

SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM.)

1921
TIME TABLE
FOR THE
SAN JOAQUIN DIVISION
To Take Effect Sunday, May 1, 1921, 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.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation

R. L. RUBY,
Assistant Superintendent of Transportation.

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward.		FROM SAN FRANCISCO.				Distance from San Francisco	Time Table No. 137 May 1, 1921		Distance from Exeter	TOWARD SAN FRANCISCO.				Westward.	
THIRD CLASS		FIRST CLASS			STATIONS		FIRST CLASS			THIRD CLASS					
238 Fresno Exeter Way Freight Leave Daily Ex. Sunday 6.30AM		50 San Joaquin Valley Passenger Leave Daily 11.20PM	90 Fresno Bakersfield Passenger Leave Daily 5.30PM	108 Los Angeles Express Leave Daily 7.15AM	DN-R FRESNO 1.5		109 Sunset Express Arrive Daily s 11.10AM	89 Porterville Fresno Passenger Arrive Daily s 6.30PM		239 Exeter Fresno Way Freight Arrive Daily Ex. Sunday 3.00PM					
I					205.5	DN-R	FRESNO	51.9							
					207.0		A. T. & S. F. Crossing	50.4							
					207.1		BALL (Spur)	50.3							
18					207.9		MARS	49.5							
8	6.50	11.31	5.43	f 7.26	208.5		BLOSSOMA	48.9	f 10.56	f 6.16		2.35			
Y					209.0		LUVITA (Spur)	48.4		f					
					209.9		GOLDLEAF	47.5							
					210.6		ESHEL (Spur)	46.8		f					
24	7.00	11.36	5.50	f 7.32	211.8		BUTLER	45.6	f 10.50	f 6.10		2.25			
Y					213.0		LOCANS (Spur)	44.4	f	f					
26	7.10	11.40	5.56	f 7.37	214.5		IVESTA	42.9	f 10.45	f 6.05		2.15			
87	7.15	11.43	f 6.01	f 7.40	215.9		CLOTHO	41.5	f 10.41	f 6.01		2.10			
86W	7.49	11.49	s 6.10	s 7.49	219.8	D	SANGER	37.6	s 10.33	s 5.53		2.00			
					220.6		WINE ASS'N (Spur)	36.8							
7					221.0		REKA	36.4							
17	8.04	11.54	f 6.15	f 7.54	222.8		TARN	34.6	f 10.25	f 5.45		1.15			
26	8.10	11.58PM	f 6.20	f 7.59	225.3		FARGO	32.1	f 10.19	f 5.39		1.05			
					227.1		UVA (Spur)	30.3							
					227.6		EFCO (Spur)	29.8							
8	8.16	12.02AM	f 6.25	f 8.04	227.9		LACJAC	29.5	f 10.14	f 5.34		12.55			
					228.0		A. T. & S. F. Crossing	29.4							
					229.1		SAMUELS (Spur)	28.3							
55	8.30	12.06	s 6.33	s 8.12	229.9	D	REEDLEY	27.5	s 10.09	s 5.29		12.45			
63W	8.50	12.14	s 6.45	s 8.24	236.0	D	DINUBA	22.4	s 9.57	s 5.17		12.15PM			
9					237.2		SMYRNA	20.2	f	f					
	9.05	12.21	f 6.53	f 8.33	239.6		MONSON	17.8	f 9.47	s 5.07		11.45AM			
					243.6		A. T. & S. F. Crossing	13.8							
27	9.33	12.33	7.06	f 8.46	246.4		TAURUSA	11.0	f 9.33	f 4.53		11.25			
		12.38	f 7.11	f 8.51	249.3		VENICE HILL (Spur)	8.1	f 9.28	f 4.48					
24	9.50				249.7		KLINK	7.7				11.17			
8					250.8		DORSEY	6.6							
19	10.00	12.43	f 7.17	f 8.57	252.2		ROCHE	5.2	f 9.23	f 4.43					
27	10.05		7.19	f 8.59	253.1		CAPLIN	4.3	f 9.21	f 4.41		11.10			
27					254.0		LORT (Spur)	3.4							
4					255.1		MUSK	2.3							
84WYO	10.20AM	s 12.53AM	s 7.30PM	s 9.10AM	257.4	DN-R	EXETER	0.0	9.10AM	4.30PM		11.00AM			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(51.9)		Leave Daily	Leave Daily		Leave Daily Ex. Sunday			

(3.50) 13.53 (1.33) 33.48 (2.00) 25.95 (1.55) 27.03 Time over District (2.00) (2.00) (4.00) 12.97
 Average speed per hour 25.95 25.95

ward trains are superior to trains of same class in opposite direction. Exception: No. 238 is superior to No. 239. No. 50 will stop on signal at all stations to receive passengers for Yuma or east. ADDITIONAL STOPS

FRESNO AND BAKERSFIELD SUBDIVISION

Eastward		FROM SAN FRANCISCO							Distance from San Francisco	Time Table No. 137		Distance from Famoso	TOWARD SAN FRANCISCO					Westward
THIRD CLASS		FIRST CLASS								May 1, 1921			FIRST CLASS					THIRD CLASS
Capacity of siding in car lengths, and location of scales, Fuel, Water, Turning and Telephone Stations.	246 Kerman Porterville Mixed Leave Daily Ex. Sunday	88 Coalinga Porterville Passenger Leave Daily	90 Fresno Bakersfield Passenger Leave Daily	10 Santa Fe Passenger Leave Daily	96 Coalinga Porterville Passenger Leave Daily	108 Fresno Los Angeles Express Leave Daily	50 San Joaquin Valley Passenger Leave Daily	STATIONS		109 Sunset Express Arrive Daily	5 Santa Fe Passenger Arrive Daily		89 Porterville Fresno Passenger Arrive Daily	97 Porterville Coalinga Passenger Arrive Daily	87 Oil Fields Passenger Arrive Daily	245 Porterville Kerman Mixed Arrive Daily Ex. Sunday		
	84 WYO	12.55 PM	9.10 PM	7.35 PM		10.47 AM	9.15 AM	12.55 AM	DN-R EXETER 3.1	52.4	s 9.05 AM		s 4.29 PM	s 7.00 PM	s 9.40 PM	s 8.50 AM		
	1.02	9.15	f 7.43		f 10.55	f 9.23	1.00	BURE 2.3	49.3	8.56		4.21	f 6.52	9.32				
136	s 1.33	s 9.25	s 7.55		s 11.03	s 9.31	s 1.08	VANOE 1.5	47.0									
6								D LINDSAY 1.2	45.5	s 8.50		s 4.14	s 6.45	s 9.25	s 8.30			
								WORTHING 0.3	44.8									
45	f 1.41	s 9.34	s 8.03		s 11.11	s 9.39	1.15	STOUT (Spur) 2.8	44.0									
18	f 1.47	f 9.39	f 8.08		f 11.16	f 9.44	1.19	D STRATHMORE 2.3	41.2	s 8.39		s 4.04	s 6.35	f 9.15	s 8.20			
6		f				f		ZANTE 1.3	38.9	8.33		3.58	f 6.29	9.09				
		f				f		LISKO (Spur) 1.5	37.6				f					
22	s 2.00	s 9.50	s 8.20		s 11.25	s 9.54	s 1.28	KURTH (Spur) 0.7	36.1				f					
52 WY	2.05 PM	s 9.55 PM	8.25		s 11.30 AM	9.59	1.33	PORTERVILLE 0.4	35.4	s 8.25		s 3.50	s 6.20	s 9.02	s 8.05			
								DN-R PORTERVILLE-OLIVE ST. 0.7	35.0	8.18		3.45 PM	6.15 PM	8.57	8.00 AM			
22			8.29			f 10.03	1.36	BONAR (Spur) 1.0	34.3									
35			f 8.32			f 10.06	1.39	PONOA 1.5	33.3	8.14				8.52				
50			s 8.42			s 10.16	1.46	LOIS 4.6	31.8	f 8.09				8.49				
27			s 8.54	4.36 PM		s 10.26	1.53	D TERRA BELLA 4.5	27.2	s 7.59				f 8.42				
77			f 9.03	4.41		f 10.34	1.58	DN-R DUCOR 2.9	22.7	s 7.49	s 1.10 PM			f 8.32				
26			f	f				ORRIS 1.5	19.8	f 7.41	1.05			8.24				
13			f 9.14	f 4.48		f 10.44	2.06	VESTAL (Spur) 3.4	18.3	f	f							
23			f 9.24	4.54		f 10.52	2.12	RIOGROVE 4.1	14.9	f 7.31	f 12.58			f 8.16				
90 TW			s 9.45 PM	s 5.10 PM		s 11.10 AM	2.28 AM	JASMIN 10.8	10.8	f 7.23	12.52			f 8.09				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	DN-R FAMOSO (52.4)	0.0	7.05 AM	12.36 PM			7.51 PM	Leave Daily Ex. Sunday			
	(1.10) 14.91	(0.45) 23.20	(2.10) 24.18	(0.34) 40.05	(0.43) 24.27	(1.55) 27.33	(1.33) 33.80	Time over District.....	(2.00) 26.20	(0.34) 40.05	(0.44) 23.72	(0.45) 23.20	(1.49) 29.76	(0.50) 20.08	Average speed per hour.....			

Westward trains are superior to trains of same class in opposite direction. ADDITIONAL STOPS. No. 50 will stop on signal at all stations to receive passengers for Yuma or eastward.

Eastward		FROM SAN FRANCISCO							Distance from San Francisco	Time Table No. 137		Distance from Springville	TOWARD SAN FRANCISCO					Westward
THIRD CLASS		THIRD CLASS								May 1, 1921			THIRD CLASS					THIRD CLASS
Capacity of siding in car lengths, and location of scales, Fuel, Water, Turning and Telephone Stations.							98 Mixed Leave Tues., Thurs., Sat.	STATIONS		99 Mixed Arrive Tues., Thurs., Sat.								
	52 WY							7.00 AM	DN-R PORTERVILLE-OLIVE ST. 0.8	15.9	s 11.05 AM							
								A. T. & S. F. CROSSING 2.5	15.1									
							f 7.14	ADOBE (Spur) 0.5	12.6	f 10.50								
								PERNU 1.4	12.1									
27							f 7.23	WORTH 1.6	10.7	f 10.40								
							f 7.31	MAGNESITE JOT, (Spur) 0.8	9.1	f 10.30								
30							f 7.40	SUCCESS 5.7	8.3	f 9.25								
							f 8.05	OLAVIOLE 2.6	2.6	f 9.00								
26 Y							s 8.20 AM	D-R SPRINGVILLE (15.9)	0.0	8.45 AM								
26							Arrive Tues., Thurs., Sat.			Leave Tues., Thurs., Sat.								
							(1.20) 11.92	Time over District.....	(2.20) 6.81						Average speed per hour.....			

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

FROM SAN FRANCISCO

in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.

WFTOPY }
Yard }

IP

69

91

135W

91 W

67 P

67 P

102WFO

68 P

I

99W

68 P

91 W

67

93

69 P

93 W

69

90TW

68 P

90 P

68 P

91

61 P

Yard }
WFTYOP }

THIRD CLASS

FIRST CLASS

	252	212	248	26	60	8	90	10	86	108	92	50
	Sunset Manifest Freight	Way Freight	Way Freight	The Owl	The Sacramento	San Francisco Los Angeles Passenger	Fresno Bakersfield Passenger	Santa Fe Passenger	Oil Fields Passenger	Fresno Los Angeles Express	Fresno Visalia Passenger	San Joaquin Valley Passenger
	Leave Daily	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
	1.50PM	6.30AM		11.40PM	10.45PM	7.00PM			8.20AM		7.10AM	
									f			
	2.10	6.50		11.51	10.56	7.11			8.30		7.20	
	2.15	6.55		11.53	10.58	s 7.13			s 8.32		s 7.22	
	2.30	7.30		11.59PM	11.05	s 7.23			s 8.41		s 7.30	
									f			
	2.47	8.30		12.06AM	f 11.12	s 7.35			s 8.53		s 7.40	
	3.06	9.05		12.13	11.19	s 7.46			s 9.05		s 7.50	
	3.26	9.35		12.20	11.26	f 7.56			f 9.14		f 7.59	
	3.31	9.55		12.23	11.29	7.59			9.17		8.02	
	4.01	10.10AM	6.00AM	12.30	11.36	s 8.10 8.25			s 9.25 9.35		s 8.15AM	
	4.30		6.25	12.38	11.44	f 8.35			f 9.47			
							(Runs via Porterville)			(Runs via Porterville)		(Runs via Porterville)
	5.10		7.30	f 12.45	f 11.52PM	s 8.55			s 9.58			
	5.30		7.45	12.54	12.01AM	9.05			f 10.08			
	6.10		8.20	1.01	12.08	s 9.17			s 10.19			
									f			
	6.48		8.47	1.11	12.17	s 9.30			s 10.31			
	7.10		9.30	1.20	12.24	s 9.41			s 10.41			
	7.25		9.45	1.26	12.30	9.49			f 10.48			
	7.55		10.20	1.32	12.36	s 10.01			s 10.57			
	8.20		10.40 11.20AM	1.40	12.44	s 10.15			s 11.09			
	8.45		12.10PM	1.47	12.53	f 10.30	9.50PM	5.12PM	11.20	11.15AM		2.30AM
	9.05		12.29	1.51	12.57	10.36	f 9.56	5.16	11.25	f 11.20		2.35
	9.25		12.45	1.57	1.03	10.43	f 10.05	5.23	11.33	f 11.28		2.42
	9.45		1.00	2.04	1.10	10.50	f 10.15	5.30	11.41	f 11.37		2.50
	9.55		1.07	2.08	1.15	10.54	10.23	s 5.35PM	11.45	f 11.41		2.54
	10.05		1.15	2.12	1.19	10.58	10.28		11.50	11.45		2.59
	10.20PM		1.30PM	s 2.19AM	s 1.26AM	s 11.05PM	s 10.35PM		f 11.57AM	f 11.52AM		s 3.07AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

Distance from San Francisco

Time Table No. 137
May 1, 1921

STATIONS

DN-R FRESNO	2.8	
CALWA	0.8	
CALWA TOWER	1.3	
A. T. & S. F. Crossing	1.3	
MALAGA	4.7	
D FOWLER	1.3	
STAR	3.2	(Spur)
WINEDALE	1.1	
DN SELMA	4.9	
D KINGSBURG	1.5	
SUMNER	4.2	(Spur)
TRAVER	2.4	
CROSS	5.4	
DN-R GOSHEN JCT.	6.5	
TAGUS	4.1	
A. T. & S. F. CROSSING	0.3	
DN TULARE	1.5	
BURLING	4.3	(Spur)
OCTOL	4.6	
D TIPTON	3.3	
QUAIL	3.1	
D PIXLEY	5.6	
D EARLIMART	3.4	
STONE	0.7	(Spur)
RADNOR	4.2	
DN DELANO	6.3	
D Mc FARLAND	3.9	
HUNT	1.7	(Spur)
DN-R FAMOSO	3.3	
SLATER	3.7	
DOW	0.9	(Spur)
LERDO	5.3	
SACO	2.8	
DN-R OIL JCT.	2.5	
NOME	0.5	
BREWERY	1.3	(Spur)
DN-R BAKERSFIELD		

Double Track

Automatic Block Signals.

(8.30)	(3.40)	(7.30)	(2.39)	(2.41)	(4.05)	(0.45)	(0.23)	(3.37)	(0.37)	(1.05)	(0.37)
12.61	9.43	9.81	40.52	40.02	26.30	27.06	41.73	29.69	32.91	31.01	32.91

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. 8 will stop on signal at all stations west of Bakersfield to receive passengers for stations east thereof.
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.

(107.4)

BAKERSFIELD AND MOJAVE SUBDIVISION

FROM SAN FRANCISCO

Westward

Capacity of storage in car lengths and location of Seales, Fuel, Water, Turning and Telephone Stations.

SECOND CLASS

FIRST CLASS

Distance from San Francisco

Time Table No. 137

May 1, 1921

STATIONS

	334 Freight	340 Freight	342 Way Freight	306 Bakersfield Olig Mixed	338 Freight	252 Sunset Manifest Freight	8 San Francisco Los Angeles Passenger	22 Santa Fe Passenger	86 Oil Fields Passenger	108 Fresno Los Angeles Express	2 Santa Fe Tourist Express	50 San Joaquin Valley Passenger	26 The Owl	60 The Sacramento	Distance from San Francisco
	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	Leave Daily	Leave Daily	
WFTYOP Yard															
P I	6.25PM	12.50PM	8.00AM	7.05AM	6.05AM	12.12AM	11.40PM		12.25PM	12.20PM		3.17AM	2.27AM	1.36AM	312.9
71 P	6.33	12.58	8.10		6.12	12.20	11.43	6.15PM	12.28PM	12.23	7.55AM	3.20	2.30	1.39	313.6
67 P	6.40	1.05	8.23		6.18	12.40	11.54PM	6.20		12.28	8.00	3.27	2.35	1.44	317.0
58 P	6.52	1.17	8.50		6.27	12.49									319.5
67 PW	6.58	1.23	9.00		6.33	12.55									320.1
64 P	7.10	1.31	9.10		6.41	1.03									320.1
East 69 West 64 } PW	7.33	2.00	10.00		6.55 7.15	1.25 1.40	s 12.01 AM	6.25		s 12.34	8.04	3.32	2.40	1.49	320.1
64 P	7.47	2.12	10.15		7.27	1.52									325.0
West 75 East 58 } PW	7.57	2.22	10.35		7.37	2.02	12.14	6.32	f 12.44	8.11	3.40	2.48	1.57		325.0
24 P	8.05	2.30	10.45		7.45	2.10	12.27	6.38	f 12.49	8.16	3.45	2.53	2.02		327.9
East 62 M20 West 65 P	8.20	2.45	11.05		8.00	2.25	12.34	6.45		12.56	8.22	3.51	2.59	2.09	331.8
64 PW House 61	8.45	3.07	11.39		8.25	2.50	s 12.45	6.54		s 1.08	s 8.32	3.59	3.07	2.17	335.2
64 P	9.00	3.22	11.55AM		8.40	3.10	12.54	7.01		1.18	8.39	4.06	3.14	2.24	338.2
West 70 East 62 } PW	9.15	3.40	12.10PM		8.55	3.30	1.04	7.07	f 1.26	8.45	4.12	3.20	2.31		340.5
64 P	9.30	3.55	12.25		9.10	3.52	1.12	7.14		1.32	8.49	4.17	3.25	2.37	342.3
156 PW	9.45	4.10	1.00		9.25	4.10	1.24	7.23	f 1.42	8.57	4.25	3.33	2.46		345.5
108 PY	10.05	4.25	1.20		9.40	4.26									347.7
61 P	10.29	4.35	1.50		9.50	4.40	s 1.41	7.38		s 2.00	9.13	4.40	3.48	3.01	348.8
YP							1.50	7.47		2.10	9.23	4.49	3.57	3.10	351.8
131 PW	10.59	4.45	2.10		10.18	4.50	2.00	7.55	f 2.20	9.33	4.57	4.05	3.18		354.1
65 P	11.19	5.05	2.25		10.40	5.26									354.9
59 P	11.58PM	5.25	2.45		11.00	5.45	2.11	8.03	f 2.30	9.43	5.05	4.13	3.27		356.7
61 P	12.18AM	5.50	3.05		11.20	6.05	s 2.25	8.13		s 2.45	s 9.56	f 5.16	4.23	3.37	360.6
							2.31	8.19		2.50	10.04	5.22	4.26	3.43	362.4
							f 2.35			f 2.55					365.0
							2.39	8.26		3.00	10.12	5.29	4.33	3.50	367.1
															368.0
							2.44	8.31		f 3.07	10.18	5.35	4.38	3.55	369.9
							2.49	8.36		3.13	10.24	5.40	4.43	4.00	372.7
							2.54	8.41		f 3.20	10.30	5.45	4.48	4.05	375.4
							2.59	8.46		3.26	10.36	5.49	4.52	4.10	377.8
															379.1
															379.5
Yard WFTYOP }	12.35AM	6.20PM	3.25PM		11.35AM	6.20AM	s 3.05AM	s 8.55PM		s 3.35PM	s 10.45AM	s 5.57AM	s 5.00AM	s 4.18AM	380.7
	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	Arrive Daily	Arrive Daily	

DN-E BAKERSFIELD	0.7
DN-E KERN JCT.	3.4
MAGUNDEN	2.5
SOLY (Spur)	0.6
DN EDISON	4.9
SIVERT	2.9
D BENA	3.4
ILMON	3.9
DN CALIENTE	3.0
ALLARD	2.3
DN BEALVILLE	1.8
CLIFF	3.2
DN ROWEN	2.2
TAMAR (Spur)	1.1
DN WOODFORD	3.0
WALONG	2.3
DN MARCEL	0.8
SEDWELL (Spur)	1.8
CABLE	3.9
DNR TEHACHAPI	1.8
SUMMIT	2.6
D MONOLITH	2.1
N 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	

Automatic Block Signals

(6.10)	(5.30)	(7.25)	(0.05)	(5.30)	(6.08)	(3.25)	(2.40)	(0.08)	(3.15)	(2.50)	(2.40)	(2.33)	(2.42)	Time over District	
10.88	12.20	9.04	8.40	12.20	10.94	19.84	25.16	14.00	20.86	23.68	25.42	26.58	25.11	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.

BAKERSFIELD AND MOJAVE SUBDIVISION

TOWARD SAN FRANCISCO

Westwa

Time Table No. 137

May 1, 1921

Distance from Mojave

FIRST CLASS

THIRD CLASS

STATIONS	Distance from Mojave	FIRST CLASS								THIRD CLASS				
		109 Sunset Express	9 Santa Fe Mail and Express	107 Los Angeles Fresno Express	87 Oil Fields Passenger	21 Santa Fe Passenger	25 The Owl	59 The Sacramento	49 San Joaquin Valley Passenger	341 Way Freight	333 Freight	307 Olig Bakersfield Mixed	253 Freight	251 Sunset Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
DN-R BAKERSFIELD 0.7	67.8	s 5.57AM		s 4.55PM	s 6.10PM		s 12.15AM	s 12.54AM	s 2.20AM					
DN-R KERN JCT. 3.4	67.1	5.54	7.35AM	4.51	6.07PM	8.15PM	12.12	12.51	2.16	8.50AM	2.10PM	2.37PM	8.10PM 3.00AM	
MAGUNDEN 2.5	68.7	5.49	7.30	4.45		8.07	12.06	12.45	2.11	8.36	2.02		7.56 2.50	
SOLY (Spur) 0.6	61.2													
DN EDISON 4.9	60.6	s 5.44	7.26	s 4.40		8.02	12.01AM	12.40	2.06	8.23	1.55		7.40 2.40	
SIVERT 2.9	55.7	5.35	7.20	f 4.31		7.53	11.53PM	12.32	1.57	8.11	1.45		7.25 2.26	
D BENA 3.4	52.8	5.30	7.15	f 4.26		7.48	11.48	12.27	1.48	8.01	1.39		7.18 2.20	
ILMON 3.9	49.4	5.23	7.09	4.19		7.41	11.41	12.20	1.39	7.53	1.31		7.10 2.09	
DN CALIENTE 3.0	45.5	s 5.14	s 7.00	s 4.10		s 7.33	11.33	12.11	1.30	7.39	1.08		6.54 1.40	
ALLARD 2.3	42.5	5.04	6.51	4.01		7.26	11.29	12.04AM	1.23	7.27	12.40		6.29 1.23	
DN BEALVILLE 1.8	40.2	4.59	6.46	f 3.54		7.20	11.22	11.59PM	1.17	7.02	12.32		6.20 1.04	
CLIFF 3.2	38.4	4.55	6.42	3.48		7.14	11.18	11.55	1.12	6.51	12.16		6.00 12.40	
DN ROWEN 2.2	35.2	4.47	6.34	f 3.40		7.07	11.11	11.48	1.05	6.36	12.05PM		5.49 12.25	
TAMAR (Spur) 1.1	33.0													
DN WOODFORD 3.0	31.9	s 4.40	6.26	s 3.31		7.00	11.04	11.41	12.58	6.26	11.39AM		5.35 12.05AM	
WALONG 2.3	28.9	4.16	6.18	3.22		6.54	10.58	11.34	12.52	6.05	11.19		5.15 11.40PM	
DN MAROEL 0.8	26.6	4.05	6.12	f 3.16		6.48	10.53	11.29	12.47	5.50	10.50		5.05 11.29	
SEDWELL (Spur) 1.8	25.8													
CABLE 3.9	24.0	3.52	6.05	f 3.07		6.42	10.47	11.23	12.41	5.30	10.30		4.45 11.05	
DN-R TEHACHAPI 1.8	20.1	s 3.37	s 5.55	s 2.58		s 6.33	10.39	11.15	f 12.33	5.16	10.15		4.30 10.50	
SUMMIT 2.6	18.3	3.32	5.50	2.50		6.30	10.36	11.12	12.29	5.05	10.04		4.25 10.45	
D MONOLITH 2.1	15.7	f 3.28		f 2.45										
N PROCTOR 0.9	13.6	3.24	5.43	2.41		6.24	10.29	11.05	12.23	4.40 4.28	9.50		4.10 10.34 10.15	
ERIC (Wye) 1.9	12.7													
D CAMERON 2.8	10.8	f 3.16	5.35	f 2.35		6.17	10.23	10.59	12.16	4.15	9.35		3.55 9.57	
N LAROSE 2.7	8.0	3.04	5.26	2.25		6.08	10.14	10.50	12.07AM	4.00	9.21		3.40 9.45	
D WARREN 2.4	5.3	2.54	5.17	f 2.15		5.59	10.05	10.41	11.58PM	3.40	9.05		3.20 9.32	
N FRAM 1.3	2.9	2.45	5.08	f 2.05		5.50	9.56	10.32	11.49	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	2.35AM	5.00AM	1.55PM		5.40PM	9.48PM	10.24PM	11.41PM	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	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	

Time over District.....	(3.22)	(2.35)	(3.00)	(0.03)	(2.35)	(2.27)	(2.30)	(2.39)		(5.45)	(5.40)	(0.03)	(5.25)	(6.00)
Average speed per hour.....	20.10	25.97	22.60	14.00	25.97	27.67	27.12	25.58		11.66	11.82	14.00	12.08	11.18

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

MOJAVE AND SAUGUS SUBDIVISION

Eastward		FROM SAN FRANCISCO						TOWARD SAN FRANCISCO										Westward		
THIRD CLASS		FIRST CLASS						Distance from San Francisco	Time Table No. 137 May 1, 1921	Distance from Saugus	FIRST CLASS					THIRD CLASS				
252 Sunset Manifest Freight	264 Way Freight	108 Fresno Los Angeles Express	50 San Joaquin Valley Passenger	26 The Owl	60 The Sacramento	8 San Francisco Los Angeles Passenger	107 Los Angeles Fresno Express				25 The Owl	59 The Sacramento	49 San Joaquin Valley Passenger	109 Sunset Express	263 Way Freight	251 Sunset Manifest Freight				
Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily							
rd WFTOPY	8.20AM	3.25AM	3.45PM	6.07AM	5.10AM	4.28AM	3.20AM	380.7	DN-R MOJAVE 4.1	69.9	f 1.30PM	s 9.40PM	s 10.16PM	s 11.31PM	s 2.20AM	10.45AM	7.20PM			
			f					384.8	FLETA 2.5	65.8	f									
65	8.50	3.50	f 3.57	6.17	5.20	4.38	3.30	387.3	GLOSTER 7.0	63.3	f 1.15	9.28	10.04	11.19	2.05	10.20	6.55			
65 P	9.10	4.10	s 4.10	6.28	5.31	4.49	f 3.41	394.3	DN ROSAMOND 5.6	56.3	s 1.01	9.16	9.52	11.07	f 1.53	9.55	6.25			
64 W	9.30	4.30	f 4.20	6.37	5.40	4.58	3.50	399.9	OBAN 5.6	50.7	f 12.50	9.07	9.43	10.58	1.43	9.30	6.00			
66 W	10.00	5.07	s 4.35	s 6.48	5.49	5.07	s 4.04	405.5	DN-R LANCASTER 4.3	45.1	s 12.40	8.58	9.34	f 10.49	s 1.34	9.05	5.40			
64	10.15	5.28	f 4.44	6.56	5.57	5.15	4.12	409.8	DENIS 4.0	40.8	f 12.28	8.51	9.27	10.41	1.21	8.10	5.23			
58 WFY	10.55	6.04	s 4.55	7.03	6.04	5.22	s 4.22	413.8	DN-R PALMDALE 2.5	36.8	s 12.20	8.45	9.21	f 10.35	s 1.15	7.55	5.13			
64	11.10	6.25	f 5.03	7.09	6.10	5.29	4.28	416.3	HAROLD 4.2	34.3	f 12.09PM	8.39	9.15	10.28	1.05	7.37	5.03			
64 PY	11.59AM	7.22	f 5.15	7.22	6.23	5.43	4.43	420.5	DN VINCENT 4.5	30.1	f 11.59AM	8.30	9.06	10.19	12.56	7.22	4.35			
64	12.30PM	7.40	5.27	7.33	6.33	5.54	4.54	425.0	PARIS 1.1	25.6	11.46	8.14	8.50	10.03	12.40	6.33	3.50			
	12.40	7.50	s 5.33	7.37	6.36	5.57	f 4.58	426.1	D ACTON 2.9	24.5	s 11.41	8.11	8.46	9.59	f 12.36	6.22	3.45			
79 WP	1.20	8.10	s 5.43	7.44	6.43	6.04	s 5.07	429.0	DN RAVENNA 5.6	21.6	s 11.31	8.04	8.38	9.50	f 12.26	6.04	3.35			
63	1.50	8.35	f 6.02	7.57	6.56	6.17	5.23	434.6	RUSS 1.4	16.0	f 11.17	7.51	8.23	9.33	12.12AM	5.23	2.56			
								436.0	ALPINE (Spur) 2.3	14.6										
67 W	2.35	9.01	s 6.15	8.08	7.07	6.28	f 5.36	438.8	D LANG 4.3	11.8	s 11.03	7.40	8.12	9.21	f 11.58PM	4.40	2.35			
63	2.50	9.20	f 6.28	8.19	7.19	6.39	f 5.49	443.1	HUMPHREYS 3.8	7.5	f 10.48	7.26	7.58	9.06	f 11.43	4.15	2.12			
64	3.05	9.40	f 6.39	8.30	7.30	6.50	f 6.00	446.9	HONBY 3.7	3.7	f 10.39	7.18	7.49	8.58	11.34	4.00	1.56			
87 WFY	3.20PM	10.00AM	s 6.50PM	s 8.40AM	f 7.40AM	7.00AM	s 6.10AM	450.6	DN-R SAUGUS	0.0	10.30AM	7.10PM	7.40PM	8.50PM	11.25PM	3.45AM	1.40PM			
	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily			
	(7.00) 9.98	(6.35) 10.61	(3.05) 22.67	(2.33) 27.41	(2.30) 27.96	(2.32) 27.59	(2.50) 24.67Time over District.....	(3.00)	(2.30)	(2.36)	(2.41)	(2.55)	(7.00)	(5.40)					
							Average speed per hour.....	23.30	27.96	26.88	26.04	23.90	9.98	12.33					

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.
- No. 60 will stop at Saugus to discharge passengers from Sacramento or beyond.
- No. 59 will stop on signal at Saugus to receive passengers for Sacramento or beyond.

MOJAVE AND SAUGUS SUBDIVISION.

Eastward FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 137		Distance from Owensyo	TOW. S. FRAN. Westward	
THIRD CLASS	FIRST CLASS		FIRST CLASS	THIRD CLASS		FIRST CLASS	THIRD CLASS
	402 Mojave Owenyo Passenger Leave Daily					401 Owenyo Mojave Passenger Arrive Daily	
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.							
WFTOP Yard		380.7	DN-R	MOJAVE 1,3	143.5	s 11.25PM	
56	f 3.35	381.8		CHAFFEE 3,2	142.2	f 11.20	
58	f 3.42	384.0		CAMBIO 4,3	139.0	f 11.11	
57	f 3.51	388.3		TRESCAPE 4,6	134.7	f 11.02	
58	f 4.00	392.9		NEURALIA 4,4	130.1	f 10.52	
57	f 4.09	397.3		CINCO 5,2	125.7	f 10.42	
East 58W West 60	s 4.20	402.5		CANTIL 2,8	120.5	s 10.32	
	f	405.3		GYP SITE (Spur) 2,2	117.7	f	
57	f 4.31	407.5		CENEDA 1,0	116.5	f 10.22	
	f 4.33	408.5		SALTDAL 2,1	114.5	f 10.20	
	f	410.6		TOBY 1,6	112.4	f	
East 57 Y West 80	f 4.41	412.2		GARLOOK 4,2	110.8	f 10.13	
58	f 4.50	416.4		GOLER 4,1	106.6	f 10.05	
58	f 4.59	420.5		RAND 4,1	102.5	f 9.57	
58	f 5.10	424.6		TEAGLE 3,8	98.4	f 9.49	
67 Y	s 5.28	428.4	DN	SEARLES 4,4	94.6	s 9.41	
58	f 5.36	432.8		RADEMAHER 5,5	90.2	f 9.31	
62	f 5.47	438.3		CODE 4,1	84.7	f 9.20	
58	f 5.55	442.4		TERESE 4,8	80.6	f 9.12	
57	s 6.04	447.2	DN	INYO KERN 4,5	75.8	s 9.03	
58	s 6.13	451.7		LELITER 4,6	71.3	s 8.54	
58	s 6.22	456.3		BROWN 4,4	66.7	s 8.45	
East 58 Y West 82	f 6.31	460.7		LINNIE 3,6	62.3	f 8.36	
57	f 6.38	464.3		NARKA 4,0	58.7	f 8.29	
59	s 6.46	468.3		LITTLE LAKE 3,2	54.7	s 8.21	
East 57 Y West 57	f 6.53	471.5		MABEL 4,1	51.5	f 8.14	
58	f 7.01	475.6		SYKES 4,3	47.4	f 8.06	
58	f 7.09	479.9		TALUS 4,2	43.1	f 7.58	
57 W	f 7.21	484.1		HAIWEE 4,4	38.9	f 7.50	
62	f 7.29	488.5		LOCO 4,8	34.5	f 7.40	
57	f 7.38	493.3		OLANCHA 4,4	29.7	s 7.30	
62	f 7.50	497.7	D	CARTAGO 4,6	25.3	f 7.22	
62	f 7.59	502.3		MONACHEE 4,0	20.7	f 7.12	
61	f 8.07	506.3		BRIER 4,0	16.7	f 7.04	
62	f 8.15	510.3		SKINNER 4,0	12.7	f 6.56	
62	f 8.23	514.3		DIAZ 4,5	8.7	f 6.48	
East 66 West 63	s 8.36	518.8		LONE PINE 4,2	4.2	s 6.40	
FY	s 8.50AM	523.0	D-R	OWENYO (143.5)	0.0	6.30PM	
	Arrive Daily					Leave Daily	

(5.20) Time over District (4.55)
27.00 Average speed per hour 29.18

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 137		Distance from Friant	TOW. S. FRAN. Westward				
THIRD CLASS	FIRST CLASS		FIRST CLASS	THIRD CLASS		FIRST CLASS	THIRD CLASS			
320 Way Freight Leave Daily Ex. Sunday	148 Fresno Friant Passenger Leave Daily		146 Fresno Friant Passenger Leave Daily			147 Friant Fresno Passenger Arrive Daily	149 Friant Fresno Passenger Arrive Daily	321 Way Freight Arrive Daily Ex. Sunday		
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.										
YardWFTOPY	6.30AM	4.00PM	8.00AM	205.5	DN-R	FRESNO 1,6	24.4	s 10.55AM	s 6.55PM	12.30
I				207.1		A. T. & S. F. CROSSING 0,9	22.8			
				208.0		EAST FRESNO 1,4	21.9			
	6.50	f 4.15	f 8.15	209.4		BARTON (Spur) 2,2	20.5	f 10.41	f 6.41	12.05
				211.6		GRANZ (Spur) 0,2	18.3			
47	7.00	f 4.21	f 8.21	211.8		MALTERMORO (Spur) 0,3	18.1	f 10.35	f 6.35	11.55
				212.1		NAVIN 0,8	17.8			
20 12	7.05	f 4.24	f 8.24	212.9		LAS PALMAS 0,3	17.0	f 10.32	f 6.32	11.45
				213.2		FRESNO INTERURBAN RY. CROSSING 0,4	16.7			
130	7.11	f 4.27	f 8.27	213.6		EGGERS (Spur) 0,3	16.3	f 10.29	f 6.29	11.40
18				213.9		VANRIS 1,0	16.0			
37	7.17	f 4.32	f 8.32	214.9		TARPEY 1,2	15.0	f 10.24	f 6.24	11.30
12 24	7.23	f 4.36	f 8.36	216.1		MELVIN 1,3	13.8	f 10.20	f 6.20	11.20
16 W	7.40	s 4.40	s 8.40	217.4	D	CLOVIS 1,1	12.5	s 10.16	s 6.16	11.12
12	7.48	f 4.44	f 8.44	218.5		GLORIETTA 2,4	11.4	f 10.12	f 6.12	10.45
8				220.9		SETOH 2,0	9.0			
25	8.06	f 4.58	f 8.58	222.9		GORDON 0,7	7.0	f 9.58	f 5.58	10.25
5	8.15	s 5.01	s 9.01	223.6		EL PRADO 1,2	6.8	s 9.55	s 5.55	10.20
				224.8		BURKHEAD 5,1	5.1	f	f	
23 37 T	8.45AM	s 5.25PM	s 9.25AM	229.9	D-R	FRIANT (24.4)	0.0	9.30AM	5.30PM	9.45AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily Ex. Sunday

(2.15) Time over District (1.25) (1.25) (2.45)
10.84 Average speed per hour 17.22 17.22 8.87

FRESNO AND BAKERSFIELD SUBDIVISION.

Eastward FROM SAN FRANCISCO		Distance from San Francisco	Time Table No. 137		Distance from Stratford	TOW. S. FRAN. Westward	
THIRD CLASS			THIRD CLASS			THIRD CLASS	
324 Mixed Leave Daily Ex. Sunday			323 Mixed Arrive Daily Ex. Sunday			323 Mixed Arrive Daily Ex. Sunday	
Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning and Telephone Stations.							
Y	12.50PM	244.1	DR	STRATFORD 2,5	0.0	s 12.20PM	
61	f 1.05	241.6		MARSALA 1,7	2.5	f 12.10	
48	f 1.15	239.9		OUNEO 3,4	4.2	f 12.01PM	
75Y	s 1.30	236.5	R	ROSSI (7.6)	7.6	11.45AM	
	Arrive 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

FROM SAN FRANCISCO

Time Table No. 137

May 1, 1921

Capacity of sidings in car lengths and location of scales, fuel, water, turning and telephone stations.	THIRD CLASS			FIRST CLASS								Distance from San Francisco	STATIONS	
	324	246	250	512	88	510	508	312	96	504	92			
	Mixed	Kerman Porterville Mixed	Coalinga Goshen Jct. Way Freight	Visalia Electric Passenger	Coalinga Porterville Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Alcalde Coalinga Passenger	Coalinga Porterville Passenger	Visalia Electric Passenger	Fresno Visalia Passenger			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
28 T								12.45PM				273.3	R	ALCALDE 1.3
												272.1		LE ROY 2.2
70 YP			5.00AM									269.9		ORUMP (Spur) 1.5
F			5.10					s 1.10PM	7.40AM			268.4	D-R	GOALINGA 1.7
			5.30						f 7.45			266.7		ORA 6.7
49			6.00						f 7.57			260.0		TURK 7.3
58			6.25						s 8.10			262.7	D	HURON 6.6
			6.50						s 8.20			246.1	D	WESTHAVEN 6.7
75 Y	1.31PM		7.05						f 8.32			239.4		LETHENT 2.9
									f 8.38			236.5	R	ROSSI 1.1
66 O	f 1.40		8.44						f			235.4		HEINLEN (Spur) 1.5
									s 8.44			233.9	D	LEMOORE 2.7
East 39 West 47 WYP	s 1.55PM	10.35AM	9.05 10.00						f			231.2		ORION (Spur) 2.1
I									s 8.55			229.1	D-R	ARMONA 3.1
65		s 10.50	10.15 11.20									232.2		A. T. & S. F. CROSSING 0.3
64		11.05	11.55AM						s 9.05			232.5	D	HANFORD 5.1
102 WFY		s 11.30AM	1.00PM						f 9.13			237.6		REMNOY 7.7
									s 9.25 9.55		8.20AM	245.3	DN-R	GOSHEN JCT. 3.7
									f			249.0		FAXON (No Siding) 1.5
21												250.5		JACOBS (Spur) 2.1
38		s 12.05PM										252.6		WEST VISALIA 0.5
								10.15PM	s 8.47	6.05PM	2.56PM	253.1	D-R	VISALIA 0.1
												253.2		A. T. & S. F. CROSSING 2.0
												255.2		AMBLER (Spur) 2.1
13												257.3		RECTOR 1.7
		f 12.25										259.0	D	FARMERSVILLE 1.2
		12.28							f 10.30	s 8.53		260.2		GIANT OAK 0.9
		12.30							10.33	f 8.56		261.1		LUNA 2.1
84 YWO		s 12.40PM							10.35	f 8.58		263.2	DN-R	EXETER
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily			
	(0.24) 18.50	(2.05) 16.30	(8.00) 6.93					(0.25) 11.75	(3.02) 24.14	(0.25) 24.24	(0.20) 23.40			

..... 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.

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

TOWARD SAN FRANCISCO

West

Time Table No. 137

May 1, 1921

STATIONS	Distance from Exeter	FIRST CLASS								THIRD CLASS		
		503	85	311	507	509	97	511	87	249	245	323
		Visalia Electric Passenger	Visalia Coalinga Passenger	Coalinga Alcalde Passenger	Visalia Electric Passenger	Visalia Electric Passenger	Porterville Coalinga Passenger	Visalia Electric Passenger	Oil Fields Passenger	Goshen Jct. Coalinga Way Freight	Porterville Kerman Mixed	Mixed
	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
R ALCALDE 1,2	78.3			s 12.40PM								
LE ROY 2,2	77.1											
CRUMP (Spur) 1,5	74.9											
D-R COALINGA 1,7	73.4		s 12.05PM	12.15PM				s 10.15PM		1.00PM		
ORA 6,7	71.7		f 11.58AM					f 10.10		12.45		
TURK 7,3	65.0		f 11.40					f 10.00		12.15PM		
D HURON 6,6	57.7		s 11.25					s 9.48		11.45AM		
D WESTHAVEN 6,7	51.1		s 11.11					s 9.37		11.11		
LETHENT 2,9	44.4		f 10.58					f 9.27		10.30		
R ROSSI 1,1	41.5		f 10.53					s 9.21		10.15		s 11.44AM
HEINLEN (Spur) 1,5	40.4		f 10.50					f 9.18		10.05		
D LEMOORE 2,7	38.9		s 10.46					s 9.15		10.00		f 11.35
ORION (Spur) 2,1	36.2		f					f				
D-R ARMONA 3,1	34.1		s 10.35					s 9.05		9.05 7.15	s 11.05AM	11.15AM
A. T. & S. F. CROSSING 0,3	31.0											
D HANFORD 5,1	30.7		s 10.25					s 8.55		7.00	s 10.50	
REMNOY 7,7	25.6		f 10.10					f 8.45		5.30	f 10.30	
DN-R GOSHEN JCT. 3,7	17.9		s 9.55 9.25					s 8.30 7.45	s 10.35PM	5.00AM	10.10 9.50	
FAXON (No siding) 1,5	14.2											
JACOBS (Spur) 2,1	12.7											
WEST VISALIA 0,5	10.6											
D-R VISALIA 0,1	10.1	s 8.30AM	9.05AM		s 1.30PM	s 6.00PM	s 7.25	s 8.00PM	s 10.15			s 9.30
A. T. & S. F. CROSSING 2,0	10.0											
AMBLER (Spur) 2,1	8.0	f 8.22			f 1.22	f 5.52	7.17	f 7.52	10.01			9.23
RECTOR 1,7	5.9											
D FARMERSVILLE 1,2	4.2	s 8.16			s 1.16	s 5.46	s 7.11	s 7.46	9.54			f 9.15
GIANT OAK 0,9	3.0	f 8.13			f 1.13	f 5.43	f 7.08	f 7.43	9.51			9.12
LUNA 2,1	2.1	f 8.11			f 1.11	f 5.41		f 7.41	9.49			
DN-R EXETER (78.3)	0.0	8.05AM			1.05PM	5.35PM	7.01PM	7.35PM	9.43PM			9.05AM
		Leave Daily	Leave Daily	Leave Wed. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday

Time over District.....	(0.25)	(3.00)	(0.25)	(0.25)	(0.25)	(3.14)	(0.25)	(0.52)	(8.00)	(2.00)	(0.29)
Average speed per hour.....	24.24	21.01	11.75	24.24	24.24	22.13	24.24	20.65	6.93	17.13	15.31

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 92 is superior to No. 85.

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. Exceptions: No. 92 and No. 180 are superior to No. 101 and 248.

FRESNO AND BAKERSFIELD SUBDIVISION

Capacity of stoungs in car lengths and location of Stales, Fuel, Water, Turn- ing and Telephone Stations.	FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 137 May 1, 1921	Distance from Hardwick	TOWARD SAN FRANCISCO			
	THIRD CLASS		FIRST CLASS					FIRST CLASS		THIRD CLASS	
	150 Ingle Armona Mixed		154 Fresno Ingle Armona Passenger					153 Armona Ingle Fresno Passenger		151 Armona Ingle Mixed	
Y	Leave Daily Ex. Sunday		Leave Daily			Arrive Daily		Arrive Daily Ex. Sunday			
	7.45AM		7.01AM	181.9	R	42.8	s 12.34PM	s 3.05PM			
48	s 8.10		s 7.12	187.2	D	37.0	s 12.20	s 2.40			
45	s 8.35		s 7.21	191.7	D	32.5	s 12.10	s 2.21			
16	f 8.45		f 7.28	194.9		29.3	f 12.02PM	f 2.11			
				198.7		25.5					
35	f 9.05		f 7.37	199.0	D	25.2	f 11.52AM	f 1.59			
18 29	s 9.30		s 7.52	206.2		18.0	s 11.37	s 1.37			
8	f 9.40		f 7.58	209.4		14.8	f 11.31	f 1.27			
15	s 10.00		s 8.11	214.6		9.6	s 11.19	s 1.12			
	f 10.10		f 8.17	217.2		7.0	f 11.11	f 12.35			
	f 10.20		f 8.22	219.2		5.0	f 11.06	f 12.25			
				221.0		3.2					
	f 10.35		f 8.30	221.8		2.4	f 10.58	f 12.15			
				223.5		0.7					
53 20	s 10.45AM		s 8.38AM	224.2	D-R	0.0	10.50AM	12.05PM			
	Arrive Daily Ex. Sunday		Arrive Daily				Leave Daily	Leave Daily Ex. Sunday			

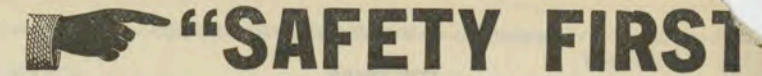
Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 150 is superior to No. 151.

FRESNO AND BAKERSFIELD SUBDIVISION

Capacity of stoungs in car lengths and location of Stales, Fuel, Water, Turn- ing and Telephone Stations.	FROM SAN FRANCISCO				Distance from San Francisco	Time Table No. 137 May 1, 1921	Distance from Armona	TOWARD SAN FRANCISCO			
	THIRD CLASS		FIRST CLASS					FIRST CLASS		THIRD CLASS	
	150 Ingle Armona Mixed	246 Kerman Porterville Mixed	154 Fresno Ingle Armona Passenger					153 Armona Ingle Fresno Passenger		151 Armona Ingle Mixed	245 Porterville Kerman Mixed
73 WYP	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
		8.00AM			193.0	DN-R	36.1		4.10PM		
69		f 8.20			199.7		29.4		f 3.50		
48		f 8.40			205.1	D	24.0		f 3.35		
58		f 9.00			210.7	D	18.4		f 3.20		
48 W		f 9.25			216.8		12.3		f 3.00		
					220.3		8.8				
49		f 9.35			220.6		8.5		f 2.50		
53 20	10.49AM	s 9.50		8.39AM	223.0	D-R	6.1	s 10.49AM	s 11.55AM		
	f 10.58	f 9.56		f 8.44	225.3		3.8	f 10.44	f 11.45		
47 WYP	s 11.10AM	s 10.04AM		s 8.52AM	229.1	D-R	0.0	10.35AM	11.35AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

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.

SPECIAL INSTRUCTIONS.



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

1. **STANDARD CLOCKS.**

Fresno Round House	Porterville—Olive St.	Ducor
Fresno Telegraph Office	Bakersfield—Dispatcher's Office	Kern Jet.
Goshen Jct.	Bakersfield—Round House	Mojave
Coalinga	Oil Jet.	Palmdale
Exeter.		
2. **WATCH INSPECTORS.**

Webb C. Ball,	General Time Inspector,	San Francisco.
D. L. McCarthy,	Local Inspector,	Fresno.
Hanford Jewelry Co.,	Local Inspectors,	Hanford.
G. D. Davidson Co., Entire Division,	Local Inspectors,	Los Angeles.
Henry Caseriel,	Local Inspector,	Coalinga.
Smith Bros.,	Local Inspectors,	Visalia.
R. A. Hubler,	Local Inspector,	Porterville.
H. Oppliger,	Local Inspector,	Bakersfield.
Newton Moore,	Local Inspector,	Los Angeles.
3. **BULLETIN BOARDS.**

Fresno	Bakersfield	Ducor
Goshen Jct.	Los Angeles	Oil Jct.
Kerman	Mojave	Taft
Los Angeles Round House	Saugus	Owenyo
Coalinga	River Station	Palmdale
Porterville—Olive St.	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 Jet.
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.

Exceptions.

(B) Oil Jet. Only trains originating and terminating. Operator Oil Jet. will report arrival and departure of trains terminating and originating to operator Kern Jet., who will enter same on register and both operators will be held responsible for correct transmission of same.

Ducor Only trains originating and terminating.

Rossi Third class trains only.

Famoso Only trains to and from the Porterville line will register.

Bakersfield Operator Bakersfield will report arrival of eastward trains to operator Kern Jet., who will enter same on register and both operators will be held responsible for correct transmission of same.

Kern Jet. Arrival and departure of Santa Fe first-class trains will be reported 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 register.

Palmdale Only extras originating and terminating register.

Tehachapi Only second-class, third-class and extra trains register.

(C) **Trains will Register by Form 2642 as follows:**
25, 26, 59, 60.
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.
Mojave-Owenyo Line	Little Lake, Teagle, Goler.

Engines running light descending grades 1½% or over will stop at regular inspection points sufficient length of time for engineman to ascertain if tires and machinery are in satisfactory condition.

Between other points after a continuous run of 30 miles. Exceptions: Bakersfield to Delano, 32 miles; Goshen Jct. to Fresno, 34 miles; Mojave to Palmdale, 33.1, without stopping to inspect train as per Rule 820 provided that in judgment of conductor and engineer condition of train will permit. Same exception will also prevail in opposite direction.

(A) Engines of freight trains cut off to take water when coupled to more than 20 cars.

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

(C) 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 trains on grades, conductors will see that action is taken at once to render such assistance.

(D) 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 (8) miles per hour when entering or pulling out of siding or leaving station.

(E) 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.

(F) 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.

(G) 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.

(H) 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.

(I) 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.

(J) 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.)

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

(L) The maximum tonnage rating per operative brake of 115 Ms. on both east and west side 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.

Steam Heat.

(M) Rear brakeman will open valve on rear of steam line and steam will be shut off of same on engine at the following points:
Mojave—Eastward and westward trains, mile board.
Bakersfield—Westward trains, east switch (old yard).
Bakersfield—Eastward trains, east switch Nome.
Goshen Jct.—Eastward and westward trains, mile board.
Fresno—Westward trains, Ice House.
Fresno—Eastward trains, junction east and west side line, Stockton Division.
At other points—Mile board.

(N) When steam hose is recoupled between engine and train not less than 90 lbs. of steam must be turned back. When line is fully charged pressure will be reduced to 40 lbs. for 8 cars and 5 lbs. additional for each car over 8.

METHOD FOR TESTING FOR TRIPLE, CAUSING UNDESIRED APPLICATION OF BRAKES (DYNAMITER).

- (O) If test is made on grade, a sufficient number of hand brakes must be set to secure train.
- The brake pipe must be fully charged and brake valve kept in running or release position according to the type of brake or valve. Westinghouse in running position and New York in release position.
- Trainmen will then, starting from rear, station themselves so as to observe two cars apiece. The angle cock ahead of the cars being tested will then be closed and angle cock on rear of caboose opened very slowly, allowing a small flow of air, about the same as would be made from brake valve for a service application. If all brakes apply properly and show no bad triple action, close angle cock on rear of caboose.
- The above procedure is to be followed throughout the train, first separating the hose between the forward car of the cut, already tested, and the rear car of the cut to be tested and closing the angle cock at the forward end of the leading car of the cut—the number of cars in each test depending upon the number of trainmen available, not to exceed two cars for each man. Air brake of car going into emergency will be cut out and report rendered on Form 2809.
- After test is completed, and before train proceeds, rear end air brake test, as per Rule 17, must be made to insure all hose coupled and angle cocks in proper position.

7. **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.
From Mabel to Linnie.
From Searles to Garlock.

(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.

SPECIAL INSTRUCTIONS—Continued.

8.

HELPERS.

(A) Helpers on freight and passenger trains will cut out at Vincent, unless otherwise instructed.

(B) Helper engines cut out at Summit and ordered through to Mojave will 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.

(D) In taking water on freight trains with helper 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.

9. 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 notifying engineer handling train that he has done so.

For trains authorized to register by Form 2642, having helpers to return from Summit, operator will deliver staff to leading helper engineer and will hand 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.

10. In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

11. **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 (6) 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 (6) miles per hour to such block signal.

ON DOUBLE TRACK. A train may proceed immediately, running under control, not exceeding six (6) 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 (6) 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 (6) 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 or to enter terminal yards finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate switch is open, and may enter siding or receiving track at speed not exceeding six (6) miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

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

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

EASTWARD TRAINS:—Signal 3802 (minute block signal). Trains arriving at Mojave from N. & C. line must stop before fouling main track regardless of position of derailer or signals received.

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.

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

(E) 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.

(F) 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.

(G) If signals are at stop, wait one minute and then proceed under control not exceeding six (6) miles an hour. In stormy or foggy weather send the flagman ahead immediately and follow the flagman.

(H) 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.

(I) 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.

(J) When block signals indicating position of switches are yellow boarded, trains will reduce speed to six (6) miles per hour through station limits until switches are passed.

(K) 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.

(L) 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 (6) miles per hour without flagmen in advance, both engineman and fireman will watch carefully for such defects.

(M) 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.

(N) 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.

(O) 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.

12.

"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.

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

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

(M) 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.

(N) When a train 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 caboose phone. Telephones are located at blind sidings as shown in time table.

(O) The above restrictions as to 15-minute delay does not apply to crews of relief trains.

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

(Q) In sending and repeating train orders by telephone or telegraph they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until
 Nine fifty 950 P. M. for extra 2756 east.
 The order should appear as quoted above when ready for delivery.
 The manner of sending or repeating the order is as follows:
 First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d"; pronounce the word "Number" which will be abbreviated by "No."; pronounce the figures 2-5 and follow by spelling each digit, thus "T-w-o f-i-v-e"; pronounce the word "Engine" which may be abbreviated in the order as "Eng"; pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e"; pronounce the words "wait at," then pronounce the station name and follow by pronouncing each letter of the station name, as "N-e-w-h-a-l-l"; pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y," then pronounce the figures "9-5-0" followed by "P. M."; pronounce the word "for" also "Extra," then name each figure in the number as "2-7-5-6" followed by spelling, as "t-w-o s-e-v-e-n f-i-v-e s-i-x," and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

SPECIAL INSTRUCTIONS—Continued

(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.

20. YARDS.

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."

(A) Yards are established at the following stations:

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

(B) Air whistle has been installed in yardmaster's office, Bakersfield, connected with tower at Kern Jet. When conductor eastward train reaches tower he will secure information relative 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 must station themselves where they can hear whistle and signal head engineer to pull down so helpers can cut in.

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

22. 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.

23. At least two loaded steel underframe cars must be placed immediately ahead of Mallet or 2-10-2 type engines that are engaged in pushing.

24. Rear end of head cut of eastward freight trains leaving Bakersfield must be pulled down far enough to permit of coupling rear section on straight track. Rear sections must clear all leads before coupling up and making rear end air test.

25. 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"
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	" " 17 1/2	18'-7 1/4"
434.8	" "	Water Flume	19'-0"
435.9	" " 3rd Crossing	Bridge over Santa Clara River	21'-2 1/2"
436.1	" " 4th "	" " " " "	21'-9 1/2"
436.3	" " 5th "	" " " " "	21'-9 1/2"
436.8	" " 7th "	" " " " "	21'-8 1/2"
436.9	" " 8th "	" " " " "	21'-9 1/2"
437.4	" " 10th "	" " " " "	21'-7 1/2"
437.0	" "	Tunnel No. 18	21'-8 3/8"
439.5	Lang-Humphreys	" " 20	18'-2 3/8"
440.1	" "	" " 21	17'-7 3/4"
441.5	" "	" " 22	17'-8 3/8"
445.3	Humphreys-Honby	" " 23	18'-4 7/8"
449.7	Honby-Saugus	" " 24	18'-1 3/4"

(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"

Bakersfield.

(B) Sand house located on turnout track Bakersfield roundhouse will not clear man on top or side of car.

All employees 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.

26.

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.	Ivesta and Fargo.
Dr. T. F. Madden, District Surgeon	Sanger, Cal.	Fargo and Monson.
Dr. G. A. Hawkins, District Surgeon	Reedley, Cal.	Monson and Burr.
Dr. J. C. Paine, District Surgeon	Exeter, Cal.	
Dr. Paul R. Walters, District Surgeon	Dinuba, Cal.	
Dr. T. D. Smith, District Surgeon	Kingsburg, Cal.	
Dr. M. S. McMurtry, Emergency Surgeon	Clovis, Cal.	
Dr. R. N. Fuller	Tulare, Cal.	
Dr. J. A. Copeland, District Surgeon	McFarland, Cal.	Kingsburg and Earlimart.
Dr. C. M. White, District Surgeon	Visalia, Cal.	
Dr. C. T. Rosson	Hanford, Cal.	Goshen Jet. and Exeter.
Dr. J. C. Drake, District Surgeon	Kerman, Cal.	Goshen Jet., Armona and Caruthers.
Dr. W. W. Goodrich	San Joaquin, Cal.	Kerman and Caruthers.
Dr. Wm. P. Byron, District Surgeon	Lemoore, Cal.	Ingle and Hardwick.
Dr. G. T. Mountford, District Surgeon	Coalinga, Cal.	Armona and Huron.
Dr. S. A. Barber, District Surgeon	Porterville, Cal.	Huron and Alcalde.
Dr. W. W. Tourtillott, District Surgeon	Lindsay, Cal.	Zante and Famoso.
Dr. A. I. Fraser, District Surgeon	Bakersfield, Cal.	Burr and Zante.
Dr. N. N. Brown, Consulting Surgeon	Bakersfield, Cal.	Earlimart, Bealville and Gosford.
Dr. H. W. Owen, Oculist and Aurist	Bakersfield, Cal.	
Dr. H. Hildreth, Emergency Surgeon	Delano, Cal.	
Dr. John T. Bernard, District Surgeon	Tehachapi, Cal.	Bealville and Cameron.
Dr. C. C. Warner, District Surgeon	Mojave, Cal.	Cameron and Rosamond.
Dr. R. J. Sewell, 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.

27. LOCATION HOSPITAL STRETCHERS.

Exeter.	Tehachapi.
Porterville.	Mojave Car Shops.
Bakersfield Emergency Hospital.	Mojave Relief Train.
Bakersfield Relief Train.	Mojave Baggage Room.
Bakersfield Car Shops.	Owenyo.
Bakersfield Machine Shops.	Saugus.
Bakersfield Baggage Room.	
Fresno Storeroom.	Fresno Baggage Room.
Fresno Relief Train.	Goshen Jet.
	Coalinga.
	Hanford.

28. 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.

29. 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		

30. JUNCTION SWITCHES AND SIDINGS.

(Switches to be set and locked as follows):

El Prado	Fresno-Friant Line and S. J. E. R. B. tracks for Fresno-Friant Line.
Fresno	Stockton Division main Line 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 Line.
Armona	Goshen Jet.-Coalinga and Armona-Kerman Line for Goshen Jet.-Coalinga Line.
Rossi	Goshen Jet.-Coalinga Line and Rossi-Stratford Line for Goshen Jet.-Coalinga Line.
Goshen Jet.	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.
	Fresno-Bakersfield Line and Porterville Line for Fresno-Bakersfield Line.
Oil Jet.	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.

SPECIAL INSTRUCTIONS—Concluded.

31. At Goshen Jet. westward trains on Visalia Line will stop at stop board located at east end just opposite crossover from Visalia Line to Fresno-Bakersfield Line.

32. At Goshen Jet., 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.

33. 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 Porterville Line.

(A) That part of this track between the cross-over and the station will be used as siding, and trains using same will conceal headlight and display markers in accordance with Rules 17 and 19.

34. 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.

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

36. 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.

37. At Bena engines will 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.

38. 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.

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

40. 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.

41. 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.

42. 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.

43. 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.

(A) West end No. 3 track at Monolith cannot be used by heavy power.

44. 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.

45. Cross-over switches opposite station Tehachapi will be considered switches where inferior trains enter sidings, and time will apply to these cross-over switches.

(A) Westward trains holding main track Tehachapi will stop clear of cross-over switch opposite west end station building.

(B) Eastward trains holding main track Tehachapi will stop clear of cross-over switch opposite east end of station building.

(C) No. (2) two track will be known as westward siding and be used by westward trains. (Cars must not be stored on No. 2 track.)

(D) That portion of siding extending from cross-over switch opposite west end of station building to east end of siding will be known as eastward siding.

46. Inside west switch leading to engine storage track on east leg of wye, Porterville yard, will be left lined for wye.

(A) Engines left on engine storage track Porterville, must be headed west.

47. Track next to and north of main track at Ducor will be known as passing siding or No. 1 track; next track north of this track, or second track north of main track, will be known as Santa Fe main or No. 2 track. Santa Fe trains will use switch at extreme east end on arrival at Ducor to enter or leave Southern Pacific main track. Inside switches will be left lined at all times for passing siding at Ducor, except when actually in use.

(A) Santa Fe trains will under no circumstances obstruct Southern Pacific main track without first ascertaining if all trains overdue have arrived and left.

MISCELLANEOUS.

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

(A) Electric headlights on locomotives have been equipped with dimmers for the purpose of dimming headlights when occupying main track at meeting points or standing on main track in yards, or at other points where use of full power light interferes with vision of crews of other engines.

(B) Night signals will be displayed on all trains between tunnel (1/2) one-half and Cable and between Russ and Saugus through tunnels in this territory.

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

- (J) o o o o o o When running, increase train heat.
- (K) ————— When running, look back for hand signals.

50. Engines larger than 1469 will not be run between Crump and Alcalde.

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

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

53. Do not take water on Visalia Electric track at Exeter.

54. Do not allow engines or cars to be left standing on jail track at Visalia, within 100 feet of Gordon Street on east end of this track.

55. Cars will 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.

56. Engineers on light engines when stopping at Tehachapi to eat, will place engine out of the way and not block siding. Engines will not be left at water columns on the long siding.

57. When dead engine in train to be set out, place it first out, to facilitate handling in picking up.

58. Mixed trains carrying outfit cars occupied by employees should place such cars immediately ahead of passenger cars.

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

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

61. Employees and others, except in actual discharge of their duties, are prohibited from riding on pilot or foot boards of engines.

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

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

64. Trains will use caution in passing trains receiving or discharging passengers at a station and cars will 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.

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

67. 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 will 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.

68. On double track lines when a train encounters a fusee burning red on or near the track, train will stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or track is known to be clear.

69. 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.

70. When one torpedo is exploded, train will stop as per Rule 15. If no person is at hand to explain placing of the torpedo, train may proceed as herein-after provided:

(A) If view is obscured in any manner, flagman will 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 not exceeding six (6) miles per hour for a distance of one-half mile before resuming full speed.

71. 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."

72. Practice of dropping cars on grades will 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 will be tested on all the cars before drop is made to ascertain if in good working condition.

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

(C) Two brakemen will ride each cut. Cars will not be cut off while moving; they must be allowed to start from a standing position. Cars will 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 will they be allowed to attain a speed greater than five (5) miles per hour. Brake club will be used in setting the brakes.

73. Conductors called for relief trains east of Bakersfield will report direct to Kern Jet. 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.

(A) Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

(B) To expedite movement of relief outfit out of terminals, report as quickly as possible when called and not wait to eat as meals will be provided on relief outfit.

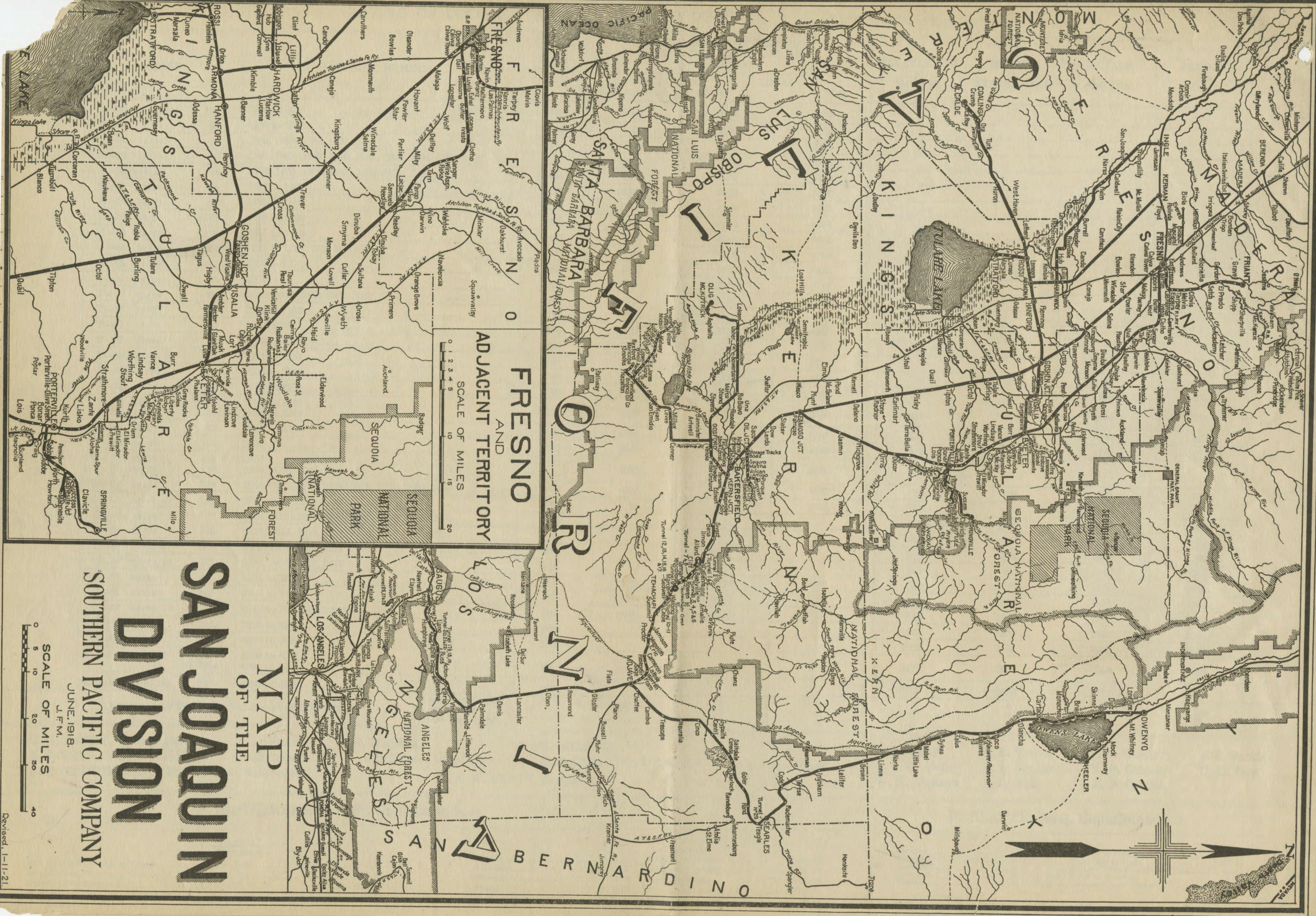
74. Your attention is called to California Senate Bill No. 847, Chapter No. 168, commonly known as the "Full Crew Bill," the provisions of which became effective August 10, 1913. The following memorandum illustrates the number of brakemen it will be necessary to provide on freight trains on San Joaquin Division as result of this measure:

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 1 1/2%.....	Less than 50.....	2
"	50 to 62.....	3
"	62 to 87.....	4
"	87 to 112.....	5
Over 1 1/2%.....	Less than 50.....	2
"	50 to 57.....	3
"	58 to 72.....	4
"	73 to 87.....	5

The following are grade maximums on the San Joaquin Division:

1% or Under—	1% to 1 1/2%—	Over 1 1/2%—
Fresno-Bakersfield	Bakersfield-Ilmon	Ilmon-Tehachapi
Fresno-Friant	Tehachapi-Eric	Eric-Mojave
H. & S. L.	Mojave-Rosamond	Palmdale-Saugus
Goshen Jet.-Alcalde	P. & N. E.	Mojave-Owenyo
Goshen Jet.-Exeter		Bakersfield-Olig
Goshen Jet.-Porterville		
Famoso-Porterville		
Rossi-Stratford		
Kerman-Armona		
Rosamond-Palmdale		



FRESNO AND ADJACENT TERRITORY

SCALE OF MILES

0 1 2 3 4 5 10 15 20

MAP OF THE

SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

SCALE OF MILES

0 5 10 20 30 40

J.F.M.

JUNE, 1918.

Revised, 1-11-21