



**SANTA SAFETY**

**FE FIRST**



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

**ASSISTANT SUPERINTENDENT**

R. E. JOHNSON ..... Richmond, Calif.

**TRAINMASTERS**

K. R. HATFIELD ..... Bakersfield, Calif.

H. D. ROBERTSON ..... Fresno, Calif.

R. C. VAN AUSDALL ..... Stockton, Calif.

C. F. LILLEY ..... Richmond, Calif.

**RULES EXAMINER**

I. M. OWSLEY ..... Fresno, Calif.

**ASSISTANT TRAINMASTERS**

L. D. BURT ..... Bakersfield, Calif.

J. S. STEVENSON ..... Pittsburg, Calif.

R. J. ST. JOHN ..... Richmond, Calif.

**ROAD FOREMEN OF ENGINES**

L. R. STEPHENSON ..... Bakersfield, Calif.

J. O. ELWOOD ..... Fresno, Calif.

**SAFETY SUPERVISOR**

D. R. FARFAN ..... Fresno, Calif.

**COAST LINES**

J. E. THORNTON ..... Los Angeles, Calif.

*Supervisor of Air Brakes and General Road Foreman of Engines*

A. C. HENDERSON ..... Los 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

D. F. PAULS

R. D. RILEY

D. R. MACIEL, JR.

M. L. POTTER

D. M. ILER

J. H. WEBBER

M. S. BYRNE

L. E. KIRKEENG

B. J. FLEMING

B. E. WALDRUM

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



**VALLEY DIVISION**

**TIME TABLE No.**

**6**

IN EFFECT

**Sunday, July 29, 1979**

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.

**J. T. GROUNDWATER - W. W. TOLIVER**  
**R. T. DENNISON**  
*Assistant General Managers*  
LOS ANGELES, CALIF.

**J. M. MARTIN**  
*Superintendent*  
FRESNO, CALIF.

## 2 MOJAVE DISTRICT

## VALLEY DIVISION

WESTWARD		TIME TABLE			EASTWARD		
↓		NO. 6			↑		
		July 29, 1979					
Ruling Grade Descending Feet Per Mile		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet		
STATIONS							
		BARSTOW	746.4	C-R-Y	Yard		
7.7		11.7					
		HINKLEY	757.2		8011		
24.5		15.8					
		JIMGREY	772.9		8034		
26.9		11.0					
		BORON	784.0	C	8052		
34.3		5.6					
		SILT	789.6		8004		
19.0		7.5					
		EDWARDS	797.1	Y	8007		
0.0		6.4					
		BISSELL	803.6		8019		
26.4		6.5					
		SANBORN	810.1		8772		
0.0		5.6					
		MOJAVE (70.1)	814.7	C-R	Yard		
		66.9					
		KERN JUNCTION	885.2	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. 814.5 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. 814.5 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:

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

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Pgr.	MPH	Frt.
MOJAVE DISTRICT	70		60

### SPEED RESTRICTIONS

	MPH
2 curves M.P. 746.4 to M.P. 747.0	50
Curve M.P. 747.0 to M.P. 749A.0	60
Curve M.P. 749A.0 to M.P. 749A.8	50
Curve M.P. 749A.8 to M.P. 750.5	60
2 curves M.P. 813.5 to M.P. 814.5	40
Kern Jct. to Bakersfield	20
Approaching "F" Street Crossing M.P. 887.7	10
P. C. Borax Co. Spur	20
Government Spur M.P. 785.0	20
Government Spur M.P. 797.1	20

In TCS sidings, speed limit 40 MPH, except Boron—20 MPH while head end of train is passing over switches to P.C. Borax Spur, and east and west end house track, and at Edwards over wye switches.

### LENGTH OF STEMS OF WYES

Barstow	Mojave District
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 turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and interlocked switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

Station	Type	Location	MPH
Barstow	I	M.P. 743.6 two main track crossovers	50
Barstow	I	M.P. 743.6 auxiliary yard entry	50
Barstow	I	M.P. 745.7 EE Passenger Siding	20
Barstow	I	M.P. 745.8 Crossover	50
Barstow	I	M.P. 745.9 Yard Entry	50
Barstow	I	M.P. 746.8 WE Passenger Siding	20
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
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
Kern Jct.	I	Jct. to S.P.	30
Bakersfield	S	End of DT M.P. 888.2	15

### BARSTOW YARD

	MPH
Maximum Speed Through Following Power Switches:	
EE and WE Inspection Yard Tracks 1-2 and 1-3 (Interlocked)	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
Maximum Speed on Balloon Track	10

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	Rating Grade Descending Feet Per Mile	NO. 6		Mile Post	Rating Grade Descending Feet Per Mile	Communications, Turn Tables and Wyes	Capacity of Sidings in Feet	FIRST CLASS
11		July 29, 1979						10
Leave Daily	STATIONS		Arrive Daily					
AM 6.05		BAKERSFIELD	887.7		C-R-T	Yard	AM 12.30	
	15.5	3.4		13.3				
		JASTRO	891.1		Y	E-6726 W-6155		
	14.7	6.6		0.0				
	0.0	UNA	897.7			9015		
		7.7		9.2				
		SHAFTER	905.4		B	E-4893 W-5963		
	10.6	7.6		0.0				
s 6.30		WASCO	913.0		B	6568	s 11.55	
	15.8	6.2		0.0				
		ELMO	919.2			8964		
	15.8	5.4		0.0				
	8.4	SANDRINI	924.6			9032		
		7.7		0.0				
	1.7	ALLENSWORTH	932.3			8948		
		9.8		9.5				
	2.6	ANGIOLA	942.1			8999		
		8.8		4.1				
	0.0	CORCORAN	950.9		C-R-Y	E-5990 W-9951		
		9.4		4.1				
	0.0	GUERNSEY	960.3			8879		
		7.6		5.8				
s 7.25		S. P. Crossing HANFORD	967.9		C-R	E-8963 W-4490	s 11.05	
	0.0	5.3		10.6				
	15.8	SHIRLEY	973.2			9055		
		2.8		14.8				
	15.8	LATON	976.0			3515		
		6.2		0.0				
	0.0	CONEJO	982.2			9051		
		6.1		10.6				
	0.0	BOWLES	988.3			8959		
		6.1		10.6				
	0.0	S. P. Crossing	994.4					
		0.8		0.0				
7.51 AM	4.2	CALWA	995.2		C-R T-Y	Yard	10.37 PM	
Arrive Daily		(107.5)					Leave Daily	

(60.8) Average speed per hour (57.0)

### 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
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	5.6 miles	West
West Isle	5.6	1344	West
Blanco	945.9	2400	East & West
Kings Park	963.6	7571	East & West
Monmouth	985.6	1324	East & West

### LENGTH OF STEMS OF WYES

Jastro	Porterville-Orosi District
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.	MPH	Frt.
FIRST DISTRICT	70		60
SPEED RESTRICTIONS			
Bakersfield M.P. 887.5 to 889			20
Approaching "F" Street Crossing M.P. 887.7			10
2 Curves M.P. 889 to 890.1			40
Hanford and 1 Curve M.P. 967.5 to 969.5			45
3 Curves M.P. 973.7 to 975.8			45
M.P. 994.4 to Calwa			40
Alpaugh Spur			20

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

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and interlocked 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
Bakersfield	S	End of DT M.P. 888.2	15
		Turnout WE yard to main track	15
Jastro		EE siding	30
		WE siding and crossover	40
		Porterville-Orosi Jct. switch	30
Una		EE and WE siding	40
Shafter		EE and WE siding and crossover	40
Wasco		EE and WE siding	40
Elmo		EE and WE siding	40
Sandrini		EE and WE siding	40
Allensworth		EE and WE siding	40
Stoil	ESL	EE and WE storage	30
Angiola		EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran		EE and WE east siding	20
		EE and WE west siding	40
Guernsey		EE and WE siding	40
Hanford		EE and WE east siding	40
		EE and WE west siding	20
Shirley		EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	15
Conejo		EE and WE siding	40
Bowles		EE and WE siding	40
Calwa		Turnout EE yard to main track	15
		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. 6	Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Ways	Capacity of Sidings in Feet	FIRST CLASS
11		July 29, 1979					10
Leave Daily		STATIONS					Arrive Daily
AM 7.51	2.6	CALWA	995.2		C-R T-Y	Yard	PM 10.37
	2.6	1.6 S. P. Crossing	996.8	15.8			
8.00	5.3	FRESNO	998.1	15.8	C	Yard	10.30
8.05	5.3	2.0 HAMMOND	1000.1	15.8		1900	10.25
	15.8	4.9 FIGARDEN	1005.0	10.6		8514	
	15.8	6.2 GREGG	1011.3	15.8		8950	
f 8.40	15.8	8.3 MADERA	1019.6	15.8	B	8984	f 9.50
	0.0	5.8 KISMET	1025.5	7.4		9083	
	15.8	5.7 SHARON	1031.1			13900	
	15.8	10.4 LE GRAND	1041.5	15.8		8978	
	15.8	5.8 PLANADA	1047.3	5.3		9668	
s 9.15	12.7	8.8 MERCED	1056.1	0.0		10315	s 9.15
	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 9.55	0.0	6.4 RIVERBANK	1095.6	26.4	C-R	7231	s 8.25
	15.8	6.0 ESCALON	1101.6	15.8		9254	
	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 S. P. Crossing	1120.7	0.0	C-R		
s 10.25	10.3	0.7 STOCKTON YL	1121.4	0.0	Y	6794	s 7.55
10.31	1.8	5.2 GILLIS	1126.6	1.6	B	4881	7.46
	0.5	2.7 HOLT	1129.3	0.0	B	3674	
	0.0	3.7 TRULL	1133.0	0.8	B	4943	7.39
10.39	5.3	1.8 MIDDLE RIVER	1134.8	11.6	B		
	10.6	2.0 ORWOOD	1136.8	0.0	C-R	3558	7.32
10.46	10.6	3.0 BIXLER	1139.8	3.2	B	3781	
	0.0	3.2 KNIGHTSEN	1143.0	6.3	B	4826	7.25
10.53	6.6	3.1 OAKLEY YL	1146.1	3.6			
	15.8	4.2 SANDO YL	1150.3	13.2	B	5580	7.18
11.00	15.8	1.8 ANTIOCH YL	1152.1	0.0	B		
	6.6	3.7 PITTSBURG YL	1155.8	15.8	C-R	6380	7.10
11.10	15.8	7.8 PORT CHICAGO	1163.6	15.8	B	5363	7.00
11.25 AM	0.0	3.3 MALTBY	1166.9	0.0		3456	PM
	0.0	6.5 GLEN FRAZER YL	1173.4	52.8	B	3834	
	52.8	2.6 CHRISTIE YL	1176.0	52.8	B		
	52.8	3.1 COLLIER YL	1179.1	0.0	B	5184	
	52.8	2.4 PINOLE YL	1181.5	0.0	B		
	29.9	1.1 GATELEY YL	1182.6	49.6	B	5310	
	52.8	3.9 RHEEM	1186.5	52.8	B	5373	
	52.8	3.1 RICHMOND YL	1189.6	51.7	C-R T-Y	Yard	
Arrive Daily		(194.4)					Leave Daily
(47.2)	Average speed per hour			(46.6)			

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.

Conductor and engineman No. 10 must get clearance card before leaving Richmond.

At Port Chicago only first class trains will register.

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:

- Stockton,
- Oakley to and including Pittsburg,
- Glen Frazer to Gateley and
- Richmond.

A.T. & S.F. trains will operate over Southern Pacific tracks between Richmond and Oakland and will be governed by A.T. & S.F. Rules and Instructions insofar as they are not in conflict with Southern Pacific Rules and Regulations, and by Southern Pacific Rules which are listed in bulletin instructions, and by Western Division Timetable and Timetable Bulletins, Special Notices and Instructions.

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr.	MPH	Frt.
SECOND DISTRICT	70		60
SPEED RESTRICTIONS			MPH
Calwa to M.P. 995.5			40
2 Curves M.P. 995.5 to 996.8			35
M.P. 996.8 to 1002.0			20
M.P. 1002.0 to 1003.2			50
M.P. 1017.0 to 1017.1			40
Curve M.P. 1053.7 to 1054.1			65
Merced M.P. 1055.7 to 1057.0			30
Curve M.P. 1087.9 to 1088.1			50
Escalon M.P. 1101.4 to 1102.0			60
Curve M.P. 1119.1 to 1119.5			55
Stockton M.P. 1120.0 to 1121.7 (Lincoln St.)			20
Track M.P. 1134.7 to 1136.4			30
Curve M.P. 1139.5 to 1139.8			55
Antioch M.P. 1151.3 to 1152.3			45
Pittsburg M.P. 1155.4 to 1156.1 (Railroad Ave.)			40
2 Curves M.P. 1161.3 to 1161.9			45
Curve M.P. 1166.5 to 1167.3			65
6 Curves M.P. 1167.3 to 1170.5			45
10 Curves and Tunnel No. 3 M.P. 1170.5 to 1174.6			35
16 Curves M.P. 1174.8 to 1180.8			40
6 Curves M.P. 1181.0 to 1184.7			50
2 Curves M.P. 1184.7 to 1185.4			40
2 Curves M.P. 1185.7 to 1187.4			45
1 Curve M.P. 1187.8 to 1189.0			40
2 Curves M.P. 1189.0 to 1189.6			20
Oakdale Spur			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
M.P. 1171.5	Slide Detector	11701, 11711, 11712, 11722

(Continued on Page 5)

(Continued from Page 4)

**SWITCHES—MAXIMUM AUTHORIZED SPEED**

Maximum speed permitted through turnout of other than main track switches—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and interlocked 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 signal at east end of siding. Eastward train, when ready to proceed, must occupy spotting section between sign and 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
Richmond	Interharbor Lead

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	1874	East & West	Rockwell	1114.8	903	East & West
Tuttle	1050.7	2339	East & West	Woodsbro	1125.0	4250	East & West
Kadota	1052.1	1072	East & West	Werner	1138.8	1185	East & West
Cement Spur	1057.5	1.2 miles	East	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	2556	East
Oakdale Spur	1095.6	6.5 miles	East	Bethlehem Steel	1184.5	1562	East & West
Burnham	1112.5	400	East	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.

# 6 PORTERVILLE-OROSI DISTRICT

# VALLEY DIVISION

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 6 July 29, 1979		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
		JASTRO		114.0		Y	E 6726 W 6155	
0.0		0.5 LANDCO YL		113.5	13.3		1450	
51.5		2.8 OIL JUNCTION YL		110.7	0.0		1436	
		38.8 DUOOR YL		71.9				
52.8		5.9 ULTEA	YL	66.0	52.8			
52.8		7.0 PORTERVILLE JOT. YL		59.0	52.8			
		S. P. Crossing						
33.2		0.8 PORTERVILLE YL		58.2	0.0	Y		
52.8		6.3 STRATHMORE JOT.		51.9	52.8		1645	
31.4		5.2 LINDSAY		46.7	31.1			
34.8		7.5 EXETER		39.2	15.8			
0.0		0.3 Visalia Elec. Crossing		38.9	15.8		1729	
5.3		2.2 VENIDA		36.7	15.8			
8.9		5.5 HILLMAID		31.2	21.1			
30.8		0.1 Visalia Elec. Crossing		31.1	20.8			
30.8		1.0 REDBANKS		30.1	20.8			
20.8		1.8 CAIENS		28.3	0.0			
17.4		1.4 RAYO		26.9	0.0			
17.4		6.3 WYETH YL		20.6	15.3	Y		
26.8		1.6 CUTLER YL				B	3371	
		1.6 WYETH YL		20.6	0.0	Y		
0.0		2.0 OROSI YL		18.6	14.4			
15.2		6.4 ORANGE COVE YL		12.2	30.3			
		(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.,  
 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
SPEED RESTRICTIONS	
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
Strathmore Spur	15
Sunland Spur	15

### SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH except for spring switches at following locations:

"S"—Spring Switch. "EE"—East 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
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
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 ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 6 July 29, 1979		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		15.0	28.5			
	0.0	TULARE	YL	15.0	13.9			
	0.0	5.2 LOMA		20.2	5.3			
	16.2	5.0 VISALIA	YL	25.2			2338	
	0.0	S. P. Crossing		33.3	11.6			
	15.9	2.9 CALGRO		36.2	10.6			
	0.0	2.3 CUTLER	YL	38.5	0.0	B	3380	
	13.2	3.2 SULTANA		41.7	0.0			
	0.0	3.4 DINUBA		45.1	9.3			
	0.0	3.7 REEDLEY	YL	48.8	14.6	B-Y	Yard	
	0.0	2.2 LAC JAC		51.0	0.0	B		
	2.5	2.4 PARLIER	YL	53.4	5.3			
	7.9	5.1 DEL REY	YL	58.5	0.0		2651	
	8.5	3.4 OASTY		61.9	0.0		2246	
	10.6	2.5 LONE STAR	YL	64.4	0.0		1626	
		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. 6 July 29, 1979		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
	0.0	0.0 CELLA	YL	6.2	0.0			
	41.4	5.3 WAHTOKE	YL	5.3	33.2			
		5.3 REEDLEY	YL	0.0		B-Y	Yard	
		(6.2)						

Trains must get clearance card before leaving Calwa.

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
SPEED RESTRICTIONS	
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	20

Maximum speed permitted through turnout of other than main track switches 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	1000	East
Enson	43.9	270	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)
M.P. 33.3	S. P. Porterville branch.	98(B) and 98(C)

LATON DISTRICT

WESTWARD ↓	TIME TABLE NO. 6 July 29, 1979		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					
10.4	9.6	LATON YL	0.0			3515	
		GEFFORD YL	9.8	0.0			
0.0	6.0	SHILLING YL	15.6	0.0			
0.0	1.8	LANARE YL	17.4	0.0			
		(17.4)					

Rule 93: Yard limits Laton to Lanare, inclusive.  
(Laton District only.)

Normal position junction switch Laton for First District siding.

OIL CITY DISTRICT

WESTWARD ↓	TIME TABLE NO. 6 July 29, 1979		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 YL	308.6		Y	1436	
	0.0	2.2 SEGURO YL	310.8	21.1		1481	
	0.0	0.8 MALTHA YL	311.6	10.5		1149	
		(3.9)					

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

ARVIN DISTRICT

WESTWARD ↓	TIME TABLE NO. 6 July 29, 1979		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					
		ARVIN YL	333.1			4859	
	37.0	4.3 DI GIORGIO YL	328.8	42.2	Y		
	42.2	2.0 RIBIER YL	326.8	0.0		3273	
	43.3	2.2 LAMONT YL	324.6	0.0		2643	
	43.3	1.1 WEST LAMONT YL	323.5	0.0			
	43.3	6.6 ALGOSO YL	316.9	0.0			
	43.3	0.3 MAGUNDEN YL	316.6	0.0			
		(16.5)					

Rule 93: Yard limits Arvin to Magunden, inclusive.

FRESNO INTERURBAN DISTRICT

WESTWARD ↓	TIME TABLE NO. 6 July 29, 1979		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS				
		HAMMOND YL	0.0			
	0.0	2.0 CINCOTTA YL	2.0	0.0		
	0.0	0.4 BARTONETTE YL	2.4	0.0		
	0.0	2.6 CAMEO YL	5.0	0.0	1200	
	0.0	2.2 BURNES YL	7.2	0.0		
	0.0	5.8 FAIRVIEW YL	13.0	0.0	1200	
	10.6	1.2 BIG BUNCH YL	14.2	42.2		
	8.4	1.0 ZEDIKER YL	15.2	15.3		
	0.0	0.5 RIVERBEND YL	15.7	9.5		
	42.2	1.0 ELK YL	16.7	31.7		
	0.0	0.2 BELMONT AVE. YL	16.9	10.6		
		(16.9)				

Rule 93: Yard limits Hammond to Belmont Ave., inclusive.  
(Fresno Interurban District only.)

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
ARVIN DISTRICT	20
SPEED RESTRICTIONS	
Curve M.P. 316.7 to 317.1	10
Curve M.P. 329.7 to 329.9	10
LATON DISTRICT	20
FRESNO INTERURBAN DISTRICT	10
OIL CITY DISTRICT	20

Maximum speed permitted through turnout of other than main track switches 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

FRESNO INTERURBAN DISTRICT

Hammer Field Spur	4.9	1 Mile	East
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LENGTH OF STEM OF WYES

Di Giorgio	500 Ft.
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THE SANTA FE EMPLOYEES COAST LINES HOSPITAL ASSOCIATION  
DR. ERNEST E. PARKS, MEDICAL DIRECTOR-CHIEF EXECUTIVE OFFICER  
Los Angeles, Calif.

R. N. CROW, GENERAL WATCH INSPECTOR, Topeka, Kansas

For name and address of local surgeons and local watch inspector, 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.
819	12:01A	5:00A	6:00A	8:15A	11:00A				7:00P
839	12:01A	5:00A	5:30A	7:30A	7:45A				12:30P
199	8:20A	12:05P	12:15P	2:00P	2:10P				6:00P
869	12:01P	5:00P	5:45P	7:45P	8:30P	11:15P		11:45P	7:00A
189	2:50P	6:35P	6:45P	8:30P	9:00P				1:00A
879	8:15P	12:15A	12:45A	2:30A	2:45A				7:00A
309	5:30A	12:30A	1:25A	3:25A	3:35A	6:15A	6:35A		8:35A
889	5:00A	9:00A	9:30A	11:20A	11:45A				5:30P
329	11:15A	4:15P	5:00P	7:00P	7:45P				10:30P

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	10:10A	12:15P
901	5:00A				10:05A	10:30A	12:45P	3:00P	8:15P
968	3:00P	6:00P		7:00P	10:35P	10:45P	1:30A	3:30A	9:00A
913	6:00P				11:00P	11:45P	1:45A	3:00A	8:15A
908	12:01A					7:30A		6:00P	11:59P
918								8:00A	1:30P
963								3:00P	8:15P
928	12:01A					7:30A		6:00P	11:59P
938								4:00P	9:30P
948								12:01A	6:00A
958								11:55P	5:30A

**SPECIAL RULES**

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

Rule 3: Crews of Southern Pacific trains, having complied with their company's 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.

3. Within TCS, where maximum speed exceeds 20 MPH, a train or engine must not clear TCS limits through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

Following is list of hand-thrown switches not electrically locked where maximum speed exceeds 20 MPH:

Hinkley . . . . .	MP 756.9 - MP 757.1	Kings Park . . .	MP 964.2
Jim Grey . . . . .	MP 772.4 - MP 772.6	Hanford . . . . .	MP 967.5(2) - MP 968.1
Silt . . . . .	MP 789.7 - MP 789.8		MP 968.3 - MP 966.1
Bissell . . . . .	MP 803.6 - MP 803.7	Conejo . . . . .	MP 982.2
Sanborn . . . . .	MP 810.2 - MP 810.3	Bowles . . . . .	MP 988.8
Jastro . . . . .	MP 890.7	Gregg . . . . .	MP 1011.6
Sandrini . . . . .	MP 924.1 - MP 924.2	Planada . . . . .	MP 1046.9 - MP 1047.4
	MP 924.4	Empire . . . . .	MP 1088.5 - MP 1089.2
Corcoran . . . . .	MP 951.1 - MP 951.3	Escalon . . . . .	MP 1101.2 - MP 1101.5
	MP 951.5 - MP 951.6		MP 1101.7
		Mormon . . . . .	MP 1116.9

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 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.

# 10 SPECIAL RULES

# VALLEY DIVISION

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. (A) Maximum authorized speed for freight trains handling one or more empty cars 55 MPH.

(Caboose and cars loaded with empty trailers or empty containers, and flat cars containing generator sets are considered loads.)

(B) Freight trains averaging 90 tons or more per car or having more than 5000 tons, must not exceed 45 MPH.

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. In freight service with dynamic brake\* NOT in use, maximum speed on descending grades as follows:

Percent	Feet Per Mile	MPH
1.0 to 1.5	52.8 to 79.2	30 MPH
1.5 to 2.0	79.8 to 105.6	25 MPH
2.0 and over	105.6 and over	15 MPH

\*Applicable to freight trains in local service having locomotives not equipped with dynamic brakes, when average tons per car exceeds 80 tons per car.

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

12. Trains or engines using other than main track must not exceed turnout speed for that track, unless maximum speed otherwise indicated.

## 13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from lead unit MPH
AMTRAK 100-799		
5940-5948 .....	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536		
2326-2390 .....	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.

\*Engine without cars must not exceed 70 MPH.

14. 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

15. 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 train handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 Locomotive Crane AT-199720 and Jordan Spreaders	Pile Drivers AT-199452 AT-199453 AT-199456 and Other Machines
	MPH	MPH	MPH
Mojave, First, Second .....	40	45	30
Oakland, Porterville-Orosi and Visalia .....	20	20	20
All other Districts .....	15	15	15

Derrick AT 199787, locomotive crane AT-199720 and pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

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

HOW TO USE THIS CHART: To determine where a placarded car can be placed in a train follow these steps: -Determine the type of placard that is applied to the car. From Line 1. -Determine the type of car to which the placard is applied from. Line 2. -Follow vertically down the chart and note which lines apply. -The symbol "✓" indicates working at the side that applies. See footnotes for explanation.		POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS								
		PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY COMBUSTIBLE	COMBUSTIBLE
1	2	TYPE OF CAR	ANY CARS (Flatcars or combination)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3	RESTRICTIONS									
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓			✓			
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓			✓			
6		LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ <sup>①</sup>	✓	✓		✓ <sup>②</sup>			
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓		✓			
8		ENGINE	✓	✓	✓	✓	✓		✓	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓	✓ <sup>④</sup>	✓	
10		OCCUPIED CABOOSE	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓		✓	
11		OCCUPIED GUARD CAR	✓ <sup>③</sup>	✓ <sup>③</sup>	✓ <sup>③</sup>	✓	✓			
12		UNDEVELOPED FILM				✓				
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓		✓			
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓					
15	CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓		
16		POISON GAS	✓			✓	✓	✓		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓				
18		RADIOACTIVE	✓	✓	✓		✓	✓		

MUST NOT BE PLACARDED NEXT TO

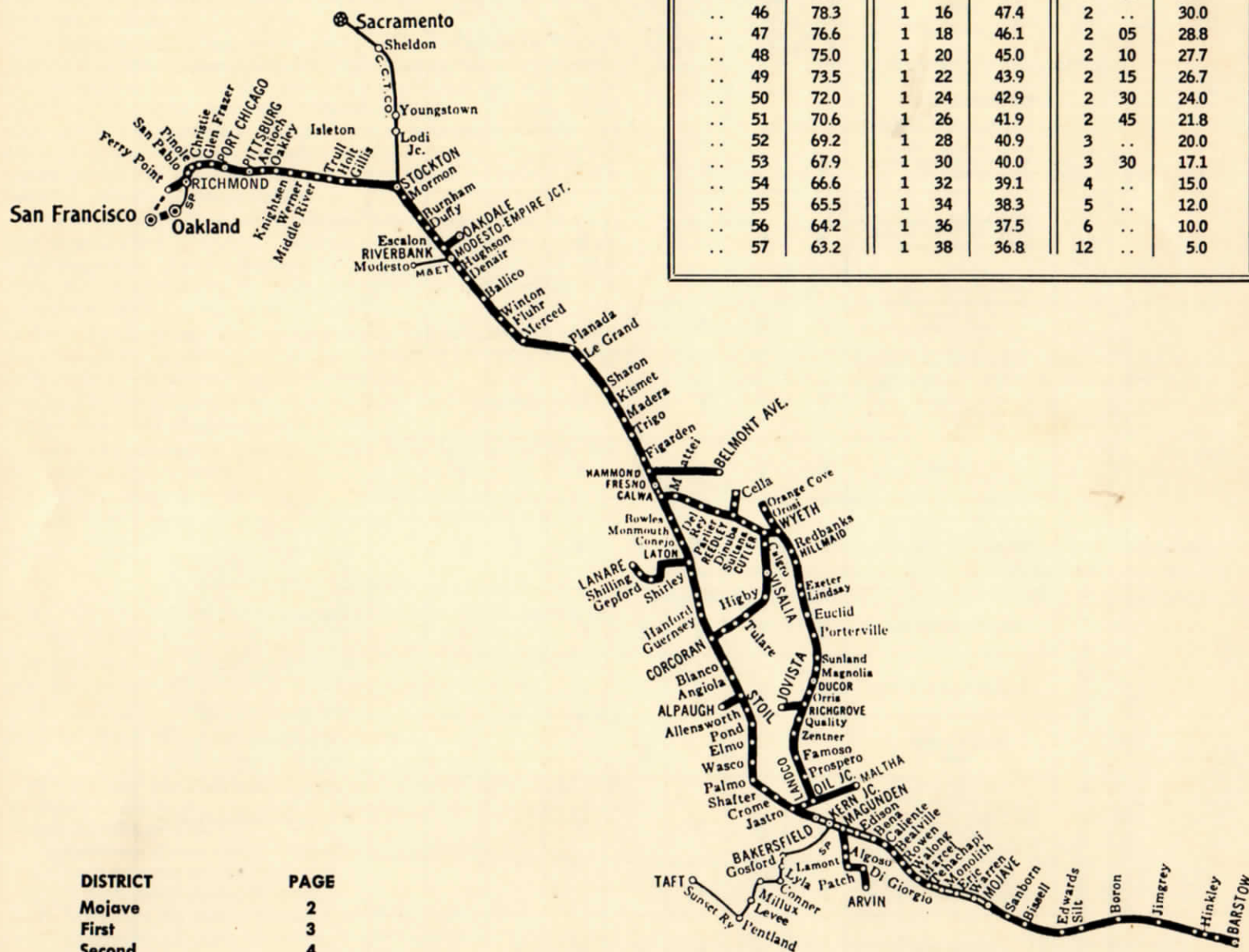
FOOTNOTES:  
 ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.  
 ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.  
 ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.  
 ④ Applies only in mixed train service, see section 174.87

## 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!**



**SPEED TABLE—FOR INFORMATION ONLY**

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	5 ..	12.0
.. 56	64.2	1 36	37.5	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

DISTRICT	PAGE
Mojave	2
First	3
Second	4
Porterville-Orosi	6
Visalia	7
Wahto	7
Fresno-Interurban	8
Oil City	8
Lafon	8
Arvin	8

**VALLEY DIVISION**