

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## SAN JOAQUIN DIVISION

# 162



To Take Effect Sunday, June 29, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,  
General Manager.

C. F. DONNATIN,  
Assistant General Manager.

W. B. KIRKLAND,  
Superintendent of Transportation.

J. D. BRENNAN,  
Superintendent.

SUN SET RY.



TEHACHAPI SUBDIVISION

EASTWARD											Distance from San Francisco	WESTWARD								
SECOND CLASS					FIRST CLASS							FIRST CLASS					THIRD CLASS			
Capacity of Sidings in Car Lengths	816 Freight	814 Freight	812 Freight	810 Freight	56 Tehachapi	2 Santa Fe Passenger	52 San Joaquin	24 Santa Fe Passenger	60 West Coast	26 Owl		55 Tehachapi	1 Santa Fe Passenger	51 San Joaquin	23 Santa Fe Passenger	25 Owl	59 West Coast	811 Freight	813 Freight	815 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	
Bakersfield yard					9.00 PM		3.00 PM		3.10 AM	2.50 AM	312.9									
BKWO TYP											313.6									
KI P	6.30 PM	11.55 AM	6.05 AM	12.01 AM	9.02	7.20 PM	3.02	8.25 AM	3.12	2.52	317.0									
No Siding P											320.1									
No Siding P					f						327.9									
87 P	6.55	12.20 PM	6.30	12.26	9.22	7.38	3.18	8.42	3.30	3.11	331.3									
93 P	7.03	12.28	6.38	12.34	9.28	7.43	3.23	8.47	3.35	3.17	335.2									
E 78 IWP	7.18	12.40	6.50	12.45	s 9.39	7.52	3.31	8.56	3.44	3.25	338.2									
W 78 I P											340.5									
W 81 IWP		1.01									342.3									
E 81 IWP											346.5									
79 IP	7.45	1.08	7.17	1.11	9.57	8.09	3.46	9.12	4.02	3.42	348.8									
E 83 W 82 P	7.55	1.18	7.27	1.21	10.04	8.16		9.19	4.09	3.49	351.8									
129 IWP No. 2 Sdg 73	8.15	1.40	7.55	1.45	f 10.14	8.24	3.59	9.26	4.18	3.58	354.1									
106 P	8.24	1.51	8.10	1.58	10.22	8.31	4.05	9.33	4.26	4.05	356.7									
W 79 IWP	8.36	2.01	8.21	2.10	10.31	8.36	4.10	9.38	4.32	4.11	360.6									
88 P	8.50	2.12	8.32	2.20	10.38	8.45		9.44	4.40	4.19	362.4									
Yard Limits 98 KIWP	9.05	2.25	8.45	2.35	s 10.49	8.55	4.23	9.53	4.49	f 4.29	365.0									
107 YP					10.52			10.00	4.53	4.33	368.0									
76 P					s 10.57	9.02	4.29	10.06	4.59	4.38	369.9									
Yard Limits YP											374.3									
WP					11.03	9.08	4.35	10.13	5.05	4.44	380.7									
85 P					11.09	9.14	4.41	10.22	5.12	4.51										
Yard BKWOYP	10.25 PM	3.30 PM	9.55 AM	3.55 AM	s 11.20 PM	s 9.27 PM	4.50 PM	s 10.37 AM	s 5.25 AM	s 5.05 AM										
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
	(3.55) 17.13	(3.35) 18.72	(3.50) 17.50	(3.54) 17.20	(2.20) 29.55	(2.07) 31.70	(1.50) 36.98	(2.12) 30.50	(2.15) 30.13	(2.15) 30.13										

Time Table No. 162  
June 29, 1941

STATIONS

TO-R BAKERSFIELD 0.7  
TO-R KERN JCT. AG 3.4  
MAGUNDEN 3.1  
EDISON D 7.8  
BENA 3.4  
ILMON 3.9  
TO CALIENTE W 3.0  
ALLARD 2.3  
TO BEALVILLE B 1.8  
OLIFF 3.2  
ROWEN 3.3  
TO WOODFORD BC 3.0  
WALONG 2.3  
TO MAROEL F 2.6  
CABLE 3.9  
TO-R TEHACHAPI KI 1.8  
SUMMIT SWITCH 2.6  
MONOLITH M 3.0  
ERIO 1.9  
CAMERON 4.4  
WARREN 6.4  
TO-R MOJAVE MC 6.4

(67.8)

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

Distance from Mojave

67.8 s 3.20 AM  
67.1 3.17 11.20 AM 1.41 9.50 PM  
63.6  
60.6 f  
52.8 2.55 11.03 1.25 9.33 11.30 1.00 8.22 5.30 2.10  
49.4 2.50 10.58 1.20 9.28 11.24 12.54 8.12 5.21 2.00  
45.5 f 2.40 10.48 1.12 9.17 11.15 12.45 8.00 5.08 1.48  
42.5 2.30 10.40 1.06 9.09 11.08 12.39 7.50 4.59 1.39  
40.2 1.01  
38.4  
35.2 2.14 10.25 12.51 8.54 10.52 12.23 7.27 4.36 1.21  
31.9 s 2.06 10.18 12.44 8.47 10.44 12.16 7.17 4.26 12.59  
28.9 1.58 10.12 12.38 8.41 10.37 12.10 7.07 4.17 12.47  
26.6 1.53 10.07 8.36 10.31 12.05 AM 7.00 4.10 12.40  
24.0 1.47 10.01 12.28 8.25 10.25 11.59 PM 6.52 3.52 12.32  
20.1 s 1.38 9.53 12.20 8.15 f 10.15 11.50 6.40 3.40 12.20 AM  
18.3 1.32 9.48 8.11 10.11 11.46  
15.7 s 1.27 9.44 12.13 8.07 10.07 11.41  
12.7  
10.8 f 1.17 9.38 12.06 PM 8.01 9.59 11.32  
6.4 1.07 9.31 11.59 AM 7.54 9.50 11.22  
0.0 12.50 AM 9.18 AM 11.50 AM 7.40 PM 9.35 PM 11.05 PM 5.40 AM 2.40 PM 11.15 PM

Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily

(2.30) (2.02) (1.53) (2.10) (2.20) (2.20) (3.15) (3.20) (3.20)  
27.12 33.00 36.00 30.96 29.05 29.05 20.64 20.13 20.13

RULE 5. 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
1 and 23	{ Tehachapi Woodford Caliente }	Receive & Discharge	West of Bakersfield	East of Mojave	Daily
2 and 24	{ Tehachapi Woodford Caliente }	Receive & Discharge	East of Mojave	West of Bakersfield	Daily

EASTWARD

MOJAVE SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 162 June 29, 1941	Distance from Burbank Jct.	FIRST CLASS				THIRD CLASS																	
	816		814		810		56					52		60		26		51		25		59		55		811		785		813		815	
	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight				Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
BKWOYP Yard	11.15 PM	4.35 PM	4.40 AM	11.35 PM	4.50 PM	5.30 AM	5.10 AM	380.7	TO-R MOJAVE MC	90.9	s 11.49 AM	s 9.28 PM	s 11.00 PM	s 12.33 AM	5.05 AM	12.45 PM	2.05 PM	10.30 PM															
91 P	11.25	4.45	4.50	11.41		5.36	5.16	384.8	FLETA 4.1	86.8		9.22	10.54	12.27	4.50	12.30	1.49	10.16															
92 P	11.30	4.58	5.00	11.44	4.58	5.40	5.20	387.3	GLOSTER 2.5	84.3	11.41	9.19	10.50	12.23	4.46	12.20	1.39	10.11															
88 P	11.36	5.07	5.06	11.48		5.44	5.24	390.4	ANSEL 3.1	81.2		9.15	10.45	12.18	4.41	12.11	1.30	10.03															
103 P	11.45 PM	5.18	5.13	11.53 PM		5.49	5.29	394.3	ROSAMOND 3.9	77.3		9.10	10.39	12.12	4.35	12.03 PM	1.22	9.56															
59 P	12.01 AM	5.28	5.23	12.01 AM		5.56	5.36	399.9	OBAN 5.6	71.7		9.03	10.31	12.01 AM	4.26	11.53 AM	1.12	9.46															
Yard Limits 95 BKWOP	12.30	5.45	5.44	12.14	5.18	6.03	5.44	405.5	TO-R LANCASTER SR	66.1	11.21	f 8.55	10.24	s 11.51 PM	4.17	11.43	1.02	9.36															
59 P	12.43	6.00	6.00	12.20		6.08	5.50	409.8	DENIS 4.0	61.8		8.47	10.17	11.36	4.10	11.34	12.53	9.28															
76 WY P	12.51	6.08	6.08	12.29		6.13	5.55	413.8	TO PALMDALE DA	57.8		8.43	10.13	s 11.30	4.04	11.26	12.45	9.20															
97 P	12.58	6.15	6.16	12.34	5.29	6.16	5.59	416.3	HAROLD 2.5	55.3	11.10	8.40	10.09	11.23	3.57	11.19	12.38	9.13															
E. 77 Yard Lts. W. 77 Y.P.	1.20	6.45	6.40	12.45	5.37	6.25	6.09	420.5	TO VINOENT VI	51.1	11.02	8.31	10.00	11.14	3.45	11.02	12.23 PM	9.00															
91 P	1.34	6.59	6.54	12.54		6.34	6.19	425.0	PARIS 4.5	46.6		8.20	9.50	11.04	3.22	10.45	11.56 AM	8.35															
13 P				12.57				426.1	ACTON 1.1	45.5				f 11.01																			
99 WP	1.50	7.21	7.16	f 1.06	5.54	6.42	6.28	429.0	TO RAVENNA NA	42.6	10.45	8.11	9.42	f 10.53	3.09	10.31	11.43	8.11															
89 P	2.15	7.36	7.33	1.19		6.54	6.40	434.6	RUSS 5.6	37.0		7.59	9.30	10.41	2.52	10.14	11.26	7.36															
105 WP	2.39	7.50	7.46	f 1.29	6.14	7.03	6.49	438.7 438.8	TO LANG G	32.8	10.25	7.50	9.21	f 10.32	2.39	10.01	11.13	7.19															
91 P	2.52	8.18	7.59	1.39		7.12	6.58	443.1	HUMPHREYS 4.3	28.5		7.41	9.12	f 10.23	2.27	9.49	11.01	7.07															
87 P	3.03	8.30	8.10	1.47	6.31	7.20	7.07	446.9	HONBY 3.8	24.7	10.08	7.33	9.04	10.14	2.16	9.38	10.50	6.56															
W. 73 Yard Lts. M. 23 BKW E. 66 OYP	3.14	8.55	8.21	s 2.01	6.38	7.28	f 7.15	450.6	TO-R SAUGUS J.N	21.0	10.01	s 7.24	8.55	s 10.05	2.01	9.27	10.39	6.38															
57 P				f				453.0	NEWHALL 2.4	18.8				f																			
74				2.06	6.43	7.33	7.20	453.7	ELAYON 0.7	17.9	9.56	7.14	8.48	9.51																			
56 P	3.32	9.18	8.39	2.17				456.6	TUNNEL 2.9	15.0		7.06		9.44	1.28	9.09	10.21	6.20															
78 P	3.41	9.27	8.48	2.22	6.54	7.47	7.35	459.2	SYLMAR 2.6	12.4	9.46	6.54	8.37	9.39	1.21	9.02	10.14	6.12															
Yard Limits 98 WP	3.48	9.33	8.55	s 2.29	6.58	7.52	7.41	461.8	TO SAN FERNANDO FO	9.8	9.42	6.45	8.32	s 9.33	1.14	8.55	10.07	6.05															
79 P	3.52	9.37	8.59	f 2.34	7.01	7.55	7.45	463.4	PACOIMA 1.6	8.2	9.39	6.42	8.28	9.27	12.59	8.43	10.03	5.50															
P								465.6	WAHOO 2.2	6.0																							
91 P	4.03	9.48	9.10	f 2.42		8.01	7.52	467.9	ROSCOE 2.3	3.7		6.36	8.22	9.21	12.47	8.33	9.53	5.40															
53 PI	4.13 AM	10.05 PM	9.20 AM	2.50 AM	7.10 PM	8.10 AM	7.59 AM	471.6	TO BURBANK JCT. BU	0.0	9.29 AM	6.31 PM	8.16 PM	9.15 PM	12.35 AM	8.25 AM	9.45 AM	5.25 PM															

TIME AT GLENDALE, LOS ANGELES YARD AND LOS ANGELES (LAUPT) FOR INFORMATION ONLY. SEE LOS ANGELES DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BURBANK JCT. AND LOS ANGELES.

				3.05 AM	7.20 PM	8.22 AM	8.12 AM	477.1	5.5 GLENDALE	9.21 AM	6.23 PM	8.08 PM	9.04 PM				
	4.40 AM	10.30 PM	9.50 AM					479.7	2.6 LOS ANGELES YARD					12.10 AM	8.00 AM	9.20 AM	5.00 PM
				4.00 AM	7.40 PM	8.45 AM	8.35 AM	482.8	3.1 LOS ANGELES (LAUPT)	9.00 AM	6.00 PM	7.45 PM	8.25 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.58) 18.30	(4.30) 20.20	(4.40) 19.47	(3.15) 27.94	(2.20) 38.95	(2.40) 34.08	(2.49) 32.27		Time over District.....	(2.20) 38.95	(2.57) 30.81	(2.44) 33.25	(3.18) 27.54	(4.30) 20.20	(4.20) 20.93	(4.20) 20.39	(5.05) 17.88
									Average Speed per Hour.....								

**RULE 5.** 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 doubletrack. Additional Station: Waltz Jct. 454.4. Intermediate Spur: Consolidated Rock Co. M.P. 465.1. Capacity 10 cars.

No. 51 reduce speed to 10 MPH at Newhall and Lancaster and make a momentary stop at Saugus, for the safe dispatch of registered coin when requested by the R. P. O. clerk and reduce speed to 10 MPH at Saugus to permit dispatching and receiving mail.

No. 52 reduce speed to 10 MPH at Lancaster to permit mail to be thrown into mail car.

No. 25 reduce speed to 10 MPH at San Fernando to permit mail to be thrown into mail car.

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	Fresno	Daily
60	Lancaster	Discharge	Fresno	Glendale	Daily
25	Palmdale	Receive & Discharge	Fresno	Glendale	Daily
25	San Fernando	Receive	Mojave	Fresno	Daily
59	San Fernando	Receive	Fresno	Bakersfield	Daily
59	Saugus	Receive	Colton	Fresno	Daily
26	San Fernando	Receive & Discharge	Stockton	Stockton	Daily
60	Saugus	Discharge	Stockton	Stockton	Daily
60	San Fernando	Discharge	Stockton	Stockton	Daily

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 162 June 29, 1941		Distance from Famoso
Fresno yd.	BKWO TYP		STATIONS		
	I	205.5	TO-R FRESNO <i>FN</i>	104.3	
		207.0	TO SUNMAID TOWER A. T. & S. F. Crossing	102.8	
22	P	211.8	BUTLER	98.0	
	PY	213.0	LOCANS	96.8	
27	P	214.5	IVESTA	95.3	
80	P	215.9	CLOTHO	93.9	
Yard Limits 93	WP	219.8	TO SANGER <i>GR</i>	90.0	
15		222.8	TARN	87.0	
	P	225.3	FARGO	84.5	
	P	227.9	LAOJAO	81.9	
		228.0	A. T. & S. F. Crossing (Stop)	81.8	
Yard Limits 89	P	229.9	TO REEDLEY <i>RH</i>	79.9	
Yard Limits 67	WP	235.0	DINUBA <i>DU</i>	74.8	
24	P	239.6	MONSON	70.2	
		243.6	A. T. & S. F. Crossing (Stop)	66.2	
25	P	246.4	TAURUSA	63.4	
18		249.4	IVANHOE <i>HO</i>	60.4	
Yard Limits 77	KWYP	257.4	TO-R EXETER <i>RN</i>	52.4	
No Siding		260.5	BURR	49.3	
Yard Limits 124	P	264.3	TO LINDSAY <i>SI</i>	45.5	
38	P	268.6	STRATHMORE <i>MR</i>	41.2	
13		270.9	ZANTE	38.9	
20	P	274.4	PORTERVILLE <i>NI</i>	35.4	
Yard Limits 48	BKWYP	274.8	TO-R PORTERVILLE-OLIVE ST.	35.0	
20		276.5	PONOA	33.3	
32		278.0	LOIS	31.8	
26	P	282.6	TERRA BELLA <i>BA</i>	27.2	
72	KP	287.1	TO-R DUCOR <i>U</i>	22.7	
24	P	290.0	ORRIS	19.8	
Spur		291.5	VESTAL	18.3	
72	YP	294.9	R RIOH GROVE	14.9	
25	P	299.0	JASMIN	10.8	
KWTP		309.8	TO-R FAMOSO <i>ja</i>	0.0	

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

ADDITIONAL STATIONS:

Goldleaf.....209.9	Efco (Spur).....227.6
State Center (at end of spur from Goldleaf).....210.8	Lort (Spur).....254.0
Reka.....221.0	Vance.....262.8
Rusconi (Spur).....221.8	Stout (Spur).....265.8
Uva (Spur).....227.1	Lisko (Spur).....272.2
	Quality.....295.9

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 162 June 29, 1941		Distance from Clavicle
			STATIONS		
Yard Limits 42	BKWYP	274.8	TO-R PORTERVILLE-OLIVE ST.	13.3	
		275.6	A. T. & S. F. Crossing (Stop)	12.5	
21		280.0	WORTH	8.1	
32		282.4	SUCCESS	5.7	
6		288.1	CLAVIOLE	0.0	

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

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 162 June 29, 1941		Distance from Jovista
			STATIONS		
75	YP	294.9	R RIOH GROVE	4.1	
50		297.6	TROCHA	1.4	
40		299.0	JOVISTA	0.0	

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



FRESNO SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 162 June 29, 1941		Distance from McKittrick	WESTWARD			
Capacity of Sidings in Car Lengths				McKittrick Branch						
STATIONS										
Bakersfield yd. K1 P 15 45 P 7 20 P 47 14 88 64 32 Y			313.6	TO-R	KERN JCT. 1.7	47.0				
			315.3		BAKERSFIELD CORRALS 1.4	45.3				
			316.7		STRADER 2.1	43.9				
			318.8		WIBLE ORCHARD 1.7	41.8				
			320.5		VENOLA 2.1	40.1				
			322.6	R	GOSFORD 5.8	38.0				
			328.4		STEVENS 7.7	32.2				
			336.1		RIO BRAVO 9.3	24.5				
			345.4		KILOWATT 0.9	15.2				
			346.3	TO	BUTTON WILLOW 4.2	14.3				
			350.5		LOKERN 10.1	10.1				
			360.6	TO	McKITTRICK	0.0				
	(47.0)									

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

MOJAVE SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 162 June 29, 1941		Distance from Keeler	WESTWARD			
Capacity of Sidings in Car Lengths				Keeler Branch						
STATIONS										
24 P 13 YPW 8 Yard Limits BKWOTP 20 10 14 P 40 10 Y 8 20 PW 14 PW 8 Yard Limits BKOTP 14 Spur Spur Spur 6 Yard Limits WYBK			476.0		BENTON 11.0	101.2				
			487.0		HAMMIL 4.3	90.2				
			491.3		SHEALY 15.5	85.9				
			506.8	TO-R	LAWS 4.9	70.4				
			511.7		BIGELOW 4.4	65.5				
			516.1		BLACK CANYON 6.6	61.1				
			522.7		ZURICH 2.8	54.5				
			525.5		MONOLA 1.3	51.7				
			526.8		BENEME 4.1	50.4				
			530.9		ELNA 6.0	46.3				
			536.2		ABERDEEN 13.9	40.3				
			550.1		KEARSARGE 5.1	26.4				
			555.2		MANZANAR 4.6	21.3				
			559.8	TO-R	OWENYO 3.9	16.7				
			563.7		MT. WHITNEY 5.0	12.8				
			568.7		ALICO 1.5	7.8				
			570.2		DOLOMITE 1.2	6.3				
			571.4		MOCK 0.8	5.1				
			572.2		TRAMWAY 4.3	4.3				
			576.5	TO-R	KEELER	0.0				
	(101.2)									

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

SUNSET RAILWAY COMPANY

Capacity of Sidings in Car Lengths	EASTWARD	Distance from Gosford	Time Table No. 162 June 29, 1941		Distance from Maricopa	WESTWARD	Capacity of Sidings in Car Lengths	EASTWARD	Distance from Pentland	Time Table No. 162 June 29, 1941		Distance from Taft	WESTWARD
			STATIONS							STATIONS			
20 P		0.0	R	GOSFORD 3.0	32.1								
15 P		3.0		BANNISTER 7.0	29.1								
43		10.0		CONNER 4.6	22.1		Yard Limits 39 Y	0.0		PENTLAND 2.2	8.7		
46 W		14.6		MILLUX 2.2	17.5		13	2.2		KERTO 5.1	6.5		
		16.8		LEVEE 10.9	15.3			7.3		LOWRY 1.5	1.4		
Yard Limits 39 Y		27.7		PENTLAND 2.6	4.4		Yard Limits 44	8.7	R	TAFT	0.0		
28		30.3		HAZELTON 1.8	1.8					(8.7)			
Yard Limits 18		32.1		MARICOOPA	0.0								
(32.1)													
..... 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 M. P. H. 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 derail 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 M. P. H. 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. End of main track Maricopa will be a point 200 feet west of east house track switch. Normal position of east house track switch Maricopa and switches of Gypsum track east of house track will be for movement from these tracks to main track extension.

There is a spring derail 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.



EASTWARD				WESTWARD			
SECOND CLASS		FIRST CLASS		SECOND CLASS		THIRD CLASS	
802	788	Time Table No. 162		789	803	June 29, 1941	
Freight	Mixed	Owenyo Branch		Mixed	Freight	STATIONS	
Leave Daily	Leave Daily Ex. Sunday	Distance from San Francisco		Arrive Daily Ex. Monday	Arrive Daily	Distance from Owenyo	
Mojo yard BKWO YP 52	4.00 PM	f	1.25 AM	380.7	TO-R MOJAVE	143.5	s 12.01 AM
53	4.04	f	1.29	380.8	1.3	142.2	11.50 PM
54	4.11	f	1.36	384.0	CHAFFEE	139.0	11.35
53	4.30	f	1.55	392.9	3.2	130.1	11.15
E 53 W 25	4.40	f	2.04	397.3	OAMBIO	125.7	11.00
Spur	5.00	s	2.19	402.5	8.9	120.5	s 10.45
44	5.15	f	2.30	405.3	NEURALIA	117.7	f
12	5.18	f	2.32	407.5	4.4	115.5	f 10.20
52	5.30	f	2.40	408.5	OINCO	114.5	f 10.17
53	5.40	f	2.49	412.2	5.2	110.8	10.09
53	5.55	f	3.00	416.4	2.8	106.6	10.00
Yard Limits 62 Y	6.15 PM	s	3.45	420.5	OANTIL	102.5	f 9.50
53		f	3.55	428.4	2.2	94.6	s 9.30
57		f	4.06	432.8	GYPSITE	90.2	f 9.07
54		s	4.28	438.3	2.2	84.7	8.55
53		s	4.48	447.2	OENEDA	75.8	s 8.35
54		s	4.57	456.3	1.0	66.7	s 8.10
52		s	5.15	460.7	SALTDAL	62.3	7.53
53		f	5.35	468.3	3.7	54.7	s 7.35
52 W		f	5.57	475.6	GARLOOK	47.4	f 7.15
59		f	6.06	484.1	4.2	38.9	f 6.55
53		f	6.16	488.5	4.1	34.5	6.45
57		f	6.27	493.3	RAND	29.7	f 6.35
58		f	6.46	497.7	7.9	25.3	f 6.25
Spur		f	7.40	509.2	4.4	16.7	f 5.54
E 43 W 58		s	7.55 AM	518.8	GOLE	13.8	f
Yard Limits 45 BKWO		s		523.0	4.1	4.2	s 5.30
Arrive Daily	Arrive Daily Ex. Sunday	(143.5)		TO-R SEARLES	4.2	0.0	5.15 PM
(2.15) 21.73	(6.30) 22.07	Time over District		RADEMAOHER	9.6		Leave Daily Ex. Sunday
		Average Speed per Hour		5.5	NE		Leave Daily
				8.9	OW		

Water Tanks at: M. P. 450.0 M. P. 514.3

**RULE 2.** Watch inspectors:  
 S. A. Pope, Manager of Time Service.....65 Market St., San Francisco  
 Fresno..... Bert Fuller, 2016 Fresno St.  
 Fresno..... N. Nielsen, 1236 Fulton St.  
 Porterville..... Frank Haener  
 Coalinga..... A. Rees  
 Hanford..... Hanford Jewelry Co.  
 Visalia..... A. G. Hooper, 111 W. Main St.  
 Exeter..... W. B. Adams  
 Bakersfield..... J. N. Cheney, 1425 19th St.—901 Baker St.  
 Mojave..... C. E. Miller  
 Lancaster..... Keith Tindall  
 San Fernando..... F. G. Marshall  
 Los Angeles..... Baehr-Bakula Inc., 103 Pacific Electric Bldg.  
 Los Angeles..... Geo. D. Davidson Co., 445 S. Spring St.  
 Los Angeles..... O. H. Patzer, 2708 North Broadway  
 Los Angeles..... 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 engineers.

**RULE 10 (J).** Round yellow slow boards indicate by black figures the speed restrictions applying to trains "SAN JOAQUIN" when handled by GS, Mt and P class or lighter engines which have been counter-balanced for speeds of 75 MPH 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, \_\_\_\_\_ o will be indication that flagman may return from west as prescribed by Rule 99.  
 Biola Jct..... Trains on Los Banos Subdivision.  
 Fresno..... Trains on Pratton line.  
 Famoso..... Trains on Porterville line.  
 Ducor..... Trains on Minkler-Southern Branch.  
 Exeter..... Trains on Visalia line.  
 Goshen Jct..... Trains on Riverdale line.

**RULE 14 (e).** As specified below, \_\_\_\_\_ will be indication that flagman may return from east as prescribed by Rule 99.  
 Fresno..... Trains on Porterville line and Clovis Branch.  
 Porterville..... Trains on Success Branch.  
 Rossi..... Trains on Stratford Branch.  
 Goshen Junction..... Trains on Visalia line.  
 Ingle..... Trains on Riverdale line.  
 Richgrove..... Trains on Richgrove Branch.  
 Magunden..... Trains on Arvin Branch.  
 Mojave..... Trains on Owenyo Branch.

**RULE 14 (k).** Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

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

**RULE 17 (C).** For identification purposes, headlight may be dimmed 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 must be displayed to relief track.

**RULE 72.** On double track between Calwa Tower and Fresno Yard, trains and engines may move with current of traffic irrespective of time table superiority, but must avoid delaying first-class and other 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.

**RULE 83.** Identification may be made by trains between Fresno and Calwa Tower, Bakersfield and Bena and Tehachapi and Mojave to be applied on or at end of double track and by westward trains between Fresno and Fresno Yard to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

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

- Fresno Yard.....
  - Oil Jct.....
  - Lancaster.....
  - Saugus.....
  - Famoso.....
  - Tehachapi.....
  - Goshen Jct.....
- Trains originating or terminating.
- Trains to or from Porterville line.
- First and second-class trains, and trains originating or terminating.
- No. 55, No. 56, and trains to or from Visalia and Riverdale Branches, and extras originating or terminating.



Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to operator Bakersfield, who will enter same on register and verify same by repeating registration.

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 and verify same by repeating registration.

Operator Fresno will report arrival and departure of all trains originating or terminating at Fresno to operator Fresno Yard who will enter same on register and verify same by repeating registration.

**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 or from Porterville line.

**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 or from Western Division at Ingle must obtain two clearances. One endorsed "San Joaquin Division" and one endorsed "Western Division."

Trains via Visalia and Riverdale branches must obtain clearance before leaving Goshen Jct. when operator on duty.

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

Westward trains to Mojave Subdivision at Burbank Junction must obtain two clearances, at initial station on Los Angeles Division, one endorsed "Los Angeles Division" and one endorsed "San Joaquin Division."

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal, except trains originating.

Eastward trains originating Fresno Yard are not required to obtain clearance at Fresno.

**RULE 83 (E).** A train may check the register against an extra when authorized by train order in the following form: "...may check register at ... against Extra ... on order No. ...." A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ... register at ... on order No. ...." will register, and place this order number and date in column captioned "Signals."

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Fresno...Pratton Line M.P. 206.32	San Fernando...West M.P. 460.87
Merced Line M.P. 199.08	East M.P. 462.10
Biola Line M.P. 208.44	Sanger.....West M.P. 219.01
Bkfield Line M.P. 210.81	East M.P. 220.47
Exeter Line M.P. 208.15	Reedley.....West M.P. 229.09
Clovis Br. M.P. 209.6	East M.P. 230.78
Selma.....West M.P. 219.34	Dinuba.....West M.P. 234.31
East M.P. 221.61	East M.P. 235.72
Kingsburg.....West M.P. 224.72	Exeter.....West M.P. 256.33
East M.P. 226.41	East M.P. 257.96
Goshen Jct.....West M.P. 238.47	Lindsay.....West M.P. 263.40
East M.P. 240.18	East M.P. 265.00
Hanford Line M.P. 244.60	Porterville.....West M.P. 274.11
Visalia Line M.P. 246.29	East M.P. 275.72
Tulare.....West M.P. 249.22	Visalia.....West M.P. 251.83
East M.P. 251.08	East M.P. 254.05
Delano.....West M.P. 279.96	Hanford.....West M.P. 231.58
East M.P. 281.81	East M.P. 233.12
Bakersfield.....West M.P. 307.66	Armona.....West M.P. 228.63
East M.P. 321.09	East M.P. 230.00
Tehachapi.....West M.P. 353.97	Coalinga.....West M.P. 265.78
East M.P. 362.51	East M.P. 270.00
Eric.....West M.P. 367.72	Friant.....West M.P. 228.54
East M.P. 368.97	East M.P. 230.29
Mojave.....West M.P. 378.87	Searles.....West M.P. 427.68
East M.P. 382.43	East M.P. 429.07
Lancaster.....West M.P. 404.50	Owentyo.....West M.P. 522.26
East M.P. 405.94	East M.P. 523.26
Vincent.....West M.P. 419.88	Keeler.....West M.P. 574.79
East M.P. 420.93	East M.P. 576.94
Saugus.....West M.P. 449.41	Laws.....West M.P. 505.49
East M.P. 451.54	East M.P. 507.49

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

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 must receive proceed signal from yardman, green flag by day and green light by night, in vicinity of Fresno.

Westward trains via Pratton line must receive signal from yardman at Divisadero Street, green flag by day and green light by night.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

**Mojave.**—First-class trains will move between Signals 3802 and 3811, Mojave, with caution irrespective of time-table superiority, if switches are properly lined. Other trains and engines entering or leaving Mojave must receive proceed signal, from yardman, green flag by day and green light by night, unless otherwise instructed by yardmaster or his representative, except light helper engines arriving from the west may proceed into yard providing switches are properly lined without receiving green signal, but eastward trains may leave Mojave without signal when notified that switches are properly lined.

Trains from Owenyo Branch must stop before fouling main track or highway crossing, and may then proceed as follows: Unless otherwise instructed by yardmaster or his representative, first line derail: then line trailing point switch to eastward main track; then line cross-over switch on westward main track; then line Owenyo Branch switch; then wait three minutes and proceed as prescribed by Rule 93.

Following code of signals will govern eastward trains entering yard:

- Southern Pacific:
  - Passenger trains.....
  - Freight trains.....o — o.
- Santa Fe:
  - Passenger trains.....o.
  - Freight trains.....o — o.

**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).** 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 line 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 is at first switch east of the station building where it enters Bakersfield-Fresno line.

**RULE 103 (A).** 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.

At Selma no switching movements will be made over West Front Street while switching industrial tracks east of station building and opposite Libby, McNeill and Libby plant unless crossing is protected by member of crew.

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

No train, engine, car or motor shall be left standing 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 stop before entering their building.

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

At Keeler no switching or train movements will be made over tracks serving the Natural Soda Products Company beyond signs located along the tracks indicating Southern Pacific Co. forces must not switch beyond these signs.

**RULE 99.** When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

**RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:**

- Fresno Yard.....Clinton Ave. (End of double track.) For eastward track. This is a spring switch.
- Fresno.....Pratton line, for eastward track. This is a spring switch.
- Bena.....End of double track, for westward track. This is a spring switch.
- Tehachapi.....End of double track, for eastward track.
- Mojave.....End of double track, for westward track.
- Saugus.....Santa Paula Branch switch in middle siding, for siding.
- Armona.....For Coalinga Branch.
- Rossi.....For Coalinga Branch.
- Gosford.....For Sunset Ry.
- McKittrick.....Switch at stem of wye must be set for direct movement along the east leg of wye to serve as derail for cars spotted on stem of wye.

**DERAIL 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 line.

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

**RULE 105.** Ducor: Track next to and north of main track will be used as siding. Second track north of main track, will be used as Minkler Southern Ry. main track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for M. S. Ry. main track.

Famoso: First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct.-Bakersfield line, and is not protected by block signals.

Trains from Porterville line will stop to clear cross-over at Signals 2916-3087 and if track is seen to be clear, may proceed with caution not exceeding 12 MPH to junction switch.

Trains to Porterville line will proceed with caution not exceeding 12 MPH from junction switch to cross-over Signals 2916-3087.

Normal position inside switch cross-over, Signals 2916-3087 will be for movement to Porterville line.

Track south of Goshen Jct.-Bakersfield main track is designated as westward siding and assigned for use by westward trains on Bakersfield-Goshen Jct. line.

Caliente, Bealville and Marcel: Track next to main track will be used as eastward siding; adjoining track will be used as westward siding. Inside siding switches are 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.

Rowen: The siding east of the cross-overs will be used as the westward siding; the one west of the cross-overs as the eastward siding.

SPECIAL INSTRUCTIONS

**Tehachapi:** Track next to main track west of station building will be used as westward siding.

**Vincent:** Track next to main track will be used as eastward siding; adjoining track will be used as westward siding.

**Saugus:** The siding east of the station building will be used as the westward siding; the siding west of the station building as the eastward siding. Track opposite station building extending from westerly connection 863 feet east to connection with main track 722 feet west of station building is designated as middle siding. When first-class trains meet at Saugus, train taking siding will use middle siding unless otherwise instructed.

Sidings assigned for use in a specified direction, as above, must not be used in opposite direction unless authorized by train dispatcher, or train be preceded by a flagman.

**RULE 206 (A).** Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule.

**RULE 221.** Light will not be displayed in train order signals on Clovis, Riverdale, Coalinga, Stratford, Visalia, McKittrick and Keeler Branches, 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 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 brakes is required, air brakes must not be relied upon as a substitute.

If 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 either train or engine crew leave train for any reason, sufficient hand brakes will be set to hold the train.

**RULE 825.** Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

In leaving cars on any track in non-grade territory, conductors will consider conditions which may arise, such as heavy winds, etc.

Cars must not be left so will obstruct view of an approaching train by autoist or pedestrian, and when a crossing is cut distance of 100 feet on each side of crossing must be left clear, or flagman must protect until cars are re-coupled.

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.** Tank cars, or 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 class 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 descending grade end of cars.

If cars moved ahead of engine do not exceed 20 MPH.

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

**RULE 869.** Brakemen 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 (except 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 brakemen must ride near the middle of portion of train assigned to them. Trainmen must not ride on top of train while passing through Tunnel 25.

**RULE 883.** Engines under steam not to be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

Engines will not be left on westward siding at Tehachapi while crews are eating. When engines are left unattended, 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 engine before engine has stopped, 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.

**AUTOMATIC BLOCK SYSTEM**

**RULE 509.** When making a reverse movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

When eastward freight trains have more cars than can be placed between San Fernando Road and interlocking home signal at Burbank Junction, and Signal 4706 indicates "stop", stop must be made west of crossing and signal operator called by telephone, located on post opposite Signal 4706.

Track between Tuolumne Street and Ventura Avenue, Fresno 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 Yard, Signals 2565 and 2625 at Exeter, Signal 2870 Ducor, Signal 3627 Summit Switch, and Signal 3679 Eric. When first switch or derail is lined, dwarf signal will indicate "stop." When all switches and derail are lined dwarf signal will indicate "proceed." If signal indicates stop after proper lineup has been made, a train will not move to main track except as prescribed by Rules 509 and 99.

**Exeter.**—Signal 2628 junction Visalia Branch normally indicates stop until cross-over lined.

**Bena.**—Eastward trains leaving siding will be governed by dwarf light Signal 3282 which will indicate "proceed" two minutes after siding switch has been thrown.

**Tehachapi.**—Trains on westward siding 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 block clear.

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

**Searles.**—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 must stop before entering tunnel and if signal indicates "proceed," switch in box should be thrown to reverse position which will place signals at "stop." 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 triangular number plate displaying the letter "P" have included in their control limits some special protective device. When these signals indicate "stop," in addition to complying with Rule 509, careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

No.	Eastward Protection afforded	No.	Westward Protection afforded
2016	Fresno, Clinton Ave., Spring switch end of double track.	3281	Bena, Spring switch end of double track.
3308	Ilmon, Spring switch west end of siding.		
3450	Rowen, Spring switch west end of siding.		
3512	Walong, Spring switch west end of siding.		
3550	Slide detector fence between tunnels 14 and 15.	3565	Slide detector fence between tunnels 14 and 15.
3564	Cable, Spring switch west end of siding.		
3592	Tehachapi, Spring switch west end of siding.		
4198	Vincent, Spring switches west and east end siding.	4207	Vincent, Spring switches east and west end siding.
4296	Ravenna, Spring switch east end siding.	4297	Ravenna, Spring switch east end siding.
4298			
4338	Russ, Slide detector fence center of Russ.	4347	Russ, Spring switch east end siding and slide detector center of Russ.
4346	Russ, Spring switch east end siding and slide detector fence at M.P. 435.	4365	Russ, Intermediate signal east of Slide detector fence at M.P. 435.
4348			
4392	Lang, Spring switch east end siding.	4393	Lang, Spring switch east end siding.
4394			
4574	Culvert 457-D east of Tunnel, flood detector.	4579	Culvert 457-D east of Tunnel, flood detector.

If signals 4500, 4505, 4506 and 4513 Saugus indicate stop, train after stopping, may proceed with caution, not exceeding 12 MPH.

**RULE 612 (A).** Where switch indicators and dwarf signals are used, movements to main track will be made as follows: If indicator indicates "block clear," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

**SPRING SWITCHES**

When a block signal in advance of a facing point 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 or boosters started while engine is standing on or passing over such switches.

Spring switches are located as follows, and speed indicated must not be exceeded when passing over such switches:

	MPH		MPH
Fresno—Clinton Ave. end of double track:		Marcel—West end on siding:	
Trailing westward.....	35	Trailing westward.....	10
Facing eastward.....	25	Facing eastward.....	10
Fresno—Junction Los Banos line:		Marcel—East end on siding:	
Trailing eastward.....	15	Trailing eastward.....	10
Facing westward.....	10	Facing westward.....	10
Bena—End of double track:		Cable—West end:	
Trailing eastward.....	35	Trailing westward.....	30
Facing westward.....	20	Facing eastward.....	30
Bena—West end:		Trailing westward from siding	10
Trailing westward.....	50	Tehachapi—West end:	
Trailing westward from siding	10	Trailing westward.....	30
Ilmon—West end:		Facing eastward.....	30
Trailing westward.....	50	Trailing westward from siding	10
Facing eastward.....	30	Summit Switch—East end:	
Trailing westward from siding	10	Trailing eastward.....	50
Caliente—West end on siding:		Trailing eastward from siding.	10
Trailing westward.....	10	Vincent—West end:	
Facing eastward.....	10	Trailing westward.....	30
Caliente—East end on siding:		Facing eastward.....	30
Trailing eastward.....	10	Trailing westward from siding.	10
Facing westward.....	10	Vincent—East end:	
Allard—West end:		Trailing eastward.....	30
Trailing westward.....	30	Facing westward.....	30
Facing eastward.....	30	Trailing eastward from siding.	10
Trailing westward from siding	10	Ravenna—East end:	
Bealville—West end on siding:		Trailing eastward.....	30
Trailing westward.....	10	Facing westward.....	30
Facing eastward.....	10	Trailing eastward from siding.	10
Bealville—East end on siding:		Russ—East end:	
Trailing eastward.....	10	Trailing eastward.....	30
Facing westward.....	10	Facing westward.....	30
Rowen—West end:		Trailing eastward from siding.	10
Trailing westward.....	30	Lang—East end:	
Facing eastward.....	30	Trailing eastward.....	30
Trailing westward from siding	10	Facing westward.....	30
Walong—West end:		Trailing eastward from siding.	10
Trailing westward.....	30		
Facing eastward.....	30		
Trailing westward from siding	10		

Spring switches at Ravenna, Russ and Lang are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations indicates stop, switch must be thrown by hand before and after movement has been made.

Push buttons and indication lights to clear these signals are in iron boxes on post. Lights in these boxes indicate push button selection only.

When eastward train is on main track to let an eastward train pass, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

Eastward train on siding to let an eastward train pass should not pass overlap post 500 feet west of signals unless necessary. If necessary to pass overlap post, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

**RULE 516. Overlap posts:**

- Cross—Westward trains—opposite fouling point east switch.
- 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: o o ——— o o .

**BIOLA JUNCTION**

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 601 to 604-A, inclusive.

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

- For main track, ——— .
- To or from spur track, o ——— .

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

- For main track ——— .

**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 ——— o ——— .  
Westward trains, ——— .

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

- For main track ——— .

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

- For main track ——— .

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

- For main track ——— .
- For movement over crossing on siding, ——— o ——— .
- From S. P. to A. T. & S. F. main track, o ——— .
- Between main track and transfer track o ——— o .
- No. 1 track, 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 derails 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 signal operator 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) ——— .
- Westward siding, o ——— o .

Trains or engines entering interlocking limits, except where fixed signals govern movements must receive authority from signal operator and may then proceed with caution, not exceeding 12 MPH 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 train-order office. All other switches are normally operated. 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, when both sidings are occupied by trains moving in same direction, both trains will stop at clearance point and engineers 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, and may then proceed with caution, not exceeding 12 MPH to next signal.

At Cliff, spur switch west end siding will be hand operated but 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 or extra trains find signal for main track at Allard at "proceed," and are 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 "proceed" is indicated in light signal governing movement to main track.

**LOS ANGELES YARD — BURBANK JUNCTION TOWER**

- To Mojave Subdivision or Los Angeles, ——— . To siding, o o o o o .
- To Hewitt, ——— o o o o .
- To Industrial lead, o ——— o .

**TRAIN INSPECTION**

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

- Ravenna.
- Marcel} Or in making other stops, inspection may be made provided
- Rowen} 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 M. P. 450.0 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 release of brakes cannot be made at a greater speed than 15 MPH on trains of not more than 75 cars or at 20 MPH with slack stretched on trains of 75 to 100 cars, stop and make rear end test.

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 at Summit Switch, unless stop is made for other reasons.

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 MPH. If train has to stop for any reason, or if speed of at least 8 MPH 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 in train will be used. These retaining valves must be turned up when at or near west distant signal, the retaining valves on head portion of train to be turned up first.

Trains containing carload shipments of T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

**AIR BRAKE RULES**

**RULE 3.**—Standard brake pipe pressure for freight and mixed trains on the San Joaquin Division, will be 80 pounds.

**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 emergency hose effort should be made to apply them between through loads so as to avoid having to change them enroute.

**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.

At Vincent where rear end test is required of freight trains stopping, test will be made in accordance with Air Brake Rule 24(b), and first car ahead of caboose may be considered rear of train when helper has been detached immediately ahead of caboose.

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

Before a train which has stopped on grade is given signal 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.

**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.

**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 1 (M.P. 337.1)  
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 MPH must not be exceeded Summit switch to one mile east of Cameron.

On freight trains descending grade Tehachapi to Tunnel 1 (M.P. 337.1), Cameron to Mojave and Vincent to Lang, one retaining valve must be used for each 115 M's in train. Searles to Garlock one retaining valve for each 150 M's, and Benton to Hammil one 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 (M.P. 437.4) so that all retainers may be turned down before reaching Tunnel 20 (M.P. 439.5).

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; to be turned down at Burbank Jet.

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 stop on designated tracks.

When freight trains take siding and it is necessary for them to open switch, and necessary to apply automatic brakes, stop and allow sufficient time to insure release of all brakes.

**RULE 39. Passenger Trains:** Make running air brake test at Summit Switch and before descending grade at Vincent. Not necessary to make running test on passenger trains leaving Mojave if the continuity of the brake pipe was not 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 39, running test on eastward passenger trains will be made after passing M.P. 452, and on westward passenger trains after passing M.P. 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.

**RULE 46.** Retainers will be used on passenger trains as follows:

Westward trains—Tehachapi to Tunnel 1 (M.P. 337.1)—All retainers.

Passenger trains having less than 75% graduated release equipment will have all retainers turned up Vincent to Palmdale and Vincent to Lang.

Retainers on all head end cars of eastward passenger trains except 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 MPH.

Retainers on all head end cars on 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 MPH.

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.

When streamline trains are controlled on descending grades with electro-pneumatic brake, retaining valves will not be used.

In cases where electro-pneumatic brake fails and automatic brake is being used, or where helper engine, not equipped with electro-pneumatic system is used at head end of train and brakes are operated from the helper, retaining valves will be used where required.

#### MISCELLANEOUS

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

All points west of Bakersfield	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, engine 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 three and four engine trains, after stopping, second helper take charge of air making movement. If three engine train, cut out first or head helper, then second helper. If four 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. This does not apply to helpers operating through.

**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 road engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

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

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

In helper service:

- No helper engine will be placed behind wooden underframe cars or cabooses.
- Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- In no case will more than one helper engine be placed behind steel underframe cabooses.
- 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.

- Helper engines on freight trains must be placed in rear through Tunnel 25 (between Elayon and Tunnel).
- Engines with cars must not be cut off or coupled to a train while same is in motion.
- Engines must not be cut off head end of trains while same are in motion.
- When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

For the purpose of pushing trains out of yards:

- No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- Air will not be coupled through the pusher engine.
- 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.

7. Capacity of sidings between clearance points is based on an average car length of 49 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, trainman will open train heat valve on rear of train at station one-mile board and engineer will shut off the train heat one-half mile from station.

10. Engines heavier than C class 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 when necessary to protect front of train.

P-8, P-10 class and heavier engines 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 heavier than C class: Spurs at Bena; Caliente; Wahoo quarry; Waltz powder spur; Elayon oil spur; Corral track Traver; Packing house track Tagus; Hayward Lumber Co. spur, Burnett Lumber Co. spur and Farmers Union spur at Tulare; Track No. 3 and House Track Delano. Engines heavier than Mk class must not use West Extension Track No. 3 Delano. When necessary set out or pick up on these tracks hold on to a sufficient number of cars to prevent engine going beyond frog.

Engines heavier than F class must not use transfer track at San Fernando more than 300 feet beyond the switch points.

Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derrails 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 descending grade end of cars being handled or switching moves made toward 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 not be cut off until they stop 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 station building 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 building Tehachapi must be protected in the same manner by keeping crossover lined for movement from eastward main track to house track until switching is completed.

12. Engines equipped with pilot snow plow are prohibited from entering Los Angeles Union Passenger Terminal on account of impaired clearances.

17. No sanding flues of engines permitted between Tunnels 18 and 19 (between Russ and Lang).

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:

- Westward main track switch.
- Center siding switch.
- Derailing switch.

**After Train is in siding.**

- Westward main track switch.
- Derailing switch.
- Center siding switch.

**Eastward Trains.**

Switches will be handled in normal manner.

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

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



**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 but must run through other interlocking plants with caution.

Trains must not exceed 30 MPH through limits of interlocking plant at Calwa Tower and 40 MPH through limits of interlocking plant at Biola Jet.

Trains must not exceed 12 MPH between Benton and Hammil when handling heavy loads of ore or concentrates.

Trains must not exceed 6 MPH over wye and packing house tracks at Locans, 10 MPH through main track switch Hardwick, 10 MPH Pine-dale to mill site formerly Mineratts and Western, 10 MPH on pocket track Saugus extending west from westward siding and 8 MPH on spur leading to quarry from wye at Beneme.

Trains must not exceed 10 MPH through sidings, over crossovers and turnouts, except 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—LOADING, ETC.	MPH
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:	35
	On tangent main tracks.....	25
	On tangent branch tracks.....	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):	20
All	On tangent main tracks.....	15
	On curves and on branch tracks.....	15
2,3,4,5	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	25
All	On tangent main tracks.....	15
All	On curves and on branch tracks.....	15
2,3,4	Trains handling steel pile-drivers may make maximum freight train speed.	35
	Trains handling relief outfit with steam derrick:	20
	On tangent main tracks.....	
	On tangent branch tracks.....	
All	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.	
	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 MPH.

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 MPH.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 MPH.

If consist of train includes wooden and steel passenger-carrying cars, wooden cars must be kept together and handled on the rear.

**SPEED TABLE**

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
<b>Fresno-Saugus—Main Track</b>		
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
<b>Fresno-Famoso via Porterville</b>		
205.5	Fresno.....	S. J. L. & P. Corp. plant.....Side and Overhead
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
<b>Goshen Jct.—Coalinga—Ingle</b>		
229.1	Armons.....	Water tank spout.....Side
268.4	Coalinga.....	Water tank spout.....Side
<b>Fresno-Friant</b>		
205.5	Fresno.....	Alley Drill Track, Fulton.....Side
217.4	Clovis.....	Water tank spout.....Side
<b>Bakersfield-Olig</b>		
345.4	Kilowatt.....	Power House.....Overhead and Side
<b>Mojave-Owenyo</b>		
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.....Overhead and Side
<b>Saugus-Burbank Junction</b>		
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**

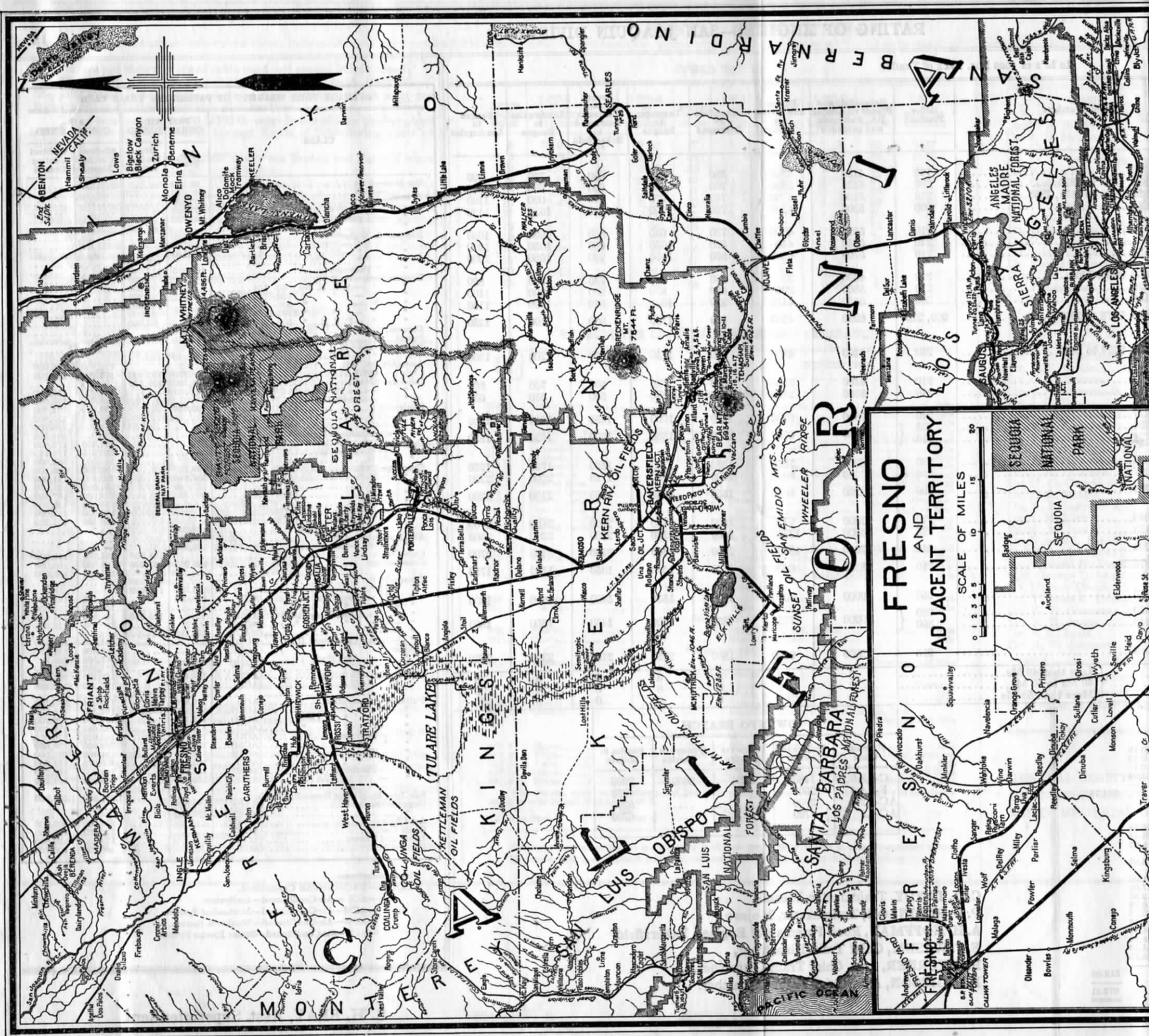
NAME	TITLE	LOCATION
Dr. C. A. Walker.....	Chief Surgeon and Manager.....	San Francisco, Cal.
Dr. J. D. Morgan.....	District Examiner and Surgeon.....	Fresno, Cal.
Dr. Chas. A. James.....	District Examiner and Surgeon.....	Fresno, Cal.
Dr. D. H. Trowbridge, Jr.....	Oculist.....	Fresno, Cal.
Dr. Wayne Hunt.....	Aurist.....	Fresno, Cal.
Dr. O. B. Doyle.....	Asst. Dist. Examiner & 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. Cronemiller.....	District Surgeon.....	Exeter, Cal.
Dr. Edgar Brigham.....	District Surgeon.....	Dinuba, Cal.
Dr. Ewald A. Larson.....	District Surgeon.....	Kingsburg, Cal.
Drs. J. E. and C. I. Pendergrass.....	Emergency Surgeons.....	Clovis, Cal.
Dr. C. M. Mathias.....	District Examiner and Surgeon.....	Tulare, Cal.
Dr. Wiley Zink.....	Asst. 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 Examiner and 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. Thorwald Johnson.....	Assistant 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. C. L. Moore.....	Acting Division Surgeon.....	Bakersfield, Cal.
Dr. N. J. Zahry.....	Acting 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. Harry L. Horswill.....	District Surgeon.....	Mojave, Cal.
Dr. Howard W. Dueker.....	District Surgeon.....	Lone Pine, Cal.
*Dr. George D. Schultz.....	District Surgeon.....	Lone Pine, Cal.
Dr. Harvey Crook.....	Emergency 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





MAP  
OF THE  
**SAN JOAQUIN**  
**DIVISION**  
SOUTHERN PACIFIC COMPANY

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

SCALE OF MILES  
0 5 10 20 30 40

