



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.)

ASSISTANT SUPERINTENDENT

G. E. YOUNG Richmond, Calif.

TRAINMASTERS

J. O. PHILLIPS Bakersfield, Calif.

W. C. PARKS Fresno, Calif.

C. J. THOMPSON Fresno, Calif.

R. C. VAN AUSSDALL Stockton, Calif.

R. E. JOHNSON Richmond, Calif.

ASSISTANT TRAINMASTERS

R. J. ST. JOHN Richmond, Calif.

J. S. STEVENSON Pittsburg, Calif.

G. C. DADO Bakersfield, Calif.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

E. F. POLLARD Barstow, Calif.

ROAD FOREMEN OF ENGINES

J. O. ELWOOD Fresno, Calif.

V. BARBER Bakersfield, Calif.

CHIEF DISPATCHER

J. E. SIKES Fresno, Calif.

ASSISTANT CHIEF DISPATCHERS

E. C. STRETCH Fresno, Calif.

J. B. BONESTEEL Fresno, Calif.

B. E. WALDRUM Fresno, Calif.

DISPATCHERS - FRESNO

N. S. PETERSEN

J. H. WEBBER

R. D. RILEY

L. E. KIRKEENG

M. L. POTTER

D. F. PAULS

G. T. WHEELER

C. C. GRAHAM

L. L. SAGE

D. R. MACIEL

**The
Atchison, Topeka and Santa Fe
Railway Co.**



COAST Santa Fe LINES

VALLEY DIVISION

TIME TABLE No.

19

IN EFFECT

Wednesday, March 6, 1974

**At 12:01 A.M.
Pacific Standard Time**

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

**H. D. FISH
General Manager
LOS ANGELES, CALIF.**

**C. E. ROLLINS - J. G. FRY - R. T. DENNISON
Assistant General Managers
LOS ANGELES, CALIF.**

**G. E. BECKER
Superintendent
FRESNO, CALIF.**

2 VALLEY DIVISION

MOJAVE DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Rating Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Ascending—Feet Per Mile	
			↙	NO. 19 March 6, 1974	↗			
				STATIONS				
Yard	C-R-Y		TRAFFIC CONTROL SYSTEM	BARSTOW		746.4		
11517	B	34.3		1.8	HUTT		748.6	0.0
8011	B	12.1		8.6	HINKLEY		757.2	7.7
8034	B	34.3		15.8	JIMGREY		772.9	24.5
8052	C-Y	28.0		11.0	BORON		784.0	26.9
8004	B	0.0		5.6	SILT		789.6	34.3
8007	Y	26.4		7.5	EDWARDS		797.1	19.0
8019	B	34.3		6.4	BISSELL		803.6	0.0
8772	B	24.3		6.5	SANBORN		810.1	26.4
Yard	C-R-Y	52.8		5.6	MOJAVE (68.8)		818.4	0.0
	C			66.9	KERN JUNCTION	2	885.2	0.0
Yard	C-R-T	15.8		2.5	BAKERSFIELD	2 TRKS.	887.7	
					(138.2)			

Trains must get numbered clearance card before leaving Barstow and Bakersfield, except at Barstow trains may proceed on clear train order signal in lieu of clearance card.

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

Rule 251 in effect between Kern Jct. and M.P. 887.4 at Bakersfield.

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

Rule 93(A) in effect:

At Barstow, between M.P. 746 and hand throw crossover west end passenger yard.
Between Kern Jct. and M.P. 889.2 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr. and Light	MPH	Fr.
MOJAVE DISTRICT	70		60
Curve M.P. 747.2 to 747.6	60		60
2 Curves M.P. 816.4 to 817.5	50		50
Kern Jct. to Bakersfield	20		20

In TCS sidings, speed limit 40 MPH, except Boron—20 MPH over switch to P.C. Borax spur.

LENGTH OF STEMS OF WYES

Barstow (M.P. 747.3)	2796 Feet
Boron	Mine Spur
Edwards	Government Spur

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity	Switch Connection
P. C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

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. "EE"—East End.
"S"—Spring Switch. "WE"—West End.

Station	Type	Location	MPH
Hutt	I	EE siding	15
Hutt	I	WE siding	40
Hinkley	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

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
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

VALLEY DIVISION 3

Capacity of Sidings in Feet	Communications, Turn Tables and Wyes	Rating Grade Ascending—Feet Per Mile	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Rating Grade Ascending—Feet Per Mile
			FIRST CLASS	NO. 19	FIRST CLASS					
			11	March 6, 1974	10					
			Leave Daily	STATIONS	Arrive Daily					
Yard	C-R-T		AM 11.30	BAKERSFIELD	PM 4.30	887.7				
E-6726 W-6155		13.3		3.4		891.1		15.5		
9015		0.0		JASTRO				14.7		
E-4833 W-5963	C-R	9.2		6.6		897.7		0.0		
6568	C-R	0.0		UNA		905.4		10.6		
8964		0.0	11.55	7.7		913.0	3.59	15.8		
9032		0.0		SHAFTER		919.2		15.8		
8948		0.0		7.6		924.6		8.4		
8999		9.5		WASCO		932.3		1.7		
E-5990 W-5951	C-R-Y	4.1		6.2		942.1		2.6		
8879		4.1		ELMO		950.9	3.25	0.0		
E-8963 W-4490	C-R	5.8		5.4		960.3		0.0		
9055		10.6		SANDRINI		967.9	3.10	0.0		
3515		14.6		7.7		973.2		15.8		
9051		0.0		ALLENSWORTH		978.0		15.8		
8959		10.6		9.8		982.2		0.0		
		10.6		ANGIOLA		988.3		0.0		
		0.0		8.8		994.4		4.2		
Yard	C-R T-Y			CORCORAN		995.2	2.42			
			PM 1.16	9.4						
				GUERNSEY						
				7.6						
				S. P. Crossing						
				HANFORD						
				5.3						
				SHIRLEY						
				2.8						
				LATON						
				6.2						
				CONEJO						
				6.1						
				BOWLES						
				6.1						
				S. P. Crossing						
				0.8						
				CALWA						
				(107.5)						
			Arrive Daily		Leave Daily					

(60.8) Average speed per hour (59.7)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Rosedale	895.7	2088	East & West
Crome	899.5	1700	West
Palmo	910.5	1400	West
Neufeld	914.7	300	East
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	4.8 miles	West
Blanco	945.9	3632	East & West
Kings Park	963.6	7571	East & West
Pitco	970.1	850	East
Monmouth	985.6	1324	East & West

LENGTH OF STEMS OF WYES

Location	Feet
Corcoran	Visalia District
Calwa	Visalia District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location	Tracks Governed	Rule
Hanford	S. P. Coalinga branch.	TCS.
Calwa	0.8 East S. P. main track and entrance to yard.	TCS.

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

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Laton, between M.P. 889.2 Bakersfield and Calwa.

Rule 93(A) in effect between Kern Jct. and M.P. 889.2 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
FIRST DISTRICT	70		60
Bakersfield M.P. 887.5 to 889	20		20
2 Curves M.P. 889 to 890.1	50		50
Hanford M.P. 967.5 to 968.4	50		50
Curve M.P. 969.3 to 969.5	55		55
3 Curves M.P. 973.7 to 975.8	55		55
M.P. 994.4 to Calwa	40		40
Alpaugh Spur	10		10

In TCS sidings, speed limit 40 MPH except west siding Hanford, speed limit 20 MPH.

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
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
Sandrini	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	EE and WE siding	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)	15
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30

Normal position for junction switches:

- Corcoran for First District siding
- Laton for First District siding

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 946.3	Highwater	Signals 9461 and 9482

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

4 VALLEY DIVISION

SECOND DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending Feet Per Mile	WESTWARD		TIME TABLE NO. 19 March 6, 1974	EASTWARD		Mile Post	Ruling Grade Ascending Feet Per Mile
			FIRST CLASS			FIRST CLASS			
			11			10			
			Leave Daily		STATIONS		Arrive Daily		
Yard	C-R T-Y	15.8	PM 1.16		CALWA		PM 2.42	995.2	2.6
		15.8			1.6 S. P. Crossing			996.8	2.6
Yard	C	15.8	s 1.25 1.30		FRESNO		2.35 2.30	998.1	5.3
1900		15.8			2.0 HAMMOND			1000.1	5.3
8514		15.8			4.9 FIGARDEN			1005.0	15.8
8950		10.6			6.3 GREGG			1011.3	15.8
8984	B	15.8			8.3 MADERA			1019.6	15.8
9083		15.8			5.8 KISMET			1025.5	0.0
13900		7.4			5.7 SHARON			1031.1	15.8
8978		15.8			10.4 LE GRAND			1041.5	15.8
9668		5.3			5.8 PLANADA			1047.3	12.7
10315	C-R	0.0	s 2.40		8.8 MERCED		s 1.25	1056.1	17.4
8989		5.3			6.8 FLUHR			1062.9	20.0
8999		18.0			8.8 BALLICO			1071.7	15.8
8964		15.8			7.9 DENAIR			1079.6	15.3
8971		22.7			9.6 MODESTO-EMPIRE JCT.			1089.2	0.0
7315	C-R	26.4	s 3.20		6.4 RIVERBANK		s 12.45	1095.6	15.8
9254		15.8			6.0 ESCALON			1101.6	15.8
8968		0.0			8.0 DUFFY			1109.6	5.3
7914	R-Y	0.0			10.4 MORMON			1120.0	10.3
		0.0			0.7 W. P. Crossing STOCKTON TOWER S. P. Crossing			1120.7	10.3
6794	Y	0.0	s 3.50		0.7 STOCKTON		s 12.15	1121.4	1.8
4881	B	1.6	3.56		5.2 GILLIS		12.06 PM	1126.6	0.5
3674	B	0.0			2.7 HOLT			1129.3	0.0
4943	B	0.8	4.03		3.7 TRULL		11.59	1138.0	5.3
	B	11.6			1.8 MIDDLE RIVER			1134.8	10.6
3558	C	0.0	4.09		2.0 ORWOOD		11.52	1136.8	10.6
3781	B	3.2			3.0 BIXLER			1139.8	0.0
4826	B	6.3	4.15		3.2 KNIGHTSEN		11.45	1143.0	6.6
3395		3.1			3.1 OAKLEY			1146.1	15.8
5580	B	13.2	4.22		4.2 SANDO YL		11.37	1150.3	15.8
5291	B	0.0			1.8 ANTIOCH YL			1152.1	6.6
6380	C-R	15.8	4.30		3.7 PITTSBURG YL		11.30	1155.8	15.8
5363	C-R	15.8	4.40		7.8 PORT CHICAGO YL		11.20 AM	1163.6	0.0
3456		0.0	PM		3.3 MALTBY			1166.9	0.0
3834	B	52.8			6.5 GLEN FRAZER			1173.4	52.8
4785	B	52.8			2.6 CHRISTIE			1176.0	52.8
5184	B	0.0			3.1 COLLIER			1179.1	52.8
	B	0.0			2.4 PINOLE			1181.5	29.9
5310	B	49.6			1.1 GATELEY			1182.6	52.8
5373	B	52.8			3.9 RHEEM			1186.5	52.8
Yard	C-R T-Y	51.7			3.1 RICHMOND YL			1189.6	
			Arrive Daily		(194.4)		Leave Daily		

(49.5)

Average speed per hour

(50.0)

Trains must get numbered clearance card before leaving Calwa and Richmond, and westward trains must get numbered clearance card before leaving Stockton Tower.

Trains originating must get numbered clearance card before leaving Port Chicago and Riverbank.

At Port Chicago only first class trains will register. When office of communication open, may do so by Form 903.

At Port Chicago, No. 10 will originate and No. 11 will terminate on the siding and schedule time will apply at the east siding switch, and trains and engines may use main track to clear the time of No. 10 and No. 11 as required by Rules 86, 86(A) and S-87(A).

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of MP 1122.

Rule 93: Yard limits are located at:
Du Pont to and including Pittsburg
Port Chicago
Richmond

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
SECOND DISTRICT	70		60
Calwa to M.P. 996.8	40		40
M.P. 996.8 to 1002.0	20		20
M.P. 1002.0 to 1003.2	50		50
Merced M.P. 1055.7 to 1057.0	30		30
Curve M.P. 1087.9 to 1088.1	50		50
Oakdale Spur	20		20
Escalon M.P. 1101.4 to 1102.0	60		60
Curve M.P. 1119.1 to 1119.5	60		60
Stockton M.P. 1120.0 to 1122.0 (Lincoln St.)	20		20
Track M.P. 1134.7 to 1136.4	30		30
Curve M.P. 1139.5 to 1139.8	65		60
Antioch M.P. 1151.3 to 1152.3	45		45
Pittsburg M.P. 1155.4 to 1156.1 (Railroad Ave.)	24		24
2 Curves M.P. 1161.3 to 1161.9	50		50
4 Curves M.P. 1167.3 to 1168.6	50		50
2 Curves M.P. 1168.6 to 1170.5	60		60
26 Curves and Tunnel No. 3 M.P. 1170.5 to 1180.9	45		45
4 Curves M.P. 1180.9 to 1182.5	55		55
4 Curves M.P. 1184.7 to 1187.8	50		50
1 Curve M.P. 1187.8 to 1189.0	45		45
2 Curves M.P. 1189.0 to 1189.6	20		20

When street or highway crossings are shown, speed applies only while head end of train is passing.

In TCS sidings, speed limit 40 MPH.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 1012.1	Dragging Equipment	Rotating white lights located at M.P. 1010.7

When dragging equipment indicators actuated, stop and inspect train.

(Continued on Page 5)

SECOND DISTRICT

VALLEY DIVISION 5

(Continued from Page 4)

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.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
Fresno	I	2 crossovers MP 996.8	30
	I	Turnout yard lead to eastward main track MP 996.8	30
	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
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
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

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 governing movement from west end of siding to main track will clear if main track is unoccupied.

At Glen Frazer, westward train finding Signal 11731 or signal governing movement from west end siding to main track in stop position may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. Westward train on auxiliary siding will find signal governing movement from auxiliary track to main track in stop position and may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 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 at east end of siding. 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 train is 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.

LENGTH OF STEMS OF WYES

Location	Feet
Calwa	Visalia District
Mormon	2610
Stockton	678

Normal position for junction switches:
Hammond for Second District siding

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection	Location	Mile Posts	Capacity in Feet	Switch Connection
Trigo	1014.3	1984	East & West	Woodsbro	1125.5	2905	East & West
Tuttle	1050.7	2575	East & West	Werner	1138.8	1185	East & West
Kadota	1052.1	1072	East & West	Du Pont	1147.6	3473	East & West
Pritchard	1058.9	998	East	East Antioch	1149.2	6350	East & West
Winton	1065.4	1049	East & West	Zee	1149.7	3163	East & West
Hughson	1085.8	2047	East & West	Monsanto	1165.8	2304	East & West
Claus	1092.8	2228	East & West	Muir	1170.6	East
Oakdale Spur	1095.6	6.5 miles	East	Herpoco	1180.4	West
Burnham	1112.5	1717	East & West	Bethlehem Steel	1184.5	1562	East & West
Rockwell	1114.8	903	East & West	San Pablo	1187.8	584	East & West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location	Tracks Governed	Rule	Whistle Signal in Addition to Rule 14(Z)
Calwa	1.6 West	S. P. Porterville branch.	TCS.
Oakdale		S. P. Oakdale branch.	98 (A), 98 (B).
Stockton Tower		W. P. and S. P. main tracks and transfer tracks.	Interlocking.
Stockton	1.0 West	Main track, siding and Port lead.	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	0.2 West	Lead to Johns Manville 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.

- 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
- Port lead — 0 — 0

6 VALLEY DIVISION

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				NO. 19 March 6, 1974				
			STATIONS					
Yard	C-R-T	13.3		TCS BAKERSFIELD			116.0	
1450	B-Y	0.0		2.5 LANDCO YL			113.5	0.0
1436	B			2.8 OIL JUNCTION YL			110.7	51.5
	B			38.8 DUCOR YL			71.9	52.8
2454		52.8		5.9 ULTRA			66.0	52.8
		52.8		7.0 PORTERVILLEJCT.YL			59.0	52.8
		0.0		S. P. Crossing				33.2
2193	C-Y	52.8		0.8 PORTERVILLE YL			58.2	52.8
1645		31.1		6.3 STRATHMORE JCT.			51.9	31.4
2732	C	5.0		5.2 LINDSAY YL			46.7	34.8
1729	C	15.8		7.5 EXETER YL			39.2	0.0
		15.8		0.3 Visalia Elect. Crossing			38.9	5.3
844		21.1		2.2 VENIDA			36.7	8.9
		20.8		5.5 HILLMAID			31.2	30.8
		20.8		0.1 Visalia Elect. Crossing			31.1	30.8
843	B	0.0		1.0 REDBANKS			30.1	20.8
564		0.0		1.8 CAIRNS			28.3	17.4
958		15.3		1.4 RAYO			26.9	17.4
	Y			6.3 WYETH YL			20.6	26.8
3371	C	0.0		1.6 CUTLER YL				0.0
	Y	14.4		1.6 WYETH YL			20.6	0.0
1283	B	30.3		2.0 OROSI YL			18.6	15.2
2173	C	16.2		6.4 ORANGE COVE YL			12.2	10.6
1245		25.3		5.9 NAVALENCIA YL			6.3	31.7
1147	Y			6.3 MINKLER YL			0.0	
				(116.0)				

Movements between Bakersfield and Landco will be made under Rule 261 (TCS) on First District.

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

Rule 93: Yard limits are located at:

- Landco to Oil Jct.
- Ducor (Santa Fe tracks only)
- Porterville to and including Porterville Jct.
- Lindsay
- Exeter
- Cutler to and including Wyeth
- Wyeth to and including Minkler via Orosi

No switch lights between Ducor and Minkler.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr. and Light	MPH	Fr.
PORTERVILLE-OROSI DISTRICT	40		40
Track M.P. 0.0 to 13.0	10		10
Track M.P. 13.0 to Cutler	25		25
Woodlake Spur	10		10
Exeter M.P. 39.1 to 39.6	20		20
Lindsay M.P. 46.1 to 47.1	20		20
Strathmore Spur	15		15
Sunland Spur	15		15
2 Curves M.P. 61.5 to 62.1	30		30
Between Porterville and Ducor	40		40
Between Oil Junction and Landco	20		20

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.
- "EE"—East End.
- "S"—Spring Switch.
- "WE"—West End.

Station	Type	Location	MPH
Landco	S	Stem of wye	10
	S	EE siding	15

Normal position of junction switches:
Wyeth for Porterville-Orosi District
Minkler for Wahtoke District

LENGTH OF STEMS OF WYES:

Location	Feet
Landco	1300
Minkler	Porterville-Orosi District
Wyeth	1.6 Miles
Porterville	1143

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Hillmaid0.1 West	Visalia Elec.	98 (A), 98 (B).
Exeter0.3 West	Visalia Elec.	98 (A), 98 (B).
Porterville0.8 East	S. P. Success branch.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Woodlake Spur	33.5	2.2 miles	West
Winco	32.4	752	East & West
Neil	40.6	1000	West
Cleary	44.4	1277	West
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	1100	West
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	700	East

VISALIA DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 19 March 6, 1974		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				STATIONS				
Yard	C-R-Y	28.5		CORCORAN	YL	0.3		
1081		13.9		14.7 S. P. Crossing TULARE	YL	15.0		0.0
		5.3		5.2 LOMA		20.2		0.0
2338	C	0.0		5.0 VISALIA	YL	25.2		0.0
1509		11.6		6.6 S. P. Crossing PERAL		31.8		16.2
		11.6		1.5 S. P. Crossing		33.3		0.0
	B	10.6		2.9 CALGRO		36.2		0.0
3380	C	0.0		2.3 CUTLER	YL	38.5		15.9
1648		0.0		3.2 SULTANA		41.7		0.0
2722		9.3		3.4 DINUBA		45.1		13.2
Yard	C-Y	14.6		3.7 REEDLEY	YL	48.8		0.0
		14.6		1.9 S. P. Crossing		50.7		0.0
1137		0.0		0.3 LAC JAC		51.0		0.0
3487		5.3		2.4 PARLIER	YL	53.4		0.0
2651		0.0		5.1 DEL REY	YL	58.5		2.5
2246		0.0		3.4 CASTY		61.9		7.9
1626		0.0		2.5 LONE STAR	YL	64.4		8.5
Yard	C-R T-Y	0.0		4.5 CALWA	YL	68.9		10.6
(68.6)								

WAHTOKE DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 19 March 6, 1974		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				STATIONS				
1147	Y	0.0		MINKLER		9.7		
		0.0		1.9 CELLA		7.8		31.7
850		0.0		2.5 WAHTOKE		5.3		0.0
1679		33.2		1.4 RADWIN		3.9		0.0
Yard	C-Y	0.0		3.9 REEDLEY		0.0		41.4
(10.1)								

Yard limits MP 10.1 to Reedley, inclusive.
Main track ends at MP 10 + 336'; just east of Minkler.
No switch lights on Wahtoke District.

At Cutler trains may register by Form 903 during hours office open.

Rule 93: Yard limits are located at:

- Corcoran (Visalia District only)
- Tulare
- Visalia
- Cutler
- Reedley
- Parlier
- Del Rey
- Lone Star
- Calwa (Visalia District only)
- Wahtoke District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Fr.
VISALIA DISTRICT	40	40
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	15	15
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
WAHTOKE DISTRICT	25	25

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

Normal position of junctions switches:

- Corcoran for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Minkler for Wahtoke District

Length of stems of wyes:

- Corcoran.....Visalia District
- Calwa.....Visalia District
- Reedley.....Wahtoke District
- Minkler...Porterville-Orosi District

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

VISALIA DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Higby	22.1	634	East & West
Enson	43.9	700	East
Mattei Spur	65.2	2.2 miles	West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
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).

8 VALLEY DIVISION

OAKLAND, OIL CITY AND FRESNO INTERURBAN DISTRICTS

OAKLAND DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 19 March 6, 1974		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				STATIONS				
Yard	C-R T-Y			RICHMOND			0.0	
850	B	64.4		4.5 EL CERRITO			4.5	39.6
1000	B	22.7		3.5 BERKELEY			8.0	31.7
Yard	Y	0.0		2.0 OAKLAND 40th and San Pablo			10.9	79.4
				(10.9)				

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 105.

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

OIL CITY DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 19 March 6, 1974		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				STATIONS				
1436	B-Y	21.1		OIL JUNCTION			308.6	0.0
1481		10.5		2.2 SEGURO			310.8	0.0
1149		52.8		0.8 MALTHA			311.6	42.2
Yard				2.1 OIL CITY			313.7	
				(5.1)				

Yard limits Oil Junction to Oil City, inclusive.
No switch lights on Oil City District.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE NO. 19 March 6, 1974		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			STATIONS				
350	0.0			HAMMOND		0.0	0.0
300	0.0			2.0 CINCOTTA		2.0	0.0
1200	0.0			0.4 BARTONETTE		2.4	0.0
300	0.0			2.6 CAMEO		5.0	0.0
1200	0.0			2.2 BURNES		7.2	0.0
350	42.2			5.8 FAIRVIEW		13.0	10.6
700	15.3			1.2 BIG BUNCH		14.2	8.4
500	9.5			1.0 ZEDIKER		15.2	0.0
200	31.7			0.5 RIVERBEND		15.7	42.2
	10.6			1.0 ELK		16.7	0.0
				0.2 BELMONT AVE.		16.9	0.0
				(16.9)			

Yard limits Hammond to Belmont Ave., inclusive.
No switch lights on Fresno Interurban District.

Normal position of junction switches:
Hammond for Second District siding.
Cameo for Southern Pacific Railroad.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
OAKLAND DISTRICT		20	20
Track M.P. 0.0 to 10.2		20	20
Track M.P. 10.2 to 10.8		15	15
Track M.P. 10.8 to 10.9		5	5
FRESNO INTERURBAN DISTRICT		10	10
OIL CITY DISTRICT		20	20

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSING AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Oakland . . . 0.7 West	S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.
Oakland . . . 1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

OAKLAND DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Conlon	3.3	150	East & West
Malott	4.0		
Fairmount Avenue	5.7	100	West

FRESNO INTERURBAN DISTRICT

Hammer Field Spur	4.9	1 Mile	East
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LENGTH OF STEMS OF WYES:

Oakland (new)	1800 ft.
Oakland (old)	320 ft.
Richmond	Oakland District

LATON AND ARVIN DISTRICTS

LATON DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD ↓	TIME TABLE	EASTWARD ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile
				NO. 19 March 6, 1974			
				STATIONS			
3515		0.0		LATON 9.6		0.0	10.4
500		0.0		GEPFORD 6.0		9.6	0.0
800		0.0		SHILLING 1.8		15.6	0.0
550	Y	0.0		LANARE		17.4	0.0
				(17.4)			

Yard limits Laton to Lanare, inclusive.
No switch lights on Laton District.
Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD ↓	TIME TABLE	EASTWARD ↑	Mile Post	Ruling Grade Ascending—Feet Per Mile
				NO. 19 March 6, 1974			
				STATIONS			
4859	B	42.2		ARVIN 4.3		333.1	37.0
	B-Y	0.0		DI GIORGIO 2.0		328.8	42.2
3273		0.0		RIBIER 2.2		326.8	43.3
2643	B	0.0		LAMONT 1.1		324.6	43.3
		0.0		WEST LAMONT 6.6		323.5	43.3
		0.0		ALGOSO 0.3		316.9	43.3
	B	0.0		MAGUNDEN		316.6	43.3
				(16.5)			

Yard limits Arvin to Magunden, inclusive.
No switch lights on Arvin District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	
	Psg. and Light	Frts.
ARVIN DISTRICT	25	25
Curve M.P. 316.7 to 317.1	10	10
Curve M.P. 329.7 to 329.9	10	10
LATON DISTRICT	10	10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

ARVIN DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Lonsmith	318.0	350	East & West
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

LENGTH OF STEM OF WYES

Di Giorgio 500 Ft.

10 VALLEY DIVISION

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 (yard office and roundhouse), Pittsburg, Port Chicago, 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. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Port Chicago, Richmond, and San Francisco (China Basin).

5. 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.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. 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.

8. 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
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	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
1183.1	Bridge 1183.1-A	Road Bridge
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

9. Rule 93 (A): Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.

SPEED REGULATIONS

10. Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 M.P.H.

SPECIAL RULES

11. On Mojave District, First District and Second District between Calwa and Stockton where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

12. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmasters, and trains handling such equipment must not exceed speeds indicated below:

District	Pile Drivers	Other Wrecking Derricks	Other Machines Including Derrick 199775
	AT-199454 AT-199455 AT-199457 AT-199458 Derrick AT-199720		
	MPH	MPH	MPH
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
Any point on all other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, AT 199914, or AT 199915 must not exceed 50 MPH.

Pile drivers must be handled in train next to engine.

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC-321AB, AMTRAK 500-539, 5590-5614, 5687-5704, 5906-5907, 5914, 5920-5948	90	45°
120-129, 541-563, 603-640, 653, 1200-1245, 1500-1537, 2323-2399, 2416, 2418-2441, 2450, 2479-2649	45	45
ALL OTHER CLASSES	70	45°

*Forward speed applies when engine handling train is on the head end being controlled from lead unit in backing position.

14. 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 Locomotives: All Classes	4	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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

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!

Attendants accompanying freight shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.

**SURGEONS OF THE SANTA FE COAST LINES
HOSPITAL ASSOCIATION**

DR. C. J. MONAHAN, CHIEF SURGEON
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

R. W. WELLS, GENERAL WATCH INSPECTOR
Topeka, Kansas

For name and address of local surgeons and local watch inspectors, refer to bulletin book

**SYMBOL FREIGHT TRAIN SCHEDULES
VALLEY DIVISION**

(for information only)

WESTWARD TRAINS							EASTWARD TRAINS												
129	309	869	119	319	809	679 709				901	943	903	913	968	918	908	905	3335	917
9:30P	6:20P	11:00A	9:35A	7:20A	2:00A	2:25A	Ar. Barstow	Lv. Barstow	4:00P	5:00P	6:50P	6:50A	9:15A	7:30P	7:30P	9:15P			6:45A
10:00P	7:05P	11:45A	10:15A	8:05A	3:00A	2:55A	Lv. Barstow	Ar.	3:15P	4:30P	5:50P	5:50A	8:30A	6:30P	6:30P	8:45P			6:00A
2:30A	12:15A	5:30P	3:20P	1:05P	10:00A	7:55A	Ar. Bakersfield	Lv. Bakersfield	9:00A	11:00A	12:30P	12:30A	3:00A	11:30A	11:30A	3:00P			11:59P
2:40A	12:50A	6:30P	3:50P	1:50P	4:00P	8:15A	Lv. Bakersfield	Ar.	7:25A		11:30A	11:30P	1:00A	Daily Exc. Sat. and Sun.	10:00A		12:30P		
4:45A	2:55A	9:30P	6:00P	3:55P	8:00P	10:15A	Ar. Calwa	Lv. Calwa	4:55A				10:45P		6:00A				8:00A
		9:40P			9:30P	10:20A	Lv. Calwa	Ar.					10:35P		5:00A				7:30A
8:05A	5:15A	2:45A	6:15P	7:00A	1:20P	Ar. Mormon	Lv. Mormon	Lv. Mormon	2:40A				7:00P		11:45P				2:30A
	5:35A	3:45A	8:10P	6:35P	10:00A	1:25P	Lv. Mormon	Ar.											
		3:30A					To — WP — From						6:30P						
													5:30P						
11:59A	7:25A	7:00A	10:00P	8:25P	4:00P	4:00P	Ar. Richmond	Lv. Richmond	1:00A		2:30A	2:30P	3:00P		9:15P				11:00P

