



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, L and M, Book of Rules.)

ASSISTANT SUPERINTENDENT

G. E. YOUNGRichmond, Calif.

TRAINMASTERS

J. R. MERRITTBakersfield, Calif.

W. C. PARKSFresno, Calif.

R. C. VAN AUDALLStockton, Calif.

R. E. JOHNSONRichmond, Calif.

ASSISTANT TRAINMASTERS

R. J. ST. JOHNRichmond, Calif.

J. S. STEVENSONPittsburg, Calif.

K. R. HATFIELDBakersfield, Calif.

W. C. LYMAN, JR.Fresno, Calif.

ROAD FOREMEN OF ENGINES

J. O. ELWOODFresno, Calif.

V. BARBERBakersfield, Calif.

SAFETY SUPERVISOR

T. R. LENERTFresno, Calif.

COAST LINES

E. F. POLLARDLos Angeles, Calif.
Supervisor of Air Brakes and General Road Foreman of Engines

D. KEMPLos Angeles, Calif.
Road Foreman of Engines (AMTRAK)

CHIEF TRAIN DISPATCHERS' OFFICE—FRESNO

J. E. SIKES, Chief Dispatcher

ASSISTANT CHIEF DISPATCHERS

E. C. STRETCH J. B. BONESTEEL C. C. GRAHAM

TRAIN DISPATCHERS

N. S. PETERSEN L. E. KIRKEENG
R. D. RILEY B. E. WALDRUM
M. L. POTTER D. F. PAULS
G. T. WHEELER D. R. MACIEL
J. H. WEBBER D. M. ILER

M. S. BYRNE

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



COAST Santa Fe LINES

VALLEY DIVISION

TIME TABLE No.

1

IN EFFECT

Sunday, January 5, 1975

At 12:01 A.M.

Pacific Standard Time

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

**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 MOJAVE DISTRICT

VALLEY DIVISION

WESTWARD ↓	TIME TABLE NO. 1 January 5, 1975				EASTWARD ↑
Ruling Grade Descending, Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet
	BARSTOW	746.4		C-R-Y	Yard
0.0	1.8 HUTT	748.6	34.3	B	11517
7.7	8.6 HINKLEY	757.2	12.1	B	8011
24.5	15.8 JIMGREY	772.9	34.3	B	8034
26.9	11.0 BORON	784.0	28.0	C-Y	8052
34.3	5.6 SILT	789.6	0.0	B	8004
19.0	7.5 EDWARDS	797.1	26.4	B	8007
0.0	6.4 BISSELL	803.6	34.3	Y	8007
26.4	6.5 SANBORN	810.1	24.3	B	8019
0.0	5.6 MOJAVE (88.8)	818.4	52.8	B	8772
	66.9 KERN JUNCTION	885.2		C-R-Y	Yard
0.0	2.5 BAKERSFIELD	887.7	15.8	C-R	
	(138.2)			C-R-T	Yard

Rule 97(A): 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.

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

Rule 94 in effect:

At Barstow, between M.P. 745.7 and hand throw crossover west end passenger yard.

Between Kern Jct. and M.P. 889.2 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	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
P. C. Borax Co. Spur	20	20
Government Spur M.P. 785.0	20	20
Government Spur M.P. 797.1	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
	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
Bakersfield	S	End of DT M.P. 888.2	15

Normal position for spring switch at end of DT Bakersfield M.P. 888.2 is for south track.

VALLEY DIVISION

FIRST DISTRICT 3

WESTWARD		TIME TABLE					EASTWARD	
FIRST CLASS	Ruling Grade Descending Feet Per Mile	NO. 1					FIRST CLASS	Arrive Daily
11		January 5, 1975					10	
Leave Daily		STATIONS			Mile Post	Ruling Grade Descending Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet
AM 11.30		BAKERSFIELD		887.7		C-R-T	Yard	PM 4.30
	15.5	3.4			13.3		E-6726 W-6155	
		JASTRO		891.1				
	14.7	6.6			0.0			
		UNA		897.7			9015	
	0.0	7.7			9.2			
		SHAFTER		905.4		C-R	E-4833 W-5963	
	10.6	7.6			0.0			
11.55		WASCO		913.0		C-R	6568	3.59
	15.8	6.2			0.0			
		ELMO		919.2			8964	
	15.8	5.4			0.0			
		SANDRINI		924.6			9032	
	8.4	7.7			0.0			
		ALLENSWORTH		932.3			8948	
	1.7	9.8			9.5			
		ANGIOLA		942.1			8999	
	2.6	8.8			4.1			
PM 12.30		CORCORAN		950.9		C-R-Y	E-5990 W-9951	3.25
	0.0	9.4			4.1			
		GUERNSEY		960.3			8879	
	0.0	7.6			5.8			
12.50		S. P. Crossing HANFORD		967.9		C-R	E-8963 W-4490	3.10
	0.0	5.3			10.8			
		SHIRLEY		973.2			9055	
	15.8	2.8			14.6			
		LATON		976.0			3515	
	15.8	6.2			0.0			
		CONEJO		982.2			9051	
	0.0	6.1			10.6			
		BOWLES		988.3			8959	
	0.0	6.1			10.6			
		S. P. Crossing		994.4				
	4.2	0.8			0.0			
1.16 PM		CALWA		995.2		C-R T-Y	Yard	2.42 PM
Arrive Daily		(107.5)						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	2400	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

Location	Tracks Governed	Type
Hanford	S. P. Coalinga branch.	TCS.
Calwa	0.8 East S. P. main track.	TCS.

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

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

Rule 94 in effect between Kern Jct. and M.P. 889.2 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Fr.
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.
- "ESL"—Electric Switch Lock.
- "S"—Spring Switch.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
Bakersfield	S	End of DT M.P. 888.2	15
	I	Turnout WE yard to main track	15
Jastro	I	EE siding	30
	I	WE siding and crossover	40
Una	I	Porterville-Orosi switch	30
	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
	I	EE and WE siding	40
Wasco	I	EE and WE siding	40
	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
	I	EE and WE siding	40
Sandrini	I	EE and WE siding	40
	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
	ESL	EE and WE siding	30
Angiola	I	EE and WE siding	40
	ESL	Industry track switches	30
Blanco	I	EE and WE east siding	40
	I	EE and WE west siding	40
Corcoran	I	EE and WE siding	40
	I	EE and WE siding	40
Guernsey	I	EE and WE siding	40
	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	20
Shirley	I	EE and WE siding	40
	ESL	EE and WE siding (not signaled)	15
Laton	I	EE and WE siding	40
	I	EE and WE siding	40
Conejo	I	EE and WE siding	40
	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
	I	Turnout EE yard to main track	15
Calwa	I	End of two tracks	30

Normal position for junction switches:

Corcoran for First District siding

Laton for First District siding

Normal position for spring switch at end of DT Bakersfield M.P. 888.2 is for south track.

TRACK SIDE WARNING DEVICES

SPECIAL RULE 7

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

4 SECOND DISTRICT

VALLEY DIVISION

WESTWARD		TIME TABLE				EASTWARD	
FIRST CLASS	Ruling Grade Descending Feet Per Mile	NO. 1		Mile Post	Ruling Grade Descending Feet Per Mile	FIRST CLASS	
11		January 5, 1975				10	
Leave Daily	TCS	STATIONS		Communications Turn Tables and Wyes	Capacity of Sidings in Feet	Arrive Daily	
PM 1.16						PM 2.42	
	2.6	CALWA	995.2	C-R T-Y	Yard		
	2.6	1.6 S. P. Crossing	996.8				
	1.25	1.3 FRESNO	998.1	C	Yard	2.35	
	1.30	2.0 HAMMOND	1000.1			2.30	
	5.3	4.9 FIGARDEN	1005.0		1900		
	5.3	6.3 GREGG	1011.3		8514		
	15.8	8.3 MADERA	1019.6		8950		
	15.8	5.8 KISMET	1025.5	B	8984		
	0.0	5.7 SHARON	1031.1		9083		
	15.8	10.4 LE GRAND	1041.5		13900		
	15.8	5.8 PLANADA	1047.3		8978		
	12.7	8.8 MERCED	1056.1		9668		
	17.4	6.8 FLUHR	1062.9	C-R	10315	1.25	
	20.0	8.8 BALLICO	1071.7		8989		
	15.8	7.9 DENAIR	1079.6		8999		
	15.3	9.6 MODESTO-EMPIRE JCT.	1089.2		8964		
	0.0	6.4 RIVERBANK	1095.6		8971		
	15.8	6.0 ESCALON	1101.6	C-R	7315	12.45	
	15.8	8.0 DUFFY	1109.6		9254		
	5.3	10.4 MORMON	1120.0		8968		
	10.3	0.7 W. P. Crossing		R-Y	7914		
		STOCKTON TOWER	1120.7				
	10.3	0.7 STOCKTON	1121.4		C-R		
	1.8	5.2 GILLIS	1126.6		Y	6794	
	3.56	2.7 HOLT	1129.3		B	4881	
	0.0	3.7 TRULL	1133.0		B	3674	
	4.03	1.8 MIDDLE RIVER	1134.8		B	4943	
	10.6	2.0 ORWOOD	1136.8		B		
	4.09	3.0 BIXLER	1139.8		C	3558	
	0.0	3.2 KNIGHTSEN	1143.0		B	3781	
	4.15	3.1 OAKLEY	1146.1		B	4826	
	15.8	4.2 SANDO YL	1150.3			3395	
	4.22	1.8 ANTIOCH YL	1152.1		B	5580	
	15.8	3.7 PITTSBURG YL	1155.8		B	5291	
	6.6	7.8 PORT CHICAGO YL	1163.6		C-R	6380	
	4.30	3.3 MALTBY	1166.9		C-R	5363	
	4.40	6.5 GLEN FRAZER	1173.4			3456	
	PM	2.6 CHRISTIE	1176.0		B	3834	
	52.8	3.1 COLLIER	1179.1		B	4785	
	52.8	2.4 PINOLE	1181.5		B	5184	
	29.9	1.1 GATELEY	1182.6		B	5310	
	52.8	3.9 RHEM	1186.5		B	5373	
	52.8	3.1 RICHMOND YL	1189.6		C-R T-Y	Yard	
Arrive Daily		(194.4)				Leave Daily	

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 Riverbank.

No. 10 must get numbered clearance card before leaving Port Chicago.

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 Rule 86(A).

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

Rule 93: Yard limits are located at:
Du Pont to and including Pittsburg,
Port Chicago and
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
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
Oakdale Spur	20		20

In TCS sidings, speed limit 40 MPH.

TRACK SIDE WARNING DEVICES SPECIAL RULE 7

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

(Continued on Page 5)

(49.5) Average speed per hour (50.0)

(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
Calwa	I	2 crossovers MP 996.8	30
	I	Turnout yard lead to south main track MP 996.8	30
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	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
Gateway	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	2680	East
Oakdale Spur	1095.6	6.5 miles	East	Bethlehem Steel	1184.5	1562	East & West
Burnham	1112.5	400	West	San Pablo	1187.8	584	East & West
Rockwell	1114.8	903	East & West				

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Calwa	1.6 West S. P. Porterville branch.	TCS.
Oakdale	S. P. Oakdale branch.	98(B), 98(C).
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.
Orwood	0.8 East Drawbridge and siding.	Interlocking.
Pittsburg	0.9 East Lead to Columbia Steel over S. N.	98(B), 98(C) and Bulletin Instructions.
Pittsburg	0.2 West Lead to Johns Manville over S. N.	98(B), 98(C) and Bulletin Instructions.
Pittsburg	0.9 West Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.

WESTWARD ↓	TIME TABLE NO. 1 January 5, 1975		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS					
		JASTRO	114.0			E 6726 W 6155	
	0.0	0.5		13.3			
	51.5	LANDCO YL	113.5		B-Y	1450	
		2.8		0.0			
		OIL JUNCTION YL	110.7		B	1436	
		38.8					
	52.8	DUCOR YL	71.9	52.8	B		
		5.9		52.8			
	52.8	ULTRA	66.0	52.8		2454	
		7.0					
		PORTERVILLEJCT.YL	59.0				
		S. P. Crossing					
	33.2	0.8		0.0			
		PORTERVILLE YL	58.2	52.8	C-Y	2193	
	52.8	6.3		52.8			
		STRATHMORE JCT.	51.9			1645	
	31.4	5.2		31.1			
		LINDSAY YL	46.7		C	2732	
	34.8	7.5		15.8			
		EXETER YL	39.2		C	1729	
	0.0	0.3		15.8			
		Visalia Elect. Crossing	38.9				
	5.3	2.2		15.8			
		VENIDA	36.7			844	
	8.9	5.5		21.1			
		HILLMAID	31.2				
	30.8	0.1		20.8			
		Visalia Elect. Crossing	31.1				
	30.8	1.0		20.8			
		REDBANKS	30.1		B	843	
	20.8	1.8		0.0			
		CAIENS	28.3			564	
	17.4	1.4		0.0			
		RAYO	26.9			958	
	17.4	6.3		15.3			
		WYETH YL	20.8		Y		
	26.8	1.6					
		CUTLER YL		0.0	C	3371	
		1.6					
	0.0	2.0		14.4	Y		
		OROSI YL	18.8		B	1283	
	15.2	8.4		30.3			
		ORANGE COVE YL	12.2		C	2173	
		(101.8)					

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

Rule 93: Yard limits are located at:

- Jastro to Oil Jct.,
- Ducor (Santa Fe tracks only),
- Porterville to and including Porterville Jct.,
- Lindsay,
- Exeter,
- Cutler to and including Wyeth and
- Wyeth to and including Orange Cove via Orosi.

No switch lights between Ducor and Orange Cove

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
PORTERVILLE-OROSI DISTRICT	40
Track M.P. 11.2 to 13.0	10
Track M.P. 13.0 to Cutler	25
Exeter M.P. 39.1 to 39.6	20
Lindsay M.P. 46.1 to 47.1	20
2 Curves M.P. 61.5 to 62.1	30
Between Oil Junction and Jastro	20
Woodlake Spur	10
Strathmore Spur	15
Sunland Spur	15

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
Landco	S	Stem of wye	10
	S	EE siding	15

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

LENGTH OF STEMS OF WYES:

Location	Feet
Landco	1300
Wyeth	1.6 Miles
Porterville	1143

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

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Hillmaid0.1 West	Visalia Elec.	98(B) and 98(C)
Exeter0.3 West	Visalia Elec.	98(B) and 98(C)
Porterville . . .0.8 East	S. P. Success branch.	98(B) and 98(C)

VISALIA DISTRICT

WESTWARD ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 1 January 5, 1975		Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
		CORCORAN	YL	0.3		C-R-Y	Yard	
	0.0	14.7 S. P. Crossing			28.5			
	0.0	TULARE	YL	15.0			1081	
	0.0	5.2 LOMA		20.2	13.9			
	0.0	5.0 VISALIA	YL	25.2	5.3	C	2338	
	16.2	6.6 S. P. Crossing			0.0			
	0.0	PERAL		31.8	11.6		1509	
	0.0	1.5 S. P. Crossing			11.6			
	0.0	2.9 CALGRO		36.2	10.6	B		
	15.9	2.3 CUTLER	YL	38.5	0.0	C	3380	
	0.0	3.2 SULTANA		41.7	0.0		1648	
	13.2	3.4 DINUBA		45.1	0.0		2722	
	0.0	3.7 REEDLEY	YL	48.8	9.3	C-Y	Yard	
	0.0	2.2 LAC JAC		51.0	14.6		1137	
	0.0	2.4 PARLIER	YL	53.4	0.0		3487	
	2.5	5.1 DEL REY	YL	58.5	5.3		2651	
	7.9	3.4 CASTY		61.9	0.0		2246	
	8.5	2.5 LONE STAR	YL	64.4	0.0		1626	
	10.6	4.5 CALWA	YL	68.9	0.0	C-R T-Y	Yard	
		(68.6)						

WAHTOKE DISTRICT

WESTWARD ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 1 January 5, 1975		Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
	31.7	MINKLER		8.6	0.0		1147	
	0.0	2.1 CELLA		6.5	0.0			
	0.0	1.2 WAHTOKE		5.3	33.2		850	
	0.0	1.4 RADWIN		3.9	0.0		1679	
	41.4	3.9 REEDLEY		0.0	0.0	C-Y	Yard	
		(8.6)						

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
VISALIA DISTRICT	40
Tulare M.P. 14.3 to 15.9	20
Visalia M.P. 24.5 to 26.0	15
Reedley M.P. 48.2 to 49.5	20
Parlier M.P. 53.1 to 53.6	24
Del Rey M.P. 58.4 to 58.8	24
WAHTOKE DISTRICT	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 junction switches:

- Corcoran for First District siding
- Cutler for Visalia District
- Reedley for Visalia District
- Reedley SP connection M.P. 49.5 for Visalia District
- Lac Jac SP connection M.P. 50.7 for Visalia District

Length of stems of wyes:

- Corcoran.....Visalia District
- Calwa.....Visalia District
- Reedley.....Wahtoke 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

Location	Tracks Governed	Type
Tulare	S. P. main track.	Interlocking. Bulletin Instructions.
Visalia	S. P. Visalia branch.	98(B) and 98(C)
Peral 1.5 West	S. P. Porterville branch.	98(B) and 98(C)

OAKLAND DISTRICT

WESTWARD ↓	TIME TABLE NO. 1 January 5, 1975		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS					
		RICHMOND	0.0		C-R T-Y	Yard	
	39.6	4.5 EL CERRITO	4.5	64.4	B	850	
	31.7	3.5 BERKELEY	8.0	22.7	B	1000	
	79.4	2.9 OAKLAND 40th and San Pablo	10.9	0.0	Y	Yard	
		(10.9)					

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 127.

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

OIL CITY DISTRICT

WESTWARD ↓	TIME TABLE NO. 1 January 5, 1975		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS					
		OIL JUNCTION	308.6		B-Y	1436	
	0.0	2.2 SEGURO	310.8			1481	
	0.0	0.8 MALTHA	311.6			1149	
	42.2	2.1 OIL CITY	313.7			Yard	
		(5.1)					

Rule 93: Yard limits Oil Junction to Oil City, inclusive.
No switch lights on Oil City District.

FRESNO INTERURBAN DISTRICT

WESTWARD ↓	TIME TABLE NO. 1 January 5, 1975		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS				
	0.0	HAMMOND	0.0	0.0		
	0.0	2.0 CINCOTTA	2.0	0.0	350	
	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	300	
	0.0	5.8 FAIRVIEW	13.0	0.0	1200	
	10.6	1.2 BIG BUNCH	14.2	42.2	350	
	8.4	1.0 ZEDIKER	15.2	15.3	700	
	0.0	0.5 RIVERBEND	15.7	9.5	500	
	42.2	1.0 ELK	16.7	31.7	200	
	0.0	0.2 BELMONT AVE.	16.9	10.6		
		(16.9)				

Rule 93: 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	MPH
OAKLAND DISTRICT	20
Track M.P. 0.0 to 10.2	20
Track M.P. 10.2 to 10.8	15
Track M.P. 10.8 to 10.9	5
FRESNO INTERURBAN DISTRICT	10
OIL CITY DISTRICT	20

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

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
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(B) and 98(C)

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

OAKLAND DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Conlon	3.3	150	East & West
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

VALLEY DIVISION

LATON AND ARVIN DISTRICTS 9

LATON DISTRICT

WESTWARD ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 1 January 5, 1975	Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS					
		LATON	0.0			3515	
	10.4	9.6 GEPFORD	9.6	0.0		500	
	0.0	6.0 SHILLING	15.6	0.0		800	
	0.0	1.8 LANARE	17.4	0.0		550	
		(17.4)					

Rule 93: Yard limits Laton to Lanare, inclusive.
 No switch lights on Laton District.
 Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

WESTWARD ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 1 January 5, 1975	Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS					
		ARVIN	333.1		B	4859	
	37.0	4.3 DI GIORGIO	328.8	42.2	B-Y		
	42.2	2.0 RIBIER	326.8	0.0		3273	
	43.3	2.2 LAMONT	324.6	0.0	B	2643	
	43.3	1.1 WEST LAMONT	323.5	0.0			
	43.3	6.6 ALGOSO	316.9	0.0			
	43.3	0.3 MAGUNDEN	316.6	0.0	B		
		(16.5)					

Rule 93: Yard limits Arvin to Magunden, inclusive.
 No switch lights on Arvin District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
ARVIN DISTRICT	25
Curve M.P. 316.7 to 317.1	10
Curve M.P. 329.7 to 329.9	10
LATON DISTRICT	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.
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10 SPECIAL RULES

VALLEY DIVISION

1. Rule 1: 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.

2. 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.

Rules 83(A) and 83(B): 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.

3. Within TCS, 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, Richmond, and San Francisco (China Basin).

5. Rule 125: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Rule 759: Following is a 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

7. Rule 105(A) Track side Warning Devices:

When dragging equipment indicators actuated, stop and inspect train.

When rock slide indicated, trains must proceed at restricted speed until track at this location is known to be clear.

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

When hot box signals activated, trains must stop, check locator, inspect train, and be governed by instructions in instrument case at locator.

When a freight train is stopped by hot box detector, and the suspected abnormal journal, indicated by locator, is a roller bearing journal, the car must be set out and dispatcher notified, unless cause is found to be sticking brakes and condition is corrected.

When a train is stopped by hot box detector and crew is unable to determine location of suspected abnormal journal from readout at locator, entire train must be thoroughly inspected for hot journals and dragging equipment; if nothing found, may proceed at normal speed, but must make two stops within the next 60 miles at approximately 30-mile intervals for thorough inspection of train, unless train passes an intervening hot box detector, or train is delivered to terminal where mechanical inspection is made. Where crews change without mechanical inspection, the inbound crew will notify outbound crew as to condition of train and where next stop and inspection shall be made.

SPEED REGULATIONS

8. Freight trains averaging 85 tons or more per car, or having 5000 tons or more, must not exceed 45 M.P.H.

9. Between Barstow and Mojave and between Bakersfield and Stockton, freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

10.

11. In freight and mixed service with dynamic brake not in use maximum speed on descending grades as follows:

- 1.0 to 1.5% (52.8 to 79.2 feet per mile) 30 MPH
- 1.5 to 2.0% (79.2 to 105.6 feet per mile) 25 MPH
- 2.0% (105.6 feet per mile) 15 MPH

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

13. Trains or engines using siding must not exceed turnout speed for that siding.

14. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train (MPH)	Backing or when not controlled from Leading Unit (MPH)
AMTRAK 100-539, 5687-5714, 5930-5939° 5940-5948	90**	45***
1150, 1218, 1260, 1418-1419, 1420-1438, 1439-1441, 1500-1537, 2322, 2394	45	45
ALL OTHER CLASSES	70	45***

Notes °Units 5930, 5931, 5935 and 5938 RESTRICTED TO 70 MPH until Gear Ratio changed to 59:18.
 **Engines without cars must not exceed 70 MPH.
 ***Forward speed applies when engine handling train is on the head end being controlled from lead unit in backing position.

15. Rule 108: 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 (MPH)
Diesel Locomotives: All Classes	4	5
Passenger Cars: Roller Bearings	8	5
Friction Bearings	12	5

16. 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 AT-199454 AT-199455 AT-199457 AT-199458 Derrick AT-199720	Other Wrecking Derricks	Other Machines Including Derrick 199775
	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.

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!

**THE SANTA FE EMPLOYEES COAST LINES
HOSPITAL ASSOCIATION**

DR. C. J. MONAHAN,
MEDICAL DIRECTOR - CHIEF EXECUTIVE OFFICER
Los Angeles, Calif.

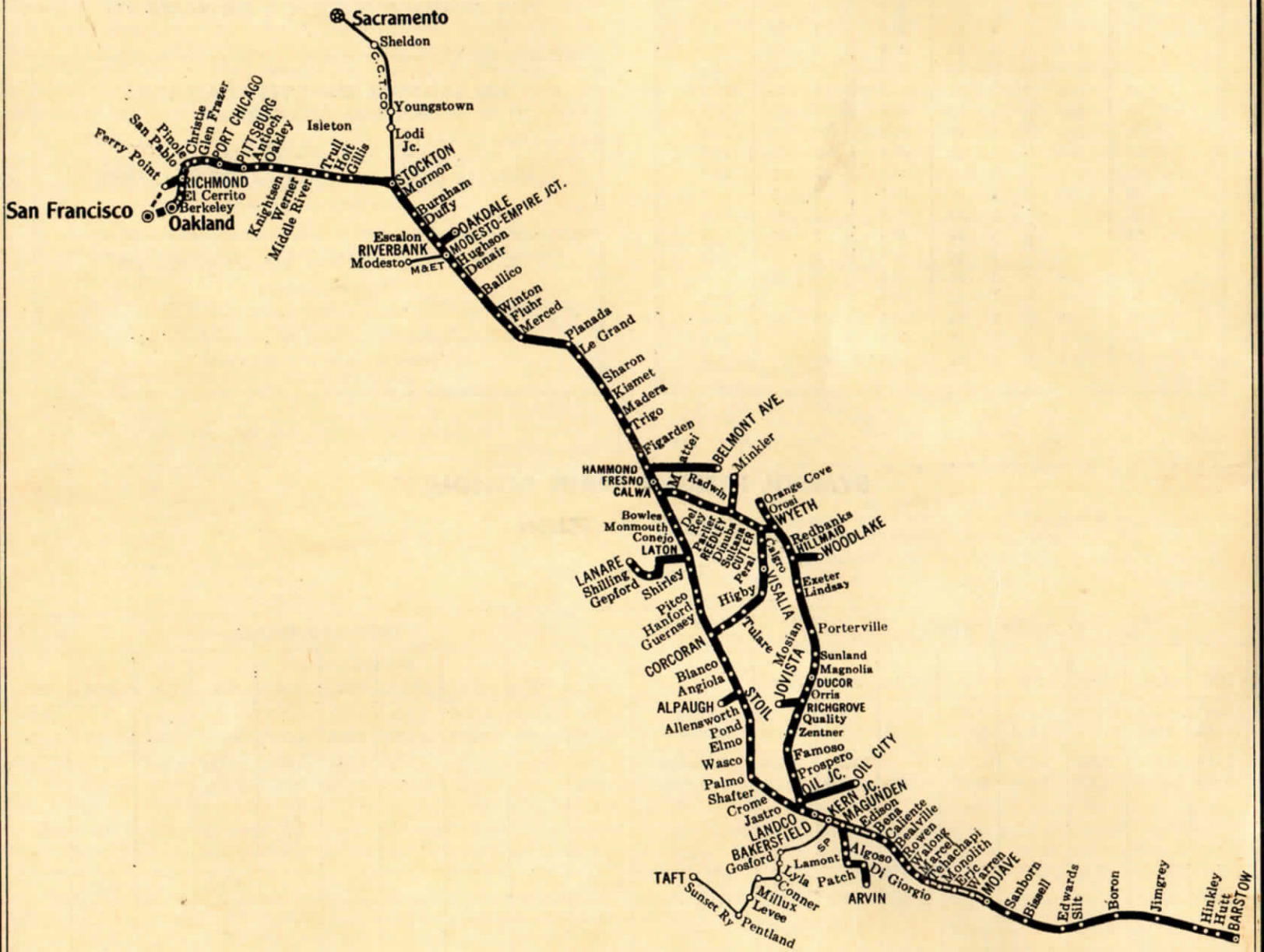
R. W. WELLS, GENERAL WATCH INSPECTOR
Topeka, Kansas

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



VALLEY DIVISION