

**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. 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. WILLIAM A. HAGEN, Local Surgeon Wasco
 DR. HENRY W. VOTH, Local Surgeon Shafter
 DR. JOE SMITH, Division Surgeon Bakersfield
 DR. WAYLAND P. MATT, Local Surgeon Bakersfield
 DR. WARREN E. SIMON, Assistant Local Surgeon Bakersfield
 DR. C. M. MATHIAS, Local Surgeon Tulare
 DR. C. EUGENE MATHIAS, 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. HAROLD L. SCHLOTTHAUER, Local Surgeon Mojave
 DR. MADGE SCHLOTTHAUER, Assistant 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 extra gangs.

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

W. A. ROEBUCK,
D. G. RUEGG,
Trainmasters,
Fresno, Calif.

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

W. D. BLACK,
Road Foreman
of Engines,
Bakersfield, Calif.

H. F. KNIGHT,
Road Foreman
of Engines,
Fresno, Calif.

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

L. L. WEBSTER,
E. C. STRETCH,
G. M. YOUNG,
R. L. SIMPSON,
R. D. RILEY,

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

H. A. HARGIS,
N. S. PETERSEN,
Asst. Chief Dispatchers,
Fresno, Calif.

B. E. WALDRUM,
Dispatchers, Fresno, Calif.

The Atchison, Topeka and Santa Fe Railway Co.



VALLEY DIVISION

AND

SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No.

4

IN EFFECT

Tuesday, December 20, 1960

At 12:01 A. M.
Pacific Standard Time

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

E. R. ROBERTSON,
Asst. General Manager,
Los Angeles, Calif.

S. ROGERS,
Superintendent,
Fresno, Calif.

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

2 VALLEY DIVISION

MOJAVE DISTRICT

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 4 December 20, 1960	EASTWARD		Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS			FIRST CLASS				
			7	1		8	2			
			Passenger	San Francisco Chief		Passenger	San Francisco Chief			
		Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
Yard	TY		PM 4.05	AM 3.25	BARSTOW YL	AM 4.20	PM 9.10	748.4		O
233		34.3			1.8 HUTT			748.6	0.0	B
162		12.1			8.6 HINKLEY			757.2	7.7	B
181		34.3	4-24	3-44	9.0 HAWES	3-55	8-39	766.1	24.5	B
165		34.3			6.8 JIMGREY			772.9	12.2	B
181	Y	28.0	s 4-40	3-58	11.0 BORON	f 3-37	8-23	784.0	26.9	O
162		0.0			5.6 SILT			789.6	34.3	B
181	Y	26.4	s 4-54	4-09	7.5 EDWARDS	s 3-24	8-11	797.1	19.0	O
180		34.3			6.4 BISSELL			803.6	0.0	B
175		24.3			6.5 SANBORN			810.1	26.4	B
Yard	TY	52.8	s 5.18 5.35	f 4.30	MOJAVE YL (88.9)	s 3.00	s 7.50	818.4	0.0	O
			7-45	6-40	MOJAVE (88.9) YL	12.58	5.38	885.2		C
Yard	T	15.8	s 7-55 PM	s 6-50 AM	KERN JUNCTION YL } 2 TRKS. 2.5 BAKERSFIELD YL	12-50 AM	5-30 PM	887.7	0.0	C
			Arrive Daily	Arrive Daily	(188.3)	Leave Daily	Leave Daily			
			(39.0)	(40.5)Average speed per hour.....	(39.0)	(37.7)			

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. and Bakersfield, except Signal System One in effect at interlockings Barstow and Kern Jct.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and 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 at restricted speed; between these points main track may be used not protecting against regular and 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. Trains must get numbered clearance card before leaving Barstow and Bakersfield.

ARVIN DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 4 December 20, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
100	42.2		STATIONS		383.1	37.0
	0.0		ARVIN YL			
	0.0		4.3 DI GIORGIO YL		328.8	42.2
67	0.0		2.0 RIBIER YL		326.8	43.3
	0.0		2.2 LAMONT YL		324.6	43.3
54	0.0		1.1 WEST LAMONT YL		323.5	43.3
	0.0		6.6 ALGOSO YL		316.9	43.3
	0.0		0.3 MAGUNDEN YL		316.6	43.3
			(16.5)			

No switch lights on Arvin District.

Wye at Di Giorgio.

Booth phone at Arvin, Di Giorgio, Lamont and Magunden.

OIL CITY DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 4 December 20, 1960	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
38	21.1		STATIONS		308.6	0.0
	0.0		OIL JUNCTION YL			
28	10.5		2.2 SEGURO YL		310.8	0.0
	0.0		0.8 MALTHA YL		311.6	42.2
24	52.8		2.1 OIL CITY YL		313.7	
Yard			(5.1)			

No switch lights on Oil City District.

Wye at Oil Junction.

Booth phone at Oil Junction.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 4 December 20, 1960	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS				FIRST CLASS					
			7	63	1		60	2	62			
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	T		PM 8.20	PM 3.30	AM 7.00	BAKERSFIELD YL	PM 2.10	PM 5.25	AM 12.30	887.7		O
E134 W122		18.3				3.4					15.5	
180		0.0				JASTRO				891.1	14.7	
E96 W118		9.2				6.6				897.7	0.0	
180		0.0	s 8.40	s 3.49	f 7.20	7.7				905.4	10.6	O
178		0.0	s 8.50	s 3.59	f 7.30	SHAFTER	s 1.43	f 4.56	11.56	918.0	15.8	O
180		0.0				7.6				919.2	15.8	B
178		0.0				6.2				924.6	8.4	B
178		0.0	f 9.04	4.13	7.43	ELMO				932.3	1.7	B
178		9.5	f 9.12			5.4				942.1	2.6	B
E116 W198	Y	4.1	s 9.22	s 4.31	s 8.01	KERNEL	s 1.07	4.17	11.20	950.9	0.0	O
178		4.1				7.7				960.3	0.0	O
E176 W 92		5.8	s 9.54	s 4.48	s 8.20	ALLENSWORTH	s 12.50	s 4.03	s 11.05	967.9	0.0	O
180		10.6				9.4				973.2	0.0	O
70	Y	14.6	f 10.03			7.6				978.2	15.8	B
180		0.0				5.3				978.0	15.8	B
178		10.6		5.00	8.32	2.8				982.2	0.0	B
		10.6				6.2				988.3	0.0	B
		0.0				6.1				994.4	4.2	O
Yard	TY		s 10.22	f 5.15	8.47	SHIRLEY	PM 12.22	PM 3.37	PM 10.37	995.2		O
			PM	PM	AM	LATON	Leave Daily	Leave Daily	Leave Daily			
			Arrive Daily	Arrive Daily	Arrive Daily	CONejo						
						6.1						
						BOWLES						
						6.1						
						S. P. Crossing CALWA TOWER						
						0.8						
						CALWA YL						
						(107.5)						

(52.8) (61.4) (60.0) Average speed per hour..... (59.7) (59.7) (57.1)

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
			NO. 4			
			December 20, 1960			
			STATIONS			
57			LATON YL		0.0	
7	0.0		5.6 CLINT YL		5.6	10.4
10	0.0		4.0 GEFFORD YL		9.6	0.0
16	0.0		6.0 SHILLING YL		15.6	0.0
11	0.0		1.8 LANARE YL		17.4	0.0
			(17.4)			

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

Signal System Two in effect between M.P. 887.5 at Bakersfield and 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 at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 261 (TCS) in effect on main track and sidings, except on siding Laton, between M.P. 888 Bakersfield and end of two tracks Calwa.

In TCS sidings, speed limit 40 MPH.

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

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

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 4 December 20, 1960	EASTWARD			Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			FIRST CLASS				FIRST CLASS					
			7	63	1		60	2	62			
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate			
			Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	TY	15.8	PM 10.22	PM 5.15	AM 8.47	CALWA YL	f 12.22	PM 3.37	f 10.37	995.2	2.6	O
						1.6 S. P. Crossing				996.8	2.6	O
		15.8				SUNMAID TOWER YL				997.7	5.3	O
		5.3				0.9 S. P. Crossing				998.1	5.3	O
Yard		15.8	s 10.55	s 5.30	s 9.00	FRESNO	s 12.15	s 3.30	s 10.30	1000.1	5.3	B
80		15.8				2.0 HAMMOND	PM			1005.0	15.8	B
172		10.6				4.9 FIGARDEN				1011.3	15.8	B
180		15.8				6.3 GREGG				1019.6	15.8	B
180		15.8	f 11.25	5.54	9.24	8.3 MADERA	11.41	2.56	9.56	1025.4	0.0	B
180		7.4				5.8 KISMET				1031.1	15.8	O
E184 W144		15.8				5.7 SHARON				1041.5	15.8	O
180		5.3	f 11.43	6.09	9.39	10.4 LE GRAND	11.26	2.41	9.41	1047.3	12.7	O
194		0.0				5.8 PLANADA				1056.1	17.4	O
202		5.3	AM 12.05	s 6.25	s 9.52	8.8 MERCED	s 11.15	s 2.30	s 9.30	1062.9	20.0	B
180		18.0				6.8 FLUER				1071.7	15.8	B
180		15.8		6.37	10.04	8.8 BALICO	10.55	2.07	9.06	1079.6	15.3	O
180		22.7	f 12.31			7.9 DENAIR				1089.2	0.0	O
180		26.4	f 12.42	6.55	s 10.20	9.6 EMPIRE	s 10.43	s 1.55	8.54	1095.6	15.8	O
Yard	Y	15.8	s 12.55	s 7.02	10.25	6.4 RIVERBANK	f 10.37	1.49	s 8.48	1101.6	15.8	O
186		0.0	f 1.01	f 7.08	10.30	8.0 ESCALON	10.32			1109.6	5.3	O
180		0.0				10.4 DUFFY				1120.0	10.3	O
Yard	Y	0.0	f 1.18	7.23	10.45	0.7 MORMON	10.15	1.29	8.27	1121.4	1.8	B
		0.0				W. P. Crossing				1126.6	0.5	O
Yard	Y	1.6	s 1.30	s 7.31	s 10.55	STOCKTON TOWER	s 10.10	s 1.24	s 8.22	1129.3	0.0	O
96		0.0	1.36	7.37	11.01	0.7 STOCKTON	10.02	1.17	8.13	1133.0	5.3	B
72		0.8	f 1.40	7.40		5.2 GILLIS				1134.8	10.6	O
98		11.6	1.44	7.43	11.07	2.7 HOLT			8.10	1138.8	10.6	B
		0.0				3.7 TRULL	9.57	1.12	8.07	1143.0	6.6	O
71		3.2	1.50	7.49	11.13	1.8 MIDDLE RIVER				1146.1	15.8	B
74		6.3	1.53			2.0 ORWOOD	9.51	1.06	8.01	1150.3	15.8	O
96		3.6	f 1.57	7.56 ⁶²	11.19	3.0 BIXLER				1152.1	6.6	O
64		18.2	f 2.04			3.2 KNIGHTSEN	9.46	1.01	7.56 ⁶³	1155.8	11.6	B
108		0.0	2.09	8.02	11.26	3.1 OAKLEY				1159.2	15.8	O
104		15.8	f 2.15	8.04	11.28	4.2 SANDO YL	9.40	12.55	7.50	1163.6	0.0	O
134		5.3	s 2.25	s 8.10	f 11.32	1.8 ANTIOCH YL	9.38	12.53	7.48	1166.9	0.0	B
70		15.8	2.30	8.15	11.37	3.7 PITTSBURG YL	s 9.33	s 12.49	s 7.44	1173.4	52.8	B
108		0.0	f 2.36	8.19	11.42	3.4 BROSE	9.28	12.44	7.39	1176.0	52.8	B
67		52.8	2.41	8.22	11.47	4.4 PORT CHICAGO YL	9.24	12.40	7.35	1179.1	52.8	O
68		52.8	2.49	8.30	11.55	3.3 MALTBY	9.20	12.37	7.32	1181.5	29.9	B
96		0.0	2.53	8.34	12.01	6.5 GLEN FRAZER	9.12	12.29	7.24	1182.6	52.8	B
102		0.0	2.57	8.38	12.05	2.6 CHRISTIE	9.08	12.25	7.20	1186.6	52.8	B
		49.6	f 3.01	f 8.41	f 12.10	3.1 COLLIER	9.04	12.21	7.16	1189.6	0.0	O
104		52.8	3.04	8.44	12.15 ²	2.4 PINOLE	s 9.00	12.18	s 7.13			
106		51.7	3.09	8.48	12.19	1.1 GATELEY	8.56	12.15 ¹	7.10			
Yard	TY		s 3.15	s 8.55	s 12.30	3.9 RHEEM	8.51	12.11	7.06			
			AM	PM	PM	3.1 RICHMOND YL	8.45	12.05	7.00			
			Arrive Daily	Arrive Daily	Arrive Daily	(194.4)	Leave Daily	Leave Daily	Leave Daily			

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond, except Signal System One in effect at interlockings Sunmaid Tower, Fresno Tower and Orwood.

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

Rule 261 (TCS) in effect on main track and sidings, except on siding Hammond, between crossover just east of Fresno Tower and signal located 100 feet west of M.P. 1123.

In TCS sidings, speed limit 40 MPH.

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on 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 on main track to meet westward train, must not pass preliminary board until westward train has entered siding. Eastward train on 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 Collier. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, 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 before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card before leaving 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— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 4 December 20, 1960	↑		
			STATIONS			
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		CINCOOTA YL		2.0	0.0
6	0.0		BARTONETTE YL		2.4	0.0
24	0.0		CAMEO YL		5.0	0.0
10	0.0		S. P. Crossing			
6	0.0		FORTHOAMP YL		6.5	0.0
6	0.0		BURNES YL		7.2	0.0
24	0.0		FAIRVIEW YL		13.0	0.0
7	42.2		BIG BUNOH YL		14.2	10.6
14	15.3		ZEDIKER YL		15.2	8.4
10	9.5		RIVERBEND YL		15.7	0.0
4	31.7		ELK YL		16.7	42.2
	10.6		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.

OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓	NO. 4 December 20, 1960	↑			
				STATIONS				
Yard	TY			RICHMOND YL		0.0		0
66		64.4		EL CERRITO YL		4.5	39.6	B
20		22.7		BERKELEY YL		8.0	31.7	0
		0.0		S. P. Crossing YL		9.9	0.0	
Yard	Y	0.0		OAKLAND YL		10.9	79.4	0
				40th and San Pablo				
				SAN FRANCISCO				
				(17.9)				

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

OAKDALE DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 4 December 20, 1960	↑		
			STATIONS			
42			S. P. Crossing			
Yard	21.1		OAKDALE YL		6.5	21.1
			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.

Office of Communication at Oakdale and Riverbank.

6 VALLEY DIVISION

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 4 December 20, 1960	↑		
STATIONS						
Yard			CORCORAN YL		0.3	
16	28.5		4.1 WAUKENA		4.4	0.0
32	13.2		5.6 PAIGE		10.0	0.0
24	16.6		5.0 S. P. Crossing TULARE YL		15.0	0.0
15	13.9		4.1 SWALL		19.1	0.0
52	5.3		1.1 LOMA		20.2	0.0
46	5.3		5.0 VISALIA YL		25.2	0.0
28	0.0		6.6 S. P. Crossing PERAL		31.8	16.2
	11.6		1.5 S. P. Crossing		33.3	0.0
	11.6		2.9 CALGRO		36.2	0.0
66	10.6		2.3 CUTLER YL		38.5	15.9
32	0.0		3.2 SULTANA		41.7	0.0
52	0.0		3.4 DINUBA		45.1	13.2
Yard	9.3		3.7 REEDLEY YL		48.8	0.0
	14.8		1.9 S. P. Crossing		50.7	0.0
22	14.8		0.3 LAC JAC		51.0	0.0
68	0.0		2.4 PARLIER		53.4	0.0
23	5.3		1.4 MILEY		54.8	0.0
52	1.1		3.7 DEL REY		58.5	2.5
42	0.0		3.4 WOLF		61.9	7.9
32	0.0		2.5 LONE STAR		64.4	8.5
20	0.0		2.0 OECILE		66.4	10.6
Yard	0.0		2.5 CALWA YL		68.9	10.6
(68.9)						

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.

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 4 December 20, 1960	↑		
STATIONS						
Yard			PIEDRA YL		16.9	58.3
7	0.0		2.1 AVOCADO YL		14.8	57.0
32	0.0		3.5 OAKHURST YL		11.3	52.8
22	0.0		2.0 MINKLER YL		9.3	31.7
76	0.0		2.2 OELLA YL		7.1	0.0
17	0.0		1.2 WAHTOKE YL		5.9	0.0
32	33.2		1.5 RADWIN YL		4.4	0.0
Yard	0.0		4.4 REEDLEY YL		0.0	41.4
(16.9)						

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

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓	NO. 4 December 20, 1960	↑		
STATIONS						
Yard			BAKERSFIELD YL		116.0	0.0
29	13.3		2.5 LANDCO YL		113.5	51.5
28	0.0		2.8 OIL JUNCTION YL		110.7	0.0
	52.8		38.8 DUCOR YL		71.9	52.8
48	52.8		5.9 ULTRA		66.0	52.8
	52.8		7.0 PORTERVILLE JCT. YL		59.0	0.0
	0.0		S. P. Crossing			38.2
42	0.0		0.8 PORTERVILLE YL		58.2	52.8
32	52.8		6.3 STRATHMORE JCT.		51.9	0.0
28	31.1		1.1 MIRADOR		50.8	31.4
52	3.1		4.1 LINDSAY YL		46.7	34.8
16	5.0		3.1 LUCCA		43.8	0.0
12	0.0		0.6 SIDES		43.0	0.0
40	15.8		3.8 EXETER YL		39.2	0.0
	15.8		0.3 Visalia Elect. Crossing		38.9	0.0
7	15.8		0.6 ANTES		38.3	5.3
16	4.7		1.6 VENIDA		36.7	5.3
16	0.0		2.7 FANE		34.0	8.9
	21.1		2.8 HILLMAID		31.2	30.8
	20.8		0.1 Visalia Elect. Crossing		31.1	30.8
16	20.8		1.0 REDBANKS		30.1	20.8
10	0.0		1.8 CAIRNS		28.3	17.4
18	0.0		1.4 RAYO		26.9	17.4
32	0.0		3.1 SEVILLE		23.8	10.8
	15.3		3.2 WYETH YL		20.6	26.8
66	0.0		1.6 CUTLER YL		20.6	0.0
	14.4		1.6 WYETH YL		20.6	0.0
24	30.3		2.0 OROSI		18.6	15.2
42	16.2		6.4 ORANGE COVE		12.2	10.6
23	25.3		5.9 NAVALENOIA		6.3	31.7
22			6.3 MINKLER		0.0	
(116.0)						

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

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

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

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).

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 on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3.

4. Rule 82 (B): Bulletin 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 (Los Angeles Div. only)	Corcoran (Visalia District only)
Mojave (Southern Pacific tracks only)	Laton Dist.
Arvin Dist.	Tulare
Kern Junction to and including Bakersfield	Visalia
Bakersfield to and including Oil Junction	Cutler to and including Wyeth
Oil City Dist.	Reedley
Ducor (Santa Fe tracks only)	Wahtoke Dist.
Porterville to and including Porterville Junction	Calwa to Fresno Tower
Lindsay	Fresno Interurban Dist.
Exeter	Oakdale Dist.
	Sando to and including Pittsburg
	Port Chicago
	Oakland Dist.

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

9. Rule 321 (C) is amended as follows:

"At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

"At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in 'hand' operation, spike other interlocked switches and derails, and fur-

nish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to 'motor' operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

"If necessary to roll switches by hand, be governed by instructions posted in phone box."

10. 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 20 MPH.

11. 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

12. 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."

13. 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.

14.

15.

SPEED REGULATIONS

16. Trains handling 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. Pgr. and Light	Fr.	LOCATION	M.P.H. Pgr. and Light	Fr.
Mojave District	79	60	SECOND DISTRICT (Cont'd)		
Arvin District	20	20	Merced M.P. 1055.7 to 1057.0	30	30
First District			2 Curves M.P. 1069.1 to 1070.5	70	60
Bakersfield to			Curve M.P. 1087.9 to 1088.1	50	50
M.P. 891, Jastro	79	60	Curve M.P. 1119.1 to 1119.5	60	60
M.P. 891 Jastro, to Calwa	90	60	Stockton M.P. 1120.0 to 1122.0	20	20
Second District			Track M.P. 1134.7 to 1136.4	30	30
Calwa to Mormon	90	60	Curve M.P. 1139.5 to 1139.8	65	60
Mormon to Richmond	79	60	Antioch M.P. 1151.3 to 1152.3	45	45
Oakland District	20	20	Pittsburg M.P. 1155.4 to 1156.1	24	24
Visalia District			2 Curves M.P. 1161.3 to 1161.9	50	50
Corcoran to Visalia	30	30	4 Curves M.P. 1167.3 to 1168.6	50	50
Visalia to Calwa	40	40	2 Curves M.P. 1169.1 to 1170.2	60	60
Porterville-Orosi District	40	40	2 Curves M.P. 1170.5 to 1171.2	50	50
Oil City District	15	15	8 Curves M.P. 1171.3 to 1173.6	45	45
Laton District	15	15	Tunnel No. 3 & 4 Curves M.P.		
Wahতো District	25	25	1173.6 to 1175.9	50	50
Fresno Interurban District	15	15	Curve M.P. 1176.0 to 1176.3	45	45
Oakdale District	20	20	3 Curves M.P. 1176.4 to 1177.1	50	50
In freight and mixed service on descending grades of over one percent, the maximum is 30 MPH with dynamic brake not in use. When street or highway crossings are shown speed applies only while head end of train is passing.			2 Curves M.P. 1178.0 to 1178.9	50	50
MOJAVE DISTRICT			3 Curves M.P. 1179.2 to 1180.2	45	45
Curve M.P. 747.2 to 747.6	60	60	2 Curves M.P. 1180.2 to 1180.9	50	50
2 Curves M.P. 816.4 to 817.5	50	50	4 Curves M.P. 1181.0 to 1182.5	55	55
Kern Jct. to Bakersfield	20	20	Curve M.P. 1184.7 to 1185.0	65	60
ARVIN DISTRICT			Curve M.P. 1185.1 to 1185.4	50	50
Curve M.P. 324.2 to 324.4	10	10	3 Curves & track M.P. 1185.8 to 1189.0	45	45
Curve M.P. 329.7 to 329.9	10	10	2 Curves M.P. 1189.0 to 1189.6	20	20
FIRST DISTRICT			OAKLAND DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20	Track M.P. 0.0 to 10.2	20	20
2 Curves M.P. 889.3 to 890.1	50	50	Track M.P. 10.2 to 10.8	15	15
Curve M.P. 892.9 to 893.4	70	60	Track M.P. 10.8 to 10.9	5	5
Alpaugh Spur	10	10	VISALIA DISTRICT		
Corcoran M.P. 950.5 to 951.1	50	50	Tulare M.P. 14.3 to 15.9	20	20
Hanford M.P. 967.5 to 968.4	20	20	Visalia M.P. 24.5 to 26.0	15	15
Curve M.P. 969.3 to 969.5	55	55	Reedley M.P. 48.2 to 49.5	20	20
Curve M.P. 973.7 to 973.9	55	55	Parlier M.P. 53.1 to 53.6	24	24
2 Curves M.P. 975.0 to 975.8	50	50	Del Rey M.P. 58.4 to 58.8	24	24
Calwa Tower to Calwa	40	40	Curve M.P. 62.2 to 62.7	30	30
SECOND DISTRICT			PORTERVILLE-OROSI DISTRICT		
Calwa to Sunmaid Tower	40	40	Track M.P. 0.0 to 12.0	10	10
Sunmaid Tower to M.P. 1002	20	20	Track M.P. 12.0 to Cutler	25	25
West Ave. Crossing M.P. 1003.2	50	50	Woodlake Spur	10	10
Curve M.P. 1024.0 to 1024.3	80	60	Exeter M.P. 39.1 to 39.6	20	20
Curve M.P. 1047.4 to 1047.9	70	60	Lindsay M.P. 46.1 to 47.1	20	20
Curve M.P. 1053.8 to 1054.1	70	60	Strathmore Spur	15	15
			Sunland Spur	15	15
			2 Curves M.P. 61.5 to 62.1	30	30
			Between Porterville and Ducor	40	30
			Between Oil Junction and Landco	40	35

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:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-848, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4 1/2	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

Types of Equipment	Forward	Light	Backing or When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-848, 900-979, 1100-1124	75	75	45	60
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75
Sacramento Northern Diesels				
301	50	50	45	50
701-732, 801-803, 913-924	65	65	45	60

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

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

Safe—Danger—

4 miles per hour	<input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2 1/4 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!

17. 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.
- "S"—Spring Switch.
- "ESL"—Electric Switch Lock.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
MOJAVE DISTRICT			
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgrey	I	EE and WE siding	40
Boron	I	EE and WE siding	40
Silt	I	EE and WE siding	40
Edwards	I	EE and WE siding	40
Bissell	I	EE and WE siding	40
Sanborn	I	EE and WE siding	40
FIRST DISTRICT			
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Kernell	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30
SECOND DISTRICT			
Fresno	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40

Station	Type	Location	MPH
SECOND DISTRICT (Continued)			
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	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	I	EE siding	15
	S	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	EE and 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

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

- Corcoran for First District siding
- Laton for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Wyeth for Porterville-Orosi District
- Minkler for Wahtoke District
- Hammond for Second District siding
- Cameo for Fresno Interurban District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
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	TCS.	
Calwa Tower	S. P. main track and entrance to yard.	TCS.	

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
SECOND DISTRICT			
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	Weber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Bulletin Instructions.	
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) and Bulletin Instructions.	
Pittsburg 0.9 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), 98 (B).	
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).	
PORTERVILLE-OROSI DISTRICT			
Hillmaid 0.1 West	Visalia Elec.	98 (A), 98 (B).	
Exeter 0.3 West	Visalia Elec.	98 (A), 98 (B).	
Porterville 0.8 East	S. P. Success branch	98 (A), 98 (B).	
VISALIA DISTRICT			
Tulare	S. P. main track.	Interlocking. Bulletin Instructions.	
Visalia	S. P. Visalia branch.	98 (A), 98 (B).	
Peral 1.5 West	S. P. Porterville branch.	98 (A), 98 (B).	
Lac Jac 0.3 East	S. P. Porterville branch.	98 (A), 98 (B).	
FRESNO INTERURBAN DISTRICT			
Cameo	S. P. Friant branch.	98 (A), 98 (B).	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	98 (A), 98 (B).	

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	HELEN WILSON SHOEMAKE 1323 Jay St., Modesto
ARLIE KNIGHT 1663 Chester Ave., Bakersfield	CON MANTELE 129 N. Sutter St., Stockton
J. N. CHENEY 1600 20th St., Bakersfield	WALTER K. BANKS, JR. 111 North San Joaquin St., Stockton
GEO. E. CRAIN 4221-B E. Shields Ave., Fresno	EUGENE MAYER 516 - 2nd St., Antioch
CHARLIE R. LEWIS 2044 Fresno St., Fresno	W. R. STRIBLEY 1013 MacDonald Ave., Richmond
GRAY'S-COLVIN'S 727 Olive Ave., Fresno	LOWELL O. DIXON 1809 Telegraph Ave., Oakland
W. A. SWANSON 4427 E. Jensen Ave., Calwa	ED S. BRILLON 3876 San Pablo Ave., Oakland
J. H. BOGUE 1714 "L" St., Merced	EDWARD F. WILLIAMS 210 Townsend St., San Francisco

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
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
ARVIN DISTRICT			
Lonsmith	318.0	7	East & West
Harpertown	321.1	3	West
Patch	325.9	4	East
FIRST DISTRICT			
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh	941.8	5.4 miles	West
Blanco	945.9	68	East & West
Pitco	970.1	17	East
Lucerne	971.8	0.8 mile	West
Monmouth	985.6	26	East & West
SECOND DISTRICT			
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	75	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	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	..	East
Herpoco	1180.4	..	West
San Pablo	1187.8	11	East & West
OAKLAND DISTRICT			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
OAKDALE DISTRICT			
Ladino	3.7	8	West
VISALIA DISTRICT			
Higby	21.8	12	East
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei	65.2	2.2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2.2 miles	West
Winco	32.4	15	East & West
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	1.2 miles	East
Euclid	54.3	22	West
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
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	Stockton	1450
Boron	Mine Spur	Oakland (Old)	320
Edwards	Army Spur	Oakland (New)	1800
Landco	1300	DiGiorgio	500
Corcoran	Visalia District	Lanare	505
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143

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	Grants	North of Barstow	Clovis and beyond
	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	
	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	
18	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Pomona		Williams Jct. and beyond
19	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
20	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
	Pomona		Williams Jct. and beyond
123	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
124	Grants	La Junta and beyond	South of Barstow
	Laguna		Albuquerque and beyond
60	Rivera		Williams Jct. and beyond
	Rivera	Williams Jct. 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
	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
	Orange	Los Angeles	
77	Orange	Los Angeles	
	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
	Rivera	Oceanside, Del Mar, or San Diego	
72, 74, 76	San Juan Capistrano		Los Angeles
	Irvine, El Toro		Los Angeles



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, M and N, Book of Rules.)

