

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

Southern Pacific Co.
General Passenger Office
APR 19 1924
Market Street

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, April 20, 1924, 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.

R. L. RUBY,
Superintendent of Transportation



FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	BKWFTYP Yard	SECOND CLASS		FIRST CLASS							Distance from San Francisco	
		302	300	26	60	8	96	102	86	108		
		Local Freight	Local Freight	The Owl	The Sacramento	San Francisco Los Angeles Passenger	Fresno Bakersfield Passenger	Santa Fe Passenger	San Francisco Los Angeles Express	Fresno Bakersfield Motor		
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			12.30AM	11.45PM	10.35PM	7.10PM					7.25AM	205.5
											f	208.3
I P			12.55	11.56	10.46	7.21						209.1
69 P			1.00	11.58PM	10.48	f 7.23					f	210.4
91 P			1.30	12.04AM	10.55	s 7.33					s	215.1
(Spur)											f	216.4
135 WP			2.00	12.11	f 11.02	s 7.45					s	220.7
87 WP			2.25	12.18	11.09	s 7.57					s	225.6
(Spur)												227.1
69 P			3.10	12.25	11.16	f 8.07					f	231.3
69 P			3.30	12.28	11.19	8.10						233.7
105BKWFTYP			6.00AM	12.35	11.26	s 8.43					s	239.1
68 P			6.25	12.43	11.34	f 8.53					f	245.6
I												249.7
99 WP			7.30	f 12.50	f 11.42	s 9.15					s	250.0
(Spur)												251.5
68 P			7.45	12.58	11.51	9.25					f	255.8
91 WP			8.35	1.04	11.59PM	s 9.37					s	260.4
											f	263.7
100 P			8.55	1.12	12.08AM	f 9.50					s	266.8
93 P			9.30	1.20	12.15	f 10.01					s	272.4
(Spur)												275.8
69 P			9.58	1.26	12.21	10.09					f	276.5
93 WP			10.25	1.32	12.27	s 10.21					s	280.7
69 P			11.00AM	1.40	12.35	f 10.35					s	287.0
(Spur)												290.9
90 WTP			12.10PM	1.47	12.42	f 10.50	10.15PM	4.39PM		11.16AM	10.33	292.6
68 P			12.25	1.51	12.49	10.56	f 10.20	4.43		f 11.21	10.41	295.9
(Spur)												299.6
90 P			12.45	1.57	12.56	11.03	f 10.28	4.49		f 11.29	10.54	300.5
100 P			12.52	2.00	12.59	11.06	10.31	4.52		11.32	11.00	303.0
68 P			1.00	2.04	1.03	11.10	f 10.37	4.56		f 11.37	11.06	305.8
88 BKP			1.07	2.08	1.07	11.14	10.42	s 5.00PM		f 11.41	11.12	308.6
61 P			1.15	2.12	1.11	11.18	10.47			11.45	11.17	311.1
Yard BKWFTYP			1.30PM	s 2.19AM	s 1.18AM	s 11.25PM	s 10.55PM			s 11.53AM	s 11.25AM	312.9
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 140
April 20, 1924

STATIONS	
TO-R	FRESNO 2.8
	CALWA 0.8
	CALWA TOWER A. T. & S. F. Crossing 1.3
	MALAGA 4.7
TO	FOWLER 1.3
	STAR 4.3
TO	SELMA 4.9
TO	KINGSBURG 1.5
	SUMNER 4.2
	TRAVER 2.4
	CROSS 5.4
TO-R	GOSHEN JCT. 0.5
	TAGUS 4.1
	A. T. & S. F. CROSSING 0.3
TO	TULARE 1.5
	BURLING 4.3
	OCTOL 4.6
TO	TIPTON 3.3
	QUAIL 3.1
TO	PIXLEY 5.6
TO	EARLIMART 3.4
	STONE 0.7
	RADNOR 4.2
TO	DELANO 6.3
TO	Mc FARLAND 3.9
	HUNT 1.7
TO-R	FAMOSO 3.3
	SLATER 3.7
	DOW 0.9
	LERDO 2.5
	PROSPERO 2.8
TO-R	OIL JCT. 2.5
	NOME 1.8
TO-R	BAKERSFIELD

Block Signals

(7.30) 9.81 (3.20) 10.08 (2.34) 41.19 (2.43) 30.33 (4.15) 25.27 (0.40) 30.45 (0.21) 45.71 (0.37) 32.91 (4.00) 26.85

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

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

Schedule time and train orders for A. T. & S. F. trains at Oil Junction apply at Santa Fe Junction Switch opposite section house.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS			ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers to (or beyond)	Train	At	Passengers from (or beyond)
8	Any Station	Edison	108	Famoso or East	Any Station

(107.4)

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 140

April 20, 1924

FIRST CLASS

THIRD CLASS

STATIONS

Distance from Bakersfield

TO-R FRESNO	2.8	} Double Track
CALWA	0.8	
CALWA TOWER	1.3	}
A. T. & S. F. Crossing	4.7	
MALAGA	4.7	
TO FOWLER	1.3	
STAR	4.3	
TO SELMA	4.9	
TO KINGSBURG	1.5	
SUMNER	4.2	
TRAVER	2.4	
CROSS	5.4	
TO-R GOSHEN JCT.	6.5	
TAGUS	4.1	
A. T. & S. F. CROSSING	0.3	
TO TULARE	1.5	
BURLING	4.3	
OCTOL	4.6	
TO TIPTON	3.3	
QUAIL	3.1	
TO PIXLEY	5.6	
TO EARLIMART	3.4	
STONE	0.7	
RADNOR	4.2	
TO DELANO	6.3	
TO McFARLAND	3.9	
HUNT	1.7	
TO-R FAMOSO	3.3	
SLATER	3.7	
DOW	0.9	
LERDO	2.5	
PROSPERO	2.8	
SACO	2.8	
TO-R OIL JCT.	2.5	
NOME	1.8	
TO-R BAKERSFIELD	1.8	

Distance from Bakersfield	FIRST CLASS							THIRD CLASS													
	25 The Owl	59 The Sacramento	49 The Tehachapi	97 Bakersfield Fresno Passenger	101 Santa Fe Passenger	107 Bakersfield Fresno Motor	87 Los Angeles San Francisco Express	303 Local Freight	301 Local Freight												
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday												
107.4	s 3.00AM	s 5.30AM		s 10.35AM		s 9.15PM	s 9.50PM		8.50AM												
104.6																					
103.8	2.50	5.18		10.22		9.05	9.40		8.30												
102.5	2.47	5.15		f 10.19		f 9.02	9.37		8.25												
97.8	2.40	5.07		s 10.10		s 8.51	f 9.28		7.48												
96.5						f															
92.2	2.32	f 4.58		s 10.00		s 8.39	s 9.19		7.20												
87.3	2.25	4.48		s 9.49		s 8.28	s 9.09		6.30												
85.8																					
81.6	2.18	4.38		9.39		f 8.16	9.00		5.20												
79.2	2.15	4.35		9.35		8.10	8.57		5.15												
73.8	2.08	s 4.27		s 9.25		s 7.57	8.50PM		12.30PM	5.00AM											
67.3	2.00	4.15		9.10		f 7.43			11.59AM												
63.2																					
62.9	f 1.52	s 4.06		s 9.02		s 7.34			11.35												
61.4																					
57.1	1.42	3.55		8.43		f 7.22			10.05												
52.5	1.36	3.49		s 8.35		s 7.12			9.24												
49.2						f															
46.1	1.28	3.41		s 8.21		s 6.58			8.55												
40.5	1.20	3.34		f 8.11		s 6.46			8.25												
37.1																					
36.4	1.14	3.28		8.03		f 6.38			8.03												
32.2	1.08	3.22		s 7.56		s 6.29			7.30												
25.9	1.00	3.14		f 7.45		s 6.15			7.00												
22.0																					
20.3	12.53	3.07	s 7.30AM	7.37	s 11.07AM	s 6.03	s 6.08PM		6.25												
17.0	12.49	3.03	7.25	7.33	11.02	f 5.58	6.03		6.00												
13.3																					
12.4	12.43	2.55	f 7.18	7.27	10.54	f 5.51	5.57		5.45												
9.9	12.40	2.52	7.14	7.24	10.50	5.46	5.54		5.38												
7.1	12.36	2.48	7.10	7.20	10.46	f 5.41	5.50		5.30												
4.3	12.32	2.44	f 7.06	7.16	10.42AM	f 5.36	5.46		5.20												
1.8	12.28	2.40	7.02	7.12		5.32	5.42		5.12												
0.0	12.21AM	2.33AM	6.55AM	7.05AM		5.25PM	5.35PM		5.00AM												
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday											

(Runs via Porterville)

(Runs via Porterville)

Block Signals

(107.4)

Time over District.....	(2.39)	(2.57)	(0.35)	(3.30)	(0.25)	(3.50)	(1.33)	(7.30)	(3.50)
Average speed per hour.....	40.52	36.40	34.80	30.63	38.40	28.01	34.77	9.84	8.70

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

Schedule time and train orders for A. T. & S. F. trains at Oil Junction apply at San Fe Junction switch opposite section house.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
97	Any Station	Los Angeles

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD

Capacity of sidings in car lengths.	SECOND CLASS						FIRST CLASS						Distance from San Francisco
	258	256	320	306	254	252	8	22	86	2	26	60	
	Freight	Freight	Local Freight	Bakersfield Olig Mixed	Freight	Freight	San Francisco Los Angeles Passenger	Santa Fe Passenger	San Francisco Los Angeles Express	Santa Fe Tourist Express	The Owl	The Sacramento	
	Leave Daily	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	
BKWFTYP Yard				8.00AM									
KI P	6.00PM	12.10PM	8.00AM	8.05AM	6.20AM	12.12AM	11.55PM		12.05PM		2.27AM	1.28AM	
71 P	6.08	12.18	8.10		6.28	12.20	11.58PM	5.45PM	12.08	8.40AM	2.30	1.31	
67 P	6.15	12.25	8.41		6.35	12.27	12.04AM	5.50	12.13	8.45	2.35	1.36	
58 P	6.25	12.35	8.59		6.45	12.37	f 12.13	5.55	s 12.20	8.51	2.40	1.41	
67 WP	6.31	12.41	9.05		6.51	12.43	12.20	6.02	f 12.29	8.59	2.48	1.49	
67 P	6.40	12.50	9.15		7.00	12.52	12.25	6.07	f 12.34	9.04	2.53	1.56	
East 69 West 64 WP	7.05	1.15	9.35		7.25	1.17	12.31	6.14	12.41	9.10	2.59	2.03	
64 P	7.17	1.27	10.15		7.37	1.34	s 12.46	f 6.23	s 12.54	s 9.20	3.07	2.11	
West 75 East 58 WP	7.30	1.40	10.46		7.50	1.47	12.55	6.30	1.01	9.27	3.14	2.18	
24 P	7.37	1.47	10.56		7.57	1.54	1.02	6.36	f 1.08	9.33	3.20	2.24	
East 62 M20 West 65 P	7.52	2.02	11.24		8.12	2.09	1.08	6.41	1.14	9.38	3.25	2.30	
64 WP House 61	8.17	2.27	11.55AM		8.37	2.34	1.18	6.49	f 1.22	9.46	3.33	2.38	
64 P	8.32	2.42	12.10PM		8.57	2.49	f 1.32	7.00	s 1.34	9.58	3.48	2.52	
West 70 East 62 WP	8.42	2.52	12.20		9.07	3.09	1.43	7.10	1.44	10.08	3.57	3.01	
64 P	8.57	3.07	12.35		9.22	3.22	1.53	7.18	f 1.52	10.17	4.05	3.09	
73 WP	9.12	3.22	1.15		9.37	3.37	2.04	7.26	f 2.00	10.26	4.13	3.17	
108 YP	9.27	3.37	1.30		9.52	3.52	s 2.20	f 7.38	s 2.11	s 10.38	4.23	3.27	
86 P	9.32	3.42	1.50		9.57	3.57	2.27	7.43	2.15	10.45	4.26	3.32	
YP							f 2.32	7.47	s 2.20	10.49	4.30	3.36	
WP	9.43	3.53	2.10		10.08	4.08							
92 P	10.13	4.33	2.41		10.35	4.48	2.42	7.55	f 2.31	10.57	4.38	3.44	
Yard BKWFTYP	10.40PM	5.00PM	3.10PM		11.05AM	5.15AM	2.52	8.05	f 2.41	11.07	4.48	3.54	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	s 3.05AM	s 8.20PM	s 2.55PM	s 11.20AM	s 5.00AM	s 4.07AM	
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 140

April 20, 1924

STATIONS

TO-R BAKERSFIELD	0.7
TO-R KERN JCT.	3.4
MAGUNDEN	3.1
EDISON	4.9
TO SIVERT	2.9
BENA	3.4
ILMON	3.9
TO-R CALIENTE	3.0
ALLARD	2.3
TO BEALVILLE	1.8
CLIFF	3.2
ROWEN	3.3
TO WOODFORD	3.0
WALONG	2.3
TO MAROEL	2.6
CABLE	3.9
TO-R TEHACHAPI	1.8
SUMMIT SWITCH	2.6
MONOLITH	3.0
ERIO	1.9
CAMERON	4.4
WARREN	6.4
TO-R MOJAVE	

(67,8)

(4.40)	(4.50)	(7.10)	(0 05)	(4.45)	(5.03)	(3.10)	(2.35)	(2.50)	(2.40)	(2.33)	(2.39)
14.37	13.88	9.36	8 40	14.12	13 28	21.41	25.97	23.68	25.16	26.58	25.58

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

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

Schedule time and train orders at Tehachapi apply at end of double track.

BAKERSFIELD AND MOJAVE SUBDIVISION

WESTWARD

Time Table No. 140

April 20, 1924.

STATIONS	Distance from Mojave	FIRST CLASS						THIRD CLASS					
		49 The Tehachapi	9 Santa Fe Mail and Express	87 Los Angeles San Francisco Express	21 Santa Fe Passenger	25 The Owl	59 The Sacramento	251 Freight	321 Local Freight	253 Freight	307 Olig Bakersfield Mixed	255 Freight	257 Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
TO-R BAKERSFIELD 0.7	67.8	s 6.30AM		s 5.15PM		s 12.15AM	s 2.23AM			s 3.35PM			
TO-R KERN JOT. 3.4	67.1	6.27	10.15AM	5.12	7.50PM	12.12	2.20	7.04AM	1.00PM	1.15PM	3.30PM	8.01PM 12.58AM	
MAGUNDEN 3.1	63.7	6.20	10.09	5.05	7.43	12.06	2.14	6.56	12.45	1.07		7.53 12.50	
EDISON 4.9	60.6	f 6.15	10.04	f 4.59	7.37	12.01AM	2.09	6.49	12.30	1.00		7.46 12.43	
TO SIVERT 2.9	55.7	6.06	9.56	f 4.49	7.28	11.53PM	2.01	6.39	12.15	12.50		7.36 12.33	
BENA 3.4	52.8	6.01	9.51	f 4.44	7.23	11.48	1.56	6.33	12.09PM	12.41 12.34		7.30 12.25	
ILMON 3.9	49.4	5.54	9.44	4.37	7.15	11.41	1.49	6.23	11.59AM	12.23		7.20 12.14	
TO-R CALIENTE 3.0	45.5	s 5.45	s 9.35	s 4.29	s 7.05	11.33	1.41	6.10	11.45	12.10PM		7.05 12.01AM	
ALLARD 2.3	42.5	5.34	9.27	4.21	6.55	11.27	1.34	6.00	11.05	11.59AM		6.44 11.50PM	
TO BEALVILLE 1.8	40.2	5.29	9.21	f 4.16	6.48	11.22	1.29	5.52	10.46	11.51		6.36 11.42	
OLIFF 3.2	38.4	5.25	9.17	4.12	6.41	11.18	1.25	5.36	10.30	11.35		6.14 11.26	
ROWEN 3.3	35.2	5.18	9.10	f 4.05	6.33	11.11	1.18	5.25	10.15	11.24		6.03 11.15	
TO WOODFORD 3.0	31.9	f 5.11	9.03	f 3.58	6.26	11.04	1.11	5.11	9.58	11.13		5.52 11.04	
WALONG 2.3	28.9	5.03	8.57	3.51	6.20	10.58	1.04	4.41	8.57	10.53		5.32 10.35	
TO MARCEL 2.6	26.6	4.57	8.52	f 3.46	6.15	10.53	12.59	4.33	8.35	10.45		5.24 10.27	
CABLE 3.9	24.0	4.49	8.46	f 3.40	6.09	10.47	12.53	4.13	8.15	10.26		5.05 10.08	
TO-R TEHACHAPI 1.8	20.1	s 4.40	s 8.37	s 3.32	s 6.00	10.39	12.45	3.37	8.00	9.52		4.52 9.55	
SUMMIT SWITCH 2.6	18.3	4.33	8.33	3.25	5.55	10.36	12.42	3.23	7.30	9.48		4.48 9.48	
MONOLITH 3.0	15.7	f 4.28	8.28	s 3.20	5.50	10.31	12.37	3.17	7.20	9.42		4.42 9.42	
ERIO 1.9	12.7												
CAMERON 4.4	10.8	f 4.18	8.20	f 3.10	5.42	10.23	12.29	2.58	6.38	9.23		4.23 9.23	
WARREN 6.4	6.4	4.01	8.05	f 2.55	5.26	10.08	12.14AM	2.30	6.15	9.00		4.00 9.00	
TO-R MOJAVE (67.8)	0.0	3.39AM	7.45AM	2.35PM	5.05PM	9.48PM	11.54PM	2.00AM	5.45AM	8.30AM		3.30PM 8.30PM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	

Time over District.....	(2.51)	(2.30)	(2.40)	(2.45)	(2.27)	(2.29)		(5.04)	(7.15)	(4.45)	(0.05)	(4.31)	(4.28)
Average speed per hour.....	23.78	27.12	25.16	25.00	27.67	27.16		13.24	9.25	14.12	8.40	14.88	15.02

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

Schedule time and train orders at Tehachapi apply at end of double track.

MOJAVE AND SAUGUS SUBDIVISION

EASTWARD										WESTWARD									
SECOND CLASS					FIRST CLASS					Time Table No. 140 April 20, 1924									
Capacity of sidings in car lengths.	266	264	322	262	86 San Francisco Los Angeles Express	26 The Owl	60 The Sacramento	8 San Francisco Los Angeles Passenger	Distance from San Francisco	STATIONS	Distance from Saugus	FIRST CLASS				THIRD CLASS			
	Freight	Freight	Local Freight	Freight								49 The Tehachapi	87 Los Angeles San Francisco Express	25 The Owl	59 The Sacramento	263 Freight	323 Local Freight	265 Freight	267 Freight
Yard BKWFTY P	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
	2.40PM	5.30AM	3.30AM	2.05AM	3.00PM	5.10AM	4.17AM	3.24AM	380.7	TO-R MOJAVE 4.1	69.9	s 3.24AM	s 2.30PM	s 9.40PM	s 11.46PM	10.20AM	4.00PM	4.50PM	1.45AM
					f				384.8	FLETA 2.5	65.8	f							
65 P	2.55	5.45	3.50	2.20	f 3.10	5.20	4.27	3.34	387.3	GLOSTER 7.0	63.3	3.12	f 2.17	9.28	11.34	10.04	3.10 2.50	4.31	1.29
65 P	3.09	5.59	4.10	2.34	s 3.22	5.31	4.38	f 3.45	394.3	TO ROSAMOND 5.6	58.3	f 3.00	s 2.05	9.16	11.22	9.41	2.25	4.08	1.06
64 WP	3.20	6.10	4.47	2.51	f 3.31	5.40	4.47	3.54	399.9	OBAN 5.6	50.7	2.51	f 1.55	9.07	11.13	9.30	2.10	3.57	12.55
84 WP	3.31	6.21	5.10	3.02	s 3.42	5.49	4.56	s 4.06	405.5	TO-R LANCASTER 4.3	45.1	s 2.42	s 1.46	8.58	11.04	9.10	1.46 3.25	3.42	12.40
64 P	3.50	6.36	5.30	3.17	f 3.50	5.57	5.04	4.14	409.8	DENIS 4.0	40.8	2.32	f 1.37	8.51	10.57	8.49	12.55	3.06	12.21
80 BKWFTY P	4.16	7.06	6.04	3.47	s 4.00	6.04	5.12	s 4.24	413.8	TO-R PALMDALE 2.5	36.8	s 2.26	s 1.30	8.45	10.51	8.40	12.45	2.58	12.13
64 P	4.29	7.19	6.20	4.00	f 4.07	6.10	5.19	4.30	416.3	HAROLD 4.2	34.3	2.18	f 1.23	8.39	10.45	8.25	12.20PM	2.49	12.04AM
93 YP	5.10	7.59	7.00	4.44	f 4.19	6.23	5.33	4.44	420.5	TO VINCENT 4.5	30.1	2.09	f 1.14	8.30	10.36	7.59	11.55AM	2.35	11.50PM
64 P	5.25	8.14	7.34	4.59	4.28	6.33	5.43	4.54	425.0	PARIS 1.1	25.6	1.53	12.59	8.14	10.20	7.34	11.20	2.00	11.15
44 P	5.29	8.18	7.47	5.03	s 4.31	6.36	5.46	f 4.58	426.1	TO ACTON 2.9	24.5	f 1.50	s 12.55	8.11	10.16	7.29	11.15	1.55	11.10
79 WP	5.49	8.38	8.32	5.23	f 4.38	6.43	5.53	f 5.07	429.0	TO RAVENNA 5.6	21.6	f 1.42	f 12.47	8.04	10.08	7.19	10.45	1.45	11.00
63 P	6.08	8.57	8.51	5.42	f 4.50	6.56	6.06	5.23	434.6	RUSS 4.2	16.0	1.28	f 12.32	7.51	9.53	6.56	10.15	1.22	10.37
67 WP	6.22	9.11	9.10	6.17	f 5.00	7.07	6.17	f 5.36	438.8	TO LANG 4.3	11.8	f 1.16	f 12.20	7.40	9.42	6.17	9.55	1.05	10.20
63 P	6.37	9.30	9.30	6.33	f 5.10	7.19	6.29	f 5.49	443.1	HUMPHREYS 3.8	7.5	f 1.01	f 12.06PM	7.26	9.28	5.49	9.30	12.39	9.54
64 P	6.51	9.44	9.54	6.47	f 5.20	7.30	6.40	f 6.00	446.9	HONBY 3.7	3.7	12.53	f 11.58AM	7.18	9.19	5.13	9.15	12.25	9.40
87 BKWFTY P	7.05PM	10.00AM	10.15AM	7.01AM	s 5.29PM	7.40AM	6.50AM	s 6.10AM	450.6	TO-R SAUGUS	0.0	12.45AM	11.50AM	7.10PM	9.10PM	5.00AM	9.00AM	12.10PM	9.25PM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(4.25) 15.82	(4.30) 15.53	(6.45) 10.35	(4.56) 14.16	(2.29) 28.14	(2.30) 27.96	(2.33) 27.41	(2.46) 25.26	.....Time over District.....	(2.39) 26.37	(2.40) 26.21	(2.30) 27.96	(2.36) 26.88	(5.20) 13.10	(7.00) 9.98	(4.40) 14.97	(4.20) 16.13		

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

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
26 60	Saugus Saugus	San Francisco Sacramento

SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 140 April 20, 1924	Distance from Fresno	FIRST CLASS			THIRD CLASS	
Capacity of sidings in car lengths		314 Kerman Porterville Mixed Leave Daily Ex. Sunday	304 Fresno Porterville Local Freight Leave Daily Ex. Sunday	96 Fresno Bakersfield Passenger Leave Daily	102 Santa Fe Passenger Leave Daily	86 San Francisco Los Angeles Express Leave Daily				49 The Tehachapi Arrive Daily	101 Santa Fe Passenger Arrive Daily	87 Los Angeles San Francisco Express Arrive Daily	305 Porterville Fresno Local Freight Arrive Daily Ex. Sunday	315 Porterville Kerman Mixed Arrive Daily Ex. Sunday
BKWFTYP YARD			12.05AM	6.35PM		7.35AM	205.5	TO-R FRESNO 1.5	104.3	s 11.20AM			12.10PM	
I							207.0	A. T. & S. F. Crossing 1.5	102.8					
11			12.25	6.46		f 7.46	208.5	BLOSSOMA 2.1	101.3	f 11.06			11.50AM	
Spur						f	210.6	ESHEL 1.2	99.2					
24 P			12.35	6.51		f 7.51	211.8	BUTLER 1.2	98.0	f 11.01			11.40	
24 Y						f	213.0	LOCANS 1.5	96.8	f				
28 P			12.45	6.55		f 7.55	214.5	IVESTA 1.4	95.3	f 10.56			11.25	
87 P			12.50	f 6.58		f 7.58	215.9	CLOTHO 3.9	93.9	f 10.52			11.15	
86 WP			1.15	s 7.07		s 8.07	219.8	TO SANGER 3.0	90.0	s 10.45			10.45	
17			1.25	f 7.12		f 8.12	222.8	TARN 2.5	87.0	f 10.37			10.15	
26 P			1.30	f 7.17		f 8.17	225.8	FARGO 2.6	84.5	f 10.32			10.05	
8 P			1.40	f 7.22		f 8.22	227.9	LACJAC 0.1	81.9	f 10.28			9.55	
							228.0	A. T. & S. F. Crossing (Stop) 1.9	81.8					
55 P			1.55	s 7.30		s 8.30	229.9	TO REEDLEY 5.1	79.9	s 10.20			9.45	
63 WP			2.15	s 7.40		s 8.40	235.0	TO DINUBA 2.2	74.8	s 10.10			8.40	
7 P				f		f	237.2	SMYRNA 2.4	72.6	f				
26 P			2.30	f 7.48		f 8.48	239.6	MONSON 4.0	70.2	f 9.59			8.00	
							243.6	A. T. & S. F. Crossing (Stop) 2.8	66.2					
27 P			2.55	8.01		f 9.01	246.4	TAURUSA 2.9	63.4	f 9.46			7.45	
Spur				f 8.06		f 9.06	249.3	VENICE HILL 0.4	60.5	f 9.41				
24 P			3.10				249.7	KLJNK 2.5	60.1				7.30	
19 P			3.20	f 8.11		f 9.11	252.2	ROCHE 0.9	57.6	f 9.36			7.20	
27			3.25	8.13		f 9.13	253.1	CAPLIN 4.3	56.7	f 9.34			7.15	
84 BKWYP			12.55PM	4.00		s 9.25	257.4	TO-R EXETER 3.1	52.4	s 9.25		s 7.52PM	7.00	s 8.50AM
18			1.02	f 8.27		f 9.32	260.5	BURR 3.8	49.3	9.14			7.44	
136 P			s 1.33	s 8.37		s 9.42	264.3	TO LINDSAY 4.3	45.5	s 9.08		s 7.38	6.15	s 8.35
45 P			f 1.54	s 8.45		s 9.50	268.6	TO STRATHMORE 2.3	41.2	s 8.58		f 7.30	5.30	8.20
19 P			f 2.00	f 8.49		f 9.55	270.9	ZANTE 1.3	38.9	8.51		7.24		
Spur							272.2	LISKO 1.5	37.6					
Spur							273.7	KURTH 0.7	36.1					
22 P			s 2.08	s 8.58		s 10.05	274.4	PORTERVILLE 0.4	35.4	s 8.42		s 7.18	5.05	s 8.05
52 BKWYP			2.13PM	9.02		10.10	274.8	TO-R PORTERVILLE-OLIVE ST. 1.7	35.0	8.36		7.13	5.00AM	8.00AM
22				9.07		f 10.13	276.5	PONOA 1.5	33.3	8.32		7.09		
35				f 9.11		f 10.16	278.0	LOIS 4.6	31.8	f 8.29		7.06		
50 P				s 9.20		s 10.24	282.6	TO TERRA BELLA 4.5	27.2	s 8.21		f 6.59		
74 BKP				s 9.30	4.01PM	s 10.33	287.1	TO-R DUCOR 2.9	22.7	s 8.12	s 11.48AM	f 6.50		
26 P				f 9.36	4.06	f 10.39	290.0	ORRIS 1.5	19.8	f 8.05	11.43	6.43		
Spur				f		f	291.5	VESTAL 3.4	18.3	f	f			
77 P				f 9.45	f 4.14	f 10.47	294.9	RIOGROVE 4.1	14.9	f 7.57	f 11.35	f 6.35		
28 P				f 9.52	f 4.21	f 10.54	299.0	JASMIN 10.8	10.8	f 7.50	f 11.28	f 6.28		
90 WTP				s 10.10PM	s 4.38PM	s 11.11AM	309.8	TO-R FAMOSO (104.3)	0.0	7.33AM	11.11AM	6.11PM		
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
			(1.18) 13.38	(4.55) 14.09	(3.35) 29.10	(0.37) 36.81	(3.36) 28.97	Time over District Average speed per hour	(3.47) 27.56	(0.37) 36.81	(1.41) 31.12	(7.10) 9.66	(0.50) 20.08	

ADDITIONAL STATIONS:

Mars.....207.9	Reka.....221.0	Samuels (Spur).....229.1	Vance.....262.8
Goldleaf.....209.9	Uva.....227.1	Dorsey.....250.8	Worthing.....265.5
Stout.....265.8	Efco.....227.6	Musk.....255.1	

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

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	EASTWARD									Distance from San Francisco	WESTWARD												
	THIRD CLASS		SECOND CLASS		FIRST CLASS						Time Table No. 140 April 20, 1924	FIRST CLASS						THIRD CLASS					
	318 Mixed	312 Alcalde Coalinga Passenger	314 Kerman Porterville Mixed	310 Coalinga Goshen Jct. Local Freight	92 Coalinga Goshen Jct. Passenger	512 Visalia Electric Passenger	510 Visalia Electric Passenger	506 Visalia Electric Passenger	504 Visalia Electric Passenger			503 Visalia Electric Passenger	91 Goshen Jct. Coalinga Passenger	505 Visalia Electric Passenger	509 Visalia Electric Passenger	511 Visalia Electric Passenger	87 Los Angeles San Francisco Passenger	311 Goshen Jct. Coalinga Local Freight	315 Porterville Kerman Mixed	319 Mixed	313 Coalinga Alcalde Passenger		
Leave Mon., Wed., Fri.	Leave Wed. Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday	Arrive Wed. Only					
25 T		12.10PM							273.8 R	ALCALDE 1.2									s 12.05PM				
Spur									272.1	LE ROY 2.2													
81 BKYP		s 12.35PM		5.00AM	6.15PM				269.9	ORUMP 1.5													
47 FP									268.4 TO-R	COALINGA 1.7					s 11.40AM				11.40AM				
23 P				5.10	f 6.18				266.7	ORA 6.7					f 11.33				12.45				
46 P				5.30	f 6.30				260.0	TURK 7.3					f 11.15				12.15PM				
58 P				6.00	f 6.43				252.7	HURON 6.6					s 11.00				11.45AM				
14 P				6.25	s 6.55				246.1 TO	WESTHAVEN 6.7					s 10.46				11.15				
75 YP	1.31PM			6.50	f 7.07				239.4	LETHENT 2.9					f 10.33				10.40				
Spur				7.05	f 7.12				236.5 R	ROSSI 1.1					f 10.28				s 11.44AM				
66 P	f 1.40			8.09	s 7.20				235.4	HEINLEN 1.5					f 10.25				10.05				
Spur					f				233.9 TO	LEMOORE 2.7					s 10.21				10.00				
East 39 West 47 WYP	s 1.55PM		10.25AM	8.30 9.45	s 7.32				231.2	ORION 2.1					f				f 11.35				
I									229.1 TO-R	ARMONA 3.1					s 10.10				8.30 7.15				
76 P				s 10.40	10.00 11.20	s 7.50			232.2	A. T. & S. F. CROSSING 0.3									s 11.15AM				
64				10.53	11.55AM	f 7.58			232.5 TO	HANFORD 5.1					s 10.00				7.00				
102 BKWFYP				s 11.30AM	1.00PM	s 8.15PM			237.6	REMNOY 7.7					f 9.45				f 10.53				
Spur									245.3 TO-R	GOSHEN JOT. 3.7					s 9.30AM				s 8.40PM				
21									249.0	FAXON (No Siding) 1.5									5.00AM				
35 P				s 12.05PM		9.15PM	5.55PM	10.00AM	250.5	JACOBS 2.1									s 10.30				
P									252.6	WEST VISALIA 0.5									9.35				
Spur									253.1 TO-R	VISALIA 0.1					s 8.30AM				s 9.55AM				
13 P				12.15		f 9.23	f 6.03	f 10.08	253.2	A. T. & S. F. CROSSING Stop 2.0					s 9.55AM				s 5.50PM				
Spur									255.2	AMBLER 2.1					s 7.50PM				s 8.20				
P									257.3	RECTOR 1.7									s 9.35				
84 BKWYP				f 12.25		s 9.29	s 6.09	s 10.14	259.0	FARMERSVILLE 1.3					s 8.16				s 9.41				
				12.28		f 9.32	f 6.12	f 10.17	260.2	GIANT OAK 0.9					s 9.41				s 5.36				
				12.30		f 9.34	f 6.14	f 10.19	261.1	LUNA 2.1					f 7.36				f 7.36				
				s 12.40PM		s 9.40PM	s 6.20PM	s 10.25AM	263.2 TO-R	EXETER 78.3					8.04				f 9.09				
	Arr. Mon., Wed., Fri.	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Friday	Leave Wed. Only					
	(0.24) 18.50	(0.25) 11.75	(2.15) 15.15	(8.00) 6.93	(2.00) 27.75	(0.25) 24.24	(0.25) 24.24	(0.25) 24.24						(0.25) 24.24	(2.10) 25.61	(0.25) 24.24	(0.25) 24.24	(0.46) 23.34	(8.00) 6.93				

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

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 504 is superior to No. 505.

Schedule time and train orders for Visalia Electric trains at Visalia apply at east end of jail track.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD				Distance from San Francisco	Time Table No. 140				Distance from Hardwick	WESTWARD				
SECOND CLASS					316 Fresno Ingle Armona Mixed	April 20, 1924				THIRD CLASS				
Capacity of sidings in car lengths		Leave Daily				317 Armona Ingle Fresno Mixed	Arrive Daily							
Y		8.45AM		181.9	R	INGLE 5.3	42.8	s 3.40PM						
48		s 9.10		187.2	TO	TRANQUILITY 4.5	37.0	s 3.15						
45		s 9.35		191.7	TO	SAN JOAQUIN 3.2	32.5	s 2.56						
16		f 9.45		194.9		CALDWELL 3.8	29.3	f 2.46						
Spur				198.7		NARES 0.3	25.5							
35		f 10.05		199.0	TO	HELM 7.2	25.2	f 2.34						
13 29		s 10.25		206.2		BURREL 3.2	18.0	s 2.12						
8		f 10.33		209.4		BENDER 5.2	14.8	f 2.02						
15		s 10.45		214.6	TO	RIVERDALE 2.6	9.6	s 1.47						
Spur		f 10.53		217.2		ROBINSON 2.0	7.0	f 1.10						
Spur		f 10.59		219.2		HUB 1.8	5.0	f 1.00						
				221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2							
Spur		f 11.07		221.8		LYNN 1.7	2.4	f 12.50						
Spur				223.5		HASSET 0.7	0.7							
53 20		s 11.15AM		224.2	TO-R	HARDWICK	0.0	12.40PM						
		Arrive Daily				(42.3)		Leave Daily						
		(2.30) 16.92			.....Time over District.....		(3.00)		.....Average speed per hour.....			

EASTWARD				Distance from San Francisco	Time Table No. 140				Distance from Friant	WESTWARD				
SECOND CLASS					308 Local Freight	April 20, 1924				FIRST CLASS				
Capacity of sidings in car lengths		Leave Daily Ex. Sunday				104 Fresno Friant Passenger	Arrive Daily					105 Friant Fresno Passenger	Arrive Daily		309 Local Freight
Yard BKWFTYP		6.00AM		205.5	TO-R	FRESNO 1.6	24.4	s 6.30PM				12.30PM		
I				207.1		A. T. & S. F. CROSSING 0.9	22.8							
				208.0		EAST FRESNO 1.4	21.9							
Spur		6.20		209.4		BARTON 2.2	20.5	f 6.18				12.05PM		
Spur				211.6		GRANZ 0.2	18.3							
47 Spur		6.30		211.8		MALTERMORO 0.3	18.1	f 6.13				11.55AM		
				212.1		NAVIN 0.8	17.8							
20 12		6.35		212.9		LAS PALMAS 0.3	17.0	f 6.10				11.45		
				213.2		FRESNO INTERURBAN RY. CROSSING (Stop) 0.4	16.7							
130 Spur		6.41		213.6		EGGERS 0.3	16.3	f 6.08				11.40		
18				213.9		VANRIS 1.0	16.0							
37		6.47		214.9		TARPEY 1.2	15.0	f 6.05				11.30		
12 27		6.53		216.1		MELVIN 1.3	13.8	f 6.02				11.20		
37 47 W		7.10		217.4	TO	CLOVIS 1.1	12.5	s 5.59				11.12		
12		7.18		218.5		GLORIETTA 2.4	11.4	f 5.56				10.45		
78 K		7.28		220.9	TO-R	PINEDALE JOT. 2.0	9.0	f 5.51				10.33		
48		7.36		222.9		GORDON 0.7	7.0	f 5.47				10.25		
5		7.45		223.6		EL PRADO 1.2	6.3	s 5.45				10.20		
31				224.8		BURKHEAD 1.2	5.1	f						
				226.0		GAND 3.9	3.9							
23 37 BKT		8.15AM		229.9	TO-R	FRIANT	0.0	5.25PM				9.45AM		
		Arrive Daily Ex. Sunday				(24.4)		Leave Daily				Leave Daily Ex. Sunday		
		(2.15) 10.84			.....Time over District.....		(1.05)		.....Average speed per hour.....			(2.45) 8.87

EASTWARD				Distance from San Francisco	Time Table No. 140				Distance from Armona	WESTWARD					
SECOND CLASS					314 Kerman Porterville Mixed	316 Fresno Ingle Armona Mixed	April 20, 1924				THIRD CLASS				
Capacity of sidings in car lengths		Leave Daily Ex. Sunday	Leave Daily				317 Armona Ingle Fresno Mixed	315 Porterville Kerman Mixed		Arrive Daily	Arrive Daily Ex. Sunday				
73 BWYP		8.20AM		193.0	TO-R	KERMAN 6.7	36.1	s 4.10PM							
69		f 8.35		199.7		MCMULLIN 5.4	29.4	f 3.50							
48		f 8.50		205.1	TO	RAISIN CITY 5.6	24.0	f 3.35							
58		f 9.05		210.7	TO	CARUTHERS 6.1	18.4	f 3.20							
48 W		f 9.25		216.8		CANDO 3.5	12.3	f 3.00							
				220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8								
49		f 9.35		220.6		LILLIS 2.4	8.5	f 2.50							
57		s 9.45	11.15AM	223.0	TO-R	HARDWICK 2.3	6.1	s 12.30PM	f 2.40						
		f 9.51	f 11.25	225.3		KIMBLE 3.8	3.8	f 12.20	f 2.25						
49 WYP		s 9.59AM	s 11.35AM	229.1	TO-R	ARMONA	0.0	12.10PM	2.15PM						
		Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday						
		(1.39) 21.87	(0.20) 18.30		.....Time over District.....		(0.20)	(1.55)	.....Average speed per hour.....				

EASTWARD				Distance from San Francisco	Time Table No. 140				Distance from Stratford	WESTWARD				
THIRD CLASS					318 Mixed	April 20, 1924				THIRD CLASS				
Capacity of sidings in car lengths		Leave Mon. Wed. and Fri.				319 Mixed	Arrive Mon. Wed. and Fri.							
30 Y		12.50PM		244.1	TO-R	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		CUNEO 3.4	4.2	f 12.01PM						
75 YP		s 1.30PM		236.5	R	ROSSI	7.6	11.45AM						
		Arrive Mon. Wed. and Fri.				(7.6)		Leave Mon. Wed. and Fri.						
		(0.40) 11.40			.....Time over District.....		(0.35)	.....Average speed per hour.....				13.03

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

FRESNO AND BAKERSFIELD SUBDIVISION

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 140		Distance from Ainrof	WESTWARD		
Capacity of sidings in car lengths				April 20, 1924					
				STATIONS					
Y			308.6	R OIL JCT. 0.3	5.7				
			308.9	STORAGE TRACKS 1.1	5.4				
			310.0	BOAZ 0.5	4.3				
34			310.5	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				
(Spur)			312.7	ADIOS 0.1	1.6				
(Spur)			312.8	CESARO 0.2	1.5				
			313.0	TREADWELL JCT. 0.1	1.3				
(Spur)			313.1	EBIGMO 0.3	1.2				
			313.4	PENTOL 0.3	0.9				
29 Y			313.7	OIL CITY 0.6	0.6				
(Spur)			314.3	R AINROF (5.7)	0.0				

EASTWARD			Distance from San Francisco	Time Table No. 140		Distance from Rayburn	WESTWARD		
Capacity of sidings in car lengths				April 20, 1924					
				STATIONS					
			317.0	MAGUNDEN 11.8	17.5				
P			328.8	DI GIORGIO 2.2	5.7				
			331.0	GIFFIN JCT. 2.1	3.5				
P			333.1	ARVIN 1.4	1.4				
			334.6	RAYBURN	0.0				
				(17.5)					

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

.....Time over District.....
.....Average speed per hour.....
Note.—Oil Jct. to Ainrof operated as part of Bakersfield yard.

EASTWARD			Distance from San Francisco	Time Table No. 140		Distance from Porque	WESTWARD		
Capacity of sidings in car lengths				April 20, 1924					
				STATIONS					
			313.0	TREADWEL JCT. 0.2	2.4				
(Spur)			313.2	KINROSS 0.3	2.2				
(Spur)			313.5	AMIGO 0.2	1.9				
(Spur)			313.7	ARMIGUS 0.2	1.7				
(Spur)			313.9	KINSALE 0.1	1.6				
(Spur)			314.0	FORFAR 0.2	1.4				
(Spur)			314.2	DERWENT 0.5	1.2				
(Spur)			314.7	QUANDO 0.3	0.7				
(Spur)			315.0	TUBIG 0.2	0.4				
			315.2	HAYNAN 0.1	0.2				
(Spur)			315.3	CERTINA 0.1	0.1				
(Spur)			315.4	PORQUE (2.4)	0.0				

EASTWARD			Distance from San Francisco	Time Table No. 140		Distance from Giffin	WESTWARD		
Capacity of sidings in car lengths				April 20, 1924					
				STATIONS					
			331.0	GIFFIN JCT. 1.2	1.2				
			332.2	GIFFIN	0.0				
				(1.2)					

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

.....Time over District.....
.....Average speed per hour.....
Note.—Treadwell Jct. to Porque operated as part of Bakersfield yard.

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

SPECIAL INSTRUCTIONS.



THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco			
Fresno.....	Bert Fuller	Coalinga.....	Henry Cassreil
Porterville.....	E. J. Hepburn	Visalia.....	Switzer McCormic
Hanford.....	Hanford Jewelry Co.	Los Angeles.....	G. D. Davidson Co.
Bakersfield.....	O. C. Gammon	Los Angeles.....	Newton Moore

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jet. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso.....	Trains on Fresno Branch.
Ducor.....	Trains on Minkler-Southern Branch.
Exeter.....	Trains on Visalia Branch.
Hardwick.....	Trains on Riverdale Branch.
Ingle.....	Trains on Riverdale Branch.

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno.....	Trains on Fresno Branch.
Porterville.....	Trains on Springville Branch.
Rossi.....	Trains on Stratford Branch.
Goshen Junction.....	Trains on Visalia Branch.
Ingle.....	Trains on Riverdale Branch.
Richgrove.....	Trains on Richgrove Branch.
Magunden.....	Trains on Arvin Branch.
Mojave.....	Trains on N. & C. Branch.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Rossi.....	Third-class trains.
Oil Jet.....	} Trains originating and terminating.
Ducor.....	
Caliente.....	
Lancaster	
Palmdale	} Trains to and from Porterville Branch
Famoso.....	
Tehachapi.....	First and second class trains, and trains originating and terminating.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct.....	Nos. 25, 26, 59 and 60.
Kern Jct.....	Santa Fe trains and S. P. first class trains.
Tehachapi.....	First and second class trains.

Operator Oil Jet. will report arrival and departure of trains originating and terminating to operator Kern Jet. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jet. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (C). Extras register at Porterville, Exeter, Visalia and Goshen Jct.

RULE 83 (D). Trains must obtain clearance card before leaving:

McKittrick.....	Westward trains
Coalinga.....	All trains
Hardwick.....	To and from Riverdale Branch when operator on duty
Goshen Jct.....	All trains via Hanford and Visalia

RULE 93. Yard Limits: Are defined by yard limit signs at the following stations

FRESNO	EXETER	COALINGA
GOSHEN JCT.	LINDSAY	ARMONA
BAKERSFIELD	PORTERVILLE	HARDWICK
TEHACHAPI	VISALIA	HANFORD
MOJAVE		

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:

Sivert.....For westward track

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

- A. T. & S. F. Railway, 744 feet east of Lajac, STOP.
- A. T. & S. F. Railway, 14718 feet west of Taurus, STOP.
- A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
- Laton & Western Railway, 1743 feet west of Lillis, STOP.
- Laton & Western Railway, 4129 feet west of Lynn, STOP.
- A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
- Fresno Interurban Railway, 1771 feet east of Las Palmas, STOP.

RULE 221. That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAP is located at Acton.....Westward trains, 500 feet west of west switch.

RULE 820. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 876. Standing air brake tests must be made at Vincent and Summit switch by all freight trains.

Leading engineman will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one sound of whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake rules.

At any point where brake pipe has been separated rear end test will be made in accordance with Rule 875 of Transportation Rules and Rule No. 17 of Air Brake Rules.

Rear end test will be made on all passenger trains stopping Vincent or Tehachapi and running test per Rule 875 of Transportation Rules. Passenger trains not stopping at Vincent will make running test between initial and crossover switches.

Eastward passenger trains not stopping at Tehachapi will make running test at end of double track Tehachapi. Westward passenger trains not stopping at Tehachapi will make running test at West wye switch, Summit Switch.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

INTERLOCKING

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch

For main track, one long whistle (—).
To or from spur track, one long and one short whistle (— o).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch

One long whistle (—).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailed by one long, one short and one long whistle (— o —).

Westward trains, one long whistle for crossing and for double track (—).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford

One long whistle (—).

TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare

One long whistle (—).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (—).

For movement over crossing on siding, one long, one short and one long whistle (— o —).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (— o).

Between main track and transfer track, one short, one long and one short whistle (o — o).

No. 1 track, two short, one long and one short whistles (o o — o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green.....	Westward track to S. P. single track.
Yellow.....	To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green.....	Eastward main track.
Yellow.....	Against current of traffic.

Transfer tracks have pipe connected details to main track (transfer switch).

TEHACHAPI

Main track movements (to or from double track) one long whistle (—).
No. 1 siding, one short, one long and one short whistle (o — o).

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o — o —).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (— o o —).

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-4-5	Fresno and half-mile east of Sivert, except:	50	35	20
2-3-7-9	Fresno, within city limits.....	8	8	8
2-3-7-9	Fresno yard outside city limits.....	15	10	10
2-3	Fowler within city limits.....	10	10	10
2-3	Selma within city limits bet. 5 AM-11 PM...	10	10	10
2-3	Kingsburg within city limits bet. 4 AM-11 PM.	10	10	10
2-3	Goshen Junction yard.....	25	25	20
2-3	Tulare within city limits.....	8	8	8
2-3-4-5	Bakersfield within city limits.....	6	6	6
2-3-4-5	Bakersfield yard outside city limits.....	35	20	20
4-5	Bena and Sivert (westward freight trains).....	..	35	20
4-5	½ mile east Sivert and 1 mile west Ilmon.....	40	30	20
4-5	1 mile west Ilmon and 1 mile west Tehachapi...	30	18	15
4-5	1 mile west Tehachapi and 1 mile west Cameron.	50	35	20
4-5	1 mile west Cameron and Mojave, except:	45	18	15
4-5-6	Mojave yard.....	15	10	10
4-5	Mojave and 1 mile west Cameron (westward freight trains).....	..	35	10
6	Mojave and Palmdale.....	50	35	20
6	Palmdale and Saugus.....	30	18	15
7	Fresno and Famoso via Sanger and Porterville, except:	40	30	20
7	Exeter within city limits.....	10	10	10

SPEED RESTRICTIONS—Concluded

Page	BETWEEN	Passenger	Freight	Running Backward
7	Lindsay within city limits.....	10	10	10
7	Porterville within city limits.....	8	8	8
7	On curve west of Orris.....	30	20	20
9	Kerman and Armona.....	40	30	20
9	Ingle and 1 mile west of Riverdale.....	35	25	15
9	1 mile west of Riverdale and Hardwick, except:	20	20	15
9	Over Kings River Bridge 222-C between Lynn and Hassel.....	6	6	6
8	Goshen Junction and Armona, except:	50	35	20
8	Hanford within city limits.....	8	8	8
8	Goshen Junction and Exeter, except:	40	30	20
8	Visalia within city limits.....	10	10	10
8	On curve at Ambler.....	30	20	20
8	Exeter within city limits.....	10	10	10
8	Armona and Crump, except:	40	25	20
8	Huron and Turk on curves.....	30	18	15
8	Crump and Alcalde.....	10	10	10
9	Fresno and Gordon, except:	40	25	20
9	Barton and Maltermoro on curves.....	30	18	15
9	Clovis city limits.....	8	8	8
9	Gordon and Friant.....	30	18	15
10	Bakersfield and Gosford.....	40	25	20
10	Gosford and Olig, except:	30	20	15
10	Lokern and Olig with large loaded oil cars.....	..	15	15
9	Rossi and Stratford.....	25	25	10
10	Porterville and Springville.....	20	15	10
11	Magunden and Rayburn, except:	25	25	10
11	Magunden and Rayburn on curves.....	15	15	10
10	Mojave and Owenyo.....	35	25	20
	Through interlocking limits, with caution.....			
	Through crossovers and turnouts.....	10	10	10

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M. P. H.
Mikado and F-1 type engines.....	45
F-3 and F-4 type engines (except where freight speed is less be governed thereby).....	30
F-3 and F-4 type engines on curves of 6 degrees or over.....	20
F-3 and F-4 type engines backward movement over switch turnouts.....	8
Mallet engines (except where freight speed is less be governed thereby).....	25
Santa Fe 3800 class (except where freight speed is less be governed thereby).....	30
Consolidation engines.....	40
Engines Running Light:	
8-wheel, 10-wheel, Mogul, Mikado, Pacific and F-1 type (except where speed restrictions are less).....	35
Consolidation and 2900 class (where freight speed is 18 m.p.h.).....	20
Santa Fe 900 and 1600 class engines (where freight speed is 18 m.p.h.).....	20
Engines not specified.....	Freight Train Speed.
Trains Handling Relief Outfit:	
Main track, Exeter to Kerman-Fresno to Famosa via Sanger (except where freight speed is less be governed thereby).....	25
Over other lines (except where freight speed is less by governed thereby).....	15
F-3 and F-4 Type engines must not be used in passenger service.	

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTER-BALANCED

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1.....	3000 to 3009.....	63	45120 lbs.
MC-1.....	4000 and 4001.....	53	42760 "
MC-2.....	4002 to 4016.....	53	42760 "
MC-4.....	4017 to 4028.....	53	43130 "
MC-6.....	4029 to 4043.....	53	43230 "
MC-6.....	4044 to 4048.....	53	42680 "
MK-2.....	{ 3200 to 3202, 3205, 3206, 3210, 3211.....	49	46140 "
MK-4.....	3216 to 3230, 3232 to 3235.....	49	45560 "
MM-2.....	4200 to 4211.....	56	46300 "
T-6.....	{ 2187, 2190, 2194, 2200, 2203, 2204, 2205.....	50	22740 "
T-6.....	2197, 2208.....	45	24110 "
T-28.....	{ 2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.....	54	46220 "
TW-2.....	2946, 2948 to 2953.....	43	25860 "
TW-4.....	2926 to 2931.....	44	26000 "

Note.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

MISCELLANEOUS

- At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection. Light engines will stop a sufficient length of time for enginemen to inspect engine.
 - Marcel.—(Unless stop made at Cable.)
 - Woodford.—(Unless stop made at Walong.)
 - Bealville.—(Unless stop made at Rowen.)
 When stop of ten minutes has been made at Rowen it will be necessary to allow for equalizing of wheel heat and inspection at some station between Rowen and Caliente.
 - Warren.
 - Ravenna.—(Unless stop made at Paris or Acton.)
 - Russ.—(Unless stop made at Ravenna.)
 - McKittrick Branch.—Between mile posts 357 and 358.
 - Owenyo Branch.—At Little Lake, Teagle and Goler.

2. Before entering and after leaving sidings where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and 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.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

- Retainers will be used on passenger trains as follows:
 - Eastward trains.....Cameron to Mojave—All retainers
 - Eastward trains.....Vincent to Acton—Available retainers
 - Westward trains.....Vincent to Harold—Available retainers
 - Westward trains.....Tehachapi to Caliente—All retainers

Retainers will be used on freight trains as follows:

- Eastward trains.....Cameron to Mojave
- Eastward trains.....Vincent to Lang
- Westward trains.....Vincent to Harold
- Westward trains.....Tehachapi to Caliente
- Westward trains.....McKittrick to Lokern
- Westward trains.....Mabel to Linnie
- Westward trains.....Searles to Garlock

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

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 ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed. Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

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

8. Fresno.—Eastward trains entering yard will be governed by signal from Herder as follows:

- Trains via Merced, green signal.
- Trains via Kerman, yellow signal.

Mojave.—Freight trains entering yard will be governed by signal from Herder as follows:

- Eastward trains, yellow signal.
- Westward S. P. trains, yellow signal.
- Westward Santa Fe trains, green signal.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

- Southern Pacific:
 - Passenger trains.....One long.
 - Freight trains.....One short, one long, one short.

- Santa Fe:
 - Passenger trains.....One long, one short.
 - Freight trains.....One long, one short, one long.

9. Fresno.—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Porterville Branch.

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

11. Goshen Jct.—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

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

13. At Rowen, siding between intermediate switches is designated as middle siding.

- Siding east of middle siding is designated as westward siding.
- Siding west of middle siding is designated as eastward siding.
- Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding. Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars.

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kerman via Armona.	Bakersfield to Mojave.	Mojave to Saugus.	Saugus to Bakersfield.
E-9	E-63 17/24 52	1309.....	140	1930	240	360	290
E-10	E-63 17/24 47	1320 to 1349.....	140	1950	270	390	320
E-5	E-69 18/24 69	1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401.....	165	2430	300	400	360
E-23	E-73 20/24 89	1433 to 1443.....	190				
E-23	E-73 20/24 92	1445 to 1458.....	190	3310	430	570	510
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471.....	165	2670	320	440	390
E-27	E-73 20/26 113-S	1526 to 1540 (Superheated).....	210	4030	540	710	640
E-27	E-73 20/26 100	1526 to 1540 (Saturated).....	200	3710	500	660	590
M-4	M-63 20/28 126	1615 to 1719.....	190	4270	630	810	730
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779 (Superheated).....	200				
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803 (Superheated).....	200	5250	790	1020	920
M-8	M-63 21/28 156	1720 to 1724, 1726, 1770 to 1779 (Saturated).....	200	5000	740	960	870
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803 (Saturated).....	195	4860	730	940	850
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated).....	210	5540	850	1090	990
M-9	M-63 21/28 147	1804 to 1822 (Saturated).....	200	4990	740	960	870
T-16	T-57 18/24 80	2039 to 2073, 2081, 2082, 2095.....	165	2880	400	530	480
T-16	T-57 18/24 76	2094.....	150	2600	350	470	420
T-10	T-57 18/24 86	2134 to 2152.....	160	2770	380	500	450
T-9	T-57 18/24 96	2155, 2175, 2180.....	170	2960	400	530	480
T-9	T-57 18/24 92	2170, 2172.....	170	3190	420	550	490
T-3	T-69 20/26 113	2212 to 2220.....	180	3510	470	620	550
T-2	T-63 19/24 105	2221 to 2234.....	160	2810	360	470	430
T-1	T-63 20/26 112	2235 to 2244, 2246 to 2273.....	180	3340	560	730	660
T-25	T-69 20/28 134	2274 to 2281.....	200	4230	590	770	690
T-27	T-69 20/26 124	2282.....	180	3490	440	600	530
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated).....	210	5560	870	1010	1000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated).....	200	4890	750	960	870
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated).....	210	6060	930	1190	1080
T-28	T-63 22/28 160	2311 to 2352 (Saturated).....	200	5470	820	1060	950
T-31	T-63 22/28 162-S	2353 to 2362.....	200	5750	869	1110	1010
P-1	P-77 22/28 141-S	2400 to 2427 (Superheated).....	210	5010	700	910	820
P-5	P-77 22/28 141-S	2438 to 2452.....	200	4750	650	850	760
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated).....	190	6010	950	1210	1100
C-2	C-57 22/34 172	2600 to 2611 (Saturated).....	185	5750	890	1140	1030
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated).....	190	5990	930	1190	1080
C-4	C-57 22/34 176	2612 to 2623 (Saturated).....	185	5750	880	1130	1020
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated).....	210	6680	1050	1340	1220
C-5	C-57 22/30 180	2624 to 2679 (Saturated).....	200	5950	910	1170	1060
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated).....	210	6660	1030	1320	1200
C-5	C-57 22/30 178	2680 to 2693 (Saturated).....	200	5960	920	1180	1070
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated).....	210				
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated).....	210	6660	1030	1320	1200
C-10	C-57 22/30 194-S	2831 to 2836, 2839 to 2857 (Superheated).....	210				
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated).....	200				
C-8	C-57 22/30 184	2698 to 2751 (Saturated).....	200	5930	890	1150	1040
TW-8	TW-54 21/32 155	2914 to 2923 (Saturated).....	180	4960	740	960	870
TW-3	TW-50 20/26 120	2932 to 2939, 2941 to 2945.....	170	4230	650	830	750
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated).....	210	3970	500	670	600
A-3	A-81 20/28 105	3025 to 3071 (Saturated).....	200	3610	430	590	520
Mk-5	Mk-63 26/28 210-S	3237 to 3249, 3270, 3271.....	200				
Mk-6	Mk-63 26/28 210-S	3250 to 3269.....	200	8090	1300	1660	1500
F-1	F-63 27 1/2/32 273-S	3600 to 3652.....	200	9700	1530	1950	1770
F-3	F-63 29 1/2/32 297-S	3653 to 3667.....	200		1730	2210	1920
F-4	F-63 29 1/2/32 306-S	3668 to 3717.....	200		1800	2300	2000
F-5	F-63 29 1/2/32 306-S	3718 to 3768.....	200		1800	2300	2000
Allowance for empty and underloaded cars.....				6	3	3	3
				3	0	0	0

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade
Fresno to Bakersfield.	.35	.5	.37%
Bakersfield to Ilmon.	1.50	10.00	1.90%
Ilmon to Tehachapi.	2.50	10.5	2.92%
Saugus to Palmdale.	2.20	10.33	2.61%
Palmdale to Mojave.	1.50	1.30	1.55%
Mojave to Eric.....	2.20	4.00	2.38%
Eric to Tehachapi....	1.179	1.50	1.239%
Fresno to Friant.....	1.00	10.00	1.4%

TRAINMASTERS

H. C. THOMPSON..... Fresno
R. G. PROSOLE..... Bakersfield
C. G. TANDY..... Mojave

Chief Dispatchers,
E. F. WASEM,
O. D. DAY.

Road Foreman of Engines,
S. H. BRAY.

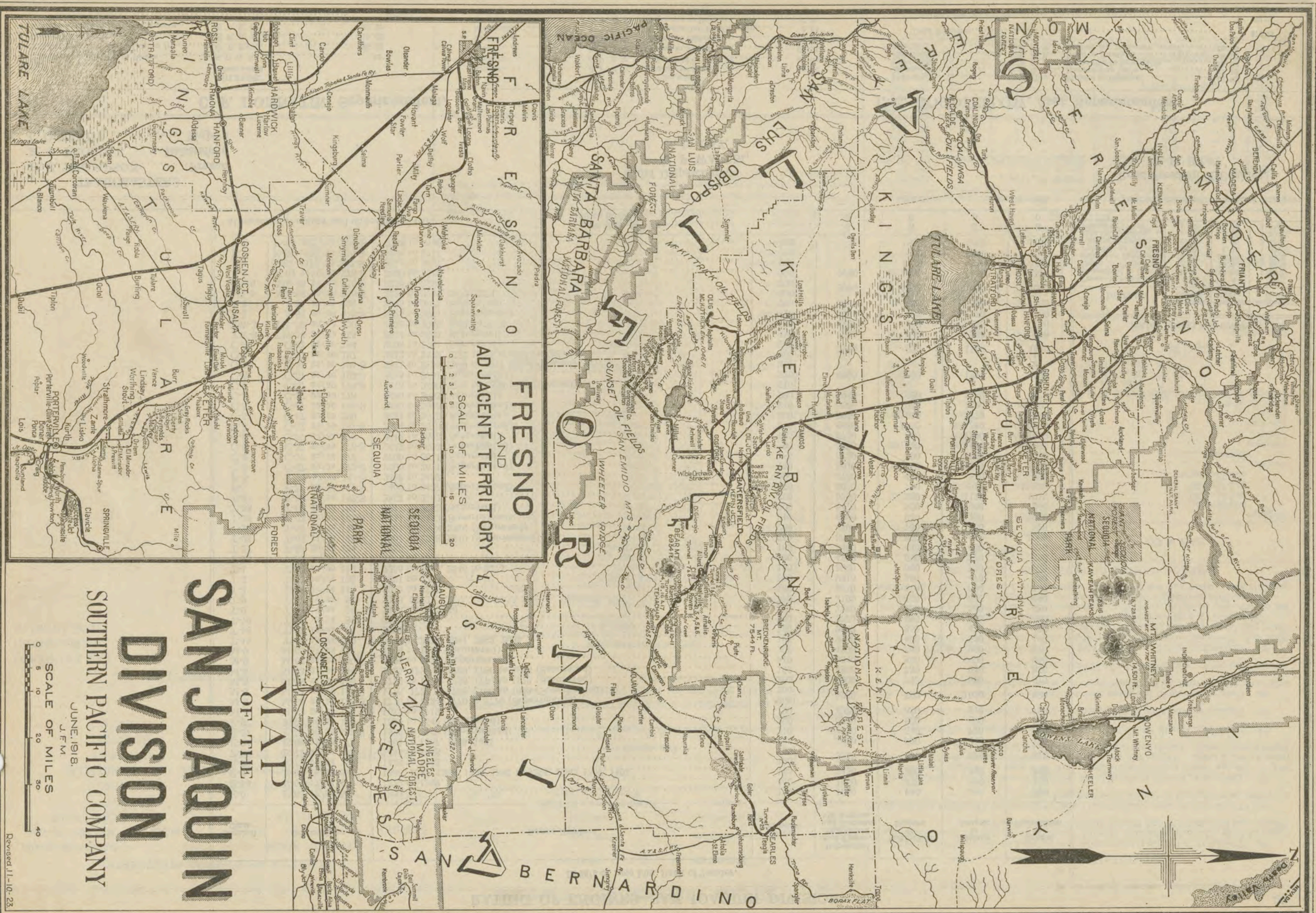
C. F. DONNATIN, Superintendent.

J. C. GOODFELLOW, Asst. Superintendent.

MILEAGE.	
Main Lines	
End Stockton Division to Fresno..... S. P. R. R.....	53
End Stockton Division to Goshen Jet..... C. P. Ry.....	35.48
Goshen Jet. to Saugus..... S. P. R. R.....	210.62
Kerman to Goshen Jet.. Via Armona..... S. P. R. R.....	51.37
Total Main Line.....	298.00

Branches.	
Alcalde..... S. P. R. R.... Armona to Alcalde.....	44.32
Asphalto..... S. P. R. R.... Bakersfield to Olig.....	50.06
Clovis..... S. P. R. R.... Fresno to Friant.....	24.14
Fresno..... S. P. R. R.... Fresno to Famoso.....	102.61
Magnesite..... S. P. R. R.... Magnesite Jet to Magnesite.....	2.44
Arvin..... S. P. R. R.... Magunden to Rayburn.....	17.05
Oil City..... S. P.-A. T. & S. F.... Oil Jet. to Porgue.....	8.91

Owenyo..... C. P. Ry.... Mojave to Owenyo.....	142.90
Riverdale..... S. P. R. R.... Hardwick to Ingles.....	42.16
Springville..... S. P. R. R.... Porterville to Springville.....	15.83
Stratford..... S. P. R. R.... Rossi to Stratford.....	8.25
Visalia..... S. P. R. R.... Goshen Jet. to Exeter.....	16.76
Total Branches.....	475.43
Total San Joaquin Division.....	773.43



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 11-10-23