

# The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES.

## VALLEY DIVISION.

# EMPLOYEES' TIME TABLE No. 17

IN EFFECT

**SUNDAY, NOVEMBER 10, 1907,**

AT 12:01 O'CLOCK A. M.

— PACIFIC STANDARD TIME —

Superseding Time Table No. 16, Dated June 16, 1907, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,  
GENERAL MANAGER,  
Los Angeles, Cal.

J. W. WALKER,  
SUPERINTENDENT,  
Fresno, Cal.

J. A. CHRISTIE,  
TRAINMASTER,  
Fresno, Cal.

I. L. HIBBARD,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.



## SPECIAL RULES.

### ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated November, 1901, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Following changes have been made in Rule 10, (Color Signals), of "Santa Fe Rules and Regulations, Operating Department," in effect November, 1901:

(b) Where "White" appears, substitute "Green."

(c) Where "Green" appears, substitute "Yellow."

3. Eastbound trains are of superior direction to westbound trains of the same class.

4. Passengers may be carried on Nos. 64, 65, 73, 74, 83 and 84; no other freight trains will carry passengers.

Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

5. No. 3 will stop at any station to discharge passengers. No. 7 will stop at any station to discharge passengers from stations east of Bakersfield. No. 4 will stop at any station between Corcoran and Bakersfield to discharge passengers from stations on Visalia District.

6. The number of tons shown by rate sheet as ordinary trains for engines, is based on the general grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and engine-men are required to fill up trains to full capacity of their engines.

7. See second paragraph of Rule No. 390, Rules and Regulations. The application of this rule will not be considered as covering California crude oil.

8. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train, and sufficient train line pressure has been accumulated.

9. Yard limit boards defining yard limits have been established as follows: Kern Jct., Bakersfield, Corcoran, Hanford, Fresno, Merced, Riverbank (extending west to Huntley passenger station including Gravel Pit), Stockton, Antioch, Richmond, (extending to Ferry Point) and at Oakland.

10. First-class trains, when ten minutes or more late, are required to approach and leave stations which are designated in time table rules as having yard limits, under full control, prepared to stop within the limit of vision, and responsibility for accident under such conditions shall rest with the approaching train. In case of fog or its equivalent, such first-class trains, and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against obstructions or engines in yards.

Yard engines will give way to all such trains at the earliest moment possible.

That portion of Rule 98 (a) of Rules and Regulations, reading, "At such stations as have no yard limit signs, the limits will be considered to be between extreme switches," is hereby abrogated. Trains at stations which have no yard limits as prescribed in time table, will be governed by Rule 99.

The last clause of Rule No. 93-A, of Rules and Regulations, is hereby amended to include second-class trains, and now reads, "Extras may pass and run ahead of second and third-class trains without special instructions."

11. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

12. Fusees must not be placed or thrown off where

fire from them would endanger buildings, bridges and tunnels lined with wood.

13. First-class trains in the same direction must keep at least ten minutes apart, except where scheduled otherwise, or in closing up at stations or at meeting or passing points. Light engines and freight trains having four hundred (400) tons or less following a passenger train, will be regarded as passenger trains within the meaning of this rule.

14. Rule 567 of Rules and Regulations is hereby abrogated. When offices are closed for the night, the train order signal will be fastened at "Proceed," and the lamp left burning. All trains must positively ascertain the position of the signal before passing.

15. Standard clocks are located in depot telegraph offices, at Bakersfield, Fresno, Stockton, Richmond, Ferry Point, Oakland and in train dispatcher's office at Fresno.

16. The abbreviations "Ps" and "Mt," permitted in Train Rule 5 are omitted, and instead the numbers of the trains to be passed or met are indicated in small numerals.

17. The following is an addition to Rule 16 of the Rules and Regulations: (i) six. When train is running, brakes are sticking.

18. Enginemen giving audible signal (k), under requirements of Rule 14, of the book of Rules and Regulations, will see that it is properly answered by (g), of same Rule, stopping, if necessary, to ascertain that signals are understood. Where there is more than one engine attached to a train, the leading engine only will give and answer these signals.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Engines of all classes when pulling freight trains must not exceed a speed of thirty (30) miles per hour, i. e., will consume not less than two (2) minutes in running each and every mile. Trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile. Engines running backward will not exceed twenty (20) miles per hour and will consume at least three (3) minutes for each and every mile.

20. The following instructions will govern the use of HALL ELECTRIC SIGNALS located as per Special Rules 22 and 32.

a. Signals are of the disc pattern and indicate danger by displaying a red disc by day and a red light by night. A green light, or the absence of a red disc by day, indicates safety. When the signal indicates safety, a small portion of the red disc will be visible at the upper left hand edge of the opening in the signal case to show that the disc is there and connected with the signal instrument. Each piece is equipped with a preliminary section at one end of the block, indicated by a preliminary board.

b. A train entering block at preliminary section end sets the opposite signal at danger when the front end has passed the preliminary board and sets the signal at its end to danger when the front end has passed that signal. Both signals will stay at danger until the rear end of the train has passed out of the block.

c. A train entering block at the opposite end to the preliminary section sets both signals to danger when the front end has passed the signal. It will hold the signal at preliminary section end at danger until the rear end of the train has passed that signal,

and the signal at end opposite to preliminary section at danger until rear end has passed the preliminary board. The signals only provide protection within the limits of the block which controls them.

d. Signals can be set at danger by the following: 1. Train in block. 2. Switches not set for main line. 3. A broken rail. 4. Defective apparatus.

e. The use of these signals does not relieve enginemen, conductors or trainmen from protecting their trains as provided in train rules.

f. Both enginemen and firemen will be held responsible for the proper observation of these signals.

g. Enginemen must approach signals with great care and with train under such control as that it can be stopped within the limit of vision. Finding a signal at danger, they must stop before reaching it and immediately send a flagman ahead. After waiting five minutes, will proceed through the block with train under full control, prepared to stop within the limit of vision; and report the facts to the Superintendent from the next telegraph office.

h. When entering sidings which lead out on section of track controlling signals, trainmen must be careful to clear the wooden insulation joints back of the clearance posts.

i. Enginemen finding any signal at danger, will report by wire to Superintendent at next stopping place.

### FIRST DISTRICT.

21. Conductors of all trains will register at Kern Jct., Bakersfield, Corcoran, Calwa and Fresno. No train will leave Kern Jct., Bakersfield, Corcoran or Fresno without receiving a clearance card (Form 902).

### SPEED LIMITATIONS.

22. 8 miles per hour, through city limits of Hanford.  
6 miles per hour, through city limits of Fresno.

### RAILROAD CROSSINGS AT GRADE.

23. S. P. Co., Main Line, Kern Junction; distant and home signals—interlocking.

S. P. Co., Goshen branch, Hanford; home signals—interlocking.

S. P. Co., main line, 3.4 miles west from Oleander; distant and home signals—interlocking.

S. P. Co., Porterville branch, 1.5 miles west from Calwa; home signals—interlocking.

S. P. Co., Pollasky branch, Fresno; home signals—interlocking.

24. The main line between Fresno and Calwa is protected by HALL ELECTRIC SIGNALS located as follows, and operating as per Special Rule No. 18:

Signal No. 1. 900 feet east from junction switch at Calwa on first district.

Signal No. 2. 1440 feet east from Pollasky crossing of S. P. Co., Fresno yard.

Signal No. 3. 150 feet east from junction switch at Calwa on Visalia district.

A preliminary section extends from Signal No. 1 to a point 1600 feet east and is marked by a preliminary board. A train entering the block at preliminary section end on first district sets Signals Nos. 2 and 3 at danger, when front end of train has passed the preliminary board; and sets Signal No. 1 at danger when front end of train passes that signal. All three signals remain at danger until train passes out of block.

A preliminary section also extends 1000 feet east from Signal No. 3 to a point marked by a preliminary board on Visalia district. A train entering block at this point sets Signal No. 2 at danger when the front end has passed the preliminary board, and sets Signals Nos. 1 and 3 at danger when front end has passed Signal No. 3, or when the junction switch



has been set for Visalia district. All three signals then remain at danger until train has passed out of block.

A train entering the block at opposite end to the preliminary section sets all three signals at danger when the front end of train has passed Signal No. 2.

Westbound trains on both the first and Visalia districts finding overdue superior trains not registered, must immediately back and remain out of the preliminary section until the expected train arrives; otherwise Signal No. 2 will be held at danger against the eastbound train.

#### INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD.

25. a. A train staff instrument is located in the telegraph office at each Kern Junction and Bakersfield, in charge of operator. The two instruments being electrically connected, it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the same instrument or in the one at the other end of the block.

b. Each train and engine before leaving either of the above stations must have staff in possession of engineer. When more than one engine is coupled, the engineer of the leading engine must carry the staff, but that following engineers, conductor or engine foreman may know that leading engineer has the staff, the latter will acknowledge it by audible signal (g) Rule 14, of the Book of Rules and Regulations.

c. A staff crane is located at the tower at Kern Junction from which engineer may take staff when passing. If staff is received at Kern Junction by conductor or engine foreman, they will deliver it personally to engineer. At Bakersfield, staffs will be received by conductor or engine foreman, who will deliver same to engineer.

d. Deliveries of staff must be made by conductor or engine foreman in each office on arrival.

e. The staff will be enclosed in a rubber pouch, which is provided with an opening so that the staff may be seen. Engineer must know that pouch contains a staff before proceeding.

f. Operators must keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block, so that proper train will be given staff, thus avoiding delays or misunderstandings.

g. In the event of the staff instruments failing to work, all trains will be notified by a '31' order, and will be operated through the block on telegraphic train orders.

Nothing in the foregoing shall be interpreted as nullifying instructions contained in General Rules and Regulations and Special Timetable Rules, the staff simply taking the place of timetable rights and telegraphic orders regulating the movement of trains between the above stations.

### SECOND DISTRICT.

26. Conductors of all trains will register at Fresno, Merced, Riverbank and Stockton, and no train will leave Fresno, or Stockton without receiving clearance card, (Form 902).

Conductor of train No. 31 will not leave Riverbank without receiving clearance card (Form 902).

#### SPEED LIMITATIONS.

27. 6 miles per hour, through city limits of Fresno.

8 miles per hour, through city limits of Stockton.

20 miles per hour, over Merced River bridge, B-1070.

All trains will reduce speed to four (4) miles per hour in crossing Tuolumne River bridge, A-1089, and will not apply or release brakes while on bridge.

#### RAILROAD CROSSINGS AT GRADE.

28. S. P. Co., Berenda branch, 0.3 mile west from Miller; distant and home signals—interlocking.

Yosemite Valley Railroad: Merced—No Signals.

S. P. Co., Oakdale branch, 1.7 miles west from Merced; distant and home signals—interlocking.

S. P. Co., main line, Sacramento street, Stockton; home signals—interlocking.

### THIRD DISTRICT.

29. In addition to regular train signals prescribed by train rules, all trains, both day and night, will display a red hand lantern on rear of train between Maltby and Ferry Point for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Passenger trains backing between Richmond and Ferry Point, will have a brakeman stationed on the forward platform, provided with brake valve, air whistle and a white light.

30. The drawbridge between Stockton and Gillis and the two drawbridges between Tule and Bixler are protected by fixed signals. The day signal consists of a semaphore arm mounted on a post 400 feet from the end of drawbridge, and extending to the right from the track for the approaching train. Lights will be used at night.

When the semaphore arm is extended horizontally, or a red light shown from the post, the signal is one of danger and trains must stop before reaching it, and must not proceed while the signal is so displayed. When the semaphore arm extends at an angle of 35 degrees from the perpendicular, or a green light is shown, it is a sign of all clear and trains may proceed without making a stop. All trains will approach these bridges under full control, and must be prepared to stop within the limit of vision in case the signals are set against them.

31. In switching at Franklin Quarry and Dupont spurs no engine will run over the spur track without at least one car attached with air in operation, and a trainman riding on top to attend to hand brakes if necessary.

32. The siding at Orwood must not be used for meeting or passing trains.

33. Trains on double track between east switch at Richmond and Ferry Point will run right and right, i.e., westbound trains (including light engines and switch cuts) will use the north track, and eastbound trains will use the south track.

The normal position of switch at east end of double track will give an unbroken rail for westbound trains.

Eastbound trains will stop at end of double track to throw switch, which must be lined up after using same.

General rules as to flagging on main line will apply on the double track.

Great care must be taken by crews on yard and light engines returning from Ferry Point to roundhouse, not to use westbound main track, except for cross-over purposes, and then only when it is known that such use is absolutely safe.

33 (a). Nos 42 and 7 when on time will meet on double track.

34. Conductors of all trains will register at Stockton, Richmond and Ferry Point.

No train will leave Stockton, Richmond or Ferry Point without receiving a clearance card (Form 902).

35. Tunnels No. 1 and No. 2 and Alhambra viaduct between Vine hill and Glen Frazer, Tunnel No. 4 between Dupont and Pinole and Tunnel No. 5 between Richmond Avenue and Ferry Point, are protected by HALL ELECTRIC SIGNALS, operating as per Special Rule No. 18.

**Tunnels 1 and 2 and Alhambra Viaduct.**—Westbound signal 450 feet east from Tunnel No. 1. Eastbound signal, 540 feet west from Tunnel No. 2. Preliminary board, 1450 feet east from Tunnel No. 1.

**Pinole Tunnel, No. 4.**—Westbound signal 1800 feet east from tunnel. Eastbound signal 400 feet west from tunnel. Preliminary board 2800 feet east from tunnel. When the west switch at Dupont is thrown from the siding it sets both signals danger. When the east switch at Dupont is thrown for the siding, it sets the signal at the west end of tunnel at danger, but does not affect the signal at the east end.

**Richmond Tunnel, No. 5.**—The signal governing the westbound track is 100 feet west from Richmond Avenue, the block extending from that point to 1140 feet west from the west portal of the tunnel. The signal governing the eastbound track is 1500 feet west from the west portal of the tunnel, the block extending from there to 60 feet east from Richmond Avenue station.

#### RAILROAD CROSSINGS AT GRADE.

36. Western Pacific Ry., Stockton; home signals—interlocking.

#### SPEED LIMITATIONS.

37. 8 miles per hour, through city limits of Stockton, and Antioch.

15 miles per hour, all west bound trains heading in at double track junction, east end Richmond Yard, while any portion of the train is on the turnout.

20 miles per hour, all trains crossing Alhambra viaduct.

all trains through Franklin tunnel.

all trains over San Joaquin River drawbridge B-1124.

all trains over Middle River drawbridge A-1135.

all trains over Old River drawbridge A-1137.

all freight trains in either direction between Maltby and Pinole, and will consume at least three minutes for each and every mile.

#### INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN GLEN FRAZER AND CHRISTIE.

38. a. A train staff instrument is located in the telegraph office at each Glen Frazer and Christie, in charge of the operator on duty. The two instruments being electrically connected, it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the same instrument or in the one at the other end of the block.

b. Trains within the block, which extends from clearance of west switch at Glen Frazer to clearance of east switch at Christie, will be governed by the General Rules and Regulations, as well also by other special rules not in conflict herewith, but in addition, a train staff must be in possession of engineman before train enters the block. When more than one engine is handling a train, the engineman of the leading engine must carry the staff, but that the other engineman and conductor may know he has it, as is required of them, he will acknowledge it by audible signal (g) Rule 14, of the book of Rules and Regulations.

c. A staff crane is located near the telegraph office at each end of the block, from which engineman may catch a staff by hand at slow speed, when not necessary for train to stop. If conductor receives staff from operator, he must personally deliver it to the engineman. When the movement is completed for which staff is given, the engineman must deliver staff at end of block by dropping it at a designated place or handing to the operator on duty.

d. Operator must not deliver to a train, staff which he has

**(Special Rules Continued on Inside of Back Cover)**

VALLEY DIVISION.







VALLEY DIVISION.—SECOND DISTRICT.

WESTWARD						TIME TABLE			EASTWARD									
Second Class.			First Class.			Capacity of Stings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	No. 17 Nov. 10, 1907	Ruling Grade Ascending	Distance from Albuquerque	Telegraph Office.	First Class.			Second Class.		
73	33	31	7	5	3								4	6	8	32	34	74
FREIGHT	FREIGHT	MIXED	PASSENGER	PASSENGER	PASSENGER	No. Cars						PASSENGER	PASSENGER	PASSENGER	MIXED	FREIGHT	FREIGHT	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Miles		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
AM 7.00	AM 6.30		AM 10.50	PM 12.05	PM 11.35	406	FW T	15.8		998.1	N	AM 4.45	PM 3.35	AM 3.25		PM 1.45	PM 5.00	
f 7.10				12.10		13		10.6		1001.4						1.25	4.40	
f 7.25	7.00		11.01	f 12.16	11.47	67		13.2		1005.7		4.32	f 3.23	3.10		1.07	f 4.15	
f 7.45	7.22		11.09	f 12.25	AM 12.05	26		15.8		1011.6		4.22	f 3.14	2.58		12.40	f 3.43	
f 7.55	7.32		11.13	f 12.29 <sup>34</sup>	12.13	98		13.2		1014.0		4.17	f 3.09	2.54		12.29 <sup>5</sup>	f 3.28	
\$ 8.15 8.40	7.48		11.20	\$ 12.37	f 12.27	335	W	12.1		1019.8	D	4.07	\$ 3.00 <sup>74</sup>	f 2.43		12.10 PM	\$ 3.00 <sup>6</sup>	
f 9.00	8.18		11.29	f 12.47	12.40	90		10.6		1026.1	G	3.57	f 2.51	2.31		11.50	f 2.10	
								15.8		1026.4								
\$ 9.15	8.35		11.35 <sup>34</sup>	\$ 12.53	f 12.48	111		5.3		1030.2	D	3.50	\$ 2.45	f 2.24		11.35 <sup>7</sup>	\$ 1.50	
f 9.25	8.43		11.39	f 12.57	12.53	14		15.8		1032.5		3.46	2.41	2.20		11.21	f 1.41	
f 9.40	8.55		11.44	f 1.02	12.59	71		0		1035.7		3.41	f 2.36	2.14		11.14	f 1.31	
f 9.50	9.06		11.47	f 1.06	1.04	18		0		1038.3		3.36	f 2.32	2.10		11.08	f 1.22	
10.20	9.18		11.51	\$ 1.10 <sup>74</sup>	f 1.09	110	W	5.3		1041.4	N	3.31	\$ 2.28	\$ 2.04		11.01	\$ 1.10 <sup>5</sup>	
10.34	9.30		11.55	f 1.15	1.15	20		5.3		1044.4		3.26	f 2.23	1.58		10.54	f 12.57	
\$ 10.46 <sup>34</sup>	9.40		11.59	f 1.19	1.20	129		0		1047.2	D	3.21	\$ 2.19	1.53		10.46 <sup>73</sup>	\$ 12.47	
f 11.05	9.53		PM 12.03	f 1.25	1.26	51		0		1050.5		3.15	f 2.14	1.47		10.35	f 12.34	
\$ 11.25 <sup>74</sup> 11.55	\$ 10.15 <sup>34</sup>		12.10 12.35	f 1.35 1.50 <sup>6</sup>	\$ 1.37 <sup>8</sup>	129	W	7.9		1056.0	N	\$ 3.05	2.05 1.50 <sup>5</sup>	\$ 1.37 <sup>3</sup>		\$ 10.15 <sup>33</sup>	12.10 <sup>7</sup> PM \$ 11.25 <sup>73</sup>	
								5.3		1057.7								
PM 12.10	10.30		12.41	f 1.57		10		15.8		1060.1			f 1.44	1.24		10.02	f 11.06	
f 12.16	10.37		12.44	f 2.00	1.49	81		15.8		1062.2		2.55	f 1.40	1.21		9.55	f 10.57	
12.23	10.45 <sup>74</sup>		12.46	f 2.03		18		15.8		1064.0			f 1.36	1.19		9.43	f 10.45 <sup>33</sup>	
f 12.40	11.03		12.54	f 2.11	2.02	28		15.8		1069.0		2.43	f 1.28	1.11		9.33	f 10.22	
f 12.50	11.10		1.00	f 2.16	2.09	81		15.8		1071.9		2.37	f 1.22	1.06		9.24	f 10.10	
\$ 1.12 <sup>6</sup> 7	11.37		1.12 <sup>6</sup> 73	\$ 2.30	f 2.25 <sup>4</sup>	110	W	12.1		1079.5	D	2.25 <sup>3</sup>	\$ 1.12 <sup>7</sup> 73	f 12.55		9.00	\$ 9.50	
f 1.40	11.59		1.21	f 2.41	2.35	75		15.8		1085.8		2.14	f 12.57	12.45		8.40	f 9.30	
f 1.57	PM 12.11		1.28	f 2.48	2.41	45		7.9		1089.2		2.07	f 12.50	f 12.37		8.28	f 9.15	
\$ 2.17	12.24		1.34	f 2.54	2.46	126		12.7		1092.7	D	2.02	\$ 12.45	f 12.31		8.17	\$ 9.00	
\$ 2.37	\$ 12.40 <sup>6</sup>	PM 5.00	\$ 1.40	\$ 3.00	\$ 2.53	119	Y	13.2		1096.2	D	\$ 1.56	\$ 12.40 <sup>33</sup>	\$ 12.25	AM 9.20	\$ 8.07	\$ 8.45	
f 2.45	12.45	5.04		3.02	2.55	267		13.2		1097.4	D				9.16	8.03	f 8.25	
f 2.47		f 5.05		f 3.03		00		15.8		1098.0			f 12.36		f 9.15		f 8.17	
f 2.55		5.07				11		0		1099.5					9.13		f 8.13	
\$ 3.10 <sup>5</sup>	1.06	\$ 5.10	1.48	\$ 3.10 <sup>73</sup>	3.01	118	W	7.9		1101.4	D	1.46	\$ 12.32	f 12.15	\$ 9.10	7.44	\$ 8.10	
f 3.40	1.30	f 5.20	1.55	f 3.18	3.11	77		0		1106.8		1.38	f 12.24	f 12.05 AM	f 9.00	7.33	f 7.45	
f 4.10	2.02 <sup>7</sup>	f 5.30	2.02 <sup>33</sup>	f 3.27	3.20	100		0		1112.3	D	1.30	f 12.16	f 11.55	f 8.50	7.15	f 7.25	
4.30	2.17	5.40	2.08	3.34	3.27	88		15.8		1116.7		1.23	12.09	11.49	8.40	7.03	7.13	
5.00 PM	2.35 PM	5.50 PM	2.15 PM	3.45 PM	3.35 AM	901	FW TY	1.58		1121.2	N	1.15 AM	12.01 PM	11.40 PM	8.30 AM	6.45 AM	7.00 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

OAKDALE DISTRICT.

WESTWARD		EASTWARD	
Second Class	First Class	Second Class	First Class
235	237	232	236
FREIGHT	PASSENGER	PASSENGER	FREIGHT
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily
PM 2.40	PM 1.20	PM 1.00	AM 9.50
2.55	1.35	12.45	9.30
PM	PM	PM	AM
Arrive Daily	Arrive Daily	Leave Daily	Leave Daily

TIME TABLE		STATIONS	
NO. 17 Nov. 10, 1907		OAKDALE S. P. Co. Oakdale Branch Crossing	
Ruling Grade Ascending	31.7	Ruling Grade Ascending	6.5
Distance from Riverbank	6.5	Distance from Riverbank	6.5
Telegraph Office	D	Telegraph Office	D



VALLEY DIVISION.—THIRD DISTRICT.

WESTWARD.										Capacity of Sidings	Fuel, Water Turn Tables and Wyes.	TIME TABLE No. 17. Nov. 10, 1907.	Huling Grade Ascending
Second Class.		First Class											
83	33	47	45	43	41	49	7	5	3	No. Cars	FW TY	STATIONS	
FREIGHT Leave Daily Except Sunday	FREIGHT Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily	PASSENGER Leave Daily				
AM 9.30	PM 3.30				AM 8.00		PM 2.25	PM 3.50	AM 3.45	478		<b>STOCKTON</b> Western Pacific Ry. Crossing.	15.8
f 9.45	3.47				f 8.09		2.35	f 4.00	3.58	53		5.7	
f 10.05	4.03 <sup>5</sup>				\$ 8.13		2.39	\$ 4.03 <sup>33</sup>	\$ 4.03	25		GILLIS	10.6
f 10.20	4.22				8.21		2.46	4.11	4.12	80		HOLT	10.6
f 10.35	4.27				\$ 8.24		2.49	f 4.13	f 4.14	3		TRULL	0
f 10.45	4.35				\$ 8.27		2.52	f 4.16	f 4.17	35	W	MIDDLE RIVER	10.6
f 10.55					f 8.31			f 4.21	4.22	10		1.4	
f 11.00	4.53 <sup>84</sup>				f 8.32		2.58	f 4.22	f 4.24 <sup>34</sup>	80		ORWOOD	16.0
\$ 11.13 <sup>6</sup>	5.09				f 8.39		3.04	\$ 4.27 <sup>84</sup>	\$ 4.31	81	W	2.8	
\$ 11.30	5.24				\$ 8.45		3.09	\$ 4.33	f 4.37	112		WERNER	10.6
\$ 11.59 PM 12.30	5.47				\$ 8.57		\$ 3.19 <sup>84</sup>	\$ 4.45	\$ 4.50	144	W	0.7	
					f 9.00					0		BIXLER	10.6
\$ 12.42 1.20	6.06 <sup>42</sup>				\$ 9.05		3.26	\$ 4.53	\$ 4.58	260		3.1	
\$ 1.53 <sup>84</sup>	6.29				f 9.11		3.31	f 4.59	f 5.05	72		KNIGHTSEN	13.6
\$ 2.20	6.50				f 9.20		3.38	\$ 5.06	f 5.15	75		3.1	
\$ 2.30	6.57				f 9.23		3.42	5.09	5.19	20	WY	OAKLEY	13.2
f 2.37	7.05				f 9.26		3.44	f 5.11	5.22	42		6.0	
f 2.50	7.10				f 9.28		3.46	f 5.14	f 5.26	17		ANTIOCH	15.8
f 3.10	7.20				f 9.34		3.53	f 5.21	f 5.33	12		1.7	
\$ 3.30	7.33				\$ 9.41		4.00	f 5.31 <sup>42</sup>	\$ 5.40	70	W	HOOPER	15.8
f 3.50	7.43				\$ 9.46		4.06	f 5.39	f 5.47	63		2.2	
f 4.05	8.00				f 9.55		4.13	5.46	5.55	44		DIAMOND	15.8
f 4.16 <sup>7</sup>	8.07				f 10.01 <sup>6</sup>		4.16 <sup>83</sup>	5.48	5.58	50		3.5	
\$ 4.30	8.10				\$ 10.03		4.17	\$ 5.50	\$ 5.59	15		AMBROSE	15.8
f 4.40	8.17				f 10.07		4.20	f 5.53	6.04	53		4.4	
\$ 5.00 <sup>42</sup>	8.37				f 10.14		4.29	\$ 6.00	\$ 6.14	38		BAY POINT	10.6
5.20 PM	8.45 PM	PM 8.30	PM 4.30	AM 9.15	\$ 10.20 <sup>84</sup>	PM 10.30	\$ 4.34	\$ 6.05	\$ 6.25	873	FW TY	1.9	
					\$ 10.25			\$ 6.10				BLUME	10.6
		8.40 PM	4.40 PM	9.20 AM	10.30	10.40 PM	4.45	6.15	6.35 7.00	197		MALTY	52.8
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			VINE HILL	52.8
					11.10 AM		5.30 PM	7.00 PM	7.45 AM			MUIR	52.8
												2.7	
												GLEN FRAZER	52.8
												1.8	
												CHRISTIE	0
												4.3	
												LUZON	0
												1.6	
												DUPONT	0
												0.4	
												PINOLE	0
												1.6	
												GATELEY	42.2
												4.8	
												SAN PABLO	52.8
												1.8	
												<b>RICHMOND</b>	0
												0.6	
												RICHMOND AVENUE	0
												1.5	
												<b>FERRY POINT</b>	0
												7.7	
												<b>SAN FRANCISCO</b>	
												(70.5)	

(9.) (13.4) (12.6) (12.6) (25.2) (28.8) (12.6) (28.8) (28.8) (23.5) ..... Average speed per hour.....



VALLEY DIVISION.—THIRD DISTRICT.

Miles	Stations	Telegraph Offices	EASTWARD.					
			First Class				Second Class	
			4	6	8	42	34	84
			PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	FREIGHT
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
			AM	AM	PM	PM	AM	PM
15.8	1121.2 STOCKTON Western Pacific Ry. Crossing. 5.7	N	1.10	11.55	11.30	7.10	5.30	6.30
15.8	1126.9 GILLIS 2.0	D	12.57	11.44	11.19	7.02	5.10	6.10
0	1128.9 HOLT 4.5	D	12.52	11.40	11.15	6.58	5.05	6.00
0	1133.4 TRULL 1.4		12.44	11.31	11.07	6.51	4.52	5.40
10.6	1134.8 MIDDLE RIVER 1.4	D	12.41	11.28	11.05	6.48	4.40	5.30
10.6	1136.2 ORWOOD 2.8	D	12.37	11.25	11.02	6.45	4.35	5.15
10.6	1139.0 WERNER 0.7			11.19		6.40		4.56
10.6	1139.7 BIXLER 3.1		12.30	11.17	10.56	6.39	4.24 <sup>3</sup>	4.53 <sup>33</sup>
0	1142.8 KNIGHTSEN 3.1	D	12.23	11.13 <sup>33</sup>	10.50	6.34	4.07	4.27 <sup>5</sup>
6.6	1145.9 OAKLEY 6.0	D	12.17	11.09	10.44	6.27	3.57	4.00
15.8	1151.9 ANTIOCH 1.7	N	12.05 AM	11.00	10.33	6.15	3.37	3.30 <sup>7</sup> 3.00
11.5	1153.6 HOOPER 2.2			10.55		6.09		
15.8	1155.8 DIAMOND 3.5	D	11.56	10.51	10.24	6.06 <sup>33</sup>	3.26	2.45 2.05
15.8	1159.3 AMBROSE 4.4		11.50	10.45	10.17	5.59	3.14	1.53 <sup>33</sup>
0	1163.7 BAY POINT 1.9	D	11.43	10.37	10.09	5.50	3.01	1.30 1.10
0	1165.6 BLUME 1.5	D	11.40	10.34	10.05	5.46	2.55	1.00
0	1167.1 MALTBY 1.2		11.37	10.31	10.03	5.44	2.48	12.47
0	1168.3 VINE HILL 2.3		11.35	10.29	10.01	5.41	2.43	12.40
0	1170.6 MUIR 2.7	D	11.30	10.25	9.56	5.36	2.36	12.25
52.8	1173.3 GLEN FRAZER 1.8	N	11.25	10.20	9.50	5.31 <sup>5</sup>	2.30	12.10 PM
52.8	1175.1 CHRISTIE 4.3	N	11.17	10.13	9.43	5.26	2.20	11.50
52.8	1179.4 LUZON 1.6		11.09	10.04	9.34	5.17	2.05	11.30
52.8	1181.0 DUPONT 0.4		11.05	10.01 <sup>41</sup>	9.30	5.14	1.59	11.20
52.8	1181.4 PINOLE 1.6	D	11.04	9.59	9.29	5.13	1.57	11.10
52.8	1183.0 GATELEY 4.8		11.01	9.55	9.25	5.10	1.52	10.55
52.8	1187.8 SAN PABLO 1.8	D	10.53	9.45	9.15	5.00 <sup>33</sup>	1.35	10.32
0	1189.6 RICHMOND 0.6	N	10.50	9.40	9.10	4.55	1.30 AM	10.20 <sup>41</sup> AM
0	1190.2 RICHMOND AVENUE 1.5			9.35		4.50		
0	1181.7 FERRY POINT 7.7	N	10.45	9.30	9.00	4.45		
0	1199.4 SAN FRANCISCO		10.00 PM	8.45 AM	8.00 PM	4.00 PM		
	(70.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday
Average speed per hour			(30.2)	(29.2)	(27.7)	(28.8)	(17.1)	(8.6)



VALLEY DIVISION.—OAKLAND DISTRICT.

WESTWARD				EASTWARD			
First Class				First Class			
107 PASSENGER	101 MIXED	141 PASSENGER	103 PASSENGER	106 PASSENGER	104 PASSENGER	142 PASSENGER	108 PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 4.45	PM 9.00	AM 10.25	AM 6.35	AM 9.10	PM 10.25	PM 4.25	PM 8.25
f 4.48	f 9.03	f 10.28	f 6.38	f 9.07	f 10.22	f 4.22	f 8.22
f 4.54	f 9.09	f 10.34	f 6.44	f 9.01	f 10.16	f 4.16	f 8.16
f 4.57	f 9.12	f 10.37	f 6.47	f 8.58	f 10.13	f 4.13	f 8.13
\$ 5.03	\$ 9.18	\$ 10.43	\$ 6.53	\$ 8.52	\$ 10.07	\$ 4.07	\$ 8.07
5.10 PM	9.25 PM	10.50 AM	7.00 AM	8.45 AM	10.00 PM	4.00 PM	8.00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(26.2) (26.2) (26.2) (26.2) (26.2) (26.2) (26.2) (26.2)

Average speed per hour.....

VALLEY DIVISION.—VISALIA DISTRICT.

WESTWARD.				EASTWARD.			
First Class.				First Class.			
23 PASSENGER	27 PASSENGER	3 PASSENGER	64 FREIGHT	4 PASSENGER	22 PASSENGER	26 PASSENGER	64 FREIGHT
Leave Daily	Leave Daily	Leave Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday
AM 10.52 <sup>64</sup>	AM 9.40	PM 9.05	AM 10.52 <sup>23</sup>	AM 7.15	AM 10.30	PM 5.40	AM 10.52 <sup>23</sup>
f 11.00	f 9.48	9.13	f 10.40	7.05	f 10.23	f 5.33	f 10.40
f 11.10	f 9.55	9.25	f 10.25	6.56	f 10.14	f 5.25	f 10.25
f 11.14	f 9.58	9.29	f 10.15	6.53	f 10.11	5.22	f 10.15
\$ 11.24	\$ 10.05 <sup>64</sup>	\$ 9.35	\$ 10.05 <sup>29</sup>	\$ 6.48	\$ 10.05 <sup>64</sup>	\$ 5.17	\$ 10.05 <sup>29</sup>
f 11.32	f 10.10	9.43	f 9.16	6.39	f 9.59	f 5.11	f 9.16
11.38			f 9.06				f 9.06
\$ 11.45	\$ 10.22	\$ 9.57	\$ 9.00	\$ 6.29	\$ 9.47	\$ 5.02	\$ 9.00
PM 2.17			8.30				8.30
f 2.28	10.33	10.10	f 8.13	6.14	f 9.35	f 4.50	f 8.13
f 2.36	f 10.41	10.19	f 8.01	6.06	f 9.27	f 4.42	f 8.01
\$ 2.41	\$ 10.45	f 10.25	\$ 7.55	f 6.02	\$ 9.23	\$ 4.38	\$ 7.55
\$ 2.46	\$ 10.51	f 10.31	\$ 7.45	f 5.56	\$ 9.17	\$ 4.33	\$ 7.45
f 2.48	f 10.53	10.33	7.35	5.53	f 9.15	f 4.30	7.35
\$ 2.58	\$ 11.05	\$ 10.44	\$ 7.15	\$ 5.43	\$ 9.05	\$ 4.22	\$ 7.15
f 3.02	f 11.10	f 10.48		5.34	f 8.59	f 4.18	f 6.50
\$ 3.06	\$ 11.16	f 10.52		5.30	\$ 8.55	\$ 4.14	\$ 6.40
f 3.09	f 11.19	10.55		5.27	f 8.51	f 4.10	f 6.31
\$ 3.15	\$ 11.25	f 11.01		f 5.20	\$ 8.46	\$ 4.06	\$ 6.10
f 3.21	f 11.30	11.07		5.13	f 8.41	3.59	f 5.45
f 3.26	f 11.35	f 11.11		5.08	f 8.37	f 3.55	f 5.35
f 3.29	11.38	11.14		5.05	f 8.34	3.52	f 5.22
3.35 PM	11.44 AM	11.19 PM		5.00 AM	8.30 AM	3.47 PM	5.15 AM
Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday

(31.2) (31.2) (30.7) ..... Average speed per hour ..... (30.4) (34.3) (36.4) (12.1)

FRESNO COUNTY RAILWAY.

FREIGHT ONLY	122	REEDLEY 6.7	48.4	FREIGHT ONLY
	15	WHAUTOKE	55.1	





**Special Rules—Continued from Page 3.**

received from another train, until it has passed through the instrument, and must not restore staff to the instrument until the markers of the train delivering it have cleared the block, as described in rule 2, but must do so immediately thereafter.

e. The staff will be enclosed in a rubber pouch, which is provided with an opening so that the staff may be seen. Engineman must know that the pouch contains a staff before proceeding.

f. Work trains in the block will be instructed by dispatcher to deliver staff to operator at a certain time, and must not fail to do so.

g. Operators must, through the dispatcher, keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block, so that the proper train will be given staff, thus avoiding delays or misunderstandings.

h. In the event of the staff instruments failing to work, all trains will be notified by a "31" order, and will be operated through the block on telegraphic train orders.

i. Station signals at Glen Frazer and Christie will be operated strictly in accordance with the General Rules.

j. When necessary for trains to cut and double through the block staff will be given for each separate movement. Operator will regard first cut of double to have cleared the block when by word of mouth he is so advised by the con-

ductor or brakeman in charge, and will issue staff for return movement of the engine.

k. Workmen engaged in the tunnel or passing through on hand or motor cars, may be given staff which must be returned promptly at time stated by delivering to operator or immediately upon completing movement through the block.

**VISALIA DISTRICT.**

39. Conductors of all trains will register at Corcoran and Calwa, and no train will leave Corcoran without receiving clearance card, (Form 902).

All trains leaving Main line at Reedley via Fresno County Railway will be protected by leaving a flagman at the Junction and will not again enter upon the Main line until all overdue superior trains are known to have passed.

**SPEED LIMITATIONS.**

- 40. 8 miles per hour, through city limits of Tulare.
- 6 miles per hour, through city limits of Visalia.

**RAILROAD CROSSINGS AT GRADE.**

- 41. S. P. Co., main line, Tulare; interlocking home signals.
- S. P. Co., Visalia branch, Visalia; no signals.
- S. P. Co. Porterville Branch, 1.9 miles west from Peral; no signals.
- S. P. Co., Porterville branch, 1.9 mile east from Lac Jac; no signals.

42. Number 26 will come into Corcoran on North track; returning as number 25, will back westward on the Visalia District main line and head around west leg of wye to main line.

43. Special Rule No. 23 (First District) is applicable to Visalia District trains between Fresno and Calwa, or entering the block at Calwa from the Visalia District.

**OAKLAND DISTRICT.**

44. Conductors of all trains will register at Oakland and Richmond.

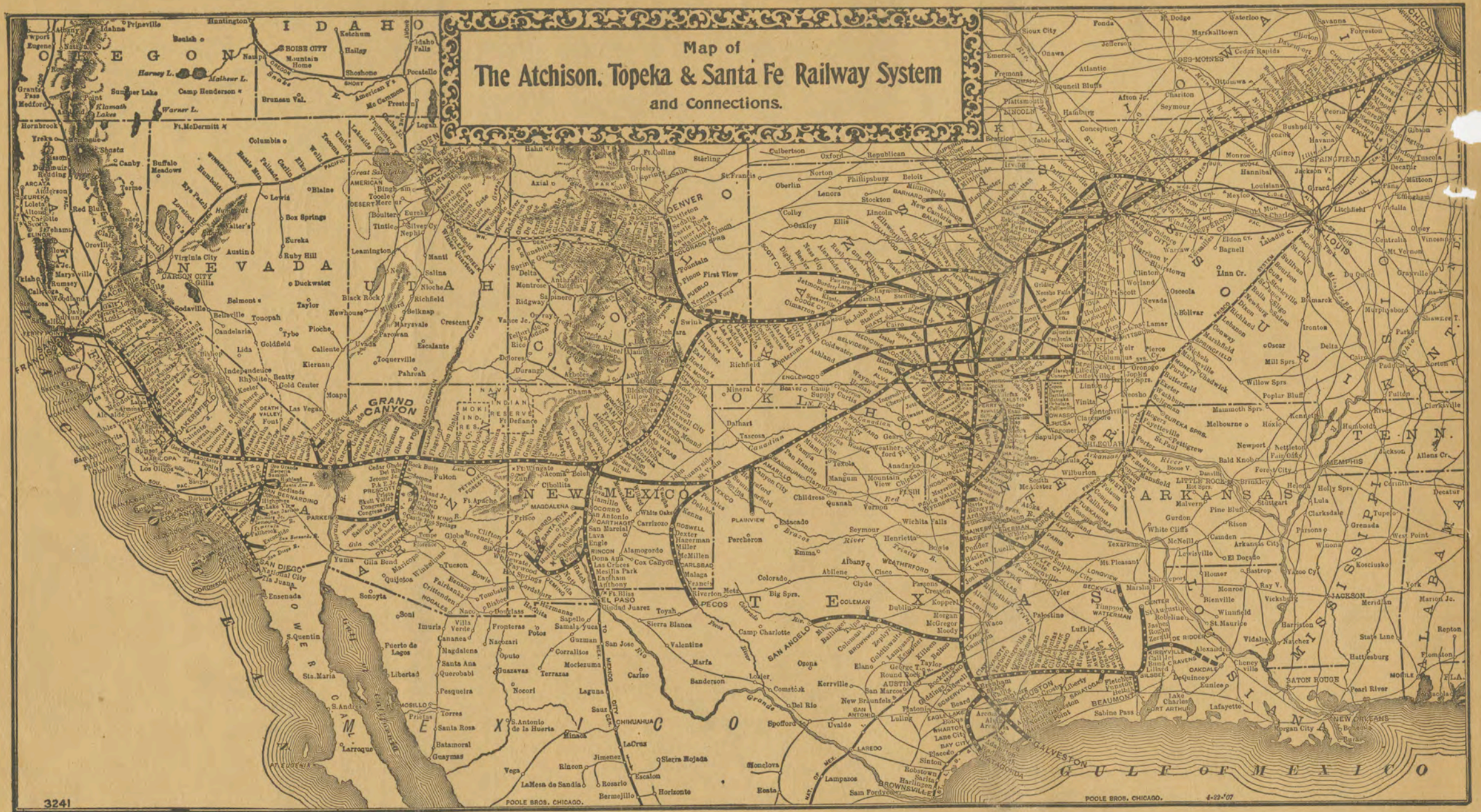
No train will leave Oakland or Richmond without receiving clearance card, (Form 902).

45. No train will exceed a speed of 22 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

**RAILROAD CROSSINGS AT GRADE.**

- 46. S. P. Co., Berkeley Branch, 1.9 miles west from Berkeley; interlocking—home signals.
- E. S. & S. (Electric Ry.) San Pablo avenue, 0.7 mile east from Schmidt—no signals.





## SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION.

DR. N. H. MORRISON, Chief Surgeon, Grant Building, Los Angeles.

### VALLEY DIVISION.

DR. A. W. MORTON, Corner Ellis and  
Devisadero Sts., San Francisco.  
DR. SCHLOSS, - San Francisco.  
DR. C. L. ABBOTT, - Richmond.  
DR. E. E. BROWN, - Martinez.  
DR. W. S. GEORGE, - Antioch.  
DR. H. W. TAGGART, - Stockton.  
DR. B. F. WALKER, (Oculist) Stockton.

DR. E. S. O'BRIEN, - Merced.  
DR. L. R. WILSON, - Fresno.  
DR. G. H. AIKEN, - Fresno.  
DR. J. R. WALKER, (Oculist) Fresno.  
DR. C. T. ROSSON, - Hanford.  
DR. A. M. MCINTOSH, - Bakersfield.  
DR. W. S. FOWLER, - Bakersfield.  
DR. J. B. ROSSON, - Tulare.

DR. B. M. ALFORD, Consulting Surgeon,  
Tulare.  
DR. T. O. McSWAIN, - Visalia.  
DR. F. L. CARPENTER, - Berkeley.  
DR. D. D. CROWLEY, - Oakland.  
DR. F. L. ADAMS, - Oakland.  
DR. E. G. SIMON, - Oakland.  
DR. J. A. YOUNG, - Oakdale