

**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. JOHN D. RELFE, Local Surgeon.....San Francisco  
 DR. CHESTER E. HERROD, Assistant Local Surgeon.....San Francisco  
 DR. R. A. CRUM, 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. L. KERNS, Local Surgeon.....Pittsburg  
 DR. EDWIN E. BOYSEN, Assistant Local Surgeon.....Pittsburg  
 DR. ROBERT E. SANDLIN, Local Surgeon.....Antioch  
 DR. W. T. McNEIL, Local Surgeon.....Stockton  
 DR. JOHN McNALLY, Assistant Local Surgeon.....Stockton  
 DR. PHILIP VON HUNGEN, Local Surgeon.....Escalon  
 DR. E. E. CHOURET, Local Surgeon.....Oakdale  
 DR. F. JOHN HOGG, Assistant Local Surgeon.....Oakdale  
 DR. PAUL E. KLEIN, Local Surgeon.....Hughson  
 DR. E. M. SODERSTROM, Local Surgeon.....Merced  
 DR. GILBERT G. DAGGETT, 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. 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. PAUL HWANG, Local Surgeon.....Mojave  
 DR. GEORGE K. FAULKNER, Local Surgeon.....Boron  
 DR. M. F. FINK, Local Surgeon.....Barstow  
 DR. WILLIAM M. CLOVER, Assistant Local Surgeon.....Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all engines, 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.

**L. L. WEBSTER,**  
**N. S. PETERSEN,**  
**E. C. STRETCH,**  
**G. M. YOUNG,**  
**R. L. SIMPSON,**  
**R. D. RILEY,**  
**M. L. POTTER,**

**G. T. WHEELER,**  
**L. L. SAGE,**  
**J. R. SHIPLEY,**  
**J. E. SIKES,**  
**J. H. WEBBER,**  
**E. T. FOREMAN,**

Dispatchers, Fresno, Calif.

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

# The Atchison, Topeka and Santa Fe Railway Co.



**COAST Santa Fe LINES**

**VALLEY DIVISION  
AND  
SAN FRANCISCO TERMINAL DIVISION**

# TIME TABLE No.

# 116

IN EFFECT

## Sunday, April 26, 1959

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.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 116 April 26, 1959	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	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily					
		34.8	PM 4.05	AM 3.55	AUTOMATIC BLOCK SYSTEM	BARSTOW YL	AM 3.15	PM 9.10	746.4		O
228		12.1	4.10	4.00		HUTT	3.04	8.56	749.6	0.0	B
92		5.3	4.12	4.02		MACE	3.01	8.53	752.0	0.0	B
112		5.8	4.16	4.06		HINKLEY	2.56	8.48	757.0	7.7	B
71		31.7	4.20	4.10		EADS	2.51	8.43	762.0	24.5	B
100		34.3	4.24	4.14		HAWES	2.47	8.39	766.7	0.0	B
102		34.3	4.29	4.19		JIMGREY	2.42	8.34	772.3	12.2	B
113		28.1	4.35	4.25		KRAMER	2.35	8.27	780.2	12.2	B
72	Y	0.0	4.40	4.28		BORON	2.31	8.23	784.0	29.0	O
180		26.4	4.45	4.33		SILT	2.25	8.18	789.6	34.8	B
180	Y	26.4	4.54	4.39		EDWARDS	2.18	8.11	797.1	19.0	O
180		24.3	5.01	4.45		BISSELL	2.10	8.05	803.6	0.0	B
174		24.3	5.08	4.51		SANBORN	2.04	7.59	810.1	26.4	B
Yard	FW TY	52.8	5.18 5.35	5.00		MOJAVE (88.9)	1.55 AM	7.50	818.4	0.0	O
		15.8	7.45	7.10		KERN JUNCTION YL	11.48	5.38	885.2	0.0	C
Yard	FW T		7.55 PM	7.20 AM	BAKERSFIELD YL	11.40 PM	5.30 PM	887.7		C	
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily				

(39.0)

(40.5)

.....Average speed per hour.....

(38.6)

(37.7)

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

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

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

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Southern Pacific time table and rules govern movement of trains between Kern Junction and M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 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	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 116			
			April 26, 1959			
		STATIONS				
100		ARVIN YL		333.1		
	42.2	DI GIORGIO YL		328.8	37.0	
67	0.0	RIBIER YL		326.8	42.2	
54	0.0	LAMONT YL		324.6	43.3	
	0.0	WEST LAMONT YL		323.5	43.3	
	0.0	ALGOSO YL		316.9	43.3	
	0.0	MAGUNDEN YL		316.6	43.3	
		(16.5)				

No switch lights on Arvin District.  
Wye and water at Di Giorgio.  
Booth phone at Arvin, Di Giorgio,  
Lamont, Algosos, and Magunden.

## OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 116			
			April 26, 1959			
		STATIONS				
38		OIL JUNCTION YL		308.6		
28	21.1	SEGURO YL		310.8	0.0	
24	10.5	MALTHA YL		311.6	0.0	
Yard	52.8	OIL CITY YL		313.7	42.2	
		(5.1)				

Water at Seguro;  
wye at Oil Junction.

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. 116			
			April 26, 1959			
		STATIONS				
Yard		S. P. Crossing		6.5		
Yard	21.1	OAKDALE YL		0.0	21.1	
		RIVERBANK YL				
		(6.5)				

No switch lights on Oakdale District.  
Wye at Oakdale.

Office of Communication at Oakdale and Riverbank.

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	1		60	2	62				
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate				
Yard	FW T		Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
		13.3	PM 8.20	PM 2.30	AM 7.45	STATIONS	PM 1.10	PM 5.25	PM 10.59	887.7		O	
E134 W122		0.0			BAKERSFIELD YL					891.1	15.5	B	
180		9.2			3.4	JASTRO				897.7	14.7		
E96 W118		0.0	s 8.40	s 2.49	f 8.05	6.6	UNA				0.0	O	
180		0.0	s 8.50	s 2.59	f 8.14	7.7	SHAFTER	s 12.43	f 4.56	10.26	905.4	10.6	O
178		0.0				7.6	WASCO	s 12.35	f 4.48	10.18	913.0	15.8	O
180		0.0				6.2	ELMO				919.2	15.8	B
178		0.0	f 9.04			5.4	KERNEL				924.6	8.4	B
178		9.5	f 9.12			7.7	ALLENSTON				932.3	1.7	B
E116 W198	Y	4.1	s 9.23	s 3.29	s 8.45	9.8	ANGIOLA				942.1	2.6	B
178		4.1				8.8	CORCORAN	s 12.07	4.20	s 9.50	950.9	0.0	O
E178 W 92		5.8				9.4	GUERNSEY	PM			960.3	0.0	B
180		10.6	s 9.55	s 3.46	s 9.02	7.6	S. P. Crossing HANFORD	s 11.50	s 4.05	s 9.35	967.9	0.0	O
70	Y	14.6	f 10.05			5.3	SHIRLEY				973.2	0.0	B
180		0.0				2.8	LATON				976.0	15.8	B
178		10.6				6.2	CONEJO				982.2	15.8	B
		10.6				6.1	BOWLES				988.3	0.0	B
		0.0				6.1	CALWA TOWER				994.4	0.0	O
Yard	FW TY		s 10.25 PM	f 4.13 PM	9.33 AM	0.8	S. P. Crossing CALWA	11.22 AM	3.37 PM	9.07 PM	995.2	4.2	O
			Arrive Daily	Arrive Daily	Arrive Daily	(107.5)		Leave Daily	Leave Daily	Leave Daily			

(51.6) (62.6) (59.7) .....Average speed per hour..... (59.7) (59.7) (57.6)

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

Signal System One in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

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 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 Calwa on First District and crossover just east of Fresno Tower on Second District.

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.

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD		TIME TABLE	EASTWARD		Mile Post	Ruling Grade Ascending
		FIRST CLASS			FIRST CLASS			
		7	63		60	62		
		Passenger	Golden Gate		Golden Gate	San Francisco Chief		
Yard	FW T			STATIONS				
57				NO. 116				
7	0.0			April 26, 1959				
10	0.0			LATON YL			0.0	10.4
16	0.0			5.6	OLINT YL		5.6	0.0
11	0.0			4.0	GEFFORD YL		9.6	0.0
				6.0	SHILLING YL		15.6	0.0
				1.8	LANARE YL		17.4	0.0
				(17.4)				

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

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	1		60	2	62			
			Passenger	Golden Gate	San Francisco Chief	NO. 116	Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	April 26, 1959	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	FW TY	15.8	PM 10.25	PM 4.13	AM 9.33	STATIONS	AM 11.22	PM 3.37	PM 9.07	995.2	O	
		15.8				CALWA YL				2.6	O	
		15.8				SUNMAID TOWER YL				2.6	O	
		5.3				S. P. Crossing						
Yard	W	15.8	10.35	4.20	9.40	FRESNO TOWER YL				5.3	O	
80		15.8	11.00	4.25	9.45	S. P. Crossing	11.15	3.30	9.00	5.3	O	
172		10.6				FRESNO	11.10	3.25	8.55	5.3	B	
180		15.8				HAMMOND				1000.1	B	
180		15.8				FIGARDEN				1005.0	B	
180		15.8	11.26			GREGG				1011.3	B	
180		7.4				MADERA				1019.6	B	
E134 W144		15.8				KISMET				1025.4	B	
180		5.3				SHARON				1031.1	B	
194		0.0				LE GRAND				1041.5	O	
202		5.3	AM 12.12	5.20	10.40	PLANADA				1047.3	O	
180		15.8				MERCED	10.15	2.30	8.00	1056.1	O	
18		15.8				FLUHR				1062.9	B	
180		15.8	12.24			WINTON				1065.4	O	
180		15.8				BALLICO				1071.7	B	
88		0.0	12.41			DENAIR				1079.6	B	
180		17.4	12.49			HUGHSON				1085.8	O	
180		26.4	12.54	5.50	11.10	EMPIRE	9.43	1.55	7.24	1089.2	O	
Yard	FWY	15.8	1.10	5.57	11.17	RIVERBANK	9.37	1.49	7.18	1095.6	O	
186		0.0	1.17	6.03	11.22	ESCALON	9.32			1101.6	O	
180		0.0				DUFFY				1109.6	O	
Yard	FY	0.0	1.44	6.18	11.38	MORMON	9.15	1.29	6.57	1120.0	O	
		0.0				STOCKTON TOWER				1120.7	O	
Yard	WY	0.0	2.00	6.26	11.50	STOCKTON YL	9.10	1.24	6.52	1121.4	B	
96		1.6	2.06	6.32	11.59	GILLIS	9.02	1.16	6.43	1126.6	B	
72		0.0	2.10			HOLT				1129.3	O	
98		0.8	2.14	6.38 <sup>62</sup>	12.05	TRULL	8.57	1.11	6.38 <sup>63</sup>	1133.0	B	
		11.6				MIDDLE RIVER				1134.8	B	
71		0.0	2.20	6.44	12.11	ORWOOD	8.51	1.05	6.31	1136.8	O	
74		3.2	2.23			BIXLER				1139.8	B	
96		6.3	2.27	6.49	12.16	KNIGHTSEN	8.46	1.00	6.26	1143.0	O	
64		3.6	2.34			OAKLEY				1146.1	O	
108		13.2	2.39	6.55	12.22	SANDO YL	8.40	12.54	6.20	1150.3	B	
104		0.0	2.45	6.58	12.25	ANTIOCH YL	8.38	12.52	6.18	1152.1	O	
184		15.8	2.55	7.05	12.31	PITTSBURG YL	8.33	12.47	6.14	1155.8	O	
70		5.3	3.00	7.10	12.42	BROSE	8.28	12.42	6.09	1159.2	B	
108		15.8	3.06	7.15	12.47	PORT CHICAGO YL	8.24	12.38	6.05	1163.6	O	
67		0.0	3.11	7.20	12.52	MALTBY	8.20	12.34	6.02	1166.9	B	
68		52.8	3.19	7.28	1.00	GLEN FRAZER	8.12	12.26	5.54	1173.4	B	
96		52.8	3.23	7.32	1.05	CHRISTIE	8.08	12.22	5.50	1176.0	B	
102		0.0	3.27	7.36	1.09	LUZON	8.04	12.18	5.46	1179.1	B	
		0.0	3.31	7.40	1.14	PINOLE	8.00	12.14	5.43	1181.5	O	
104		49.6	3.34	7.43	1.17	GATELEY	7.56	12.11	5.40	1182.6	B	
106		52.8	3.39	7.48	1.23	RHEEM	7.51	12.06	5.36	1186.5	B	
Yard	FW TY	51.7	3.45 AM	7.55 PM	1.30 PM	RICHMOND YL	7.45 AM	11.59 AM	5.30 PM	1189.6	O	
			Arrive Daily	Arrive Daily	Arrive Daily	(194.4)	Leave Daily	Leave Daily	Leave Daily			
			(39.5)	(53.8)	(50.3)	..... Average speed per hour .....	(53.8)	(54.8)	(56.3)			

(Continued from page 4)

Signal System One in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District and between Stockton Tower and Richmond.

Signal System Two in effect between crossover just east of Fresno Tower and Stockton Tower.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

Rule 261 in effect on both main tracks between crossover just east of Fresno Tower and end of two tracks at Tulare Street, Fresno and on both main track and siding between Stockton Tower and west end of Stockton siding 818 feet west of M.P. 1122.

Centralized Traffic Control in effect on main track and sidings between end of two tracks Fresno and Stockton Tower.

In CTC sidings, speed limit 40 MPH.

At Hammond, Winton and Hughson, sidings are not signaled and switches not power-controlled. Rule 105 applies in Hammond, Winton and Hughson sidings.

At Winton and Hughson switches are equipped with electric switch locks.

At San Joaquin River drawbridge M.P. 1123.8—1123.9 between Stockton and Gillis, trains finding signals governing movement over bridge in stop position send flagman ahead to ascertain if track over bridge in safe condition, and observe provisions Rule 509.

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.

At Glen Frazer, westward train on main track finding Signal 11731 in stop position 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 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.

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

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 Maltby and Christie.

Helper engines must not be detached from trains in tunnels.

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

Trains and engines to Fresno Interurban District will secure numbered clearance card at Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

Trains, on which crews go on duty at Riverbank, must get numbered clearance card before leaving Riverbank.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 116 April 26, 1959	↑		
STATIONS						
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		2.0 CINCOTTA YL		2.0	0.0
6	0.0		0.4 BARTONETTE YL		2.4	0.0
24	0.0		2.6 CAMEO YL		5.0	0.0
10	0.0		S. P. Crossing 1.5 FORTHOCAMP YL		6.5	0.0
6	0.0		0.7 BURNES YL		7.2	0.0
24	0.0		5.8 FAIRVIEW YL		13.0	0.0
7	42.2		1.2 BIG BUNCH YL		14.2	10.6
14	15.3		1.0 ZEDIKER YL		15.2	8.4
10	9.5		0.5 RIVERBEND YL		15.7	0.0
4	31.7		1.0 ELK YL		16.7	42.2
	10.6		0.2 BELMONT AVE. YL		16.9	0.0
(16.9)						

No switch lights on Fresno Interurban District. Booth phone at Hammond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 116 April 26, 1959	↑		
STATIONS						
Yard			PIEDRA YL		16.9	
7	0.0		2.1 AVOCADO		14.8	58.3
32	0.0		3.5 OAKHURST		11.3	57.0
22	0.0		2.0 MINKLER		9.3	52.8
76	0.0		2.2 OELLA		7.1	31.7
17	0.0		1.2 WAHTOKE		5.9	0.0
32	33.2		1.5 RADWIN		4.4	0.0
Yard	0.0		4.4 REEDLEY YL		0.0	41.4
(16.9)						

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD	TIME TABLE NO. 116 April 26, 1959	EASTWARD	Mile Post	Rolling Grade Ascending	Communications
			↓		↑			
Yard	FW TY			STATIONS				
		64.4		RICHMOND	YL	0.0		O
66				4.5			39.6	B
20		22.7		EL CERRITO	YL	4.5		B
				3.5			31.7	O
		0.0		BERKELEY	YL	8.0		O
				1.9			0.0	
		0.0		S. P. Crossing	YL	9.9		
				1.0			79.4	
Yard	Y			OAKLAND	YL	10.9		O
				40th and San Pablo				
				7.0				
				SAN FRANCISCO				
				(17.9)				

Engine bell must ring continuously while moving between Richmond and Oakland.

Between Richmond, Berkeley, Oakland, and San Francisco passengers and hand baggage will be transported in buses; checked baggage, mail, and express in trucks.

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**  
**OVERSPEED Couplings are DAMAGING — Here's what happens:**

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

**Handle freight carefully and keep our customers.**

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**

VISALIA DISTRICT

Capacity of Sidings in 50 Ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 116 April 26, 1959	↑		
STATIONS						
Yard			<b>CORCORAN</b> YL		0.3	
	28.5		4.1			0.0
16	13.2		<b>WAUKENA</b>		4.4	0.0
			5.6			
32	16.6		<b>PAIGE</b>		10.0	0.0
			6.0			
24	13.9		S. P. Crossing <b>TULARE</b> YL		15.0	0.0
			4.1			
15	5.3		<b>SWALL</b>		19.1	0.0
			1.1			
52	5.3		<b>LOMA</b>		20.2	0.0
			5.0			
46	0.0		<b>VISALIA</b> YL		25.2	0.0
			S. P. Crossing 6.6			16.2
28	11.6		<b>PERAL</b>		31.8	0.0
			1.5			
	11.6		S. P. Crossing 2.9		33.3	0.0
			2.3			
66	10.6		<b>CALGRO</b>		36.2	15.9
			3.2			
32	0.0		<b>CUTLER</b> YL		38.5	0.0
			3.4			
52	0.0		<b>SULTANA</b>		41.7	13.2
			3.7			
Yard	9.3		<b>DINUBA</b>		45.1	0.0
			1.9			
	14.6		<b>REEDLEY</b> YL		48.8	0.0
			S. P. Crossing 0.3		50.7	0.0
22	0.0		<b>LAC JAC</b>		51.0	0.0
			2.4			
66	5.3		<b>PARLIER</b>		53.4	0.0
			1.4			
23	1.1		<b>MILEY</b>		54.8	2.5
			3.7			
52	0.0		<b>DEL REY</b>		58.5	7.9
			3.4			
42	0.0		<b>WOLF</b>		61.9	8.5
			2.5			
32	0.0		<b>LONE STAR</b>		64.4	10.6
			2.0			
20	0.0		<b>CEOLE</b>		66.4	10.6
			2.5			
Yard			<b>CALWA</b> YL		68.9	
			(68.9)			

Signal System One in effect at SP Crossing Tulare.  
Wye at Corcoran, Reedley, and Calwa.  
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. 116 April 26, 1959	↑		
STATIONS						
Yard			<b>BAKERSFIELD</b> YL		116.0	
	13.3		2.5			0.0
29	0.0		<b>LANDCO</b> YL		113.5	51.5
			2.8			
28			<b>OIL JUNCTION</b> YL		110.7	
			38.8			
	52.8		<b>DUCOR</b> YL		71.9	52.8
			5.9			
48	52.8		<b>ULTRA</b>		66.0	52.8
			7.0			
	0.0		<b>PORTERVILLE JCT.</b> YL		59.0	33.2
			P. N. E. Crossing 0.8			
42	52.8		<b>PORTERVILLE</b> YL		58.2	52.8
			6.3			
32	31.1		<b>STRATHMORE JCT.</b>		51.9	0.0
			1.1			
28	3.1		<b>MIRADOR</b>		50.8	31.4
			4.1			
52	5.0		<b>LINDSAY</b> YL		46.7	34.8
			3.1			
16	0.0		<b>LUCCA</b>		43.6	0.0
			0.6			
12	15.8		<b>SIDES</b>		43.0	0.0
			3.8			
40	15.8		<b>EXETER</b> YL		39.2	0.0
			0.3			
	15.8		Visalia Elect. Crossing 0.6		38.9	0.0
			1.6			
7	4.7		<b>ANTES</b>		38.3	5.3
			1.6			
16	0.0		<b>VENIDA</b>		36.7	5.3
			2.7			
16	21.1		<b>FANE</b>		34.0	8.9
			2.8			
	20.8		<b>HILLMAID</b>		31.2	30.8
			0.1			
	20.8		Visalia Elect. Crossing 1.0		31.1	30.8
			1.8			
16	0.0		<b>REDBANKS</b>		30.1	20.8
			1.4			
10	0.0		<b>CAIRNS</b>		28.3	17.4
			1.4			
18	0.0		<b>RAYO</b>		26.9	17.4
			3.1			
32	15.3		<b>SEVILLE</b>		23.8	10.8
			3.2			
			<b>WYETH</b> YL		20.6	26.8
			1.6			
66	0.0		<b>CUTLER</b> YL			
			1.6			
	14.4		<b>WYETH</b> YL		20.6	0.0
			2.0			
24	30.3		<b>OROSI</b>		18.6	15.2
			6.4			
42	16.2		<b>ORANGE COVE</b>		12.2	10.6
			5.9			
23	25.3		<b>NAVALENCIA</b>		6.3	31.7
			6.3			
22			<b>MINKLER</b>		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.  
No switch lights between Ducor and Minkler.  
Wye at Landco, Porterville, Wyeth and Minkler.  
Office of Communication at Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Orosi, and Minkler.  
Southern Pacific time table and rules govern between Oil Jct. and Ducor.  
At Ducor, yard limits on Santa Fe tracks only.

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 (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Port Chicago will be governed by A.T.&S.F. timetable and Rules, Operating Department.

3. . . . .

4. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Ducor, Calwa, Fresno, Riverbank, Mormon, 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.

At Calwa, first class trains, except those originating or terminating, may register by Form 903.

At Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. . . . .

7. Rule 93: Yard limits are located at:

Barstow	Visalia
Mojave	Cutler-Wyeth
Magunden-Arvin	Reedley
Kern Junction-Bakersfield	Piedra
Landco-Oil Junction-Oil City	Calwa-Fresno Tower
Ducor (Santa Fe tracks only)	Hammond-Belmont Ave.
Porterville-Porterville Junction	Riverbank-Oakdale
Lindsay	Stockton
Exeter	Sando-Antioch-Pittsburg
Corcoran (Visalia District only)	Port Chicago
Laton-Lanare	Richmond-Oakland
Tulare	

8. First paragraph of Rule 103 (B) is amended: When practicable instructions or information respecting the movement of trains or the condition of track or bridges must be in writing.

9. Rule 104 (A): When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

10. Rule 221: Where a color-light type train order signal is used at a train order office, the signal light will be left burning green when no operator is on duty.

11. Rule 686 is amended: When the ATS device on an engine fails or is cut out enroute, within ATS territory, train may proceed according to signal indication, but not to exceed medium speed, to next office of communication where it will report to the train dispatcher.

If train order authority is received for further movement, train may proceed according to signal indication but not to exceed medium speed;

except, if absolute block is established in advance of the train, or manual block is established for the train, it may proceed in accordance with signal indication but not to exceed 79 miles per hour.

12. 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.

13. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

14. 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."

15. 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.

16. . . . .

17. . . . .

**SPEED REGULATIONS**

18. Trains handling Orton pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, 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 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	M.P.H.		LOCATION	M.P.H.	
	Psg. and Light	Frts.		Psg. and Light	Frts.
Mojave District	79	60	FIRST DISTRICT		
Arvin District	20	20	Bakersfield M.P. 887.5 to 888.5	20	20
First District			2 Curves M.P. 889.3 to 890.1	50	50
Bakersfield to M.P. 891, Jastro	79	60	Curve M.P. 892.9 to 893.4	70	60
M.P. 891, Jastro, to Calwa	90	60	Alpaugh Spur	10	10
Second District			Corcoran M.P. 950.5 to 951.1	50	50
Calwa to Mormon	90	60	Hanford M.P. 967.5 to 968.4	20	20
Mormon to Richmond	79	60	Curve M.P. 969.3 to 969.5	55	55
Oakland District	20	20	Curve M.P. 973.7 to 973.9	55	55
Visalia District			2 Curves M.P. 975.0 to 975.8	50	50
Corcoran to Visalia	30	30	Calwa Tower to Calwa	40	40
Visalia to Calwa	40	40	SECOND DISTRICT		
Porterville-Orosi District	40	40	Calwa to Sunmaid Tower	40	40
Oil City District	15	15	Sunmaid Tower to M.P. 1002	20	20
Laton District	15	15	West Ave. Crossing M.P. 1003.2	50	50
Wahtoke District	25	25	Curve M.P. 1024.0 to 1024.3	80	60
Fresno Interurban District	15	15	Curve M.P. 1047.4 to 1047.9	70	60
Oakdale District	20	20	Curve M.P. 1053.8 to 1054.1	70	60
In freight and mixed service on descending grades of over one percent, the maximum is 30 miles per hour with dynamic brake not in use.			Merced M.P. 1055.7 to 1057.0	30	30
When street or highway crossings are shown speed applies only while head end of train is passing.			2 Curves M.P. 1069.1 to 1070.5	70	60
MOJAVE DISTRICT			Curve M.P. 1087.9 to 1088.1	50	50
Curve M.P. 747.2 to 747.6	60	60	Curve M.P. 1119.1 to 1119.5	60	60
3 Curves M.P. 816.4 to 817.5	25	25	Stockton M.P. 1120.0 to 1122.0	20	20
Kern Jct. to Bakersfield	20	20	Bridge M.P. 1123.8 to 1123.9	30	30
ARVIN DISTRICT			Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 324.2 to 324.4	10	10	Curve M.P. 1139.5 to 1139.8	65	60
Curve M.P. 329.7 to 329.9	10	10	Antioch M.P. 1151.3 to 1152.3	45	45
			Pittsburg M.P. 1155.4 to 1156.1	24	24
			2 Curves M.P. 1161.3 to 1161.9	50	50
			Port Chicago Crossing, west of station, M.P. 1163.4 (10 PM-6 AM)	30	30
			4 Curves M.P. 1167.3 to 1168.6	50	50
			2 Curves M.P. 1169.1 to 1170.2	60	60
			2 Curves M.P. 1170.5 to 1171.2	50	50
			8 Curves M.P. 1171.3 to 1173.6	45	45
			Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50





## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
<b>MOJAVE DISTRICT</b>			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — 0 Against current of traffic — 0 Engine lead 00—0 Switching tail 0000 Tracks 1 to 17 incl. 0—00 Tracks 18 to 30 incl. —0—0 Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	
<b>FIRST DISTRICT</b>			
Hanford	S. P. Coalinga Branch	CTC.	
Calwa Tower	S. P. main track and entrance to yard.	CTC.	
<b>SECOND DISTRICT</b>			
Sunmaid Tower	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 — 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 —
Fresno Tower	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	
Stockton 1.0 West	Main track and siding.	Interlocking.	
Stockton 1.3 West	Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	98 (A), 98 (B), 98 (C) and 98 (D).	
Middle River	Drawbridge.	Interlocking.	
Orwood 0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B), 98 (C), 98 (D) 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.	
<b>OAKLAND DISTRICT</b>			
Berkeley 1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B), 98 (C) and 98 (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.	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>PORTERVILLE-OROSI DISTRICT</b>			
Hillmaid 0.1 West	Visalia Elec.	98 (A), 98 (B), 98 (C) and 98 (D).	
Exeter 0.3 West	Visalia Elec.	98 (A), 98 (B), 98 (C) and 98 (D).	
Porterville 0.8 East	S. P. Success Branch	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>VISALIA DISTRICT</b>			
Tulare	S. P. main line.	Interlocking. Bulletin Instructions.	
Visalia	S. P. Visalia branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
Peral 1.5 West	S. P. Porterville branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
Lac Jac 0.3 East	S. P. Porterville branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>FRESNO INTERURBAN DISTRICT</b>			
Cameo	S. P. Friant branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>OAKDALE DISTRICT</b>			
Oakdale	S. P. Oakdale branch.	98 (A), 98 (B), 98 (C) and 98 (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.

# SPECIAL RULES

# VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

### Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
<b>MOJAVE DISTRICT</b>			
Lockhart .....	764.9	26	East & West
P. C. Borax Co. ....	784.7	7.4 miles	East
Government Spur .....	785.0	3.7 miles	East
Government Spur .....	797.1	6.5 miles	East & West
<b>ARVIN DISTRICT</b>			
Lonsmith .....	318.0	7	East & West
Harpertown .....	321.1	3	West
Patch .....	325.9	4	East
<b>FIRST DISTRICT</b>			
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
Bianco .....	945.9	68	East & West
Pitco .....	970.1	17	East
Lucerne .....	971.8	5	East & West
Monmouth .....	985.6	26	East & West
<b>SECOND DISTRICT</b>			
Trigo .....	1014.3	40	East & West
Tuttle .....	1050.7	54	East & West
Kadota .....	1052.1	75	East & West
Pritchard .....	1058.9	20	East
Cortez .....	1074.6	15	East & West
Claus .....	1092.8	42	East & West
Burnham .....	1112.5	34	East & West
Rockwell .....	1114.8	13	East & West
Woodsbro .....	1125.5	54	East & West
Werner .....	1138.8	23	East & West
Du Pont .....	1147.6	58	East & West
Bridgehead .....	1148.4	16	East & West
East Antioch .....	1149.2	127	East & West
Zee .....	1149.7	64	East & West
Nichols .....	1161.3	15	East
Monsanto .....	1165.8	44	East & West
Muir .....	1170.6	..	..
Herpoco .....	1180.4	..	..
San Pablo .....	1187.8	11	East & West
<b>OAKLAND DISTRICT</b>			
Malott .....	4.0	8	East & West
Fairmount Avenue .....	5.7	11	East
<b>OAKDALE DISTRICT</b>			
Ladino .....	3.7	8	West
<b>VISALIA DISTRICT</b>			
Higby .....	21.8	12	East
Tokay .....	42.3	25	East & West
Enson .....	43.9	14	East
Mattel .....	65.2	2 miles	West
<b>PORTERVILLE-OROSI DISTRICT</b>			
Wimp .....	22.2	5	East
Twin Buttes .....	25.3	9	West
Woodlake .....	33.5	2 miles	From Hillmead
Winco .....	32.4	9	East
West Venida .....	36.1	11	West
Matchin .....	37.3	10	East
List .....	40.6	20	West
Sierra Heights .....	48.5	13	East
Gillette .....	50.4	52	East
Strathmore .....	52.0	2 miles	East
Mosian .....	54.5	23	East
Lumer .....	60.9	6	East
Sunland .....	61.4	1 mile	West
Magnolia .....	61.9	14	East
San Joaquin Cotton Compress .....	111.3	30	East & West
<b>FRESNO INTERURBAN DISTRICT</b>			
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
Caiwa .....	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, Brownwood and beyond
	Kingman	Bakersfield and beyond	Clovis and beyond
	Edwards		Belen and beyond
2	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
17	Holbrook	Clovis and beyond	
	Flagstaff	Pasadena and Los Angeles	
18	Williams	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
19	Williams	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
20	Victorville, Pomona		Albuquerque and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
123	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Laguna	Albuquerque and beyond	Albuquerque and beyond
124	Ludlow	Los Angeles	
	Rivera		Williams and beyond
60	Rivera, Ludlow	Williams and beyond	
62	Escalon	Fresno and beyond	Stockton and beyond
	Empire	Fresno and beyond	Stockton and beyond
63	Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
73, 77	Anaheim	Los Angeles	
74	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera	Oceanside, Del Mar, or San Diego	
76	San Juan Capistrano		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  
**WILLIAM M. COFFEE** ..... 47 Inyo St., Mojave  
**ARLIE KNIGHT** ..... 1663 Chester Ave., Bakersfield  
**J. N. CHENEY** ..... 1600 20th St., Bakersfield  
**CHARLIE R. LEWIS** ..... 2044 Fresno St., Fresno  
**W. A. SWANSON** ..... 4427 E. Jensen Ave., Caiwa  
**J. H. BOGUE** ..... 1714 "L" St., Merced  
**HELEN WILSON SHOEMAKE** ..... 1323 Jay St., Modesto  
**CON MANTELE** ..... 129 N. Sutter St., Stockton  
**WALTER K. BANKS, JR.** ..... 111 North San Joaquin St., Stockton  
**EUGENE MAYER** ..... 516 - 2nd St., Antioch  
**W. R. STRIBLEY** ..... 1013 MacDonald Ave., Richmond  
**LOWELL O. DIXON** ..... 1809 Telegraph Ave., Oakland  
**ED S. BRILLON** ..... 4344 San Pablo Ave., Emeryville



# 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.)*