



SANTA FE
SAFETY FIRST



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

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C. F. LILLEY Richmond, Calif.

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K. R. HATFIELD Bakersfield, Calif.

G. C. DADO Fresno, Calif.

S. P. GEORGE Stockton, Calif.

R. J. ST. JOHN Richmond, Calif.

RULES EXAMINER

R. C. VAN AUSSDALL Fresno, Calif.

ASSISTANT TRAINMASTERS

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D. R. FARFAN Fresno, Calif.

L. B. HARTMAN Pittsburg, Calif.

ROAD FOREMEN OF ENGINES

B. T. JOHNSTON Bakersfield, Calif.

J. O. ELWOOD Fresno, Calif.

SAFETY SUPERVISOR

G. C. COHORST 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

D. R. MACIEL, JR. J. B. BONESTEEL C. C. GRAHAM

TRAIN DISPATCHERS

R. D. RILEY

M. S. BYRNE

M. L. POTTER

B. J. FLEMING

B. E. WALDRUM

G. E. BOWMAN

D. F. PAULS

T. B. ROSAL

D. M. ILLER

G. L. RICHARDSON

The
Atchison, Topeka and Santa Fe
Railway Co.



VALLEY DIVISION

TIME TABLE No.

8

IN EFFECT

Sunday, October 25, 1981

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.

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

J. M. MARTIN
Superintendent
FRESNO, CALIF.

2 MOJAVE AND ARVIN DISTRICTS

VALLEY DIVISION

WESTWARD ↓	TIME TABLE NO. 8 October 25, 1981					EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	
		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	8052
	34.3	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)	814.7	52.8	C-R	Yard
		66.9 KERN JUNCTION	885.2		C-R	
	0.0	2.5 BAKERSFIELD	887.7	15.8	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	Psg.	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			45
Curve M.P. 749A.8 to M.P. 750.5			50
Curve M.P. 750.5 to M.P. 751.3			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.

ARVIN DISTRICT

SPEED RESTRICTIONS

Curve M.P. 316.7 to 317.1	10
Curve M.P. 329.7 to 329.9	10

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

Maximum Speed Through Following Power Switches:	MPH
EE and WE Inspection Yard Tracks I-2 and I-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.

ARVIN DISTRICT

WESTWARD ↓	TIME TABLE NO. 8 October 25, 1981					EASTWARD ↑
	Ruling Grade Descending Feet Per Mile	STATIONS	Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	
		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	6.8 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.

LENGTH OF STEMS OF WYES

Barstow	Mojave District
Edwards	Government Spur
Di Giorgio	500 Ft.

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
ARVIN DISTRICT			
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

VALLEY DIVISION

FIRST DISTRICT 3

WESTWARD		Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 8 October 25, 1981	Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD	
FIRST CLASS							FIRST CLASS	
709	711						708	710
Leave Daily	Leave Daily		STATIONS				Arrive Daily	Arrive Daily
PM 4.20	AM 6.35	15.5	BAKERSFIELD	887.7	13.3	Yard	PM 2.00	PM 10.45
			-3.4			E-6726 W-6155		
		14.7	JASTRO	891.1	0.0	9015		
			-6.6					
		0.0	UNA	897.7	9.2	E-4833 W-5963		
			-7.7					
		10.6	SHAFTER	905.4	0.0	6568	s 1.25	s 10.10
s 4.45	s 7.00		-7.6			8964		
		15.8	WASCO	913.0	0.0	9032		
			-6.2			8948		
		15.8	ELMO	919.2	0.0	8999		
			-5.4			E-5990 W-9951		
		8.4	SANDRINI	924.6	0.0	8879		
			-7.7					
		1.7	ALLENSWORTH	932.3	9.5	E-8963 W-4490	s 12.38	s 9.23
			-9.8					
		2.6	ANGIOLA	942.1	4.1	9055		
			-8.8					
		0.0	CORCORAN	950.9	4.1	9051		
			-9.4			8959		
		0.0	GUERNSEY	960.3	5.8			
			-7.6					
s 5.32	s 7.47		S. P. Crossing HANFORD	967.9	10.6			
			-5.3					
		15.8	SHIRLEY	973.2	14.6			
			-2.8					
		15.8	LATON	976.0	0.0			
			-6.2					
		0.0	CONEJO	982.2	10.6			
			-6.1					
		0.0	BOWLES	988.3	10.6			
			-6.1					
		4.2	S. P. Crossing CALWA	994.4	0.0			
			-0.8					
5.58 PM	8.13 AM			995.2		Yard	12.12 PM	8.57 PM
Arrive Daily	Arrive Daily		(107.5)				Leave Daily	Leave Daily
(65.8)	(65.8)	Average speed per hour			(59.7)	(59.7)		

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.
Rule 6(B): Calwa C-R-T-Y; Bakersfield C-R-T; Corcoran C-R-Y; Kings Park C-R; Shafter & Wasco B; Jastro Y.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg.	MPH	Frt.
FIRST DISTRICT	79		60
SPEED RESTRICTIONS			
Bakersfield M.P. 887.5 to 889			20
Approaching "F" Street Crossing M.P. 887.7			10
1 Curve M.P. 889.3 to 889.6			30
1 Curve M.P. 889.8 to 890.1			40
Curve M.P. 892.9 to M.P. 893.3			65
Hanford and 1 Curve M.P. 967.5 to 969.5			45
3 Curves M.P. 973.7 to 975.8			45
M.P. 994.2 to 995.2			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
	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
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Sandrini	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	EE and WE storage	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	20
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	20
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	15
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	Turnout EE yard to main track	15
	I	End of two tracks	30

Normal position for junction switches:

Corcoran for First District siding

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

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	964.0	7571	East & West
Laton	976.0	3515	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.

TRACK SIDE WARNING DEVICES SPECIAL RULE 7

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

CROSSING SPEED RESTRICTIONS

Speed may be resumed when engine has passed resume speed signal.

Eastward		Westward	
M.P. 993.9	to 992.8	M.P. 896.0	to 896.6
M.P. 986.8	to 986.2	M.P. 896.7	to 897.3
M.P. 985.0	to 984.4	M.P. 916.4	to 917.0
M.P. 980.2	to 979.6	M.P. 931.5	to 932.1
M.P. 973.7	to 973.2	M.P. 946.4	to 947.0
M.P. 967.5	to 967.0	M.P. 949.9	to 951.7
M.P. 951.1	to 950.5	M.P. 964.4	to 967.0
M.P. 946.6	to 945.9	M.P. 975.8	to 976.2
M.P. 932.7	to 932.1	M.P. 979.0	to 979.6
M.P. 917.6	to 917.0	M.P. 984.6	to 985.2
M.P. 914.1	to 913.5	M.P. 993.6	to 994.1
M.P. 911.0	to 910.4		
M.P. 897.2	to 896.6		

VALLEY DIVISION

PORTERVILLE-OROSI AND OIL CITY DISTRICTS 5

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 8 October 25, 1981		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			13.3			
	51.5	LANDCO YL		113.5			1450	
		-2.8			0.0			
		OIL JUNCTION YL		110.7			1436	
		-38.8						
	52.8	DUCOR YL		71.9	52.8			
		-5.9						
	52.8	ULTRA		66.0	52.8			
		-7.0						
		PORTERVILLEJCT.YL		59.0				
		S. P. Crossing						
	33.2	-0.8			0.0	Y		
		PORTERVILLE YL		58.2	52.8			
		-6.3						
	52.8	STRATHMORE		51.9	52.8		1645	
		-5.2						
	31.4	LINDSAY		46.7	31.1			
		-7.5						
	34.8	EXETER		39.2	15.8		1729	
		-0.3						
	0.0	Visalia Elect. Crossing		38.9	15.8			
		-2.2						
	5.3	VENIDA		36.7	15.8			
		-5.5						
	8.9	HILLMAID		31.2	21.1			
		-0.1						
	30.8	Visalia Elect. Crossing		31.1	20.8			
		-1.0						
	30.8	REDBANKS		30.1	20.8			
		-1.8						
	20.8	CAIRNS		28.3	0.0			
		-1.4						
	17.4	RAYO		26.9	0.0			
		-6.3						
	17.4	WYETH YL		20.6	15.3	Y		
		-1.6						
	26.8	CUTLER YL					3371	
		-1.6						
		WYETH YL		20.6	0.0	Y		
		-2.0						
	0.0	OROSI YL		18.6	14.4			
		-6.4						
	15.2	ORANGE COVE YL		12.2	30.3			
		(101.8)						

OIL CITY DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 8 October 25, 1981		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
	0.0	OIL JUNCTION YL		308.6		Y	1436	
		-2.2			21.1			
	0.0	SEGURO YL		310.8			1481	
		-0.8			10.5			
		MALTHA YL		311.6			1149	
		(3.9)						

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

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	20
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
OIL CITY DISTRICT	20

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.

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
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)

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
Clearly	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

6 SECOND DISTRICT

VALLEY DIVISION

WESTWARD		Ruling Grade Descending Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD	
FIRST CLASS			NO. 8	STATIONS				FIRST CLASS	
709	711							708	710
Leave Daily	Leave Daily		October 25, 1981				Arrive Daily	Arrive Daily	
PM 5.58	AM 8.13						PM 12.12	PM 8.57	
6.05	8.20	2.6	CALWA	995.2	15.8	Yard	12.05	8.50	
6.10	8.25	2.6	1.6 S. P. Crossing	996.8	15.8		12.01	8.46	
		5.3	2.0 FRESNO	998.1	15.0	Yard			
		5.3	4.9 HAMMOND	1000.1	15.8	1900			
		15.8	6.3 FIGARDEN	1005.0	10.6	8514			
		15.8	8.3 GREGG	1011.3	15.8	8950			
6.40	8.55	15.8	5.8 MADERA	1019.6	15.8	8984	11.31	8.16	
		15.8	5.7 KISMET	1025.5	15.8	9083			
		0.0	10.4 SHARON	1031.1	7.4	13900			
		15.8	5.8 LE GRAND	1041.5	15.8	8978			
		15.8	8.8 PLANADA	1047.3	5.3	9668			
7.13	9.28	12.7	6.8 MERCED	1056.1	0.0	10315	10.58	7.43	
		17.4	8.8 FLUHR	1062.9	5.3	8989			
		20.0	7.9 BALICO	1071.7	18.0	8999			
		15.8	9.6 DENAIR	1079.6	15.8	8964			
		15.3	6.4 MODESTO-EMPIRE JCT.	1089.2	22.7	8971			
7.45	10.00	0.0	6.0 RIVERBANK	1095.6	26.4	7231	10.26	7.11	
		15.8	8.0 ESCALON	1101.6	15.8	9254			
		15.8	10.4 DUFFY	1109.6	0.0	8968			
		5.3	0.7 MORMON	1120.0	0.0	7914			
		10.3	0.7 W. P. Crossing	1120.7	0.0				
		10.3	0.7 STOCKTON TOWER	1120.7	0.0				
8.15	10.30	1.8	5.2 STOCKTON YL	1121.4	0.0	6794	9.56	6.41	
8.22	10.37	0.5	2.7 GILLIS	1126.6	1.6	4881	9.49	6.34	
		0.0	3.7 HOLT	1129.3	0.0	3674			
8.28	10.43	0.0	1.8 TRULL	1133.0	0.8	4943	9.43	6.28	
		5.3	2.0 MIDDLE RIVER	1134.8	11.6				
8.35	10.50	10.6	3.0 ORWOOD	1136.8	0.0	3558	9.36	6.21	
		10.6	3.2 BIXLER	1139.8	3.2	3781			
8.41	10.56	0.0	3.1 KNIGHTSEN	1143.0	6.3	4826	9.30	6.15	
		6.6	4.2 OAKLEY YL	1146.1	3.6				
8.48	11.03	15.8	1.8 SANDO YL	1150.3	13.2	580	9.23	6.08	
		15.8	3.7 ANTIOCH YL	1152.1	0.9				
8.56	11.11	6.6	7.8 PITTSBURG YL	1155.8	15.8	6380		6.00	
9.10	11.25	15.8	3.3 PORT CHICAGO	1163.3	15.8	5363	9.05	5.50	
PM	AM	0.0	6.5 MALBY	1166.9	0.0	3456	AM	PM	
		0.0	2.6 GLEN FRAZER YL	1173.4	52.8	3834			
		52.8	3.1 CHRISTIE YL	1176.0	52.8				
		52.8	2.4 COLLIER YL	1179.1	0.0	5184			
		52.8	1.1 PINOLE YL	1181.5	0.0				
		29.9	3.9 GATELEY YL	1182.6	49.6	5310			
		52.8	3.1 RHEEM	1186.5	52.8	5373			
		52.8	3.1 RICHMOND YL	1189.6	51.7				
Arrive Daily	Arrive Daily		(194.4)				Leave Daily	Leave Daily	
(52.5)	(52.5)		Average speed per hour				(53.9)	(53.9)	

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 Station on Southern Pacific.

No. 708 and No. 710 must get Santa Fe clearance card at Martinez Station on Southern Pacific.

At Port Chicago, only First Class trains will register. Both Santa Fe and Southern Pacific trains will register on Southern Pacific train register form 2561.

Conductor No. 709 and No. 711 leave message or form 903 with Operator Martinez, reporting arrival at Port Chicago on Santa Fe. Conductor No. 708 and No. 710 will leave message or form 903 at Pittsburg, reporting arrival at Port Chicago on Southern Pacific.

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 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. 708 and No. 710, and No. 709 and No. 711 as required by Rule 86(A).

Rule 5 (b): At Stockton, train order waiting time for Westward trains applies at West Switch to TCS Siding located 1550 feet west of MP 1122.

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.

Rule 6(B): Calwa & Richmond C-R-T-Y; Riverbank, Stockton Tower, Orwood & Pittsburg C-R; Fresno C; Mormon R-Y; Madera, Gillis, Holt, Trull, Middle River, Bixler, Knightsen, Sando, Antioch, Port Chicago, Glen Frazer, Christie, Collier, Pinole, Gateley & Rheem B; Stockton Y.

Rule 321: At San Joaquin River Bridge when west signal located at MP 1123.7 or eastward signal located at MP 1124.0 or at Middle River Bridge westward signal located at MP 1134.6 or eastward signal located at MP 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.

(Continued from Page 6)

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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS MPH

LOCATION	Psg.	Frt.
Calwa to Port Chicago	79	60
Port Chicago to Richmond	70	60

SPEED RESTRICTIONS MPH

M.P. 995.2 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
Curve M.P. 1047.5 to 1047.9	65
Curve M.P. 1053.7 to 1054.1	65
Merced M.P. 1055.7 to 1057.0	30
2 Curves M.P. 1069.1 to 1070.5	65
Curve M.P. 1087.9 to 1088.1	50
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 1151.9	30
Curve and Crossing M.P. 1155.1 to 1156.3	50
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
26 Curves and Tunnel No. 3 M.P. 1170.5 to 1180.9	35
7 Curves M.P. 1180.9 to 1185.1	45
1 Curve M.P. 1185.1 to 1185.4	35
3 Curves M.P. 1185.4 to 1189.0	45
2 Curves M.P. 1189.0 to 1189.6	20
Oakdale Spur	25

In TCS sidings, speed limit 40 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. "EE"—East End.
 "S"—Spring Switch. "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

CROSSING SPEED RESTRICTIONS

Speed may be resumed when engine has passed resume speed signal.

Eastward		
M.P. 1164.0	to M.P. 1163.4	75
M.P. 1160.5	to M.P. 1159.9	65
M.P. 1151.3	to M.P. 1150.9	65
M.P. 1147.8	to M.P. 1147.2	75
M.P. 1145.5	to M.P. 1144.9	75
M.P. 1141.6	to M.P. 1141.0	70
M.P. 1129.8	to M.P. 1129.2	75
M.P. 1128.1	to M.P. 1127.5	75
M.P. 1103.7	to M.P. 1103.1	75
M.P. 1091.9	to M.P. 1091.3	75
M.P. 1085.6	to M.P. 1085.0	75
M.P. 1084.4	to M.P. 1083.8	70
M.P. 1064.6	to M.P. 1064.0	70
M.P. 1058.7	to M.P. 1057.7	70
M.P. 1042.3	to M.P. 1041.4	75
M.P. 1040.4	to M.P. 1039.8	75
M.P. 1014.5	to M.P. 1013.9	75
M.P. 1004.8	to M.P. 1004.2	70

Westward		
M.P. 1003.8	to M.P. 1004.2	70
M.P. 1014.5	to M.P. 1015.1	75
M.P. 1039.2	to M.P. 1041.1	70
M.P. 1041.1	to M.P. 1041.7	75
M.P. 1054.6	to M.P. 1055.2	60
M.P. 1057.2	to M.P. 1057.7	70
M.P. 1068.6	to M.P. 1069.1	70
M.P. 1083.2	to M.P. 1083.8	75
M.P. 1106.5	to M.P. 1107.1	75
M.P. 1117.3	to M.P. 1117.9	75
M.P. 1124.6	to M.P. 1125.2	70
M.P. 1128.6	to M.P. 1129.2	75
M.P. 1140.4	to M.P. 1141.0	70
M.P. 1142.4	to M.P. 1143.0	70
M.P. 1143.0	to M.P. 1143.6	75
M.P. 1146.6	to M.P. 1147.2	70
M.P. 1150.3	to M.P. 1150.9	70
M.P. 1153.5	to M.P. 1154.1	70

8 SECOND AND FRESNO INTERURBAN DISTRICTS

VALLEY DIVISION

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection
Trigo	1014.3	1874	East & West
Tuttle	1050.7	2339	East & West
Kadota	1052.1	1072	East & West
Cement Spur	1057.5	1.2 miles	East
Pritchard	1058.9	998	East
Winton	1065.4	1049	East & West
Hughson	1085.8	2047	East & West
Claus	1092.8	2228	East & West
Oakdale Spur	1095.6	6.5 miles	East
Burnham	1112.5	400	East
Rockwell	1114.8	903	East & West
Woodsbro	1125.0	4250	East & West
Werner	1138.8	1185	East & West
Du Pont	1147.6	3473	East & West
East Antioch	1149.2	6350	East & West
Zee	1149.7	3163	East & West
Monsanto	1165.8	2304	East & West
Muir	1170.6	2556	East
Bethlehem Steel	1184.5	1562	East & West
San Pablo	1187.8	584	East & West

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. 1171.3	Slide Detector	11701 and 11722 and rotating red light M.P. 1171.5

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

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.

FRESNO INTERURBAN DISTRICT

WESTWARD ↓	TIME TABLE		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD ↑
	NO. 8 October 25, 1981					
	STATIONS					
	HAMMOND	YL	0.0			
0.0	2.0		0.0			
	CINCOTTA	YL	2.0	0.0		
0.0	0.4		2.0	0.0		
	BARTONETTE	YL	2.4	0.0		
0.0	2.0		2.4	0.0		
	CAMEO	YL	5.0	1200		
0.0	2.2		5.0	0.0		
	BURNESS	YL	7.2	0.0		
0.0	5.8		7.2	0.0		
	FAIRVIEW	YL	13.0	1200		
10.6	1.2		13.0	42.2		
	BIG BUNCH	YL	14.2	15.3		
8.4	1.0		14.2	15.3		
	ZEDIKER	YL	15.2	9.5		
0.0	0.5		15.2	9.5		
	RIVERBEND	YL	15.7	31.7		
42.2	1.0		15.7	31.7		
	ELK	YL	16.7	10.6		
0.0	0.2		16.7	10.6		
	BELMONT AVE.	YL	16.9			
	(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
Hammond to Belmont Ave	10 MPH

Maximum speed permitted through turnout of other than main track switches
10 MPH;

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Hammer Field Spur	4.9	1 Mile	East
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VALLEY DIVISION

VISALIA AND WAHTOKE DISTRICTS 9

VISALIA DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 8 October 25, 1981		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				
	0.0	5.2 LOMA		20.2				
	0.0	5.0 VISALIA	YL	25.2			2338	
	16.2	8.1 S. P. Crossing		33.3				
	0.0	2.9 CALGRO		36.2				
	15.9	2.3 CUTLER	YL	38.5			3380	
	0.0	3.2 SULTANA		41.7				
	13.2	3.4 DINUBA		45.1				
	0.0	3.7 REEDLEY	YL	48.8		Y	Yard	
	0.0	2.2 LAC JAC		51.0				
	0.0	2.4 PARLIER	YL	53.4				
	2.5	5.1 DEL REY	YL	58.5			2651	
	7.9	3.4 CASTY		61.9			2246	
	8.5	2.5 LONE STAR	YL	64.4			1626	
	10.6	4.5 CALWA	YL	68.9		C-R T-Y	Yard	
		(68.6)						

WAHTOKE DISTRICT

WESTWARD ↓	Ruling Grade Descending Feet Per Mile	TIME TABLE NO. 8 October 25, 1981		Mile Post	Ruling Grade Descending Feet Per Mile	Communications Turn Tables and Wyes	Capacity of Sidings in Feet	EASTWARD ↑
		STATIONS						
	0.0	CELLA	YL	6.2				
	41.4	0.9 WAHTOKE	YL	5.3	33.2			
		5.3 REEDLEY	YL	0.0			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)

SUNSET RAILWAY

SPECIAL RULES

Capacity of Sidings In Feet	Rating Grade Descending Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rating Grade Descending Feet Per Mile
		↕	NO. 8 October 25, 1981	↕		
STATIONS						
			TAFT YL		8.8	
1980	85.5		PENTLAND YL		27.5	37.0
	68.6		LEVEE YL		18.1	0.0
2343	10.6		MILLUX YL		14.4	5.3
	5.3		GULF YL		12.3	0.0
2316	5.3		CONNER YL		9.6	0.0
	0.0		LYLA YL		7.0	13.2
	0.0		GOSFORD YL		0.0	10.8
			KERN JCT.			
			BAKERSFIELD			
			(43.4)			

1. The Atchison, Topeka and Santa Fe Railway Company Rules, Operating Department, and current Valley Division Special Rules and Bulletins are applicable to the Sunset Railway Company.
2. Rule 93: Yard Limits are located Gosford to and including Taft.
3. Southern Pacific time table and rules govern movement of trains between Kern Junction and Gosford.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
Gosford to M.P. 20	20 MPH
M.P. 20 to Pentland	15 MPH
Pentland to Taft	10 MPH

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Name	Location	Capacity In Feet	Switch Connection
Del Kem	M.P. 54	500	West
Garintee	M.P. 6.0	1360	East-West
Banks	M.P. 24.0		

No switch lights on Sunset Railway.

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	6:15A	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	5:05P	9:15P	9:25P	11:10P	11:40P				4:00A
879	8:15P	12:15A	12:45A	2:30A	2:45A				7:30A
309	5:30A	10:30A	11:25A	1:25P	1:35P	4:15P	4:35P		6:35P
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	5:00A				9:00A	9:10A	11:10A	11:20A	3:45P
901	5:00A				10:05A	10:30A	12:45P	3:00P	8:15P
968	4:00A	2:45A		7:00A	10:35A	10:40A	1:30P	3:30P	9:00P
913	6:00P				11:00P	11:45P	1:45A	3:00A	8:15A
908	12:01A					7:30A		6:00P	11:59P
971						1:45A	3:50A	4:50A	9:40A
963								3:00P	8:15P
928	12:01P					7:30P		6:00A	11:59A
973	6:30A				12:15P	12:30P	3:30P	5:30P	11:45P
948								12:01A	6:00A
981	11:00P				3:00A	3:45A	5:50A	6:50A	11:40A

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

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.

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

Cars loaded with 20-ft. bogies (empty Chasis) are not considered as cars loaded with empty trailers and are restricted to 55 MPH.

(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	
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.

12 SPECIAL RULES

13. MAXIMUM SPEED OF ENGINES

Engines	Forward or dead in train MPH	When not controlled from leading unit MPH
AMTRAK 100-761, 764-799 5940-5948	90*	45
** 1215-1245, 1453, 1460	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.

**When used as controlling unit must not exceed 20 MPH.

Speed limit 50 MPH for all trains having Amtrak 500 and 600 class units in consist on all curves second district between Stockton and Port Chicago which are shown to be 50 MPH and above and on Curve MP 1162.8 to 1163.2

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, Except Amtrak	4	5
Amtrak	2	2

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	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT 199463 and Jordan Spreaders		
	Wrecking Derricks	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.

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.

When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort, or a combination of one six-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is list showing the weight, tractive effort and horsepower rating of units by class.

CLASS	MAKE	TYPE	WEIGHT	TRACTIVE EFFORT	HORSE-POWER
1215	EMD	SSB1200	246,000	36,000	1200
1300	ALCO	CRSD20	380,000	69,800	2050
1310	EMD	GP7	249,000	41,300	1500
1450	EMD	SW	248,000	28,000	900
1460	EMD	SW7	262,500	41,300	1500
2000	EMD	GP7	249,000	41,300	1500
2050	EMD	GP7	249,000	41,300	1500
2248	EMD	GP9	249,000	45,200	1750
2500	EMD	GP7	249,000	41,300	1500
2650	EMD	GP7	249,000	41,300	1500
3000	EMD	GP20	265,000	44,800	2000
3100	EMD	GP20	265,000	44,800	2000
3200	EMD	GP-30	262,900	50,064	2250
3300	EMD	GP35	266,000	43,850	2500
3500	EMD	GP38	262,500	46,720	2000
3600	EMD	GP39-2	264,400	55,400	2300
3617	EMD	GP39-2	264,400	55,400	2300
3669	EMD	GP39-2	264,000	55,400	2300
3683	EMD	GP39-2	264,000	55,400	2300
3800	EMD	GP40xGP-50	264,400	62,685	3500
4000	EMD	SD39	391,500	82,284	2300
4600	EMD	SD26	387,000	74,152	2625
5000	EMD	SD40	391,500	70,067	3000
5020	EMD	SD40-2	391,500	70,970	3000
5058	EMD	SD40-2	391,500	70,970	3000
5071	EMD	SD40-2	391,500	83,160	3000
5200	EMD	SD40-2	391,500	90,475	3000
5500	EMD	SD45	391,500	72,286	3600
5590	EMD	SD45	391,500	72,290	3600
5615	EMD	SD45	391,500	68,440	3600
5625	EMD	SD45-2	395,500	73,650	3600
5662	EMD	SD45-2	391,500	73,650	3600
5705	EMD	SD45-2	391,500	68,440	3600
5900	EMD	F45	395,000	68,000	3600
5940	EMD	FP45	399,000	68,006	3600
6300	GE	U23B	262,500	60,400	2250
6350	GE	B23-7	268,000	60,400	2250
6364	GE	B23-7	265,000	60,400	2250
7484	GE	B36-7	264,000	61,000	3600
7500	GE	U23C	395,000	85,800	2250
7900	GE	U28CG	395,500	80,000	2800
8000	GE	U30CG	412,000	90,600	3000
8010	GE	C30-7	398,800	90,600	3000
8020	GE	C30-7	392,500	90,600	3000
8500	GE	U33C	391,500	90,600	3300
8700	GE	U36C	391,500	90,600	3600
8736	GE	U36C	391,500	90,600	3600
8770	GE	U36C	391,500	90,600	3600

HAZARDOUS MATERIAL

- I. It is the conductor's responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

Waybill The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

Wheel Reports The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

Placards Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

Commodity Codes The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

- II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

- A. Notify the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance to the telephone number listed below:

(209) 237-4994

- B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous material incident.

- C. Assist injured. Call for medical assistance if needed.

- D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employe name and position.

(2) Specific location of the incident (station, milepost location, nearest street or highway crossing).

(3) Nature of the incident - number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information

(a) Car number

(b) Proper shipping name of contents

(c) Hazard class of material

(d) Shipper and consignee

(e) Standard Transportation Commodity Code (49 Series Number)

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

- E. Warn people to stay away from the emergency area.

- F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

- G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

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 wording at the side that applies.
 See footnotes for explanation.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1		PLACARD APPLIED ON CAR	2							
			ANY CARS (For flat cars, tank cars, and combination cars)	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	MUST NOT BE PLACED NEXT TO CAR PLACARDED	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN TOP CAR	✓ ¹	✓	✓			✓ ²		
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	✓ ³	✓ ³	✓ ³	✓	✓		✓ ⁴	✓
10		OCCUPIED CABOOSE	✓ ³	✓ ³	✓ ³	✓	✓			✓
11		OCCUPIED GUARD CAR	✓ ³	✓ ³	✓ ³		✓			
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		EXPLOSIVES A		✓	✓	✓	✓	✓		
16		POISON GAS	✓			✓	✓	✓		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD	✓	✓	✓	✓				
18		RADIOACTIVE	✓	✓	✓		✓	✓		

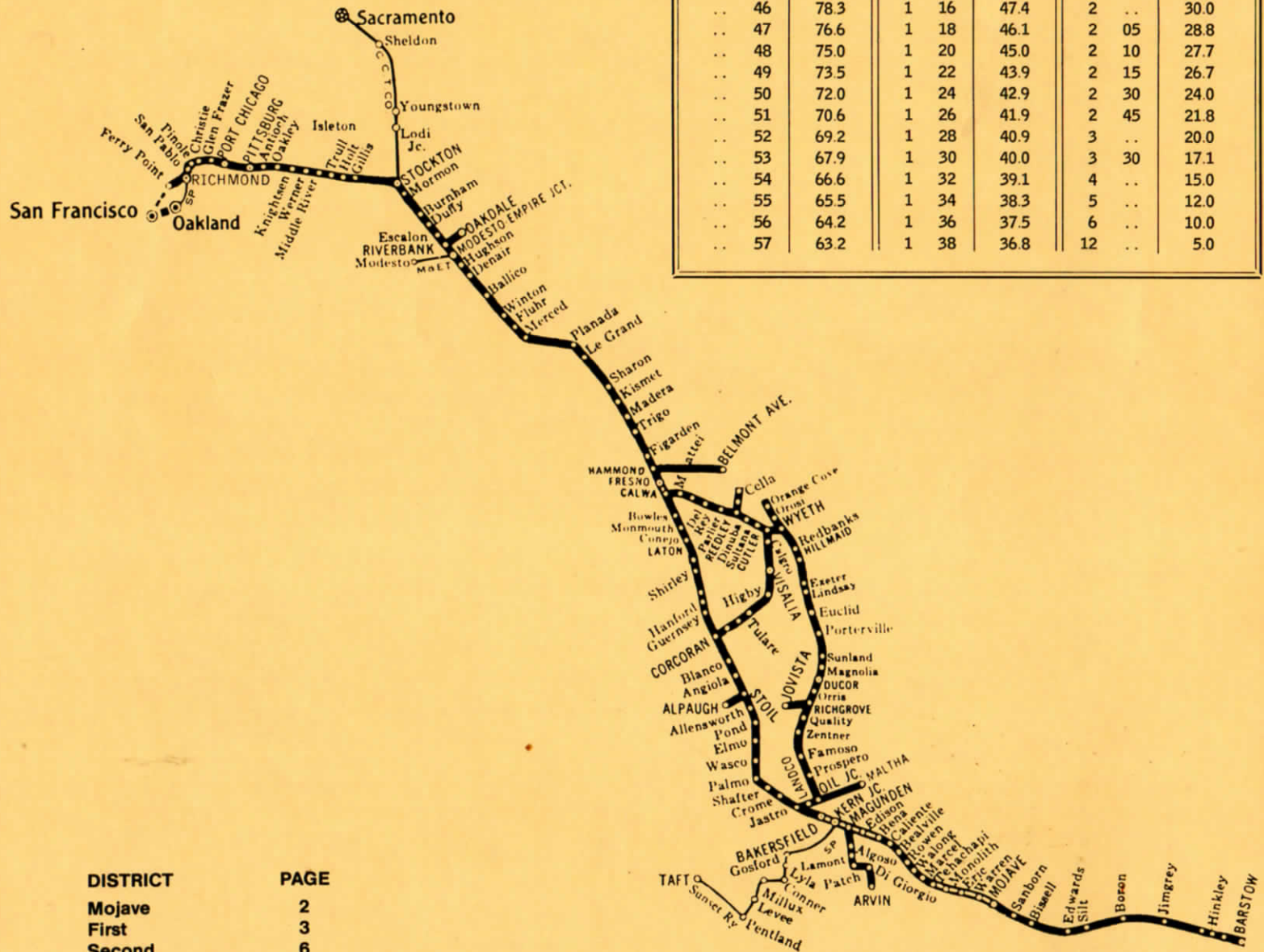
FOOTNOTES
 1. Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
 2. A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and 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 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!



DISTRICT	PAGE
Mojave	2
First	3
Second	6
Porterville-Orosi	5
Visalia	9
Wahtoke	9
Fresno-Interurban	8
Oil City	5
Arvin	2
Sunset Railway	10

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

VALLEY DIVISION