

UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

SOUTHERN PACIFIC RAILROAD

(LINES SOUTH OF ASHLAND)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, July 6, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

W. R. SCOTT,
Federal Manager.

T. H. WILLIAMS,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

J. H. DYER,
General Manager.

Westward trains

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FROM SAN FRANCISCO.				Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Exeter	TOWARD SAN FRANCISCO.						
	THIRD CLASS		FIRST CLASS					FIRST CLASS		THIRD CLASS				
		238 Fresno Porterville Way Freight		8 San Francisco Los Angeles Passenger				108 Los Angeles Express	109 Sunset Express	89 Coalinga Exeter Fresno Passenger		239 Porterville Fresno Way Freight		
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday			
WFTOP YARD }		6.30AM		4.45PM	7.15AM	205.5	DN-R FRESNO	s 11.10AM	s 9.40PM		1.45PM			
I						207.0	1.5 A. T. & S. F. Crossing							
						207.1	0.1 BALL (Spur)							
21						207.9	0.8 MARS							
11		6.50		4.56	f 7.26	208.5	0.6 BLOSSOMA	f 10.56	f 9.28		1.15			
Y					f	209.0	0.5 LUVITA (Spur)		f					
					f	210.6	1.6 ESHEL (Spur)		f					
25 24		7.00		5.02	f 7.32	211.8	1.2 BUTLER	f 10.50	f 9.23		1.05			
Y					f	213.0	1.2 LOCANS (Spur)	f	f					
30		7.10		5.07	f 7.37	214.5	1.5 IVESTA	f 10.45	f 9.19		12.55			
96		7.15		f 5.10	f 7.40	215.9	1.4 CLOTHO	f 10.41	f 9.16		12.50			
29W		7.49		s 5.20	s 7.49	219.8	3.9 D SANGER	s 10.33	s 9.09		12.35PM			
						220.6	0.8 WINE ASS'N (Spur)							
13						221.0	0.4 REKA							
19		8.10		f 5.26	f 7.54	222.8	1.8 TARN	f 10.25	f 9.02		11.45AM			
29		8.20		f 5.32	f 7.59	225.3	2.5 FARGO	f 10.19	f 8.57		11.35			
						227.1	1.3 UVA (Spur)							
						227.6	0.5 EFCO (Spur)							
11		8.30		f 5.37	f 8.04	227.9	0.3 LACJAC	f 10.14	f 8.52		11.25			
						228.0	0.1 A. T. & S. F. Crossing							
						229.1	1.1 SAMUELS (Spur)							
59		9.05		s 5.45	s 8.12	229.9	0.8 D REEDLEY	s 10.09	s 8.47		11.15			
66W		9.57		s 5.57	s 8.24	235.0	5.1 D DINUBA	s 9.57	s 8.35		9.57			
9				f	f	237.2	2.2 SMYRNA	f	f					
29 29		10.15		f 6.05	f 8.33	239.6	2.4 MONSON	f 9.47	s 8.25		9.08			
						243.6	4.0 A. T. & S. F. Crossing							
30 30		10.40		6.19	f 8.46	246.4	2.8 TAURUSA	f 9.33	f 8.12		8.46			
				f 6.24	f 8.51	249.3	2.9 VENICE HILL (Spur)	f 9.28	f 8.07					
27		10.55				249.7	0.4 KLINK				8.25			
13						250.8	1.1 DORSEY							
22		11.05		f 6.30	f 8.57	252.2	1.4 ROCHE	f 9.23	f 8.02					
30 30		11.10		6.32	f 8.59	253.1	0.9 CAPLIN	f 9.21	f 8.00		8.15			
						254.0	0.9 LORT (Spur)							
4						255.1	1.1 MUSK							
67WYO		11.25AM		s 6.45PM	s 9.10AM	257.4	2.3 DN-R EXETER	9.10AM	7.50PM		8.00AM			
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily		(51.9)	Leave Daily	Leave Daily		Leave Daily Ex. Sunday			

(4.55) (2.00) (1.55) Time over District (2.00) (1.50) (5.45)
10.55 25.95 27.08 Average speed per hour 25.95 28.30 9.02

Westward trains are superior to trains of same class in opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO						Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Fresno	TOWARD SAN FRANCISCO						Westward								
		THIRD CLASS			FIRST CLASS						FIRST CLASS			THIRD CLASS											
Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations		238 Fresno Porterville Way Freight			8 San Francisco Los Angeles Passenger						94 Coalinga Porterville Passenger			108 Los Angeles Express			109 Sunset Express			97 Porterville Coalinga Passenger			87 Oil Fields Passenger		
		Leave Daily Ex. Sunday			Leave Daily			Leave Daily			Arrive Daily			Arrive Daily			Arrive Daily Ex. Sunday								
67 WYO		12.05PM			6.50PM	10.47AM	9.15AM	257.4	DN-R	EXETER 3.1	52.4	s 9.05AM	s 5.30PM	s 9.46PM							7.30AM				
		12.17			f 6.58	f 10.55	f 9.23	260.5		BURR 2.3	49.8	8.56	f 5.22	9.37							7.15				
141		1.00			s 7.08	s 11.03	s 9.31	264.8	D	LINDSAY 1.5	45.6	s 8.50	s 5.15	s 9.30							7.00				
10								265.5		WORTHING 0.3	44.8														
45		1.25			s 7.18	s 11.11	s 9.39	268.6	D	STOUT (Spur) 2.8	44.0														
21		1.33			f 7.23	f 11.16	f 9.44	270.9		STRATHMORE 2.3	41.2	s 8.39	s 5.04	f 9.21							6.35				
8								272.2		ZANTE 1.3	38.9	8.33	f 4.58	9.17							6.20				
								273.7		LISKO (Spur) 1.5	37.6		f												
20		1.45			s 7.35	s 11.25	s 9.54	274.4		KURTH (Spur) 0.7	36.1		f												
55 WY		1.50PM			s 7.40	s 11.30AM	9.59	274.8		PORTERVILLE 0.4	35.4	s 8.25	s 4.50	s 9.11							6.10				
								275.5	DN-R	PORTERVILLE-OLIVE ST. 0.7	35.0	8.18	4.45PM	9.06							6.00AM				
25								276.5		BONAR (Spur) 1.0	34.3														
37					7.44		f 10.03	276.5		PONOA 1.5	33.3	8.14		9.02											
40					f 7.47		f 10.06	278.0		LOIS 4.6	31.8	f 8.09		8.59											
29					s 7.57		s 10.16	282.6	D	TERRA BELLA 4.5	27.2	s 7.59		f 8.52											
17					s 8.08		s 10.26	287.1	D	DUCOR 2.9	22.7	s 7.49		f 8.44											
25					f 8.16		f 10.33	290.0		ORRIS 4.9	19.8	f 7.41		8.37											
29					f 8.29		f 10.42	294.9		RICHGROVE 4.1	14.9	f 7.31		f 8.29											
16					f 8.42		f 10.49	299.0		JASMIN 10.8	10.8	f 7.23		f 8.22											
30					s 9.04PM		s 11.06AM	309.8	DN-R	FAMOSO (52.4)	0.0	7.05AM		8.05PM											
91 TW												Leave Daily	Leave Daily	Leave Daily							Leave Daily Ex. Sunday				
		(1.45) 9.94			(2.14) 23.46	(0.43) 24.27	(1.51) 28.32		Time over District.....		(2.00)	(0.45)	(1.41)		(1.30)						11.60				
									Average speed per hour.....		26.20	23.20	31.13												

Westward trains are superior to trains of same class in opposite direction.

Eastward		FROM SAN FRANCISCO						Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Springville	TOWARD SAN FRANCISCO						Westward					
		FIRST CLASS									FIRST CLASS											
Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning and Telephone Stations		98 Passenger									99 Passenger											
		Leave Tues., Thurs., Sat.						Arrive Tues., Thurs., Sat.														
57 WY							11.40AM	274.8	DN-R	PORTERVILLE-OLIVE ST. 0.8	15.9	s 2.20PM										
								275.6		A. T. & S. F CROSSING 1.0	15.1											
								276.6		SABIN 1.5	14.1											
							f 11.53AM	278.1		ADOBE (Spur) 0.5	12.6	f 2.05										
								278.6		PERNU 1.4	12.1											
							f 12.01PM	280.0		WORTH 1.6	10.7	f 1.57										
27							f 12.07	281.6		MAGNESITE JOT. (Spur) 0.8	9.1	f 1.50										
33							f 12.11	282.4		SUCCESS 5.7	8.3	f 1.45										
							f 12.35	288.1		CLAVIOLE 2.6	2.6	f 1.22										
31 Y							s 12.50PM	290.7	D-R	SPRINGVILLE (15.9)	0.0	1.10PM										
												Leave Tues., Thurs., Sat.										
		(1.10) 13.63							Time over District.....		(1.10)											
									Average speed per hour.....		13.63											

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 98 is superior to No. 99.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward

FROM SAN FRANCISCO

THIRD CLASS

FIRST CLASS

Main train schedule table with columns for train numbers (252, 212, 248, 50, 26, 8, 90, 86, 108, 92), departure/arrival times, and station names. Includes sub-columns for 'Sunset Manifest Freight', 'Way Freight', and 'Way Passenger'.

Distance from San Francisco

Time Table No. 2
July 6, 1919

STATIONS

Station list including: DN-R FRESNO, CALWA, CALWA TOWER, MALAGA, HOVANT, FOWLER, STAR, WINEDALE, SELMA, KINGSBURG, SUMNER, TRAVER, CROSS, DN-R GOSHEN JCT., TAGUS, A. T. & S. F. CROSSING, TULARE, BURLING, OCTOL, TIPTON, QUAIL, DN PIXLEY, EARLMART, STONE, RADNOR, DN DELANO, Mc FARLAND, HUNT, DN-R FAMOSO, PAGE, DOW, LERDO, SAGO, OIL JUNCTION, NOME, BREWERY, DN-R BAKERSFIELD.

Automatic Block Signals

Double Track

Summary table with columns for train numbers and their respective arrival times at Bakersfield.

Time over District
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception No. 212 is superior to No. 213

ADDITIONAL STOPS
No. 90 will stop on signal at all stations west of Bakersfield to receive passengers for stations No. 50 will stop on signal at all stations to receive passengers for Yuma or east. No. 86 will stop at any station Famoso to Bakersfield to discharge passengers.

FRESNO AND BAKERSFIELD SUBDIVISION

Westward

Time Table No. 2

July 6, 1919

TOWARD SAN FRANCISCO

FIRST CLASS

THIRD CLASS

STATIONS	Distance from Bakersfield	FIRST CLASS						THIRD CLASS					
		49	109	81	107	87	25	247	213	251			
		San Joaquin Valley Passenger	Sunset Express	Bakersfield Fresno Passenger	Fresno Express	Oil Fields Passenger	The Owl	Way Freight	Way Freight	Sunset Manifest Freight			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily					
DN-R FRESNO 2.8	107.4	s 5.15AM		s 11.00AM	s 7.55PM	s 11.35PM	s 2.15AM						
CALWA 0.8	104.6												
CALWA TOWER A. T. & S. F. Crossing	103.8	5.02		10.45	7.42	11.20	2.02				2.20PM	5.30PM	
D MALAGA 3.0	102.5	5.00		10.43	s 7.40	11.18	2.00				2.00	5.00	
HOVANT (Spur) 1.7	99.5										1.55	4.57	
D FOWLER 1.3	97.8	4.52		s 10.35	s 7.29	f 11.11	1.52				1.30	4.40	
STAR (Spur) 3.2	96.5				f								
WINEDALE 1.1	93.3												
DN SELMA 4.9	92.2	4.43		s 10.23	s 7.16	f 11.03	1.43				1.00	4.20	
D KINGSBURG 1.5	87.3	4.33		s 10.10	s 7.04	f 10.55	1.35				12.05PM	3.55	
SUMNER (Spur) 4.2	85.8												
TRAVER 2.4	81.6	4.24		9.58	f 6.53	10.48	1.27				10.55AM	3.32	
CROSS 5.4	79.2	4.21		9.55	6.50	10.45	1.24				10.50	3.25	
DN-R GOSHEN JCT. 6.5	73.8	s 4.13		s 9.45 9.35	s 6.40 6.20	10.35PM	1.15				10.30AM	3.00	
TAGUS 4.1	67.3	4.01		9.25	f 6.10		1.00			2.10PM		1.50	
A. T. & S. F. CROSSING 0.3	63.2												
D TULARE 1.5	62.9	s 3.54		s 9.18	s 6.00		f 12.52				1.15PM	1.30	
BURLING (Spur) 4.3	61.4												
OCTOL 4.6	57.1	3.42		9.04	f 5.42		12.41				11.40AM	12.55	
D TIPTON 3.3	52.5	3.36		s 8.58	s 5.34		12.35				11.20	12.35PM	
QUAIL 3.1	49.2				f								
DN PIXLEY 5.6	46.1	3.28		s 8.47	s 5.22		12.27				10.31	11.55AM	
D EARLIMART 3.4	40.5	3.20		s 8.37	s 5.11		12.19				10.15	11.35	
STONE (Spur) 0.7	37.1												
RADNOR 4.2	36.4	3.14		8.29	f 5.02		12.14				9.45	11.20	
DN DELANO 6.3	32.2	3.09		s 8.23	s 4.55		12.09				9.30	10.57	
D McFARLAND 3.9	25.9	3.01		s 8.12	s 4.44		12.01AM				9.00	10.40	
HUNT (Spur) 1.7	22.0												
DN-R FAMOSO 3.3	20.3	2.54	s 7.03AM	8.02	s 4.34	s 8.02PM	11.54PM				8.02	10.15	
PAGE 3.7	17.0	2.49	6.58	7.58	f 4.28	7.58	11.50				7.40	10.05	
DOW (Spur) 0.9	13.3												
LERDO 5.3	12.4	2.42	f 6.52	7.52	f 4.22	7.52	11.44				7.25	9.50	
SACO 2.8	7.1	2.35	6.45	7.45	f 4.15	7.45	11.37				7.10	9.30	
OIL JUNCTION 2.5	4.3	2.30	f 6.41	7.41	f 4.11	7.41	11.33				7.00	9.20	
NOME 0.5	1.8	2.23	6.37	7.37	4.07	7.37	11.29				6.52	9.10	
BREWERY (Spur) 1.3	1.3												
DN-R BAKERSFIELD (107.4)	0.0	2.15AM	6.30AM	7.30AM	4.00PM	7.30PM	11.22PM				6.40AM	8.55AM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Sunday	Leave Daily	

Time over District.....	(3.00)	(0.33)	(3.30)	(3.55)	(1.32)	(2.53)		(7.30)	(3.50)	(8.35)
Average speed per hour.....	35.80	36.90	30.68	27.42	35.15	37.24		9.84	8.33	12.51

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 212 is superior to No. 213.
 ADDITIONAL STOPS—No. 81 will stop at all stations west of Famoso to discharge passengers from stations Los Angeles or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of sidings in car length and location of Seales, Fuel, Water, Turning and Telephone Stations.	SECOND CLASS						FIRST CLASS						Distance from San Francisco	
	334	340	342	306	338	252	8	86	108	2	50	26		
	Freight	Freight	Way Freight	Bakersfield Olig Mixed	Freight	Sunset Manifest Freight	San Francisco Los Angeles Passenger	Oil Fields Passenger	Los Angeles Express	Santa Fe Tourist Express	San Joaquin Valley Passenger	The Owl		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
WFTYOP } Yard				7.00AM										
P I	7.00PM	12.50PM	9.00AM	7.05AM	5.45AM	12.30AM			10.25PM	12.25PM	12.15PM	2.50AM	2.02AM	312.9
75 P	7.10	1.00	9.15		6.00	12.40			10.28	12.28PM	12.18	8.30AM	2.53	313.6
70 P									10.33		12.23	8.36	2.58	317.0
68 P	7.20	1.10	9.35		6.15	12.50			s 10.40		s 12.30	8.41	3.03	320.1
71 PW	7.35	1.25	9.50		6.30	1.05			10.56		f 12.39	8.51	3.11	319.5
68 P	7.42	1.32	10.00		6.40	1.15			11.04		f 12.44	8.56	3.16	325.0
East 67 PW West 73	7.50	1.40	10.10		6.50	1.30			11.12		12.50	9.02	3.22	327.9
67 P	8.20	2.10	11.00		7.20	1.55			s 11.34		s 1.02	s 9.17	3.32	328.3
West 79 PW East 61 PW	8.36	2.26	11.15		7.36	2.11			11.48		1.12	9.29	3.41	331.3
25 P	8.51	2.41	11.33		7.51	2.26			11.59PM		f 1.19	9.38	3.49	335.2
East 61 M23 West 63 P	9.02	2.52	11.43AM		8.02	2.37			12.08AM		1.25	9.45	3.55	338.2
	9.25	3.15	12.05PM		8.25	3.00			12.27		f 1.35	9.59	4.07	340.5
68 PW House 64	10.07	3.50	12.40		9.00	3.35			s 12.52		s 1.50	10.16	4.23	342.3
68 P	10.27	4.10	12.55		9.20	3.53			1.04		2.00	10.28	4.36	345.5
West 74 PW East 63 PW	10.42	4.25	1.08		9.35	4.08			1.14		f 2.08	10.39	4.45	347.7
68 P	10.57	4.40	1.25		9.50	4.23			1.26		f 2.16	10.51	4.53	348.8
163 PW	11.22	5.05	2.20		10.15	5.05			s 1.45		s 2.31	s 11.08	f 5.05	351.8
113 PY	11.37	5.25	2.35		10.37	5.25			1.50		2.35	11.13	5.09	354.1
65 P									f 1.55		f 2.40			354.9
YP	11.55PM	5.45	2.55		10.52	5.45			1.59		2.45	11.20	5.15	356.7
137 PW	12.10AM	5.55	3.10		11.05	6.00			2.04		f 2.50	11.25	5.20	360.6
69 P	12.35	6.15	3.36		11.15	6.15			2.09		2.55	11.30	5.25	362.4
61 P	12.55	6.35	3.55		11.35	6.35			2.14		f 3.00	11.35	5.30	365.0
63 P	1.10	6.50	4.05		11.55AM	6.50			2.19		3.05	11.40	5.35	367.1
Yard WFTYOP }	1.30AM	7.20PM	4.30PM		12.25PM	7.20AM			s 2.25AM		s 3.10PM	s 11.45AM	s 5.40AM	368.0
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Time Table No. 2
July 6, 1919

STATIONS

DN-R BAKERSFIELD	0.7
DN-R KERN JUNG.	3.4
MAGUNDEN	2.5
SOLY	0.6
DN EDISON	4.9
SIVERT	2.9
N BENA	3.4
ILMON	3.9
DN CALIENTE	3.0
ALLARD	2.3
DN BEALVILLE	1.8
OLIFF	3.2
DN ROWEN	2.2
TAMAR (Spur)	1.1
DN WOODFORD	3.0
WALONG	2.3
DN MAROEL	0.8
SEDWELL (Spur)	1.8
CABLE	3.9
DN-R TEHACHAPI	1.3
SUMMIT	2.6
MONOLITH	2.1
PROCTOR	0.9
ERIO (Wye)	1.9
D CAMERON	2.8
N LAROSE	2.7
D WARREN	2.4
N FRAM	1.3
RESERVOIR (Spur)	0.4
SAGE (Spur)	1.2
DN-R MOJAVE	

(6.30) 10.43 (6.30) 10.43 (7.30) 9.04 (0.05) 8.40 (6.40) 10.06 (6.50) 9.81 (4.00) 16.95 (0.03) 14.00 (2.55) 23.24 (3.15) 20.64 (2.50) 23.92 (2.50) 23.92

.....Time over District
.....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

That portion of the siding at Tehachapi extending from the crossover at the water column to the West end of siding will hereafter be known as the Westward siding. That portion extending from the crossover opposite the West end of Station building to the East end of siding will be the Eastward siding.

ADDITIONAL STOPS
No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

BAKERSFIELD AND MOJAVE SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 2

July 6, 1919

Distance from Mojave

FIRST CLASS

THIRD CLASS

Automatic Block Signals

STATIONS	Distance from Mojave	FIRST CLASS						THIRD CLASS													
		109 Sunset Express Arrive Daily	7 Santa Fe Mail and Express Arrive Daily	107 Fresno Express Arrive Daily	87 Oil Fields Passenger Arrive Daily	25 The Owl Arrive Daily	49 San Joaquin Valley Passenger Arrive Daily	341 Way Freight Arrive Daily	333 Freight Arrive Daily	307 Olig Bakersfield Mixed Arrive Daily Ex. Sunday	253 Freight Arrive Daily	251 Sunset Manifest Freight Arrive Daily									
DN-R BAKERSFIELD 0.7	67.8	s 6.10AM		s 2.50PM	s 6.10PM	s 11.15PM	s 2.00AM			s 2.40PM											
DN-R KERN JUNG. 3.4	67.1	6.05	12.33PM	2.47	6.07PM	11.12	1.56	8.50AM	2.05PM	2.37PM	8.15PM	3.25AM									
MAGUNDEN 2.5	63.7	6.00	12.23	2.42		11.07	1.51	8.36	1.55		8.00	3.15									
SOLY 0.6	61.2																				
DN EDISON 4.9	60.6	s 5.55	12.16	s 2.37		11.03	1.47	8.17	1.48		7.50	3.03									
SIVERT 2.9	55.7	5.47	12.09	f 2.30		10.56	1.41	8.02	1.38		7.35	2.38									
N BENA 3.4	52.8	5.41	12.03PM	f 2.25		10.51	1.36	7.54	1.32		7.10	2.28									
ILMON 3.9	49.4	5.35	11.57AM	2.19		10.45	1.30	7.40	1.16		6.55	2.10									
DN CALIENTE 3.0	45.5	s 5.25	s 11.47	s 2.10		10.36	1.21	7.20	1.02		6.35	1.55									
ALLARD 2.3	42.5	5.16	11.38	2.01		10.30	1.15	7.01	12.40		6.13	1.15									
DN BEALVILLE 1.8	40.2	5.11	11.33	f 1.55		10.25	1.10	6.53	12.32		6.05	12.56									
CLIFF 3.2	38.4	5.05	11.27	1.43		10.21	1.06	6.37	12.16		5.49	12.39									
DN ROWEN 2.2	35.2	4.54	11.20	f 1.35		10.14	12.59	6.26	12.05PM		5.38	12.27AM									
TAMAR (Spur) 1.1	33.0																				
DN WOODFORD 3.0	31.9	s 4.45	11.11	s 1.22		10.07	12.52	6.15	11.39AM		5.27	11.50PM									
WALONG 2.3	28.9	4.36	11.04	1.14		10.01	12.46	5.55	11.19		5.07	11.25									
DN MAROEL 0.8	26.6	4.30	10.59	f 1.08		9.56	12.41	5.36	11.11		4.59	11.17									
SEDWELL (Spur) 1.8	25.8																				
CABLE 3.9	24.0	4.23	10.51	f 12.58		9.49	12.34	5.17	10.51		4.40	10.57									
DN-R TEHACHAPI 1.8	20.1	s 4.14	s 10.42	s 12.48		9.41	f 12.26	5.05	10.15		4.25	10.40									
SUMMIT 2.6	18.3	4.05	10.37	12.40		9.38	12.21	4.38	10.05		4.20	10.35									
MONOLITH 2.1	15.7	f 3.59		f 12.35																	
PROCTOR 0.9	13.6	3.54	10.31	12.31		9.32	12.15	4.24	9.50		4.05	10.20									
ERIC (Wye) 1.9	12.7																				
D CAMERON 2.8	10.8	f 3.46	10.25	f 12.25		9.27	12.10	4.10	9.35		3.50	10.05									
N LAROSE 2.7	8.0	3.35	10.17	12.15		9.18	12.01AM	3.56	9.21		3.36	9.51									
D WARREN 2.4	5.8	3.23	10.09	f 12.05PM		9.08	11.51PM	3.40	9.05		3.20	9.35									
N FRAM 1.3	2.9	3.12	10.00	f 11.55AM		8.58	11.41	3.25	8.50		3.05	9.20									
RESERVOIR (Spur) 0.4	1.6																				
SAGE (Spur) 1.2	1.2																				
DN-R MOJAVE (67.8)	0.0	3.00AM	9.50AM	11.45AM		8.48PM	11.30PM	3.05AM	8.30AM		2.45PM	9.00PM									
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily									

Time over District.....	(3.10)	(2.35)	(3.05)	(0.03)	(2.27)	(2.30)	(5.45)	(5.35)	(0.03)	(5.30)	(6.25)
Average speed per hour.....	21.41	24.69	21.98	14.00	27.67	27.12	11.79	12.14	14.00	12.32	10.56

Westward trains are superior to trains of the same class in the opposite direction.

That portion of the siding at Tehachapi extending from the crossover at the water column to the West end of siding will hereafter be known as the Westward siding.
That portion extending from the crossover opposite the West end of Station building to the East end of siding will be the Eastward siding.

MOJAVE AND SAUGUS SUBDIVISION

Eastward		FROM SAN FRANCISCO						Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Saugus	TOWARD SAN FRANCISCO						Westward	
THIRD CLASS		FIRST CLASS				THIRD CLASS					FIRST CLASS				THIRD CLASS			
252 Sunset Manifest Freight	264 Way Freight	108 Los Angeles Express	50 San Joaquin Valley Passenger	26 The Owl	8 San Francisco Los Angeles Passenger	109 Sunset Express	107 Fresno Express				25 The Owl	49 San Joaquin Valley Passenger	263 Way Freight	251 Sunset Manifest Freight				
Leave Daily	Leave Daily Except Wednesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily							
Yard WFTOPY	9.15AM	3.20AM	3.20PM	5.50AM	5.02AM	2.45AM	380.7	DN-R MOJAVE	69.9	s 2.45AM	f 11.20AM	s 8.38PM	s 11.20PM	10.45AM	7.20PM			
			f				384.8	4.1 FLETA	65.8		f							
68	9.35	3.50	f 3.30	6.01	5.13	2.58	387.3	2.5 GLOSTER	68.3	2.30	f 11.04	8.24	11.05	10.20	6.55			
68 P	9.55	4.10	s 3.40	6.10	5.22	f 3.09	394.3	7.0 DN ROSAMOND	56.3	f 2.17	s 10.50	8.12	10.54	9.55	6.25			
68 W	10.10	4.30	f 3.48	6.17	5.29	3.23	399.9	5.6 OBAN	50.7	2.07	f 10.40	8.05	10.47	9.30	6.00			
69 W	10.30	5.10	s 4.00	s 6.25	5.36	s 3.45	405.5	5.6 DN-R LANCASTER	45.1	s 1.57	s 10.30	7.58	f 10.39	9.05	5.40			
68	10.50	5.23	f 4.08	6.32	5.43	3.55	409.8	4.3 DENIS	40.8	1.46	f 10.20	7.51	10.32	8.00	5.15			
61 WFY	11.30	5.49	s 4.16	6.38	5.49	s 4.10	413.8	4.0 DN-R PALMDALE	36.8	s 1.39	s 10.13	7.46	f 10.27	7.45	5.05			
68	11.40AM	6.10	f 4.21	6.42	5.54	4.16	416.3	2.5 HAROLD	34.3	1.31	f 10.06	7.42	10.21	7.15	4.55			
68 PY	12.30PM	7.00	f 4.35	7.00	6.10	4.37	420.5	4.2 DN VINCENT	30.1	1.24	f 9.58	7.35	10.14	7.00	4.35			
68	12.55	7.20	4.44	7.09	6.19	4.47	425.0	4.5 PARIS	25.6	1.04	9.41	7.19	9.57	6.19	3.50			
	1.00	7.35	s 4.47	7.12	6.22	f 4.51	426.1	1.1 D ACTON	24.5	f 1.01	s 9.38	7.16	9.54	6.05	3.45			
82 WP	1.35	8.00	s 4.54	7.18	6.28	s 5.00	429.0	2.9 DN RAVENNA	21.6	f 12.53	s 9.30	7.07	9.44	5.45	3.35			
67	2.00	8.25	f 5.06	7.30	6.40	5.12	434.6	5.6 RUSS	16.0	12.30	f 9.12	6.51	9.25	5.12	2.56			
							436.0	1.4 ALPINE (Spur)	14.6									
71 W	2.35	9.01	s 5.16	7.40	6.49	f 5.23	438.8	2.8 DN LANG	11.8	f 12.15	s 9.01	6.37	9.14	4.40	2.35			
65	2.50	9.20	f 5.25	7.49	6.58	f 5.32	443.1	4.3 HUMPHREYS	7.5	f 12.02AM	f 8.51	6.28	9.03	4.15	2.12			
68	3.05	9.40	f 5.31	7.57	7.06	f 5.41	446.9	3.8 HONBY	3.7	11.52PM	f 8.43	6.20	8.55	4.00	1.56			
87 WFY	3.20PM	10.00AM	s 5.40PM	s 8.05AM	7.15AM	s 5.50AM	450.6	3.7 DN-R SAUGUS	0.0	11.42PM	8.35AM	6.12PM	8.47PM	3.45AM	1.40PM			
	Arrive Daily	Arrive Daily Except Wednesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(69.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Tuesday	Leave Daily			
	(6.05) 11.49	(6.40) 10.48	(2.20) 29.95	(2.15) 31.06	(2.13) 31.54	(3.05) 22.97	Time over District	(3.03) 22.91	(2.45) 25.41	(2.26) 28.72	(2.33) 27.41	(7.00) 9.98	(5.40) 12.33	Average speed per hour				

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 50 will stop on signal at all stations to receive passengers for Yuma or east.

MOJAVE AND SAUGUS SUBDIVISION.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Owenyo	TOW. S. FRAN. Westward	
	THIRD CLASS	FIRST CLASS				FIRST CLASS	THIRD CLASS
		402 Mojave Owenyo Passenger Leave Daily				401 Owenyo Mojave Passenger Arrive Daily	
WFTYTOP Yard		5.00AM	380.7	DN-R	MOJAVE 1.3	143.5	s 11.00PM
60		f 5.05	381.8		CHAFFEE 3.2	142.2	f 10.51
61		f 5.12	384.0		CAMBIO 4.3	139.0	f 10.44
61		f 5.21	388.3		TRESCAPE 4.6	134.7	f 10.35
61		f 5.30	392.9		NEURALIA 4.4	130.1	f 10.26
61		f 5.39	397.3		CINCO 5.2	125.7	f 10.17
East 61W West 63		s 5.54	402.5		CANTIL 2.8	120.5	s 10.06
			405.3		GYP SITE (Spur) 2.2	117.7	
61		f 6.04	407.5		CENEDA 1.0	115.5	f 9.52
		f 6.06	408.5		SALTDAL 2.1	114.5	f 9.50
			410.6		TOBY 1.6	112.4	
East 61 Y West 64		f 6.14	412.2		GARLOCK 4.2	110.8	f 9.42
62		f 6.22	416.4		GOLER 4.1	106.6	f 9.34
62		f 6.30	420.5		RAND 4.1	102.5	f 9.26
61		f 6.38	424.6		TEAGLE 3.8	98.4	f 9.18
71 Y		s 6.46	428.4	DN	SEARLES 4.4	94.6	s 9.10
62		f 6.55	432.8		RADEMACHER 5.5	90.2	f 8.59
66		f 7.06	438.3		CODE 4.1	84.7	f 8.48
61		f 7.14	442.4		TERESE 4.8	80.6	f 8.40
61		s 7.22	447.2	DN	INYOKERN 4.5	75.8	s 8.32
62		s 7.29	451.7		LELITER 4.6	71.3	s 8.25
61		s 7.36	456.3		BROWN 4.4	66.7	s 8.18
East 61 Y West 85		f 7.42	460.7		LINNIE 3.6	62.3	f 8.12
61		f 7.48	464.3		NARKA 4.0	58.7	f 8.06
62		s 7.56	468.3		LITTLE LAKE 3.2	54.7	s 7.58
East 61 Y West 61		f 8.01	471.5		MABEL 4.1	51.5	f 7.53
62		f 8.07	475.6		SYKES 4.3	47.4	f 7.47
61		f 8.15	479.9		TALUS 4.2	43.1	f 7.39
61 W		f 8.27	484.1		HAIWEE 4.4	38.9	f 7.33
66		f 8.34	488.5		LOCO 4.8	34.5	f 7.24
41		f 8.41	493.3		OLANOHA 4.4	29.7	s 7.17
66		f 8.48	497.7	D	CARTAGO 4.6	25.3	f 7.10
66		f 8.55	502.3		MONAOCHEE 4.0	20.7	f 7.03
65		f 9.01	506.3		BRIER 4.0	16.7	f 6.57
66		f 9.07	510.3		SKINNER 4.0	12.7	f 6.51
66		f 9.13	514.3		DIAZ 4.5	8.7	f 6.45
East 70 West 66		s 9.20	518.8		LONE PINE 4.2	4.2	s 6.38
FY		s 9.30AM	523.0	D-R	OWENYO (143.5)	0.0	6.30PM
		Arrive Daily					Leave Daily
	(4.30)	Time over District	(4.30)				
	31.88	Average speed per hour	31.88				

FRESNO AND BAKERSFIELD SUBDIVISION.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FROM SAN FRANCISCO			Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Friant	TOW. S. FRAN. Westward		
	THIRD CLASS	FIRST CLASS					FIRST CLASS	THIRD CLASS	
	320 Way Freight Leave Daily Ex. Sunday	148 Fresno El Prado Passenger Leave Daily	146 Fresno Friant Passenger Leave Daily				147 Friant Fresno Passenger Arrive Daily	149 El Prado Fresno Passenger Arrive Daily	321 Way Freight Arrive Daily Ex. Sunday
Yard WFTYOPY	6.30AM	4.10PM	8.00AM	205.5	DN-R	FRESNO 1.6	s 10.25AM	s 6.20PM	12.30PM
I				207.1		A. T. & S. F. CROSSING 0.9			
				208.0		EAST FRESNO 1.4			
	6.50	f 4.25	f 8.15	209.4		BARTON (Spur) 2.2	f 10.10	f 6.05	12.05PM
				211.6		GRANZ (Spur) 0.2			
	7.00	f 4.33	f 8.20	211.8		MALTERMORO (Spur) 0.3	f 10.05	f 6.00	11.55AM
				212.1		NAVIN 0.8			
	7.05	f 4.37	f 8.22	212.9		LAS PALMAS 0.3	f 10.03	f 5.58	11.45
				213.2		FRESNO INTERURBAN RY. CROSSING 0.4			
	7.10	f 4.40	f 8.24	213.6		EGGERS (Spur) 0.3	f 10.01	f 5.56	11.35
				213.9		VANRIS 1.0			
	7.15	f 4.44	f 8.27	214.9		TARPEY 1.2	f 9.58	f 5.53	11.30
	7.20	f 4.48	f 8.30	216.1		MELVIN 1.3	f 9.55	f 5.50	11.20
W	7.45	s 4.53	s 8.33	217.4	D	CLOVIS 1.1	s 9.52	s 5.47	11.12
	7.50	f 4.57	f 8.36	218.5		GLORIETTA 2.4	f 9.49	f 5.44	10.45
				220.9		SETOH 2.0			
28	8.05	f 5.15	f 8.46	222.9		GORDON 0.7	f 9.39	f 5.34	10.25
	8.20	s 5.20PM	s 8.50	223.6		EL PRADO 1.2	s 9.35	5.30PM	10.20
				224.8		BURKHEAD 5.1			
T	8.45AM		s 9.10AM	229.9	D-R	FRIANT (24.4)	9.15AM		9.30AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.15)	(1.10)	(1.10)			Time over District	(1.10)	(0.50)	(3.00)
	10.88	15.5	29.1			Average speed per hour	29.1	21.7	8.13

FRESNO AND BAKERSFIELD SUBDIVISION.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.	FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Stratford	TOW. S. FRAN. Westward	
	THIRD CLASS					THIRD CLASS	
	324 Mixed Leave Daily Ex. Sunday	323 Mixed Arrive Daily Ex. Sunday					
Y	12.50PM	12.20PM	244.1	DR	STRATFORD 2.5	0.0	12.20PM
64	f 1.05	f 12.10	241.6		MARSALA 1.7	2.5	f 12.10
52	f 1.15	f 12.01PM	239.9		CUNEO 3.4	4.2	f 12.01PM
75Y	s 1.30	s 11.45AM	236.5	R	ROSSI (7.6)	7.6	s 11.45AM
	Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday					Leave Daily Ex. Sunday
	(0.40)	Time over District	(0.35)				
	11.40	Average speed per hour	13.03				

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 146 is superior to No. 147; No. 148 to No. 149; and No. 320 to No. 321.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations	THIRD CLASS						FIRST CLASS										Distance from San Francisco	Time Table No. 2		
	324 Mixed		250 Coalinga Armons Way Freight		154 Fresno Ingle Exeter Passenger	514 Visalia Electric Passenger	512 Visalia Electric Passenger	88 Coalinga Exeter Fresno Passenger	510 Visalia Electric Passenger	508 Visalia Electric Passenger	312 Alcalde Coalinga Passenger	506 Visalia Electric Passenger	504 Visalia Electric Passenger	94 Coalinga Exeter Porterville Passenger	92 Fresno Visalia Passenger	96 Goshen June Visalia Passenger		July 6, 1919		
	Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	STATIONS	
24 T																	273.3	R	ALCALDE 1.2	
																	272.1		LE ROY 2.2	
																	269.9		CRUMP (Spur) 1.5	
85 YP			6.30AM														268.4	D-R	COALINGA 1.7	
F			6.40					f 4.33									266.7		ORA 6.7	
			7.00					f 4.45									260.0		TURK 7.3	
49			7.30					s 4.58									252.7	D	HURON 6.6	
61			7.55					s 5.10									246.1		WESTHAVEN 6.7	
			8.20					f 5.22									239.4		LETHENT 2.9	
75 Y		s 1.31PM	8.30					f 5.27									236.5		ROSSI 1.1	
								f									235.4		HEINLEN (Spur) 1.5	
80 O		f 1.40	9.55					s 5.35									233.9	D	LEMOORE 2.7	
								f									231.2		ORION (Spur) 2.1	
East 39 West 47 WYP		1.55PM	10.20 11.15 AM			9.40PM		s 5.45									229.1	D-R	ARMONA 3.1	
I																	232.2		A. T. & S. F. CROSSING 0.3	
83			1.15PM			s 10.00		s 6.00									232.5	D	HANFORD 5.1	
64			1.45			f 10.10		f 6.08									237.6		REMNOY 7.7	
102 WPY			2.30PM			s 10.25 10.35		s 6.25 7.00									245.3	DN-R	GOSHEN JUNG. 3.7	
																	249.0		FAXON (No Siding) 1.5	
24																	250.5		JACOBS (Spur) 2.1	
38						s 10.55 11.10	9.37PM	s 7.30PM	s 7.20	6.20PM	3.15PM		9.45AM	8.40AM	s 10.15	s 8.35AM	s 1.05AM	252.6		WEST VISALIA 0.5
								f 11.17	f 9.45	f 7.38	7.27	f 6.28	f 3.23		f 9.53	f 8.47	10.24	253.1	D-R	VISALIA 0.1
																	253.2		A. T. & S. F. CROSSING 2.0	
16								f 11.22	s 9.51	s 7.44	f 7.32	s 6.34	s 3.29		s 9.59	s 8.53	f 10.30	255.2		AMBLER (Spur) 2.1
								f 11.25	f 9.54	f 7.47	7.35	f 6.37	f 3.32		f 10.02	f 8.56	10.33	257.3		RECTOR 1.7
								f 11.27	f 9.56	f 7.49	7.37	f 6.39	f 3.34		f 10.04	f 8.58	10.35	259.0	D	FARMERSVILLE 1.2
67 YWO						s 11.35PM	s 10.02PM	s 7.55PM	s 7.45PM	s 6.45PM	s 3.40PM				s 10.10AM	s 9.05AM	s 10.42AM	260.2		GIANT OAK 0.9
																	261.1		LUNA 2.1	
																	263.2	DN-R	EXETER	

..... Time over District
..... Average speed per hour

* Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 85; No. 504 to 505; No. 510 to 511; No. 154 to No. 69.

Visalia Electric Schedules originate and terminate at the east end of jail track at Visalia Passenger Station and their time at Visalia must be considered as applying at that point.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 148 is superior to No. 147; No. 148 to No. 147; and No. 530 to No. 529.

FRESNO AND BAKERSFIELD SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 2

July 6, 1919

STATIONS	Distance from Exeter	FIRST CLASS											THIRD CLASS			
		153 Visalia Ingle Fresno Passenger	503 Visalia Electric Passenger	85 Visalia Coalinga Passenger	505 Visalia Electric Passenger	311 Coalinga Alcalde Passenger	507 Visalia Electric Passenger	509 Visalia Electric Passenger	97 Porterville Coalinga Passenger	511 Visalia Electric Passenger	513 Visalia Electric Passenger	87 Oil Fields Passenger	69 Exeter Goshen Junc Passenger	249 Armona Coalinga Way Freight	323 Mixed	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
R ALCALDE 1.2	78.3					s 12.40PM										
LE ROY 2.2	77.1															
ORUMP (Spur) 1.5	74.9															
D-R COALINGA 1.7	73.4			s 12.05PM		12.15PM			s 8.45PM				3.00PM			
ORA 6.7	71.7			f 11.58AM					f 8.40				2.45			
TURK 7.3	65.0			f 11.40					f 8.30				2.15			
D HURON 6.6	57.7			s 11.25					s 8.18				1.45			
D WESTHAVEN 6.7	51.1			s 11.11					s 8.07				1.15			
LETHENT 2.9	44.4			f 10.58					f 7.57				12.50			
ROSSI 1.1	41.5			f 10.53					s 7.51				12.40	s 11.44AM		
HEINLEN (Spur) 1.5	40.4			f 10.50					f 7.48				12.35			
D LEMOORE 2.7	38.9			s 10.46					s 7.45				12.30PM	f 11.30		
ORION (Spur) 2.1	36.2			f					f							
D-R ARMONA 3.1	34.1	s 4.50AM		s 10.35					s 7.35				11.20AM 9.20	11.00AM		
A. T. & S. F. CROSSING 0.3	31.0															
D HANFORD 5.1	30.7	s 4.40		s 10.25					s 7.25				9.00			
REMNOY 7.7	25.6	f 4.30		f 10.10					f 7.15				7.30			
DN-R GOSHEN JUNC. 3.7	17.9	s 4.15 4.00		s 9.55 9.25					s 7.00 6.25				7.00AM			
FAXON (No siding) 1.5	14.2										s 10.30PM	s 12.30AM				
JACOBS (Spur) 2.1	12.7															
WEST VISALIA 0.5	10.6															
D-R VISALIA 0.1	10.1	3.30AM	s 8.30AM	9.05AM	s 9.40AM		s 1.30PM	s 6.15PM	s 6.05 6.00	s 7.15PM	s 9.18PM	s 10.10	s 12.10			
A. T. & S. F. CROSSING 2.0	10.0															
AMBLER (Spur) 2.1	8.0		f 8.22		f 9.32		f 1.22	f 6.07	5.52	f 7.07	f 9.10	10.02	12.02AM			
RECTOR 1.7	5.9															
D FARMERSVILLE 1.2	4.2		s 8.16		s 9.26		s 1.16	s 6.01	s 5.46	s 7.01	s 9.04	9.56	f 11.56PM			
GIANT OAK 0.9	3.0		f 8.13		f 9.23		f 1.13	f 5.58	f 5.43	f 6.58	f 9.01	9.54	f 11.53			
LUNA 2.1	2.1		f 8.11		f 9.21		f 1.11	f 5.56	5.41	f 6.56	f 8.59		f			
DN-R EXETER (78.3)	0.0		8.05AM		9.15AM		1.05PM	5.50PM	5.35PM	6.50PM	8.53PM	9.48PM	11.40PM			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District.....	(1.20)	(0.25)	(3.00)	(0.25)	(0.25)	(0.25)	(0.25)	(0.25)	(3.10)	(0.25)	(0.25)	(0.42)	(0.50)	(8.00)	(0.44)	
Average speed per hour.....	18.25	24.24	21.01	24.24	11.75	24.24	24.24	24.10	24.24	24.24	25.57	21.44	6.93	10.00		

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 92 is superior to No. 85; No. 504 to No. 505; No. 510 to No. 511; No. 154 to No. 69.

Visalia Electric Schedules originate and terminate at the east end of jail track at Visalia passenger station, and their time at Visalia must be considered as applying at that point.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Armona	TOWARD SAN FRANCISCO				Westward	
		THIRD CLASS		FIRST CLASS	FIRST CLASS				THIRD CLASS					
Capacity of sidings in car lengths and location of Stakes, Fuel, Water, Turn-out and Telephone Stations.		150 Ingle Armona Mixed	246 Kerman Armona Mixed	154 Fresno Ingle Exeter Passenger	153 Visalia Ingle Fresno Passenger				151 Armona Ingle Mixed	245 Armona Kerman Mixed				
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
73	WYP		8.00AM		193.0	DN-R	KERMAN 6.7	36.1			4.10PM			
69			f 8.25		199.7		MCMULLIN 5.4	29.4			f 3.50			
48			f 8.50		205.1	D	RAISIN CITY 5.6	24.0			f 3.35			
58			f 9.15		210.7	D	CARUTHERS 6.1	18.4			f 3.20			
48	W		f 9.40		216.8		OANDO 3.5	12.3			f 3.00			
					220.3		LATON & WESTERN RY. CROSSING 0.3	8.8						
50			f 9.50		220.6		LILLIS 2.4	8.5			f 2.50			
		10.50AM	s 10.10		223.0	D-R	HARDWICK 2.3	6.1	s 5.05AM		s 11.55AM	f 2.40		
		f 10.58	f 10.17	f 9.25	225.3		KIMBLE 3.8	3.8	f 5.00		f 11.45	f 2.25		
47	WYP	s 11.10AM	10.30AM	s 9.35PM	229.1	D-R	ARMONA (36,1)	0.0	4.53AM		11.35AM	2.15PM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily					Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

(0.20) 18.30 (2.30) 14.44 (0.15) 24.40 Time over District (0.12) 30.50 (0.20) 18.30 (1.55) 18.83

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 246 and No. 150 are superior to Nos. 151 and 245.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Hardwick	TOWARD SAN FRANCISCO				Westward	
		THIRD CLASS		FIRST CLASS	FIRST CLASS				THIRD CLASS					
Capacity of sidings in car lengths and location of Stakes, Fuel, Water, Turn-out and Telephone Stations.		150 Ingle Armona Mixed	154 Fresno Ingle Exeter Passenger	153 Visalia Ingle Fresno Passenger	151 Armona Ingle Mixed									
		Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday									
Y		7.45AM	7.35PM	181.9	R	INGLE 5.3	42.3	s 6.45AM		s 3.05PM				
		s 8.10	s 7.50	187.2	D	TRANQUILITY 4.5	37.0	s 6.32		s 2.40				
70		s 8.35	s 8.00	191.7	D	SAN JOAQUIN 3.2	32.5	s 6.22		s 2.15				
		f 8.45	f 8.07	194.9		CALDWELL 3.8	29.3	f 6.14		f 2.05				
				198.7		NARES (Spur) 0.3	25.5							
		f 9.05	f 8.17	199.0	D	HELM 7.2	25.2	f 6.02		f 1.50				
		s 9.30	s 8.33	206.2		BURREL 3.2	18.0	s 5.47		s 1.25				
		f 9.40	f 8.39	209.4		BENDER 5.2	14.8	f 5.42		f 1.10				
		s 10.00	s 8.53	214.6		RIVERDALE 2.6	9.6	s 5.32		s 12.55				
		f 10.10	f 8.59	217.2		ROBINSON (Spur) 2.0	7.0	f 5.24		f 12.35				
		f 10.20	f 9.04	219.2		HUB (Spur) 1.8	5.0	f 5.19		f 12.25				
				221.0		LATON & WESTERN RY. CROSSING 0.8	3.2							
		f 10.35	f 9.12	221.8		LYNN (Spur) 1.7	2.4	f 5.12		f 12.15				
				223.5		HASSET (Spur) 0.7	0.7							
		s 10.45AM	s 9.20PM	224.2	D-R	HARDWICK (42,3)	0.0	s 5.06AM		s 12.05PM				
		Arrive Daily Ex. Sunday	Arrive Daily					Leave Daily		Leave Daily Ex. Sunday				

(3.00) 14.10 (1.45) 24.17 Time over District (1.39) 25.64 (3.00) 14.10

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 150 is superior to No. 151.

SUNSET RAILWAY.
FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM S. FRANCISCO				Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Gosford	TOW. S. FRAN. Westward			Eastward FROM S. FRANCISCO				Distance from San Francisco	Time Table No. 2 July 6, 1919	Distance from Pentland	TOW. S. FRAN. Westward					
Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.	SECOND CLASS	FIRST CLASS					FIRST CLASS		THIRD CLASS	Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS					Length of sidings in feet, and location of Scales, Fuel, Water, Turning and Telephone Stations.	THIRD CLASS	FIRST CLASS	THIRD CLASS	FIRST CLASS	THIRD CLASS
	204	82	86				79	87	205		186	187										
	Sunset Way Freight Leave Daily Ex. Sunday	Passenger Leave Daily	Oil Fields Passenger Leave Daily				Passenger Arrive Daily	Oil Fields Passenger Arrive Daily	Sunset Way Freight Arrive Daily Ex. Sunday		Passenger Leave Daily	Passenger Arrive Daily	THIRD CLASS									
59 PY	2.40AM		12.50PM	322.6	DR GOSFORD	0.0	s 5.47PM	10.40AM	36 PY		2.08PM	350.3	PENTLAND	0.0	s 4.18PM							
			f 12.55	325.6	BANNISTER (Spur)	3.0	f 5.40	10.25				351.5	NIBO	1.2								
65	3.00		f 12.59	327.4	ARTWELL	4.8	f 5.37	10.14				351.7	EL DORA	1.4								
54 30 P	3.40		f 1.07	332.6	CONNER	10.0	f 5.27	9.25				351.9	RANZA	1.6								
55 WP	4.15		s 1.19	337.2	MILLUX	14.6	s 5.16	9.00	18		f 2.14	352.5	KERTO	2.2	f 4.13							
			f	339.4	LEVEE (Spur)	16.8	f					353.0	WELCO (Spur)	2.7								
65 P	5.00		1.32	343.9	KYAN	21.3	5.00	8.13				353.2	LIO (Spur)	2.9								
	5.05		f 1.34	344.5	SAN EMIDIO (Spur)	21.9	f 4.59	8.10	14			353.8	WINOIL	3.5								
52 77 PY	5.30	s 4.18PM	s 1.43	350.3	R PENTLAND	27.7	s 2.07PM	s 4.47	7.40			354.1	COPEN (Spur)	3.8								
3				351.1	BRONCO OIL CO. (Spur)	28.5						354.6	SIGNA	4.3	f 4.09							
35 26 YP	5.45	f 4.25	f 1.49	352.9	HAZELTON	30.3	f 2.01	f 4.39	7.15			355.5	E. E. JONES (Spur)	5.2								
				353.9	ANACONDA (Spur)	31.3						356.0	MILLIFF	5.7								
				354.0	SNOOKS (Spur)	31.4						357.6	RICHFIELD	7.3								
8				354.2	NEW CENTER OIL CO.	31.6						358.2	LOWRY	7.9								
				354.3	FULTON OIL CO. (Spur)	31.7				53 P	s 2.35 2.44	359.1	TAFT	8.8	s 4.00							
				354.4	NATIONAL SUPPLY CO. (Spur)	31.8				65		359.8	KELSEY	9.5								
23 P	6.00AM	s 4.30PM	s 1.53PM	354.7	DR MARICOPA	32.1	1.57PM	4.35PM	7.00AM			360.1	EQUITABLE (Spur)	9.8								
				355.5	END OF TRACK	32.9						360.4	SANBEN (Spur)	10.1								
												360.7	MILSO (Spur)	10.4								
												361.5	CHANSLOR	11.2								
												362.4	NOAL (Spur)	12.1								
												362.6	CANFIELD (Spur)	12.3								
												363.0	MIDOIL	12.7	f 3.45							
												363.6	WALREN (Spur)	13.3								
												364.0	PREMIER	13.7								
												364.4	K. T. O. CO.	14.1	f 3.43							
												364.6	C. C. M. O. CO.	14.3								
												365.0	FELLOW	14.7	s 3.41							
												365.4	MONMOUTH	15.1								
												365.6	VERNETTE	15.3	f 3.39							
												365.8	SUPPLICO	15.5								
												366.2	A. O. F. CO.	15.9								
												366.4	VISALIA MIDWAY	16.1								
												366.7	RECOVERY	16.4								
										Y	s 3.15PM	367.4	SHALE	17.1	3.35PM							
												Arrive Daily	(17.1)	Leave Daily								
												(1.07)	Time over District	(0.43)								
												15.31	Average speed per hour	21.86								

SPECIAL INSTRUCTIONS.

- At Pentland, normal position of switch will be for the Gosford-Taft main track.
- There is a spring derailer in main track 900 feet west of west switch at Taft.
- Trains will not exceed the following speed in miles per hour over districts as listed below:

BETWEEN	TRAINS WITH LARGE		
	PASSENGER	FREIGHT	LOADED OIL CARS
Gosford and Millux	40	25	25
Millux and Kyan	30	20	20
Kyan and Maricopa	40	25	25
Pentland and Shale	40	25	25

4. Between east switch long siding Taft and derailer in main track west of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains, 10 miles per hour.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72. Exceptions: No. 86 is superior to No. 79, No. 82 to No. 87 and No. 186 to No. 187.

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward	From San Fran.	Distance from San Francisco	Time Table No. 2		Distance from Ainrof	Toward San Fran. Westward
			July 6, 1919			
			STATIONS			
		308.6	OIL JUNCTION 0.3	5.7		
		308.9	STORAGE TRACKS 1.1	5.4		
		310.0	BOAZ 0.5	4.3		
34		310.5	D WAITS 0.6	3.8		
		311.1	SEGURO 0.5	3.2		
		311.6	MALTHA 0.4	2.7		
		312.0	VOLCAN 0.2	2.3		
		312.2	LA SOLAS 0.2	2.1		
		312.4	OMENA 0.3	1.9		
		312.7	ADIOS (Spur) 0.1	1.6		
		312.8	CESARO (Spur) 0.2	1.5		
		313.0	TREADWELL JUNG. 0.1	1.3		
		313.1	EBIGMO (Spur) 0.3	1.2		
		313.4	PENTOL 0.3	0.9		
29 Y		313.7	OIL CITY 0.6	0.6		
		314.3	R AINROF (Spur) (5.7)	0.0		

.....Time over District.....
.....Average speed per hour.....

Note.—Oil Junction to Ainrof operated as part of Bakersfield yard.

Eastward	From San Fran.	Distance from San Francisco	Time Table No. 2		Distance from Porque	Toward San Fran. Westward
			July 6, 1919			
			STATIONS			
		313.0	TREADWELL JUNG. 0.2	2.4		
		313.2	KINROSS (Spur) 0.3	2.2		
		313.5	AMIGO (Spur) 0.2	1.9		
		313.7	ARMIGUS (Spur) 0.2	1.7		
		313.9	KINSALE (Spur) 0.1	1.5		
		314.0	FORFAR (Spur) 0.2	1.4		
		314.2	DERWENT (Spur) 0.5	1.2		
		314.7	OUANDO (Spur) 0.3	0.7		
		315.0	TUBIG (Spur) 0.2	0.4		
		315.2	HAYNAN (No siding) 0.1	0.2		
		315.3	OERTINA (Spur) 0.1	0.1		
		315.4	PORQUE (Spur) (2.4)	0.0		

.....Time over District.....
.....Average speed per hour.....

Note—Treadwell Jung. to Porque operated as part of Bakersfield yard.

Eastward	From San Francisco	Distance from San Francisco	Time Table No. 2			Distance from Olig	Toward San Fran. Westward
			SECOND CLASS		FIRST CLASS		
			306 Bakersfield Olig Mixed	204 Sunset Way Freight	86 Oil Fields Passenger		
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		
I		313.6	7.05AM	2.00AM	12.28PM	49.1	
		314.1				48.6	
		315.1				47.6	
		315.3				47.4	
		316.7				46.0	
52 P		318.8	f 7.20	2.20	f 12.40	43.9	
		320.5				42.2	
63 PY		322.6	s 7.35	2.35AM	s 12.48PM	40.1	
54 WP		328.4	f 7.50			34.3	
		330.7	f			32.0	
		331.9				30.8	
		335.1	f 8.10			27.6	
		342.8	f 8.30			19.9	
101 P		346.3	s 8.45			16.4	
		348.8				13.9	
73 WP		350.5	f 8.55			12.2	
		359.4	9.25			3.3	
36 PY		360.6	s 9.50			2.1	
		362.7	s 10.05AM			0.0	
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		

.....Time over District.....
.....Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

Extra Trains may pass, or run ahead of second and third class trains without receiving an order to do so.

1. STANDARD CLOCKS.		
Fresno	Porterville—Olive St.	Kern Junction
Goshen Junction	Bakersfield—Dispatcher's Office	Mojave
Coalinga	Bakersfield—Round House	Palmdale
Exeter.		

2. WATCH INSPECTORS.		
Webb C. Ball,	General Time Inspector,	San Francisco.
A. S. Shaddow,	Local Inspector,	Fresno.
Hanford Jewelry Co.,	Local Inspectors,	Hanford.
G. D. Davidson Co., Entire Division,	Local Inspectors,	Los Angeles.
Henry Caserial,	Local Inspector,	Coalinga.
Smith Bros.,	Local Inspectors,	Visalia.
S. P. Anderson,	Local Inspector,	Exeter.
R. A. Hubler,	Local Inspector,	Porterville.
H. Oppliger,	Local Inspector,	Bakersfield.
Newton Moore,	Local Inspector,	Los Angeles.

3. BULLETIN BOARDS.		
Fresno	Coalinga	Mojave
Goshen Junction	Porterville—Olive St.	Saugus
Kerman	Bakersfield	River Station
Los Angeles Round House	Los Angeles	Exeter.

4. CLEARANCES.

Rule 83A will not apply at stations not telegraph offices, or where offices are closed.

(A) A train must not leave McKittrick or Coalinga without a clearance card (Form No. 2643).

(B) Trains to and from the Hardwick-Ingle line at Hardwick must obtain a clearance card when an operator is on duty.

(C) Trains running via Hanford and Visalia lines must obtain a clearance card before leaving Goshen Junction.

5. REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

(A) Helper engineers of Santa Fe freight trains on joint track, will accept from conductors, information on prescribed form, showing the numbers of all superior trains that have arrived and left.

(B) Exceptions.	
Famoso	Only trains to and from the Porterville line will register.
Bakersfield	Operator Bakersfield will report arrival of eastward trains by telegraph to operator Kern Junction, who will enter same on his register and both operators will be held responsible for the correct transmission of same.
Kern Junction	Arrival and departure of Santa Fe first-class trains will be telegraphed to operator at Bakersfield, who will enter same on register and both operators will be held responsible for correct transmission of same.
Lancaster	Only extras originating and terminating will register.
Palmdale	Only extras originating and terminating will register.
Techachapi	Only second-class, third-class and extra trains will register.
(C) Trains will Register by Form 2642 as follows:	
Goshen Junction	25, 26.
Kern Junction	S. P. passenger trains and westward Santa Fe trains.

6. TRAIN AND AIR INSPECTION.	
Freight trains descending grade will stop 10 minutes, at following points, to allow trainmen to make thorough inspection of wheels and running gear of train:	
Between Bakersfield and Mojave	Bealville, Woodford, Marcel, Warren. Eastward freight trains handling P. F. E. and S. F. R. D. cars will make stops at Larose and Fram in addition.
Between Mojave and Saugus	Ravenna, Lang.
Bakersfield-McKittrick Line	Between Mile Posts 357 and 358.
Between other points	After a continuous run of 30 miles.

(A) Engineers will not make running air tests over puzzle switches and bridges.

(B) In cases where there is question as to ability of engineers to hold trains on grades to proper speed, or make necessary stops, by use of air, conductor will see that sufficient hand brakes are set at summit of grade to insure proper handling of train. In setting hand brakes, each alternate brake should be set, beginning at head end and working toward rear. Hand brakes should not be permitted to remain set a sufficient time to cause heating, but should be released and those on alternate car set, change being made in this manner as often as necessary. In releasing hand brakes those to rear of train must be released first. When engineer requests assistance in handling of trains on grades, conductors will see that action is taken at once to render such assistance.

(C) That proper inspection of running gear may be made by trainmen, in accordance with Rule 824 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving station.

(D) Rear end test between terminals as prescribed by Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes, etc., effective May 1, 1915, is required as follows:

For all trains wherever brake pipe has been parted.

Westward passenger trains stopping at Vincent and Tehachapi. Those not stopping must make running test.

Eastward passenger trains stopping at Tehachapi and Vincent. Those not stopping must make running test.

Westward freight trains at Vincent, Summit and Tehachapi. Those making tests at Summit need not make it at Tehachapi unless stopped for other cause.

Eastward freight trains at Summit and Vincent.

(E) In freight trains where helpers are coupled in rear of train, the last helper engineer to make coupling after brake pipe has been parted will sound one blast of the whistle for air test and the head engineer will, after charging up brake pipe, place his valve on lap and repeat the signal, rear brakeman not opening angle cock at rear end until brake pipe has been recharged and leading engineer has sounded signal for the test. Other engineers in train must not whistle off until air test has been made.

(F) When train is ready to go, engineer handling the air will wait sufficient time to allow air to equalize and will then sound two long blasts of the steam whistle, helpers if ready to go will answer with whistle in the usual manner, in order as they stand in train and will use throttles to hold slack.

(G) When helper engines have cut off at any point to take water, or for any other reason, in doubling up, enginemen of such engines will make deduction in train line pressure, if necessary, to allow leading engineer to equalize train line pressure.

(H) Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

7. "19" ORDER.

Within automatic block signal limits, between Fresno and Saugus, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that form 31 must be used—

(A) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(B) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(C) When issuing an order form "G," example 3.

(D) When giving any train right over all trains.

(E) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(F) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

(G) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(H) When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

(I) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received and the necessity for carefully checking clearance to ascertain positively that it is properly addressed and that orders received are those called for by clearance.

(J) Clearance outside automatic block signal limits must show numbers of all orders (both 31 and 19) and be O. K.'d by dispatcher same as within block signal limits.

8. AUTOMATIC BLOCK SIGNALS.

Rule 504 is amended as follows:
When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

ON SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(A) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(B) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(C) When a train which is to take siding at meeting or passing point finds home signal other than an interlocking in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(D) The following automatic block signals, governing trains entering and in yards, will be Minute Block signals.

Mojave:	Nos. 3802, 3805, 3806, 3811.
Tehachapi:	Nos. 3598, 3611.
Bakersfield:	No. 3157.
Goshen Jet.:	Nos. 2388, 2397.

(E) If signals are at stop, wait one minute and then proceed under control not exceeding six miles an hour. In stormy or foggy weather send the flagman ahead immediately and follow the flagman.

(F) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(G) Signal failures or irregularities (either action of arm or condition of light) will be reported to chief dispatcher by number from first open telegraph office.

(H) When block signals indicating position of switches are yellow boarded, trains will reduce speed to six miles per hour through station limits until switches are passed.

(I) Home signals No. 3805 and No. 3806 (minute block signals), just west of Oil and Water Columns, between main track and siding No. 1, Mojave yard, are placed "back to back." Signal No. 3805 governing westward trains is located on fireman's side, who will be on lookout for change in position of signal. Helper engines occupying main track must stand just west of these signals to prevent delay to westward trains.

(J) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(K) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

SPEED RESTRICTIONS—Continued

All others (except Consolidation, Mallet, Pacine, Mikado and 2-10-2 type) over main track and from Kerman to Goshen Junction25 miles per hour.
 Over other lines.....20 miles per hour except where speed restrictions are less, be governed thereby.
 From West Wye switch to station at Goshen Junction Goshen Jet-Coalinga Line.....10 miles per hour.
 Yard Engines (outside yards).....15 miles per hour.
Trains handling wrecker:
 Main line and from Goshen Junction to Kerman.....25 miles per hour.
 Over other lines.....15 miles per hour except where freight train speed is less, be governed thereby.

13. YARDS.

Yards are established at the following stations:

Fresno	Goshen Jet.	Exeter
Bakersfield	Hanford	Coalinga
Tehachapi	Visalia	Armona
Mojave	Porterville	Hardwick

(A) Rules 93 and D-93 are revised as follows:

“Within yard limits the main track may be used, protecting against first class trains.

All trains must approach yard limits and pass through yards under control.”

14. OVERHEAD STRUCTURES.

Less than 22 feet above top of rails.

MAIN LINE.

Mile Post	Between Stations	Structures	Height
341.6	Bealville-Rowen	Tunnel No. 5	18'- 2"
341.9	" "	" " 6	18'- 4"
343.7	" "	" " 7	17'- 7"
344.2	" "	" " 8	17'- 5"
355.0	Marcel Cable	" " 12	17'- 8"
355.2	" "	" " 13	17'-11"
355.4	" "	" " 14	17'- 8"
434.8	Russ-Lang	" " 17½	18'-10"
434.8	" "	Water Flume	19'- 0"
435.9	" "	Bridge over Santa Clara River	21'- 2½"
436.1	" "	" " " " " "	21'- 9½"
436.3	" "	" " " " " "	21'- 9½"
436.8	" "	" " " " " "	21'- 8½"
436.9	" "	" " " " " "	21'- 9½"
437.4	" "	" " " " " "	21'- 7½"
439.5	Lang-Humphreys	Tunnel No. 20	17'- 9"
440.1	" "	" " 21	17'-10"
441.5	" "	" " 22	18'- 2"
445.3	Humphreys-Honby	" " 23	18'- 6"
449.7	Honby-Saugus	" " 24	18'- 6"

(A) **BETWEEN MOJAVE AND OWENYO**

Mile Post	Between Stations	Structure	Height
426.8	Teagle-Searles	Tunnel 29	21'-2"
523.0	Owenyo	Highline trestle on Calif. Alkali Co.'s Spur	16'- 0"

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

15.

SURGEONS

NAME	LOCATION	DISTRICT Between
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All Points.
Dr. O. B. Doyle, District Surgeon	Fresno, Cal.	Fresno, Friant, Kingsburg and Ivesta, Cal.
Dr. F. K. Pomeroy, Asst. District Surgeon	Fresno, Cal.	
Dr. D. H. Trowbridge, Oculist and Aurist	Fresno, Cal.	
Dr. J. L. Maupin, Consulting Surgeon	Fresno, Cal.	
Dr. J. D. Wagner, Emergency Surgeon	Selma, Cal.	
Dr. M. A. Morrison, Emergency Surgeon	Fowler, Cal.	
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Ivesta and Fargo.
Dr. G. A. Hawkins, District Surgeon	Reedley, Cal.	Fargo and Monson.
Dr. J. C. Paine, District Surgeon	Exeter, Cal.	Monson and Burr.
Dr. Paul R. Walters, District Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal.	
Drs. M. and M. S. McMurtry, Emergency Surgeons	Clovis, Cal.	
Dr. T. D. Blodgett	Tulare, Cal.	Kingsburg and Earlimart.
Dr. J. A. Copeland, District Surgeon	McFarland, Cal.	
Dr. C. M. White, District Surgeon	Visalia, Cal.	Goshen and Exeter.
Dr. C. T. Rosson	Hanford, Cal.	Goshen, Armona and Caruthers.
Dr. J. C. Drake, District Surgeon	Kerman, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron, District Surgeon	Lemoore, Cal.	Armona and Huron.
Dr. G. T. Mountford, District Surgeon	Coalinga, Cal.	Huron and Alcalde.
Dr. S. A. Barber, District Surgeon	Porterville, Cal.	Zante and Famoso.
Dr. W. W. Tourtillott, District Surgeon	Lindsay, Cal.	Burr and Zante.
Dr. A. I. Fraser, District Surgeon	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. N. N. Brown, Consulting Surgeon	Bakersfield, Cal.	
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	Bealville and Cameron.
Dr. E. F. O'Reilly, District Surgeon	Tehachapi, Cal.	Cameron and Rosamond.
Dr. C. C. Warner, District Surgeon	Mojave, Cal.	
Dr. D. A. Clark, District Surgeon	Cartago, Cal.	
Dr. I. J. Woodin, District Surgeon	Lone Pine, Cal.	Brown and Owenyo.
Dr. F. D. Bishop, District Surgeon	Lancaster, Cal.	Rosamond and Ravenna.
Dr. J. E. Wheat, District Surgeon	Fernando, Cal.	Ravenna and Saugus.
Dr. H. V. Prouty, District Surgeon	McKittrick, Cal.	Gosford and Olig.
Dr. Geo. A. Meracle, Emergency Surgeon	Caruthers, Cal.	
Dr. Frank D. Bishop, Emergency Surgeon	Palmdale, Cal.	

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon

16.

JUNCTION SWITCHES.

(Switches to be set and locked as follows):

El Prado.....Fresno-Friant Line and S. J. E. R. R. tracks for Fresno-Friant Line.
 Fresno.....Stockton Division main track and Kerman Line for Stockton Division.
 Fresno.....Fresno-Bakersfield Line and Fresno-Porterville Line for Fresno-Bakersfield Line.
 Fresno.....Fresno-Friant Line and Fresno-Porterville Line for Fresno-Porterville Line.
 Kerman.....Armona and Stockton Division tracks for Stockton Division track.
 Ingle.....H. & S. L. Line and Stockton Division tracks for Stockton Division track.
 Hardwick.....H. & S. L. Line and Armona-Kerman Line for Armona-Kerman track.
 Armona.....Goshen Jet-Coalinga and Armona-Kerman Line for Goshen Jet-Coalinga track.
 Rossi.....Goshen Jet-Coalinga Line and Rossi-Stratford Line for Goshen Jet-Coalinga Line.
 Goshen Junction..Visalia and Hanford Lines with Fresno-Bakersfield Line, both for Fresno-Bakersfield Line.
 Exeter.....Visalia main track on siding for the siding.
 Porterville.....Visalia and Sanger Lines for Visalia Line.
 Famoso.....P. & N. E. and Famoso-Exeter Line for Famoso-Exeter Line.
 Famoso.....Fresno-Bakersfield Line and Porterville Line for Fresno-Bakersfield Line.
 Oil Junction.....Fresno-Bakersfield Line and Oil City Line for Fresno-Bakersfield Line.
 Gosford.....Bakersfield-McKittrick Line and Sunset Line for Sunset Line.
 Mojave.....Bakersfield-Mojave Line and Mojave-Owenyo Line for Bakersfield-Mojave Line.
 Saugus.....San Joaquin Division main track and Los Angeles Division track for San Joaquin Division main track.

17.

LOCATION HOSPITAL STRETCHERS.

Fresno Storeroom. Fresno Baggage Room. Coalinga.
 Fresno Wrecking Train. Goshen Junction. Hanford.

LOCATION HOSPITAL STRETCHERS—Continued.

Exeter. Tehachapi.
 Porterville. Mojave Car Shops,
 Bakersfield Emergency Hospital. Mojave Wrecking Train.
 Bakersfield Wrecking Train. Mojave Baggage Room.
 Bakersfield Car Shops. Owenyo.
 Bakersfield Machine Shops. Saugus.
 Bakersfield Baggage Room.

18

HOSPITALS FOR SAN JOAQUIN DIVISION.

General Hospital. S. P. Hospital, San Francisco, Cal. Division Hospital, Crocker Street Hospital, Los Angeles, Cal. Emergency Hospital, Bakersfield, Cal.

19.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars.	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Baggage.....	79,000	90,000	
" (Dynamo).....		105,000	
" and Mail.....	77,000	{ 121,000-69' }	93,000
" and Passenger.....	61,000	{ 90,000-60' }	
Buffet.....		130,000	122,000
" (Dynamo).....		146,000	
Business.....	107,000	178,000	135,000
Chair.....	86,000	98,000	
Coaches.....	80,000	95,000	
Dining.....	128,000	147,000	135,000
Horse Express.....	81,000		
Observation.....	122,000		
Postal.....		145,000	131,000
"		{ 110,000-60' }	
"		{ 77,000-40' }	
Pullman Observation.....	124,500	151,000	127,000
" Parlor.....	115,000	146,000	
" Std. Sleepers.....	125,000	153,000	145,000
" Tourist.....	94,000		133,000
Tea and Silk.....	48,000		

20. USE OF RETAINERS.

Pressure retaining valves on locomotive tenders must be used on all descending mountain grades.

(A) Retainers will be used on passenger trains on grades as follows:

EASTWARD TRAINS:—From Cameron to Mojave—All retainers.

WESTWARD TRAINS:—From Vincent to Harold—Necessary retainers.
From Tehachapi to Caliente—All retainers.

(B) On freight trains, retainers will be used on grades in accordance with Rule 54 of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1915," as follows:

EASTWARD TRAINS:—From Cameron to Mojave.
From Vincent to Lang.

WESTWARD TRAINS:—From Vincent to Harold.
From Tehachapi to Caliente.
From McKittrick to Lokern.

(C) Retainers will be used on other trains and under other conditions where in judgment of the engine and train crew it is deemed necessary to vary from the above rules.

(D) Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

(E) The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

(F) Retainers on eastward freight trains entering Mojave yard must not be turned down until it is known positively that train is under control and almost stopped.

21. HELPERS.

(A) Helpers on freight and passenger trains will cut out at Vincent, if not otherwise instructed.

(B) Helper engines cut out at Summit and ordered through to Mojave should precede train from Summit, unless otherwise instructed.

(C) When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station, and copy of clearance card must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

22. MISCELLANEOUS.

On single track in Block Signal limits, Rule 86, second paragraph, is modified as follows: An inferior train will clear the time of first-class trains in the same direction not less than ten (10) minutes.

(A) Within block signal limits, that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train, in the same direction, is due to leave the next station in the rear where time is shown" is cancelled.

23. Approaching tunnels, by day, when within 300 feet, headlight must be displayed and continued until tunnel is passed.

24. At least two loaded steel underframe cars must be placed immediately ahead of Mallet engines that are engaged in pushing.

25. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

26. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or pieces of track over which speed of trains must not exceed fifteen (15) miles per hour or rate of speed specified by bulletin, train orders, or slow boards.

(A) When in an engineman's judgment, track which is protected by slow order is safe for a higher rate of speed than is allowed by such slow order, engineman will notify the conductor, stating what speed he considers safe, and conductor will then send a message to Superintendent from first open telegraph office covering information.

27. On trains consisting of 20 cars or over engines must be cut off when taking water.

(A) In taking water on freight trains with helpers cut in, train will be cut ahead of first helper from head end who will back to point where he is to take water. After stopping, train will be again cut ahead of following helper, which in turn will back to water spout.

28. At unprotected railroad grade crossings, trains approaching will sound one long blast of steam whistle at proper distance from crossing, while train is running, in accordance with Rule 14 (m). After train has stopped and before passing over such crossing, engineer will sound two short blasts of the steam whistle.

(A) Whistle signal covered by Rule 14 (m) applies when train is running.

29. Following additional whistle signal is authorized:

Sound	Indication
One long sound (————)	When train is standing; apply air brakes from rear and for test. To be used when hand signals cannot be readily transmitted.

30. To avoid confusion, the following communicating signals will be observed:

(j) oooooo When running, increase train heat.

(k) ———— When running, look back for hand signals.

31. At Fresno, all trains from Fresno-Friant and Fresno-Porterville Lines will stop at junctions of these Lines when entering yard.

32. At Fresno, eastward trains entering yard will be governed by signals from herder as follows: Trains from Merced Line green signal, trains from Kerman Line yellow signal.

33. At Goshen Junction westward trains on Visalia Line must stop at stop board located at east end just opposite cross-over from Visalia Line to Fresno-Bakersfield Line.

34. At Goshen Junction, the end of the Visalia main track, will be at the point east of the station where first cross-over enters into the Visalia Line.

35. At Famoso, the end of the Porterville main track will be at the point west of the station where the cross-over from the main track enters into the Porterville Line.

(A) That part of these tracks between the cross-overs and the stations will be used as sidings, and trains using same will conceal headlight and display markers in accordance with Rules 17 and 19.

36. At Visalia, all trains will stop at Santa Fe tracks, and will not pass over crossing without receiving proceed signal from flagman, who must precede them.

37. At Exeter, all eastward trains must stop at stop board at junction east leg of wye with Porterville Line.

38. Engines larger than 1469 must not be run between Crump and Alcalde.

39. At Bena engines must not go beyond a point 300 feet from switch into pit. Cars must be used in switching if necessary to go back of that point.

40. At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding and be used by eastward trains; back track will be known as westward siding and be used by westward trains.

41. Freight trains will not go to Cliff for passenger trains, unless can get into clear or so instructed by dispatcher.

42. At Rowen, trains taking siding will comply with the following:

(A) First-class trains will use middle siding entering at first cross-over.

(B) Eastward trains, except first class, will enter at extreme west switch.

(C) Westward trains, except first class, will enter at extreme east switch.

(D) All trains, except first class, will use middle siding only under flag protection unless instructed by train order that middle siding is clear, but will not use the same when first-class trains are due to meet there.

(E) Siding between east switch and east cross-over is designated as east siding.

(F) Siding between cross-over switches is designated as middle siding.

(G) Siding between west cross-over and west switch is designated as west siding.

(H) Inside cross-over switches will be lined for siding.

(I) Trains using sidings will depart through cross-overs.

43. At Woodford track on north side of main track will be used as siding for trains in both directions. House track must not be used for setting out or storing of cars.

44. At Summit, the siding known as "Old Siding" will be kept for use by Train 342, in cutting out helpers. Long track south of main track will be used for siding by other trains, and trains using same will enter at the extreme west or east switches.

45. Spur tracks at following stations between Bakersfield and Mojave must not be used by Mallet or Decapod engines: Sivert, Gravel Pit Bena, Caliente, Bealville, Rowen and Cable.

46. The maximum tonnage rating per operative brake of 115 Ms. on both east and west sides of Tehachapi Mountain and 120 Ms. eastward from Mojave to Saugus, must be strictly observed. Oil cars equipped with latest Westinghouse empty and loaded brake device will permit the handling of 150 Ms. per operative brake.

47. In movement of helper engines light descending grades between Bakersfield and Mojave, the number of engines to be coupled together is restricted to the following: Not more than three Mallets; five Consolidations; three Mallets and one Consolidation; two Mallets and two Consolidations; one Mallet and three Consolidations.

48. When necessary for trains or engines to cross over from one main track to another, or cross double tracks by crossover switches, five (5) minutes must elapse between the time the switches are thrown and movement actually begun. This in no measure relieves trainmen and enginemen from responsibility of protecting their trains as provided for in the rules, and does not apply in double track territory within the limits of established yards.

49. Pay close attention to clearance of steam shovels, derricks, machinery, etc., on flat cars, to see that clearance limits in published schedules of clearances is not exceeded, to avoid accidents passing through overhead structures or tunnels.

50. Wooden coaches must not be placed between steel cars when possible to avoid it.

51. Air whistle has been installed in yardmaster's office, Bakersfield, connected with tower at Kern Junction. Soon as conductor eastward train reaches tower he will secure information as to whether any trains due to arrive prior to time set for his departure and, if not, will sound one long, one short and one long blast of air whistle, and brakemen, who must station themselves where they can hear whistle and when heard, signal head engineer to pull down so helpers can cut in.

52. When taking siding to meet an opposing train, trainmen should station themselves where they can inspect running gear of the train passing, giving stop signals to them if any defect noticed, brakemen on opposing train watching for stop signals. (See Rule 861.)

53. Brakeman on train 109 after announcing Exeter Station will announce the location of Visalia Electric car for Lemon Cove as standing directly behind station.

54. To prevent personal injury to passengers account their attempting to alight from trains, trainmen will protect all vestibules opened until train stops.

55. Do not allow engines to spot or cars to be left standing on jail track at Visalia, within one hundred feet of Gordon Street on east end of this track.

56. Cars of 35 tons or over must not be run over bridge crossing Kings River, one mile west of Hardwick on Hanford and Summit Lake Railway. Such loads must be handled via Ingle.

57. The use of Visalia Electric track at Exeter for water by our engines is prohibited.

58. In protecting rear end of passenger trains, rear brakeman will be governed by the following:

(A) "Each time train stops rear brakeman will take position not less than thirty (30) feet from rear of same, having in his possession necessary flagging equipment."

59. That part of third paragraph of Rule 221-A reading "but trainmen will relight the signal" is cancelled.

60. The practice of employes and others, except those in actual discharge of their duties, are prohibited from riding on pilot or foot boards of engines.

61. When one torpedo is exploded, train must come to a stop as per Rule 15. If no person is at hand to explain the placing of the torpedo, train may proceed as hereinafter provided:

(A) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate "proceed," train may proceed under control for a distance of one-half mile before resuming full speed.

62. Bulletin No. 1448 is hereby cancelled and superseded by the following:

(A) Your attention is called to California Senate Bill No. 847, Chapter No. 168, commonly known as the "Full Crew Bill," the provisions of which became effective August 10, 1913. The following memorandum illustrates the number of

RATING OF LOCOMOTIVES--SAN JOAQUIN DIVISION In Ms. of 1000 pounds back of tender

CLASS	ENGINE NUMBER		Boiler Pressure	BAKERSFIELD AND FRESNO, BAKERSFIELD AND KERMAN, via ARMONA			BAKERSFIELD to MOJAVE	MOJAVE to BAKERSFIELD	MOJAVE to SAUGUS	SAUGUS to MOJAVE	
				THROUGH East and West	LOCAL East	LOCAL West					
A-79	15-25/28	102	3016 to 3024	200	3470	3910	4130				
E-63	17/24	47	1331 to 1353	140	1765	2040	2105				
E-63	17/24	52	1309, 1312, 1326, 1327	140	1950	2210	2320				
E-69	18/24	69	1386, 1387, 1389, 1390, 1392, 1393, 1394, 1396, 1397, 1401	165	2380	2675	2825				
E-69	18/26	74	1464, 1465, 1466, 1467, 1469, 1471	165	2620	2820	3190				
E-73	20/24	89	1433 to 1443	190	3230	3620	3850				
E-73	20/24	92	1445 to 1458	190	3230	3620	3850				
E-73	20/26	100	1526 to 1540	200	3630	3920	4080				
M-63	20/28	126	1615 to 1719	190	4315	4845	5065	660	765	845	765
M-63	21/28	144	1725 to 1769, 1780 to 1803	195	4890	5500	5790	755	880	970	880
M-63	21/28	147	1804 to 1822	200	5020	5615	5925	755	880	970	880
T-57	18/24	76	2094	150	2630	2950	3115				
T-57	18/24	80	2040, 2053, 2073, 2081, 2082, 2095	165	2920	3285	3435				
T-57	18/24	86	2134 to 2153	160	2805	3155	3310				
T-57	18/24	92	2170, 2172	170	3020	3390	3580				
T-57	18/24	96	2155, 2175, 2180	170	3020	3390	3580				
T-63	19/24	105	2221 to 2234	160	2835	3650	3375				
T-63	20/26	112	2235 to 2273	180	3840	4300	4525	575	665	740	665
T-63	21/28	144	2301 to 2310	200	5020	5830	5925	755	880	970	880
T-63	22/28	160	2312 to 2352	200	5490	6100	6510	815	955	1055	955
T-63	22/28	162s	2353 to 2362								
T-69	20/26	113	2212 to 2220	180	3560	4005	4155	575	665	740	665
T-69	20/26	124	2282	180	3650	4005	4155	575	665	740	665
TW-51	20/26	111	2957	160	4095	4600	4760				
TW-51	20/26	120	2938, 2939, 2941, 2942	170							
TW-54	21/32	155	2914, 2915, 2917, 2918, 2919, 2921, 2922, 2923	170	4700	5280	5580	700	820	905	820
TW-54	23-35/32	155	2916 and 2920	180	5125	5760	6075	790	915	1010	915
C-57	22/34	172	2600, 2601, 2602, 2604, 2605, 2606, 2608, 2610	175				830	1000	1100	1000
C-57	22/34	176	2613, 2614, 2615, 2617, 2620, 2621, 2622, 2623	185				900	1050	1160	1050
C-57	23-35/34	173	2603, 2607, 2609, 2611	200				845	985	1085	985
C-57	23-35/34	177	2612, 2616, 2618, 2619	200				845	985	1085	985
C-57	22/30	180	2624 to 2679	200	5980	6720	7090	940	1070	1175	1070
C-57	22/30	184	2700 to 2751	200	5980	6720	7090	940	1070	1175	1070
C-57	22/30	187	2513 to 2599, 2752 to 2836	200	5980	6720	7090	940	1070	1175	1070
Mk-63	26/28	210s	3236 to 3270	200				1165	1355	1500	1355
F-63	27 1/2/32	273s	3601 to 3610	200				1405	1635	1800	1635
MC-57	26-40/30	{ 401s 395s	{ 4029 to 4043 4044 to 4048 }	200				2170	2500	2750	2500
MM-63	25-38/28	320	4200 to 4211	200				1790	2070	2230	2070
Allowance for Empty and Under-loaded Cars--Ms.			Less than 40 Ms.		6	6	6	3	3	3	3
			40 to 50 Ms.		3	3	3	0	0	0	0
			More than 50 Ms.		0	0	0	0	0	0	0

C. G. TANDY Fresno E. F. WASEM, R. M. McLEOD, Train Dispatchers. { L. J. Baker. E. L. Braswell. J. S. Fockler. W. M. Lane.
 J. B. WILSON.....Bakersfield Chief Train Dispatcher. Asst. Chief Train Dispatcher. C. A. Glocksine. O. D. Day. R. W. Wilson. E. P. Gibson.
 Trainmasters. C. G. TROTTER, Examiner. L. A. Grubbs. L. G. Fell. E. B. Curtiss.

F. M. WORTHINGTON, Superintendent.

P. SLATER, Asst. Superintendent.

MILEAGE.		Branches.	
Main Lines		Alcalde.....S. P. R. R. Armona to Alcalde.....	44.32
End Stockton Division to Fresno.....C. P. Ry.....	1.80	Asphalto.....S. P. R. R. Bakersfield to Olig.....	50.06
Fresno to Saugus.....S. P. R. R.....	244.66	Clovis.....S. P. R. R. Fresno to Friant.....	24.14
Kerman to Goshen Jct. Via Armona.....S. P. R. R.....	51.37	Fresno.....S. P. R. R. Fresno to Famoso.....	102.61
Total Main Line.....	297.83	Magnesite.....S. P. R. R. Magnesite Jct. to Magnesite.....	2.44
		Oil City.....S. P. R. R. Oil Jct. to Ainrof.....	6.21
		Treadwell to Porque.....	2.40
			8.61
		Owenyo.....C. P. Ry..... Mojave to Owenyo.....	142.90
		Riverdale.....S. P. R. R. Hardwick to Ingle.....	42.16
		Springville.....S. P. R. R. Porterville to Springville.....	15.86
		Stratford.....S. P. R. R. Rossi to Stratford.....	8.25
		Visalia.....S. P. R. R. Goshen Jct. to Exeter.....	16.76
		Total Branches.....	458.11
		Total San Joaquin Division.....	755.94

SPECIAL INSTRUCTIONS—Concluded.

MISCELLANEOUS—Continued

brakemen it will be necessary to provide on freight trains on San Joaquin Division as result of this measure:

(B) Please note limits of grade on the Main Line Bakersfield to Saugus:

Grade.	No. Cars.	No. Brakemen.
1% or under.....	Less than 50.....	2
“.....	50 to 75.....	3
“.....	76 to 100.....	4
“.....	101 to 125.....	5
1% to 1½%.....	Less than 50.....	2
“.....	50 to 62.....	3
“.....	62 to 87.....	4
“.....	87 to 112.....	5
Over 1½%.....	Less than 50.....	2
“.....	50 to 57.....	3
“.....	58 to 72.....	4
“.....	73 to 87.....	5

(C) The following are grade maximums on the San Joaquin Division:

1% or Under—	1% to 1½%—	Over 1½%—
Fresno-Bakersfield	Bakersfield-Ilmon	Ilmon-Tehachapi
Fresno-Friant	Tehachapi-Eric	Eric-Mojave
H. & S. L.	Mojave-Rosamond	Palmdale-Saugus
Goshen-Alcalde	P. & N. E.	Mojave-Owenyo
Goshen-Exeter		Bakersfield-Olig
Goshen-Porterville		
Famoso-Porterville		
Rossi-Stratford		
Kerman-Armona		
Rosamond-Palmdale		

63. Sunset trains will be permitted to occupy main track between station train order signal and junction at Gosford without train orders to do so. All trains will approach junction switch at Gosford under control and be governed by Rules 83, 98 and 99 of Book of Rules.

64. Practice of dropping cars on grades must be discontinued except where it is impossible to switch with an engine, and where absolutely necessary to drop cars on grades, the following rules must be observed:

(A) Hand brakes must be tested on all the cars before drop is made to ascertain if in good working condition.

(B) Heavily loaded cars must not be dropped singly; enough cars must be added to insure absolute safety. Not more than five cars must be dropped at one time.

(C) Two brakemen must ride each cut. Cars must not be cut off while moving; they must be allowed to start from a standing position. Cars must not be dropped on a track not protected by a derailer, or on main track unless it be blocked by other cars or engines.

(D) Cars to be dropped should be as close as possible to the turnout to be used before they are allowed to start and at no time must they be allowed to attain a speed greater than five miles per hour. Brake club must be used in setting the brakes.

65. Trainmen will see that the canopy on observation cars is rolled up under the hood of the car sufficiently to permit unobstructed view of markers at night.

66. Mixed trains carrying outfit cars occupied by employes should place such cars immediately ahead of passenger cars.

67. All westward trains including helper engines taking water at Caliente will take their supply from the west tank.

68. One or two lights should be burning in coaches in Trains 107 and 108 passing through tunnels.

69. Following will govern relative to use of telephone by train and engine crews in handling of train orders and communicating with dispatcher:

(A) There is nothing to prohibit an engineer or conductor from voluntarily making use of telephone for asking dispatcher for train orders.

(B) In case of casualty or unavoidable accident, or act of God, or delay or wreck caused by obstructions of track, collision or other cause, or the failure of block signal, the telephone may be used to communicate with dispatcher and train orders may be sent direct to conductor or engineer.

(C) When a passenger, mixed or freight, or any other trains has been delayed 15 minutes at a blind siding for any cause, conductor will be expected to call up dispatcher on either telephone at siding or with cabooses phone. Telephones are located at blind sidings as shown in time table.

(D) The above restrictions as to 15-minute delay do not apply to crews of wrecking or relief trains.

(E) Crews of wrecking trains may report by telephone for orders at stated hours, not exceeding three times per day.

70. When train encounters a red light or red flag on single track unattended they will protect to the rear and flag ahead one-half mile.

71. Hereafter, when you have dead engine in train to be set out, place it first out, to facilitate handling in picking up.

72. Trains must use caution in passing trains receiving or discharging passengers at a station and cars must not be moved between such train and the platform at which passengers are being received or discharged unless preceded by flagman and then only when absolutely necessary.

73. Cars must be placed at least 100 feet back on either side of public street or road crossing when parting trains for the purpose of clearing the crossings, or when setting cars out at a station.

74. Engineers on light engines when stopping at Tehachapi to eat, must put engine out of the way so as not to block siding. Engines must not be left at water spouts on the long siding.

75. Conductors called for wrecking trains east of Bakersfield will report direct to Kern Junction Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand or not.

76. Conductors on westward wrecker from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

77. To expedite movement of wrecker out of terminals, report as quickly as possible when called and not wait to eat as meals will be provided on wrecker.

78. At Mojave, trains entering yard will be governed by the following signals:

(A) WESTWARD TRAINS:—Santa Fe by Hall Signal. Southern Pacific by Signal 3811 (minute block signal).

(B) EASTWARD TRAINS:—Signal 3802 (minute block signal).

(C) Trains arriving at Mojave from N. & C. line must stop before fouling main track regardless of position of derailer or signals received.

(D) When necessary to signal westward trains, Herder will use yellow signal for Southern Pacific trains and green signal for Santa Fe trains. For eastward trains, Herder will use yellow signal.

(E) Freight trains will not enter until signal is given by Herder.

79. At Honby, back track will be used as siding by freight trains and switches are so set. When necessary for passenger trains to take siding at that point, they will use the inside track up to point of cross-over.

80. Helper engines between Tehachapi and Summit will be governed by following:

(A) Operator at Tehachapi will have a staff, and will deliver same to eastward trains having helpers to return from Summit, except as provided in Sections D, E and F.

Conductors of trains stopping at Tehachapi and requiring staff will personally procure same and deliver to leading helper engineer, personally engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers from Summit, operator will deliver staff to leading helper engineer and will deliver to conductor and all other engineers in train, a clearance on which is written, "Staff to Engineer."

(B) After receipt of staff train may proceed to Summit, keeping clear of superior trains, providing train has also been cleared as required by the rules and regulations of Operating Department.

(C) After an engineer has in his possession the staff, his engine and all engines at Summit may return coupled to Tehachapi regardless of opposing trains except first class.

(D) As section C provides that helpers are required to clear first-class trains the staff need not be delivered to first-class trains except when such trains have helper to cut out at Summit and there are no helpers at Summit with which it can couple. Helpers when waiting at Summit to clear first-class trains will not leave without ascertaining whether such first-class trains have helpers to couple in with them.

(E) When it is desired to run two or more trains to Summit, before allowing helper of any to return, operator will upon instructions from dispatcher deliver to enginemen and conductors of all such trains, except the last, in place of staff, clearance on which is noted, "Staff at Tehachapi," provided operator has staff in his possession. Clearance so worded will be sufficient authority for trains to move to Summit as if staff had been received. To last train staff will be given. "Staff at Tehachapi" clearances do not authorize trains to return to Tehachapi. When train receives "Staff at Tehachapi" clearance and is passed at Tehachapi by another train having a helper, the train which is passed will not thereafter proceed without first returning to telegraph office and ascertaining whether the train passing has the staff. If the train passing is given the staff, the train which is passed cannot thereafter proceed until staff is returned, and conductor will personally surrender all clearances to operator.

(F) Staff will not be delivered to trains which have no engines to return from Summit. When there is no helper to return from Summit, "Staff at Tehachapi" clearance will be delivered (except to first-class trains) provided the operator has staff in his possession.

(G) On return to Tehachapi, engineer with staff will personally deliver it to operator without delay.

Trains moving on staff between Summit and Tehachapi will register at Tehachapi in following manner:

In first column: Staff.

Second column: Signals (None) and balance of information as required by register.

In registering out register on separate line in the usual manner.

81. When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

82. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

83. On double track lines when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.