inside siding switches are oil spring switches and normal position is for train entering siding. Trains entering siding passing an inoperative signal must assure themselves this switch is properly lined.

At Rowen the siding east of the crossovers will be used as the westward siding, the one west of the crossovers as the eastward siding.

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

At Vincent siding next to main track will be used as eastward siding, adjoining track will be used as westward siding.

Trains using other than the designated siding, unless authorized by the dispatcher, must be preceded by a flagman.

At Saugus the siding east of the station is the westward siding and the siding west of the station is the eastward siding. Track opposite station extending from westerly connection 863 feet east of station to connection with main track 722 feet west of station shall be known as middle siding. First-class trains meeting at Saugus use middle siding unless otherwise instructed.

RULE 221. Light will not be displayed in train order signals on Clovis, Riverdale, Coalinga, Stratford, Visalia, McKittrick, Keeler branches and Sunset Ry., except when train orders are to be delivered.

Trains will not be required to obtain clearance at Kern Jct. and Bakersfield except when such trains originate or receive orders at these stations.

RULE 824. Instructions for setting brakes.

MOJAVE

PASSENGER TRAINS—When road engine is detached, two brakes on east end and two brakes on west end on trains of 16 cars or less will be set. When train is set out to tie up, at least half of the brakes on the train will be set but in case train consists of 2 or 3 cars, 2 brakes will be set.

FREIGHT TRAINS—Ten brakes on east end, 5 in middle and 5 on west end on trains of 72 cars or less; 73 to 102 cars, 15 brakes on east end, 10 in middle and 5 on west end.

WOODFORD (When taking water)

FREIGHT TRAINS (Eastward)—First helper will spot for water, 5 brakes will be set ahead of this helper, 5 behind road engine and 5 ahead of second helper. First helper will keep engine brake applied until ready to proceed.

RAVENNA (When taking water)

FREIGHT TRAINS (Westward)—Road engine will spot for water, engine brake will be left applied on road engine and 8 brakes set ahead of helper that cuts off and takes water.

CALIENTE (When taking water)

FREIGHT TRAINS (Eastward)—Road engine will spot for water, and 8 hand brakes will be set just ahead of first helper that cuts off and takes water.

In complying with the above hand brakes on freight trains must be set with assistance of brake club after train has stopped. When for any reason hand brakes are released under these conditions, the same number must be set to replace them. Where the use of hand brake is required, air brakes must not be relied upon as a substitute.

In event it should happen that the road engine and first helper are spotted at same time to take water at Woodford, Ravenna and Caliente, automatic brakes will be released and it will not be necessary to apply hand brakes as long as road engine remains on the train.

When going to eat, or at any time that either train or engine crew leave train, sufficient hand brakes will be applied to hold the train.

In the application of Rule 825 in non-grade territory, conductors will take into consideration conditions such as heavy winds which arise from time to time on the Division.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would obstruct the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab AC engine.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down-hill end of cars.

If cars moved ahead of engine do not exceed 20 miles per hour.

RULE 843. If train split at two sidings for purpose of meeting or passing trains, conductor accompany both portions of train.

RULE 869. Trainmen will ride on top of trains through yards and leaving terminals, through interlocking plants also Vincent to Saugus, Vincent to Palmdale, Summit Switch to Mojave, Summit Switch to Ilmon, Tunnel to Burbank excepting rear brakeman, Searles to Cantil, McKittrick to Lokern and at other places as instructed by conductor. Between Mojave and Ilmon and between Vincent and Saugus rear swing brakeman will be permitted to ride in cupola of caboose and rear brakeman will watch track to rear of train between these points. Additional swingmen must ride near the middle portion of train assigned to them. Trainmen must not ride on top of their train while passing through Tunnel 25.

RULE 883. Engines under steam not be stored or left unattended on tracks unprotected by derails against entry to main track.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

RULE 509 (e). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

Track in Fresno between Tuolumne Street and Ventura Avenue not protected by block signals. Be governed by Rule 93.

Dwarf light signals governing movements to main track located as follows: Signals 2020 and 2022 Clinton Ave., Fresno, Signals 2565 and 2625 at Exeter, Signal 2870 Ducor, Signal 3627 Summit Switch, and Signal 3679 Eric. The first switch or derail lined, dwarf signal will indicate stop. When all switches and derail are lined dwarf signal will indicate proceed. If signal indicates stop after proper line up has been made, a train will not move to main track except as provided by Rules 509 and 99.

Fresno.—West switch and derail of running track, Fresno Yard near Biola Jct., the Biola main track junction switch and derail, and switch No. 2 track west of Ashland Ave. are hand operated by using the switch levers on side of electric switch machines.

Signals governing movements from Biola Branch and from the west end of No. 1 track will indicate stop until derails and switches have been properly lined for route desired, when signals will indicate proceed.

Exeter.—Signal 2628 junction Visalia Branch normally indicates stop until crossover lined.

Bena.—Eastward trains leaving siding will be governed by dwarf light signal 3282 which will indicate proceed after siding switch has been thrown to reverse position for two minutes.

Tehachapi.—Trains on No. 1 track at Tehachapi ready to leave, finding dwarf light signal 3595 at stop, will push button located in box on post two feet east of signal 3593. After pushing this button signal will clear in two minutes if no trains in block.

Warren.—When dwarf light signals located at either end of siding indicate stop, trains entering will be preceded by a flagman.

Searles.—Automatic block signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles.

Knife switches have been installed in relay boxes located at these signals for use of operators of motor cars passing through tunnel.

Motor cars should stop and if signal indicates proceed, switch in box should be thrown to reverse position which will place signals at stop before entering tunnel. After passing through tunnel, stop must be made at signal and knife switch thrown to reverse position, which will clear signals.

The following block signals, equipped with a triangular number plate, have included in their control limits some special protective device. When indicating "STOP" careful inspection must be made of the track and structure as indicated below and it must be known that it is safe for passage of trains before proceeding.

Eastward		Westward	
No.	Protection afforded	No.	Protection afforded
2016	Spring switch, end of double track Clinton Ave., Fresno	3281	Spring switch end double track Bena
3308	Spring switch, west end Ilmon	3565	Slide detector fence between tunnels 14 and 15
3450	Spring switch, west end Rowen	4365	Slide detector fence, center of yard at Russ
3512	Spring switch, west end Walong	4579	Culvert at 457 D.
3550	Slide detector fence between tunnels 14 and 15		
3564	Spring switch, west end Cable		
3592	Spring switch, west end Tehachapi		
4346	Slide detector fence, center of yard at Russ		
4574	Culvert at 457 D.		

Block signals 4500 to 4513 Saugus govern movement of trains entering yard. If signals indicate stop, after stopping, train may proceed with caution, not exceeding 12 miles per hour.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

Oil buffer spring switches are located as follows, and speed indicated must not be exceeded when passing over such switches.

M.P.H.		M.P.H.	
Fresno, Clinton Ave., end double track:		Bealville, east jct. eastward and westward sidings:	
Trailing westward	35	Trailing eastward	10
Facing eastward	25	Facing westward	10
Fresno, junction Los Banos line:		Rowen, west end:	
Trailing eastward	15	Trailing westward	30
Facing westward	10	Facing eastward	30
Bena, end double track:		Walong, west end:	
Trailing eastward	35	Trailing westward	30
Facing westward	20	Facing eastward	30
Bena, west end siding:		Marcel, west jct. eastward and westward sidings:	
Trailing westward	50	Trailing westward	10
Ilmon, west end:		Facing eastward	10
Trailing westward	30	Marcel, east jct. eastward and westward sidings:	
Facing eastward	30	Trailing eastward	10
Calliente, west jct., eastward and westward sidings:		Facing westward	10
Trailing westward	10	Cable, west end:	
Facing eastward	10	Trailing westward	30
Calliente, east jct. eastward and westward sidings:		Facing eastward	30
Trailing eastward	10	Tehachapi, west end:	
Facing westward	10	Trailing westward	30
Allard, west end:		Facing eastward	30
Trailing westward	30	Summit Switch, east end:	
Facing eastward	30	Trailing eastward	50
Bealville, west jct. eastward and westward sidings:			
Trailing westward	10		
Facing eastward	10		

RULE 516. Overlap post is located at:
Newhall—Eastward trains—2000 feet east of west switch.

INTERLOCKING

At all interlocking plants, when route lined is not to be used, following signal will be sounded by Engineers, two short, one long and two short (oo—oo).

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Clovis Branch

For main track, one long whistle (—).

To or from spur track, one short and two long whistles (o—).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville main track

One long whistle (—).

CALWA TOWER—A. T. & S. F. Crossing and double track 3.6 miles east of Fresno

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (— o —).

Westward trains, one long whistle for crossing and for double track (—).

HANFORD TOWER—A. T. & S. F. Crossing 0.3 miles west of Hanford

One long whistle (—).

TULARE TOWER—A. T. & S. F. Crossing 0.3 miles west of Tulare

One long whistle (—).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (—).

For movement over crossing on siding, one long, one short and one long whistle (— o —).

From S. P. to A. T. & S. F. main track, one short and two long whistles (o—).

Between main track and transfer track, one short, one long and one short whistle (o—o).

No. 1 track, two short, one long and one short whistles (o o — o).

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green.....Westward track to S. P. single track.

Yellow.....To Santa Fe westward double track or S. P. No. 1 track.

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

Green.....Eastward main track.

Yellow.....Against current of traffic.

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

At Kern Jct. only, Rule 628 is modified to permit movement, without stopping, of helper cuts only, past interlocking signals in stop position, provided yellow signal is received from the towerman in tower or on ground, and helper engineer sees that track is properly lined for movement to be made.

TEHACHAPI

Main track movements (to or from double track) one long whistle (—).

No. 1 siding, one short, one long and one short whistle (o—o).

Trains or engines entering interlocking limits, except where fixed signals govern movements must receive authority from signal operator when may proceed with caution, not exceeding twelve miles per hour to next signal.

CALIENTE, ALLARD, BEALVILLE, CLIFF, WOODFORD, MARCEL

The east and west switches of sidings at Caliente, Bealville, Cliff, Woodford, Marcel and the east switch of siding at Allard are interlocked and controlled from Telegraph office. All other switches are hand throw. The switches and signals at Allard and Cliff are controlled by the plant at Bealville.

Interlocking limits extend on main track from the eastward signal, located fifty (50) feet west of the west switch, to the westward signal, located fifty (50) feet east of the east switch at Caliente, Woodford and Marcel, and on both main track and siding at Woodford, and at Bealville from the eastward signal, located fifty (50) feet west of the west switch Allard to westward signal, located fifty (50) feet east of the east switch Cliff. All signals within these limits are interlocking, except Signals 3412 and 3417, which are automatic.

When the eastward interlocking signals east end Bealville or the westward interlocking signals west end Cliff are inoperative, trains must be preceded by flagman to the next signal.

Trains stopped by signals must communicate with signal operator by telephone located in telephone booths at east and west switches and be governed by his instructions. Additional telephones are provided at derail west end No. 2 siding at Woodford, and at derail of house track extension at Caliente. If instructed by signal operator to throw interlocked switch by hand, follow instructions posted in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position, unless instructed by signal operator to leave switch open.

When for any reason, proceed indication of an interlocking signal cannot be acted upon at once signal operator must immediately be notified.

When pulling out of sidings at Caliente, Bealville and Marcel, where both sidings are occupied with trains moving in same direction, both trains will stop at clearance point and enginemen will have an understanding as to which train will move out of siding first, unless otherwise directed by the dispatcher.

Trains or engines entering main track, except where fixed signals govern movement, must receive authority from signal operator, then may proceed with caution, not exceeding 12 miles per hour to next signal.

At Cliff, Spur switch west end siding will be hand operated and trains must not enter or leave spur except on telephone authority from signal operator at Bealville.

At Woodford "Take Siding Indicator" mounted on mast of westward interlocking signal will govern westward trains that are to use No. 2 siding. When take siding indicator displays letter "S", it will be necessary to phone operator for permission to pass westward interlocking signal at "Stop."

When westward third class and extra trains are given main track Allard, and unable to proceed farther ahead of superior trains in same direction, they will immediately advise the signal operator at Bealville.

Trains entering sidings at Caliente, Bealville and Marcel will stop clear of adjacent siding unless a proceed signal is indicated in light signal governing the movement to main track.

LOS ANGELES YARD — BURBANK JUNCTION TOWER

To Roscoe or Los Angeles, one long (—). To siding, five short (o o o o o).

To Hewitt, one long, four short (— o o o o).

To industrial lead, one short, one long, one short (o — o).

TRAIN AND AIR INSPECTION

At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and make inspection:

Ravenna.

Marcel Rowen.—Or in making other stops, inspection may be made provided initial run is not to exceed 8 miles, succeeding runs not to exceed 10 miles.

A continuous run of 10 miles will not be made where the run from the last inspection point was less than 7 miles.

Warren.

Owenyo Branch.—Rand.

Keeler Branch.—Hammil.

McKittrick Branch.—M. P. 353.

Between Bakersfield and Fresno freight trains may operate from one water stop to another for inspection provided in the judgment of the conductor and engineer it is safe to do so.

Run may be made by westward freight trains, Saugus to Lancaster; Ravenna to Mojave and Cantil to Leliter without stopping for train inspection when in the judgment of the conductor and engineer it is safe to do so. Inspection will be made at any intermediate stops.

Freight trains not stopping at Summit Switch will make running air brake test between wye switches as follows: While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds, making total reduction of 10 pounds before releasing.

Conductor will note reduction on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed by other trainmen from their portion of the train, providing they note retainers releasing in their vicinity.

If conductor is on the head end, the rear brakeman is held responsible for such observance of the gauge as will insure against danger from closed angle cock or low pressure.

When such observance indicates danger, take every needed precaution as the circumstances warrant.

If release of brakes cannot be made at a greater speed than 15 miles per hour on trains of not more than 75 cars or at 20 miles per hour with slack stretched on trains of 75 to 100 cars, stop and make rear end test.

Whenever rear end tests or running tests, whichever required under rules, have been made on either eastward or westward trains at Tehachapi or Monolith, not necessary to make running tests on such trains not stopping at Summit Switch.

Westward freight trains that do not have helpers to cut out at Vincent and do not stop there for other operating reasons, will turn up the retaining valves on the first ten cars behind the engine at the east distant signal approaching Vincent, and will make air brake running test between siding switches as follows:

While working steam and not allowing driver brakes to apply, follow the same procedure as outlined in instructions relative to making the freight train running test at Summit Switch, with the exception that a release may be made at a speed not slower than 8 miles per hour. If train has to stop for any reason, or if speed of at least 8 miles per hour cannot be made at time release is desired, standing air brake test as per Rule 24 of the air brake rules will be made.

On Eastward freight trains not having helpers to cut out or required to stop at Vincent for operating reasons, they will follow the same procedure as outlined in next paragraph above, except that one retaining valve for each 115 M's contained in train will be used. These retaining valves must be turned up at or near west distant signal, the retaining valves on head portion of train to be turned up first.

AIR BRAKE RULE 3.

Standard brake pipe pressure for freight and mixed trains on the San Joaquin Division, will be 80 pounds.

AIR BRAKE RULE 16.

Emergency hose must be used on all freight trains between Los Angeles and Bakersfield.

Trains of 50 cars or less 2 emergency plugs will be used located approximately 20th and 40th cars from engine.

Trains of 50 to 71 cars 3 plugs located approximately between 20th, 40th and 60th cars from engine.

Trains of 71 to 100 cars 4 plugs located approximately on the 20th, 40th, 60th and 80th cars from engine.

Trains of 100 to 124 cars 4 plugs located on the 20th, 40th, 60th and 100th cars from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Los Angeles and Bakersfield, but must be applied and removed when necessary by trainmen at intermediate stations and placed in caboose.

In applying these hose efforts should be made to apply them between through loads so as to avoid having to change them enroute where emergency is encountered.

AIR BRAKE RULE 24.

Rear end test will be made in accordance with Rule 24-B, and this test will also be made at the following places under the conditions hereinafter stated; except under conditions outlined in Rule 24-C.

Vincent.....Freight trains stopping.

Summit Switch.....Freight trains stopping.

Mojave.....Freight trains not originating.

In territory Saugus to Bakersfield, Sunset Ry., Owenyo, Keeler and McKittrick Branches.

Leading engineer will not signal for rear end test on trains having helpers until such helpers indicate by one blast of the whistle that the train is ready for the test.

Before a train which has stopped on grade is signalled to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

AIR BRAKE RULE 32.

The maximum tonnage per operative brake between Caliente and Mojave is 115 M's, Palmdale and Saugus 120 M's, Searles and Garlock 150 M's and Benton and Hammil 50 M's.

AIR BRAKE RULE 33.

Retainers will be used on freight trains as follows:

Eastward trains.....Cameron to Mojave.

Eastward trains.....Vincent to Lang.

Eastward trains.....Benton to Hammil.

Westward trains.....Vincent to Harold.

Westward trains.....Tehachapi to Tunnel One.

Westward trains.....McKittrick to Lokern.

Westward trains.....Searles to Garlock.

Eastward freight trains stopping at Summit Switch and on which the retainers have been turned up, if train brakes applied, a speed of 20 miles per hour must not be exceeded Summit switch to one mile east of Cameron.

On freight trains descending grade Tehachapi to Tunnel 1, Cameron to Mojave and Vincent to Lang, one pressure retaining valve must be used for each 115 M's in-train. Searles to Garlock one pressure retaining valve for each 150 M's, and Benton to Hammil one pressure retaining valve for each 50 M's must be used.

Descending grade between Vincent and Harold, use ten retaining valves.

It is permissible to turn down retainers on eastward freight trains after passing through Tunnel 19 so that all retainers may be turned down before reaching Tunnel 20.

Speed of train must be reduced during this operation.

When for any reason it is difficult to get over the top, train may be stopped to turn down retainers.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars as follows:

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars at Tunnel or Sylmar; at Burbank Jct. turn down.

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

Freight trains taking siding where it is necessary for them to open their own switch, and where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes.

AIR BRAKE RULE 39.

Passenger Trains: Make running air brake test at Summit Switch and between initial and crossover switch at Vincent. Not necessary to make running test on passenger trains leaving Mojave that have not had the continuity of the brake pipe broken. Eastward Santa Fe passenger trains leaving Kern Jct. will not make running test. Within yard limits of Fresno, running air brake test will be made on eastward trains only when leaving Fresno.

In complying with Air Brake Rule No. 39, running test on eastward passenger trains will be made after passing Mile Post 452, and on westward passenger trains after passing Mile Post 458.

Running test must be made on eastward trains three miles west of Burbank Jct.

On westward passenger trains leaving Bakersfield, running test shall not be made until rear car has cleared Baker Street.

AIR BRAKE RULE 46.

Retainers will be used on passenger trains as follows:

Westward trains..... Tehachapi to Tunnel 1—All retainers

Retainers on all head end cars of eastward passenger trains (except Train No. 56) will be turned up at Summit Switch, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of trains must not exceed 45 miles per hour.

Retainers on all head end cars on Train No. 56 will be turned up at Tehachapi, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of train must not exceed 45 miles per hour.

Nos. 51 and 52 having not to exceed 3 head end cars and other trains not to exceed 2 head end cars, available retainers will be used Cameron to Mojave and Tehachapi to Tunnel 1 unless more retainers are requested by engineer.

MISCELLANEOUS

1. Freight trains with twenty or more cars will detach engine when taking water except at the following stations:

All points on the Valley district Lancaster... Eastward trains
Caliente..... Eastward trains Ravenna.... Westward trains
Woodford... Eastward trains Lang..... Westward trains

In freight service with over 30 cars where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, locomotive must be cut off before spotting at column.

Water supply at Bealville, Marcel, Cameron, and Lang is for emergency use only.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water, except at Woodford where first helper spots at No. 3 water column. After stopping, train will be cut ahead of following helper.

4. Helpers will be handled as follows:

SUMMIT SWITCH: On 3 and 4 engine trains, after stopping, second helper take charge of air making movement. If 3 engine train, cut out first or head helper, then second helper. If 4 engine train cut out first helper, then third or rear helper, then second helper, the third helper to be cut out at the west end of the siding. Helper engines cutting out of eastward trains at Summit Switch enter wye from east leg.

ERIC: Under ordinary conditions let engine in on west leg of wye and back train to a coupling.

MOJAVE: Helpers will be coupled together on westward trains and placed ahead of caboose, taking into consideration rear end cars.

LANCASTER: Helpers will be coupled together on eastward trains and cut in ahead of caboose taking into consideration rear end cars.

VINCENT: On eastward trains road engine will stop to clear at east end, helpers will be cut out and used to shove rear of train to a coupling. When helpers go east of Vincent they will remain coupled in train until released. Unless otherwise instructed helpers will cut out at Vincent.

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

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

Two engines of "GS" type must not be coupled descending grades where curvature is 10 degrees or over.

4(a) For the purpose of pushing trains out of yards:

- (a) No locomotive will be placed behind wooden underframe caboose or other wooden frame equipment.
- (b) Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- (c) Air will not be coupled through the pusher engine.
- (d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.
- (e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- (f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

- (a) No helper engine will be placed behind wooden underframe cars or cabooses.
- (b) Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- (c) In no case will more than one helper engine be placed behind steel underframe cabooses.
- (d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jct. and Vincent, C and heavier class engines must be placed ahead of AC class engines. The use of S.P. type engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine. In helper service, where it can be avoided, engine backing must not be placed ahead of engines running forward.
- (e) Helper engines on freight trains must be placed in rear through Tunnel 25.
- (f) Engines with cars must not be cut off or coupled to a train while same is in motion.
- (g) Engines must not be cut off head end of trains while same are in motion.
- (h) When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

5. Engines will not be left on No. 1 track at Tehachapi while crews are eating. When engines are left with no one attending, the reverse lever will be left on center, cylinder cocks will be left open, independent brake valve or straight air valve will be left in service position, noting amount of brake cylinder pressure before leaving the engine. No member of crew will leave their engine before engine has come to rest, and when engine or engines are left alone, tank brakes should also be set in addition to independent brakes.

This will apply at other points where similar conditions exist.

7. Engines heavier than Consolidation must not leave main track between Mojave and Searles, except at sidings Neuralia, Rand, Goler and Cantil. This does not confer time table authority. When holding main track comply with rule 99 in protecting head rights if necessary.

Should both trains have restricted power, train using siding must move slowly and cautiously using every precaution to avoid accident.

Capacity of siding between clearance points is based on an average car length of 47 feet, not including engines and caboose.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half mile from station.

10. P-8, P-10 and heavier locomotives must not be used between Famoso and Fresno on Porterville Line or between Exeter and Goshen Jct.

Tracks at following stations must not be used by engines larger than Consolidation. Spurs at Bena, Caliente, Wahoo quarry, Tunnel water spur, Waltz powder spur, Elayon oil spur.

Engines heavier than F class must not use track serving Union Supply Co. or Graham spur or spur paralleling main tracks west of derail at Roscoe, or the transfer track at San Fernando beyond a point 300 feet beyond the switch points.

Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derails west of Radford Ave.

When switching the west end of Saltdale, with F class engines, use sufficient number of cars to prevent engine from going beyond frog.

Switching movements from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main

track. Do not switch cars into siding on grade when such siding is unprotected by derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. Whenever possible when switching on heavy grades, engine should be kept on the down-hill side of cars being handled or switching moves made against derail. Avoid as far as practicable leaving one car standing on grade. When necessary to leave car standing on grade with brake set, car must be securely blocked. Cars should be shoved to rest and they must be properly secured in all cases.

Special attention must be given at Tehachapi when switching on descending grade and when switching industrial track leading from westward main track east of depot at this station switches must be lined for movement from main track to No. 2 track so derail at west end of this track will protect against any emergency. Switching moves on eastward main track east of station Tehachapi must be protected in the same manner by keeping crossover lined for movement from westward main track to house track until switching is completed.

17. No sanding of engines permitted between Tunnels 18 and 19.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight" car does not include a baggage, express or mail car, or a caboose.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

23. Following will govern the handling of switches for the center sidings at Warren and Monolith:

Westward Trains—Heading in.

Switches will be handled in following sequence:

- 1. Westward main track switch.
- 2. Center siding switch.
- 3. Derailing switch.

After Train is in siding.

- 1. Westward main track switch.
- 2. Derailing switch.
- 3. Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

27. In addition to one engineer, one fireman and one conductor, each steam freight, mixed or work train must have two or more brakemen, as noted below, if more than 4 trains are operated each way per day.

Grade	No. Cars in Train	No. Brakemen
1% or under.....	49 or less.....	2
".....	50 to 75 inclusive.....	3
".....	76 to 100 ".....	4
".....	101 to 125 ".....	5
1% to 1½%.....	49 or less.....	2
".....	50 to 62 inclusive.....	3
".....	63 to 87 ".....	4
".....	88 to 112 ".....	5
".....	113 to 125 ".....	6
Over 1½%.....	49 or less.....	2
".....	50 to 57 inclusive.....	3
".....	58 to 72 ".....	4
".....	73 to 87 ".....	5
".....	88 to 102 ".....	6
".....	103 to 117 ".....	7
".....	118 to 125 ".....	8

The following are grade maximums on the San Joaquin division:

1% or under	1% to 1½%	Over 1½%
Fresno-Bakersfield	Bakersfield-Ilmon	Ilmon-Tehachapi
Clovis Branch	Tehachapi-Eric	Eric-Mojave
Riverdale Branch	Mojave-Rosamond	Palmdale-San Fernando
Coalinga Branch	Success Branch	Owenyo Branch
Visalia Branch	Owenyo-Keeler	McKittrick Branch
Stratford Branch	San Fernando-Burbank Jct.	Benton-Laws
Richgrove Branch		
Arvin Branch		
Rosamond-Palmdale		
Laws-Owenyo		

28. Train movements on Richgrove Branch will not be authorized by train orders. Trains using this Branch will do so under flag protection.

Flagman will be left at Richgrove with written instructions on Form CS 2511 regulating the movement of other trains desiring to use this track.

30. Maintenance and operation between Saugus and Burbank Jct. are under the jurisdiction of the Los Angeles Division.

31. Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of the San Joaquin Division.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles an hour except as otherwise provided for:
Maximum speed of any freight or mixed train must not exceed 35 miles an hour except as otherwise provided for:
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	TERRITORY	PASSENGER				FREIGHT	Engines Backing With or Without Cars	Yard Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD				
		Maximum	With E, P, A Mt., GS Sta. Fe Mt. T 26, 32, 37, 40 Motors	With M T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK 5, 6, 7, 8, 9	With C 2 to 10 incl., C 18 to 29 Incl. F, AM SP AC 4, 5, 6, Santa Fe 3800 type				Freight and Mixed Maximum	E T 26, 32, 37, 40 P A Mt. 1, 2, 3, 4, 5, Santa Fe Mt. type	M T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 C 2 to 10 Incl. C 18 to 29 Incl. MK 5, 6, 7, 8, 9	F SP GS Santa Fe 3800 type	C 12, 15, 17 TW AC AM
2	Biola Jct.—Mile Post 210, except.....	60	60	50	45	40	30	20	40	35	35	30	
2, 5, 7	In City Fresno along or across street crossings.....	20	20	20	20	20	12	12	12	12	12	12	
2	Mile Post 210—Mile Post 220.....	65	65	50	40	40	30	20	40	35	35	30	
2	Mile Post 220—Mile Post 226.5.....	60	60	50	40	40	30	20	40	35	35	30	
2	Mile Post 226.5—Mile Post 238.....	65	65	50	40	40	30	20	40	35	35	30	
2	Mile Post 238—Mile Post 257, except.....	60	60	50	40	40	30	20	40	35	35	30	
2	A. T. & S. F. Ry., crossing at Tulare Tower.....	40	40	40	40	40	30	20	40	35	35	30	
2	M.P. 257—Oil Jct., except.....	65	65	50	40	40	30	20	40	35	35	30	
2	Over street crossings Delano 6.01 a.m. to 6.01 p.m.....	40	40	40	40	30	30	20	30	30	30	30	
2, 3	Oil Jct.—One mile east Kern Jct., except.....	35	35	35	35	20	20	20	20	20	20	20	
3	Over street crossings in Bakersfield.....	20	20	20	20	20	20	20	20	20	20	20	
3	One mile east Kern Jct.—Mile Post 325.6.....	55	55	50	45	40	30	20	40	35	35	30	
3	Mile Posts 325.6 and 326.0.....	40	40	40	40	40	30	20	40	35	35	30	
3	Mile Post 326—Mile Post 331.4.....	50	50	50	45	40	30	20	40	35	35	30	
3	Mile Post 331.4—West Switch Tehachapi.....	30	30	28	28	20	15	20	25	25	20	20	
3	West Switch Tehachapi—One mile east of Cameron.....	50	50	50	45	35	30	20	35	35	35	30	
3	One mile east of Cameron—Mojave, except.....	45	45	45	45	20	20	20	25	25	25	25	
3, 4	Westward freight trains Mojave to one mile east of Cameron.....					35							
4	Mojave Yard, between Standard Oil switch and extreme east switch.....	15	15	15	15	10	10	15	15	15	15	15	
4	Mojave—Mile Post 407.....	55	55	50	45	40	30	20	40	35	35	30	
4	Mile Post 407—Mile Post 415, except.....	65	65	50	45	40	30	20	40	35	35	30	
4	Westward freight trains Mile Post 417 to Palmdale.....					22							
4	Mile Post 415—Mile Post 417.....	50	50	50	45	40	30	20	40	35	35	30	
4	Mile Post 417—Mile Post 435.19.....	30	30	28	28	20	15	15	25	25	20	20	
4	Mile Post 435.19—Mile Post 436.74.....	35	35	28	28	20	15	15	25	25	20	20	
4	Mile Post 436.74—Lang.....	30	30	28	28	20	15	15	25	25	20	20	
4	Lang—Mile Post 446.22.....	30	30	28	28	22	15	15	25	25	20	20	
4	Mile Post 446.22—Mile Post 448.23.....	40	40	28	28	22	15	15	25	25	20	20	
4	Mile Post 448.23—Saugus.....	30	30	28	28	22	15	15	25	25	20	20	
4	Saugus—Burbank Jct., except.....	50	50	50	45	35	30	20	35	35	35	30	
4	East switch Saugus and West Portal tunnel 25.....	40	40	40	40	25	25	20	25	25	25	25	
4	West Portal tunnel 25 and Mile Post 458.14.....	30	30	30	30	20	20	20	20	20	20	20	
4	Mile Post 458.80—458.94.....	40	40	40	40	25	25	20	25	25	25	25	
4	Mile Post 458.14—471.60 (eastward freight trains only).....					25							
4	Mile Post 463.8—470.8.....	60	60	50	45	35	30	20	35	35	35	30	
4	Burbank Jct. Crossover west of tower.....	30	30	30	30	20	20	20	30	30	30	30	
4	Burbank Jct. Crossover east of tower.....	35	35	35	35	20	20	20	20	20	20	20	
5	Fresno—Famoso, except.....	45	45	45		30	20	20	30	30	30	30	
5	On curves at Mile Post 218.54 and 218.74.....	35	35	35		20	20	20	20	20	20	20	
5	On curve west of Orris.....	35	35	35		20	20	20	20	20	20	20	
5	Porterville—Clavicle—Pernu, except.....	15				15	15	15	15				
5	On curves, Success and Pernu branches.....	12				12	12	12	12				
5	Richgrove—Jovista, except.....	25				25	15	20	25	25			
5	On curves, Richgrove branch.....	15				15	15	15	15				
6	Armona—Crump, except.....	25				25	15	20	25	25			
6	Over trestle at Mile Post 267.3.....	15				15	15	15	15				
6	Hardwick—Goshen Jct.....	25				25	15	20	25	25			
6	Goshen Jct.—Exeter, except.....	40				30	15	20	30	30			
6	On curve at Goshen Jct. and curve at Ambler.....	30				20	15	20	20	20			
6	Ingle—Hardwick, except.....	20				20	15	20	20	20			
6	Mile Post 219—Kings River Bridge.....	20				20	15	15	15	15			
6	Rossi—Stratford.....	25				25	12	20	25	25			
6	Fresno—Gordon, except.....	25				25	15	20	25	25			
6	On curves at Barton and Maltermoro.....	20				20	15	15	20	20			
6	Over Fresno Interurban tracks, Las Palmas.....	15				15	15	15	15				
6	Gordon—Friant.....	20				20	15	15	20	20			
7	Kern Jct.—Mile Post 354½.....	25				25	15	20	25	25			
7	Mile Post 354½—McKittrick.....	20				20	10	10	10				
7	Magunden—Arvin, except.....	25				25	25	20	20	25			
8	On curves Arvin branch.....	15				15	15	15	15				
8	Mojave—Owenyo, except.....	30				30	20	20	30	30			
8	Over west siding switch, Owenyo.....	10				10	10	10	10				
8	Benton—Laws.....	20				20	15	15					
8	Laws—Keeler, except.....	30				30	15	15					
8	Mile Post 557-552 and Mile Post 550-547.....	25				25	15	15					
8	Zurich—Mile Post 520½.....	25				25	15	15					
8	Mile Post 529-528½.....	15				15	15	15					

Narrow gauge light engines running forward must not exceed twenty miles per hour.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Running Backward
2-5-7	Fresno, along or across street crossings.....	20	20	12
2	Fowler, between 6 A. M. and 9 P. M.....	30	30	30
2	Fowler, between 9 P. M. and 6 A. M.....	45	40	30
2	Selma, between 5 A. M. and 11 P. M.....	30	30	30
2	Selma, between 11 P. M. and 5 A. M.....	45	40	30
2	Kingsburg, between 6 A. M. and 9 P. M.....	30	30	30
2	Kingsburg, between 9 P. M. and 6 A. M.....	45	40	30
2	Tulare, between 5 A. M. and 11 P. M.....	20	20	20
2	Tulare, between 11 P. M. and 5 A. M.....	25	25	25
5	Reedley, between 5 A. M. and 11 P. M.....	20	20	20
5	Exeter, between 5 A. M. and 11 P. M.....	20	20	20
5	Lindsay, between 5 A. M. and 11 P. M.....	20	20	20
4	San Fernando over street crossings east and west of station.....	25	25	25
6	Armona, Lake Street Crossing.....	20	20	20
6	Visalia.....	15	15	15

At Fowler, Selma and Kingsburg it is lawful to increase speed to 40 M.P.H. after locomotive has passed last crossing within city limits in direction train is moving.
At Delano speed may be resumed after locomotive has passed last crossing within city limits in direction train is moving.

SPEED RESTRICTIONS

The following maximum speed will apply to trains Nos. 51 and 52 when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 M.P.H. or over:

- Mile Post 217 and Mile Post 259.6, except..... 65 M.P.H.
- AT&SF Crossing Tulare Tower..... 40 M.P.H.
- Mile Post 259.6 and Oil Jet..... 75 M.P.H.

Following engines have been cross counter-balanced for speed of 75 miles per hour:

- All GS-1, 2, 3, MT-1, 2, 3, 4, 5.
- P-7, 8, 10, 12—2461, 2462, 2463, 2464, 2467, 2469, 2471, 2473, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains.

- F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.
- AC-4, 5—4101, 4102, 4104, 4107, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4119, 4120, 4121, 4123, 4124, 4125.

All AC-7-S.
Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity, 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles an hour.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backwards.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

- When engine truck removed..... 20 M.P.H.
- When main rod only removed..... 30 M.P.H.
- When side rod only removed..... 30 M.P.H.
- When both main and side rods removed..... 20 M.P.H.
- When hauled in train and all rods are on..... 30 M.P.H.
- SP 1, 2 and when inside main rod removed..... 30 M.P.H.
- S and SE engines and all other classes of engines when not equipped with engine trucks..... 20 M.P.H.
- When all weight has been removed from any one pair of drivers on an engine, speed must not exceed..... 20 M.P.H.
- When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed..... 30 M.P.H.

F, SP, Santa Fe 3800 and AC class engines must not exceed 8 M.P.H. through switch turnouts, crossovers and slip switches.

When cross counterbalanced F, AC 4, 5, 6, 7 and 8 class engines are used in passenger service they are permitted maximum passenger speed between Burbank Jct. and Bakersfield.

Santa Fe 3800 and AC 4, 5 and 6 class engines are permitted maximum speed of 30 miles per hour between M.P. 331.4 and west switch Tehachapi, also between M.P. 417 and Saugus.

F 4 and 5, also AC 4 and 5 class engines operating between Mojave and Searles must not exceed following speeds:

- Mojave—Mile Post 392.4..... 25 M.P.H.
- Mile Post 392.4—Mile Post 393.0..... 20 M.P.H.
- Mile Post 393.0—Mile Post 406.8..... 25 M.P.H.
- Mile Post 406.8—Searles..... 20 M.P.H.

SPECIAL INSTRUCTIONS

Engines not shown in speed table must not exceed freight speed.
 When interlocking signals at Caliente, Allard, Bealville, Cliff, Woodford and Marcel indicate proceed trains may run at speed and through other interlocking plants with caution.
 Trains must not exceed 30 miles per hour through limits of interlocking plant at Calwa Tower.
 Trains must not exceed 6 M.P.H. over wye and packing house tracks at Locans, 10 M.P.H. through main track switch Hardwick, 10 M.P.H. Pinedale to Mill site formerly Mineratts and Western, 10 M.P.H. on pocket track Saugus extending west from Westward siding and 8 M.P.H. on spur leading to quarry from wye at Beneme.
 Trains must not exceed 10 M.P.H. through sidings, over crossovers and turnouts, except oil buffer spring switches. See list of such switches on page 10.

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	M.P.H.
2,3,4	Trains handling wooden pile-drivers: locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks..... except SPMW 4044..... On tangent branch tracks.....	35 25 20
All	On all curves.... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
2,3,4,5	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): On tangent main tracks..... On curves and on branch tracks.....	20 15
All	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable): On tangent main tracks..... On curves and on branch tracks.....	25 15
2,3,4,5	Trains handling steel pile-drivers may make maximum freight train speed.	
All	Trains handling relief outfit with steam derrick: On tangent main tracks..... On tangent branch tracks..... On all curves.... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	35 20
2,3,4		
All	Through interlocking plants with caution.	

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.
 Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.
 Trains carrying cabooses equipped with cast iron wheels must not exceed 40 miles per hour.
 Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except upon authority.
 Speed of trains handling such cars must be restricted as follows:
 When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour.
 When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.
 If consist of train includes wooden and steel passenger-carrying cars, wooden cars must be kept together and handled on the rear.

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
Fresno-Saugus—Main Track		
205.5	Fresno Shop Yard.....	Water tank spout.....Side
205.5	Fresno.....	Pullman shed.....Side
220.7	Selma.....	Libby-McNeill & Libby.....Side
313.2	Bakersfield, east end Round House lead.....	Water column.....Side
313.2	Bakersfield, roundhouse turnout tracks.....	Sandhouse.....Side and Overhead
313.2	Bakersfield.....	P. F. E. ice dock.....Side
313.2	Bakersfield.....	Pullman shed.....Side
313.2	Bakersfield.....	Air pump house.....Side
313.2	Bakersfield.....	Gravel Bunkers, Gravel Pit.....Side and Overhead
434.8	East of Russ.....	Tunnel 17 1/2.....Overhead
439.5	East of Lang.....	Tunnel 20.....Overhead
440.1	East of Lang.....	Tunnel 21.....Overhead
441.5	East of Lang.....	Tunnel 22.....Overhead
445.3	East of Humphreys.....	Tunnel 23.....Overhead
449.7	East of Honby.....	Tunnel 24.....Overhead
Fresno-Famoso via Porterville		
205.5	Fresno.....	S. J. L. & P. Corp. plant.....Side and Overhead
225.3	Fargo.....	Southern Pacific Freight Shed.....Side
253.5	West of Lort.....	Kaweah river bridge.....Side
257.4	Exeter.....	Water tank spout.....Side
257.4	Exeter.....	Visalia Elec. R. R. trolley poles.....Side
Goshen Jct.—Coalinga—Ingle		
229.1	Armona.....	Water tank spout.....Side
268.4	Coalinga.....	Water tank spout.....Side
Fresno-Friant		
205.5	Fresno.....	Alley Drill Track, Fulton.....Side
217.4	Clovis.....	Water tank spout.....Side
Bakersfield-Olig		
345.4	Kilowatt.....	Power House.....Overhead and Side
Mojave-Owenyo		
402.5	Cantil.....	Water tank spout.....Side
426.8	West of Searles.....	Tunnel 29.....Overhead
454.1	Haiwee.....	Water tank spout.....Side
519.42	East of Lone Pine.....	Owens river bridge.....Side
523.0	Owenyo.....	Highline trestle on Calif. Alkali Co. Spur.....Side
Saugus-Burbank Junction		
453.7	Elayon.....	Standard Oil Co. filling racks.....Side
465.6	Wahoo.....	Consolidated Rock Co. rock crusher.....Side and Overhead
465.6	Wahoo.....	Consolidated Rock Co. piles of rock.....Side
467.9	Roscoe.....	Consolidated Rock Co. bunkers.....Both Sides
467.9	Roscoe.....	Consolidated Rock Co. sand piles and switch stands.....Side
When in use, apron on beet dump and beet loading conveyors at stations listed below will not clear a car of greater height than a beet rack.		
Helm	Turk	Tagus
Stratford	Kingsburg	McFarland
		Famoso
		Buttonwillow

Employees are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employees must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. C. A. Walker.....	Chief Surgeon and Manager.....	San Francisco, Cal.
Dr. J. D. Morgan.....	District Surgeon.....	Fresno, Cal.
Dr. Chas. A. James.....	District Surgeon.....	Fresno, Cal.
Dr. D. H. Trowbridge, Jr.....	Oculist.....	Fresno, Cal.
Dr. Wayne Hunt.....	Aurist.....	Fresno, Cal.
Dr. O. B. Doyle.....	Asst. District Surgeon.....	Fresno, Cal.
Dr. J. D. Wagner.....	District Surgeon.....	Selma, Cal.
Dr. W. H. Nielson.....	District Surgeon.....	Fowler, Cal.
Dr. E. C. Halley.....	District Surgeon.....	Sanger, Cal.
Dr. G. A. Hawkins.....	District Surgeon.....	Reedley, Cal.
Dr. R. E. Cronmiller.....	District Surgeon.....	Exeter, Cal.
Dr. Edgar Brigham.....	District Surgeon.....	Dinuba, Cal.
Dr. Raymond W. Norberg.....	District Surgeon.....	Kingsburg, Cal.
Drs. J. E. and C. I. Pendergrass.....	Emergency Surgeons.....	Clovis, Cal.
Dr. R. N. Fuller.....	District Surgeon.....	Tulare, Cal.
Dr. C. M. Mathias.....	Acting District Surgeon.....	Tulare, Cal.
Dr. J. Seiberth.....	District Surgeon.....	Pixley, Cal.
Dr. Henry A. Rivin.....	District Surgeon.....	Delano, Cal.
Dr. W. B. Smith.....	District Surgeon.....	Delano, Cal.
Dr. S. B. Hirschberg.....	District Surgeon.....	McFarland, Cal.
Dr. F. R. Guido.....	District Surgeon.....	Visalia, Cal.
Dr. C. T. Rosson.....	District Surgeon.....	Hanford, Cal.
Dr. C. T. Rosson, Jr.....	Asso. Dist. Physician & Surgeon.....	Hanford, Cal.
Dr. J. C. Drake.....	District Surgeon.....	Kerman, Cal.
Dr. Geo. A. Meracle.....	Emergency Surgeon.....	Caruthers, Cal.
Dr. Wm. P. Byron.....	District Surgeon.....	Lemoore, Cal.
Dr. Bryson E. Cox.....	District Surgeon.....	Coalinga, Cal.
Dr. P. S. Barber.....	District Surgeon.....	Porterville, Cal.
Dr. W. W. Tourtillott.....	District Surgeon.....	Porterville, Cal.
Dr. J. R. Fillmore.....	Emergency Surgeon.....	Strathmore, Cal.
Dr. H. G. Campbell.....	District Surgeon.....	Lindsay, Cal.
Dr. H. W. Bell.....	Division Surgeon.....	Bakersfield, Cal.
Dr. C. L. Moore.....	District Surgeon.....	Bakersfield, Cal.
Dr. J. M. Kirby.....	Consulting Physician & Surgeon.....	Bakersfield, Cal.
Dr. R. M. Jones.....	Oculist and Aurist.....	Bakersfield, Cal.
Dr. Harold L. Schlotthauer.....	District Surgeon.....	Tehachapi, Cal.
Dr. Phil J. Vogel.....	District Surgeon.....	Mojave, Cal.
Dr. Howard W. Dueker.....	District Surgeon.....	Lone Pine, Cal.
*Dr. George D. Shultz.....	District Surgeon.....	Lone Pine, Cal.
Dr. Harvey Crook.....	District Surgeon.....	Bishop, Cal.
Dr. Thomas A. Drummond.....	Emergency Surgeon.....	Randsburg, Cal.
Dr. W. R. Senseman.....	District Surgeon.....	Lancaster, Cal.
Dr. N. H. Snook.....	District Surgeon.....	Palmdale, Cal.
Dr. E. C. Innis.....	District Surgeon.....	Saugus-Newhall, Cal.
Dr. R. W. Johnson.....	District Surgeon.....	San Fernando, Cal.

*Subject to call to Independence, Cal., at all times.
 Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
EMERGENCY HOSPITAL.....	BAKERSFIELD
WHITE MEMORIAL HOSPITAL.....	LOS ANGELES

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno via Goshen Jct., Bakersfield and Kerman via Armona, Rosamond and Lancaster	Famoso and Fresno via Exeter	Bakersfield to Rosamond	Lancaster to Saugus	Saugus to Lancaster Rosamond to Bakersfield	Los Angeles to Saugus	Saugus to Los Angeles
M-4	M-63 20/28	126, 135-S	190	4150	3300	580	750	680	730	820
M-6, 8	M-63 21/28	150-S, 159-SF	200	4850	3800	700	900	820	930	1000
M-9, 11	M-63 21/28	150-S, 162-SF	210	5100	4050	760	970	890	990	1100
M-11	M-63 22/28	153-S, 162-SF	200	5300	4200	780	1000	910	1020	1130
T-23	T-63 21/28	156-S, 163-SF	210	5050	4000	730	940	850	930	1030
T-28, 31	T-63 22/28	162-S	210	5550	4400	820	1050	950	1050	1200
T-32, 40	T-69 23/28	174-S, 197-SF	210	5700	4500	860	1050	990	1050	1200
P-1, 3, 5	P-77 22/28	141-S	210	4600	3600	630	800	740	800	890
P-4	P-77 23/28	155/B-58-SF	210	5000	3950	690	870	800	900	1100
P-6	P-77 25/28	172-S, 179-SF	200	5650	4450	810	1000	940	1000	1150
P-8, 10	P-73 25/30	181-SF	200, 210	6250	4950	830	1100	980	1100	1250
P-8, 10	P-73 25/30	183/B-63-SF								
C-9, 10	C-57 22/30	200-SF	210	6100	4800	900	1150	1050	1200	1300
C-5, 8, 9, 10	C-57 22/30	185-S, 194-S								
A-6	A-81 22/28	127/B-64-SF	210	4400	3450	600	750	690	700	800
A-3	A-81 20/28	120/B-64-SF	210	3600	2850	450	580	530	550	630
Mk-5, 6	Mk-63 26/28	210-S, 233-SF	210	7800	6200	1200	1500	1350	1450	1600
Mk-7, 8, 9	Mk-63 27/30	247-S, 257-SF	205	8550	6750	1300	1650	1500	1650	1850
Mk-7, 8, 9	Mk-63 29/30	247-S, 257-SF	176							
F-1	F-63 27 1/2	273-S, 282-SF	200	8900	7050	1350	1700	1550	1750	1950
F-3	F-63 29 1/2	297-S, 300-SF	200	10200	8050	1500	1950	1750	2000	2200
F-4, 5	F-63 29 1/2	306/B-61-SF	200	10200	8050	1500	1950	1750	2100	2300
F-5	F-63 29 1/2	306/B-62-SF								
AC-1, 2, 3	AC-57 22 3/4	441-SF	210	12300	9750	1900	2450	2200	2250	2450
AC-4, 5	AC-63 24 3/4	475-SF, 483-SF	235	16000	12700	2500	3200	2900	3200	3500
AC-6, 7	AC-63 24 3/4	517-SF, 515-SF	250	17000	13500	2700	3400	3100	3400	3700
AC-8	AC-63 24 3/4	532-SF								
Mt-1, 3, 4, 5	Mt-73 28/30	246/B-60-SF	210	8350	6600	1150	1500	1350	1550	1750
GS-1	GS-73 27/30	262/B-104-SF	250	9000	7050	1200	1550	1400	1600	1800
GS-2	GS-73 27/30	266/B-104-SF								
GS-3	GS-80 26/32	267/B-109-SF	280	9200	7250	1250	1600	1450	1650	1850
SP-1	SP-63 22 3/4	316/B-60-SF	225	12000	9500	1800	2350	2100	2450	2700
SP-2, 3	SP-63 22 3/4	317/B-61-SF								

Allowance for Empty and Underloaded Cars

Less than 40 Ms.	6	6	3	3	3	3
40 Ms to 50 Ms.	3	3	0	0	0	0
More than 50 Ms.	0	0	0	0	0	0

MAIN LINES		
SAN JOAQUIN DIVISION:		
End Western Division to Goshen Jct.	C. P. Ry.	40.10
End Western Division to Fresno	S. P. R. R.	0.52
Goshen Jct. to Saugus	S. P. R. R.	210.18
Fresno to Famoso via Exeter	S. P. R. R.	103.95
Total main lines		354.75
BRANCHES		
Arvin	S. P. Co. Magunden to Arvin	16.89
Clovis	S. P. R. R. Fresno to Friant	24.14
Coalinga	S. P. R. R. Armona to Crump	41.02
Fresno Interurban	F. I. Ry. Co. Barton to Hammond	2.29
	Barton to Belmont Ave.	14.60
Keeler	C. P. Ry. Benton to Keeler	101.98
McKittrick	S. P. R. R. Bakersfield to McKittrick	47.00
Minkler-Southern	A. T. & S. F. Porterville to Duocor	12.53
Oil City	S. P. R. R. Oil Junction to Oil City	6.76
Owenyo	C. P. Ry. Mojave to Owenyo	143.15
Pernu	S. P. Co. Pernu Jct. to Pernu	1.48
Richgrove	S. P. R. R. Richgrove to Jovista	4.16
Riverdale	S. P. R. R. Ingle to Goshen Jct.	64.48
Stratford	S. P. R. R. Rossi to Stratford	8.26
Success	S. P. Co. Porterville (Olive St.) to Clavielo	13.43
Visalia	S. P. R. R. Goshen Jct. to Exeter	16.76
Total Branches		518.93
Total San Joaquin Division		873.68

OWENYO BRANCH

Nominal Class	Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave
C-5,8,9,10	1480	1480	2600	2600
F-3,4,5	2500	...	...	4350
AC-1,2,3	3000	...	...	5200
AC-4,5	3700	...	...	6700

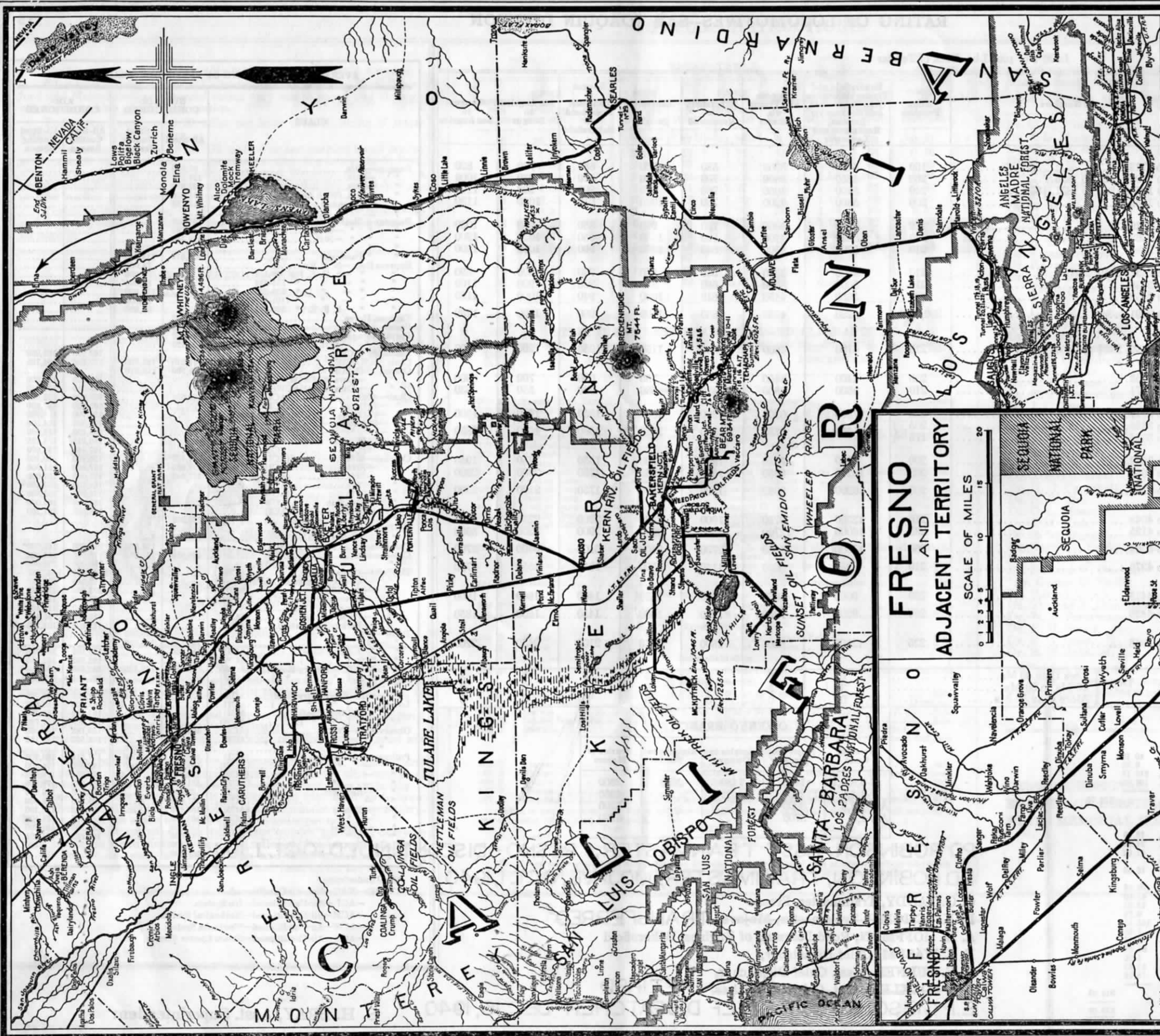
PD. ROBINSON, ASST. TRAINMASTER, FRESNO - DISCONTINUED OCT. 1, 1940
 PD. ROBINSON, TRAINMASTER, MOJAVE, OCT. 1, 1940
 C. G. TANDY, Trainmaster, Fresno
 K. K. SCHOMP, Trainmaster, Mojave - TRANSFERRED
 A. H. HOFFMAN, Road Foreman of Engines, Bakersfield
 E. F. WASEM, Chief Dispatcher,
 P. E. TURNER, Asst. Chief Dispatcher,
 J. S. FOCKLER, Asst. Chief Dispatcher, RETIRED
 E. P. GIBSON, ASST. CHIEF DISPATCHER - DEC. 16, 1940

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage-60 ft.	93,070			
" -66 ft.	127,610			
" -70 ft.	122,620			
" -70 ft. (With Auto. End Door)	125,800			
" - (Dynamo)	98,730			
		87,120		
Baggage & Mail-60 ft.	103,620			
" " " -69 ft.	124,760			
" " " -70 ft.	129,140			
" " " Passenger	108,675		103,590	112,640
Express Refr.-N. P. Ry.			74,000	78,000
" " " -A. R. E. No. 40-154			89,000	89,000
" " " " 153-224			110,000	110,000
" " " " 500-506			85,000	85,000
" " " " 1101-1175			83,000	83,000
" " " -P. F. E. " 500-799				
Express, Horse	133,050			
Postal	112,120			
Postal Storage-40 ft.	74,530			
" -60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" -Cars 107-128 (ACW)			182,800	182,800
" -Cars 140-141 (ACW)			195,040	195,040
Chair-60 ft.	100,620		138,000	132,000
" -72 ft. (ACI)			165,000	157,800
" -72 ft. (ACW)			158,700	158,700
" -Streamline-Single (ACS)			120,900	104,500
" -Art. (ACS)			205,400	172,600
" -74 ft. (ACI)			180,915	173,125
" -74 ft. (ACS)			197,944	181,600
Coaches-60 ft.	98,130		136,100	130,100
" -70 ft. (ACI)	137,640		157,800	151,000
" -70 ft. (ACW)	137,640		151,000	151,000
" -72 ft. (ACI)			164,500	157,400
" -72 ft. (ACW)			153,500	153,500
" -73 ft. 6 in. (ACW)			163,000	163,000
" -73 ft. 6 in. (ACI)			168,500	161,200
" -72 ft. (Interurban)	120,000			
All-Day Lunch-Chair	105,970			
" -Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Daylight (12-car train) (ACS)			1,344,080	1,147,280
" -Comb. Baggage & Coach (ACS)			118,940	102,540
" -Art. Chair (ACS)			203,640	170,840
" -Tavern (ACS)			130,850	114,450
" -Diner (ACS)			129,860	113,460
" -Parlor (ACS)			115,880	99,480
" -Parlor-Observation (ACS)			118,690	102,290
Diner-70 ft.		135,930		
" -72 ft.	155,330	146,930		
" -77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" -77 ft. (ACW)			162,950	162,950
" -77 ft. (Clere Story Roof) (ACW)			169,450	169,450
" -77 ft. (ACM)			189,581	173,836
" -79 ft. (NAC)	169,100			
" -80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (ACW)			164,980	157,780
Observation-75 ft. (ACI)	154,400		169,185	161,900
" -77 ft. (ACI)			194,543	186,166
		141,870		
Pullman-Observation (ACI)	180,800	153,000	177,314	169,200
" (ACM)	180,800	153,000	192,300	176,300
" Lounge (ACM)	171,200		194,900	178,900
" (ACI)	171,200		187,682	179,600
" -Bedroom (ACI)	167,600		183,920	176,000
" (ACM)	167,600		195,800	179,800
" -Sleeper (ACM)	163,100		191,100	175,100
" (ACI)	163,100		180,075	171,500
" -Tourist (ACM)	153,000		185,200	169,200
" (ACI)	153,000		168,663	161,400
Mail, Gas, Baggage-40 ft.	58,400			
" -60 ft.	167,200			

*Steel underframe.
 CODE:-NAC-Non-Air Conditioned.
 -ACI -Air-Conditioned-Ice System.
 -ACM -Air-Conditioned-Mechanical System.
 -ACW -Air-Conditioned-Waukesha System.
 -ACS -Air-Conditioned-Steam Ejector System.

S. H. BRAY, Asst. Superintendent



MAP
OF THE
SAN JOAQUIN
DIVISION
SOUTHERN PACIFIC COMPANY

JUNE, 1918.
J. F. M.
Revised to Jan. 1, 1939

