



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his Supervisor.

ASSISTANT SUPERINTENDENT

R. E. JOHNSON Richmond, Calif.

DIVISION RULES EXAMINER

W. C. PARKS Fresno, Calif.

TRAINMASTERS

K. R. HATFIELD (Acting) Bakersfield, Calif.

R. L. DIXON Fresno, Calif.

R. C. VAN AUSDALL Stockton, Calif.

H. B. LAMPE Richmond, Calif.

ASSISTANT TRAINMASTERS

H. S. DUKE (Acting) Bakersfield, Calif.

J. S. STEVENSON Pittsburg, Calif.

R. J. ST. JOHN Richmond, Calif.

ROAD FOREMEN OF ENGINES

V. BARBER Bakersfield, Calif.

J. O. ELWOOD Fresno, Calif.

SAFETY SUPERVISOR

S. F. CROOK Fresno, Calif.

COAST LINES

E. F. POLLARD Los Angeles, Calif.

Supervisor of Air Brakes and General Road Foreman of Engines

J. E. THORNTON San Bernardino, 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 D. R. MACIEL, JR.

TRAIN DISPATCHERS

N. S. PETERSEN

B. E. WALDRUM

R. D. RILEY

D. F. PAULS

M. L. POTTER

D. M. ILER

G. T. WHEELER

M. S. BYRNE

J. H. WEBBER

B. J. FLEMING

L. E. KIRKEENG

The
Atchison, Topeka and Santa Fe
Railway Co.



COAST **Santa Fe** LINES

VALLEY DIVISION

TIME TABLE No.

4

IN EFFECT

Sunday, April 25, 1976

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 MOJAVE DISTRICT

VALLEY DIVISION

WESTWARD	TIME TABLE				EASTWARD			
Ruling Grade Descending Feet Per Mile	NO. 4				Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet
	April 25, 1976							
STATIONS								
		BARSTOW	746.4		C-R-Y	Yard		
7.7		11.7 HINKLEY	757.2	34.3		8011		
24.5		15.8 JIMGREY	772.9	34.3		8034		
26.9		11.0 BORON	784.0	28.0	C-Y	8052		
34.3	TCS	5.6 SILT	789.6	0.0		8004		
19.0		7.5 EDWARDS	797.1	26.4	Y	8007		
0.0		6.4 BISSELL	803.6	34.3		8019		
26.4		6.5 SANBORN	810.1	24.3		8772		
0.0		5.6 MOJAVE (70.1)	818.4	52.8	C-R	Yard		
	ABS	66.9 KERN JUNCTION	885.2	15.8	C-R			
0.0		2.5 BAKERSFIELD	887.7		C-R-T	Yard		
		(139.5)						

Rule 97(A): Trains must get clearance card before leaving Barstow and Bakersfield.

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 Barstow and M.P. 817.5 at Mojave.

Rule 311: At Barstow, a signal displaying a flashing yellow over lunar aspect is named "APPROACH-THIRTY" and the indication is, "Proceed; approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding medium speed, immediately reduce to medium speed."

Rule 94 in effect:

At Barstow, on north track between eastward controlled signal M.P. 745.7 and westward controlled signal M.P. 746.7, and on south track between eastward controlled signal M.P. 745.7 and westward controlled signal M.P. 746.8.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Psgr. and Light	Frt.
MOJAVE DISTRICT	70		60
4 curves M.P. 746.4 to M.P. 747.0	20		20
2 curves M.P. 747.0 to M.P. 749A.0	70		60
Curve M.P. 749A.0 to M.P. 749A.8	50		50
Curve M.P. 749A.8 to M.P. 750.5	60		60
2 curves M.P. 816.4 to M.P. 817.5	50		50
Kern Jct. to Bakersfield	20		20
Approaching "F" Street Crossing			
M.P. 887.7	10		10
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.

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
Barstow	I	Crossover M.P. 746.8	50
Barstow	I	Departure Yard Lead M.P. 746.8	50
Barstow	I	Inspection Yard Lead M.P. 746.9	50
Barstow	I	Inspection Yard Lead M.P. 748.9	50
Barstow	I	North Departure Yard Lead M.P. 749.0	50
Barstow	I	South Departure Yard Lead M.P. 749.1	50
Barstow	I	2 Crossovers M.P. 749.2	50
Barstow	I	Mojave District Jct. M.P. 749A.0	50
Barstow	I	Mojave District Receiving Yard Lead M.P. 749A.9	30
Barstow	I	EE Amtrak Pocket Track M.P. 746.0	50
Barstow	I	WE Amtrak Pocket Track M.P. 746.8	50
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

BARSTOW YARD

Location	MPH
Maximum Speed Through Following Power Switches:	
EE and WE Inspection Yard Tracks I-2 and I-3	50
Jct. of High and Low Leads on Yard Entry Track from Needles	30
Crossovers Between First and Mojave Dist. Yard Entry Tracks	30
EE and WE All Receiving Yard Tracks	30
EE Departure Yard Tracks D-1 through D-5	30
WE All Departure Yard Tracks	30
EE Departure Yard Tracks D-6 through D-10	15

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

LENGTH OF STEMS OF WYES

Barstow	Mojave District
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

VALLEY DIVISION

FIRST DISTRICT 3

WESTWARD		TIME TABLE					EASTWARD	
FIRST CLASS	Ruling Grade Descending Feet Per Mile	NO. 4					FIRST CLASS	
11		April 25, 1976					10	
Leave Daily		STATIONS	Mile Post	Ruling Grade Descending Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	Arrive Daily	
AM 11.25		BAKERSFIELD	887.7		C-R-T	Yard	PM 4.05	
	15.5	3.4		13.3		E-6726 W-6155		
	14.7	JASTRO	891.1			9015		
	0.0	6.6 UNA	897.7	0.0		E-4833 W-5963		
	10.6	SHAFTER	905.4	9.2	C-R	6568	s 3.30	
s 11.55	15.8	7.6 WASCO	913.0	0.0	C-R	8964		
	15.8	6.2 ELMO	919.2	0.0		9032		
	8.4	5.4 SANDRINI	924.6	0.0		8948		
	1.7	7.7 ALLENSWORTH	932.3	0.0		8999		
PM 12.29	2.6	9.8 ANGIOLA	942.1	9.5		E-5990 W-9951	2.50	
	0.0	8.8 CORCORAN	950.9	4.1	C-R-Y	8879		
	0.0	9.4 GUERNSEY	960.3	5.8		E-8963 W-4490	s 2.35	
s 12.50	0.0	7.6 S. P. Crossing HANFORD	967.9	10.6	C-R	9055		
	0.0	5.3 SHIRLEY	973.2	14.6		3515		
	15.8	2.8 LATON	976.0	0.0		9051		
	15.8	6.2 CONEJO	982.2	10.6		8959		
	0.0	6.1 BOWLES	988.3	10.6				
	0.0	6.1 S. P. Crossing	994.4	0.0				
1.16 PM	4.2	0.8 CALWA	995.2		C-R T-Y	Yard	2.07 PM	
Arrive Daily		(107.5)					Leave Daily	

(58.1) Average speed per hour

(54.6)

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	5.0 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

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 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	Psg. and Light	MPH	Frt.
FIRST DISTRICT	70		60
Bakersfield M.P. 887.5 to 889	20		20
Approaching "F" Street Crossing M.P. 887.7	10		10
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	20		20

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
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
	I	EE and WE siding and crossover	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
	I	EE and WE siding	40
Stoil	ESL	EE and WE siding	30
	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
	I	EE and WE east siding	40
Corcoran	I	EE and WE west siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
	I	EE and WE east 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
Bowles	I	EE and WE siding	40
	I	EE and WE siding	40
Calwa	I	Turnout EE yard to main track	15
	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	Rating Grade Descending Feet Per Mile	NO. 4			Mile Post	Rating Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	FIRST CLASS
11		April 25, 1976							10
Leave Daily		STATIONS						Arrive Daily	
PM 1.16	2.6	CALWA		995.2		C-R	Yard	PM 2.07	
	2.6	1.6 S. P. Crossing		996.8	15.8	T-Y			
s 1.25	5.3	FRESNO		998.1	15.8	C	Yard	s 2.00	
1.30	5.3	2.0 HAMMOND		1000.1	15.8		1900	s 1.55	
	15.8	4.9 FIGARDEN		1005.0	15.8		8514		
	15.8	6.3 GREGG		1011.3	10.6		8950		
	15.8	8.3 MADERA		1019.6	15.8	B	8984		
	15.8	5.8 KISMET		1025.5	15.8		9083		
	0.0	5.7 SHARON		1031.1	7.4		13900		
	15.8	10.4 LE GRAND		1041.5	15.8		8978		
	15.8	5.8 PLANADA		1047.3	5.3		9668		
s 2.35	12.7	8.8 MERCED		1056.1	0.0	C-R	10315	s 12.45	
	17.4	6.8 FLUHR		1062.9	5.3		8989		
	20.0	8.8 BALLICO		1071.7	18.0		8999		
	15.8	7.9 DENAIR		1079.6	15.8		8964		
	15.3	9.6 MODESTO-EMPIRE JCT.		1089.2	22.7		8971		
s 3.15	0.0	6.4 RIVERBANK		1095.6	26.4	C-R	7315	s 12.05	
	15.8	8.0 ESCALON		1101.6	15.8		9254	PM	
	15.8	8.0 DUFFY		1109.6	0.0		8968		
	5.3	10.4 MORMON		1120.0	0.0	R-Y	7914		
	10.3	0.7 W. P. Crossing STOCKTON TOWER		1120.7	0.0	C-R			
s 3.45	10.3	0.7 STOCKTON		1121.4	0.0	Y	6794	s 11.35	
	1.8	5.2 GILLIS		1126.6	1.6	B	4881	11.26	
3.51	0.5	2.7 HOLT		1129.3	0.0	B	3674		
	0.0	3.7 TRULL		1133.0	0.8	B	4943	11.19	
3.59	5.3	1.8 MIDDLE RIVER		1134.8	11.6	B			
	10.6	2.0 ORWOOD		1136.8	0.0	C	3558	11.12	
4.06	10.6	3.0 BIXLER		1139.8	3.2	B	3781		
	0.0	3.2 KNIGHTSEN		1143.0	6.3	B	4826	11.05	
4.13	6.6	3.1 OAKLEY		1146.1	3.6		3395		
	15.8	4.2 SANDO YL		1150.3	13.2	B	5580	10.57	
4.20	15.8	1.8 ANTIOCH YL		1152.1	0.0	B	5291		
	6.6	3.7 PITTSBURG YL		1155.8	15.8	C-R	6380	10.49	
4.28	15.8	7.8 PORT CHICAGO YL		1163.6	15.8	C-R	5363	10.40	
4.40	0.0	3.3 MALTBY		1166.9	0.0		3456	AM	
PM	0.0	6.5 GLEN FRAZER		1173.4	52.8	B	3834		
	52.8	2.6 CHRISTIE		1176.0	52.8	B	4785		
	52.8	3.1 COLLIER		1179.1	0.0	B	5184		
	52.8	2.4 PINOLE		1181.5	0.0	B			
	29.9	1.1 GATELEY		1182.6	49.6	B	5310		
	52.8	3.9 RHEM		1186.5	52.8	B	5373		
	52.8	3.1 RICHMOND YL		1189.6	51.7	C-R	Yard		
Arrive Daily		(194.4)							Leave Daily

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

Trains originating must get clearance card before leaving Riverbank.

No. 10 must get 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
6 Curves M.P. 1167.3 to 1170.5	50		50
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	30		30

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

(48.8)

(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
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30

Rule 321: At San Joaquin River Bridge when west signal located at M.P. 1123.7 or eastward signal located at M.P. 1124.0 or at Middle River Bridge westward signal located at M.P. 1134.6 or eastward signal located at M.P. 1134.9 indicate "stop," trains must stop, unless otherwise restricted, proceed with member of crew preceding movement over bridge and movement must be made at restricted speed to the next governing signal.

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, when Signal 11731 or signal governing movement from west end siding to main track is in stop position train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. When westward train on auxiliary siding, signal governing movement from auxiliary track to main track is in stop position, 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	—	—
Tuttle	1050.7	2575	East & West	Rockwell	1114.8	903	East & West
Kadota	1052.1	1072	East & West	Werner	1138.8	1185	East & West
Pritchard	1058.9	998	East	Du Pont	1147.6	3473	East & West
Winton	1065.4	1049	East & West	East Antioch	1149.2	6350	East & West
Hughson	1085.8	2047	East & West	Zee	1149.7	3163	East & West
Claus	1092.8	2228	East & West	Monsanto	1165.8	2304	East & West
Oakdale Spur	1095.6	6.5 miles	East	Muir	1170.6	2680	East
Burnham	1112.5	400	East	Bethlehem Steel	1184.5	1562	East & West
				San Pablo	1187.8	584	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. 4 April 25, 1976				EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending Feet Per Mile	
		JASTRO	114.0		E 6726 W 6155
0.0	-0.5			13.3	
51.5	-2.8	LANDCO YL	113.5	0.0	Y 1450
	-38.8	OIL JUNCTION YL	110.7		1436
52.8	-5.9	DUCOR YL	71.9	52.8	
52.8	-7.0	ULTRA	66.0	52.8	2454
		PORTERVILLE JCT. YL	59.0		
33.2	-0.8	S. P. Crossing		0.0	
52.8	-6.3	PORTERVILLE YL	58.2	52.8	C-Y 2193
31.4	-5.2	STRATHMORE JCT.	51.9	52.8	1645
34.8	-7.5	LINDSAY YL	46.7	31.1	C 2732
0.0	-0.3	EXETER YL	39.2	15.8	C 1729
5.3	-2.2	Visalia Elect. Crossing	38.9	15.8	
8.9	-5.5	VENIDA	36.7	15.8	844
30.8	-0.1	HILLMAID	31.2	21.1	
30.8	-1.0	Visalia Elect. Crossing	31.1	20.8	
20.8	-1.8	REDBANKS	30.1	20.8	843
17.4	-1.4	CAIRNS	28.3	0.0	564
17.4	-6.3	RAYO	26.9	0.0	958
26.8	-1.6	WYETH YL	20.6	15.3	Y
		CUTLER YL			C 3371
0.0	-2.0	WYETH YL	20.6	0.0	Y
15.2	-6.4	OROSI YL	18.6	14.4	1283
		ORANGE COVE YL	12.2	30.3	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.

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

RAILROAD CROSSINGS AT GRADE

Location	Tracks Governed	Type
Hillmaid 0.1 West	Visalia Elec.	98(B) and 98(C)
Exeter 0.3 West	Visalia Elec.	98(B) and 98(C)
Porterville . . . 0.8 East	S. P. Success branch.	98(B) and 98(C)

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

WESTWARD ↓	TIME TABLE NO. 4 April 25, 1976		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					
		CORCORAN YL	0.3		C-R-Y	Yard	
	0.0	14.7 S. P. Crossing		28.5			
		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			1509	
	0.0	1.5 S. P. Crossing	33.3	11.6			
	0.0	2.0 CALGRO	36.2	11.6	B		
	15.9	2.3 CUTLER YL	38.5	10.6	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	B-C-Y	Yard	
	0.0	2.2 LAC JAC	51.0	14.6	B	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 ↓	TIME TABLE NO. 4 April 25, 1976		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					
		MINKLER	8.6			1147	
	31.7	2.1 CELLA	6.5	0.0			
	0.0	1.2 WAHTOKE	5.3	0.0		850	
	0.0	1.4 RADWIN	3.9	33.2		1679	
	41.4	3.9 REEDLEY	0.0	0.0	C-Y	Yard	
		(8.6)					

Trains must get clearance card before leaving Calwa.

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)

8 OAKLAND, OIL CITY AND FRESNO INTERURBAN DISTRICTS

VALLEY DIVISION

OAKLAND DISTRICT

WESTWARD ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 4 April 25, 1976		Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
		RICHMOND	0.0			C-R T-Y	Yard	
	39.6	4.5		64.4				
	31.7	EL CERRITO	4.5		22.7		850	
		3.5						
	79.4	BERKELEY	8.0		0.0		1000	
		2.0						
		OAKLAND 40th and San Pablo	10.9			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 ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 4 April 25, 1976		Mile Post	Ruling Grade Descending, Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
		OIL JUNCTION	308.6			Y	1436	
	0.0	2.2		21.1				
		SEGURO	310.8				1481	
	0.0	0.8		10.5				
		MALTHA	311.6				1149	
		(3.9)						

Rule 93: Yard limits Oil Junction to Maltha, inclusive.

FRESNO INTERURBAN DISTRICT

WESTWARD ↓	Ruling Grade Descending, Feet Per Mile	TIME TABLE NO. 4 April 25, 1976		Mile Post	Ruling Grade Descending, Feet Per Mile	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS					
		HAMMOND	0.0				
	0.0	2.0		0.0		350	
		CINCOTTA	2.0		0.0		
	0.0	0.4				300	
		BARTONETTE	2.4		0.0		
	0.0	2.6				1200	
		CAMEO	5.0		0.0		
	0.0	2.2				300	
		BURNES	7.2		0.0		
	0.0	5.8				300	
		FAIRVIEW	13.0		42.2	1200	
	10.6	1.2				350	
		BIG BUNCH	14.2		15.3		
	8.4	1.0				700	
		ZEIKER	15.2		9.5		
	0.0	0.5				500	
		RIVERBEND	15.7		31.7		
	42.2	1.0				200	
		ELK	16.7		10.6		
	0.0	0.2					
		BELMONT AVE.	16.9				
		(16.9)					

Rule 93: Yard limits Hammond to Belmont Ave., inclusive.

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)
Oakland . . . 1.8 West	O. T. Ry.	Bulletin Instructions.

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

LATON DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 4 April 25, 1976		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
	10.4	LATON	0.0		0.0		3515	
		GEFFORD	9.6		0.0		500	
	0.0	SHILLING	15.6		0.0		800	
	0.0	LANARE	17.4		0.0		550	
		(17.4)						

Rule 93: Yard limits Laton to Lanare, inclusive.
Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 4 April 25, 1976		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
	37.0	ARVIN	333.1		42.2		4859	
		DI GIORGIO	328.8		0.0	Y		
	42.2	RIBIER	326.8		0.0		3273	
	43.3	LAMONT	324.6		0.0		2643	
	43.3	WEST LAMONT	323.5		0.0			
	43.3	ALGOSO	316.9		0.0			
	43.3	MAGUNDEN	316.6		0.0			
		(16.5)						

Rule 93: Yard limits Arvin to Magunden, inclusive.

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	20

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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SPECIAL RULES

1. Rule 1: Standard clocks are located at on duty points Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Pittsburg, Port Chicago and Richmond.

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.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings, will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also activate wayside indicators.

When actuated by a train, stop must be made at locator, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within 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. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps are lighted, be governed by the three preceding paragraphs. If no lamps are lighted, train may proceed at prescribed speed and be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or
- (b) there is snow on ground which can be agitated by a moving train.

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 75 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	When not controlled from lead unit MPH
All AMTRAK Units 5687-5714 5930-5948*	90**	45
All 1150, 1160 1215, 1418, 1500 and 2322 Class Units	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position.

EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Units 5931, 5935 and 5938 restricted to 70 MPH until Gear Ratio changed to 59:18.

**Engine without cars must not exceed 70 MPH.

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 ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION

	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes	4	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 trainmaster and trains handling such equipment must not exceed speeds indicated below:

District	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 Derrick AT-199720 and Jordan Spreaders	Other Wrecking Derricks	Pile Drivers AT-199452 AT-199453 AT-199456 AT-199476 AT-199482 Other Machines
	MPH	MPH	MPH
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
All other Districts	15	15	15

Derrick AT 199720 and pile drivers must be handled in trains next to engine.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

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. ERNEST E. PARKS,
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

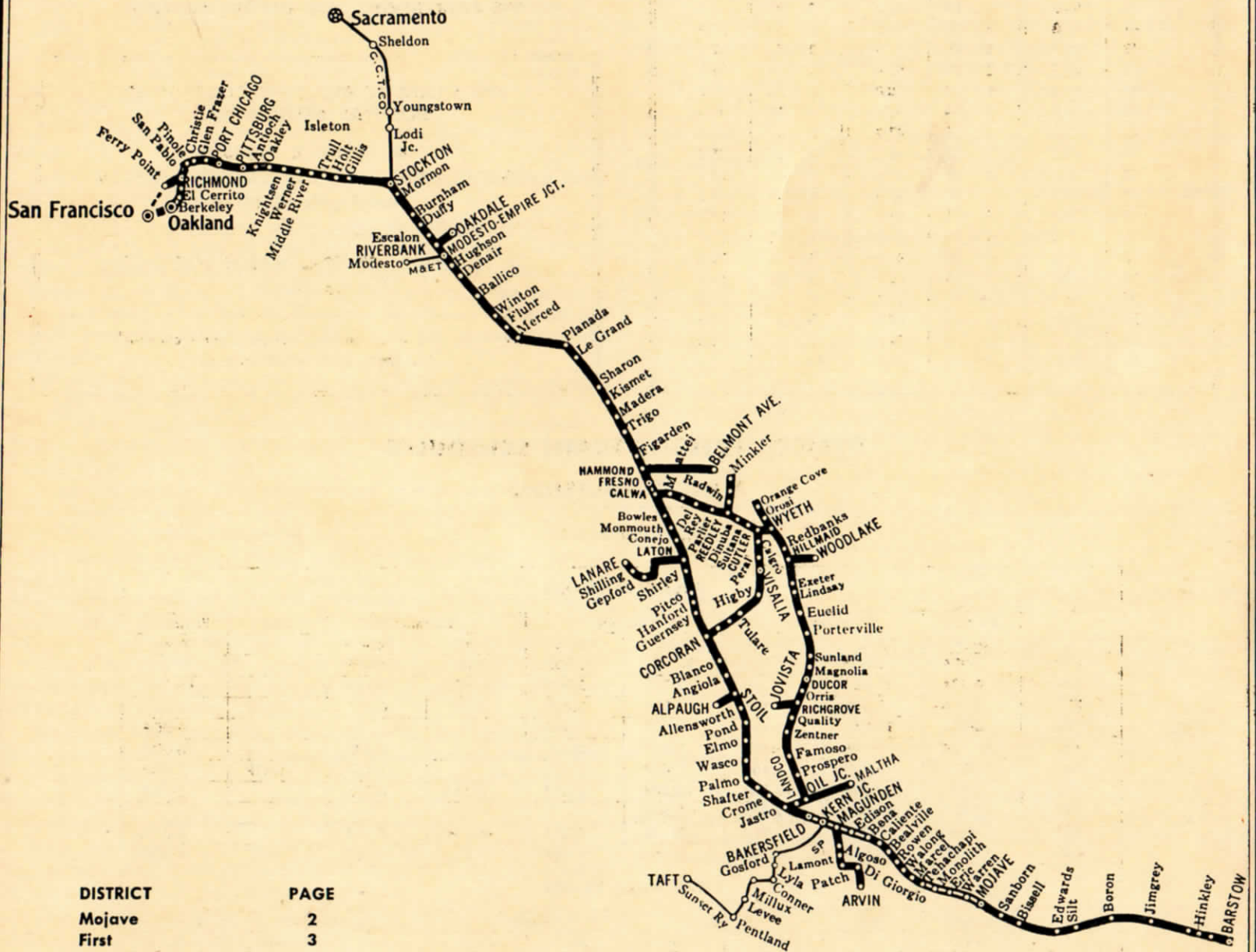
(for information only)

WESTWARD TRAINS

	Barstow	Bakersfield		Calwa		Mormon		WP	Richmond
	Dept.	Arr.	Dept.	Arr.	Dept.	Arr.	Dept.		Arr.
809	3:00A	8:00A	9:15A	11:15A	12:30P	4:00P	5:30P		9:00P
819	6:00A	11:00A	12:15P	2:15P	3:30P	7:00P	8:30P		11:59P
829	8:00A	1:00P	1:30P	3:20P	3:45P	6:15P	6:30P		8:30P
199	8:20A	12:05P	12:15P	2:00P	2:10P				6:00P
119	10:15A	2:50P	3:40P	5:20P	5:30P		8:00P		10:00P
869	12:01P	5:00P	5:45P	7:45P	8:30P		11:15P	11:45P	7:00A
839	5:00P	10:00P	10:30P	12:20A	12:45A	3:15A	3:30A		5:30A
849	5:15P	11:00P	12:30A	2:30A					
309	7:30P	12:30A	1:25A	3:25A	3:35A	6:15A	6:35A		8:35A
859	10:00P	3:00A	4:15A	6:15A	7:30A	11:00A	12:30P		4:00P

EASTWARD TRAINS

	Richmond	WP	Mormon		Calwa		Bakersfield		Barstow
	Dept.		Arr.	Dept.	Arr.	Dept.	Arr.	Dept.	Arr.
991	4:00A				8:00A	8:10A	10:00A	10:15A	2:20P
901	4:00A		6:05A	6:30A	9:05A	9:30A	11:45A	2:00P	7:15P
968	3:00P	6:00P		7:00P	10:35P	11:25P	1:30A	3:30A	9:00A
908	7:00P			9:00P		12:30A	2:30A	4:00A	9:30A
3335	11:00P			2:30A	7:30A	8:30A	12:30P		
918								8:00A	1:30P
943								11:00A	4:15P
928								11:55A	5:30P
938								4:00P	9:30P
948								8:00P	1:30A
958								11:55P	5:30A



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VALLEY DIVISION