

**SURGEONS OF SANTA FE COAST LINES  
HOSPITAL ASSOCIATION**

**DR. LAWRENCE CHAFFIN**, Chief Surgeon, Los Angeles, Calif.  
**DR. R. J. FLAMSON**, Assistant Chief Surgeon, Los Angeles, Calif.  
**DR. A. L. KIEFER**, Assistant Chief Surgeon, Los Angeles, Calif.

**DR. FRED H. LAWRENCE**, Local Surgeon..... San Francisco  
**DR. WALDO L. NEWBERG**, Assistant Local Surgeon..... San Francisco  
**DR. R. A. CRUM**, Local Surgeon..... Oakland  
**DR. W. L. BYERS**, Assistant Local Surgeon..... Oakland  
**DR. C. L. ABBOTT**, Division Surgeon..... Richmond-Oakland  
**DR. HANS BENEDICT**, Shop Physician..... Richmond  
**DR. ALLEN MORROW**, Local Surgeon..... Richmond  
**DR. LAWRENCE W. BROWN**, Assistant Local Surgeon..... Richmond  
**DR. C. H. LENTZ**, Local Surgeon..... Port Chicago  
**DR. H. D. NEUFELD**, Emergency Surgeon..... (Concord) Port Chicago  
**DR. C. L. KERNS**, Local Surgeon..... Pittsburg  
**DR. RICHARD GINTER**, Local Surgeon..... Antioch  
**DR. J. H. LIBBEY**, Consulting Surgeon..... Antioch  
**DR. W. T. McNEILL**, Local Surgeon..... Stockton  
**DR. JOHN McNALLY**, Assistant Local Surgeon..... Stockton  
**DR. PHILIP VON HUNGEN**, Local Surgeon..... Escalon  
**DR. E. E. CHOURET**, Local Surgeon..... Oakdale  
**DR. THOMAS T. TENNANT**, Local Surgeon..... Hughson  
**DR. E. M. SODERSTROM**, Local Surgeon..... Merced  
**DR. C. T. SWIFT**, Local Surgeon..... Madera  
**DR. R. W. DAHLGREN**, Division Surgeon..... Fresno  
**DR. L. R. NIELSON**, Local Surgeon..... Fresno  
**DR. F. R. FREETO**, Assistant Local Surgeon..... Fresno  
**DR. W. T. CHAMLEE**, Local Surgeon..... Hanford  
**DR. HAROLD JACOBS**, Local Surgeon..... Corcoran  
**DR. JAMES A. SMITH**, Assistant Local Surgeon..... Corcoran  
**DR. MAX D. HENDRICKS**, Local Surgeon..... Wasco  
**DR. HENRY W. VOTH**, Local Surgeon..... Shafter  
**DR. JOE SMITH**, Division Surgeon..... Bakersfield  
**DR. WAYLAND P. MATT**, Local Surgeon..... Bakersfield  
**DR. STUART L. PARRISH**, Assistant Local Surgeon..... Bakersfield  
**DR. C. M. MATHIAS**, Local Surgeon..... Tulare  
**DR. WILEY C. ZINK**, Assistant Local Surgeon..... Tulare  
**DR. K. F. WEISS**, Local Surgeon..... Visalia  
**DR. F. G. POWELL**, Assistant Local Surgeon..... Visalia  
**DR. R. H. DUNN**, Local Surgeon..... Cutler  
**DR. G. A. HAWKINS**, Local Surgeon..... Reedley  
**DR. M. S. GAEDE**, Assistant Local Surgeon..... Reedley  
**DR. JOHN S. GLENN**, Local Surgeon..... Exeter  
**DR. HORACE G. CAMPBELL**, Local Surgeon..... Lindsay  
**DR. F. L. WIENS**, Local Surgeon..... Porterville  
**DR. R. D. KARSTAEDT**, Assistant Local Surgeon..... Porterville  
**DR. ROBERT A. PATRICK**, Local Surgeon..... Taft  
**DR. WILLIAM L. McEWEN**, Assistant Local Surgeon..... Taft  
**DR. HAROLD L. SCHLOTTHAUER**, Local Surgeon..... Mojave  
**DR. MADGE SCHLOTTHAUER**, Assistant Local Surgeon..... Mojave  
**DR. JAMES E. JONES**, Local Surgeon..... Barstow  
**DRS. C. A. & R. J. MACDONALD**, Assistant Local Surgeons..... Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all locomotives, and with all regularly assigned extra gangs.

	<b>E. E. SANDERS</b> , Trainmaster, Bakersfield, Calif.	
<b>H. G. WOOD</b> , Trainmaster, Fresno, Calif.		<b>NEIL WILSON</b> , Trainmaster, Fresno, Calif.
	<b>A. A. KENNEDY</b> , Trainmaster, Richmond, Calif.	
<b>J. B. WARD</b> , Chief Dispatcher, Fresno, Calif.	<b>S. A. WYSONG</b> , <b>L. DUNCAN</b> , <b>L. L. WEBSTER</b> , <b>J. P. MARBERRY</b> , <b>N. S. PETERSON</b> , <b>E. C. STRETCH</b> , <b>G. M. YOUNG</b> , <b>R. L. SIMPSON</b> , Dispatchers, Fresno, Calif.	<b>R. D. RILEY</b> , <b>M. L. POTTER</b> , <b>G. T. WHEELER</b> , <b>L. L. SAGE</b> , <b>J. R. SHIPLEY</b> , <b>C. P. HUNTSMAN</b> , <b>J. E. SIKES</b> , <b>J. H. WEBBER</b> ,
<b>P. W. ARCHIBALD</b> , <b>H. A. HARGIS</b> , Asst. Chief Dispatchers, Fresno, Calif.		

The  
**Atchison, Topeka and Santa Fe  
 Railway Co.**



**VALLEY DIVISION  
 AND  
 SAN FRANCISCO TERMINAL DIVISION**

**TIME TABLE No.**

**104**

IN EFFECT

**Sunday, June 6, 1954**

At 12:01 A. M.  
 Pacific Standard Time

This Time Table is for the exclusive use  
 and guidance of Employees.

**O. L. GRAY**,  
 General Manager,  
 Los Angeles, Calif.

**F. A. BAKER**,  
 Asst. General Manager,  
 Los Angeles, Calif.

**R. D. SHELTON**,  
 Asst. General Manager,  
 Los Angeles, Calif.

**F. N. STUPPI**,  
 Superintendent,  
 Fresno, Calif.

**E. O. BAGENSTOS**,  
 Superintendent,  
 San Francisco, Calif.

**MOJAVE DISTRICT**

**VALLEY DIVISION**

**3**

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD			TIME TABLE NO. 104 June 6, 1954	EASTWARD			Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS					
			7	23	1		8	24	2			
			Passenger	The Grand Canyon	San Francisco Chief		Passenger	The Grand Canyon	San Francisco Chief			
			Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard	FW TY	34.3	PM 3.15	AM 6.30	AM 3.00	BARSTOW YL	AM 3.50	PM 6.00	PM 9.10	746.4		C
228		12.1	3.20	6.35	3.04	HUTT	3.40	5.46	9.00	749.6	0.0	B
92		5.8	3.25	6.40	3.08	MADE	3.36	5.42	8.56	752.0	0.0	B
112		31.7	3.30	6.45	3.13	HINKLEY	3.32	5.36	8.51	767.0	7.7	B
71		34.3	3.36	6.50	3.18	EADS	3.28	5.31	8.46	762.0	24.5	B
98		34.3	3.40	6.54	3.22 <sup>s</sup>	HAWES	3.22 <sup>s</sup>	5.26	8.41	766.7	0.0	B
98		34.3	3.46	6.59	3.29	JIMGREY	3.14	5.20	8.36	772.3	12.2	B
118		28.1	3.53	7.06	3.36	KRAMER	3.08	5.13	8.29	780.2	12.2	B
72	Y	24.3	3.58	7.10	3.40	BORON	f 3.05	s 5.09	8.25	784.0	29.0	O
153		0.0	4.05	7.16	3.45	SILT	3.00	5.03	8.20	789.6	34.3	B
153	Y	26.4	s 4.15	s 7.25	3.51	EDWARDS	s 2.54	s 4.55	8.14	797.1	11.1	O
153		34.3	4.21	7.32	3.56	BISSELL	2.49	4.50	8.09	803.6	0.0	B
168		22.2	4.26	7.38	4.02	SANBORN	2.44	4.44	8.04	810.1	18.5	B
Yard		52.8	4.33	7.45	4.10	EAST MOJAVE YL	2.37	4.37	7.57	817.8	0.0	O
Yard	FW TY	52.8	s 4.35 4.55	s 7.50 8.05	f 4.15	MOJAVE (68.9) YL	s 2.35 2.33	s 4.35 4.30	s 7.55 7.50	818.4	0.0	O
			7.05	10.15	6.25	KERN JUNCTION YL	12.28	2.25	5.38	885.2		C
Yard	FW T	15.8	s 7.15 PM	s 10.30 AM	s 6.40 AM	BAKERSFIELD YL	12.20 AM	2.15 PM	5.30 PM	887.7	0.0	C
			Arrive Daily	Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily	Leave Daily			

(37.7) (36.9) (37.7) ..... Average speed per hour. .... (39.9) (37.7) (38.6)

Signal System One in effect between Barstow and Mojave and between Kern Jct. and M.P. 887.5.

Signal System Two in effect between M.P. 887.5 and Bakersfield.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 10 miles per hour between Signal 7453 and West Tower and main track may be used not protecting against regular or extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed

prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Southern Pacific time table and rules govern movement of trains between East Mojave and Kern Junction.

Rule 251 in effect between Kern Jct. and M.P. 888 at Bakersfield.

Rule 261 in effect (ABS indication) between West Tower, Barstow, and signal at west end of siding at Hutt.

Trains must get numbered clearance card before leaving Barstow, East Mojave and Bakersfield.

**ARVIN DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 104 June 6, 1954	EASTWARD	
		STATIONS			STATIONS	
		Mile Post	Ruling Grade Ascending		Mile Post	Ruling Grade Ascending
100	42.2	ARVIN YL	333.1		37.0	
40	0.0	DI GIORGIO YL	328.8		42.2	
67	0.0	RIBIER YL	326.8		43.3	
	0.0	LAMONT YL	324.6		43.3	
	0.0	ALGOSO YL	316.9		43.3	
		MAGUNDEN YL	316.6			
		(16.5)				

No switch lights on Arvin District.  
Wye and water at Di Giorgio.

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
7	63	61	1					
Passenger	Golden Gate	Golden Gate	San Francisco Chief	NO. 104				
				June 6, 1954				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
PM	PM	AM	AM	<b>BAKERSFIELD YL</b>	887.7		C	FW T
7.45	4.00	11.00	6.45	3.4 JASTRO	891.1	13.3	B	
				6.6 UNA	897.7	0.0	B	
8.05	4.14	11.15	7.01	7.7 SHAFTER	905.4	9.2	O	
8.17	4.20	11.22	7.11	7.6 WASCO	913.0	0.0	C	
				8.2 ELMO	919.2	0.0	B	
				5.4 KERNELL	924.8	0.0	B	
8.34	4.35 <sup>2</sup>			7.7 ALLENSWORTH	932.3	0.0	B	
8.43				9.8 ANGIOLA	942.1	9.5	B	
9.00	4.48	11.49	7.40	8.8 CORCORAN	950.9	4.1	C	Y
				9.4 GUERNSEY	960.3	4.1	B	
9.30	5.05	12.06	8.00	7.6 S. P. Crossing HANFORD	967.9	5.8	C	W
				5.3 SHIRLEY	973.2	10.6	B	
9.42				2.8 LATON	978.0	14.6	B	Y
				6.2 CONEJO	982.2	0.0	B	
		12.24 <sup>00</sup>		6.1 BOWLES	988.3	10.6	B	
				6.1 CALWA TOWER	994.4	10.6	C	
10.05	5.30	12.34	8.30	S. P. Crossing CALWA YL	995.2	0.0	C	FW TY
PM	PM	PM	AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)				

(46.1) (71.7) (68.6) (61.4) ..... Average speed per hour

Signal System Two in effect between M.P. 887.5 at Bakersfield and end of two tracks at Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed

prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between M.P. 888 Bakersfield and end of two tracks at Calwa.

(Continued on Page 5)

**FIRST DISTRICT**

**VALLEY DIVISION**

**5**

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	TIME TABLE  NO. 104  June 6, 1954	EASTWARD			
			FIRST CLASS			
			6	60	2	62
			Passenger	Golden Gate	San Francisco Chief	Golden Gate
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		<b>BAKERSFIELD YL</b>	AM	PM	PM	PM
E126	15.5	3.4 JASTRO	6-30	2-05	5-25	11-59
W123	14.7	6.6 UNA				
173	0.0	7.7 SHAFTER	s 6-00	1-37	f 4-58	11-30
E101	10.6	7.6 WASCO	s 5-50	1-30	f 4-50	11-21
W101	15.8	6.2 ELMO				
125	15.8	5.4 KERNELL				
172	8.4	7.7 ALLENSWORTH	f 5-26		4-35 <sup>30</sup>	
173	1.7	0.8 ANGIOLA	5-18			
172	2.6	8.8 CORCORAN	s 5-10	s 1-02	4-19	10-53
E107	0.0	9.4 GUERNSEY				
W189	0.0	7.6 S. P. Crossing HANFORD	s 4-45	s 12-45	4-03	s 10-36
173	0.0	5.3 SHIRLEY				
E172	15.8	2.8 LATON	s 4-23			
W 96	15.8	6.2 CONEJO				
174	0.0	6.1 BOWLES		12-24 <sup>01</sup>		
64	0.0	6.1 CALWA TOWER				
174	0.0	S. P. Crossing CALWA YL	4-01 AM	12-16 PM	3-36 PM	10-06 PM
172	0.0					
Yard	4.2	(107.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (43.3) (59.2) (59.2) (57.1)

(Continued from Page 4)

In CTC sidings, speed limit 40 MPH.

At Laton, siding not signaled and switches not power-controlled but equipped with electric switch locks. Rule 105 applies in Laton siding.

Rule 251 in effect between end of two tracks at Calwa and end of two tracks at Fresno.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward freight trains and light engines will secure numbered clearance card before leaving Calwa Tower.

WESTWARD				TIME TABLE	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
7	63	61	1					
Passenger	Golden Gate	Golden Gate	San Francisco Chief	NO. 104				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	June 6, 1954				
PM 10.05	PM 5.30	PM 12.34	AM 8.30	STATIONS				
				CALWA YL	995.2		C	FW TY
				1.6 SUNMAID TOWER YL	996.8	15.8	C	
				S. P. Crossing 0.9 FRESNO TOWER YL	997.7	15.8	O	
				S. P. Crossing 0.4 FRESNO YL	998.1		C	W
10.15 10.35	5.36 5.40	12.40 12.45	8.40 8.45	2.0 HAMMOND YL	1000.1	15.8	B	
10.41	5.46	12.51	8.51	5.0 FIGARDEN	1005.1	15.8	B	
10.48	5.52	12.57	8.57	6.1 GREGG	1011.2	10.6	B	
10.54	5.57	1.02	9.02	3.1 TRIGO	1014.3	0.0	B	
10.57				5.2 MADERA	1019.6	15.8	B	
11.03	6.03	1.09	9.09	6.1 KISMET	1025.7	16.1	O	
11.10	6.08	1.14	9.14	S. P. Crossing 4.7 SHARON	1030.4	7.4	B	
11.15	6.12	1.18	9.18	5.7 MARGUERITE	1036.1	15.8	B	
11.20	6.17	1.23	9.23	5.4 LE GRAND	1041.5	0.0	C	
11.26	6.21	1.27	9.28	5.8 PLANADA	1047.3	5.3	O	
11.33	6.26	1.32	9.33	3.7 TUTTLE	1051.0	0.0	B	
11.37	6.29	1.35	9.36	4.3 EAST MERCED YL	1055.3	0.0		
11.41	6.32	1.38	9.40	0.8 MERCED YL	1056.1	0.0	C	
11.50	6.35	1.42	9.43	5.9 FLUHR	1062.0	5.3	B	
11.59	6.41	1.48	9.49	3.4 WINTON	1065.4	15.8	C	
12.03	6.44	1.51	9.52	2.9 CRESSY	1068.3	0.0	B	
12.07	6.46	1.53	9.54	3.3 BALICO	1071.6	19.8	B	
12.11	6.49	1.56	9.57	8.0 DENAIR	1079.6	15.8	C	
12.20	6.55	2.04	10.03	6.2 HUGHSON	1085.8	0.0	C	
12.32	7.00	2.10	10.08	3.4 EMPIRE	1089.2	17.4	C	
12.38	7.05	2.14	10.12	3.6 OLAUS	1092.8	7.9	B	
12.43	7.09	2.18	10.16	2.8 RIVERBANK YL	1095.6	26.4	C	YW
12.50	7.12	2.22	10.20					
AM	PM	PM	AM					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)				

(41.5) (61.5) (58.5) (57.4) .....Average speed per hour

Signal System One in effect between Calwa and Riverbank.

Rule 251 in effect between end of two tracks, Calwa and end of two tracks, Fresno.

(Continued on Page 7)

**SECOND DISTRICT**

**VALLEY DIVISION**

**7**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE  NO. 104  June 6, 1954	EASTWARD			
			FIRST CLASS			
			6	60	2	62
			Passenger	Golden Gate	San Francisco Chief	Golden Gate
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		<b>CALWA</b> YL	<b>AM</b>	<b>PM</b>	<b>PM</b>	<b>PM</b>
	2.6	1.6	<b>4:01</b>	<b>12:16</b>	<b>3:36</b>	<b>10:06</b>
		<b>SUNMAID TOWER</b> YL				
	2.6	S. P. Crossing				
		<b>FRESNO TOWER</b> YL				
	5.3	S. P. Crossing				
Yard		<b>FRESNO</b> YL	<b>3:55</b>	<b>12:10</b>	<b>3:30</b>	<b>10:00</b>
	5.3	2.0	<b>3:40</b>	<b>12:05</b>	<b>3:25</b>	<b>9:55</b>
75	5.3	<b>HAMMOND</b> YL	<b>3:30</b>	<b>11:59</b>	<b>3:19</b>	<b>9:48</b>
115	5.3	5.0				
115	15.8	<b>FIGARDEN</b>	<b>3:24</b>	<b>11:53</b>	<b>3:13</b>	<b>9:42</b>
115	15.8	4.1				
71	15.8	<b>GREGG</b>	<b>3:18</b>	<b>11:48</b>	<b>3:08</b>	<b>9:37</b>
115	12.7	3.1				
115	15.8	<b>TRIGO</b>	<b>3:15</b>	<b>11:45</b>	<b>3:05</b>	
		5.3				
115	15.8	<b>MADERA</b>	<b>3:10</b>	<b>11:41</b>	<b>3:00</b>	<b>9:31</b>
		6.1				
115	0.0	<b>KISMET</b>	<b>3:00</b>	<b>11:36</b>	<b>2:55</b>	<b>9:26</b>
		S. P. Crossing				
69	15.8	4.7				
115	15.8	<b>SHARON</b>	<b>2:55</b>	<b>11:32</b>	<b>2:51</b>	<b>9:22</b>
		5.7				
115	15.8	<b>MARGUERITE</b>	<b>2:50</b>	<b>11:28</b>	<b>2:46</b>	<b>9:18</b>
		5.4				
115	15.8	<b>LE GRAND</b>	<b>2:45</b>	<b>11:24</b>	<b>2:41</b>	<b>9:14</b>
		5.8				
66	14.6	<b>PLANADA</b>	<b>2:36</b>	<b>11:19</b>	<b>2:36</b>	<b>9:10</b>
		3.7				
115	10.6	<b>TUTTLE</b>	<b>2:32</b>	<b>11:16</b>	<b>2:32</b>	<b>9:07</b>
		4.3				
86	9.5	<b>EAST MERCED</b> YL	<b>2:27</b>	<b>11:12</b>	<b>2:28</b>	<b>9:04</b>
		0.8				
40	17.4	<b>MERCED</b> YL	<b>2:25</b>	<b>11:10</b>	<b>2:26</b>	<b>9:02</b>
		5.9				
115	15.8	<b>FLUHR</b>	<b>2:13</b>	<b>11:03</b>	<b>2:20</b>	<b>8:55</b>
		3.4				
74	0.0	<b>WINTON</b>	<b>2:09</b>	<b>11:00</b>	<b>2:17</b>	<b>8:52</b>
		2.0				
65	19.8	<b>ORESSY</b>	<b>2:05</b>	<b>10:58</b>	<b>2:15</b>	
		3.3				
115	15.8	<b>BALICO</b>	<b>2:00</b>	<b>10:55</b>	<b>2:12</b>	<b>8:47</b>
		6.0				
114	0.0	<b>DENAIR</b>	<b>1:52</b>	<b>10:49</b>	<b>2:04<sup>41</sup></b>	<b>8:41</b>
		6.2				
75	15.8	<b>HUGHSON</b>	<b>1:45</b>	<b>10:44</b>	<b>1:58</b>	<b>8:36</b>
		3.4				
101	0.0	<b>EMPIRE</b>	<b>1:36</b>	<b>10:40</b>	<b>1:54</b>	<b>8:32</b>
		3.6				
39	0.0	<b>CLAUS</b>	<b>1:31</b>	<b>10:36</b>	<b>1:50</b>	
		2.8				
Yard		<b>RIVERBANK</b> YL	<b>1:27</b>	<b>10:33</b>	<b>1:46</b>	<b>8:24</b>
			<b>AM</b>	<b>AM</b>	<b>PM</b>	<b>PM</b>
		(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (43.3) (61.5) (57.4) (62.1)

(Continued from Page 6)

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will super-

cede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.

Trains must get numbered clearance card before leaving Calwa and Riverbank.

WESTWARD				TIME TABLE	Mile Post	Rolling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
FIRST CLASS								
63	61	1	7					
Golden Gate	Golden Gate	San Francisco Chief	Passenger	NO. 104				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	June 6, 1954				
PM 7:12	PM 2:23	AM 10:20	AM 1:00	STATIONS				
7:17	2:29	10:27 <sup>00</sup>	1:10 <sup>00</sup>	RIVERBANK YL	1095.6	15.8	C	YW
7:21	2:34	10:32	1:17	6.0 ESCALON	1101.6	0.0	O	
7:26	2:39	10:38	1:25	4.8 AVENA	1106.4	0.0	B	
7:32	2:45	10:44	1:33	0.1 BURNHAM	1112.5	0.0	B	
7:37	2:50	10:50	1:55	7.5 MORMON YL	1120.0	0.0	O	Y
7:47 <sup>02</sup>	2:56	10:57	2:02	1.4 S. P. and W. P. Crossings	1121.4	0.0	B	YW
7:51	2:59	11:00	2:05	5.2 STOCKTON YL	1126.6	1.6	B	
7:55	3:02	11:04	2:10	2.7 GILLIS	1129.3	0.0	C	
				3.7 HOLT	1133.0	0.8	B	
				1.8 TRULL	1138.0	11.6	B	
				2.0 MIDDLE RIVER	1134.8	0.0	B	
				3.0 ORWOOD	1136.8	3.2	C	
				3.2 BIXLEE	1139.8	6.3	B	
				3.1 KNIGHTSEN	1143.0	3.6	O	
				4.2 OAKLEY	1146.1	13.2	C	
				1.8 SANDO YL	1150.3	0.0	B	
				3.7 ANTIOCH YL	1152.1	15.8	O	
				3.4 PITTSBURG YL	1155.8	5.3	O	W
				4.4 BROSE	1159.2	15.8	B	
				3.3 FORT CHICAGO	1163.6	0.0	C	
				6.5 MONSANTO	1166.9	52.8	B	
				2.6 GLEN FRAZER	1173.4	52.8	O	
				3.1 CHRISTIE	1176.0	0.0	B	
				2.4 LUZON	1179.1	0.0	B	
				1.1 PINOLE	1181.5	49.6	O	
				3.9 GATELEY	1182.6	52.8	B	
				3.1 RHEEM	1186.5	51.7	B	
				3.1 RICHMOND YL	1189.6		O	FW TY
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(94.0)				
(48.2)	(48.6)	(43.7)	(34.2)	.... Average speed per hour				

Signal System One in effect between Riverbank and Richmond.  
Rule 261 in effect between Stockton Tower and west end of Stockton siding at M.P. 1122 plus 818 feet on both main track and siding. Trains or engines must not foul or enter either the main track or siding through hand-throw switches until authority to do so has been received from the control station and switches have been properly lined.

When complying with provisions of Rule S-89 (A) at:

Sando, westward train holding main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train in siding must occupy

spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

Glen Frazer, train on main track having right to proceed westward, finding Signal 11731 in stop position due to combination of previous train movements, may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes.

Westward train on siding finding Signal 11733 in stop position, due to westward train on main track east of Signal 11731, may obtain proceed signal if route is clear by inserting switch

(Continued on Page 9)

# THIRD DISTRICT

# VALLEY DIVISION

9

Capacity of Sidings in 50 Yr. Cars	Ruling Grade Ascending	TIME TABLE  NO. 104  June 6, 1954	EASTWARD			
			FIRST CLASS			
			60	2	62	6
			Golden Gate	San Francisco Chief	Golden Gate	Passenger
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard		<b>RIVERBANK</b> YL	AM 10.33	PM 1.46	s 8.22	s AM 1.20
78	15.8	8.0 ESCALON	10.27 <sup>1</sup>	1.40	8.17	s 1.10 <sup>7</sup>
115	15.0	4.8 AVENA	10.20	1.36	8.13	1.01
130	9.8	6.1 BURNHAM	10.15	1.31	8.08	12.55
Yard	10.3	7.5 <b>MORMON</b> YL	10.09	1.25	8.02	f 12.48
Yard	10.3	1.4 S. P. and W. P. Crossings STOCKTON YL	s 10.07	s 1.23	s 8.00	s 12.45
93	1.8	5.2 GILLIS	9.59	1.16	7.47 <sup>63</sup>	12.24
89	0.5	2.7 HOLT	9.56	1.13	7.44	f 12.20
94	0.0	3.7 TRULL	9.53	1.10	7.41	12.16
	5.3	1.8 MIDDLE RIVER				
68	10.6	2.0 ORWOOD	9.47	1.04	7.35	12.10
72	10.8	3.0 BIXLER	9.44	1.01		12.07
92	0.0	3.2 KNIGHTSEN	9.41	12.58	7.30	f 12.03
87	6.8	3.1 OAKLEY	9.38	12.55		f 11.59
107	15.8	4.2 SANDO YL	9.34	12.51	7.23	11.54
100	15.8	1.8 ANTIOCH YL	9.32	12.48	7.21	s 11.52
126	6.8	3.7 PITTSBURG YL	s 9.27	s 12.43	s 7.17	s 11.45
87	11.6	3.4 BROSE	9.22	12.37	7.10	11.35
107	15.8	4.4 PORT CHICAGO	9.18	12.33	7.06	s 11.30
87	0.0	3.3 MONSANTO	9.14	12.29	7.02	11.23
85	0.0	6.5 GLEN FRAZER	9.07	12.22	6.55	11.15
89	52.8	2.6 CHRISTIE	9.03	12.18	6.51	11.10
100	52.8	3.1 LUZON	8.58	12.12 <sup>1</sup>	6.46	11.04
	29.9	2.4 PINOLE	s 8.53	12.08	f 6.42	s 10.59
101	52.8	1.1 GATELEY	8.50	12.05	6.39	10.55
104	52.8	3.9 RHEEM	8.46	12.01	6.35	10.50
Yard		3.1 <b>RICHMOND</b> YL	8.41 AM	11.56 PM	6.31 PM	10.45 PM
		(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour....			(50.4)	(51.3)	(50.8)	(36.4)

(Continued from Page 8)

key in dwarf signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

Christie, eastward train occupying main track to meet westward train, should remain west of Signal 11758 until train to be met has opened east switch to siding. This will be indicated by proceed indication on Signal 11758.

Christie, eastward train occupying siding must remain west of "spotting section" until ready to depart. "Spotting section"

designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy "spotting section" between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and MP 1177 plus 200 feet. If trains are occupying section of main track between east end of Christie and MP 1177 plus 200 feet, the signals will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Monsanto and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Riverbank and Richmond.



## OAKLAND DISTRICT

	WESTWARD				TIME TABLE NO. 104 June 6, 1954	Mile Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
	FIRST CLASS								
	63	61	1	7					
	Golden Gate	Golden Gate	San Francisco Chief	Passenger					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
	PM 9.10	PM 4.20	PM 12.30	AM 3.50	RICHMOND YL	0.0		C	FW TY
	9.20	4.30	12.40	4.00	EL CERRITO	4.5	64.4	B	
	9.30	4.40	12.50	4.15	BERKELEY	8.0	22.7	C	
					S. P. Crossing	9.9	0.0		
	9.40 9.45	4.50 4.55	1.05 1.10	4.30 4.40	OAKLAND YL 40th and San Pablo	10.9	0.0	O	Y
	10.05 PM	5.15 PM	1.30 PM	5.00 AM	SAN FRANCISCO				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)				
	(21.8)	(21.8)	(18.7)	(16.4)	..... Average speed per hour				

Signal System One in effect from Richmond to Signal 32 and at SP Crossing MP 9.9.

No. 61 is superior to No. 62. No. 63 is superior to No. 6.  
(Continued on Page 11)

## OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 104 June 6, 1954			
			STATIONS			
34	21.1		OIL JUNCTION YL		308.6	0.0
24	10.5		SEGURO YL		310.8	0.0
22	52.8		MALTHA YL		311.6	42.2
Yard			OIL CITY YL		313.7	
			(5.1)			

Water at Seguro; wye at Oil Junction.  
Office of Communication at Seguro; booth phone at Oil Junction.

## OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 104 June 6, 1954			
			STATIONS			
Yard	21.1		S. P. Crossing OAKDALE YL		6.5	21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.  
Wye at Oakdale.

## FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 104 June 6, 1954			
			STATIONS			
17	0.0		HAMMOND YL		0.0	0.0
10	0.0		CINCOTTA YL		2.0	0.0
6	0.0		BARTONETTE YL		2.4	0.0
33	0.0		OAMEO YL S. P. Crossing		5.0	0.0
8	0.0		FORTCAMP YL		6.5	0.0
5	0.0		BURNES YL		7.2	0.0
20	42.2		FAIRVIEW YL		13.0	10.6
7	16.3		BIG BUNCH YL		14.2	8.4
28	9.5		ZEDIKER YL		15.2	0.0
12	31.7		RIVERBEND YL		15.7	42.2
4	10.6		ELK YL		16.7	0.0
			BELMONT AVE. YL		16.9	
			(16.9)			

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will supersede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.

No switch lights on Fresno Interurban District.

Booth phone at Hammond.

Trains to Fresno Interurban District will secure numbered Clearance Card at Sunmaid Tower.

# VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

11

## OAKLAND DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	<b>TIME TABLE</b>  NO. 104  June 6, 1954		<b>EASTWARD</b>					
				<b>FIRST CLASS</b>					
				<b>60</b>	<b>2</b>	<b>62</b>	<b>6</b>		
				Golden Gate	San Francisco Chief	Golden Gate	Passenger		
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard		<b>RICHMOND</b> YL	AM 8-40	AM 11-55	PM 6-30	PM 10-43			
66	39.6	EL CERRITO	8-30	11-45	6-20	10-33			
25	31.7	BERKELEY	8-20	11-35	6-10	10-23			
	0.0	S. P. Crossing							
	79.4	OAKLAND YL	8-10 8.05	11-25 11.20	6-00 5.55	10-10 9.60			
		SAN FRANCISCO	7.45 AM	11.00 AM	5.35 PM	9.30 PM			
		(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Average speed per hour.....			(21.8)	(21.8)	(21.8)	(19.8)			

(Continued from Page 10)

Engine bell must ring continuously while moving between Richmond and Oakland.  
Between Oakland and San Francisco passengers and hand

baggage will be transported in buses; checked baggage, mail, and express in trucks.

Trains must get numbered clearance card before leaving Richmond and Oakland.

### WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	WESTWARD	<b>TIME TABLE</b>  NO. 104  June 6, 1954		EASTWARD	Mile Post	Rating Grade Ascending
		STATIONS					
Yard		PIEDRA	YL		16.9		
8	0.0	AVOCADO			14.8	58.3	
28	0.0	OAKHURST			11.3	57.0	
18	0.0	MINKLER			9.3	52.8	
76	0.0	CELLA			7.1	31.7	
15	0.0	WAHTOKE			5.9	0.0	
28	33.2	RADWIN			4.4	0.0	
Yard	0.0	REEDLEY	YL		0.0	41.4	
(16.9)							

No switch lights on Wahtoke District.  
Booth phone and wye at Minkler.

### LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Rating Grade Ascending	WESTWARD	<b>TIME TABLE</b>  NO. 104  June 6, 1954		EASTWARD	Mile Post	Rating Grade Ascending
		STATIONS					
57		LATON	YL		0.0		
7	0.0	CLINT	YL		5.6	10.4	
10	0.0	GEPFORD	YL		9.6	0.0	
8	0.0	ROY	YL		11.9	0.0	
12	0.0	SHILLING	YL		15.6	3.0	
11	0.0	LANARE	YL		17.4	0.0	
(17.4)							

No switch lights on Laton District.  
Wye at Laton and Lanare.  
Booth phone at Laton and Lanare.

# 12 VALLEY DIVISION

## VISALIA DISTRICT

Capacity of Sillings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 104 June 6, 1954			
			STATIONS			
Yard			<b>CORCORAN</b> YL		0.3	
	28.5		4.1			0.0
16	13.2		<b>WAUKENA</b>		4.4	0.0
			5.6			
28	13.2		<b>PAIGE</b>		10.0	0.0
			5.0			
20	16.6		S. P. Crossing <b>TULARE</b> YL		15.0	0.0
			1			
16	13.9		<b>SWALL</b>		19.1	0.0
			1.1			
48	5.3		<b>LOMA</b>		20.2	0.0
			5.0			
41	5.3		<b>VISALIA</b> YL		25.2	0.0
			S. P. Crossing			
	0.0		8.6			16.2
25	11.6		<b>PERAL</b>		31.8	0.0
			1.5			
	11.6		S. P. Crossing		33.3	0.0
			2.9			
	10.6		<b>CALGRO</b>		36.2	15.9
			2.3			
62	0.0		<b>CUTLER</b> YL		38.5	0.0
			3.2			
28	0.0		<b>SULTANA</b>		41.7	13.2
			3.4			
50	9.3		<b>DINUBA</b>		45.1	0.0
			3.7			
Yard	14.6		<b>REEDLEY</b> YL		48.8	0.0
			1.9			
	14.6		S. P. Crossing		50.7	0.0
			0.3			
20	0.0		<b>LAC JAC</b>		51.0	0.0
			2.4			
65	5.3		<b>PARLIER</b>		53.4	0.0
			1.4			
23	1.1		<b>MILEY</b>		54.8	2.5
			3.7			
48	0.0		<b>DEL REY</b>		58.5	7.9
			3.4			
39	0.0		<b>WOLF</b>		61.9	8.5
			2.5			
28	0.0		<b>LONE STAR</b>		64.4	10.6
			2.0			
20	0.0		<b>CECILE</b>		66.4	10.6
			2.5			
Yard			<b>CALWA</b> YL		68.9	
			(68.9)			

Signal System One in effect at SP Crossing Tulare.

Wye at Corcoran and Reedley.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

## PORTERVILLE-OROSI DISTRICT

Capacity of Sillings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 104 June 6, 1954			
			STATIONS			
Yard			<b>BAKERSFIELD</b> YL		116.0	0.0
	13.3		2.5			
29	0.0		<b>LANDCO</b> YL		113.5	51.5
			2.8			
28			<b>OIL JUNCTION</b> YL		110.7	
			38.8			
	52.8		<b> Ducor</b> YL		71.9	52.8
			5.9			
44	52.8		<b>ULTRA</b>		66.0	52.8
			7.0			
	0.0		<b>PORTERVILLE JCT.</b> YL		59.0	
			P. N. E. Crossing			
	0.0		0.8			33.2
39	52.8		<b>PORTERVILLE</b> YL		58.2	52.8
			5.3			
32	31.1		<b>STRATHMORE JCT.</b>		51.9	0.0
			1.1			
28	3.1		<b>MIRADOR</b>		50.8	31.4
			4.1			
48	5.0		<b>LINDSAY</b> YL		46.7	34.8
			3.1			
16	0.0		<b>LUCCA</b>		43.6	0.0
			0.6			
12	15.8		<b>SIDES</b>		43.0	0.0
			3.8			
40	15.8		<b>EXETER</b> YL		39.2	0.0
			0.3			
	15.8		Visalia Elect. Crossing		38.9	0.0
			0.6			
7	4.7		<b>ANTES</b>		38.3	5.3
			1.6			
16	0.0		<b>VENIDA</b>		36.7	5.3
			2.7			
16	21.1		<b>FANE</b>		34.0	8.9
			2.3			
19	20.8		<b>HILLMAID</b>		31.2	30.8
			0.1			
	20.8		Visalia Elect. Crossing		31.1	30.8
			1.0			
13	0.0		<b>REDBANKS</b>		30.1	20.8
			1.3			
10	0.0		<b>CAIRNS</b>		28.3	17.4
			1.4			
45	0.0		<b>BAYO</b>		26.9	17.4
			3.1			
28	15.3		<b>SEVILLE</b>		23.8	10.8
			3.2			
	0.0		<b>WYETH</b> YL		20.6	26.8
			1.6			
62	0.0		<b>CUTLER</b> YL		20.6	0.0
			1.6			
	14.4		<b>WYETH</b> YL		20.6	0.0
			2.0			
24	30.3		<b>OROSI</b>		18.6	15.2
			6.4			
37	16.2		<b>ORANGE COVE</b>		12.2	10.6
			5.9			
19	25.3		<b>NAVALENIA</b>		6.3	31.7
			6.3			
18			<b>MINKLER</b>		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

At Ducor, yard limits on Santa Fe tracks only.

**SUNSET RAILWAY COMPANY**

**TIME TABLE NO. 104**

In effect June 6, 1954, at 12:01 A.M., Pacific Standard Time.

This Time Table is for the exclusive use and guidance of Employees.

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending
			NO. 104				
			June 6, 1954				
			STATIONS				
	21.1		TAFT	YL		8.8	85.5
			0.3				
	37.0		KERTO			2.5	30.2
36			2.5				
			PENTLAND	YL			
18							
	73.9		MARICOPA	YL		31.9	84.5
			1.9				
	0.0		HAZELTON			30.0	85.5
36			2.5				
	0.0		PENTLAND	YL		27.5	68.6
			3.4				
	0.0		SAN EMIDIO			24.1	68.6
			8.0				
26			LEVEE			18.1	10.6
	5.3		3.7				
47			MILLUX			14.4	5.3
	0.0		2.1				
	0.0		GULF			12.3	5.3
			2.7				
62			CONNOR			9.6	0.0
	13.2		0.4				
	10.6		BANNISTER			3.2	0.0
			3.2				
20			GOSFORD				

No switch lights on Sunset Railway; wye at Pentland.

Office of Communication at Taft; booth phone at Millux and Gosford.

**SPECIAL RULES**

1. The Atchison, Topeka & Santa Fe Railway Company Rules, Operating Department, 1953, are applicable to Sunset Railway Company.
2. Special Rules, The Atchison, Topeka & Santa Fe Railway Company Valley Division time table are applicable to Sunset Railway Company.
3. Rule 93: Yard limit boards are located at Maricopa, Pentland and Taft.
4. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.
5. Spring derail switch is located in main track 900 feet west of west switch at Taft.
6. For movement of trains between Gosford and Kern Junction see Southern Pacific Company time table. For movement of trains between Kern Junction and Bakersfield see the Atchison, Topeka & Santa Fe Railway Company Valley Division time table.

**SPEED RESTRICTIONS**

LOCATION	Miles Per Hour	Time Per Mile in Minutes
Between Gosford and Pentland.....	20	3
Between Pentland and Maricopa.....	10	6
Between Pentland and Kerto.....	10	6
Between Kerto and Taft.....	20	3
Between east switch siding Taft and derail in main track west of Taft...	10	6

- 1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.
- 2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon, Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.
- 3. Rule 5: At Riverbank, first class trains taking siding will use passenger siding (east switch just east of depot and west switch at Patterson Road).  
At Mormon, first class trains taking siding will use No. 1 yard track between interlocking and Signal 11191.

3(A). Rule 16 is amended as follows:

Sound	Indication
(e)	Canceled.
(l) ———	When standing — apply or release brakes.
(m) ———	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

- 4. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Calwa, Ducor, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.
- 5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.  
Calwa, Riverbank, and Richmond, first class trains, except those originating or terminating, may register by Form 903.  
Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.
- 6. Rule 93: Yard limits are located at Barstow, East Mojave-Mojave, Magunden-Arvin, Kern Junction-Bakersfield, Landco-Oil Junction-Oil City, Ducor (Santa Fe tracks only), Porterville-Porterville Junction, Lindsay, Exeter, Corcoran (Visalia District only), Laton-Lanare, Tulare, Visalia, Cutler-Wyeth, Reedley, Piedra, Calwa-Fresno-Hammond, Hammond-Belmont Ave., East Merced-Merced, Riverbank-Oakdale, Mormon-Stockton, Sando-Antioch-Pittsburg, Richmond and Oakland.
- 7. Rule 104 (E) is amended: All sidings having hand-throw derrails will have derail locked and sealed off rail, except when engines or cars are left unattended on siding.
- 8. . . . .
- 9. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.  
When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

10. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge A-1097	Truss Bridge
1166.4	Bridge Ab-1167	S. P. Bridge
1166.5	Bridge Ac-1167	Highway Bridge
1169.3	Bridge Ba-1170	Highway Bridge
1170.2	Between Monsanto and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

- 11. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."  
Section 487 provides:  
"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

- 12. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.
- 13. . . . .
- 14. . . . .

**SPEED REGULATIONS**

15. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches on Page 15 and in CTC territory at following locations:

Turnout at west end two tracks at M.P. 888 plus 1000 feet at Bakersfield.....	20 MPH
Turnout east switch Jastro Siding .....	30 MPH
Porterville-Orosi District Junction Switch at Jastro.....	30 MPH
Turnout west switch siding and crossover turnouts at Jastro.....	40 MPH
Industry track turnouts at Rosedale.....	15 MPH
Siding turnouts at Una .....	40 MPH
Siding and crossover turnouts at Shafter.....	40 MPH
Siding turnouts at Wasco .....	40 MPH
Siding turnouts at Elmo .....	40 MPH
Siding turnouts at Kernell .....	40 MPH
Siding turnouts at Allensworth .....	40 MPH
Industry track turnouts at Stoil .....	30 MPH
Siding turnouts at Angiola .....	40 MPH
Industry track turnouts at Blanco .....	30 MPH
Turnouts of both sidings at Corcoran.....	40 MPH
Siding turnouts at Guernsey.....	40 MPH
Siding turnouts at east siding Hanford.....	40 MPH
Siding turnouts at west siding Hanford.....	30 MPH
Siding turnouts at Shirley.....	40 MPH
Siding (not signaled) turnouts at Laton.....	30 MPH
Siding turnouts at Conejo.....	40 MPH
Siding turnouts at Bowles.....	40 MPH
End of two tracks at Calwa.....	30 MPH

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second, Third and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451 .....	2	5	5
1, 11, 50, 80, 2099, 2100 .....	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000 ..	4	5	5
460, 2400 .....	4 1/2	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2416, 2611, 2650 .....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Passenger Cars:			
Roller Bearing .....	8	5	—
Friction Bearing .....	12	5	—



## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
<b>MOJAVE DISTRICT</b>			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tall 0000 Tracks 1 to 17 incl. 0 — 00 Tracks 18 to 30 incl. — 0 — 0
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
<b>FIRST DISTRICT</b>			
Hanford	S. P. Coalinga Branch	CTC Rules.	
Calwa	0.8 East S. P. main track and entrance to yard.	CTC Rules.	
<b>VISALIA DISTRICT</b>			
Tulare Visalia Peral Lac Jac	S. P. main line. S. P. Visalia branch. S. P. Porterville branch. S. P. Porterville branch.	Interlocking. Rule 606(c). Stop. Rules 98, A, B, and C. Stop. Rules 98, A, B, and C. Stop. Rules 98, A, B, and C.	
<b>PORTERVILLE-OROSI DISTRICT</b>			
Hillmaid Exeter Porterville	0.1 West Visalia Elec. 0.3 West Visalia Elec. 0.8 East S. P. Success Branch	Stop. Rules 98, A, B, and C. Stop. Rules 98, A, B, and C. Stop. Rules 98, A, B, and C.	
<b>SECOND DISTRICT</b>			
Sunmaid Tower	0.5 West S. P. Porterville branch. Calwa Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Fresno Tower	0.4 East S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	
Kismet	0.3 West S. P. Berenda branch and west switch to siding.	Interlocking.	
<b>FRESNO INTERURBAN DISTRICT</b>			
Cameo	S. P. Friant branch.	Stop. Rules 98, A, B, and C. Hand throw derails.	
<b>OAKDALE DISTRICT</b>			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
<b>THIRD DISTRICT</b>			
Stockton	0.4 East W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead — 0 — — S. P. North transfer 00 — — S. P. South transfer 000 — — W. P. main track connection 0 — — Town lead thru plant — 0
Stockton	1.0 West Main track and siding.	Interlocking. Dual operated.	
Stockton	1.3 West Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Stop. Rule 98 (B).	
Woodsbro	1.0 East San Joaquin River Drawbridge.	Interlocking.	
Middle River	Drawbridge.	Interlocking.	
Orwood	0.8 East Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East Lead to Columbia Steel over S. N.	Stop. Rules 98, A, B and C and Bulletin Instructions.	
Pittsburg	0.90 West Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg	0.91 West Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
<b>OAKLAND DISTRICT</b>			
Berkeley	1.9 West S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98, A, B, C, and D.	
Oakland	0.7 West AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland	1.1 West S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

# SPECIAL RULES

# VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

17

## Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
<b>MOJAVE DISTRICT</b>				
Lockhart .....	764.9	26	East & West	
P. C. Borax Co. ....	784.7	3.4 miles	East	
Government Spur .....	785.0	8.1 miles	East	
<b>ARVIN DISTRICT</b>				
Lonsmith .....	318.0	7	East & West	
Harpertown .....	321.1	3	West	
Patch .....	325.9	4	East	
<b>FIRST DISTRICT</b>				
Rosedale .....	895.7	49	East & West	
Crome .....	899.5	34	West	
Ivy .....	909.8	10	East	
Palmo .....	910.5	28	West	
Neufeld .....	914.7	6	East	
Pond .....	921.2	40	East	
Stoll .....	936.0	89	East & West	
Alpaugh .....	941.8	5 miles	From Stoll	
Blanco .....	945.9	68	East & West	
Pitco .....	970.1	7	East	
Lucerne .....	971.8	5	East & West	
Monmouth .....	985.6	26	East & West	
<b>SECOND DISTRICT</b>				
Calpack .....	1048.9	13	West	
Kadota .....	1052.1	75	East & West	
Pritchard .....	1058.9	20	East	
Cortez .....	1074.6	15	East & West	
<b>THIRD DISTRICT</b>				
Woodsbro .....	1125.5	54	East & West	
Werner .....	1138.8	23	East & West	
Bridgehead .....	1148.4	16	East & West	
East Antioch .....	1149.2	127	East & West	
Nichols .....	1161.3	15	East	
Monsanto Chemical Co. ....	1165.8	47	East	
Muir .....	1170.6	..	East	
Herpoco .....	1180.4	..	West	
San Pablo .....	1187.8	11	East & West	
<b>OAKLAND DISTRICT</b>				
Malott .....	4.0	10	East & West	
Fairmount Avenue .....	5.7	11	East	
<b>OAKDALE DISTRICT</b>				
Ladino .....	3.7	8	West	
<b>VISALIA DISTRICT</b>				
Higby .....	21.8	12	East	
Tokay .....	42.3	25	East & West	
Enson .....	43.9	14	East	
Mattei .....	65.2	2 miles	West	
<b>PORTERVILLE DISTRICT</b>				
Wimp .....	22.2	5	East	
Twin Buttes .....	25.3	9	West	
Woodlake .....	33.5	2 miles	From Hillmaid	
West Venida .....	36.1	11	West	
Matchin .....	37.3	10	East	
List .....	40.6	20	West	
Sierra Heights .....	48.5	13	East	
Gillette .....	50.4	52	East	
Strathmore .....	52.0	2 miles	East	
Mosian .....	54.5	23	East	
Lumer .....	60.9	6	East	
Sunland .....	61.4	1 mile	West	
Magnolia .....	61.9	14	East	
San Joaquin Cotton Compress .....	111.3	30	East & West	

### LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3) .....	2796	Lanare .....	505
Boron .....	Mine Spur	Porterville .....	1143
Edwards .....	Army Spur	Oakdale .....	391
Di Giorgio .....	500	Oakland (old) .....	320
Landco .....	1300	Oakland (new) .....	1800
Laton .....	337		

## CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Williams	North of Barstow	
	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Beyond Belen
2	Pinole, Riverbank, Empire, Hanford, Edwards	Beyond Belen	
	Flagstaff	Los Angeles	Newton and beyond
19	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman		Newton and beyond
	Victorville, Pomona, Monrovia		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
21	Flagstaff	Kansas City and beyond	
	Williams	Barstow and beyond	Albuquerque and beyond
22	Ash Fork		Albuquerque and beyond, and for south of Ash Fork
	Pomona		Albuquerque and beyond
23	Pomona	Albuquerque and beyond	Barstow and beyond
	Williams	Albuquerque and beyond	Clovis and beyond
24	Holbrook	Prescott and beyond	Winslow and beyond
	Flagstaff	Barstow and beyond	Clovis and beyond
123	Kingman	Barstow and beyond	Clovis and beyond
	Flagstaff	Belen and beyond	Barstow and beyond and south of Ash Fork
62	Holbrook	Clovis and beyond	Barstow and beyond
	Holbrook		Prescott and beyond
63	Grants		Albuquerque and beyond
	Holbrook		La Junta and beyond
71	Kingman		Albuquerque and beyond
	Victorville		Albuquerque and beyond
124	Los Angeles to San Bernardino	Barstow and beyond	
	Victorville	Williams and beyond	
	Kingman	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	
	Holbrook	Albuquerque and beyond	
62	Grants	Albuquerque and beyond	
	Empire	Fresno and beyond	Stockton and beyond
63	Corcoran, Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71	Pittsburg		Fresno and beyond
	Fullerton		Oceanside and beyond

### A. J. STROBEL, General Watch Inspector, Topeka, Kansas LOCAL TIME INSPECTORS

E. F. MANNERS .....	107 E. Main St., Barstow
C. E. SPICER .....	Mojave
ARLIE KNIGHT .....	1663 Chester Ave., Bakersfield
J. N. CHENEY .....	1600 20th St., Bakersfield
MYRON M. HANEY .....	2015 Fresno St., Fresno
W. A. SWANSON .....	4427 E. Jensen Ave., Calwa
PAUL SMITH .....	324 Santa Fe Ave., Riverbank
CON MANTELE .....	129 N. Sutter St., Stockton
EUGENE MAYER .....	516 - 2nd St., Antioch
W. R. STRIBLEY .....	1013 MacDonald Ave., Richmond
OTTO A. POULSEN .....	1317 MacDonald Ave., Richmond
LOWELL O. DIXON .....	1809 Telegraph Ave., Oakland
WM. H. ZIEGLER .....	210 Townsend St., San Francisco





# SANTA FE FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E, F, and M, Book of Rules.)

