

**SURGEONS OF SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.
 DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.
 DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. FRED H. LAWRENCE, Local Surgeon.....San Francisco
 DR. WALDO L. NEWBERG, Assistant Local Surgeon.....San Francisco
 DR. R. A. CRUM, Local Surgeon.....Oakland
 DR. W. L. BYERS, Assistant Local Surgeon.....Oakland
 DR. C. L. ABBOTT, Division Surgeon.....Richmond-Oakland
 DR. HANS BENEDICT, Shop Physician.....Richmond
 DR. ALLEN MORROW, Local Surgeon.....Richmond
 DR. LAWRENCE W. BROWN, Assistant Local Surgeon.....Richmond
 DR. C. H. LENTZ, Local Surgeon.....Port Chicago
 DR. C. L. KERNS, Local Surgeon.....Pittsburg
 DR. RICHARD GINTER, Local Surgeon.....Antioch
 DR. J. H. LIBBEY, Consulting Surgeon.....Antioch
 DR. W. T. McNEIL, Local Surgeon.....Stockton
 DR. JOHN McNALLY, Assistant Local Surgeon.....Stockton
 DR. PHILIP VON HUNGEN, Local Surgeon.....Escalon
 DR. E. E. CHOURET, Local Surgeon.....Oakdale
 DR. THOMAS T. TENNANT, Local Surgeon.....Hughson
 DR. E. M. SODERSTROM, Local Surgeon.....Merced
 DR. C. T. SWIFT, Local Surgeon.....Madera
 DR. R. W. DAHLGREN, Division Surgeon.....Fresno
 DR. L. R. NIELSON, Local Surgeon.....Fresno
 DR. F. R. FREETO, Assistant Local Surgeon.....Fresno
 DR. W. F. CHAMLEE, Local Surgeon.....Hanford
 DR. HAROLD JACOBS, Local Surgeon.....Corcoran
 DR. JAMES A. SMITH, Assistant Local Surgeon.....Corcoran
 DR. MAX D. HENDRICKS, Local Surgeon.....Wasco
 DR. HENRY W. VOTH, Local Surgeon.....Shafter
 DR. JOE SMITH, Division Surgeon.....Bakersfield
 DR. WAYLAND P. MATT, Local Surgeon.....Bakersfield
 DR. STUART L. PARRISH, Assistant Local Surgeon.....Bakersfield
 DR. C. M. MATHIAS, Local Surgeon.....Tulare
 DR. WILEY C. ZINK, Assistant Local Surgeon.....Tulare
 DR. K. F. WEISS, Local Surgeon.....Visalia
 DR. F. G. POWELL, Assistant Local Surgeon.....Visalia
 DR. R. H. DUNN, Local Surgeon.....Cutler
 DR. G. A. HAWKINS, Local Surgeon.....Reedley
 DR. M. S. GAEDER, Assistant Local Surgeon.....Reedley
 DR. JOHN S. GLENN, Local Surgeon.....Exeter
 DR. HORACE G. CAMPBELL, Local Surgeon.....Lindsay
 DR. F. L. WIENS, Local Surgeon.....Porterville
 DR. R. D. KARSTAEDT, Assistant Local Surgeon.....Porterville
 DR. ROBERT A. PATRICK, Local Surgeon.....Taft
 DR. WILLIAM L. McEWEN, Assistant Local Surgeon.....Taft
 DR. HAROLD L. SCHLOTTHAUER, Local Surgeon.....Mojave
 DR. MADGE SCHLOTTHAUER, Assistant Local Surgeon.....Mojave
 DR. JAMES E. JONES, Local Surgeon.....Barstow
 DRS. C. A. & R. J. MACDONALD, Assistant Local Surgeons.....Barstow

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

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

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

NEIL WILSON,
Trainmaster,
Fresno, Calif.

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

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

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

R. D. RILEY,
M. L. POTTER,
G. T. WHEELER,
L. L. SAGE,
J. R. SHIPLEY,
J. E. SIKES,
J. H. WEBBER,
A. H. JENSEN,
Dispatchers, Fresno, Calif.

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

The Atchison, Topeka and Santa Fe Railway Co.



VALLEY DIVISION AND SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No.

105

IN EFFECT

Sunday, September 26, 1954

At 12:01 A. M.
Pacific Standard Time

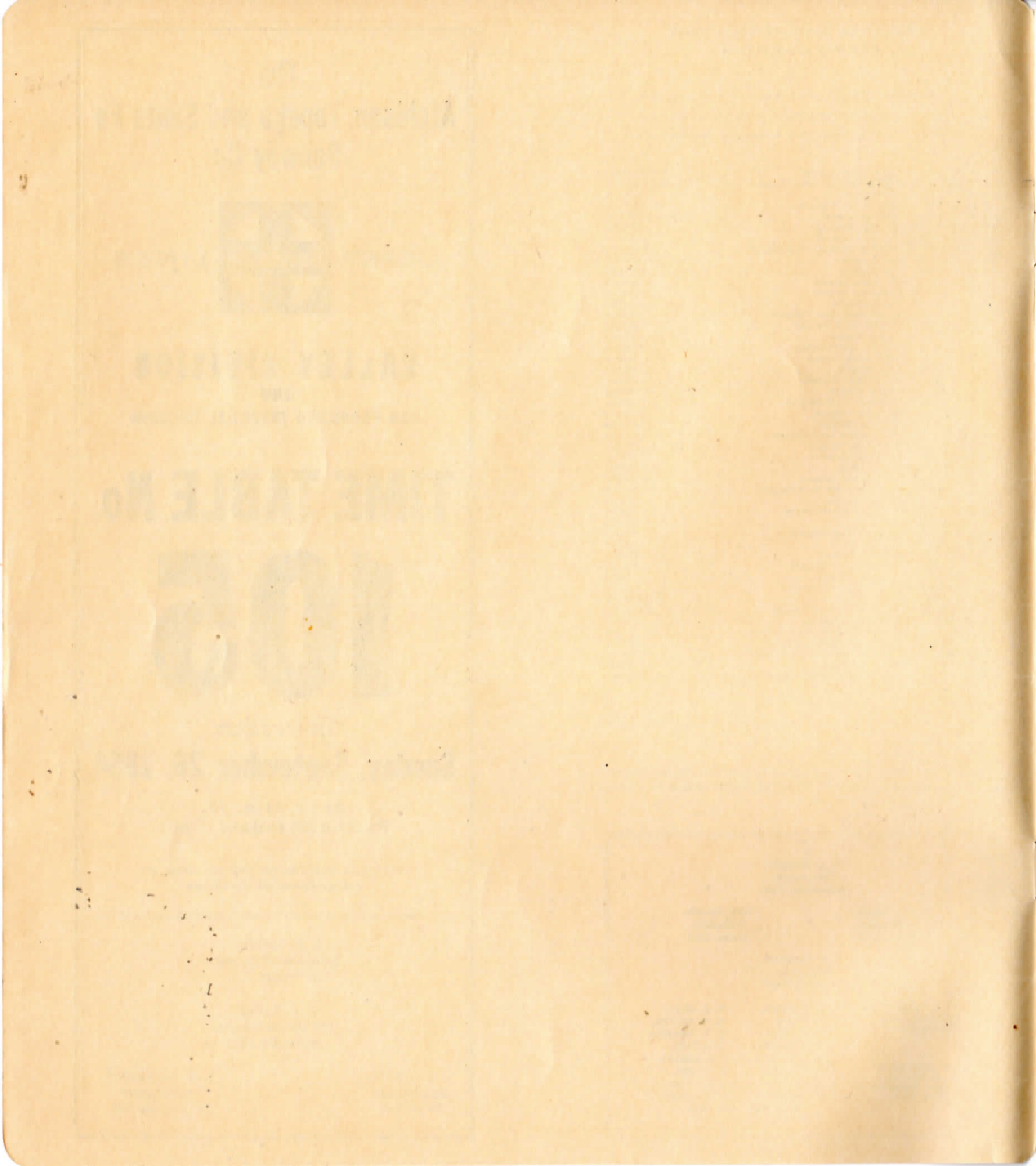
This Time Table is for the exclusive use
and guidance of Employees.

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

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

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

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



MOJAVE DISTRICT

VALLEY DIVISION

			WESTWARD			TIME TABLE NO. 105 September 26, 1954	EASTWARD			Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS					
			7	23	1		8	24	2			
Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	Passenger	The Grand Canyon	San Francisco Chief		Passenger	The Grand Canyon	San Francisco Chief			
Yard	FW TY		Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			PM 3-15	AM 6-30	AM 3-00	BARSTOW YL	AM 3-50	PM 5-50	PM 9-10	746.4	0.0	O
228		34.3	3-20	6-35	3-04	2.8	3-40	5-36	8-59	749.6	0.0	B
92		12.1	3-24	6-40	3-08	2.4	3-36	5-32	8-55	752.0	7.7	B
112		5.3	3-29	6-45	3-13	5.0	3-32	5-27	8-50	757.0	24.5	B
71		31.7	3-35	6-50	3-18	5.0	3-28	5-23	8-45	762.0	0.0	B
98		34.3	3-39	6-54	3-22 ^s	4.7	3-22 ¹	5-19	8-40	766.7	12.2	B
98		34.3	3-44	6-59	3-29	5.6	3-13	5-14	8-35	772.3	12.2	B
118		28.1	3-50	7-06	3-36	7.9	3-07	5-07	8-29	780.2	29.0	B
72	Y	24.3	3-55	7-10	3-40	3.8	3-04	5-03	8-24	784.0	34.3	O
153		0.0	4-01	7-16	3-45	5.6	2-59	4-57	8-18	789.6	11.1	B
153	Y	26.4	4-12	7-25	3-51	7.5	2-52	4-50	8-11	797.1	0.0	O
153		34.3	4-18	7-32	3-56	6.5	2-46	4-44	8-05	803.6	18.5	B
168		22.2	4-23	7-38	4-02	6.5	2-41	4-39	7-59	810.1	0.0	B
Yard		52.8	4-30	7-45	4-10	5.0	2-35	4-32	7-52	817.8	0.0	O
Yard	FW TY	52.8	4-32	7-50	4-15	0.6	2-33	4-30	7-50	818.4	0.0	O
			4-55	8-05		66.9						
		15.8	7-05	10-15	6-25	ABS { KERN JUNCTION YL } 2 TRKS.	12-28	2-25	5-38	885.2	0.0	C
Yard	FW T		7-15 PM	10-30 AM	6-40 AM	ABS { BAKERSFIELD YL }	12-20 AM	2-15 PM	5-30 PM	887.7		C
			Arrive Daily	Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily	Leave Daily			

(38.2) (36.9) (37.7)Average speed per hour..... (39.5) (38.6) (37.7)

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

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

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

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed

prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

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

Rule 251 in effect between Kern Jct. and M.P. 888 at Bakersfield.

Rule 261 in effect (ABS indication) between West Tower, Barstow, and signal at west end of siding at Hutt.

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

ARVIN DISTRICT

		WESTWARD	TIME TABLE NO. 105 September 26, 1954	EASTWARD		
Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending			STATIONS	Mile Post	Ruling Grade Ascending
100	42.2			ARVIN YL	333.1	
40	0.0		4.3		37.0	
67	0.0		DI GIORGIO YL	328.8		
	0.0		2.0		42.2	
	0.0		RIBIER YL	326.8		
	0.0		2.2		43.3	
	0.0		LAMONT YL	324.6		
	0.0		7.7		43.3	
	0.0		ALGOSO YL	316.9		
	0.0		0.3		43.3	
			MAGUNDEN YL	316.6		
			(16.5)			

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

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
7	63	61	1					
Passenger	Golden Gate	Golden Gate	San Francisco Chief	NO. 105				
				September 26, 1954				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM	PM	AM	AM	BAKERSFIELD YL				
7:45	4:00	11:00	6:45	3.4 JASTRO				
				6.0 UNA				
				7.7 SHAFER				
* 8:05	4:14	* 11:15	7:01	7.6 WASCO				
* 8:17	4:20	* 11:22	7:11	6.2 ELMO				
				5.4 KERNELL				
f 8:33				7.7 ALLENSWORTH				
f 8:41				9.8 ANGIOLA				
* 8:57	4:48	* 11:49	7:40	8.8 CORCORAN				
				9.4 GUERNSEY				
		PM		7.6 S. P. Crossing HANFORD				
* 9:30	* 5:05	* 12:06	8:00	5.3 SHIRLEY				
				2.8 LATON				
* 9:42				6.2 CONEJO				
				6.1 BOWLES				
				6.1 CALWA TOWER				
f 10:05	5:30	12:34	8:30	S. P. Crossing				
PM	PM	PM	AM	0.8 CALWA YL				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)				
(46.1)	(71.7)	(68.6)	(61.4)Average speed per hour				

Signal System Two in effect between M.P. 887.5 at Bakersfield and end of two tracks at Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed

prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between M.P. 888 Bakersfield and end of two tracks at Calwa.

(Continued on Page 5)

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 105 September 26, 1954	EASTWARD			
			FIRST CLASS			
			6 Passenger	60 Golden Gate	2 San Francisco Chief	62 Golden Gate
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		AM	PM	PM	PM	
Yard		BAKERSFIELD YL				
E126	15.5	s 7.00	s 2.05	s 5.25	s 11.59	
W123	14.7					
173	0.0					
E101	10.6	s 6.30	1.37	f 4.58	11.30	
W101	15.8	s 6.20	s 1.30	f 4.50	11.21	
125	15.8					
172	8.4					
173	1.7	f 6.00				
172	2.6	5.53				
E107	0.0	s 5.45	s 1.02	4.19	10.53	
W189	0.0					
173	0.0					
E172	0.0	s 5.25	s 12.45	4.03	s 10.36	
W 96	15.8					
174	15.8	s 5.05				
64	0.0					
174	0.0					
172	0.0					
	4.2	4.46 AM	12.16 PM	3.36 PM	10.06 PM	
Yard		CALWA YL				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(107.5)						
Average speed per hour.....		(48.1)	(59.2)	(59.2)	(57.1)	

(Continued from Page 4)

In CTC sidings, speed limit 40 MPH.

At Laton, siding not signaled and switches not power-controlled but equipped with electric switch locks. Rule 105 applies in Laton siding.

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

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward freight trains and light engines will secure numbered clearance card before leaving Calwa Tower.

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
7	63	61	1	NO. 105				
Passenger	Golden Gate	Golden Gate	San Francisco Chief	September 26, 1954				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 10:05	PM 5:30	PM 12:34	AM 8:30	CALWA YL	995.2		O	FW TY
				ATS SUNMAID TOWER YL S. P. Crossing	996.8	15.8	O	
				0.9 FRESNO TOWER YL S. P. Crossing	997.7	15.8	O	
*10:15 10:35	*5:36 5:40	*12:40 12:45	*8:40 8:45	0.4 FRESNO YL	998.1		O	W
10:41	5:46	12:51	8:51	2.0 HAMMOND YL	1000.1	15.8	B	
10:48	5:53	12:58	8:58	5.0 FIGARDEN	1005.1	10.6	B	
10:53	5:58	1:03	9:03	6.1 GREGG	1011.2	0.0	B	
				3.1 TRIGO	1014.3	15.8	B	
11:00	6:04	1:09	9:09	5.3 MADERA	1019.6	16.1	B	
11:05	6:09	1:14	9:14	6.1 KISMET S. P. Crossing	1025.7		O	
11:09	6:13	1:18	9:18	4.7 SHARON	1030.4	7.4	B	
11:14	6:17	1:22	9:22	5.7 MARGUERITE	1036.1	15.8	B	
*11:20	6:21	1:26	9:26	5.4 LE GRAND	1041.5	0.0	C	
11:26	6:25	1:30	9:30	5.8 PLANADA	1047.3	5.3	O	
11:29	6:28	1:33	9:33	3.7 TUTTLE	1051.0	0.0	B	
11:33	6:32	1:37	9:37	4.3 EAST MERCED YL	1055.3	0.0		
*11:50	*6:35	*1:40	*9:40	0.8 MERCED YL	1056.1	0.0	O	
11:57	6:41	1:46	9:47	5.9 FLUHR	1062.0	5.3	B	
*12:02	6:44	1:49	9:50	3.4 WINTON	1065.4	15.8	O	
*12:07				2.9 ORESSY	1068.3	0.0	B	
12:11	6:49	1:54	9:55	3.3 BALLICO	1071.6	19.8	B	
*12:20	6:55	2:04	10:01	8.0 DENAIR	1079.6	15.8	O	
*12:32	7:00	2:10	10:06	6.2 HUGHSON	1085.8	0.0	O	
12:38	7:05	*2:14	10:10	3.4 EMPIRE	1089.2	17.4	O	
				3.6 CLAUS	1092.8	7.9	B	
*12:50	7:12	*2:22	10:20	2.8 RIVERBANK YL	1095.6	26.4	O	YW
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)				

(41.5) (61.5) (58.5) (57.4)Average speed per hour

Signal System One in effect between Calwa and Riverbank.

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

(Continued on Page 7)

SECOND DISTRICT

VALLEY DIVISION

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 105 September 26, 1954		EASTWARD			
				FIRST CLASS			
				6	60	2	62
		Passenger	Golden Gate	San Francisco Chief	Golden Gate		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard		AM	PM	PM	PM		
	2.6	4:46	12:16	3:36	10:06		
	2.6						
	5.3						
Yard	5.3	4:40	12:10	3:30	10:00		
	5.3	4:22	12:05	3:25	9:55		
75	5.3	4:16	11:59	3:18	9:49		
115	15.8	4:08	11:51	3:10	9:41		
115	15.8	4:03	11:46	3:04	9:36		
71	12.7	4:00					
115	15.8	3:55	11:40	2:58	9:30		
115	0.0	3:45	11:35	2:53	9:25		
69	15.8	3:41	11:31	2:49	9:21		
115	15.8	3:36	11:27	2:45	9:17		
115	15.8	3:31	11:23	2:41	9:13		
68	14.6	3:23	11:19	2:37	9:09		
115	10.6	3:19	11:16	2:34	9:06		
86	9.5	3:15	11:12	2:30	9:03		
40	17.4	3:12	11:10	2:28	9:01		
115	15.8	3:00	11:03	2:20	8:54		
74	0.0	2:55	11:00	2:17	8:51		
65	19.8	2:50					
115	15.8	2:45	10:55	2:12	8:46		
114	0.0	2:35	10:49	2:04 ⁰¹	8:40		
75	15.8	2:25	10:44	1:59	8:35		
101	0.0	2:12	10:40	1:55	8:31		
39	0.0						
Yard		2:00	10:33	1:47	8:24		
		AM	AM	PM	PM		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		(100.4)					
Average speed per hour.....		(40.7)	(61.5)	(57.9)	(62.1)		

(Continued from Page 6)

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will super-

sede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.

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

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
63	61	1	7					
Golden Gate	Golden Gate	San Francisco Chief	Passenger	NO. 105				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	September 26, 1954				
PM 7.12	PM 2.23	AM 10.20	AM 1.00	STATIONS				
7.16	2.29	10.27 ⁰⁰	1.10	RIVERBANK YL	1095.6		C	YW
7.20	2.34	10.32	1.17	6.0 ESCALON	1101.6	15.8	C	
7.25	2.39	10.38	1.26 ⁰⁰	4.8 AVENA	1106.4	0.0	B	
7.31	2.45	10.44	1.35	6.1 BURNHAM	1112.5	0.0	B	
7.37	2.50	10.50	1.37 1.55	7.5 MORMON YL	1120.0	0.0	C	Y
7.47 ⁰²	2.56	10.57	2.02	1.4 S. P. and W. P. Crossings				
7.51	2.59	11.00	2.05	5.2 STOCKTON YL	1121.4	1.6	B	YW
7.55	3.02	11.04	2.10	2.7 GILLIS	1126.6	0.0	B	
				2.7 HOLT	1129.3	0.8	C	
				3.7 TRULL	1133.0	11.6	B	
				1.8 MIDDLE RIVER	1134.8	0.0	B	
				2.0 ORWOOD	1136.8	3.2	C	
				3.0 BIXLER	1139.8	6.3	B	
				3.2 KNIGHTSEN	1143.0	3.6	C	
				3.1 OAKLEY	1146.1	13.2	C	
				4.2 SANDO YL	1150.3	0.0	B	
				1.8 ANTIOCH YL	1152.1	15.8	C	
				3.7 PITTSBURG YL	1155.8	5.3	C	W
				3.4 BROSE	1159.2	15.8	B	
				4.4 PORT CHICAGO	1163.6	0.0	C	
				3.3 MONSANTO	1166.9	52.8	B	
				6.5 GLEN FRAZER	1173.4	52.8	B	
				2.6 CHRISTIE	1176.0	0.0	B	
				3.1 LUZON	1179.1	0.0	B	
				2.4 PINOLE	1181.5	49.6	C	
				1.1 GATELEY	1182.6	52.8	B	
				3.9 RHEEM	1186.5	51.7	B	
				3.1 RICHMOND YL	1189.6		C	FW TY
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(94.0)				
(48.2)	(48.6)	(43.7)	(38.4)	... Average speed per hour				

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

When complying with provisions of Rule S-89 (A) at:
 Sando, westward train holding main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train in siding must occupy

spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

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

Westward train on siding finding Signal 11733 in stop position, due to westward train on main track east of Signal 11731, may obtain proceed signal if route is clear by inserting switch

(Continued on Page 9)

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	TIME TABLE NO. 105 September 26, 1954		EASTWARD			
				FIRST CLASS			
				60	2	62	6
		Golden Gate	San Francisco Chief	Golden Gate	Passenger		
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		RIVERBANK YL	AM 10.33	PM 1.47	PM 8.22	AM 1.50	
76	15.8	6.0 ESCALON	10.27 ¹	1.42	8.17	1.40	
115	15.0	4.8 AVENA	10.20	1.38	8.13	1.32	
130	9.8	6.1 BURNHAM	10.15	1.33	8.08	1.26 ⁷	
Yard	10.3	7.5 MORMON YL	10.09	1.27	8.02	1.18	
Yard	10.3	1.4 S. P. and W. P. Crossings	10.07	1.25	8.00	1.16	
	1.8	6.2 STOCKTON YL	9.56	1.12	7.47 ⁰³	12.58	
93	0.5	2.7 GILLIS				12.55	
69	0.0	3.7 HOLT				12.50	
94	5.3	3.7 TRULL	9.51	1.07	7.41	12.50	
	10.6	1.8 MIDDLE RIVER					
66	10.6	2.0 ORWOOD	9.45	1.01	7.35	12.44	
72	0.0	3.0 BIKLER				12.41	
92	6.6	3.2 KNIGHTSEN	9.40	12.56	7.30	12.38	
67	15.8	3.1 OAKLEY				12.33	
107	15.8	4.2 SANDO YL	9.34	12.50	7.24	12.27	
100	6.6	1.8 ANTIOCH YL	9.32	12.48	7.22	12.25	
126	11.6	3.7 PITTSBURG YL	9.27	12.43	7.17	12.15	
67	15.8	3.4 BROSE	9.22	12.37	7.10	12.04	
107	0.0	4.4 PORT CHICAGO	9.18	12.33	7.06	11.59 ^{AM}	
67	0.0	3.3 MONSANTO	9.14	12.29	7.02	11.52	
65	52.8	6.5 GLEN FRAZER	9.07	12.22	6.55	11.44	
89	52.8	2.6 CHRISTIE	9.03	12.18	6.51	11.40	
100	52.8	3.1 LUZON	8.58	12.12 ¹	6.46	11.34	
	29.9	2.4 PINOLE	8.53	12.08	6.42	11.29	
101	52.8	1.1 GATELEY	8.50	12.05	6.39	11.24	
104	52.8	3.9 RHEEM	8.46	12.01	6.35	11.20	
Yard		3.1 RICHMOND YL	8.41 AM	11.56 AM	6.31 PM	11.15 PM	
		(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour....			(50.4)	(50.8)	(50.8)	(36.4)	

(Continued from Page 8)

key in dwarf signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

Christie, eastward train occupying main track to meet westward train, must not pass preliminary board until westward train has entered siding.

Christie, eastward train occupying siding must remain west of "spotting section" until ready to depart. "Spotting section"

designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy "spotting section" between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Luzon. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Luzon, the signal will not clear before two and one-half minutes.

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

Helper engines must not be detached from trains in tunnels.

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

OAKLAND DISTRICT

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
63	61	1	7					
Golden Gate	Golden Gate	San Francisco Chief	Passenger	NO. 105				
				September 26, 1954				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM 9.10	PM 4.20	PM 12.30	AM 3.50	RICHMOND YL	0.0			FW TY
9.20	4.30	12.40	4.00	4.5 EL CERRITO	4.5	64.4		
9.30	4.40	12.50	4.15	3.5 BERKELEY	8.0	22.7		
				1.9 S. P. Crossing	9.9	0.0		
9.40	4.50	1.05	4.30	1.0 OAKLAND YL	10.9	0.0		Y
9.45	4.55	1.10	4.40	40th and San Pablo				
10.05 PM	5.15 PM	1.30 PM	5.00 AM	7.0 SAN FRANCISCO				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)				
(21.8)	(21.8)	(18.7)	(16.4)Average speed per hour				

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

No. 61 is superior to No. 62. No. 63 is superior to No. 6. (Continued on Page 11)

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 105			
			September 26, 1954			
			STATIONS			
34			OIL JUNCTION YL		308.6	
24	21.1		2.2 SEGURO YL		310.8	0.0
22	10.5		0.8 MALTHA YL		311.6	0.0
Yard	52.8		2.1 OIL CITY YL		313.7	42.2
			(5.1)			

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

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 105			
			September 26, 1954			
			STATIONS			
Yard	21.1		S. P. Crossing OAKDALE YL		6.5	21.1
Yard			6.5 RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.
Wye at Oakdale.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 105			
			September 26, 1954			
			STATIONS			
17			HAMMOND YL		0.0	0.0
10	0.0		2.0 CINCOTTA YL		2.0	0.0
6	0.0		0.4 BARTONETTE YL		2.4	0.0
33	0.0		2.6 CAMEO YL		5.0	0.0
8	0.0		S. P. Crossing 1.5 FORTH CAMP YL		6.5	0.0
5	0.0		0.7 BURNES YL		7.2	0.0
20	0.0		5.8 FAIRVIEW YL		13.0	0.0
7	42.2		1.2 BIG BUNCH YL		14.2	10.6
28	15.3		1.0 ZEDIKER YL		15.2	8.4
12	9.5		0.5 RIVERBEND YL		15.7	0.0
4	31.7		1.0 ELK YL		16.7	42.2
	10.6		0.2 BELMONT AVE. YL		16.9	0.0
			(16.9)			

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will supersede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.

No switch lights on Fresno Interurban District.

Booth phone at Hammond.

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

OAKLAND DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 105 September 26, 1954		EASTWARD			
				FIRST CLASS			
				60	2	62	6
			Golden Gate	San Francisco Chief	Golden Gate	Passenger	
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard		RICHMOND YL	AM 8:40	AM 11:55	PM 6:30	PM 11:13	
66	39.6	4.5 EL CERRITO	8:30	11:45	6:20	11:03	
20	31.7	3.5 BERKELEY	8:20	11:35	6:10	10:53	
	0.0	1.9 S. P. Crossing					
Yard	79.4	1.0 OAKLAND YL	8:10	11:25	6:00	10:40	
		40th and San Pablo	8:05	11:20	5:55	10:20	
		7.0 SAN FRANCISCO	7:45 AM	11:00 AM	5:35 PM	10:00 PM	
		(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour.....			(21.8)	(21.8)	(21.8)	(19.8)	

(Continued from Page 10)

Engine bell must ring continuously while moving between Richmond and Oakland.
Between Oakland and San Francisco passengers and hand

baggage will be transported in buses; checked baggage, mail, and express in trucks.

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

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 105 September 26, 1954	EASTWARD	Mile Post	Ruling Grade Ascending
		STATIONS				
Yard					16.9	
8	0.0		PIEDRA YL		58.3	
			2.1 AVOCADO		14.8	57.0
28	0.0		3.5 OAKHURST		11.3	52.8
18	0.0		2.0 MINKLER		9.3	31.7
76	0.0		2.2 OELLA		7.1	0.0
15	0.0		1.2 WAHTOKE		5.9	0.0
28	33.2		1.5 RADWIN		4.4	41.4
Yard	0.0		4.4 REEDLEY YL		0.0	
(16.9)						

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

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 105 September 26, 1954	EASTWARD	Mile Post	Ruling Grade Ascending
		STATIONS				
57					0.0	
7	0.0		LATON YL		10.4	
			5.6 OLINT YL		5.6	0.0
10	0.0		4.0 GEPFORD YL		9.6	0.0
8	0.0		2.3 ROY YL		11.9	0.0
12	0.0		3.7 SHILLING YL		15.6	3.0
11	0.0		1.8 LANARE YL		17.4	0.0
(17.4)						

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

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending	
			NO. 105 September 26, 1954				
		STATIONS					
Yard			CORCORAN YL		0.3		
	28.5		4.1			0.0	
16	13.2		WAUKENA		4.4	0.0	
			5.6				
28	16.6		PAIGE		10.0	0.0	
			5.0				
20	13.9		S. P. Crossing TULARE YL		15.0	0.0	
			4.1				
15	5.3		SWALL		19.1	0.0	
			1.1				
48	5.3		LOMA		20.2	0.0	
			5.0				
41	0.0		VISALIA YL		25.2	0.0	
			S. P. Crossing				
25	11.6		PERAL		31.8	16.2	
			6.6				
	11.6		S. P. Crossing		33.3	0.0	
			2.9				
	10.6		CALGRO		36.2	15.9	
			2.3				
62	0.0		CUTLER YL		38.5	0.0	
			3.2				
28	0.0		SULTANA		41.7	13.2	
			3.4				
50	9.3		DINUBA		45.1	0.0	
			3.7				
Yard	14.6		REEDLEY YL		48.8	0.0	
			1.9				
	14.6		S. P. Crossing		50.7	0.0	
			0.3				
20	0.0		LAC JAC		51.0	0.0	
			2.4				
65	5.3		PARLIER		53.4	0.0	
			1.4				
23	1.1		MILEY		54.8	2.5	
			3.7				
48	0.0		DEL REY		58.5	7.9	
			3.4				
39	0.0		WOLF		61.9	8.5	
			2.5				
28	0.0		LONE STAR		64.4	10.6	
			2.0				
20	0.0		CECILE		66.4	10.6	
			2.5				
Yard			CALWA YL		68.9		
			(68.9)				

Signal System One in effect at SP Crossing Tulare.

Wye at Corcoran and Reedley.

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

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending	
			NO. 105 September 26, 1954				
		STATIONS					
Yard			(BAKERSFIELD YL		116.0		
	13.3		2.5			0.0	
29	0.0		LANDCO YL		118.5	51.5	
			2.8				
28			OIL JUNCTION YL		110.7		
			38.8				
	52.8		DUCOR YL		71.9	52.8	
			5.9				
44	52.8		ULTRA		66.0	52.8	
			7.0				
	0.0		PORTERVILLE JCT. YL		59.0	33.2	
			P. N. E. Crossing				
39	52.8		PORTERVILLE YL		58.2	52.8	
			0.8				
32	31.1		STRATHMORE JCT.		51.9	0.0	
			1.1				
28	3.1		MIRADOR		50.8	31.4	
			4.1				
48	5.0		LINDSAY YL		46.7	34.8	
			3.1				
16	0.0		LUCCA		43.6	0.0	
			0.6				
12	15.8		SIDES		43.0	0.0	
			3.8				
40	15.8		EXETER YL		39.2	0.0	
			0.3				
	15.8		Visalia Elect. Crossing		38.9	0.0	
			0.6				
7	4.7		ANTES		38.3	5.3	
			1.6				
16	0.0		VENIDA		36.7	5.3	
			2.7				
16	21.1		FANE		34.0	8.9	
			2.8				
19	20.8		HILLMAID		31.2	30.8	
			0.1				
	20.8		Visalia Elect. Crossing		31.1	30.8	
			1.0				
13	0.0		REDBANKS		30.1	20.8	
			1.8				
10	0.0		CAIRNS		28.3	17.4	
			1.4				
45	0.0		RAYO		26.9	17.4	
			3.1				
28	15.3		SEVILLE		23.8	10.8	
			3.2				
			WYETH YL		20.6	26.8	
			1.6				
62	0.0		CUTLER YL				
			1.6				
	14.4		WYETH YL		20.6	0.0	
			2.0				
24	30.3		OROSI		18.6	15.2	
			6.4				
37	16.2		ORANGE COVE		12.2	10.6	
			5.9				
19	25.3		NAVALENCIA		6.3	31.7	
			6.3				
18			MINKLER		0.0		
			(116.0)				

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

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

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

At Ducor, yard limits on Santa Fe tracks only.

SUNSET RAILWAY COMPANY

TIME TABLE NO. 105

In effect September 26, 1954, at 12:01 A.M., Pacific Standard Time.

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

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 105 September 26, 1954			
		STATIONS				
	21.1		TAFT YL		8.8	85.5
			6.3 KERTO		2.5	30.2
36	37.0		2.5 PENTLAND YL			
13			MARICOPA YL		31.9	84.5
	73.9		1.9 HAZELTON		30.0	85.5
36	0.0		2.5 PENTLAND YL		27.5	68.6
	0.0		3.4 SAN EMIDIO		24.1	68.6
26	0.0		6.0 LEVEE		18.1	10.6
47	5.3		3.7 MILLUX		14.4	5.3
	0.0		2.1 GULF		12.3	5.3
62	0.0		2.7 CONNER		9.6	0.0
	13.2		6.4 BANNISTER		3.2	0.0
20	10.6		3.2 GOSFORD			

No switch lights on Sunset Railway; wye at Pentland.

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

SPECIAL RULES

1. The Atchison, Topeka & Santa Fe Railway Company Rules, Operating Department, 1953, are applicable to Sunset Railway Company.
2. Special Rules, The Atchison, Topeka & Santa Fe Railway Company Valley Division time table are applicable to Sunset Railway Company.
3. Rule 93: Yard limit boards are located at Maricopa, Pentland and Taft.
4. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.
5. Spring derail switch is located in main track 900 feet west of west switch at Taft.
6. For movement of trains between Gosford and Kern Junction see Southern Pacific Company time table. For movement of trains between Kern Junction and Bakersfield see the Atchison, Topeka & Santa Fe Railway Company Valley Division time table.

SPEED RESTRICTIONS

LOCATION	Miles Per Hour	Time Per Mile in Minutes
Between Gosford and Pentland.....	20	3
Between Pentland and Maricopa.....	10	6
Between Pentland and Kerto.....	10	6
Between Kerto and Taft.....	20	3
Between east switch siding Taft and derail in main track west of Taft...	10	6

- 1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.
- 2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon, Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.
- 3. Rule 5: At Riverbank, first class trains taking siding will use passenger siding (east switch just east of depot and west switch at Patterson Road).
At Mormon, first class trains taking siding will use No. 1 yard track between interlocking and Signal 11191.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e)	Canceled.
(l) _____	When standing — apply or release brakes.
(m) _____	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

- 4. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Calwa, Ducor, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.
- 5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.
Calwa, Riverbank, and Richmond, first class trains, except those originating or terminating, may register by Form 903.
Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.
Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.
- 6. Rule 93: Yard limits are located at Barstow, East Mojave-Mojave, Magunden-Arvin, Kern Junction-Bakersfield, Landco-Oil Junction-Oil City, Ducor (Santa Fe tracks only), Porterville-Porterville Junction, Lindsay, Exeter, Corcoran (Visalia District only), Laton-Lanare, Tulare, Visalia, Cutler-Wyeth, Reedley, Piedra, Calwa-Fresno-Hammond, Hammond-Belmont Ave., East Merced-Merced, Riverbank-Oakdale, Mormon-Stockton, Sando-Antioch-Pittsburg, Richmond and Oakland.
- 7. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked and sealed off rail, except when engines or cars are left unattended on siding.

8.

9. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.
When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

10. Rule 761: Following is list of structures:

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

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

Section 487 provides:

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

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

13.

14.

SPEED REGULATIONS

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

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

Turnout at west end two tracks at M.P. 888 plus 1000 feet at Bakersfield.....	20 MPH
Turnout east switch Jastro Siding	30 MPH
Porterville-Orosi District Junction Switch at Jastro.....	30 MPH
Turnout west switch siding and crossover turnouts at Jastro.....	40 MPH
Industry track turnouts at Rosedale.....	15 MPH
Siding turnouts at Una	40 MPH
Siding and crossover turnouts at Shafter.....	40 MPH
Siding turnouts at Wasco	40 MPH
Siding turnouts at Elmo	40 MPH
Siding turnouts at Kernell	40 MPH
Siding turnouts at Allensworth	40 MPH
Industry track turnouts at Stoil	30 MPH
Siding turnouts at Angiola	40 MPH
Industry track turnouts at Blanco	30 MPH
Turnouts of both sidings at Corcoran.....	40 MPH
Siding turnouts at Guernsey.....	40 MPH
Siding turnouts at east siding Hanford.....	40 MPH
Siding turnouts at west siding Hanford.....	30 MPH
Siding turnouts at Shirley.....	40 MPH
Siding (not signaled) turnouts at Laton.....	30 MPH
Siding turnouts at Conejo.....	40 MPH
Siding turnouts at Bowles.....	40 MPH
End of two tracks at Calwa.....	30 MPH

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second, Third and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451	2	5	5
1, 11, 50, 80, 2099, 2100	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000 ..	4	5	5
460, 2400	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr. Frt.	LOCATION	Miles Per Hour Psgr. Frt.
Mojave District	79 60	THIRD DISTRICT	
Arvin District	20 20	Stockton M.P. 1119.0 to 1122.0	20 20
First District		Bridge M.P. 1123.8 to 1123.9	30 30
Bakersfield to M.P. 891, Jastro	79 60	Track M.P. 1134.7 to 1136.4	30 30
M.P. 891, Jastro, to Calwa	95 60	Curves M.P. 1139.5 to 1139.8	65 60
Second District	95 60	Antioch M.P. 1151.3 to 1152.3	45 45
Third District		Pittsburg M.P. 1155.4 to 1156.1	24 24
Riverbank to Mormon	95 60	Curves M.P. 1161.3 to 1161.9	50 50
Mormon to Richmond	79 60	Port Chicago Crossing, west of station, M.P. 1163.4 (11 PM-7 AM)	30 30
Oakland District	45 45	Curves M.P. 1167.3 to 1168.6	50 50
Visalia District		Curves M.P. 1169.1 to 1170.2	60 60
Corcoran to Visalia	30 30	Curves M.P. 1170.5 to 1171.2	50 50
Visalia to Calwa	50 40	Curves M.P. 1171.3 to 1173.6	45 45
Porterville-Orosi District	50 40	Tunnel No. 3 & Curves M.P. 1173.6 to 1175.9	50 50
Oil City District	15	Curves M.P. 1176.0 to 1176.3	45 45
Alpaugh District	10	Curves M.P. 1176.4 to 1177.1	50 50
Laton District	20	Curves M.P. 1178.0 to 1178.9	50 50
Wahtoke District	30 30	Curves M.P. 1179.2 to 1180.2	45 45
Fresno Interurban District	15 15	Curves M.P. 1180.2 to 1180.9	50 50
Oakdale District	20 20	Curves M.P. 1181.0 to 1182.5	55 55
Maximum speed, passenger trains handling one or more heavy-duty cars, 90 miles per hour. When street or highway crossings are shown speed applies only while head end of train is passing.		Curve M.P. 1184.7 to 1185.0	65 60
MOJAVE DISTRICT		Curve M.P. 1185.1 to 1185.4	50 50
Curve M.P. 747.2 to 747.6	60 50	Curve & track M.P. 1185.8 to 1189.0	45 45
Curves M.P. 816.4 to 817.5	25 25	Track M.P. 1189.0 to 1189.6	30 30
Kern Jct. to Bakersfield	20 20	OAKLAND DISTRICT	
ARVIN DISTRICT		Track M.P. 0.0 to 0.5	20 20
Curve M.P. 324.2 to 324.4	8 8	Track M.P. 3.0 to 10.2	20 20
Curve M.P. 329.7 to 329.9	8 8	Track M.P. 10.2 to 10.8	15 15
FIRST DISTRICT		Track M.P. 10.8 to 10.9	5 5
Bakersfield M.P. 887.5 to 888.5	20 20	VISALIA DISTRICT	
Curves M.P. 889.3 to 890.1	50 50	Tulare M.P. 14.3 to 15.9	20 20
Curve M.P. 892.9 to 893.4	70 60	Visalia M.P. 24.5 to 26.0	20 20
Corcoran M.P. 950.5 to 951.1	50 50	Reedley M.P. 48.2 to 49.5	20 20
Hanford M.P. 967.5 to 968.4	20 20	Parlier M.P. 53.1 to 53.6	24 24
Curves M.P. 968.4 to 969.5	55 55	Del Rey M.P. 58.4 to 58.8	24 24
Curve M.P. 973.7 to 973.9	55 55	Curve M.P. 62.2 to 62.7	30 30
Curves M.P. 975.0 to 975.8	50 50	PORTERVILLE-OROSI DISTRICT	
Calwa Tower to Calwa	40 40	Track M.P. 0.0 to 12.0	10 10
SECOND DISTRICT		Track M.P. 12.0 to Cutler	25 25
Calwa to Sunmaid Tower	40 40	Exeter M.P. 39.1 to 39.6	20 20
Sunmaid Tower to M.P. 1002	20 20	Lindsay M.P. 46.1 to 47.1	20 20
Curve M.P. 1024.0 to 1024.3	85 60	Curve M.P. 61.8 to 62.1	30 30
Curve M.P. 1036.0 to 1036.3	70 60	Between Porterville and Ducor	45 30
Curve M.P. 1047.4 to 1047.9	75 60	Between Oil Junction and Landco	45 35
Curve M.P. 1053.8 to 1054.1	75 60	WAHTOKE DISTRICT	
Merced M.P. 1055.7 to 1057.0	20 20	Between Reedley and Wahtoke	25 25
Curves M.P. 1069.1 to 1070.5	70 60		
Curve M.P. 1087.9 to 1088.1	55 55		

MAXIMUM SPEED OF LOCOMOTIVES

Diesel and Gas-Electric	Forward	Light Forward	Backing or When Controlled From Rear Unit	Dead-In-Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70

*Note—65 MPH applies when backing handling train.

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	20	24.0
..	51	70.6	1	26	41.9	2	25	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

16. SPRING SWITCHES.

Landco	Speed Limit 10 Miles Per Hour: Switch at stem of wye
	Speed Limit 15 Miles Per Hour:
Hutt	West end siding
Landco	East end siding (Porterville-Orosi District)
Hammond	East and west ends siding
Merced	East and west ends siding
Riverbank	West end of lead
Mormon	East end siding
Monsanto	West end siding
	Speed Limit 30 Miles Per Hour:
Hinkley	East and west ends siding
Eads	East and west ends siding
Hawes	East and west ends siding
Jimgrey	East and west ends siding
Kramer	East and west ends siding
Boron	East and west ends siding
Silt	East and west ends siding
Edwards	East and west ends siding
Bissell	East and west ends siding
Sanborn	East and west ends siding
Fresno	End of two tracks
Figarden	East and west ends siding
Gregg	East and west ends siding
Trigo	East and west ends siding
Madera	East and west ends siding
Kismet	East end siding
Sharon	East and west ends siding
Marguerite	East and west ends siding
Le Grand	East and west ends siding
Planada	East and west ends siding
Tuttle	East and west ends siding
East Merced	East and west ends siding
Fluhr	East and west ends siding
Winton	East and west ends siding
Cressy	East and west ends siding
Ballico	East and west ends siding
Denair	East and west ends siding
Hughson	East and west ends siding
Empire	East and west ends siding
Riverbank	East end of lead
Escalon	East and west ends siding
Avena	East and west ends siding
Burnham	East and west ends siding
Mormon	East end of lead
Gillis	East and west ends siding
Holt	East and west ends siding
Trull	East and west ends siding
Orwood	West end siding
Bixler	East and west ends siding
Knightsen	East and west ends siding
Sando	East end siding
Antioch	West end siding
Pittsburg	East and west ends siding
Brose	East and west ends siding
Port Chicago	East and west ends siding
Glen Frazer	East and west ends siding
Christie	East and west ends siding
Luzon	East and west ends siding
Gately	East and west ends siding
Rheem	East and west ends siding

17. JUNCTION SWITCHES.

Normal position of junction switches is as follows:
 Mojave, S.P. main track (see S.P. time table rules)
 Corcoran for First District
 Laton for First District
 Cutler for Visalia District
 Reedley for Visalia District
 Wyeth for Porterville District
 Minkler for Wahtoke District
 Tulare Street, Fresno, for eastward trains
 Hammond for Second District
 Cameo for Fresno Interurban trains
 Riverbank for Second and Third District trains

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
MOJAVE DISTRICT			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0 Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	
FIRST DISTRICT			
Hanford	S. P. Coalinga Branch	CTC Rules.	
Calwa	0.8 East S. P. main track and entrance to yard.	CTC Rules.	
VISALIA DISTRICT			
Tulare	S. P. main line.	Interlocking. Rule 606(c).	
Visalia	S. P. Visalia branch.	Stop. Rules 98, A, B, and C.	
Peral	1.5 West S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
Lac Jac	0.3 East S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
PORTERVILLE-OROSI DISTRICT			
Hillmaid	0.1 West Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter	0.3 West Visalia Elec.	Stop. Rules 98, A, B, and C.	
Porterville	0.8 East S. P. Success Branch	Stop. Rules 98, A, B, and C.	
SECOND DISTRICT			
Sunmaid Tower	0.5 West S. P. Porterville branch. Calwa Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenheim No. 1 and Corral track 00 — 00 Guggenheim No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Fresno Tower	0.4 East S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	
Kismet	0.3 West S. P. Berenda branch and west switch to siding.	Interlocking.	
FRESNO INTERURBAN DISTRICT			
Cameo	S. P. Friant branch.	Stop. Rules 98, A, B, and C. Hand throw details.	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
THIRD DISTRICT			
Stockton	0.4 East W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead — 0 — S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 — Town lead thru plant — 0
Stockton	1.0 West Main track and siding.	Interlocking. Dual operated.	
Stockton	1.3 West Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Stop. Rule 98 (B).	
Woodsbro	1.0 East San Joaquin River Drawbridge.	Interlocking.	
Middle River	Drawbridge.	Interlocking.	
Orwood	0.8 East Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East Lead to Columbia Steel over S. N.	Stop. Rules 98, A, B and C and Bulletin Instructions.	
Pittsburg	0.90 West Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg	0.91 West Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
OAKLAND DISTRICT			
Berkeley	1.9 West S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98, A, B, C, and D.	
Oakland	0.7 West AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland	1.1 West S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	

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

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

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
MOJAVE DISTRICT				
Lockhart	764.9	26	East & West	
P. C. Borax Co.	784.7	3.4 miles	East	
Government Spur	785.0	3.7 miles	East	
Government Spur	797.1	6.5 miles	East & West	
ARVIN DISTRICT				
Lonsmith	318.0	7	East & West	
Harpertown	321.1	3	West	
Patch	325.9	4	East	
FIRST DISTRICT				
Rosedale	895.7	49	East & West	
Crome	899.5	34	West	
Ivy	909.8	10	East	
Palmo	910.5	28	West	
Neufeld	914.7	6	East	
Pond	921.2	40	East	
Stoil	936.0	89	East & West	
Alpaugh	941.8	5 miles	From Stoil	
Blanco	945.9	68	East & West	
Pitco	970.1	7	East	
Lucerne	971.8	5	East & West	
Monmouth	985.6	26	East & West	
SECOND DISTRICT				
Calpack	1048.9	13	West	
Kadota	1052.1	75	East & West	
Pritchard	1058.9	20	East	
Cortez	1074.6	15	East & West	
THIRD DISTRICT				
Woodsbro	1125.5	54	East & West	
Werner	1138.8	23	East & West	
Bridgehead	1148.4	16	East & West	
East Antioch	1149.2	127	East & West	
Nichols	1161.3	15	East	
Monsanto Chemical Co.	1165.8	47	East	
Muir	1170.6	..	East	
Herpoco	1180.4	..	West	
San Pablo	1187.8	11	East & West	
OAKLAND DISTRICT				
Malott	4.0	8	East & West	
Fairmount Avenue	5.7	11	East	
OAKDALE DISTRICT				
Ladino	3.7	8	West	
VISALIA DISTRICT				
Higby	21.8	12	East	
Tokay	42.3	25	East & West	
Enson	43.9	14	East	
Mattei	65.2	2 miles	West	
PORTERVILLE DISTRICT				
Wimp	22.2	5	East	
Twin Buttes	25.3	9	West	
Woodlake	33.5	2 miles	From Hillmaid	
West Venida	36.1	11	West	
Matchin	37.3	10	East	
List	40.6	20	West	
Sierra Heights	48.5	13	East	
Gillette	50.4	52	East	
Strathmore	52.0	2 miles	East	
Mosian	54.5	23	East	
Lumer	60.9	6	East	
Sunland	61.4	1 mile	West	
Magnolia	61.9	14	East	
San Joaquin Cotton Compress	111.3	30	East & West	

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Oakland (Old)	320
Boron	Mine Spur	Oakland (New)	1800
Edwards	Army Spur	DIGiorgio	500
Landco	1300	Lanare	505
Corcoran	Visalia District	Oakdale	391
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143
Stockton	1450		

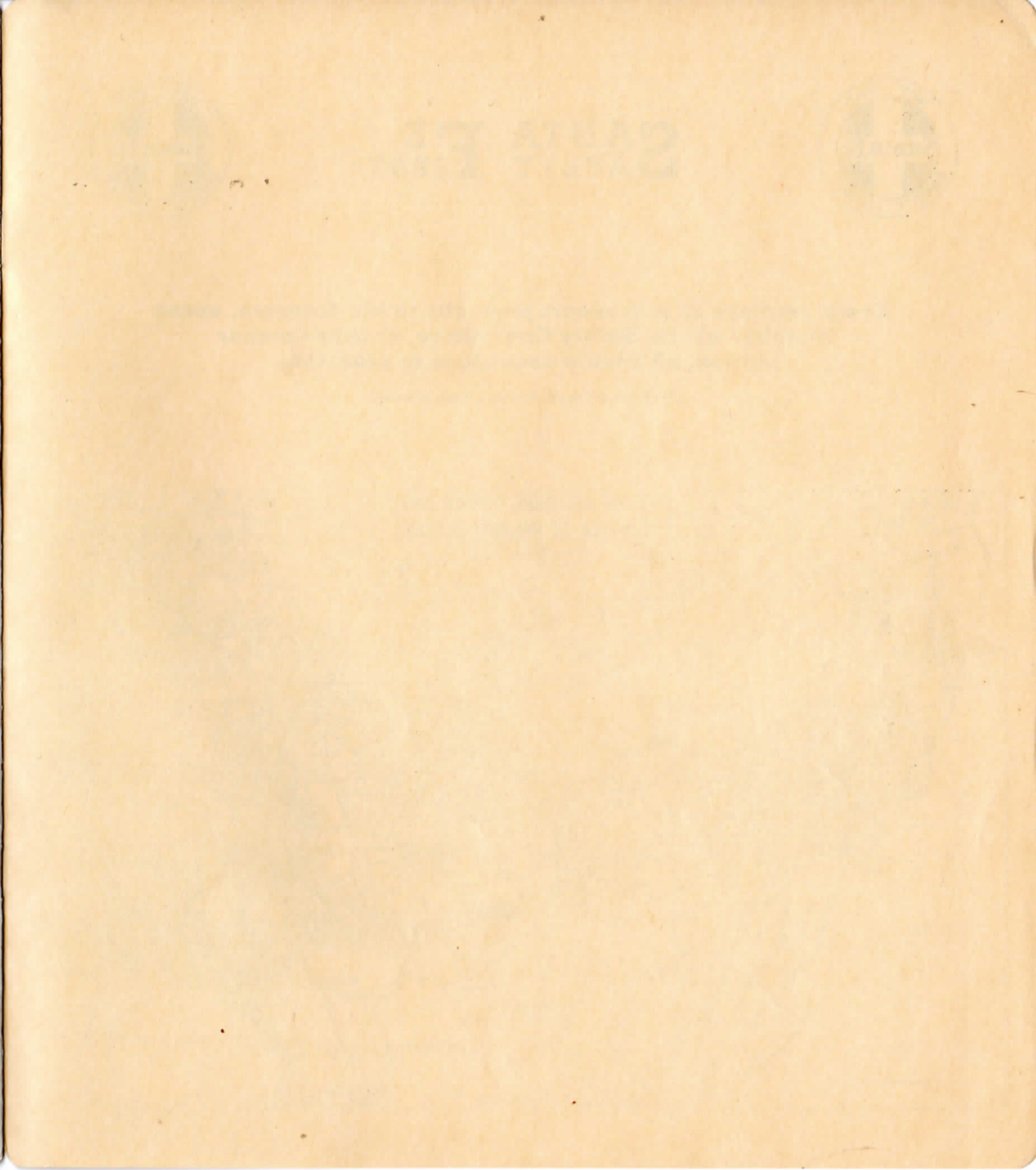
CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Williams	North of Barstow	
	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Beyond Belen
2	Pinole, Riverbank, Empire, Hanford, Edwards	Beyond Belen	
17	Pomona		Chicago
18	Pomona	Chicago	
19	Flagstaff	Los Angeles	Kansas City and beyond, Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman		Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond, La Junta to Denver	
	Williams	Albuquerque and beyond	Barstow and beyond
21	Flagstaff	Kansas City and beyond, Denver to La Junta	
	Williams	Barstow and beyond	Albuquerque and beyond
22	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
	Pomona		Albuquerque and beyond
24	Pomona	Albuquerque and beyond	Barstow and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
123	Grants	Belen and beyond	
	Grants		Albuquerque and beyond
	Holbrook		Albuquerque and beyond
	Kingman		Albuquerque and beyond
124	Victorville		Williams and beyond
	San Bernardino to Los Angeles		Barstow and beyond
	Los Angeles to San Bernardino	Barstow and beyond	
	Victorville	Williams and beyond	
62	Kingman	Albuquerque and beyond	
	Flagstaff	Albuquerque and beyond	
	Holbrook	Albuquerque and beyond	
	Empire	Fresno and beyond	Stockton and beyond
63	Corcoran, Wasco, Shafter	"	Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71	Pittsburg		Fresno and beyond
	Fullerton		Oceanside and beyond

A. J. STROBEL, General Watch Inspector, Topeka, Kansas
LOCAL TIME INSPECTORS

E. F. MANNERS	107 E. Main St., Barstow
C. E. SPICER	Mojave
ARLIE KNIGHT	1663 Chester Ave., Bakersfield
J. N. CHENEY	1600 20th St., Bakersfield
MYRON M. HANEY	2015 Fresno St., Fresno
W. A. SWANSON	4427 E. Jensen Ave., Calwa
PAUL SMITH	324 Santa Fe Ave., Riverbank
CON MANTELE	129 N. Sutter St., Stockton
EUGENE MAYER	516 - 2nd St., Antioch
W. R. STRIBLEY	1013 MacDonald Ave., Richmond
OTTO A. POULSEN	1317 MacDonald Ave., Richmond
LOWELL O. DIXON	1809 Telegraph Ave., Oakland
WM. H. ZIEGLER	210 Townsend St., San Francisco





SANTA FE SAFETY FIRST



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

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

