



SANTA FE
SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

TRAINMASTERS

E. E. SANDERS Bakersfield, Calif.
W. A. ROEBUCK Fresno, Calif.
D. G. RUEGG Fresno, Calif.
A. A. KENNEDY Richmond, Calif.

ROAD FOREMEN OF ENGINES

J. G. HYNES Barstow, Calif.
H. F. KNIGHT Fresno, Calif.

CHIEF DISPATCHER

J. B. WARD Fresno, Calif.

ASST. CHIEF DISPATCHERS

H. A. HARGIS Fresno, Calif.
N. S. PETERSEN Fresno, Calif.

DISPATCHERS - FRESNO

L. L. WEBSTER	G. T. WHEELER
E. C. STRETCH	L. L. SAGE
G. M. YOUNG	J. E. SIKES
R. L. SIMPSON	J. H. WEBBER
R. D. RILEY	E. T. FOREMAN
M. L. POTTER	B. E. WALDRUM

The
Atchison, Topeka and Santa Fe
Railway Co.



VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No.

6

IN EFFECT

Sunday, September 24, 1961

At 12:01 A. M.
Pacific Standard Time

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

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.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 6 September 24, 1961	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	STATIONS	Arrive Daily	Arrive Daily			
Yard	TY		PM 4:05	AM 3:05	BARSTOW YL	AM 4:20	PM 8:55	746.4	0.0	O
238		34.3			-1.8 HUTT			748.6	7.7	B
162		12.1			8.6 HINKLEY			757.2	24.5	B
161		34.3	4:24	3:26	9.0 HAWES	3:52	8:29	766.1	12.2	B
165		34.3			6.8 JIMGREY			772.9	26.9	B
161	Y	28.0	s 4:40	3:40	11.0 BORON	f 3:37	8:13	784.0	34.3	O
162		0.0			5.6 SILT			789.6	19.0	B
161	Y	26.4	s 4:54	3:51	7.5 EDWARDS	s 3:24	8:01	797.1	0.0	O
160		24.3			6.4 BISSELL			803.6	26.4	B
175		52.8			6.5 SANBORN			810.1	0.0	B
Yard	TY		s 5:18 5:35	f 4:17	5.6 MOJAVE (68.9) YL	s 3:00	s 7:40	818.4		O
			7:45	6:19	66.9 KERN JUNCTION YL	12:58	5:38	885.2		C
Yard	T	15.8	s 7:55 PM	s 6:35 AM	2.5 BAKERSFIELD YL	12:50 AM	5:30 PM	887.7	0.0	C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily			

(36.1) (39.5) Average speed per hour..... (39.5) (40.5)

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. 6 September 24, 1961		EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile					
			STATIONS									
			100	42.2					ARVIN YL	333.1		
									4.3 DI GIORGIO YL	328.8	37.0	
67	0.0		2.0 RIBIER YL	326.8	42.2							
54	0.0		2.2 LAMONT YL	324.6	43.3							
	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. 6 September 24, 1961		EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile					
			STATIONS									
			38	21.1					OIL JUNCTION YL	308.6		
			28	10.5					2.2 SEGURO YL	310.8	0.0	
24	52.8		0.8 MALTHA YL	311.6	0.0							
Yard			2.1 OIL CITY YL	313.7	42.2							
			(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. 6 September 24, 1961	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			
Yard	T		Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
E184 W122		13.8	PM 8.20	PM 2.45	AM 6.45	BAKERSFIELD YL	PM 2.10	PM 5.20	AM 12.40	887.7	15.5	O
180		0.0				3.4 JASTRO				891.1	14.7	
E96 W118		9.2	8.40	3.04	7.05	6.6 UNA				897.7	0.0	
180		0.0	8.50	3.14	7.15	7.7 SHAFER	1.42	5.00	11.57	905.4	10.6	O
178		0.0				7.6 WASCO	1.31	4.50	11.47	918.0	15.8	O
180		0.0				6.2 ELMO				919.2	15.8	B
178		0.0				5.4 KERNELL				924.6	8.4	B
E116 W198	Y	4.1	9.04	3.28	7.28	7.7 ALLENSWORTH	1.12	4.34	11.30	932.8	1.7	B
178		4.1	9.12			9.8 ANGIOLA				942.1	2.6	B
E176 W 92		5.8	9.25	3.45	7.45	8.8 CORCORAN	12.59	4.21	11.16	950.9	0.0	O
180		10.6				9.4 GUERNSEY				960.8	0.0	B
180		14.6				7.6 S. P. Crossing HANFORD	12.40	4.05	11.00	967.9	0.0	O
70	Y	0.0	10.06			5.3 SHIRLEY				973.2	15.8	B
180		10.6		4.17	8.17	2.8 LATON				976.0	15.8	B
178		10.6				6.2 COOJEJO	12.18	3.47	10.42	982.2	0.0	B
		0.0				6.1 BOWLES				988.8	0.0	B
Yard	TY	0.0	10.25	4.32	8.32	6.1 S. P. Crossing CALWA TOWER	12.08	3.37	10.32	994.4	4.2	O
			Arrive Daily	Arrive Daily	Arrive Daily	CALWA YL	Leave Daily	Leave Daily	Leave Daily	995.2		O
						(107.5)						

(51.6) (60.3) (60.3) Average speed per hour. (52.9) (62.6) (50.4)

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.

LATON DISTRICT

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 6 September 24, 1961	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
		STATIONS				
57		LATON YL		0.0		
7	0.0	5.6 OLINT YL		5.6	10.4	
10	0.0	4.0 GEPFORD 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.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 6 September 24, 1961	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 10.25	PM 4.32	AM 8.32	CALWA YL	PM 12.08	PM 3.37	PM 10.32	995.2	2.6	O
		15.8				1.6 S. P. Crossing				996.8	2.6	O
		5.3				SUNMAID TOWER YL				997.7	5.3	O
Yard		15.8	10.55	4.45	8.45	S. P. Crossing				998.1	5.3	O
80		15.8				FRESNO TOWER YL	12.01 PM	3.30	10.25	1000.1	5.3	B
172		10.6				FRESNO				1005.0	15.8	B
180		15.8				HAMMOND				1011.3	15.8	B
180		15.8	11.25	5.09	9.09	4.9 FIGARDEN				1019.6	15.8	B
180		7.4				6.3 GREGG				1025.4	0.0	B
E134 W144		15.8				8.3 MADERA				1031.1	15.8	B
180		5.3	11.43	5.24	9.24	5.8 KISMET	11.06	2.41	9.36	1041.5	15.8	O
194		0.0				10.4 SHARON				1047.3	12.7	O
202		5.3	12.05 AM	5.40	9.38	5.8 LE GRAND	10.55	2.30	9.25	1056.1	17.4	O
180		18.0				8.8 PLANADA				1062.9	20.0	B
180		15.8				6.8 MERCED				1071.7	15.8	B
180		22.7	12.31			8.8 FLUHR	10.39	2.07	9.01	1079.6	15.3	B
180		26.4	12.42	6.10	10.06	7.9 BALLICO				1089.2	0.0	O
160	Y	15.8	12.55	6.17	10.11	9.6 DENAIR	10.26	1.55	8.49	1095.6	15.8	O
186		0.0	1.01	6.23	10.16	6.4 EMPIRE	10.20	1.49	8.43	1101.6	15.8	O
180		0.0				6.0 RIVERBANK				1109.6	5.3	O
162	Y	0.0	1.18	6.38	10.34	8.0 ESCALON	10.15			1120.0	10.3	O
		0.0				10.4 DUFFY				1120.7	10.3	O
		0.0				MORMON	10.00	1.29	8.24	1121.4	1.8	B
137	Y	1.6	1.30	6.45	10.47	0.7 W. P. Crossing	9.55	1.24	8.19	1126.6	0.5	B
96		0.0	1.36	6.52	10.55	0.7 STOCKTON TOWER	9.47	1.17	8.13	1129.3	0.0	O
72		0.8	1.40	6.55		5.2 STOCKTON				1133.0	5.3	B
98		11.6	1.44	6.58	11.01	2.7 GILLIS				1134.8	10.6	O
		0.0				3.7 HOLT				1138.8	10.6	O
71		3.2	1.50	7.05	11.07	1.8 TRULL	9.42	1.12	8.07	1143.0	6.6	O
74		6.3	1.53			1.8 MIDDLE RIVER				1146.1	15.8	B
96		3.6	1.57	7.11	11.13	2.0 ORWOOD	9.36	1.06	8.01	1150.3	15.8	B
64		13.2	2.04			3.0 BIKLER				1152.1	6.6	O
108		0.0	2.09	7.18	11.20	3.2 KNIGHTSEN	9.31	1.01	7.56	1155.8	11.6	B
104		15.8	2.15	7.20	11.22	3.1 OAKLEY				1159.2	15.8	B
134		5.3	2.25	7.27	11.28	4.2 SANDO YL	9.25	12.55	7.50	1163.6	0.0	O
70		15.8	2.30	7.31	11.33	1.8 ANTIOCH YL	9.23	12.53	7.48	1166.9	0.0	B
108		0.0	2.36	7.36 ⁶²	11.39	3.7 PITTSBURG YL	9.18	12.49	7.44	1173.4	52.8	B
67		52.8	2.41	7.39	11.44	3.4 BROSE	9.13	12.44	7.40	1176.0	52.8	B
68		52.8	2.49	7.47	11.53	4.4 PORT CHICAGO YL	9.09	12.40	7.36 ⁶³	1179.1	52.8	B
96		0.0	2.53	7.51	11.58	3.3 MALTBY	9.05	12.37	7.32	1181.5	29.9	B
102		0.0	2.57	7.55	12.03	6.5 GLEN FRAZER	8.57	12.29	7.24	1182.6	52.8	B
		49.6	3.01	7.58	12.08	2.6 CHRISTIE	8.53	12.25	7.20	1186.5	52.8	B
104		52.8	3.04	8.00	12.15 ²	3.1 COLLIER	8.49	12.21	7.16	1189.6	52.8	B
106		51.7	3.09	8.04	12.20	2.4 PINOLE	8.45	12.18	7.13			
Yard	TY		3.15 AM	8.10 PM	12.30 PM	1.1 GATELEY	8.41	12.15 ¹	7.10			
			Arrive Daily	Arrive Daily	Arrive Daily	3.0 RHEEM	8.36	12.11	7.06			
						3.1 RICHMOND YL	8.30 AM	12.05 PM	7.00 PM			
						(194.4)	Leave Daily	Leave Daily	Leave Daily			

(40.2)

(53.5)

(49.0)

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

(53.5)

(55.0)

(55.0)

(Continued on Page 5)

(Continued from page 4)

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

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. 6 September 24, 1961	↑		
STATIONS						
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		2.0 OINCOTTA 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		1.5 S. P. Crossing FORTH CAMP 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.

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. 6 September 24, 1961	↑			
STATIONS								
Yard	TY	64.4		RICHMOND YL		0.0		O
66		22.7		4.5 EL CERRITO YL		4.5	39.6	B
20		0.0		3.5 BERKELEY YL		8.0	31.7	O
		0.0		1.9 S. P. Crossing YL		9.9	0.0	
Yard	Y	0.0		1.0 OAKLAND YL 40th and San Pablo		10.9	79.4	O
				7.0 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. 6 September 24, 1961	↑		
STATIONS						
42			S. P. Crossing OAKDALE YL		6.5	
Yard	21.1		6.5 RIVERBANK YL		0.0	21.1
(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. 6 September 24, 1961	↑		
Yard			STATIONS			
			CORCORAN YL		0.8	
	28.5		4.1			0.0
16			WAUKENA		4.4	0.0
	13.2		5.6			0.0
32			PAIGE		10.0	0.0
	16.6		5.0			0.0
24			S. P. Crossing TULARE YL		15.0	0.0
	13.9		4.1			0.0
15			SWALL		19.1	0.0
	5.3		1.1			0.0
52			LOMA		20.2	0.0
	5.3		5.0			0.0
46			VISALIA YL		25.2	0.0
	0.0		S. P. Crossing 6.6			16.2
28			PERAL		31.8	0.0
	11.6		1.5			0.0
	11.6		S. P. Crossing 2.9		33.3	0.0
	10.6		CALGRO		36.2	15.9
66			2.3			0.0
	0.0		CUTLER YL		38.5	0.0
	0.0		3.2			0.0
32			SULTANA		41.7	13.2
	0.0		3.4			0.0
52			DINUBA		45.1	0.0
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	0.0
	14.6		1.9			0.0
	14.6		S. P. Crossing 0.3		50.7	0.0
22			LAC JAO		51.0	0.0
	0.0		2.4			0.0
68			PARLIER		53.4	0.0
	5.3		1.4			0.0
23			MILEY		54.8	2.5
	1.1		3.7			0.0
52			DEL REY		58.5	7.9
	0.0		3.4			0.0
42			WOLF		61.9	8.5
	0.0		2.5			0.0
32			LONE STAR		64.4	10.6
	0.0		2.5			0.0
20			OCOLE		66.4	10.6
	0.0		2.5			0.0
Yard			CALWA YL		68.9	
			(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. 6 September 24, 1961	↑		
Yard			STATIONS			
	0.0		PIEDRA YL		16.9	58.3
7			2.1			0.0
	0.0		AVOCADO YL		14.8	57.0
	0.0		3.5			0.0
32			OAKHURST YL		11.3	52.8
	0.0		2.0			0.0
22			MINKLER YL		9.3	31.7
	0.0		2.2			0.0
76			OELLA YL		7.1	0.0
	0.0		1.2			0.0
17			WAHTOKE YL		5.9	0.0
	33.2		1.5			0.0
32			RADWIN YL		4.4	41.4
	0.0		4.4			0.0
Yard			REEDLEY YL		0.0	
			(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. 6 September 24, 1961	↑		
Yard			STATIONS			
	13.3		BAKERSFIELD YL		116.0	0.0
29			2.5			0.0
	0.0		LANDCO YL		118.5	51.5
			2.8			0.0
28			OIL JUNCTION YL		110.7	0.0
			38.8			0.0
	52.8		DUCOR YL		71.9	52.8
			5.9			0.0
48			ULTRA		66.0	52.8
	52.8		7.0			0.0
			PORTERVILLE JCT. YL		69.0	0.0
	0.0		S. P. Crossing 0.8			33.2
42			PORTERVILLE YL		58.2	52.8
	52.8		6.3			0.0
32			STRATHMORE JCT.		51.9	0.0
	31.1		1.1			0.0
28			MIRADOR		50.8	31.4
	3.1		4.1			0.0
52			LINDSAY YL		46.7	34.8
	5.0		3.1			0.0
16			LUCCA		43.6	0.0
	0.0		0.6			0.0
12			SIDES		43.0	0.0
	15.8		3.8			0.0
40			EXETER YL		39.2	0.0
	15.8		0.3			0.0
			Visalia Elect. Crossing 0.6		38.9	0.0
7			ANTES		38.3	5.3
	4.7		1.6			0.0
16			VENIDA		36.7	5.3
	0.0		2.7			0.0
16			FANE		34.0	8.9
	21.1		2.8			0.0
	20.8		HILLMAID		31.2	30.8
			0.1			0.0
			Visalia Elect. Crossing 1.0		31.1	30.8
	20.8		REDBANKS		30.1	20.8
16			1.8			0.0
10			CAIRNS		28.3	17.4
	0.0		1.4			0.0
18			RAYO		26.9	17.4
	0.0		3.1			0.0
32			SEVILLE		23.8	10.8
	15.3		3.2			0.0
			WYETH YL		20.6	26.8
			1.6			0.0
66			CUTLER YL			
	0.0		1.6			0.0
	14.4		WYETH YL		20.6	0.0
			2.0			0.0
24			OROSI YL		18.6	15.2
	30.3		6.4			0.0
42			ORANGE COVE YL		12.2	10.6
	16.2		5.9			0.0
28			NAVALENOIA YL		6.3	31.7
	25.3		6.3			0.0
22			MINKLER YL		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)	Tulare
Arvin Dist.	Visalia
Kern Junction to and including Bakersfield	Cutler to and including Wyeth
Bakersfield to and including Oil Junction	Wyeth to and including Minkler via Orosi
Oil City Dist.	Reedley
Ducor (Santa Fe tracks only)	Wahtoke Dist.
Porterville to and including Porterville Jct.	Calwa to Fresno Tower
Lindsay	Fresno Interurban Dist.
Exeter	Oakdale Dist.
Laton 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 Districts; must not exceed 20 MPH on Oakland, 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	Frnt.		Psg.-and Light	Frnt.
Mojave District	79	60	SECOND DISTRICT (Cont'd)		
Arvin District	25	25	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	Escalon M.P. 1101.4 to 1102.0	60	60
M.P. 891 Jastro, to Calwa	90	60	Curve M.P. 1119.1 to 1119.5	60	60
Second District			Stockton M.P. 1120.0 to 1122.0	20	20
Calwa to Mormon	90	60	Track M.P. 1134.7 to 1136.4	30	30
Mormon to Richmond	79	60	Curve M.P. 1139.5 to 1139.8	65	60
Oakdale District	20	20	Antioch M.P. 1151.3 to 1152.3	45	45
Visalia District			Pittsburg M.P. 1155.4 to 1156.1	24	24
Corcoran to Visalia	30	30	2 Curves M.P. 1161.3 to 1161.9	50	50
Visalia to Calwa	40	40	4 Curves M.P. 1167.3 to 1168.6	50	50
Porterville-Orosi District	40	40	2 Curves M.P. 1169.1 to 1170.2	60	60
Oil City District	20	20	2 Curves M.P. 1170.5 to 1171.2	50	50
Laton District	15	15	8 Curves M.P. 1171.3 to 1173.6	45	45
Wahtoke District	25	25	Tunnel No. 3 & 4 Curves M.P.		
Fresno Interurban District	15	15	1173.6 to 1175.9	50	50
Oakdale District	20	20	Curve M.P. 1176.0 to 1176.3	45	45
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.			3 Curves M.P. 1176.4 to 1177.1	50	50
			2 Curves M.P. 1178.0 to 1178.9	50	50
			3 Curves M.P. 1179.2 to 1180.2	45	45
			2 Curves M.P. 1180.2 to 1180.9	50	50
			4 Curves M.P. 1181.0 to 1182.5	55	55
			Curve M.P. 1184.7 to 1185.0	65	60
			Curve M.P. 1185.1 to 1185.4	50	50
			3 Curves & track M.P. 1185.8 to 1189.0	45	45
			2 Curves M.P. 1189.0 to 1189.6	20	20
MOJAVE DISTRICT			OAKLAND DISTRICT		
Curve M.P. 747.2 to 747.6	60	60	Track M.P. 0.0 to 10.2	20	20
2 Curves M.P. 816.4 to 817.5	50	50	Track M.P. 10.2 to 10.8	15	15
Kern Jct. to Bakersfield	20	20	Track M.P. 10.8 to 10.9	5	5
ARVIN DISTRICT			VISALIA DISTRICT		
Curve M.P. 316.7 to 317.1	10	10	Tulare M.P. 14.3 to 15.9	20	20
Curve M.P. 329.7 to 329.9	10	10	Visalia M.P. 24.5 to 26.0	15	15
FIRST DISTRICT			Reedley M.P. 48.2 to 49.5	20	20
Bakersfield M.P. 887.5 to 888.5	20	20	Parlier M.P. 53.1 to 53.6	24	24
2 Curves M.P. 889.3 to 890.1	50	50	Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 892.9 to 893.4	70	60	Curve M.P. 62.2 to 62.7	30	30
Alpaugh Spur	10	10	PORTERVILLE-OROSI DISTRICT		
Corcoran M.P. 950.5 to 951.1	50	50	Track M.P. 0.0 to 12.0	10	10
Hanford M.P. 967.5 to 968.4	20	20	Track M.P. 12.0 to Cutler	25	25
Curve M.P. 969.3 to 969.5	55	55	Woodlake Spur	10	10
Curve M.P. 973.7 to 973.9	55	55	Exeter M.P. 39.1 to 39.6	20	20
2 Curves M.P. 975.0 to 975.8	50	50	Lindsay M.P. 46.1 to 47.1	20	20
Calwa Tower to Calwa	40	40	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

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
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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

Station	Type	Location	MPH
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
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
Knightesen	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
Collier	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

SPECIAL RULES

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS 9

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, 80-87, 600-611, 800-849, 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

	Forward		Backing or When Controlled From Rear Unit		Dead In Train	
	Miles Per Hour	Light Miles Per Hour	Miles Per Hour	When Controlled From Rear Unit Miles Per Hour	Miles Per Hour	Miles Per Hour
Diesel and Gas-Electric						
11-90, 300-314	100	80	45	90	90	90
325-344	80	80	45	80	80	80
100-289, 401-430	65	65	45	60	60	60
600-611	65	65	45	60	60	60
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60	60	60
450-451	30	30	30	20	20	20
460-468	35	35	35	20	20	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45	45	45
650-653	40	40	40	30	30	30
800-849, 900-979, 1100-1124	75	75	45	60	60	60
RDC 191-192 (Coupled)	80	80	70	70	70	70
RDC 191-192 (Single Unit)	80	80	50	70	70	70
M115, 118, 119, 122, 126, 186	65	65	25	60	60	60
M160	70	65	25	70	70	70
M190	80	65	25	75	75	75
Sacramento Northern Diesels						
301	50	50	45	50	50	50
701-732, 801-803, 913-924	65	65	45	60	60	60

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

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

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
Kings Park	963.6	23	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
Mattel	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

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 Crossover — 0—0 West main to S. P. West main 0— Main track to Sunset — 0—
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	
FIRST DISTRICT			
Hanford	S. P. Coalinga Branch	TCS.	
Calwa Tower	S. P. main track and entrance to yard.	TCS.	
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.	
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).	

**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.

SAN FRANCISCO

DR. JOHN D. RELFE, Local Surgeon
DR. CHESTER E. HERROD,
Assistant Local Surgeon

OAKLAND

DR. R. A. CRUM, Division Surgeon

RICHMOND

DR. HANS BENEDICT, Shop Physician
DR. LAWRENCE W. BROWN,
Assistant Local Surgeon

PITTSBURG

DR. C. L. KERNS, Local Surgeon
DR. EDWIN E. BOYSEN,
Assistant Local Surgeon

ANTIOCH

DR. ROBERT E. SANDLIN, Local Surgeon

STOCKTON

DR. W. T. McNEIL, Local Surgeon
DR. JOHN McNALLY,
Assistant Local Surgeon

OAKDALE

DR. E. E. CHOURET, Local Surgeon
DR. F. JOHN HOGG,
Assistant Local Surgeon

HUGHSON

DR. PAUL E. KLEIN, Local Surgeon

MERCED

DR. E. M. SODERSTROM, Local Surgeon

MADERA

DR. GILBERT G. DAGGETT, Local Surgeon

FRESNO

DR. R. W. DAHLGREN, Division Surgeon
DR. L. R. NIELSON, Local Surgeon
DR. F. R. FREETO, Assistant Local Surgeon

HANFORD

DR. W. F. CHAMLEE, Local Surgeon

CORCORAN

DR. HAROLD JACOBS, Local Surgeon
DR. JAMES A. SMITH,
Assistant Local Surgeon

WASCO

DR. WILLIAM A. HAGEN, Local Surgeon

SHAFTER

DR. HENRY W. VOTH, Local Surgeon

BAKERSFIELD

DR. JOE SMITH, Division Surgeon
DR. WAYLAND P. MATT, Local Surgeon
DR. WARREN E. SIMON,
Assistant Local Surgeon

TULARE

DR. C. M. MATHIAS, Local Surgeon
DR. C. EUGENE MATHIAS,
Assistant Local Surgeon

VISALIA

DR. K. F. WEISS, Local Surgeon
DR. F. G. POWELL, Assistant Local Surgeon

REEDLEY

DR. M. S. GAEDE, Local Surgeon

EXETER

DR. JOHN S. GLENN, Local Surgeon

LINDSAY

DR. HORACE G. CAMPBELL, Local Surgeon

PORTERVILLE

DR. F. L. WIENS, Local Surgeon
DR. R. D. KARSTAEDT,
Assistant Local Surgeon

TAFT

DR. ROBERT A. PATRICK, Local Surgeon
DR. WILLIAM L. McEWEN,
Assistant Local Surgeon

MOJAVE

DR. HAROLD L. SCHLOTTHAUER,
Local Surgeon
DR. MADGE SCHLOTTHAUER,
Assistant Local Surgeon

BORON

DR. GEORGE K. FAULKNER, Local Surgeon

BARSTOW

DR. M. F. FINK, Local Surgeon
DR. A. P. VICENTE,
Assistant Local Surgeon

**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
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Grants	Clovis and beyond	North of Barstow
	Flagstaff	Pasadena and Los Angeles	Kansas City and beyond
	Williams Jct.	Barstow and beyond	Albuquerque and beyond
18	Pomona		Williams Jct. and beyond
	Williams Jct.	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	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
20	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Grants	La Junta and beyond	South of Barstow
	Laguna		Albuquerque and beyond
	Pico Rivera		Williams Jct. and beyond
124	Pico Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Pico 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	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76	Pico Rivera	Oceanside, Del Mar, or San Diego	
76, 78	San Juan Capistrano		Los Angeles
70	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	J. H. BOGUE 1714 "L" St., Merced
BILL C. HOLMES 219 E. Main St., Barstow	HELEN WILSON SHOEMAKE 1323 Jay St., Modesto
ARLIE KNIGHT 1663 Chester Ave., Bakersfield	WALTER K. BANKS AND SON 111 North San Joaquin St., Stockton
J. N. CHENEY 1600 20th St., Bakersfield	EUGENE MAYER 516 - 2nd St., Antioch
GEO. E. CRAIN 4221-B E. Shields Ave., Fresno	W. R. STRIBLEY 1013 MacDonald Ave., Richmond
CHARLIE R. LEWIS 2044 Fresno St., Fresno	C. G. HALLER 1809 Telegraph Ave., Oakland
GRAY'S-COLVIN'S 727 Olive Ave., Fresno	ED S. BRILLON 3876 San Pablo Ave., Oakland
W. A. SWANSON 4427 E. Jensen Ave., Calwa	EDWARD F. WILLIAMS 210 Townsend St., San Francisco

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	□	SAFE COUPLING SPEED
5 miles per hour	▣	Damage Begins
6 miles per hour	▣▣	2¼ times as damaging as 4 MPH
7 miles per hour	▣▣▣	3 times as damaging as 4 MPH
8 miles per hour	▣▣▣▣	4 times as damaging as 4 MPH
9 miles per hour	▣▣▣▣▣	5 times as damaging as 4 MPH
10 miles per hour	▣▣▣▣▣▣	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!

