

TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

M. H. HOWARDFresno
G. B. MORRILL.....Bakersfield

ASSISTANT TRAINMASTERS

J. E. CODYFresno
H. L. JOHNSON.....Bakersfield

ROAD FOREMEN OF ENGINES

L. J. FRANKLIN.....Bakersfield
I. A. WEIHE.....Bakersfield

ASSISTANT ROAD FOREMAN OF ENGINES

F. E. PUCKETT JR.....Mojave

CHIEF TRAIN DISPATCHER

U. H. PIERCE.....Bakersfield

—————
A. G. BAYS

Assistant Superintendent, Bakersfield

SOUTHERN PACIFIC COMPANY



SAN JOAQUIN DIVISION TIMETABLE

182

EFFECTIVE SUNDAY, SEPTEMBER 25, 1955

AT 12:01 A. M.

PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS**

R. E. HALLAWELL,
General Manager.

W. D. LAMPRECHT,
J. A. MCKINNON
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

W. H. FERGUSON
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

| LOCATION | NAME | TITLE |
|---------------------|-----------------------------|--|
| San Francisco..... | Dr. W. W. Washburn..... | Chief Surgeon |
| Fresno..... | Dr. Fred E. Cooley..... | District Physician and Surgeon |
| Fresno..... | Dr. W. E. Furze..... | District Physician and Surgeon |
| Fresno..... | Dr. H. E. Chandler..... | Asst. Dist. Physician and Surgeon |
| Fresno..... | Dr. Richard H. Smiley..... | Asst. Dist. Physician and Surgeon |
| Fresno..... | Dr. L. G. Price..... | Oculist and Aurist |
| Fresno..... | Dr. R. L. Jones..... | Asst. Dist. Physician and Surgeon |
| Fowler..... | Dr. H. W. Nielson..... | District Physician and Surgeon |
| Selma..... | Dr. Robert W. Berg..... | Emergency Physician and Surgeon |
| Kingsburg..... | Dr. E. A. Larson..... | District Physician and Surgeon |
| Tulare..... | Dr. C. M. Mathias..... | District Physician and Surgeon |
| Tulare..... | Dr. W. C. Zink..... | District Physician and Surgeon |
| Tulare..... | Dr. T. E. Bartholomew..... | Asst. Dist. Physician and Surgeon |
| Pixley..... | Dr. J. Seiberth..... | District Physician and Surgeon |
| Delano..... | Dr. John R. Montgomery..... | District Physician and Surgeon |
| McFarland..... | Dr. A. W. Carlson Jr..... | District Physician and Surgeon |
| Bakersfield..... | Dr. R. J. Douds..... | Division Physician and Surgeon |
| Bakersfield..... | Dr. Wayland P. Matt..... | District Physician and Surgeon |
| Bakersfield..... | Dr. H. C. Wong..... | District Physician and Surgeon |
| Bakersfield..... | Dr. F. J. Miller..... | Oculist and Aurist |
| Bakersfield..... | Dr. L. F. Baisinger..... | Oculist and Aurist |
| Tehachapi..... | Dr. H. L. Schlotthauer..... | District Physician and Surgeon |
| Tehachapi..... | Dr. Michael Wasylcia..... | Asst. Dist. Physician and Surgeon |
| Mojave..... | Dr. H. L. Schlotthauer..... | District Physician and Surgeon |
| Lancaster..... | Dr. W. R. Senseman..... | District Physician and Surgeon |
| Palmdale..... | Dr. H. H. Snook..... | District Physician and Surgeon |
| Saugus-Newhall..... | Dr. E. C. Innis..... | District Physician and Surgeon |
| San Fernando..... | Dr. W. G. Case..... | District Physician and Surgeon |
| Lone Pine..... | Dr. Walter Wilson..... | District Physician and Surgeon |
| Lone Pine..... | Dr. Winfred Zimmerly..... | District Physician and Surgeon |
| Lone Pine..... | Dr. W. E. Gullett..... | Asst. Dist. Physician and Surgeon |
| Bishop..... | Dr. J. L. Mason..... | Emergency Physician and Surgeon |
| Clovis..... | Dr. C. I. Pendergrass..... | Emergency Physician and Surgeon |
| Visalia..... | Dr. F. R. Guido..... | District Physician and Surgeon |
| Hanford..... | Dr. Arthur Zeismer..... | District Physician and Surgeon |
| Lemoore..... | Dr. W. P. Byron..... | Emergency District Physician and Surgeon |
| Coalinga..... | Dr. Wm. H. Gilliatt..... | Emergency Physician and Surgeon |
| Sanger..... | Dr. Fred A. Burg..... | District Physician and Surgeon |
| Reedley..... | Dr. G. A. Hawkins..... | District Physician and Surgeon |
| Reedley..... | Dr. J. R. Ong..... | Asst. Dist. Physician and Surgeon |
| Dinuba..... | Dr. Edgar Brigham..... | District Physician and Surgeon |
| Exeter..... | Dr. John E. Glenn..... | District Physician and Surgeon |
| Strathmore..... | Dr. J. R. Fillmore..... | Emergency Physician and Surgeon |
| Lindsay..... | Dr. H. G. Campbell..... | District Physician and Surgeon |
| Porterville..... | Dr. Richard F. Brady..... | District Physician and Surgeon |

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.

HOSPITALS

| | |
|-------------------------|---------------|
| GENERAL HOSPITAL..... | SAN FRANCISCO |
| EMERGENCY HOSPITAL..... | BAKERSFIELD |
| SANTA FE HOSPITAL..... | LOS ANGELES |

WATCH INSPECTORS

| | |
|---|--|
| San Francisco, C. D. Fabrin, Manager of Time Service..... | 65 Market St. |
| Fresno..... | M. M. Haney, 2015 Fresno St. |
| Fresno..... | G. E. Crain, 515 Blackstone Ave. |
| Exeter..... | Claude Preston, 213 E. Pine St. |
| Dinuba..... | Jansens, 110 North L St. |
| Tulare..... | Jack Farrar |
| Hanford..... | Hanford Jewelry Co. |
| Visalia..... | Sam A. Janzen |
| Bakersfield..... | Lane's Jeweler, 960 Baker St. |
| Bakersfield..... | W. A. Tanner, 1215 Baker St. |
| Bakersfield..... | J. N. Cheney, 20th and Eye Sts. |
| Lone Pine..... | Clarence C. Foltz, 128 N. Main St. |
| Mojave..... | C. E. Spicer, 15 Inyo St. |
| Lancaster..... | L. K. Tindall |
| San Fernando..... | F. G. Marshall |
| Glendale..... | J. J. Seltzer, Parr's, 102 East Broadway |
| Los Angeles..... | Druyun & Scher, Merit Watch Co., 616 S. Main St. |
| Los Angeles..... | Geo. D. Davidson Co., 445 S. Spring St. |
| Los Angeles..... | O. H. Patzer, 2708 North Broadway |
| Los Angeles..... | Down's Jeweler, 3832 Whittier Blvd. |
| Los Angeles..... | Charles F. Weir, 3161 Glendale Blvd. |
| Los Angeles..... | Joseph J. Tholt, 598 West Ave. 28 |

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

| INITIALS | KIND OF CAR | Inside Length | AIR CONDITIONED | | | | | | NON AIR CONDITONED | | AIR CONDITIONED | | | | | | | | | | | | |
|-------------------------------------|---------------------|---------------|-----------------|------|-----|--------------------|-----|------|--------------------|-----------|-----------------|-----|-----|--------------------|-----|-----|-------|-----------|--|--|--|--|--|
| | | | COOLING SEASON | | | NON-COOLING SEASON | | | Steel | Under-Fr. | COOLING SEASON | | | NON-COOLING SEASON | | | Steel | Under-Fr. | | | | | |
| | | | ACI | ACEM | ACW | ACS | ACI | ACEM | | | ACW | ACS | ACI | ACEM | ACW | ACS | | | | | | | |
| Conventional Equipment—Cont. | | | | | | | | | | | | | | | | | | | | | | | |
| UP | Box—Express | 41' | | | | | | 22 | | | | | | | | | | | | | | | |
| UP | Baggage | 60' | | | | | | 40 | | | | | | | | | | | | | | | |
| UP | Baggage | 61' | | | | | | 45 | | | | | | | | | | | | | | | |
| UP | Baggage | 66' | | | | | | 54 | | | | | | | | | | | | | | | |
| UP | Baggage | 70' | | | | | | 63 | | | | | | | | | | | | | | | |
| SP | Baggage and Mail | 60' | | | | | | 56 | | | | | | | | | | | | | | | |
| SP | Baggage and Mail | 66' | | | | | | 60 | | | | | | | | | | | | | | | |
| SP | Baggage and Mail | 69' | | | | | | 64 | | | | | | | | | | | | | | | |
| SP | Baggage and Mail | 70' | | | | | | 66 | | | | | | | | | | | | | | | |
| SP | Baggage and Psgr. | 60' | | | | | | 51 | | | | | | | | | | | | | | | |
| SP | Baggage and Psgr. | 61' | | | | | | 58 | | | | | | | | | | | | | | | |
| SP | Baggage—Horse | 70' | | | | | | 67 | | | | | | | | | | | | | | | |
| SP | Baggage—Horse | 80' | | | | | | 75 | | | | | | | | | | | | | | | |
| SP | Postal | 40' | | | | | | 42 | | | | | | | | | | | | | | | |
| SP | Postal | 40' | | | | | | 59 | | | | | | | | | | | | | | | |
| SP | Postal—Storage | 60' | | | | | | 54 | | | | | | | | | | | | | | | |
| SP | Postal—Storage | 61' | | | | | | 61 | | | | | | | | | | | | | | | |
| SP | Club | 75' | | | | | | 75 | | | | | | | | | | | | | | | |
| SP | Club | 77' | | | | | | 77 | | | | | | | | | | | | | | | |
| SP | Chair | 60' | | | | | | 53 | | | | | | | | | | | | | | | |
| SP | Chair | 72' | | | | | | 82 | | | | | | | | | | | | | | | |
| SP | Chair | 73' | | | | | | 78 | | | | | | | | | | | | | | | |
| SP | Chair | 74' | | | | | | 90 | | | | | | | | | | | | | | | |
| SP | Coach | 60' | | | | | | 67 | | | | | | | | | | | | | | | |
| SP | Coach | 70' | | | | | | 78 | | | | | | | | | | | | | | | |
| SP | Coach | 81' | | | | | | 87 | | | | | | | | | | | | | | | |
| SP | Coach | 74' | | | | | | 84 | | | | | | | | | | | | | | | |
| SP | All Day Lunch | 60' | | | | | | 63 | | | | | | | | | | | | | | | |
| SP | Cafe—Lounge | 72' | | | | | | 86 | | | | | | | | | | | | | | | |
| SP | Diner | 73' | | | | | | 79 | | | | | | | | | | | | | | | |
| SP | Diner | 77' | | | | | | 77 | | | | | | | | | | | | | | | |
| SP | Diner | 79' | | | | | | 79 | | | | | | | | | | | | | | | |
| SP | Diner | 80' | | | | | | 80 | | | | | | | | | | | | | | | |
| SP | Lounge | 75' | | | | | | 85 | | | | | | | | | | | | | | | |
| SP | Lounge | 80' | | | | | | 95 | | | | | | | | | | | | | | | |
| SP | Observation—Lounge | 75' | | | | | | 78 | | | | | | | | | | | | | | | |
| SP | Observation—Smoking | 69' | | | | | | 69 | | | | | | | | | | | | | | | |
| SP | Observation—Smoking | 72' | | | | | | 74 | | | | | | | | | | | | | | | |
| SP | Observation—Smoking | 74' | | | | | | 79 | | | | | | | | | | | | | | | |
| SP | Official | Var. | | | | | | 79 | | | | | | | | | | | | | | | |
| Pull | Standard Sleeper | " | | | | | | 38 | | | | | | | | | | | | | | | |
| Pull | Lounge | " | | | | | | 90 | | | | | | | | | | | | | | | |
| Pull | Troop Sleeper | " | | | | | | 88 | | | | | | | | | | | | | | | |
| Pull | Troop Kitchen | " | | | | | | 39 | | | | | | | | | | | | | | | |
| USA | Kitchen | " | | | | | | 40 | | | | | | | | | | | | | | | |
| USA | Ward | " | | | | | | 90 | | | | | | | | | | | | | | | |
| USA | Dressing | " | | | | | | 86 | | | | | | | | | | | | | | | |
| USA | Mortuary | " | | | | | | 79 | | | | | | | | | | | | | | | |
| USA | Hospital (89200-01) | " | | | | | | 84 | | | | | | | | | | | | | | | |
| USA | Hospital (89340-52) | " | | | | | | 78 | | | | | | | | | | | | | | | |

CODE: ACI: Air Conditioned—Ice System
 ACEM: Air Conditioned—Electro-Mechanical System
 ACW: Air Conditioned—Waukesha System
 ACS: Air Conditioned—Steam Ejector System

FRESNO SUBDIVISION

EASTWARD

| Capacity of sidings | THIRD CLASS | | | | FIRST CLASS | | | Mile Post Location | Timetable No. 182 September 25, 1955 | Distance from Fresno Yard |
|--|-----------------|--------------|--------------|--------------|----------------------|--------------|--------------|--------------------|---|---------------------------|
| | 786 | 784 | 782 | 780 | 52 | 58 | 60 | | | |
| | Freight | Freight | Freight | Freight | San Joaquin Daylight | Owl | West Coast | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Fresno yard | BKWDOP | | | | | | | 201.8 | TO-R FRESNO YARD | 0.0 |
| | BKWDOTYP | PM 6.45 | PM 1.00 | AM 7.15 | AM 1.15 | PM 12.29 | AM 2.35 | AM 12.30 | | TO-R FRESNO |
| | IP | 6.55 | 1.10 | 7.25 | 1.25 | 12.35 | 2.45 | 12.38 | TO CALWA TOWER | 7.3 |
| 115 | P | 7.04 | 1.18 | 7.33 | 1.33 | 12.41 | 2.51 | 12.45 | TO FOWLER | 13.3 |
| 121 | Yard Limits P | 7.12 | 1.26 | 7.41 | 1.41 | 12.47 | c 2.57 | 12.51 | SELMMA | 18.9 |
| 98 | Yard Limits WP | 7.23 | 1.35 | 7.48 | 1.47 | 12.53 | c 3.03 | 12.57 | TO KINGSBURG | 23.8 |
| 104 | P | 7.31 | 1.44 | 7.56 | 1.54 | 12.58 | 3.09 | 1.03 | TRAVER | 29.5 |
| 62 | P | 7.34 | 1.47 | 7.59 | 1.57 | 1.00 | 3.11 | 1.06 | CROSS | 31.9 |
| Nos. 1-85, 2-85, 3-62 Yd. Limits KWYP | | 7.42 | 1.53 | 8.05 | 2.03 | 1.05 | 3.17 | 1.11 | TO-R GOSHEN JCT. | 37.3 |
| 60 | P | 7.50 | 2.01 | 8.13 | 2.11 | 1.11 | 3.23 | 1.17 | TAGUS | 43.8 |
| Yard Limits | 128 I | 7.55 | 2.06 | 8.18 | 2.15 | 1.14 | 3.26 | 1.20 | WEST TULARE | 47.1 |
| | 85 P | 7.58 | 2.09 | 8.21 | 2.18 | s 1.22 | s 3.40 | s 1.31 | TO TULARE | 48.2 |
| 60 | P | 8.07 | 2.18 | 8.30 | 2.31 | 1.30 | 3.47 | 1.39 | OCTOL | 54.0 |
| 83 | WP | 8.14 | 2.25 | 8.37 | 2.39 | c 1.34 | 3.51 | 1.44 | TO TIPTON | 58.6 |
| 93 | P | 8.22 | 2.33 | 8.45 | 2.47 | 1.40 | 3.57 | 1.50 | TO PIXLEY | 65.0 |
| 79 | P | 8.29 | 2.40 | 8.52 | 2.55 | 1.45 | 4.02 | 1.55 | TO EARLIMART | 70.6 |
| 129 | P | 8.35 | 2.46 | 8.58 | 3.01 | 1.49 | 4.06 | 1.59 | RADNOR | 74.7 |
| 81 | Yard Limits KWP | 8.43 | 2.54 | 9.06 | 3.07 | c 1.54 | s 4.12 | c 2.06 | TO DELANO | 78.9 |
| 55 | P | 8.53 | 3.04 | 9.16 | 3.17 | 2.01 | 4.19 | 2.13 | TO McFARLAND | 85.2 |
| W-78 Yd. Limits E-131 KWP | | 9.08 | 3.20 | 9.31 | 3.33 | 2.07 | 4.25 | 2.19 | TO-R FAMOSO | 90.8 |
| 59 | P | 9.13 | 3.25 | 9.36 | 3.38 | 2.10 | 4.28 | 2.22 | SLATER | 94.1 |
| 81 | P | 9.19 | 3.31 | 9.42 | 3.44 | 2.14 | 4.33 | 2.26 | LERDO | 98.7 |
| 89 | P | 9.22 | 3.34 | 9.45 | 3.48 | 2.16 | 4.36 | | PROSPERO | 101.2 |
| 132 | P | 9.26 | 3.38 | 9.49 | 3.52 | 2.19 | 4.39 | 2.31 | SACO | 104.0 |
| Bakersfield yard | 77 YP | 9.30 | 3.42 | 9.53 | 3.56 | | 4.42 | 2.34 | TO-R OIL JCT. | 106.8 |
| | BKWDOTYP | PM 9.45 | PM 4.00 | AM 10.10 | AM 4.15 | s 2.29 PM | s 4.50 AM | s 2.42 AM | TO-R BAKERSFIELD | 111.1 |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | (111.1) | |
| | | 786 | 784 | 782 | 780 | 52 | 58 | 60 | | |

RULE 5. Time for eastward trains at Calwa Tower applies at end of double track.
 Time at Goshen Jct. applies at No. 1 siding.
 Time for eastward trains at Famoso applies at junction switch of Porterville line.

FRESNO SUBDIVISION

| Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number | Distance from Bakersfield | WESTWARD | | | | | | | | | | | | | | | | |
|--------------------|---|----------------|---------------------------|-------------|----------------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|--|--|--|--|--|--|
| | | | | FIRST CLASS | | | | | THIRD CLASS | | | | | | | | | | | |
| | | | | 59 | 51 | 57 | | | 781 | 783 | 785 | 787 | 789 | | | | | | | |
| | | | | West Coast | San Joaquin Daylight | Owl | | | Freight | Freight | Freight | Freight | Freight | | | | | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | | | | |
| 201.8 | TO-R FRESNO YARD 3.7 | 1400 | 111.1 | | | | | | | | | | | | | | | | | |
| 205.5 | TO-R FRESNO 3.6 | 1404 | 107.4 | s AM 3.57 | s PM 2.00 | s AM 1.55 | | | | AM 3.40 | AM 9.15 | PM 3.30 | PM 8.15 | AM 1.05 | | | | | | |
| 209.1 | CALWA TOWER 6.0 | 1407 | 103.8 | 3.46 | 1.53 | 1.43 | | | | 3.22 | 8.58 | 3.10 | 7.58 | 12.45 | | | | | | |
| 215.1 | TO FOWLER 5.6 | 1413 | 97.8 | 3.38 | 1.47 | 1.33 | | | | 3.12 | 8.48 | 3.00 | 7.48 | 12.35 | | | | | | |
| 220.7 | SELMA 4.9 | 1419 | 92.2 | 3.30 | 1.41 | c 1.25 | | | | 3.04 | 8.39 | 2.51 | 7.39 | 12.26 | | | | | | |
| 225.6 | TO KINGSBURG 5.7 | 1424 | 87.3 | 3.22 | 1.35 | c 1.16 | | | | 2.57 | 8.30 | 2.43 | 7.31 | 12.18 | | | | | | |
| 231.3 | TRAVER 2.4 | 1430 | 81.6 | 3.15 | 1.30 | 1.09 | | | | 2.49 | 8.22 | 2.36 | 7.23 | 12.10 | | | | | | |
| 233.7 | CROSS 5.4 | 1432 | 79.2 | 3.11 | 1.28 | 1.06 | | | | 2.42 | 8.15 | 2.29 | 7.14 | 12.02 | | | | | | |
| 239.1 | TO-R GOSHEN JCT. 6.5 | 1437 | 73.8 | 3.02 | 1.23 | 12.59 | | | | 2.39 | 8.12 | 2.26 | 7.10 | 11.59 | | | | | | |
| 245.6 | TAGUS 3.3 | 1444 | 67.3 | 2.56 | 1.17 | 12.53 | | | | 2.33 | 8.05 | 2.18 | 7.01 | 11.50 | | | | | | |
| 248.9 | WEST TULARE 1.1 | 1447 | 64.0 | 2.51 | 1.14 | 12.49 | | | | 2.25 | 7.55 | 2.10 | 6.51 | 11.40 | | | | | | |
| 250.0 | TO TULARE 5.8 | 1448 | 62.9 | s 2.48 | s 1.11 | s 12.46 | | | | 2.21 | 7.50 | 2.06 | 6.45 | 11.35 | | | | | | |
| 255.8 | OCTOL 4.6 | 1454 | 57.1 | 2.31 | 1.01 | 12.32 | | | | 2.18 | 7.47 | 2.02 | 6.42 | 11.31 | | | | | | |
| 260.4 | TO TIPTON 6.4 | 1459 | 52.5 | 2.26 | c 12.57 | 12.28 | | | | 2.08 | 7.37 | 1.54 | 6.32 | 11.22 | | | | | | |
| 266.8 | TO PIXLEY 5.6 | 1465 | 46.1 | 2.20 | 12.51 | 12.22 | | | | 2.01 | 7.30 | 1.48 | 6.25 | 11.15 | | | | | | |
| 272.4 | TO EARLIMART 4.1 | 1471 | 40.5 | 2.15 | 12.46 | 12.17 | | | | 1.50 | 7.22 | 1.40 | 6.16 | 11.06 | | | | | | |
| 276.5 | RADNOR 4.2 | 1475 | 36.4 | 2.11 | 12.42 | 12.13 | | | | 1.43 | 7.14 | 1.30 | 6.09 | 10.59 | | | | | | |
| 280.7 | TO DELANO 6.3 | 1479 | 32.2 | c 2.06 | c 12.37 | s 12.08 | | | | 1.36 | 7.08 | 1.22 | 6.03 | 10.53 | | | | | | |
| 287.0 | TO McFARLAND 5.6 | 1485 | 25.9 | 1.56 | | 12.01 AM | | | | 1.29 | 7.00 | 1.14 | 5.56 | 10.46 | | | | | | |
| 292.6 | TO-R FAMOSO 3.3 | 1491 | 20.3 | 1.51 | 12.26 | 11.56 PM | | | | 1.19 | 6.50 | 1.06 | 5.48 | 10.38 | | | | | | |
| 295.9 | SLATER 4.6 | 1494 | 17.0 | 1.47 | 12.23 | 11.53 | | | | 1.11 | 6.42 | 12.58 | 5.41 | 10.31 | | | | | | |
| 300.5 | LERDO 2.5 | 1499 | 12.4 | 1.43 | 12.19 | 11.48 | | | | 1.07 | 6.38 | 12.53 | 5.37 | 10.27 | | | | | | |
| 303.0 | PROSPERO 2.8 | 1501 | 9.9 | 1.40 | 12.17 | 11.45 | | | | 1.01 | 6.32 | 12.47 | 5.31 | 10.21 | | | | | | |
| 305.8 | SACO 2.8 | 1504 | 7.1 | 1.37 | | 11.42 | | | | 12.58 | 6.28 | 12.43 | 5.28 | 10.18 | | | | | | |
| 308.6 | TO-R OIL JCT. 4.3 | 1507 | 4.3 | 1.34 | 12.12 | 11.39 | | | | 12.54 | 6.24 | 12.39 | 5.24 | 10.14 | | | | | | |
| 312.9 | TO-R BAKERSFIELD | 1511 | 0.0 | 1.25 AM | 12.05 PM | 11.30 PM | | | | 12.50 | 6.20 | 12.35 | 5.20 | 10.10 | | | | | | |
| | (111.1) | | | Leave Daily | Leave Daily | Leave Daily | | | | 12.30 AM | 6.00 AM | 12.15 PM | 5.00 PM | 9.50 PM | | | | | | |
| | | | | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| | | | | 59 | 51 | 57 | | | | 781 | 783 | 785 | 787 | 789 | | | | | | |

RULE 5. Time for eastward trains at Calwa Tower applies at end of double track.
 Time at Goshen Jct. applies at No. 1 siding.
 Time for eastward trains at Famoso applies at junction switch of Porterville line.

| ADDITIONAL STATIONS | | | |
|--|-----------|---------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| .. P | 200.2 | Muscatel..... | 9507 |
| | 208.3 | Calwa..... | 1406 |
| | 210.4 | Malaga..... | 1409 |
| 10W .. | 216.5 | Goble.....(Spur) | 1415 |
| 14W .. | 222.8 | Wineland.....(Spur) | 1421 |
| 30E .. | 263.5 | Quail.....(Spur) | 1462 |
| 16E .. | 284.5 | Vinland.....(Spur) | 1483 |
| 55 P | 299.7 | Cawelo..... | 1498 |

TEHACHAPI SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | FIRST CLASS | | | | | Mile Post Location | Timetable No. 182 September 25, 1955 | Distance from Bakersfield |
|-----------------------------|-------------|--|--|--------------------------|---------------------------------|--------------------|---|---------------------------|
| | | 2 AT&SFRy Passenger Leave Daily | 52 San Joaquin Daylight Leave Daily | 58 Owl Leave Daily | 60 West Coast Leave Daily | | | |
| Bakersfield yard | | | | | | 312.9 | | |
| BKWDOTYP | | | | | | | | |
| KIP | | PM 5.38 | 2.38 | 5.02 | 2.54 | 313.6 | | |
| P | | | | | | 316.6 | | |
| P | | | | | | 320.1 | | |
| M-82 P | | 5.54 | 2.54 | 5.18 | 3.10 | 327.9 | | |
| 89 P | | | | | | 331.3 | | |
| 102 WP | | 6.10 | 3.08 | s 5.33 | 3.25 | c 1.00 | 335.1 335.2 | |
| 87 P | | | | | | 338.2 | | |
| 106 WP | | | | | | 340.5 | | |
| 112 P | | | | | | 342.3 | | |
| 78 P | | | | | | 345.5 | | |
| 79 P | | | | | | 348.8 | | |
| 123 WP | | 6.45 | 3.41 | 6.08 | 3.50 | c 1.33 | 348.8 | |
| 71 | | | | | | | | |
| 98 P | | | | | | 351.8 | | |
| 108 P | | | | | | 354.1 | | |
| 108 P | | | | | | 356.6 356.7 | | |
| 85 P | | | | | | 360.6 | | |
| Yd. Limits. 90 No. 2-90 IWP | | 7.15 | s 4.10 | s 6.40 | f 4.28 | c 2.00 | 360.6 | |
| E-103 YP | | 7.17 | 4.12 | 6.42 | 4.30 | 2.02 | 362.4 | |
| P | | | 4.15 | | | | 365.0 | |
| P | | 7.24 | 4.18 | 6.50 | 4.36 | 2.08 | 368.0 | |
| P | | 7.35 | 4.26 | 7.00 | 4.46 | 2.18 | 374.3 | |
| Mojave yard BKWDYP | | s 7.50 PM | s 4.37 PM | s 7.15 AM | s 4.59 AM | s 2.33 AM | 380.7 | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | | 2 | 52 | 58 | 60 | 8 | | |

| STATIONS | | Distance from Bakersfield |
|----------|-------------|---------------------------|
| TO-R | BAKERSFIELD | |
| | 0.7 | |
| TO-R | KERN JCT. | 0.7 |
| | 3.0 | |
| | MAGUNDEN | 3.7 |
| | 3.5 | |
| | EDISON | 7.2 |
| | 7.8 | |
| | BENA | 15.0 |
| | 3.4 | |
| | ILMON | 18.4 |
| | 3.8 | |
| | CALIENTE | 22.2 |
| | 3.0 | |
| | ALLARD | 25.2 |
| | 2.3 | |
| | BEALVILLE | 27.5 |
| | 1.8 | |
| | CLIFF | 29.3 |
| | 3.2 | |
| | ROWEN | 32.5 |
| | 3.3 | |
| | WOODFORD | 35.8 |
| | 3.0 | |
| | WALONG | 38.8 |
| | 2.3 | |
| | MARCEL | 41.1 |
| | 2.5 | |
| | CABLE | 43.6 |
| | 3.9 | |
| TO | TEHACHAPI | 47.5 |
| | 1.8 | |
| | SUMMIT | 49.3 |
| | 2.6 | |
| | MONOLITH | 51.9 |
| | 3.0 | |
| | ERIC | 54.9 |
| | 6.3 | |
| | WARREN | 61.2 |
| | 6.4 | |
| R | MOJAVE | 67.6 |
| | (67.6) | |

| Capacity of sidings | Mile Post Location | Timetable No. 182 September 25, 1955 | | Station Number | Distance from Arvin |
|---------------------|--------------------|---|----------|----------------|---------------------|
| | | EASTWARD | WESTWARD | | |
| Arvin Branch | | | | | |
| STATIONS | | | | | |
| Bakersfield yard P | 316.6 | | | 1515 | 16.5 |
| P | 324.6 | 8.00 | | 2908 | 8.5 |
| P | 326.8 | 2.2 | | 2910 | 6.3 |
| WYP | 328.8 | 2.0 | | 2912 | 4.3 |
| P | 333.1 | 4.3 | | 2917 | 0.0 |
| (16.5) | | | | | |

Trains operate by CTC between Bena and Tehachapi, but at stations where time is shown must not depart ahead of time.

| ADDITIONAL STATIONS | | | |
|--|-----------|--------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 12 P | 316.9 | Algozo | 2901 |
| 5 . | 318.3 | Lonsmith | 2902 |
| 13 . | 321.1 | Harpertown | 2905 |
| 8E . | 325.9 | Patch (Spur) | 2909 |

TEHACHAPI SUBDIVISION

Timetable No. 182

September 25, 1955

WESTWARD

FIRST CLASS

| Mile Post Location | STATIONS | Station Number | Distance from Mojave | WESTWARD | | | | | | | | | | | | | | |
|--------------------|-------------------------|----------------|----------------------|-----------------------------------|--------------------------------------|-----------------------------------|---------------------|----------------------------|------------------|----------------|--|--|--|--|--|--|--|--|
| | | | | 1 | 51 | 7 | 57 | 59 | | | | | | | | | | |
| | | | | AT&SFRy Passenger Arrive Daily | San Joaquin Daylight Arrive Daily | AT&SFRy Passenger Arrive Daily | Owl Arrive Daily | West Coast Arrive Daily | | | | | | | | | | |
| 312.9 | TO-R BAKERSFIELD 0.7 | 1511 | 67.6 | | | | | | | | | | | | | | | |
| 313.6 | TO-R KERN JCT. 3.0 | 1512 | 66.9 | AM 6.25 | s 11.58 11.56 | | | PM 11.18 | s 11.20 11.20 | s 1.15 1.12 | | | | | | | | |
| 316.6 | MAGUNDEN 3.5 | 1515 | 63.9 | | | | | | | | | | | | | | | |
| 320.1 | EDISON 7.8 | 1518 | 60.4 | 6.15 | 11.47 | 7.21 | 11.10 | 1.03 | | | | | | | | | | |
| 327.9 | BENA 3.4 | 1526 | 52.6 | 6.06 | 11.38 | 7.12 | 11.01 | 12.54 | | | | | | | | | | |
| 331.3 | ILMON 3.8 | 1530 | 49.2 | | | | | | | | | | | | | | | |
| 335.1 335.2 | CALIENTE 3.0 | 1533 | 45.4 | 5.52 | 11.24 | c 6.57 | 10.47 | 12.40 | | | | | | | | | | |
| 338.2 | ALLARD 2.3 | 1536 | 42.4 | | | | | | | | | | | | | | | |
| 340.5 | BEALVILLE 1.8 | 1539 | 40.1 | | | | | | | | | | | | | | | |
| 342.3 | CLIFF 3.2 | 1540 | 38.3 | | | | | | | | | | | | | | | |
| 345.5 | ROWEN 3.3 | 1544 | 35.1 | | | | | | | | | | | | | | | |
| 348.8 | WOODFORD 3.0 | 1547 | 31.8 | 5.19 | 10.51 | c 6.24 | 10.14 | 12.07 AM | | | | | | | | | | |
| 351.8 | WALONG 2.3 | 1550 | 28.8 | | | | | | | | | | | | | | | |
| 354.1 | MARCEL 2.5 | 1552 | 26.5 | | | | | | | | | | | | | | | |
| 356.6 356.7 | CABLE 3.9 | 1555 | 24.0 | | | | | | | | | | | | | | | |
| 360.6 | TEHACHAPI 1.8 | 1559 | 20.1 | 4.50 | s 10.23 | c 5.53 | s 9.45 | c 11.38 PM | | | | | | | | | | |
| 362.4 | SUMMIT 2.6 | 1560 | 18.3 | 4.47 | | 5.49 | 9.41 | 11.35 | | | | | | | | | | |
| 365.0 | MONOLITH 3.0 | 1563 | 15.7 | | | | | | | | | | | | | | | |
| 368.0 | ERIC 6.3 | 1566 | 12.7 | 4.40 | 10.15 | 5.43 | 9.34 | 11.28 | | | | | | | | | | |
| 374.3 | WARREN 6.4 | 1572 | 6.4 | 4.29 | 10.05 | 5.33 | 9.22 | 11.15 | | | | | | | | | | |
| 380.7 | TO-R MOJAVE (67.6) | 1579 | 0.0 | 4.15 AM | 9.52 AM | 5.20 PM | 9.08 PM | 11.00 PM | | | | | | | | | | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | | | | | |
| | | | | 1 | 51 | 7 | 57 | 59 | | | | | | | | | | |

Trains operate by CTC between Tehachapi and Bena, but at stations where time is shown must not depart ahead of time.

| ADDITIONAL STATIONS | | | |
|--|-----------|--------------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 13W P | 369.9 | Cameron (Spur) | 1568 |

MOJAVE SUBDIVISION

EASTWARD

| Capacity of sidings | THIRD CLASS | | | | FIRST CLASS | | | Mile Post Location | Timetable No. 182 September 25, 1955 | Distance from Mojave |
|------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|-------------|--------------------|---|----------------------|
| | 808 | 806 | 804 | 802 | 52 | 58 | 60 | | | |
| | Freight | Freight | Freight | Freight | San Joaquin Daylight | Owl | West Coast | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Yard Limits BKWDYP | PM 8.00 | PM 2.00 | AM 8.20 | AM 2.15 | | PM 4.42 | AM 7.20 | AM 5.04 | 380.7 | |
| B | 8.02 | 2.02 | 8.22 | 2.17 | | 4.44 | 7.22 | 5.06 | 381.3 | |
| 88 P | 8.10 | 2.11 | 8.30 | 2.25 | | 4.51 | 7.29 | 5.13 | 387.3 | |
| 84 P | 8.15 | 2.15 | 8.35 | 2.29 | | 4.54 | 7.32 | 5.16 | 390.4 | |
| 98 P | 8.20 | 2.20 | 8.40 | 2.34 | | | 7.36 | 5.20 | 394.3 | |
| 109 P | 8.27 | 2.28 | 8.47 | 2.42 | | 5.03 | 7.42 | 5.26 | 399.9 | |
| Yard Limits WP | 8.36 | 2.38 | 8.54 | 2.50 | | s 5.10 | s 7.51 | s 5.33 | 405.5 | |
| 118 WP | 8.36 | 2.38 | 8.54 | 2.50 | | s 5.10 | s 7.51 | s 5.33 | 405.5 | |
| 109 P | 8.44 | 2.47 | 9.00 | 3.00 | | 5.16 | 7.57 | 5.39 | 409.8 | |
| 73 P | 8.54 | 2.54 | 9.11 | 3.08 | | 5.21 | c 8.03 | 5.44 | 413.8 | |
| 92 P | 9.03 | 3.03 | 9.20 | 3.15 | | 5.24 | 8.07 | 5.47 | 416.3 | |
| E-97 Yard Limits W-97 IYP | 9.28 | 3.20 | 9.40 | 3.31 | | 5.33 | 8.22 | 5.58 | 420.5 | |
| 85 P | 9.53 | 3.34 | 9.54 | 3.45 | | 5.42 | 8.31 | 6.07 | 425.0 | |
| 88 WP | 10.03 | 3.44 | 10.05 | 3.55 | | 5.50 | 8.44 | 6.15 | 429.0 | |
| 81 P | 10.17 | 3.58 | 10.19 | 4.09 | | 6.02 | 8.56 | 6.27 | 434.6 | |
| 102 P | 10.27 | 4.08 | 10.29 | 4.19 | | 6.10 | 9.04 | 6.35 | 438.6 438.8 | |
| 84 P | 10.37 | 4.17 | 10.39 | 4.28 | | 6.17 | 9.11 | 6.42 | 443.0 443.1 | |
| 79 P | 10.46 | 4.26 | 10.49 | 4.37 | | | 9.19 | 6.50 | 446.9 | |
| E-103 Yard Limits W-112 WIYP | 10.55 | 4.35 | 10.59 | 4.46 | | c 6.31 | f 9.26 | c 6.57 | 450.6 | |
| 173 IP | 11.01 | 4.42 | 11.05 | 4.52 | | 6.36 | 9.30 | 7.01 | 453.0 | |
| 104 P | 11.20 | 5.00 | 11.25 | 5.07 | | 6.47 | 9.43 | 7.13 | 459.2 | |
| Yard Limits WP | 11.27 | 5.07 | 11.32 | 5.14 | | c 6.50 | s 9.47 | c 7.16 | 461.8 | |
| 94 WP | 11.27 | 5.07 | 11.32 | 5.14 | | c 6.50 | s 9.47 | c 7.16 | 461.8 | |
| 75 P | 11.31 | 5.11 | 11.36 | 5.18 | | 6.52 | 9.49 | 7.18 | 463.4 | |
| 87 P | 11.42 | 5.23 | 11.47 | 5.29 | | 6.57 | 9.54 | 7.23 | 467.9 | |
| Los Angeles yard 83 IP | 11.51 PM | 5.33 PM | 11.56 AM | 5.38 AM | | 7.02 PM | 10.00 AM | 7.28 AM | 471.6 | |

Automatic Block Signal System

| STATIONS | | Distance from Mojave |
|----------|--------------|----------------------|
| R | MOJAVE | 0.0 |
| | 0.6 | |
| TO-R | EAST MOJAVE | 0.6 |
| | 6.0 | |
| | GLOSTER | 6.6 |
| | 3.1 | |
| | ANSEL | 9.7 |
| | 3.9 | |
| | ROSAMOND | 13.6 |
| | 5.6 | |
| | OBAN | 19.2 |
| TO | LANCASTER | 24.8 |
| | 4.3 | |
| | DENIS | 29.1 |
| TO | PALMDALE | 33.1 |
| | 4.0 | |
| | HAROLD | 35.6 |
| | 2.5 | |
| TO | VINCENT | 39.8 |
| | 4.2 | |
| | PARIS | 44.3 |
| | 4.5 | |
| TO | RAVENNA | 48.3 |
| | 4.0 | |
| | RUSS | 53.9 |
| | 5.6 | |
| TO | LANG | 57.9 |
| | 4.0 | |
| | HUMPHREYS | 62.1 |
| | 4.2 | |
| | HONBY | 65.9 |
| | 3.8 | |
| TO-R | SAUGUS | 69.6 |
| | 3.7 | |
| | NEWHALL | 72.0 |
| | 2.4 | |
| | SYLMAR | 78.2 |
| | 6.2 | |
| TO | SAN FERNANDO | 80.8 |
| | 2.6 | |
| | PACOIMA | 82.4 |
| | 1.6 | |
| | SUN VALLEY | 86.9 |
| | 4.5 | |
| | BURBANK JCT. | 90.6 |
| | 3.7 | |

Time at Glendale, Los Angeles Yard and Los Angeles for information only.
See Los Angeles Division current timetable for train movements between Burbank Jct. and Los Angeles.

| | 12.20 AM | 6.00 PM | 12.20 PM | 6.05 AM | | 7.15 | 10.10 | 7.40 | | GLENDALE |
|--|--------------|--------------|--------------|--------------|--|--------------|--------------|--------------|--|------------------|
| | | | | | | | | | | LOS ANGELES YARD |
| | | | | | | 7.35 PM | 10.30 AM | 8.00 AM | | LOS ANGELES |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | 808 | 806 | 804 | 802 | | 52 | 58 | 60 | | |

RULE 5. Time at Burbank Jct. applies at end of double track.

Track on station side next to main track at Ravenna, designated No. 2 track, capacity 31 cars, must be left clear, to be used for meeting or passing trains when instructed by train order.

RULE S-90. When No. 60 is required to take siding in meeting No. 51 at San Fernando, No. 60 will remain west of west crossover switch until No. 51 has passed and then use west crossover switch to enter main track.

MOJAVE SUBDIVISION

Timetable No. 182
September 25, 1955

WESTWARD

| Mile Post Location | STATIONS | Station Number | Distance from Burbank Jct. | FIRST CLASS | | | | | | | | THIRD CLASS | | | |
|--------------------|-------------------------------|----------------|----------------------------|----------------------|---------------|--------------|-------------|--|--------------|--------------|--------------|--------------|-------------|--|--|
| | | | | 51 | 57 | 59 | | | 801 | 803 | 805 | 807 | | | |
| | | | | San Joaquin Daylight | Owl | West Coast | | | Freight | Freight | Freight | Freight | | | |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| 380.7 | TO-R MOJAVE 0.6 | 1579 | 90.6 | AM | PM | PM | | | | AM | AM | PM | PM | | |
| 381.3 | R EAST MOJAVE 6.0 | 1580 | 90.0 | s 9.45 | s 9.03 | s 10.55 | | | | 3.54 | 9.00 | 4.32 | 10.31 | | |
| 387.3 | GLOSTER 3.1 | 1585 | 84.0 | | 9.38 | 8.55 | 10.46 | | | 3.42 | 8.50 | 4.22 | 10.21 | | |
| 390.4 | ANSEL 3.9 | 1588 | 80.9 | | 9.35 | 8.52 | 10.42 | | | 3.38 | 8.45 | 4.17 | 10.17 | | |
| 394.3 | ROSMOND 5.6 | 1592 | 77.0 | | | 8.48 | 10.37 | | | 3.33 | 8.40 | 4.12 | 10.12 | | |
| 399.9 | OBAN 5.6 | 1598 | 71.4 | | 9.26 | 8.42 | 10.31 | | | 3.26 | 8.31 | 4.05 | 10.05 | | |
| 405.5 | TO LANCASTER 4.3 | 1604 | 65.8 | s 9.20 | s 8.36 | s 10.25 | | | | 3.19 | 8.24 | 3.55 | 9.58 | | |
| 409.8 | DENIS 4.0 | 1608 | 61.5 | | 9.15 | 8.26 | 10.18 | | | 3.13 | 8.18 | 3.48 | 9.52 | | |
| 413.8 | TO PALMDALE 2.5 | 1612 | 57.5 | | 9.11 | c 8.22 | 10.14 | | | 3.08 | 8.13 | 3.42 | 9.47 | | |
| 416.3 | HAROLD 4.2 | 1614 | 55.0 | | 9.08 | 8.18 | 10.11 | | | 3.02 | 8.07 | 3.35 | 9.41 | | |
| 420.5 | TO VINCENT 4.5 | 1619 | 50.8 | | 9.00 | 8.10 | 10.03 | | | 2.49 | 7.50 | 3.20 | 9.28 | | |
| 425.0 | PARIS 4.0 | 1623 | 46.3 | | 8.52 | 8.01 | 9.53 | | | 2.27 | 7.30 | 3.01 | 9.17 | | |
| 429.0 | TO RAVENNA 5.6 | 1627 | 42.3 | | 8.44 | 7.53 | 9.45 | | | 2.15 | 7.20 | 2.51 | 9.07 | | |
| 434.6 | RUSS 4.0 | 1633 | 36.7 | | 8.32 | 7.41 | 9.32 | | | 1.56 | 7.02 | 2.31 | 8.53 | | |
| 438.6 | TO LANG 4.2 | 1637 | 32.7 | | 8.24 | 7.33 | 9.23 | | | 1.41 | 6.52 | 2.16 | 8.43 | | |
| 443.0 | HUMPHREYS 3.8 | 1641 | 28.5 | | 8.17 | 7.26 | 9.15 | | | 1.32 | 6.42 | 2.06 | 8.34 | | |
| 443.1 | HONBY 3.7 | 1645 | 24.7 | | | 7.18 | 9.07 | | | 1.23 | 6.30 | 1.56 | 8.25 | | |
| 446.9 | TO-R SAUGUS 2.4 | 1648 | 21.0 | c 8.03 | c 7.11 | c 9.00 | | | | 1.14 | 6.19 | 1.47 | 8.16 | | |
| 450.6 | NEWHALL 6.2 | 3402 | 18.6 | c 7.58 | 7.06 | 8.54 | | | | 1.08 | 6.13 | 1.41 | 8.10 | | |
| 453.0 | SYLMAR 2.6 | 3409 | 12.4 | 7.48 | 6.54 | 8.42 | | | | 12.52 | 5.52 | 1.24 | 7.55 | | |
| 459.2 | TO SAN FERNANDO 1.6 | 3411 | 9.8 | c 7.45 | s 6.50 | s 8.38 | | | | 12.45 | 5.45 | 1.19 | 7.51 | | |
| 461.8 | PACOIMA 4.5 | 3413 | 8.2 | 7.43 | 6.46 | 8.35 | | | | 12.42 | 5.40 | 1.15 | 7.48 | | |
| 463.4 | SUN VALLEY 3.7 | 3417 | 3.7 | 7.38 | 6.40 | 8.30 | | | | 12.34 | 5.29 | 1.05 | 7.41 | | |
| 467.9 | TO BURBANK JCT. | 3421 | 0.0 | 7.33 AM | 6.35 PM | 8.25 PM | | | | 12.26 AM | 5.20 AM | 12.55 PM | 7.35 PM | | |

Time at Glendale, Los Angeles Yard and Los Angeles for information only.
See Los Angeles Division current timetable for train movements between Burbank Jct. and Los Angeles.

| GLENDALE | 3426 | 7.25 | 6.25 | 8.15 | | | | | | |
|-------------------------|-------|-------------|-------------|-------------|--|--|-------------|-------------|-------------|-------------|
| LOS ANGELES YARD | 3429 | | | | | | 12.01 AM | 4.55 AM | 12.30 PM | 7.15 PM |
| LOS ANGELES | 23432 | 7.05 AM | 6.05 PM | 7.55 PM | | | | | | |
| | | Leave Daily | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | 51 | 57 | 59 | | | 801 | 803 | 805 | 807 |

RULE 5. Time at Burbank Jct. applies at end of double track.

Track on station side next to main track at Ravenna, designated No. 2 track, capacity 31 cars, must be left clear, to be used for meeting or passing trains when instructed by train order.

RULE S-90. When No. 60 is required to take siding in meeting No. 51 at San Fernando, No. 60 will remain west of west crossover switch until No. 51 has passed and then use west crossover switch to enter main track.

| ADDITIONAL STATIONS | | | |
|--|-----------|--------------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 7W .. | 383.9 | Fleta (Spur) | 1583 |
| 15E .. | 407.2 | Sunrise (Spur) | 1606 |
| 11E P | 426.1 | Acton (Spur) | 1624 |
| 18W P | 456.6 | Tunnel (Spur) | 3406 |

FRESNO SUBDIVISION

| | | EAST- WARD | | WEST- WARD |
|---------------------|----------------|---|---|----------------------|
| Capacity of sidings | | Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number |
| | | | STATIONS | Distance from Famoso |
| Fresno yd | BKWDOTYP | 205.5 | TO-R FRESNO | 1404 |
| | IP | 207.0 | TO SUNMAID TOWER | 1705 |
| | YP | 213.0 | 1.5 LOCANS | 1711 |
| | 23 | 214.5 | 6.0 IVESTA | 1713 |
| | 77 | 215.9 | 1.5 CLOTHO | 1714 |
| | 89 | 219.8 | 1.4 SANGER | 1718 |
| | Yard Limits WP | 219.8 | 3.9 SANGER | 1718 |
| | Yard Limits | 228.0 | 8.2 AT&SFRy Crossing (Stop) | ... |
| | 84 | 229.9 | 1.9 REEDLEY | 1728 |
| | 51 | 235.0 | 5.1 DINUBA | 1733 |
| | 243.6 | 8.6 AT&SFRy Crossing (Stop) | ... | |
| | 246.4 | 2.8 TAURUSA | 1745 | |
| Yard Limits P | 249.4 | 3.0 IVANHOE | 1748 | |
| 73 | 257.4 | 8.0 TO-R EXETER | 1756 | |
| 104 | 264.3 | 6.9 TO LINDSAY | 1763 | |
| 36 | 268.6 | 4.3 STRATHMORE | 1767 | |
| 44 | 274.8 | 6.2 TO-R PORTERVILLE | 1773 | |
| | 282.6 | 7.8 TERRA BELLA | 1781 | |
| 69 | 287.1 | 4.5 TO-R DUCOR | 1785 | |
| 68 | 294.9 | 7.8 R RICHGROVE | 1793 | |
| | 299.0 | 4.1 JASMIN | 1797 | |
| Yard Limits KWP | 309.8 | 10.8 TO-R FAMOSO | 1491 | |
| (104.3) | | | | |

| | | EAST- WARD | | WEST- WARD |
|---------------------|-------|--------------------|---|-----------------------|
| Capacity of sidings | | Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number |
| | | | Success Branch | Distance from Success |
| | | | STATIONS | |
| Yard Limits | BKWYP | 274.8 | TO-R PORTERVILLE | 1773 |
| | | 275.6 | 0.8 AT&SFRy Crossing (Stop) | ... |
| | | 280.0 | 4.4 WORTH | 2405 |
| | | 282.4 | 2.4 SUCCESS | 2408 |
| | (7.6) | | | |

| | | EAST- WARD | | WEST- WARD |
|---------------------|-------|--------------------|---|-----------------------|
| Capacity of sidings | | Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number |
| | | | Richgrove Branch | Distance from Jovista |
| | | | STATIONS | |
| Yard Limits | YP | 294.9 | R RICHGROVE | 1793 |
| | | 297.6 | 2.7 TROCHA | 2503 |
| | | 299.0 | 1.4 JOVISTA | 2504 |
| | (4.1) | | | |

| | | EAST- WARD | | WEST- WARD |
|---------------------|-------|---|---|----------------------|
| Capacity of sidings | | Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number |
| | | | Visalia Branch | Distance from Exeter |
| | | | STATIONS | |
| Yard Limits KWYP | 245.3 | TO-R GOSHEN JCT. | 1437 | 17.9 |
| Yard Limits P | 253.1 | 7.8 VISALIA | 2072 | 10.1 |
| | 253.2 | 0.1 AT&SFRy Crossing (Stop) | ... | 10.0 |
| Yard Limits KWYP | 263.2 | 10.0 TO-R EXETER | 1756 | 0.0 |
| (17.9) | | | | |

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|--|-----------|--------------------------------------|----------------|
| 2W .. | 209.9 | Goldleaf..... (Spur) | 1708 |
| 8W .. | 210.8 | State Center (on spur from Goldleaf) | 1709 |
| 8W .. | 227.1 | Uva..... (Spur) | 1725 |
| 21E P | 227.9 | Lacjac..... (Spur) | 1726 |
| 11W .. | 232.3 | Ivory..... (Spur) | 1730 |
| 15 P | 239.6 | Monson..... | 1738 |
| .. | 254.0 | Lort..... | 1752 |
| 4E .. | 261.1 | Burr..... (Spur) | 1759 |
| 12W .. | 262.8 | Vance..... (Spur) | 1761 |
| 12W .. | 265.8 | Stout..... (Spur) | 1764 |
| 13W .. | 270.9 | Zante..... (Spur) | 1769 |
| 10E .. | 272.2 | Lisko..... (Spur) | 1770 |
| 8E .. | 276.5 | Ponca..... (Spur) | 1775 |
| 15W .. | 278.0 | Lois..... (Spur) | 1776 |
| 23 .. | 280.1 | Elmco..... | 1778 |
| 23 P | 290.0 | Orris..... | 1788 |
| 14W .. | 291.5 | Vestal..... (Spur) | 1790 |
| 20 .. | 295.9 | Quality..... | 1794 |
| 10W P | 302.1 | Zentner..... (Spur) | 1800 |
| 14 P | 304.8 | Hollis..... | 1803 |
| 32 P | 307.3 | Calico..... | 1805 |

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|--|-----------|-------------------------|----------------|
| 7W .. | 257.3 | Rector..... (Spur) | 2077 |
| 14W .. | 259.0 | Farmersville.... (Spur) | 2078 |

FRESNO SUBDIVISION

9

| Capacity of sidings | | EAST- WARD | | Station Number | WEST- WARD | |
|---|---|-----------------------|---|-------------------|----------------------------|--|
| | | Mile Post Location | | | Distance from Stratford | |
| Timetable No. 182 September 25, 1955 Stratford Branch STATIONS | | | | | | |
| 13 | P | 263.5 | R | 2123 | 7.6 | |
| | | 271.1 | | 2208 | 0.0 | |
| (7.6) | | | | | | |

| Capacity of sidings | | EAST- WARD | | Station Number | WEST- WARD | |
|--|----|-----------------------|------|-------------------|---------------------------|--|
| | | Mile Post Location | | | Distance from Coalinga | |
| Timetable No. 182 September 25, 1955 Coalinga Branch STATIONS | | | | | | |
| Yard Limits KWYP | | 239.7 | TO-R | 1437 | 55.3 | |
| 66 | | 252.5 | TO | 2113 | 42.5 | |
| 38 | WP | 255.9 256.3 | TO | 2116 | 39.1 | |
| 58 | P | 260.8 | TO | 2121 | 34.6 | |
| 13 | P | 263.5 | R | 2123 | 31.9 | |
| 49 | | 273.1 | | 2133 | 22.3 | |
| 41 | KP | 279.7 | TO | 2140 | 15.7 | |
| 19 | P | 287.0 | | 2147 | 8.4 | |
| Yard Limits BKYP | | 295.4 | TO-R | 2155 | 0.0 | |
| (55.3) | | | | | | |

| ADDITIONAL STATIONS | | | |
|--|-----------|-----------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 4W .. | 251.1 | Shell (Spur) | 2111 |
| 16W .. | 262.4 | Cimarron (Spur) | 2122 |
| 4E P | 271.5 | Vanguard (Spur) | 2131 |
| 12W .. | 293.4 | Ora (Spur) | 2153 |

| Capacity of sidings | | EAST- WARD | | Station Number | WEST- WARD | |
|--|----------|-----------------------|------|-------------------|-------------------------|--|
| | | Mile Post Location | | | Distance from Friant | |
| Timetable No. 182 September 25, 1955 Clovis Branch STATIONS | | | | | | |
| Fresno yd | BKWDOTYP | 205.5 | TO-R | 1404 | 24.4 | |
| | I | 207.1 | | 1802 | 22.8 | |
| 15 | | 212.9 | | 1808 | 17.0 | |
| | | 213.2 | | ... | 16.7 | |
| 34 | | 214.9 | | 1810 | 15.0 | |
| | | 216.1 | | 1811 | 13.8 | |
| 39 | W | 217.4 | TO | 1812 | 12.5 | |
| | | 220.9 | R | 1815 | 9.0 | |
| Yard Limits WT | | 229.9 | TO | 1824 | 0.0 | |
| (24.4) | | | | | | |

| ADDITIONAL STATIONS | | | |
|--|-----------|-------------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 45W .. | 211.8 | Maltermoro (Spur) | 1806 |
| 76E .. | 212.1 | Sunnyside (Spur) | 1807 |
| 3E .. | 214.2 | Hammer Field... (Spur) | 1809 |
| 10W .. | 218.5 | Glorietta (Spur) | 1813 |
| 73E P | 225.7 | Rockfield (Spur) | 1820 |

FRESNO SUBDIVISION

| Capacity of sidings | EAST- WARD | | WEST- WARD | |
|-------------------------|-----------------------|---|-------------------|-----------------------------|
| | Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number | Distance from McKittrick |
| | | McKittrick Branch | | |
| | | STATIONS | | |
| Bakersfield yard KIP | 313.6 | TO-R KERN JCT. | 1512 | 47.0 |
| | 316.7 | 3.1 STRADER | 2703 | 43.9 |
| P | 318.8 | 2.1 WIBLE ORCHARD | 2705 | 41.8 |
| | 320.5 | 1.7 VENOLA | 2707 | 40.1 |
| P | 322.6 | R 2.1 GOSFORD | 2709 | 38.0 |
| | 328.4 | 5.8 STEVENS | 2715 | 32.2 |
| | 336.1 | 7.7 RIO BRAVO | 2723 | 24.5 |
| | 346.3 | TO 10.2 BUTTONWILLOW | 2733 | 14.3 |
| | 350.5 | 4.2 LOKERN | 2737 | 10.1 |
| Y | 360.6 | 10.1 McKITTRICK | 2747 | 0.0 |
| | | (47.0) | | |

| Capacity of sidings | EAST- WARD | | WEST- WARD | |
|----------------------|-----------------------|---|-------------------|---------------------------|
| | Mile Post Location | Timetable No. 182 September 25, 1955 | Station Number | Distance from Oil City |
| | | Oil City Branch | | |
| | | STATIONS | | |
| Bakers- field yd. | YP | TO-R OIL JCT. | 1507 | 5.1 |
| | | 5.1 OIL CITY | 2605 | 0.0 |
| | | (5.1) | | |

ADDITIONAL STATIONS

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|---|--------------|--------------|-------------------|
| 30 W | 310.5 | Seguro | 2602 |
| 14 .. | 311.6 | Maltha | 2603 |

ADDITIONAL STATIONS

| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
|---|--------------|-------------------------|-------------------|
| 34 P | 315.3 | Bakersfield Corrals.... | 2701 |
| 54W .. | 316.0 | Kayandee(Spur) | 2702 |
| | 331.0 | Strand | 2717 |
| 29 .. | 331.9 | Rogas | 2718 |
| | 342.8 | Bowerbank | 2729 |
| 24E .. | 345.4 | Kilowatt(Spur) | 2732 |

MOJAVE SUBDIVISION

| Capacity of sidings | EAST-WARD ↓ | | Timetable No. 182 September 25, 1955 | | Station Number | Distance from Creal | Capacity of sidings | EAST-WARD ↓ | | Timetable No. 182 September 25, 1955 | | Station Number | Distance from Owenyo | | |
|---------------------|--------------------|------|---|------|----------------|---------------------|---------------------|--------------------|-------|---|-----------------------|----------------|----------------------|--|--|
| | Mile Post Location | TO-R | Oak Creek Branch | | | | | Mile Post Location | TO-R | Owenyo Branch | | | | | |
| | | | STATIONS | | | | | | | STATIONS | | | | | |
| BKWDYP | 380.7 | | MOJAVE | 1579 | 9.2 | Mojave Y 48 | BKWDYP | 380.7 | | MOJAVE | 1579 | 143.5 | | | |
| | 389.9 | | 9.2 CREAL | 1859 | 0.0 | | | | 380.8 | | 1.3 CHAFFEE | 3001 | 142.2 | | |
| (9.2) | | | | | | | | | | | | | | | |

| | | | | | |
|---------|-------------------|-------|---------------------------|------|-------|
| 21 | W | 402.5 | 9.7 CANTIL | 3023 | 120.5 |
| 49 | | 412.2 | 16.2 GARLOCK | 3033 | 110.8 |
| 55 | Yard Limits Y | 428.4 | 18.8 SEARLES | 3049 | 94.6 |
| | Yard Limits | 447.2 | 9.1 INYO KERN | 3068 | 75.8 |
| | | 456.3 | 12.0 BROWN | 3077 | 66.7 |
| 30 | | 468.3 | 7.3 LITTLE LAKE | 3089 | 54.7 |
| | | 475.6 | 17.7 SYKES | 3096 | 47.4 |
| 20 | | 493.3 | 4.4 OLANCHA | 3114 | 29.7 |
| | | 497.7 | 21.1 CARTAGO | 3118 | 25.3 |
| | | 518.8 | 4.2 LONE PINE | 3139 | 4.2 |
| 40 | Yard Limits BKWOY | 523.0 | TO-R OWENYO | 3144 | 0.0 |
| (143.5) | | | | | |

| ADDITIONAL STATIONS | | | |
|--|-----------|----------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 12W .. | 392.5 | Neuralia | (Spur) 3013 |
| 12W .. | 407.5 | Ceneda | (Spur) 3028 |
| 14E .. | 408.5 | Saltdale | (Spur) 3029 |
| 10W .. | 420.5 | Rand | (Spur) 3041 |
| 13W .. | 460.7 | Linnie | (Spur) 3081 |
| 20W .. | 471.5 | Coso | (Spur) 3092 |
| 37E .. | 501.5 | Marilyn | (Spur) 3122 |
| 7 .. | 509.2 | Bartlett | 3130 |

TELEGRAPHONES LOCATED AT:

| | | |
|----------|-----------------------|-------------------------|
| Mojave | Brown (section house) | Sykes |
| Neuralia | Little Lake | Cartago (section house) |
| Cantil | Coso | Marilyn |
| Saltdale | Searles | Bartlett |
| Garlock | MP 438.3 | Lone Pine |
| Rand | Inyokern | Owenyo |

| ADDITIONAL STATIONS | | | |
|--|-----------|------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 22 W .. | 563.7 | Mt. Whitney | (Spur) 3258 |
| 65 W .. | 568.7 | Alico | (Spur) 3263 |
| 40 W .. | 570.2 | Dolomite | (Spur) 3264 |
| 90 W .. | 571.4 | Mock | (Spur) 3265 |

TELEGRAPHONES LOCATED AT:

| | |
|--------|-----------|
| Laws | Aberdeen |
| Zurich | Kearsarge |
| Monola | Keeler |

| Capacity of sidings | EAST-WARD ↓ | | (Narrow Gage) | | Station Number | Distance from Keeler |
|---------------------|--------------------|----------------|---|------|----------------|----------------------|
| | Mile Post Location | TO-R | Timetable No. 182 September 25, 1955 | | | |
| | | | Keeler Branch | | | |
| Yard Limits WOTP | 506.8 | | LAWS | 3200 | 70.4 | |
| 19 | P | 522.7 | 15.9 ZURICH | 3216 | 54.5 | |
| 36 | | 525.5 | 2.8 MONOLA | 3219 | 51.7 | |
| 17 | WP | 536.9 536.2 | 11.4 ABERDEEN | 3230 | 40.3 | |
| 11 | WP | 550.1 | 13.9 KEARSARGE | 3244 | 26.4 | |
| 5 | | 555.2 | 5.1 MANZANAR | 3249 | 21.3 | |
| Yard Limits BKWOP | 559.8 | TO-R | 4.6 OWENYO | 3144 | 16.7 | |
| Yard Limits WYP | 576.5 | | 16.7 KEELER | 3270 | 0.0 | |
| (70.4) | | | | | | |

Look out for drifted sand between MP 573 and MP 575.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION | KIND | FREQUENCY | FOR REVENUE PASSENGERS | | FOR OTHER TRAFFIC |
|----------------------------|--|--|--|---|---|---|
| | | | | RECEIVE TO (or beyond) | DISCHARGE FROM (or beyond) | |
| 51 51 | San Fernando..... San Fernando..... | 25 MPH..... 10 MPH or stop..... | Sun. & Hol. When re- quested by RPO clerk. | | | To dispatch U. S. Mail. |
| 51 | Newhall..... | 10 MPH or stop..... | When re- quested by RPO clerk. | | | To dispatch registered coin. |
| 51 51 | Saugus..... Saugus..... | 10 MPH..... Stop..... | Daily..... When re- quested by RPO clerk. | | | To dispatch registered coin. To dispatch registered coin. |
| 51 51 | Delano..... Tipton..... | Flag..... 25 MPH..... | Daily..... When re- quested by RPO clerk. | Lathrop..... | Mojave..... | To dispatch registered coin. |
| 52 | Tipton..... | 25 MPH..... | When re- quested by RPO clerk. | | | To dispatch registered coin. |
| 52 | Delano..... | 25 MPH..... | When re- quested by RPO clerk. | | | To dispatch registered currency. |
| 52 52 | Delano..... Saugus..... | Flag..... 10 MPH..... | Daily..... Daily..... | Mojave..... | Lathrop..... | To dispatch registered currency. For mail to be thrown in mail car. |
| 52 | San Fernando..... | 25 MPH..... | Sunday..... | | | For mail to be thrown in mail car. |
| 57 | Saugus..... | Stop..... | Daily except Sunday..... | | | To exchange U. S. Mail or express |
| 57 57 57 | Palmdale..... Kingsburg..... Selma..... | Flag..... Flag..... Flag..... | Daily..... Daily..... Daily..... | Fresno..... Beyond Fresno..... Beyond Fresno..... | Glendale..... Glendale..... Glendale..... | |
| 58 58 58 | Selma..... Kingsburg..... Palmdale..... | Flag..... Flag..... Flag..... | Daily..... Daily..... Daily..... | Glendale..... Glendale..... Glendale..... | Beyond Fresno..... Beyond Fresno..... Fresno..... | To dispatch registered coin, when requested by RPO clerk. |
| 58 58 | Palmdale..... Saugus..... | Stop..... Stop..... | Monday..... Daily except Sunday..... | | | To dispatch U. S. Mail |
| 59 59 59 59 | Saugus..... Tehachapi..... Tehachapi..... Delano..... | Flag..... Flag..... Flag..... Flag..... | Daily..... Daily..... Daily..... Daily..... | Beyond Fresno..... Beyond Fresno..... Stockton..... | | To exchange express |
| 60 60 60 | Delano..... Saugus..... Saugus..... | Flag..... Flag..... Flag..... | Daily..... Daily..... Daily except Sat. or Sun. | | Stockton..... Fresno..... | |
| 60 60 | San Fernando..... San Fernando..... | Flag..... Flag..... | Daily..... Daily except Sat. or Sun. | Colton..... | Fresno..... | To exchange express |
| 7 7 7 8 8 8 | Tehachapi..... Woodford..... Caliente..... Caliente..... Woodford..... Tehachapi..... | Flag..... Flag..... Flag..... Flag..... Flag..... Flag..... | Daily..... Daily..... Daily..... Daily..... Daily..... Daily..... | Beyond Bakersfield..... Beyond Bakersfield..... Beyond Bakersfield..... Beyond Mojave..... Beyond Mojave..... Beyond Mojave..... | Beyond Mojave..... Beyond Mojave..... Beyond Mojave..... Beyond Bakersfield..... Beyond Bakersfield..... Beyond Bakersfield..... | To exchange express |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 105. Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

Sidings designated "E" are assigned for use by eastward trains, those designated "W" are assigned for use by westward trains, those designated "M" may be used by trains in either direction. Those designated "1," "2," or "3" are assigned for use by trains as shown in special instructions for the subdivision on which located.

RULE 221. Light will not be displayed in train-order signals on Porterville line and all branches, except when train-order operator is on duty.

SPECIAL INSTRUCTIONS—FRESNO SUBDIVISION

RULE 82-A. Fresno: Trains to operate as Nos. 780, 782, 784 and 786 or sections thereof originating Fresno Yard will obtain clearance and orders, if any, at Fresno Yard and are authorized to assume such identity at Fresno Yard, display signals and numbers accordingly between Fresno Yard and Fresno, and need not register or obtain clearance at Fresno.

Westward trains terminating Fresno Yard are not required to obtain clearance at Fresno.

Westward trains originating may obtain train orders and check register at Kern Jct. instead of Bakersfield, and need not obtain clearance or check register at Bakersfield.

Engines to operate between Famoso and Richgrove must obtain clearance before leaving Famoso.

RULE 83. Identification may be made by trains between Fresno and Calwa Tower to be applied at end of double track, and eastward trains except first-class may identify westward trains except first-class between Fresno Yard and Fresno 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... Trains originating or terminating.
- Fresno Trains originating or terminating.
- Oil Jct. Trains originating or terminating.
- Famoso Trains to or from Porterville line.
- Goshen Jct. Trains originating or terminating.

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

Operator Bakersfield will report arrival and departure of all regular trains originating or terminating on Fresno Subdivision to operator Kern Jct. who will enter on register and verify by repeating registration.

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

- Bakersfield Nos. 51, 57, 59 and eastward trains.
- Famoso Trains to or from Porterville line.

RULE 105. Goshen Jct. Siding No. 1 is first track north of Tulare line main track and is assigned for use by eastward trains.

Siding No. 2 is second track north of Tulare line main track and is assigned for use by westward trains, and is connected at each end with No. 1 Siding.

Siding No. 3 is track south of Tulare line main track, extending between MP 239.1 and MP 239.7 and may be used by trains in either direction.

Famoso. First track north of Tulare line main track, between Signals 2916-3087 and Signals 2926-2929 at junction switch is designated Porterville line main track and will be used by trains in both directions on Porterville line and as a siding for use by eastward trains on Tulare line, and is not protected by block signals. Trains from Porterville line must approach crossover at Signals 2916-3087 prepared to stop and if track is seen to be clear may proceed with caution not exceeding 15 MPH to junction switch. Trains to Porterville line will proceed with caution not exceeding 15 MPH from junction switch to crossover at Signals 2916-3087. Trains occupying this track must display markers per Rule 19, Fig. 8. Normal position of inside switch of crossover at Signals 2916-3087 will be for movement to Porterville line.

Track south of Tulare line main track is designated westward siding and assigned for use by westward trains on Tulare line.

RULE 221. Calwa Tower is train-order office for eastward trains only.

Coalinga is train-order office only between 7:00 AM and 4:00 PM, daily, except Saturdays, Sundays and Holidays.

RULE D-251. Will apply on both tracks between Fresno Yard and Calwa Tower.

SPECIAL INSTRUCTIONS—TEHACHAPI SUBDIVISION

RULE 3. Conductors on eastward AT&SFRy trains show on reverse side of register ticket left at Kern Jct. watch comparison made at AT&SFRy station Bakersfield, also comparison with engineers.

RULE 82-A. Trains will not be required to obtain clearance at Kern Jct. and Bakersfield, except trains originating, or receiving orders at these stations.

Engines to operate on Arvin branch must obtain clearance at Bakersfield or Kern Jct.

Trains to operate as Nos. 802, 804, 806 and 808, or sections thereof, on Mojave Subdivision from Mojave, are authorized to assume such identity at Bakersfield or Kern Jct. instead of Mojave.

Eastward regular trains and sections thereof, authorized on Tehachapi Subdivision, are also authorized Mojave to East Mojave, on the Mojave Subdivision, and may display indicators and signals accordingly.

Trains to operate as Nos. 801, 803, 805 and 807, or sections thereof on Tehachapi Subdivision from Mojave, must obtain clearance at Mojave, except when train-order office Mojave is closed.

When train-order office Mojave is closed trains must obtain clearance and check of train register at East Mojave.

RULE 83-A. Operator Kern Jct. will report arrival and departure of AT&SFRy first-class trains to SP operator Bakersfield, who will enter on register and verify by repeating registration.

Operator Kern Jct. will report arrival and departure of all regular trains to AT&SFRy operator Bakersfield, who will enter on SP register and verify by repeating registration.

Engines to or from Arvin branch must register at Bakersfield or Kern Jct.

Operator East Mojave will report arrival and departure of regular trains to operator Mojave who will enter on register and verify by repeating registration.

Trains not required to register at Mojave when train-order office closed.

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

Bakersfield.... Nos. 51, 57, 59 and eastward trains.

Kern Jct..... AT&SFRy trains, SP first-class trains and westward light engines.

Mojave..... All trains not required to stop for other reasons.

RULE 95. Nos. 801, 803, 805 and 807, or sections thereof from Mojave Subdivision at Mojave are authorized to continue display of indicators through to Kern Jct. or Bakersfield.

RULE D-97-A. Applies between Kern Jct. and Bena, and between Tehachapi and Mojave.

Extra trains originating Eric and Summit will respect run late and other non-restrictive orders held.

RULE 221. Tehachapi is train-order office for eastward trains only.

Mojave is train-order office only between 6:30 AM and 2:30 PM and between 6:00 PM and 2:00 AM.

RULE D-251. Will apply on westward track, Bena to Kern Jct. Authority may be conferred by train dispatcher by message, or by telephone, to conductor or engineer of an inferior train to run ahead of an overdue first-class train on eastward track Kern Jct. to Bena, or on either track between Tehachapi and Mojave.

SPECIAL INSTRUCTIONS—MOJAVE SUBDIVISION

RULE 82-A. Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance, and need not obtain clearance at Burbank Jct., if cleared by train-order signal.

Eastward regular trains and sections thereof, authorized on Tehachapi Subdivision, are also authorized Mojave to East Mojave, on the Mojave Subdivision, and may display indicators and signals accordingly.

When train-order office Mojave is closed trains to Owenyo and Oak Creek Branch must obtain clearance and check of train register at East Mojave.

RULE 83-A. At the following stations, only the trains indicated will register:

Operator East Mojave will report arrival and departure of regular trains to operator Mojave who will enter on register and verify by repeating registration.

Trains not required to register at Mojave when train-order office closed.

Saugus..... Trains originating or terminating.

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

Mojave..... All trains not required to stop for other reasons.
East Mojave.... All trains.

When a regular train or section of schedule is checked on register at Los Angeles LAUPT it will not be necessary to obtain check of the same train at Burbank Jct.

RULE 105. Saugus: Westward siding extends from MP 451.5 to connection with main track just west of Signal 4505, and is assigned for use by westward trains.

Westward trains on westward siding will be governed by Signal 4505, and if this signal displays stop indication permission must be obtained from train-order operator before applying block signal rules for movement through the block.

Eastward siding is first track north of main track and is west of station building, and is assigned for use by eastward trains, but may also be used by trains and engines when necessary to do switching on corral or house track.

Trains or engines must not foul westward siding from east end of Bunnell storage track until permission is received from train-order operator.

RULE 208. Third and fourth paragraphs will not apply at Vincent if train order restricting the movement of a train at Vincent is to be delivered, the operator may deliver the order, but must not clear interlocking signal at the leaving end of siding until train has stopped.

This rule will not apply to westward trains at Burbank Jct. when train to which restricting order is addressed is entering siding.

RULE 211. Delivery of train orders while train is moving at East Mojave will be an indication to eastward train that orders delivered will authorize movements to Gloster or beyond against and ahead of all superior trains.

Delivery of orders in the above manner is prohibited unless operator has received train order, form N and provided time limit named in order has not expired.

RULE 221. Mojave is train-order office only between 6:30 AM and 2:30 PM and between 6:00 PM and 2:00 AM.

Burbank Jct. is train-order office for westward trains only.

Owenyo is train-order office only between 7:30 AM and 4:30 PM, daily, except Saturdays, Sundays and Holidays.

Train orders restricting the movement of trains may be delivered westward trains while moving when entering the siding at Burbank Jct.

SPRING INSTRUCTIONS - TEACHERS' SUBCOMMITTEE

1. The first purpose of the Spring Conference is to provide an opportunity for teachers to discuss their work and to share their experiences.

2. The second purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

3. The third purpose is to provide an opportunity for teachers to discuss their work and to share their experiences.

4. The fourth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

5. The fifth purpose is to provide an opportunity for teachers to discuss their work and to share their experiences.

6. The sixth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

7. The seventh purpose is to provide an opportunity for teachers to discuss their work and to share their experiences.

8. The eighth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

SPRING INSTRUCTIONS - STUDENTS' SUBCOMMITTEE

1. The first purpose of the Spring Conference is to provide an opportunity for students to discuss their work and to share their experiences.

2. The second purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

3. The third purpose is to provide an opportunity for students to discuss their work and to share their experiences.

4. The fourth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

5. The fifth purpose is to provide an opportunity for students to discuss their work and to share their experiences.

6. The sixth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

7. The seventh purpose is to provide an opportunity for students to discuss their work and to share their experiences.

8. The eighth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

9. The ninth purpose of the Spring Conference is to provide an opportunity for students to discuss their work and to share their experiences.

10. The tenth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

11. The eleventh purpose is to provide an opportunity for students to discuss their work and to share their experiences.

12. The twelfth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

13. The thirteenth purpose is to provide an opportunity for students to discuss their work and to share their experiences.

14. The fourteenth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

15. The fifteenth purpose is to provide an opportunity for students to discuss their work and to share their experiences.

16. The sixteenth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

17. The seventeenth purpose is to provide an opportunity for students to discuss their work and to share their experiences.

18. The eighteenth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

19. The nineteenth purpose is to provide an opportunity for students to discuss their work and to share their experiences.

20. The twentieth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

21. The twenty-first purpose is to provide an opportunity for students to discuss their work and to share their experiences.

22. The twenty-second purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

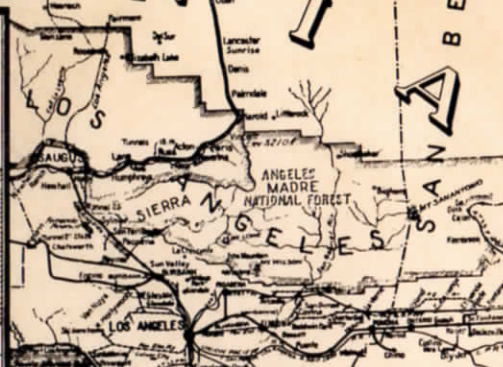
23. The twenty-third purpose is to provide an opportunity for students to discuss their work and to share their experiences.

24. The twenty-fourth purpose is to provide a forum for the discussion of current educational trends and to discuss their implications for the classroom.

25. The twenty-fifth purpose is to provide an opportunity for students to discuss their work and to share their experiences.

SPEED TABLE

| TIME PER MILE | MILES PER HOUR |
|---------------------|----------------------|
| 36" | 100 |
| 37" | 97.3 |
| 38" | 94.7 |
| 39" | 92.3 |
| 40" | 90 |
| 41" | 87.8 |
| 42" | 85.7 |
| 43" | 83.7 |
| 44" | 81.8 |
| 45" | 80 |
| 46" | 78.3 |
| 47" | 76.6 |
| 48" | 75 |
| 49" | 73.5 |
| 50" | 72 |
| 51" | 70.6 |
| 52" | 69.2 |
| 53" | 67.9 |
| 54" | 66.7 |
| 55" | 65.5 |
| 56" | 64.3 |
| 57" | 63.2 |
| 58" | 62.1 |
| 59" | 61 |
| 1'00" | 60 |
| 1'01" | 59 |
| 1'02" | 58.1 |
| 1'03" | 57.1 |
| 1'04" | 56.2 |
| 1'05" | 55.4 |
| 1'06" | 54.5 |
| 1'07" | 53.7 |
| 1'08" | 52.9 |
| 1'09" | 52.2 |
| 1'10" | 51.4 |
| 1'11" | 50.7 |
| 1'12" | 50 |
| 1'13" | 49.3 |
| 1'14" | 48.6 |
| 1'15" | 48 |
| 1'16" | 47.4 |
| 1'17" | 46.8 |
| 1'18" | 46.2 |
| 1'19" | 45.6 |
| 1'20" | 45 |
| 1'25" | 42.4 |
| 1'30" | 40 |
| 1'35" | 37.9 |
| 1'40" | 36 |
| 1'45" | 34.3 |
| 1'50" | 32.7 |
| 1'55" | 31.3 |
| 2'00" | 30 |
| 2'15" | 26.7 |
| 2'30" | 24 |
| 2'45" | 21.8 |
| 3'00" | 20 |
| 3'30" | 17.1 |
| 4'00" | 15 |
| 5'00" | 12 |
| 6'00" | 10 |
| 7'00" | 8.6 |
| 7'30" | 8 |
| 8'00" | 7.5 |
| 10'00" | 6 |



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

J.E.M.
SCALE OF MILES
0 10 20 40