

**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.....	Escalón
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. L. N. OSELL, 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. M. S. GAEDE, 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. M. F. FINK, 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, cabooses, and with all regularly assigned extra gangs.

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

W. A. ROEBUCK,
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.

108

IN EFFECT

Sunday, April 29, 1956

At 12:01 A. M.
Pacific Standard Time

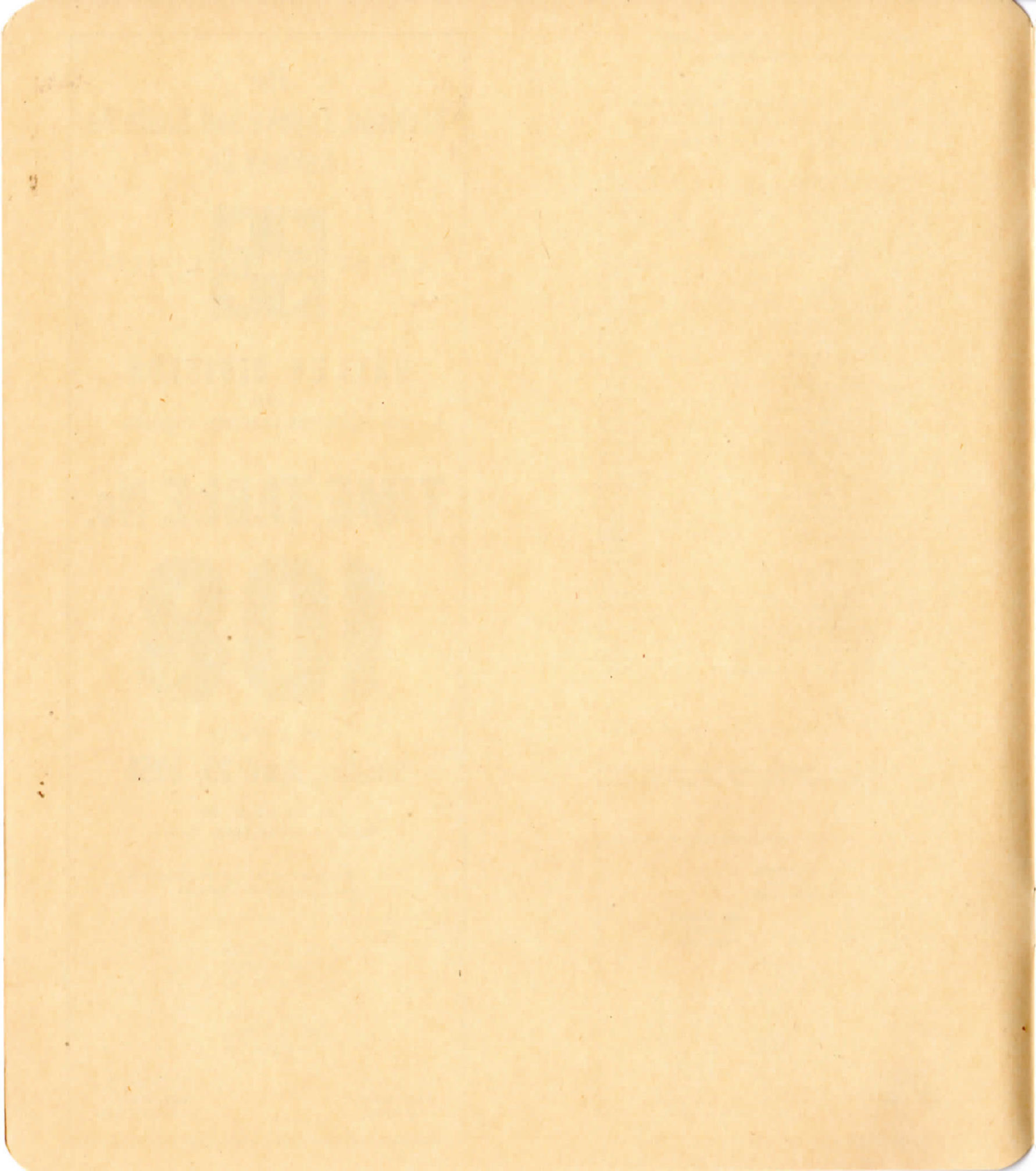
This Time Table is for the exclusive use
and guidance of Employees.

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

F. N. STUPPI,
Asst. General Manager,
Los Angeles, Calif.

S. ROGERS,
Superintendent,
Fresno, Calif.

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



MOJAVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 108 April 29, 1956	EASTWARD		Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS			FIRST CLASS				
			7	1		8	2			
			Passenger	San Francisco Chief		Passenger	San Francisco Chief			
Yard	FW TY	PM 3.45	AM 3.00	STATIONS	Arrive Daily	Arrive Daily				
228		84.3		BARSTOW YL	AM 3.50	PM 9.10	746.4	0.0	O	
92		12.1		HUTT	3.40	8.59	749.6	0.0	B	
112		5.3		MACE	3.36	8.55	752.0	0.0	B	
71		31.7		HINKLEY	3.32	8.50	757.0	7.7	B	
100		34.3		EADS	3.28	8.45	762.0	24.5	B	
102		34.3		HAWES	3.22 ^s	8.40	766.7	0.0	B	
118		28.1		JIMGREY	3.13	8.35	772.3	12.2	B	
72	Y	24.3		KRAMER	3.07	8.28	780.2	12.2	B	
180		0.0		BORON	3.04	8.24	784.0	29.0	O	
160	Y	26.4		SILT	2.59	8.18	789.6	34.3	B	
160		34.3		EDWARDS	2.52	8.11	797.1	11.1	O	
174		22.2		BISSELL	2.46	8.05	803.0	0.0	B	
		52.8		SANBORN	2.41	7.59	810.1	18.5	B	
Yard	FW TY			MOJAVE YL	2.33	7.50	818.4	0.0	O	
				(68.9)						
		15.8		KERN JUNCTION YL	12.28	5.38	885.2	0.0	C	
Yard	FW T			BAKERSFIELD YL	12.20	5.30	887.7		C	
				(188.3)	Leave Daily	Leave Daily				

(38.2) (37.7)Average speed per hour..... (39.5) (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 Mojave and Kern Junction.

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

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

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

ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 108 April 29, 1956	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
100			ARVIN YL		838.1	
40	42.2		DI GIORGIO YL		828.8	37.0
67	0.0		RIBIER YL		826.8	42.2
	0.0		LAMONT YL		824.6	43.3
	0.0		ALGOSO YL		816.9	43.3
	0.0		MAGUNDEN YL		816.6	43.3
			(16.5)			

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD				TIME TABLE NO. 108 April 29, 1956	EASTWARD				Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS					FIRST CLASS						
			7	63	61	1		6	60	2	62			
Yard	FW T		Passenger	Golden Gate	Golden Gate	San Francisco Chief	STATIONS	Passenger	Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	BAKERSFIELD YL	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			PM 8.05	PM 4.00	AM 11.00	AM 6.45	3.4	AM 6.30	PM 2.05	PM 5.25	PM 11.59	887.7		O
E134 W122		13.3					JASTRO					891.1	15.5	B
180		0.0					6.6 UNA					897.7	14.7	B
E96 W118		9.2					7.7 SHAFTER	s 6.00	s 1.38	f 4.56	11.31	905.4	0.0	O
130		0.0	s 8.25	s 4.17	s 11.17	7.03	7.6 WASCO	s 5.50	s 1.30	f 4.48	11.23	913.0	10.6	C
178		0.0	s 8.36	s 4.25	s 11.25	7.12	6.2 ELMO					919.2	15.8	B
180		0.0					5.4 KERNELL					924.6	15.8	B
178		0.0	f 8.50				7.7 ALLENSWORTH	f 5.30				932.3	8.4	B
178		9.5	f 8.58				9.0 ANGIOLA					942.1	1.7	B
E116 W198	Y	4.1	s 9.10	s 4.53	s 11.53	7.42	8.8 CORCORAN	s 5.15	s 1.02	4.20	10.55	950.9	2.6	O
178		4.1					9.4 GUERNSEY					960.3	0.0	B
E176 W 92		5.8	s 9.45	s 5.10	s 12.09	8.00	7.6 S. P. Crossing HANFORD	s 4.55	s 12.45	s 4.05	s 10.40	967.9	0.0	O
180		10.6					5.3 SHIRLEY					973.2	0.0	B
70	Y	14.6	s 9.57				2.8 LATON	s 4.35				976.0	15.8	B
180		0.0					6.2 CONEJO					982.2	15.8	B
178		10.6					6.1 BOWLES					988.3	0.0	B
		10.6					6.1 CALWA TOWER					994.4	0.0	O
Yard	FW TY	0.0	s 10.20 PM	5.35 PM	12.34 PM	8.30 AM	S. P. Crossing CALWA YL	4.16 AM	12.16 PM	3.36 PM	10.11 PM	995.2	4.2	O
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(47.8)	(67.9)	(68.6)	(61.4) Average speed per hour.....	(48.1)	(59.2)	(59.2)	(59.7)			

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.

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.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD				TIME TABLE	EASTWARD				Mile Post	Ruling Grade Ascending	Communications	
			FIRST CLASS					FIRST CLASS							
			7	63	61	1		6	60	2	62				
			Passenger	Golden Gate	Golden Gate	San Francisco Chief		Passenger	Golden Gate	San Francisco Chief	Golden Gate				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
Yard	FW TY		PM 10.20	PM 5.35	PM 12.34	AM 8.30		AM 4.16	PM 12.16	PM 3.36	PM 10.11				
STATIONS															
		15.8					ATTS	CALWA YL					995.2		O
		15.8						SUNMAID TOWER YL					996.8		O
								S. P. Crossing							
								FRESNO TOWER YL					997.7		O
								S. P. Crossing							
Yard	W	15.8	s 10.30	s 5.41	s 12.40	s 8.40		FRESNO YL	s 4.10	s 12.10	s 3.30	s 10.05	998.1		O
			s 10.50	s 5.45	s 12.45	s 8.45			s 3.52	s 12.05	s 3.25	s 10.00			
80		15.8						HAMMOND YL	s 3.46	s 11.59	s 3.18	s 9.54	1000.1		B
124		15.8						FIGARDEN	s 3.38	s 11.51	s 3.10	s 9.46	1005.1		B
124		10.6						GREGG	s 3.33	s 11.46	s 3.04	s 9.41	1011.2		B
40		0.0						TRIGO	s 3.30				1014.3		B
124		15.8						MADERA	s 3.25	s 11.40	s 2.58	s 9.35	1019.6		B
		16.1						KISMET	s 3.17	s 11.35	s 2.53	s 9.30	1025.7		O
118		7.4						S. P. Crossing							
74		15.8						SHARON	s 3.13	s 11.31	s 2.49	s 9.26	1030.4		B
124		0.0						MARGUERITE	s 3.08	s 11.27	s 2.45	s 9.22	1036.1		B
124		5.3	s 11.37	s 6.26	s 1.27	s 9.27		LE GRAND	s 3.03	s 11.23	s 2.41	s 9.18	1041.5		O
71		0.0						PLANADA	s 2.55	s 11.19	s 2.37	s 9.14	1047.3		O
124		0.0						TUTTLE	s 2.51	s 11.16	s 2.34	s 9.11	1051.0		B
135		5.3	s 12.05	s 6.40	s 1.41	s 9.41		MERCED YL	s 2.45	s 11.11	s 2.28	s 9.06	1056.1		O
124		15.8						FLUHR	s 2.24	s 11.04	s 2.20	s 8.59	1062.0		B
78		0.0						WINTON	s 2.20	s 11.01	s 2.17	s 8.56	1065.4		O
68		19.8						CRESSY	s 2.15				1068.3		B
124		15.8						BALILICO	s 2.10	s 10.56	s 2.12	s 8.51	1071.6		B
116		0.0	s 12.35	7.00	2.04	10.02		DENAIR	s 2.00	s 10.50	2.04	8.45	1079.6		O
38		17.4	s 12.45	7.05	2.10	10.07		HUGHSON	s 1.50	s 10.45	s 1.58	s 8.40	1085.8		O
108		7.9	f 12.50	7.08	s 2.15	s 10.11		EMPIRE	f 1.40	s 10.40	s 1.54	s 8.35	1089.2		O
42		26.4						CLAUS					1092.8		B
Yard	FW Y		s 1.00	s 7.14	s 2.23	10.18		RIVERBANK YL	1.32	10.33	1.47	8.28	1095.6		O
			AM	PM	PM	AM			AM	AM	PM	PM			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

(43.0) (63.4) (57.9) (58.5) Average speed per hour (41.3) (61.5) (57.9) (61.5)

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.

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.

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

Capacity of Sidings in 50 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD				TIME TABLE NO. 108 April 29, 1956	EASTWARD				Mile Post	Rolling Grade Ascending	Communications	
			FIRST CLASS					FIRST CLASS							
			63	61	1	7		60	2	62	6				
			Golden Gate	Golden Gate	San Francisco Chief	Passenger		Golden Gate	San Francisco Chief	Golden Gate	Passenger				
Yard	FW Y	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
		15.8	PM 7.15	PM 2.23	AM 10.18	AM 1.10	RIVERBANK YL	AM 10.33	PM 1.47	PM 8.27	AM 1.22	1095.6		C	
80		0.0	s 7.20	2.28	⁶⁰ 10.27	s 1.16	6.0	¹ 10.27	1.42	8.22	s 1.16	1101.6	15.8	C	
134		0.0	7.24	2.32	10.33	1.23	4.8	10.23	1.38	8.18	1.04	1106.4	15.0	B	
180		0.0					3.2					1109.6	10.3	B	
184		0.0	7.29	2.37	10.38	1.30	2.9						10.0		
Yard	FY	0.0	7.37	2.45	10.46	f 1.38	BURNHAM	10.18	1.33	8.13	12.58	1112.5	10.3	B	
Yard	WY	0.0	s 7.45	s 2.52	s 10.55	s 1.43	7.5	10.10	1.25	8.05	f 12.50	1120.0	10.3	C	
96		1.6	⁶² 7.51	2.58	11.01	2.01	1.4	S. P. and W. P. Crossings							
72		0.0				s 2.05	5.2	STOCKTON YL	s 10.05	s 1.20	s 8.00	s 12.45	1121.4	1.8	B
98		0.8	7.56	3.03	11.06	2.10		GILLIS	9.57	1.13	⁶³ 7.51	12.28	1126.6	0.5	B
		11.6						HOLT			f 12.25	1129.3	0.0	C	
71		0.0	8.02	3.09	11.12	2.16		TRULL	9.52	1.08	7.42	12.20	1133.0	0.0	B
74		3.2				2.19		MIDDLE RIVER					1134.8	5.3	B
96		6.3	8.07	3.14	11.17	s 2.24		ORWOOD	9.46	1.02	7.36	12.14	1136.8	10.6	C
64		3.6				s 2.30		BIXLER				12.11	1139.8	10.6	B
58		7.4						KNIGHTSEN	9.41	12.57	7.31	f 12.08	1143.0	0.0	C
108		13.7						OAKLEY				f 12.03	1146.1	6.6	C
104		0.0	8.13	3.20	11.23	2.35		DU PONT					1147.6	0.0	B
134	FW	15.8	s 8.24	s 3.30	11.34	s 2.55		SANDO YL	9.35	12.51	7.25	AM 11.58	1150.3	15.8	B
70		5.3	8.28	3.34	11.39	3.00		ANTIOCH YL	9.32	12.48	7.22	s 11.55	1152.1	15.8	C
108		15.8	8.33	3.39	11.44	s 3.07		PITTSBURG YL	s 9.27	s 12.43	s 7.17	s 11.45	1155.8	6.6	C
44		0.0						BROSE	9.21	12.38	7.11	11.33	1159.2	11.6	B
67		0.0	8.38	3.44	11.49	3.12		PORT CHICAGO	9.17	12.34	7.07	s 11.28	1163.6	15.8	C
68		52.8	8.45	3.52	11.57	3.20		MONSANTO					1165.8	0.0	B
96		52.8	8.49	3.56	12.01	3.24		MALTBY	9.12	12.29	7.02	11.20	1166.9	0.0	B
102		0.0	8.53	4.01	12.12	3.29		GLEN FRAZER	9.05	12.22	6.55	11.13	1173.4	52.8	B
		49.6	f 8.56	s 4.05	12.16	f 3.33		CHRISTIE	9.01	12.18	6.51	11.09	1176.0	52.8	B
104		52.8	8.59	4.09	12.19	3.36		LUZON	8.57	12.12	6.47	11.04	1179.1	52.8	B
106		51.7	9.04	4.14	12.24	3.41		PINOLE	s 8.53	12.08	s 6.43	s 10.59	1181.5	52.8	C
Yard	FW TY		s 9.09	s 4.19	s 12.29	s 3.46		GATELEY	8.50	12.05	6.40	10.55	1182.6	29.9	B
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		RHEEM	8.45	12.01	6.35	10.50	1186.5	52.8	B
								RICHMOND YL	AM 8.40	AM 11.56	PM 6.30	PM 10.45	1189.6	52.8	C
								(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

(49.5) (48.6) (43.1) (39.2) Average speed per hour (49.9) (50.8) (48.2) (35.9)

Signal System One in effect between Riverbank and Richmond.
 Rule 261 in effect between Stockton Tower and west end of Stockton siding 818 feet west of M.P. 1122 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 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.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD				TIME TABLE NO. 108 April 29, 1956	EASTWARD				Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS					FIRST CLASS						
			63	61	1	7		60	2	62	6			
			Golden Gate	Golden Gate	San Francisco Chief	Passenger		Golden Gate	San Francisco Chief	Golden Gate	Passenger			
Yard	FW TY	64.4	PM 9.10	PM 4.20	PM 12.30	AM 3.50	RICHMOND	AM 8.40	AM 11.55	PM 6.30	PM 10.43	0.0		C
66		22.7	9.20	4.30	12.40	4.00	EL CERRITO	8.30	11.45	6.20	10.33	4.5	39.6	B
20		0.0	9.30	4.40	12.50	4.15	BERKELEY	8.20	11.35	6.10	10.23	8.0	31.7	C
Yard	Y	0.0	9.40	4.50	1.05	4.30	S. P. Crossing					9.9	79.4	
			9.45	4.55	1.10	4.40	OAKLAND 40th and San Pablo	8.10 8.05	11.25 11.20	6.00 5.55	10.10 9.50	10.9		C
			10.05	5.15	1.30	5.00	SAN FRANCISCO	7.45	11.00	5.35	9.30			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(21.8)	(21.8)	(18.7)	(16.4) Average speed per hour.....	(21.8)	(21.8)	(21.8)	(19.8)			

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



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

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.

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 108 April 29, 1956			
			STATIONS			
38	21.1		OIL JUNCTION YL 2.2		308.6	0.0
28	10.5		SEGURO YL 0.8		310.8	0.0
24	52.8		MAITHA YL 2.1		311.6	42.2
Yard			OIL CITY YL		313.7	
			(5.1)			



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

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 108 April 29, 1956			
			STATIONS			
Yard	21.1		S. P. Crossing OAKDALE YL 6.5		6.5	21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			



No switch lights on Oakdale District.
Wye at Oakdale.

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 108 April 29, 1956			
			STATIONS			
Yard	0.0		PIEDRA YL 2.1		16.9	58.3
7	0.0		AVOCADO 3.5		14.8	57.0
32	0.0		OAKHURST 2.0		11.3	52.8
22	0.0		MINKLER 2.2		9.3	31.7
76	0.0		OELLA 1.2		7.1	0.0
17	0.0		WAHTOKE 1.5		5.9	0.0
32	33.2		RADWIN 4.4		4.4	0.0
Yard	0.0		REEDLEY YL		0.0	41.4
			(16.9)			

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

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 108 April 29, 1956			
			STATIONS			
17	0.0		HAMMOND YL 2.0		0.0	0.0
7	0.0		CINCOOTA YL 0.4		2.0	0.0
6	0.0		BARTONETTE YL 2.6		2.4	0.0
24	0.0		CAMEO YL S. P. Crossing 1.6		5.0	0.0
10	0.0		FORTHCAMP YL 0.7		6.5	0.0
6	0.0		BURNES YL 5.8		7.2	0.0
24	42.2		FAIRVIEW YL 1.2		13.0	10.6
7	15.3		BIG BUNCH YL 1.0		14.2	8.4
14	9.5		ZEDIKER YL 0.5		15.2	0.0
10	31.7		RIVERBEND YL 1.0		15.7	42.2
4	10.6		ELK YL 0.2		16.7	0.0
			BELMONT AVE. YL		16.9	
			(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.

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 108 April 29, 1956			
			STATIONS			
57	0.0		LATON YL 5.6		0.0	10.4
7	0.0		OLINT YL 4.0		5.8	0.0
10	0.0		GEPFORD YL 2.3		9.8	0.0
3	0.0		ROY YL 3.7		11.9	3.0
16	0.0		SHILLING YL 1.8		15.8	0.0
11	0.0		LANARE YL		17.4	
			(17.4)			

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

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 108 April 29, 1956	↑		
		STATIONS				
Yard			CORCORAN YL		0.8	
16	28.5		4.1			0.0
32	13.2		WAUKENA		4.4	0.0
24	16.6		5.6			
15	13.9		PAIGE		10.0	0.0
52	5.3		5.0			
46	0.0		S. P. Crossing			
28	11.6		TULARE YL		15.0	0.0
	11.6		4.1			
66	10.6		SWALL		19.1	0.0
32	0.0		1.1			
52	9.3		LOMA		20.2	0.0
Yard	14.6		5.0			
22	14.6		VISALIA YL		25.2	0.0
68	5.3		S. P. Crossing			16.2
28	0.0		PERAL		31.8	0.0
52	0.0		6.6			
42	0.0		S. P. Crossing			
32	0.0		CALGRO		33.8	0.0
20	0.0		2.3			
Yard			CUTLER YL		38.5	0.0
			3.2			
			SULTANA		41.7	13.2
			3.4			
			DINUBA		45.1	0.0
			3.7			
			REEDLEY YL		48.8	0.0
			1.9			
			S. P. Crossing			
			LAC JAC		50.7	0.0
			0.3			
			PARLIER		53.4	0.0
			1.4			
			MILEY		54.8	2.5
			3.7			
			DEL REY		58.5	7.9
			3.4			
			WOLF		61.9	8.5
			2.5			
			LONE STAR		64.4	10.6
			2.0			
			OCOLE		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. 108 April 29, 1956	↑		
		STATIONS				
Yard			BAKERSFIELD YL		116.0	0.0
29	13.3		2.5			
28	0.0		LANDCO YL		113.5	51.5
			2.8			
			OIL JUNCTION YL		110.7	
			38.8			
			DUCOR YL		71.9	52.8
48	52.8		5.9			
			ULTRA		66.0	52.8
			7.0			
			PORTERVILLE JCT. YL		59.0	
			P. N. E. Crossing			
			0.8			
			PORTERVILLE YL		58.2	33.2
			6.3			
			STRATHMORE JCT.		51.9	52.8
			1.1			
			MIRADOR		50.8	0.0
			4.1			
			LINDSAY YL		46.7	31.4
			3.1			
			LUCCA		43.6	34.8
			0.6			
			SIDES		43.0	0.0
			3.8			
			EXETER YL		39.2	0.0
			0.3			
			Visalia Elect. Crossing			
			0.6			
			ANTES		38.9	0.0
			1.6			
			VENIDA		38.3	5.3
			2.7			
			FANE		36.7	5.3
			2.7			
			HILLMAID		34.0	8.9
			0.1			
			Visalia Elect. Crossing			
			1.0			
			REDBANKS		31.2	30.8
			1.8			
			CAIENS		31.1	30.8
			1.4			
			BAYO		30.1	20.8
			3.1			
			SEVILLE		28.3	17.4
			3.2			
			WYETH YL		26.9	17.4
			1.6			
			CUTLER YL		23.8	10.8
			1.6			
			WYETH YL		20.6	26.8
			2.0			
			OROSI		20.6	0.0
			6.4			
			ORANGE COVE		18.6	15.2
			5.9			
			NAVALENCIA		12.2	10.6
			6.3			
			MINKLER		6.3	31.7
			(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. 108

In effect April 29, 1956, 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	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
		↓	NO. 108 April 29, 1956	↑		
		STATIONS				
	21.1		TAFT YL		8.8	85.5
			6.3 KERTO		2.5	30.2
40	37.0		2.5 PENTLAND YL			
			MARICOPA YL		31.9	84.5
17	73.9		1.9 HAZELTON		30.0	85.5
	0.0		2.5 PENTLAND YL		27.5	68.6
40	0.0		3.4 SAN EMIDIO		24.1	68.6
	0.0		6.0 LEVEE		18.1	10.6
26	5.3		3.7 MILLUX		14.4	5.3
47	0.0		2.1 GULF		12.3	5.3
	0.0		2.7 CONNER		9.6	0.0
70	13.2		6.4 BANNISTER		3.2	0.0
	10.6		3.2 GOSFORD			

No switch lights on Sunset Railway; wye at Pentland.

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

SPECIAL RULES

1. The Atchison, Topeka & Santa Fe Railway Company Rules, Operating Department, 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, 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., Merced, Riverbank-Oakdale, Mormon-Stockton, Sando-Antioch-Pittsburg, Richmond and Oakland.

7. Rule 104 (E) is amended: All sidings having hand-throw derrails will have derail locked 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	
1096.7	Bridge 1096.719	Highway Bridge
1166.4	Bridge 1166.47	Truss Bridge
1166.5	Bridge 1166.48	S. P. Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Highway Bridge
1171.0	Between Muir and Glen Frazer	Tunnel No. 1
1173.6	Between Glen Frazer and Christie	Tunnel No. 2
1190.5	Between Richmond and Ferry Point	Tunnel No. 3
		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.

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.

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	Curve 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	2 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 (10 PM-6 AM)	30 30
Oakland District	45 45	4 Curves M.P. 1167.3 to 1168.6	50 50
Visalia District		2 Curves M.P. 1169.1 to 1170.2	60 60
Corcoran to Visalia	30 30	2 Curves M.P. 1170.5 to 1171.2	50 50
Visalia to Calwa	40 40	8 Curves M.P. 1171.3 to 1173.6	45 45
Porterville-Orosi District	40 40	Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50 50
Oil City District	15 15	Curve M.P. 1176.0 to 1176.3	45 45
Alpaugh District	10 10	3 Curves M.P. 1176.4 to 1177.1	50 50
Laton District	20 20	2 Curves M.P. 1178.0 to 1178.9	50 50
Wahtoke District	25 25	3 Curves M.P. 1179.2 to 1180.2	45 45
Fresno Interurban District	15 15	2 Curves M.P. 1180.2 to 1180.9	50 50
Oakdale District	20 20	4 Curves M.P. 1181.0 to 1182.5	55 55
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		Curve M.P. 1184.7 to 1185.0	65 60
In freight and mixed service on descending grades of over one percent, the maximum is 30 miles per hour with locomotives with dynamic brake not in use.		Curve M.P. 1185.1 to 1185.4	50 50
When street or highway crossings are shown speed applies only while head end of train is passing.		3 Curves & track M.P. 1185.8 to 1189.0	45 45
MOJAVE DISTRICT		2 Curves M.P. 1189.0 to 1189.6	20 20
Curve M.P. 747.2 to 747.6	60 60	OAKLAND DISTRICT	
3 Curves M.P. 816.4 to 817.5	25 25	Track M.P. 0.0 to 0.5	20 20
Kern Jct. to Bakersfield	20 20	Grade M.P. 1.2 to 1.8 Eastward	45 40
ARVIN DISTRICT		Track M.P. 3.0 to 10.2	20 20
Curve M.P. 324.2 to 324.4	8 8	Track M.P. 10.2 to 10.8	15 15
Curve M.P. 329.7 to 329.9	8 8	Track M.P. 10.8 to 10.9	5 5
FIRST DISTRICT		VISALIA DISTRICT	
Bakersfield M.P. 887.5 to 888.5	20 20	Tulare M.P. 14.3 to 15.9	20 20
2 Curves M.P. 889.3 to 890.1	50 50	Visalia M.P. 24.5 to 26.0	20 20
Curve M.P. 892.9 to 893.4	70 60	Reedley M.P. 48.2 to 49.5	20 20
Corcoran M.P. 950.5 to 951.1	50 50	Parlier M.P. 53.1 to 53.6	24 24
Hanford M.P. 967.5 to 968.4	20 20	Del Rey M.P. 58.4 to 58.8	24 24
Curve M.P. 969.3 to 969.5	55 55	Curve M.P. 62.2 to 62.7	30 30
Curve M.P. 973.7 to 973.9	55 55	PORTERVILLE-OROSI DISTRICT	
2 Curves M.P. 975.0 to 975.8	50 50	Track M.P. 0.0 to 12.0	10 10
Calwa Tower to Calwa	40 40	Track M.P. 12.0 to Cutler	25 25
SECOND DISTRICT		Exeter M.P. 39.1 to 39.6	20 20
Calwa to Sunmaid Tower	40 40	Lindsay M.P. 46.1 to 47.1	20 20
Sunmaid Tower to M.P. 1002	20 20	2 Curves M.P. 61.5 to 62.1	30 30
Curve M.P. 1024.0 to 1024.3	85 60	Between Porterville and Ducor	45 30
Curve M.P. 1036.0 to 1036.3	70 60	Between Oil Junction and Landco	45 35
Curve M.P. 1047.4 to 1047.9	75 60		
Curve M.P. 1053.8 to 1054.1	75 60		
Merced M.P. 1055.7 to 1057.0	20 20		
2 Curves M.P. 1069.1 to 1070.5	70 60		
Curve M.P. 1087.9 to 1088.1	55 55		

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	4 1/2	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 SPEED OF LOCOMOTIVES

	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	Miles Per Hour	Miles Per Hour	Miles Per Hour	
Diesel and Gas-Electric								
11-90, 300-314	100	45	45	45	90			
325-344	80	45	45	45	80			
100-289, 401-430	65	45	45	45	60			
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	45*	60			
450-451	30	30	30	30	20			
460-468	35	35	35	35	20			
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45	45			
650-653, 2300-2302, 2400-2402	40	40	40	40	30			
M115-M157, M175-M187	65	65	65	25	60			
M160-M162	70	65	65	25	70			
M190	80	65	65	25	75			
RDC 191-192 (Coupled)	80	80	80	70	70			
RDC 191-192 (Single Unit)	80	80	50	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	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

16. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch. "ESL"—Electric Switch Lock.
 "S"—Spring Switch. "EE"—East End.
 "CTC"—Dual Control. "WE"—West End.

Station	Type	Location	MPH
MOJAVE DISTRICT			
Hutt	S	EE Siding	15
	I	WE siding	15
Hinkley	S	EE and WE siding	30
Eads	S	EE and WE siding	30
Hawes	S	EE and WE siding	30
Jimgrey	S	EE and WE siding	30
Kramer	S	EE and WE siding	30

Station	Type	Location	MPH
MOJAVE DISTRICT (Continued)			
Boron	S	EE and WE siding	30
Silt	S	EE and WE siding	30
Edwards	S	EE and WE siding	30
Bissell	S	EE and WE siding	30
Sanborn	S	EE and WE siding	30
FIRST DISTRICT			
Bakersfield	CTC	WE two tracks 1000 feet west of MP 888	20
Jastro	CTC	EE siding	30
	CTC	WE siding and crossover	40
	CTC	Porterville-Orosi Jct. switch	30
Rosedale	ESL	Industry track switches	15
Una	CTC	EE and WE siding	40
Shafter	CTC	EE and WE siding and crossover	40
Wasco	CTC	EE and WE siding	40
Elmo	CTC	EE and WE siding	40
Kernell	CTC	EE and WE siding	40
Allensworth	CTC	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	CTC	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	CTC	EE and WE east siding	40
	CTC	EE and WE west siding	40
Guernsey	CTC	EE and WE siding	40
Hanford	CTC	EE and WE east siding	40
	CTC	EE and WE west siding	40
Shirley	CTC	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	CTC	EE and WE siding	40
Bowles	CTC	EE and WE siding	40
Calwa	CTC	End of two tracks	30
SECOND DISTRICT			
Fresno	S	End of two tracks	20
Hammond	S	EE and WE siding	15
Figarden	S	EE and WE siding	30
Gregg	S	EE and WE siding	30
Madera	S	EE and WE siding	30
Kismet	S	EE siding	30
	I	WE siding	30
Sharon	S	EE and WE siding	30
Marguerite	S	EE and WE siding	30
Legrand	S	EE and WE siding	30
Planada	S	EE and WE siding	30
Tuttle	S	EE and WE siding	30
Merced	S	EE siding	30
	S	WE siding	15
Fluhr	S	EE and WE siding	30
Winton	S	EE and WE siding	30
Cressy	S	EE and WE siding	30
Ballico	S	EE and WE siding	30
Denair	S	EE and WE siding	30
Empire	S	EE and WE siding	30
Riverbank	S	EE of lead	30
THIRD DISTRICT			
Riverbank	S	WE of lead	15
Escalon	S	EE and WE siding	30
Avena	S	EE and WE siding	30
Duffy	CTC	EE and WE siding	40
Burnham	S	EE and WE siding	30
Mormon	S	EE of lead	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	S	EE siding	15
	I	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Luzon	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
PORTERVILLE-OROSI DISTRICT			
Landco	S	Stem of wye	10
	S	EE siding	15

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 Wattoke 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
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
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 Calwa S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime 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.	
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).	
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.

Other Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
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
Stoll	936.0	89	East & West
Alpaugh	941.8	5 miles	From Stoll
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			
Rockwell	1114.8	13	East & West
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
Mulr	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
Mattel	65.2	2 miles	West
PORTERVILLE-OROSI 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
Moslan	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
FRESNO INTERURBAN DISTRICT			
Hammer Field	4.9	1 mile	East

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

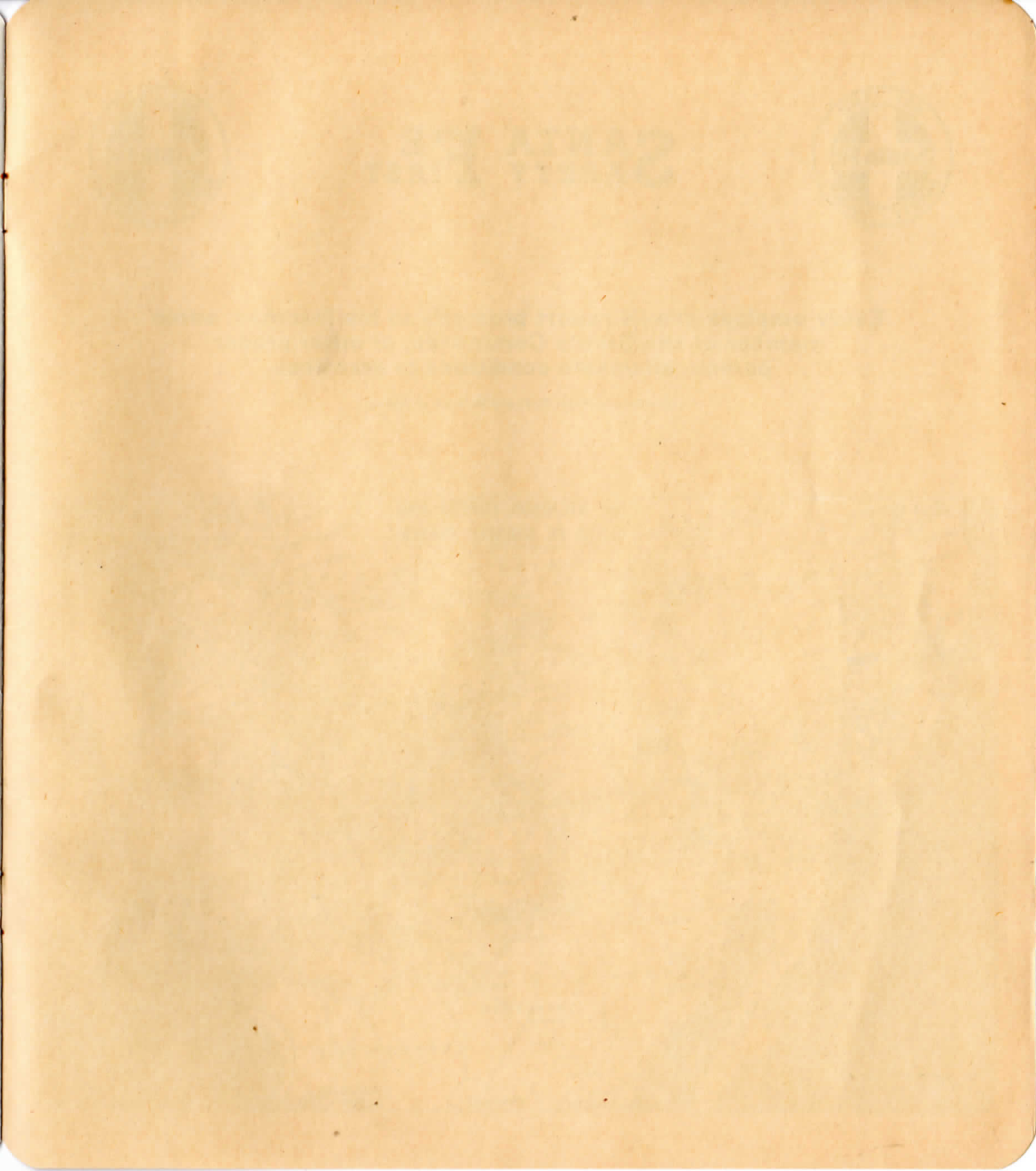
The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond
	Kingman	Bakersfield and beyond	
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
3	Corona, Fullerton		Barstow and beyond
17	Pomona		Kansas City and beyond
18	Pomona	Kansas City and beyond	
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and south	Kansas City and beyond; Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
20	Victorville, Pomona		Albuquerque and beyond
	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Kansas City and beyond	San Bernardino and beyond
21	Williams	Albuquerque and beyond	Barstow and beyond
	Ash Fork	Albuquerque and beyond	Barstow and beyond
	Pomona	Albuquerque and beyond	Barstow and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
	Ludlow	Los Angeles	
123	Rivera		Williams and beyond
	Rivera, Ludlow	Williams and beyond	
124	Grants	Albuquerque and beyond	
	Empire	Fresno and beyond	Stockton and beyond
62	Corcoran, Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
	Encinitas, San Clemente	Los Angeles	
70, 72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	
	Anaheim		Los Angeles
80	Irvine, El Toro		Los Angeles

A. J. STROBEL, General Watch Inspector Topeka
R. W. WELLS, Asst. General Watch Inspector San Bernardino

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
J. H. BOGUE 1714 "L" St., Merced
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
ED S. BRILLON 4344 San Pablo Ave., Emeryville
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.)

