#### 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 Richm	ond-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	Pittshuro
DR.	RICHARD GINTER, Local Surgeon	Antioch
DR.	J. H. LIBBEY, Consulting Surgeon	Antioch
DR.	W. T. McNEIL, Local Surgeon	Stockton
DR	JOHN McNALLY, Assistant Local Surgeon	Stockton
DR	PHILIP VON HUNGEN, Local Surgeon	Fecalon
DR.	E. E. CHOURET, Local Surgeon	Oakdalo
DD.	THOMAS T. TENNANT, Local Surgeon	Hughson
DR.	E. M. SODERSTROM, Local Surgeon	Marcad
DR,	C. T. SWIFT, Local Surgeon	Madae
DD.	R. W. DAHLGREN, Division Surgeon	Erota
DR.	L. R. NIELSON, Local Surgeon	Erosno
DR.	F. R. FREETO, Assistant Local Surgeon	Freeno
DR.	W. T. CHAMLEE, Local Surgeon	rresiio
DR.	HAROLD JACOBS, Local Surgeon	Corner
DK.	JAMES A. SMITH, Assistant Local Surgeon	Corcoran
DK.	MAX D. HENDRICKS, Local Surgeon	Corcoran
DK.	HENRY W. VOTH, Local Surgeon	yv asco
DK.	JOE SMITH, Division Surgeon	Snarrer
DK.	WAYLAND P. MATT, Local Surgeon	Bakersmeid
DK.	WATLAND P. MAIT, Local Surgeon	. Bakerstield
DK.	STUART L. PARRISH, Assistant Local Surgeon	. Bakerstield
DK.	C. M. MATHIAS, Local Surgeon	Iulare
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	
	WILLIAM L. McEWEN, Assistant Local Surgeon	
DR.	HAROLD L. SCHLOTTHAUER, Local Surgeon	Mojave
DR.	MADGE SCHLOTTHAUER, Assistant Local Surgeon	Mojave
DR.	JAMES E. JONES, Local Surgeon	Barstow
DR5	. 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.

> E. E. SANDERS, Trainmaster, Bakersfield, Calif.

H. G. WOOD, Trainmaster, Fresno, Calif. NEIL WILSON, Trainmaster, Fresno, Calif.

A. A. KENNEDY, Trainmaster, Richmond, Calif.

J. B. WARD, Chief Dispatcher, Fresno, Calif. S. A. WYSONG, L. DUNCAN, L. L. WEBSTER, J. P. MARBERRY,

R. D. RILEY, M. L. POTTER, G. T. WHEELER,

L. L. SAGE,

P. W. ARCHIBALD, H. A. HARGIS, Asst. Chief Dispatchers, Fresno, Calif.

N. S. PETERSON, E. C. STRETCH, G. M. YOUNG, R. L. SIMPSON,

N. S. PETERSON,
E. C. STRETCH,
G. M. YOUNG,
R. L. SIMPSON,
J. R. SHIPLEY,
C. P. HUNTSMAN,
J. E. SIKES,
J. H. WEBBER,

Dispatchers, Fresno, Calif.

The Atchison, Topeka and Santa Fe Railway Co.

COAST



LINES

#### **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 Employes.

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.

First class   Time Table   No. 104   Passenger   The Francisco Chief   Trade					VESTWARI					EASTWAR	D	i i		Ī	
The passenger   The passenge	į				FIRST CLASS					FIRST CLASS				ļ	
Yard         FW TY         34.8 3.15         3.63 6.30         AM 3.00 3.00         AM 3.00         AM 3.00         AM 3.00         YL 3.50         AM 6.00         PM 9.10         746.4 746.4         O.0 0.0         B           92         5.8 3.25         3.25         6.40         3.08         MACE 5.0         3.36         5.42         8.56         752.0         7.7         B           71         34.8 3.43         3.36         6.50         3.18         EADS 5.0         3.28         5.31         8.46         762.0         7.7         B           98         34.3 3.43         3.40         6.54         3.228         5.31         8.46         762.0         0.0         B           113         24.3 3.53         3.46         6.59         3.29         JIMGREY         3.14         5.20         8.36         772.3         12.2         B           113         24.3 3.52         3.58         7.10         3.40         BARSTOW         Y.         A.         3.28         5.31         8.46         762.0         0.0         B         24.5         B         12.2         B         12.2         B         12.2         B         12.2         B         12.2         B         <	S I	E.u		7	23	1			8	24	2				
Yard         FW TY         34.8 3.15         3.63 6.30         AM 3.00 3.00         AM 3.00         AM 3.00         AM 3.00         YL 3.50         AM 6.00         PM 9.10         746.4 746.4         O.0 0.0         B           92         5.8 3.25         3.25         6.40         3.08         MACE 5.0         3.36         5.42         8.56         752.0         7.7         B           71         34.8 3.43         3.36         6.50         3.18         EADS 5.0         3.28         5.31         8.46         762.0         7.7         B           98         34.3 3.43         3.40         6.54         3.228         5.31         8.46         762.0         0.0         B           113         24.3 3.53         3.46         6.59         3.29         JIMGREY         3.14         5.20         8.36         772.3         12.2         B           113         24.3 3.52         3.58         7.10         3.40         BARSTOW         Y.         A.         3.28         5.31         8.46         762.0         0.0         B         24.5         B         12.2         B         12.2         B         12.2         B         12.2         B         12.2         B         <	ity of Sid ft. Cars	Water, Tu and Wye	Grade	Passenger	Grand	San Francisco Chief			Passenger	Grand	Francisco	ost	Grade IIng	unication:	
34.3   3.20   6.35   3.04   3.25   6.40   3.08   3.25   6.40   3.08   3.25   6.40   3.08   3.27   3.30   6.45   3.13   3.30   6.45   3.13   3.30   6.50   3.18   3.40   6.54   3.22   3.40   6.54   3.22   3.40   6.55   3.29   3.40   6.55   3.29   3.40   6.59   3.29   3.48   3.46   6.59   3.29   3.53   7.06   3.36	Capac in 50	Fuel, Tables	Ruling	Leave Daily	Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Mile P	Ruling Ascen	Commi	
12.1   3.20   6.35   3.04   3.25   6.40   3.08   3.25   6.40   3.08   3.36   5.42   8.56   752.0   7.7   8   3.17   3.30   6.45   3.13   3.36   6.50   3.18   3.38   6.50   3.18   3.38   6.50   3.18   3.38   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.18   3.39   6.50   3.22   5.26   8.41   766.7   7.7   8   8   8   8   8   8   8   8   8	Yerd	FW TY	04.3	PM 3-15	AM 6-30	<b>AM</b> 3.00	<u> </u>		AM 3.50	PM ○ 6.00	<b>PM</b> 9∙10	746.4	-	О .	
92   5.8   3.25   6.40   3.08   MACE   3.36   5.42   8.56   762.0   7.7   B   31.7   3.30   6.45   3.13   MACE   3.32   5.36   8.51   767.0   24.5   B   MACE   3.32   3.22   3.22   3.24   3.22   3.	223			3-20	6.35	3.04		HUTT	3.40	5.46	9.00	749.6	i '' I		
112	92			3.25	6.40	3.08		MACE	3.36	5.42	8.56	752.0		В	
71	112			s 3.30	6.45	3.13		HINKLEY	3.32	5.36	8-51	767.0		В	
98	71			3.36	6.50	3.18	E		3.28	5-31	8.46	762.0	l -	В	
98	98			3.40	6.54	3.22	SYS		3.221	5.26	8.41	766.7		В	
72         Y         0.0         s 3.58         7.10         3.40         BORON         f 3.05         s 5.09         8.25         784.0         34.3         0           153         26.4         4.05         7.16         3.45         SILT         3.00         5.03         8.20         789.6         11.1         0.0         0           153         Y         34.8         4.15         s 7.25         3.51         EDWARDS         s 2.54         8.4.55         8.14         797.1         0.0         0           168         22.2         4.26         7.38         4.02         SANBORN         2.44         4.44         8.04         810.1         0.0         B           Yard         FW         52.8         4.33         7.45         4.10         EAST MOJAVE YL         2.37         4.37         7.57         817.8         0.0         0           Yard         FW         15.8         7.05         10.15         6.25         KERN JUNCTION YL         12.28         2.25         5.38         885.2         0.0         0           Yard         FW         15.8         7.15         6.40         AM         AM         887.7         5.30         887.7	89			3.46	6.59	3-29	ğ	JIMGREY	3.14	5-20	8.36	772.8		В	
72 Y 0.0 s 3.58 7.10 3.40 F BORON f 3.05 s 5.09 8.25 784.0 34.3 B 153 Y 3.48 s 4.15 s 7.25 3.51 FDWARDS s 2.54 s 4.55 8.14 797.1 C 0.0 B 15.6 S 1.1.1 C 0.0 B 15.6 S 1.1 C 0.0 B 15.1 C 0.0 B 15.1 C 0.0 B 15.1 C 0.	113			3.53	7.06	3.36	3	KRAMER	3.08	5-13	8-29	780.2	'-	В	
153	72_	Y		s 3-58	7-10	3,40	Ĕ	BORON	f 3.05	6 5 09	8.25	784.0		σ	
153	153			4.05	7.16	3.45		SILT	3.00	5.03	8.20	789.6		В	
153   22.2   4.21   7.32   3.56   BISSELL   2.49   4.50   8.09   808.6   18.5   B   52.8   4.26   7.38   4.02   4.50   4.33   7.45   4.10   EAST MOJAVE   YL   2.37   4.37   7.57   817.8   0.0   C   C   FW TY   T   15.8   T.05   10.15   6.25   MOJAVE   T   2.38   4.30   4.30   5.30   885.2   0.0   C   C   FW TY   T   T.05   6.40   AM   AM   AM   AM   AM   AM   AM   A	153	Y		s 4.15	• 7.25	3-51	₹	EDWARDS	s 2.54	e 4·55	8-14	797.1		σ	
168         52.8         4.26         7.38         4.02         SANBORN         2.44         4.44         8.04         810.1         0.0         B           Yard         FW TY         FW TY         FW TY         FW TY         FW TY         7.50 st.05         f 4.15         SANBORN         2.44         4.44         8.04         810.1         0.0         C           MOJAVE (68.9)         YI (68.9)         YI (68.9)         YI (68.9)         YI (68.9)         YI (2.35 st.33)         8 4.35 st.33         8 7.55 st.30         885.2         0.0         C           Yard         FW T         FW T         FW T         FW PM         SANBORN         2.44         4.44         8.04         810.1         0.0         C           BAKERSFIELD YL         2.35 st.2         4.37 st.37         7.57         817.8         0.0         C           Yard         FW T         15.8 st.2         7.05 st.03 st.2         MOJAVE st.23 st.2         Yard st.22         7.55 st.30 st.2         885.2         0.0         C           BAKERSFIELD YL         AM         PM         887.7         BAKERSFIELD YL         AM         PM         887.7         C				4.21	7.32	3.56		BISSELL	2.49	4.50	8.09	803.6		В	
Yard         FW TY         62.8         4.33         7.45         4.10         EAST MOJAVE YL 0.37         2.37         4.37         7.57         817.8         0.0         C           Yard         FW T         7.05         10.15         6.25         KERN JUNCTION YL 2.3         2.33         4.35         7.55         818.4         0.0         C           Yard         FW T         8 7.15         610.30 AM         6.40 AM         KERN JUNCTION YL 2.3         12.28         2.25         5.30 AM         885.2         0.0         C           BAKERSFIELD YL         EAST MOJAVE YL 2.37         4.37         7.57         817.8         0.0         C				4.26	7.38	4.02		SANBORN	2.44	4.44	8.04		1		
Yard         FW TY         e         4.35   8.05   8.05   6.40         f         4.15   4.15   6.25   6.89   6.89   6.80   6.80   6.80   7.50   6.25   6.25   6.80   6.80   7.50   7.50   6.25   6.80   7.50	Yard			4.33	7.45	4 10		EAST MOJAVE YL	2.37	4.37	7-57	817.8		0	
Yard FW T 15.8 7.05 10.15 6.25 5.38 885.2 0.0 C BAKERSFIELD YL 2.5 12.20 2.15 5.30 887.7 C	Yard	TY_		e 4.35 4.55	9 7.50 8.05	f 4.15	- \  -	MOJAVE YL (68.9)	s 2.35 2.33	s 4.35 4.30	5 7.55 7.50	818.4		o	
Yard FW S 7.15 010.30 S 6.40 BAKERSFIELD YL 3 12.20 2.15 5.30 887.7 C			15.8	7.05	10.15	6-25		KERN JUNCTION YL) >	12.28	2.25	5.38	885.2	00	C	
Arrive Dally Arrive Dally Arrive Dally (138.3) Leave Daily Leave Daily Leave Daily	Yard	FW	20.0	s 7.15 PM	010.30 AM	s 6.40		BAKERSFIELD YL	12-20 AM		5.30 PM	887.7	0.0	C	
				Arrive Dally	Arrive Daily	Arrive Daily	<u> </u>	(138.3)	Leave Daily	Leave Daily	Leave Daily				

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 Bakers-

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

		WESTWARD			EASTWARD	1	_
90			TIME TABLE	ľ			
of Sidings Cars			NO. 104	1			•
ity of S ft. Cars	Ruling Grade Ascending		June 6, 1954			Post	Ruling Grade Ascending
Capacity in 50 ft.	Ruling Ascen		STATIONS			Mile Post	Ruling
100	40.0		ARVIN Y	ᇳ		333.1	
40	42.2 0.0		DI GIORGIO Y	Τĺ		328.8	37.0
67	0.0		RIBIER Y	'L		326,8	42.2 43.3
	0.0		LAMONT Y	L		324.6	43.3
	0.0		ALGOSO V	τĺ		316.9	43.3
			MAGUNDEN Y	고[		316,6	70.0
			(16.5)				

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

Time table   Tim	4 VALLEY DIVISION						FIRST	' DIS	STRI(	CT
Third class		Τ	WEST	WARD						
Passeager   Colden   Colden			FIRST	CLASS		TIME TABLE		ı	;	
PM	·	7	63	61	1	NO. 104			"	E.,
PM		Passenger	Golden Gate	Golden Gate	San Francisco Chief	June 6, 1954	Post	g Grade Iding	unication	Water, Tu s and Wye
T-45		Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		Rufing Ascen		Fuel, Table:
*** 8.05	·		II .						- <del></del> -	
Sacratic   Sacratic		7.45	4.00	11.00	6.45		887.7	100	C	TY
Second						/ JASTRO	891.1		В	
8 8.05						I UNA	897.7		В	
S   S   T		∘ 8.05	4.14	e 1 1-1 5	7.01	SHAFTER	905.4		O	
Second   S		8.17	4.20	911.22	7.11	WASCO	913.0	05.4 13.0 19.2 24.6	C	
RENPEL   Sp. 24.6   O.0   B	·					ELMO	919.2		В	<u> </u>
\$ 9.00   4.48   \$11.49   7.40		_				KERNELL Z			В	
\$ 9.00   4.48   \$11.49   7.40		8.34	4.352	ļ——		ALLENSWORTH }	932.3		B	
\$ 9.00   4.48   \$11.49   7.40		8-43		<del></del>		ANGIOLA B	942.1		B	<del></del>
PM   S   PM   S   PM   S   PM   S   PM   S   PM   S   PM   PM		s 9.00	4.48	s11.49	7.40		950.9		-o	<u> </u>
\$ 9.30 s 5.05 s12.06 8.00 \$\begin{array}{c c c c c c c c c c c c c c c c c c c							960.3		B	
S   9-42		s 9.30	s 5.05	1	8.00				0	w
\$ 9.42   LATON   976.0   0.0   B   Y							973.2		В	
Tools   Tool		8 9.42				LATON	976.0		B	Y
12.2400   BOWLES   988.3   10.6   B						CONEJO	982.2		В	
CALWA TOWER   994.4   0.0   C   FW   TY				12.2460		BOWLES	988.8		В	
10.05   5.30   12.34   8.30						OALWA TOWER S. P. Crossing	994.4		О	
		f10.05 PM	5-30 PM	12.34 PM	8.30 AM	1 1	995.2	0.0	С	FW TY
		Arrive Daily	Arrive Daily	Arrive Dally	Arrive Dally	(107.5)	.			
(46.1) (71.7) (68.6) (61.4)Average speed per hour		(46.1)	(71.7)	(68.6)	(61.4)	Average speed per hour	<u>'</u>		<u>'</u>	

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)

FI	RST	DISTRICT					VALLEY DIVISION	5
		TIME TABLE		EASTY FIRST (				
ıığs		NO. 104	6	60	2	62		
Capacity of Sidlngs in 50 ft. Cars	Ruling Grade Ascending	June 6, 1954	Passenger	Golden Gate	San Francisco Chief	Golden Gate	·	
Capac in 50	Rulin	STATIONS	Arrive Daily	Arrive Daily	Arrive Dally	Arrive Daily		
Yard		BAKERSFIELD YL	—AM—	2.05	—— <b>РМ</b> — s 5-25	—рм— 11.59		
E126	15.5	3.4	6.30			11.59		
W123	14.7	JASTRO			_ <del>-</del>			
173 E101	0.0	UNA 			f 4.58	11.20	•	
<u>Wioi</u> 125	10.6	SHAFTER 7.6 WASCO	6.00	1.37	f 4.58 f 4.50	11.30		
172	15.8		<u> 5.50</u>		4.50	11.21		
173	15.8				- <del>-</del>			
172	8.4	7.7	f 5.26		4.35			
172	1.7	ANGIOLA	5.18					
E107 W189	2.6		5.10	s 1.02	4.19	10.53	•	
178	0.0	□ GUERNSEY □	<del></del> -					
E172 W 96	0.0		в 4.45	s12·45	4.03	s10.36		
174	0.0	S. P. Crossing O. HANFORD O. HANFORD O. SHIRLEY						
64	15.8	LATON	- 4 22		<u> </u>			
174	15.8	CONEJO	s 4.23	<del></del>	·			
172	0.0	BOWLES	<del></del>	12.2461	-	· <del>-</del>		
<del></del>	0.0	6 1						
	4.2	CALWA TOWER S. P. Crossing	<b></b>					-
Yard		CALWA YL	4.01 AM	12.16 PM	3.36 PM	10.06 PM		
		(107.5)	Leave Dally	Leave Daily	Leave Daily	Leave Daily		

(57.1)

(Continued from Page 4)

In CTC sidings, speed limit 40 MPH.

Average speed per hour.....

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.

6 VALLEY DIVISION			_				SE	CONI	DI:	STRI	CT
		WEST	WARD	<del></del>	T	2.52.7				<u> </u>	
	·	FIRST	CLASS			TIME TABLE		1			
	7	63	61	1		No. 104				,	E .,
	Passenger	Golden Gate	Galden Gate	San Francisco Chief		June 6, 1954		Post	Ruling Grafe Ascending	Communications	Fuel, Water, Turn Tables and Wyes
	Leave Dally	Leave Daily	Leave Daily	Leave Daily		STATIONS		E	Rulfag	COMM	Fuel, 1 Tables
	PM 10.05	PM 5⋅30	PM 12-34	AM 8-30	1	CALWA  1 6  SUNMAID TOWER S. P. Crossing	YL)	995.2	15,8	С	FW TY
					1	DI TI OLGANIA		996.8	15.8	C	
						FRESNO TOWER S. P. Crossing	YLK.	997.7	10.0	O	
-	*10.15 10.35	5.36 5.40	12:40 12:45	8.40 8.45			YL.	998.1		С	w
	10.41	5.46	12.51	8.51	]] ,	HAMMOND	YL	1000.1	15.8	В	
	10.48	5.52	12-57	8-57	$\Pi\Pi$	FIGARDEN		1005.1	15.8	В	
	10.54	5.57	1.02	9.02		GREGG		1011.2	10.6	В	
	10.57				111	TŖIGO		1014.3	0.0	В	
	f11.03	6.03	1.09	9.09		MADERA		1019.6	15.8	В	
	11.10	6.08	1.14	9.14	TEN	KISMET S. P. Crossing		1025.7	16.1	O	
	11.15	6.12	1.18	9.18	SYST	SHARON		1030.4	7.4	В	
	11.20	6.17	1.23	9.23	BLOCK	MARGUERITE		1036.1	15.8	В	
	81 1·26	6.21	1.27	9.28	띯	LE GRAND		1041.5	0.0	C	
	11.33	6.26	1.32	9.33	SET			1047.3	5.3	o	
	11.37	6.29	1.35	9.36		TUTTLE		1051.0	0.0	В	
	11.41	6.32	1.38	9.40	E I	EAST MERCED	YL	1055.3	0.0		
	11.50	s 6.35	8 1.42	s 9.43	╢┋	MERCED	YL	1056.1	0.0	C	_
	11.59	6.41	1.48	9.49	AUTOMATIC	FLUHR		1062.0	5.3	В	
	12.03	6.44	1.51	9.52		WINTON		1065.4	15.8	C	
to a first the second of the s	12.07	6.46	1.53	9.54		CRESSY		1068.3	0.0	В	
en de la companya de La companya de la co	12-11	6.49	1.56	9.57	111	BALLICO	-	1071.6	19.8	В	
	s12.20	6.55	2.042	10.03	111	DENAIR		1079.6	15.8	C	<del>-</del>
	e12-32	7.00	2.10	10.08	111	HUGHSON		1085.8	0.0	o_	
	f12.38	7.05	0 2 14	10.12		EMPIRE		1089.2	17.4	О	
	12-43	7.09	2.18	10-16		OLAUS		1092.8	7.9	B	
	12.50 AM	7.12 PM	8 2.22 PM	10.20 AM	Ill	RIVERBANK	YL	1095.6	26.4	С	YW
	Arrive Dally	Arrive Bally	Arrive Daily	Arrive Daily		(100.4)				-	
	(41.5)	(61.5)	(58.5)	(57.4)		Average speed per ho	ur				

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

Capacity of Sidings in 50 ft. Cars

Yard

75

115

115

71

115

115

69

115

115

66

115

86

40

115

74

65

115

114

75

101

39

Yard

Ruling Grade Ascending

> 2.6 2.6

5.3

5.3

5.3

15.8

15.8

12.7

15.8

0.0

15.8

15.8

15.8

14.6

10.6

9.5

17.4

15.8

0.0

19.8

15.8

0.0

15.8

0.0

0.0

TIME TABLE

NO. 104

June 6, 1954

STATIONS

CALWA

FRESNO

HAMMOND

FIGARDEN

GREGG

TRIGO

MADERA

KISMET 8. P. Crossing

SHARON

MARGUERITE

LE GRAND

PLAÑADA

TUTTLE

EAST MERCED

MERCED

FLUHR

WINTON

ORESSY

BALLICO

DENAIR.

HUGHSON

EMPÎRE

CLAUS

RIVERBANK

(100.4)

Average speed per hour.....

SUNMAID TOWER YL

FRESNO TOWER
S. P. Crossing

YL-

YL∰

YL-

ΥI

ΥI

YL

YL

EASTWARD

FIRST CLASS

2

San Francisco Chief

Arrive Daily

PM 3.36

3.30 3.25

3.19

3-13

3.08

3.05

3.00

2.55

2.51

2.46

2.41

2-36

2.32

2.28

2.26

2.20

217

2.15

2.12

2.0461

1.58

1.54

1.50

1.46 PM

Leave Daily

(57.4)

62

Gelden

Arrive Dally

PM 10-06

9.48

9.42

9.37

9.31

9.26

9.22

918

9.14

9.10

907

9.04

9.02

8-55

8.52

8.47

8 41

8.36

8.32

Leave Daily

(62.1)

60

Golden

Arrive Daily

12.16

12.10

11.59

11.53

11.48

11.45

11.41

11.36

11.32

11.28

11.24

11.19

11.16

11.12

s11.10

11.03

11.00

10.58

10-55

10.49

10.44

10.36

10.33 AM

Leave Daily

(61.5)

10.40

6

**Passenger** 

Arrive Dally

4.01

3.55

3.30

3.24

3-18

3.15

3.10

3.00

2.55

2-50

2.45

2.36

2.32

2.27

2.25

2.13

2.09

2.05

2.00

1.52

1.45

1.36

1.31

1.27 AM

Leave Daily

(43.3)

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-

sede 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.

VALLEY DIVISION					•	THIRD	DIS	TRIC	CT
<del></del>		WEST	WARD						
		FIRST	CLASS		TIME TABLE			:	
	63	61	1	7	NO. 104			69	E۵
	Galden Gate	Golden Gate	San Francisco Chief	Passenger	June 6, 1954	Pest	Grade ding	Communications	Fuel, Water, Turn Tables and Wyes
	Leave Baily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Mile	Ruling ( Ascendi	Comm	Fuel, Table
	PM 7-12	PM 2⋅23	10-20	AM 1-00	RIVERBANK YL	1095.6	15.8	a	YW
	7.17	8 2.29	10.27	s 1.106		1101.6		О	
	7.21	2.34	10.32	1.17	AVENA	1106.4	0.0	В	
	7.26	2.39	10.38	1.25	BURNHAM	1112.5	0.0	В	
	7.32	2.45	10.44	f 1.33	MORMON YL	1120.0	0.0	О	Y
	s 7.37	2.50	<b>810-50</b>	· 1.55	S. P. and W. P. Crossings STOCKTON YL	1121.4	0.0	В	YW
	7.4762	2.56	10.57	2.02	GILLIS	1126.6	1.6	В	
	7.51	2.59	11.00	8 2⋅05	HOLT	1129.3	0.0	0	
	7.55	3.02	11.04	2.10	TRULL	1133.0	8.0	В	-
					MIDDLE RIVER	1134.8	11.6	В	
	8.01	3.08	11.10	2.16	ORWOOD	1136.8	0.0	- c	
			11.13	2.19	ORWOOD  BIXLER	1139.8	3.2	В	
•	8.06	3.13	11.16	s 2.23	KNIGHTSEN	1143.0	6.3	0	
	8-09		11.19	s 2·27	KNIGHTSEN 3.1 OAKLEY	1146.1	3.6	σ	
,	8.13	3.19	11.23	2.32	SANDO YL	1150.3	13.2	В	
•	8-15	s 3·23	11.27	8 2.38	SANDO YL SANDOH YL	1152.1	0.0	О.	
	8-20	• 3-28	11.33	s 2.50	FITTSBURG YL	1155.8	15.8	-0	w
	8.25	3.33	11.38	2.55	BROSE	1159.2	5.3	В	
	8-29	s 3.38	11.43	8 3.01	PORT CHICAGO	1163.6	15.8	0	_
	8.33	3.42	11.48	3.06	MONSANTO	1166.9	0.0	В	
	8.41	3.51	11.58	3.18	GLEN FRAZER	1173.4	52.8	0	
	8.45	3.55	12.04	3.22	CHRISTIE	1176.0	52.8	В	<del></del>
	8-50	4.00	12.122	3.28	LUZON	1179.1	0.0	В	
	f 8-55	s 4.04	12.17	1 3.32	PINOLE	1181.5	0.0	0	
	8-59	4.08	12.21	3.35	GATELEY	1182.6	<del>49</del> .6	В	
	9.04	4.13	12.25	3.40	RHEEM	1186.5	52.8		
		I	<del></del>	<u> </u>	3.1		51.7		

(48.2) (48.6) (43.7) (34.2) ... Average speed per hour

3.45

Arrive Daily

s12-29 PM

Arrive Daily

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.

9.09 PM

Arrive Daily | Arrive Daily

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

8

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.

1189.6

YL

RICHMOND

(94.0)

FW TY

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)

Ti	HIRD	D	ISTRICT				
_				]	EAST	WARD	. 1
			TIME TABLE		FIRST	CLASS	
lngs			NO. 104	60	2	62	6
Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascendleg		June 6, 1954	Golden Gate	San Francisco Chief	Golden Gate	Passeager
Capar in 50	Rulin Ascen		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		((	RIVERBANK Y	1 AM 10.33	РМ 1.46	PM 8 8 22	s 1.20
76	15.8		ESCALON	10.271	1.40	8 17	s 1.107
115	15.0	ATS	AVENA	10.20	1.36	8-13	1.01
130	9.8 10.3		BURNHAM	10.15	1.31	8.08	12.55
Yard	10.3	Ľ	MORMON Y	10.09	1.25	8.02	f12-48
Yard			S. P. and W. P. Crossings STOCKTON Y	L \$10.07	s 1.23	s 8.00	s12.45
93	1.8			9.59	1.16	7.4 763	12-24
69	0.5		HOLT	9.56	1.13	7.44	f12.20
94	0.0		TRULL	9.53	1.10	7.41	12-16
	5.3		MIDDLE RIVER				
66	10.6	'EM-	ORWOOD -	9.47	1.04	7.35	12-10
72	10.6	SYS	BIXLER	9.44	1.01		12.07
92	0.0	BLOCK SYSTEM	KNIGHTSEN	9.41	12-58	7.30	f12.03
67	6.6		OAKLEY	9.38	12.55		f11.59
107	15.8	AUTOMATIC	BANDO Y	L 9.34	12-51	7.23	11.54
100	15.8	E .	ANŢIOOH Y	L 9.32	12.48	7.21	s11.52
126	6.6	AU	PITTSBURG Y	Ls 9.27	s12.43	s 7·17	811.45
67	11.6		BROSE	9.22	12-37	7.10	11.35
107	0.0		PORT CHIOAGO	9-18	12-33	7.06	a11-30
67	0.0		MONSANTO	9.14	12-29	7.02	11-23
65	52.8		GLEN FRAZER	9.07	12.22	6.55	11.15
89	52.8		CHRISTIE	9.03	12-18	6-51	11-10
100	52.8		LUZON	8.58	12.121	6.46	11.04
	29.9		PINOLE	• 8-53	12.08	f 6.42	s10.59
101	52.8		GATELEY	8.50	12.05	6.39	10.55
104	52.8		RHEEM	8.46	12.01	6.35	10-50
Yard	J2.0	Ĺ	RICHMOND Y	L 8.41	11.56 AM	6.31 PM	10.45 PM
			(94.0)	Leave Daily	Leave Daily	Leave Dally	Leave Daily

(Continued from Page 8)

Average speed per hour....

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.

#### VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS 10

#### OAKLAND DISTRICT

	WEST	WARD							
	FIRST	CLASS		TIME TABLE					
63	61	1	7	NO. 104	ı		•		E.,
Golden Gate	Golden Gate	San Francisco Chief	Passenger	June 6, 1954		Post	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		Mile Post	Ruling	Саш	Fuel,
<b>PM</b> 9⋅10	PM 4⋅20	PM 12-30	AM 3.50	RICHMOND	YL	0.0	64.4	С	FW TY
9.20	4.30	12.40	4.00	EL CERRITO		4.5	22.7	В	
s 9.30	a 4.40	<b>12.50</b>	8 4·15	BERKELEY		8.0	0.0	C	
				S. P. Crossing	_	9.9	0.0		
9.40 9.45	4.50	1.05 1.10	4.30 4.40	OAKLAND 40th and San Pablo	YL	10.9	0.0	σ	Y
10.05 PM	5.15 PM	1.30 <b>PM</b>	5.00 <b>AM</b>	SAN FRANCISCO					
Arrive Dally	Arrive Dally	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			
		WESTWARD	TIME TABLE	EASTWARD		
sâu			No. <b>10</b> 4			
r of Sidi Cars	irade ng		June 6, 1954		*	irade ng
Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending	·	STATIONS		Mile Post	Ruling Grade Ascending
34	0.1.1		OIL JUNCTION YL		8.808	
24	21.1 10.5		SEGURO YL		310.8	0.0
22	52.8		MALTHA YL		311.6	0.0 42.2
Yard	<i>52.</i> 6		OIL CITY YL		313.7	42.2
			(5.1)			

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

#### OAKDALE DISTRICT

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

No switch lights on Oakdale District. Wye at Oakdale.

FRESNO	INTERURBA	N DISTRICT
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		WESTWARD	TIME TABLE	EASTWARD		
S)		l	NO. 104			
Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending		June 6, 1954		ost	Ruitag Grade Ascending
Capac in 50 i	Ruling Ascen		STATIONS		Mile Post	Rullag
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			CAMEO YL S. P. Crossing		5.0	
8	0.0		FORTHCAMP YL		6.5	0.0
- 5	0.0		BURNESS YL		7.2	0.0
20	0.0	<del></del> ,	FAIRVIEW YL		13.0	0.0
7	42,2		BIG BUNCH YL		14.2	10.6
28	15.3 9.5		ZEDIKER YL		15.2	8.4 0.0
12	9.5 31.7		RIVERBEND YL	_	15.7	42.2
4	10.6		ELK YL		16.7	0.0
	10.0		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.

#### OAKLAND DISTRICT

		· · · · · · · · · · · · · · · · · · ·		EAST	WARD	
	-	TIME TABLE		FIRST	CLASS	
sāuj		NO. 104	60	2	62	6
city of Sidings ft. Cars	Ruling Grade Ascending	June 6, 1954	Golden Gate	San Francisco Chief	Golden Gate	Passenger
Capacity in 50 ft. C	Rulia Ascel	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	39.6	RICHMOND YL	AM 8.40	AM 61 1-55	PM 6-30	PM ≈10-43
66	31.7	EL CERRITO	8.30	11.45	6.20	10.33
25	0.0		s 8·20	·11·35	6-10	s10-23
	79.4	S. P. Crossing				
Yard	70.4	OAKLAND YL 40th and San Pablo	8-10 8.05	1 1.25	6.00 5.55	10.10 9.50
		SAN FRANCISCO	7.45 <b>AM</b>	11.00 AM	5.35 PM	9.30 <b>PM</b>
		(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 D	15	ΙK	IC7
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		WESTWARD	TIME TABLE	EASTWARD		
Capacity of Sidings in 50 ft. Cars	Grade ng		NO. 104 June 6, 1954		: #	Grade Bg
Capacit in 50 ft	Ruling Grade Ascending		STATIONS		Mile Post	Ruling Grade Ascending
Yard	0.0	<u>-</u>	PIĘDRA YI		16.9	58.8
8	0.0		PIEDRA YI AVOOADO 3.5 OAKHURST		14.8	57.0
28	0.0		OAKHURST 2.0 MINKLER		11.3	52.8
18	0.0		MINKLER 2.2		9.3	31.7
76	0.0		CÉLLA		7.1	0.0
15			WAHTOKE		5.9	0.0
28	33.2		RADWIN		4.4	
Yard	0.0		REEDLEY YI		0.0	41.4
			(16.9)			

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

#### LATON DISTRICT

		WESTWARD	TIME TABLE	EASTWARD		
y of Sidings Cars	stade Bg		NO. 104 June 6, 1954		# # T	brado ag
Capacity in 50 ft.	Ruling Grade Ascending		STATIONS		Mile Post	Ruling Grad Ascending
57 7 10 8 12 11	0.0 0.0 0.0 0.0		LATON YL CLINT YL 4.0 GEPFORD YL ROY YL SHILLING YL LANARE YL		0.0 5.6 9.6 11.9 15.6 17.4	10.4 0.0 0.0 3.0 0.0
			(17.4)			<del></del>

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

#### 12 VALLEY DIVISION

			VISALIA DISTRI	CT			
		WESTWARD	TIME TABLE		EASTWARD		
. 8			NO. 1 <b>04</b>		•		·
Capacity of Sidings In 50 ft. Cars	irade ng		June 6, 1954			ts ts	irade ng
Capacity In 50 ft.	Ruling Grade Ascending		STATIONS			Mile Post	Ruiing Grade Ascending
Yard			CORCORAN	ΥL		0.3	:
16	28.5		WAUKENA			4.4	0.0
28	13.2		5.6 PAIGE	_		10.0	0.0
20	16.6		S. P. Crossing TULARE	YL		15.0	0.0
15	13.9	-	SWALL	-	<del></del>	19.1	0.0
48	5.3		LOMA			20.2	0.0
41	5,8	· <del></del> -	VISALIA S. P. Crossing	YL		25.2	0.0
25	0.0		PERAL	_	<del></del>	31.8	16.2
	11.6		S, P. Crossing	_		33.3	0.0
	11.6		S. P. Crossing 2.9 CALGRO			36.2	0.0
62	10.6		CUTLER	YL		38.5	15.9
28	0.0		SULTANA	-		41.7	0.0
50	0.0		DINUBA	_		45.1	13.2
Yard	9.3	<del></del>	REEDLEY	YL		48.8	0.0
	14.6		S. P. Crossing			50.7	0.0
20	14.6		LAC JAC	—		51.0	0.0
65	0.0		PARLIER			53.4	0.0
23	5.3		MILEY			54.8	0.0
48	1.1	-	DEL REY			58.5	2,5
39	0.0		WOLF			61.9	7.9
28	0.0		2.5			64.4	8.5
I	0.0		LONE STAR	_			10.6
20	0.0	.	CECILE 2.5			66.4	10.6
Yard			CALWA	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

		WESTWARD	TIME TABLE	EASTWARD		
23			NO. 104			
Capacity of Sidings In 50 ft. Cars	irade ng		June 6, 1954		ts t	irade ng
Capacity In 50 ft.	Ruling Grade Ascending		STATIONS		MIIa Post	Ruling Grade Ascending
Yard	100	<del></del>	BAKERSFIELD YL		116.0	
29	13.3		LANDCO YL		113.5	0.0 51.5
28	0.0		OIL JUNCTION YL		110.7	31.0
	52.8		DUCOR YL		71.9	52.8
44	52.8	-	ULTRA 7.0		66.0	52.8
	02.0		PORTERVILLE JCT. YL. P. N. E. Crossing		59.0	02,0
39	0.0		PORTERVILLE YL		58.2	33.2
32	52.8		STRATHMORE JCT.	- <del></del> -	51.9	52.8
28	31.1	<del></del>	MIRADOR	<u> </u>	50.8	0.0
48	3.1		LINDSAY YL		46.7	31.4
16	5.0	-	LUCCA		43.6	34.8
12	0.0		O.6 SIDES		43.0	0.0
40	15.8		EXETER YL	<u> </u>	39.2	0.0
	15.8	<del></del>	Visalia Elect. Crossing	<del></del>	38.9	0.0
7	15.8		O.6-ANTES	<u> </u>	38.3	0.0
16	4.7		VENIDA	<del>-</del>	36.7	5.3
16	0.0	] <del></del>	FANE	<del></del>	34.0	5.3
19	21.1		HILLMAID	<del> </del>	31.2	8.8
	20.8	<u> </u>	Visalia Elect. Crossing	<del></del>	31.1	30.8
13	20.8	] <del></del>	REDBANKS	<del> </del>	30.1	30.8
10	0.0		CAIRNS		28.3	20.8
45	0.0		RAYO		26.9	17.4
28	0.0		SEVILLE		23.8	17.4
	15.3	ļ	WYETH YL	<del></del>	20.6	10.8
62			CUTLER YL		<del></del>	26.8
	0.0	<u> </u>	WYETH YL		20.6	
24	14.4		OROSI		18.6	0.0
37	30.3	<u> </u>	ORANGE COVE		12,2	15.2
19	16.2	]	NAVALENCIA		6.3	10.6
18	25.3	[	MINKLER	<del></del>	0.0	31.7
			(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 Employes.

NO. 104   June 6, 1954   June 6, 1	- 85.5
TAFT VI. 88	85.5
TAFT VI. 88	85.5
21.1 TAFT YL 8.6	- 85.5
KERTO 2.5	
37.0	30.2
36 PENTLAND YL	00.2
13 MARICOPA YL 31.6	84.5
73.9 HAZELTON 30.0	85.5
26     PENTLAND YLI   27.5	68.6
0.0 34 SAN EMIDIO 24.1	68.6
26         LEVEE     18.1	10.6
1 47     MILLIX   144	5.3
GULF 12.5	5.3
62	0.0
BANNISTER   3.2	0.0
20 10.6 3.2 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, u. Kule 95: 1 ard 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 mon-Stockton, Sando-Antioch-Pittsburg, Richmond and Oakland.
- Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked and sealed off rail, except when engines or cars are left unattended on siding.
- 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 Mulr 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
stamp	oed "Go	ood on	Freight 7	Frains", may	be ca	rried on fr	eight trai	ins, but
only 1	to and	from s	tations w	here these tr	ains a	ire required	i 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	10017
1000 feet at Bakersfield20	
Turnout east switch Jastro Siding30	MPH
Porterville-Orosi District Junction Switch at Jastro30	MPH
Turnout west switch siding and crossover turnouts at Jastro.40	MPH
Industry track turnouts at Rosedale	-
Siding turnouts at Una40	MPH
Siding and crossover turnouts at Shafter40	MPH
Siding turnouts at Wasco40	$\mathbf{MPH}$
Siding turnouts at Elmo40	MPH
Siding turnouts at Kernell40	
Siding turnouts at Allensworth40	MPH
Industry track turnouts at Stoil30	MPH
Siding turnouts at Angiola40	
Industry track turnouts at Blanco30	MPH
Turnouts of both sidings at Corcoran40	MPH
Siding turnouts at Guernsey40	
Siding turnouts at east siding Hanford40	MPH
Siding turnouts at west siding Hanford30	MPH
Siding turnouts at Shirley40	MPH
Siding (not signaled) turnouts at Laton30	MPH
Siding turnouts at Conejo40	MPH
Siding turnouts at Bowles40	MPH
End of two tracks at Calwa30	

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:

Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
	<u>.</u>	_
4	2	2
, J	1 2	1 2
41/2	5	5 5 5
5	5	5
3	5	5
8	5	_
12	5 .	
	depth above top of rail (inches)	depth above top of rail (inches) speed in tow (MPH)  2 5 3 5 4 5 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5

#### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Ho	Uť	LOCATION	Miles Per Hour		
	Psgr.	Frt.		Psgr.	Frt	
Mojave District			THIRD DISTRICT			
Barstow West Tower to Hawes	79	60	Stockton M.P. 1119.0 to 1122.0		2.0	
Hawes to Boron		50	Bridge M.P. 1123.8 to 1123.9		30	
Boron to Mojave		60	Track M.P. 1134.7 to 1136.4		30	
Arvin District	20	20	Curve M.P. 1139.5 to 1139.8		60 45	
First District			Antioch M.P. 1151.3 to 1152.3 Pittsburg M.P. 1155.4 to 1156.1		24	
Bakersfield to M.P. 891, Jastro	79	60	Curves M.P. 1161.3 to 1161.9		50	
M.P. 891, Jastro, to Calwa		60	Port Chicago Crossing, west of sta-			
Second District	95	60	tion, M.P. 1163.4 (10 PM-6 AM).	30	30	
Third District			Curves M.P. 1167.3 to 1168.6		45	
Riverbank to Mormon		60	Curves M.P. 1169.1 to 1170.2		60	
Marmon to Richmond		60	Curves M.P. 1170.5 to 1171.2		50 45	
Oakland District	45	45	Curves M.P. 1171.3 to 1172.0 Curves M.P. 1172.0 to 1173.6		40	
Visalia District			Tunnel #3 & Curves M.P. 1173.6	0	70	
Corcoran to Visalla	30	30	to 1175.9	50	50	
Visalla to Calwa	50	40	Curves M.P. 1176.0 to 1177.1	45	45	
Porterville-Orosi District	50	40	Curves M.P. 1178.0 to 1178.9	50	50	
Oil City District	• •	15 10	Curve M.P. 1179.2 to 1179.4		45	
aton District	• •	20	Curves M.P. 1179.7 to 1180.2		40	
Wahtoke District		30	Curves M.P. 1180.2 to 1180.9 Curves M.P. 1181.0 to 1182.5		50 55	
Fresno Interurban District	15	15	Curve M.P. 1184.7 to 1185.0	65	60	
Dakdale District	20	20	Curve M.P. 1185.1 to 1185.4		50	
Maximum speed, passenger trains hand	iling o	ne or	Curve & track M.P. 1185.8 to 1189.0		45	
more heavyweight cars, 90 miles per			Track M.P. 1189.0 to 1189.6	30	30	
When street or highway crossings are:			Curve & track M.P. 1185.8 to 1189.0		45	
applies only while head end of train	is pas	sing.	Track M.P. 1189.0 to 1189.6	30	30	
MOJAVE DISTRICT						
Curve M.P. 747.2 to 747.6	60	50	OAKLAND DISTRICT			
Curves M.P. 816.4 to 817.5	25	25	Track M.P. 0.0 to 0.5	20	20	
Cern Jct. to Bakersfield	20	20	Track M.P. 3.0 to 10.2	20	20	
ARVIN DISTRICT			Track M.P. 10.2 to 10.8		15	
Curve M.P. 324.2 to 324.4	8	8	Track M.P. 10.8 to 10.9	5	5	
Curve M.P. 329.7 to 329.9		B				
	٠	•	MONTA DICTORE			
IRST DISTRICT			VISALIA DISTRICT Tulare M.P. 14.3 to 15.9	20	20	
Bakersfield M.P. 887.5 to 888.5		20	Visalia M.P. 24.5 to 26.0	20	20	
Curves M.P. 889.3 to 890.1 Curve M.P. 892.9 to 893.4	50 70	50 60	Reedley M.P. 48.2 to 49.5		20	
Corcoran M.P. 950.5 to 951.1	50	50 50	Parlier M.P. 53.1 to 53.6		24	
Hanford M.P. 967.0 to 967.5		25	Del Rey M.P. 58.4 to 58.8	24	24	
Hanford M.P. 967.5 to 968.4	20	20	Curve M.P. 62.2 to 62.7	30	30	
Curves M.P. 968.4 to 969.5	55	55				
Curve M.P. 973.7 to 973.9		55	DODTEDWILL COACL DICTOR			
Curves M.P. 975.0 to 975.8		50	PORTERVILLE-OROSI DISTRICT Track M.P. 0.0 to 12.0			
Calwa Tower to Calwa	40	40 .	Track M.P. 12.0 to 20.6		10 25	
SECOND DISTRICT			Between Cutler and Wyeth		30	
Calwa to Sunmald Tower	40	40	Exeter M.P. 39.1 to 39.6		20	
Sunmaid Tower to M.P. 1002	20	20	Lindsay M.P. 46.1 to 47.1	20	20	
Curve M.P. 1024.0 to 1024.3	85	60	Curve M.P. 61.8 to 62.1	30	30	
Curve M.P. 1036.0 to 1036.3		60	Between Porterville and Ducor	45	30	
Curve M.P. 1047.4 to 1047.9		60	Between OII Junction and Landco	45	35	
Curve M.P. 1053.8 to 1054.1		60				
Merced M.P. 1055.7 to 1057.0		20	WAUTOKE DISTRICT			
Curves M.P. 1069.1 to 1070.5 Curve M.P. 1087.9 to 1088.1		60 55	WAHTOKE DISTRICT Between Reedley and Wahtoke	25	25	

#### MAXIMUM SPEED OF LOCOMOTIVES

11-90, 300-314	Diesel and Gas-Electric	Forward Miles Per Hour	Light Forward Miles Per Hour	Backing or When Controlled From Rear Unit Miles Per Hour	Dead-In- Train Miles Per Hour	
325-344 100-286, 401-430 90 45 45 45 60 99, 2099, 2100-2162, 2650-2893, 3000-3019 65 45 45 60 450-481 30 30 30 30 30 20 460-466 50-539, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606 45 650-653, 2300-2302, 2400-2402 40 40 40 30 M150-M157, M175-M187 65 65 65 25 70 M160-M162 70 65 25 70 RDC 191-192 (Stingle Unite) 80 80 80 70 70 *Note—65 MPH applies when backing handling	2.000	700	45			
100-286, 401-430	11-90, 300-314					
99, 2099, 2100-2162, 2650-2893, 3000-3019. 65 45 45 60 450-451 30 30 30 20 460-466 5. 35 35 35 20 500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606 45 45 45 45 650-653, 2300-2302, 2400-2402 40 40 40 30 M115-M157, M175-M187 65 65 65 25 70 M160-M162 70 65 25 70 M190 80 65 25 75 RDC 191-192 (Strigle Unit) 80 80 70 70 RDC 191-192 (Strigle Unit) 80 80 50 70 70 RNote—65 MPH applies when backing handling	325-344					
450-451	100-286, 401-430			45		
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606		65				
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	450-451		30	30		
2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606		35	35	35	20	
650-653, 2300-2302, 2400-2402						
650-653, 2300-2302, 2400-2402	2403-2438, 2600-2606		45	45	45	
M115-M157, M175-M187		40	40	40	30	
M160-M162		65	65	25		
M190		70	65	25	70	
RDC 191-192 (Coupled)		80	65		75	
RDC 191-192 (Single Unit)			80	70		
		60	80			

#### SPEED TABLE-FOR INFORMATION ONLY

Time Per Mile		Miles Per	Time	Per ile	Miles Per		Per l	Miles Per
Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour
	36	100		58	62.1	1	40	36.0
• •	37	97.3	II	59	61.0	1 1	42	35.3
	38	94.7	1		60.0	1	44	34.6
• •	39	92.3	1	02	58.0	1	46	34.0
	40	90.0	11	04	56.2	1	48	33.3
- 4	41	87.8	jl 1	06	54.5	1	50	32.7
	42	85.7	ll ı	08	52.9	li ı	52	32.1
	43	83.7	il ı	10	51.4	ll i	54	31.6
	44	81.8	1	12	50.0	1 1	56	31.0
	45	80.0	1	14	48.6	ll ī	58	30.5
	46	78.3	1 .	16	47.4	2		30.0
	47	76.6	1	18	46.1	2	05	28.8
	48	75.0	ī	20	45.0	2	10	27.7
	49	73.5	ll 1	22	43.9	1 2 2 2 2	15- I	26.7
	50	72.0	1	24	42.9		30	24.0
	51	70.6	1	26	41.9	<u>2</u>	45	21.9
	52	69.2	1	28	40.9	3		20.0
	53	67.9	ī	30	40.0	2 2 3 3 4 5	οč	17.1
	54	66.6	1	32	39.1	4		15.0
	55	65.5	ll ī	34	38.3	ll <u>s</u>	- ::	12.0
	56	64.2	ī	36	37.5	6	- ::	10.0
	57	63.2	i	38	36.8	1 12		5.0

#### 16. SPRING SWITCHES.

Speed Limi	t 10 Miles	Per Hour:
------------	------------	-----------

Банцео	 DALLCII	at stem	ÛΙ	wyc		
	Spo	عنسنا الم	16	Milas	Dog 1	Jane.

opena attent to there the freeze
lutt
andco East end siding (Porterville-Orosi District)
ammond East and west ends siding
ferced
iverbank
ormonEast end siding
Ionsanto

#### Speed Limit 30 Miles Per Hour:

Hinkley	East and west ends siding
Eads	.East and west ends siding
Hawes	. East and west ends siding
Timorev	.East and west ends siding
Kramer	.East and west ends siding
Boron	East and west ends siding
Sile	East and west ends siding
Edwards	East and west ends siding
Biccell	East and west ends siding
Camborn	East and west ends siding
Fresno	Fad of two two less
Fresno	.East and west ends siding
rigarden	Last and west ends siding
Gregg	.East and west ends siding
Irigo	East and west ends siding
Madera	East and west ends siding
Kismet	. Last end siding
Sharon	.East and west ends siding
Marguerite	East and west ends siding
Le Grand	East and west ends siding
Planada	East and west ends siding
Tuttle	East and west ends siding
East Merced	East and west ends siding
Fluhr	.East and west ends siding
Winton	East and west ends siding
Cressy	.East and west ends siding
Ballico	East and west ends siding
Danair	East and west ends siding
Hugheon	Klast and west ends siding
l Empire	East and west enda siding
l Riverhank	. Bast end of lead
l Escalon	. East and west ends siding
1 Avena	. East and west ends siding
Burnham	East and west ends siding
Mormon	East end of lead
l Cillia	Host and west ends siding
Holt	East and west ends siding
l Trull	. East and west ends siding
Orwood	. West end siding
l Bixler	East and west ends siding
Knightsen	East and west ends siding
Sando	East end siding
Antioch	.West end siding
Pitteburg	East and west ends siding
Brose	. East and west ends siding
Port Chicago	East and west ends siding
Glen Frazer	. East and west ends siding
Christie	East and west ends siding
Luzon	East and west ends siding East and west ends siding
Catalan	East and west ends siding
Dhoom	East and west ends siding.
Kueem	mast and west ends sining
1	

#### 17. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Mojave, S.P. main track (see S.P. time table rules)
Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Minkler for Wahtoke District
Tulare Street, Fresno, for eastward trains
Hammond for Second District
Cameo for Fresno Interurban trains
Riverbank for Second and Third District trains

#### 16 VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

SPECIAL RULES

#### RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	n	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
			MOJAVE DISTRICT	
larstow West To	ower	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
Cern 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 —
· · · · · · · · · · · · · · · · · · ·			FIRST DISTRICT	
lanford		S. P. Coalinga Branch	CTC Rules.	
alwa	0.8 East	S. P. main track and entrance to yard.	CTC Rules.	
	··		VISALIA DISTRICT	
Fulare /isalia Peral Lac Jac	1.5 West	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.	
Lac dic	9,5		PORTERVILLE-OROSI DISTRICT	
Exeter	0.3 West	Visalia Elec. Visalia Elec. 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.	
			SECOND DISTRICT	·
Sunmaid Tower	0.5 West Calwa	S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 —
Fresno Tower		S. P. Friant branch. Two tracks crossover, yard lead and Indus- try tracks.	Interlocking.	Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0
Kismet		S. P. Berenda branch and west switch to siding.	Interlocking.	Claid Mack - 5
-			FRESNO INTERURBAN DISTRICT	
Cameo		S. P. Friant branch.	Stop. Rules 98, A, B, and C. Hand throw derails.	
			OAKDALE DISTRICT	
Oakdale		S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	-
		· · · · · · · · · · · · · · · · · · ·	THIRD DISTRICT	
Stockton	0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead — 0 — 5. P. North transfer 00 — 5. P. South transfer 000 — W. P. main track connection 0 —
	1.0 West 1.3 West	Main track and siding. Webber-Edison Street Lead over S. P. Lead : to Standard OII Plant.	Interlocking, Dual operated. Stop. Rule 98 (B).	C Town lead thru plant 0
Woodsbro Middle River	1.0 East	San Joaquin River Drawbridge. Drawbridge.	Interlocking. Interlocking.	
Orwood		Drawbridge and siding.	Interlocking.	
		Lead to Columbia Steel over S. N. Lead to P. G. & E. plant over S. N. main	Stop. Rules 98, A, B and C and Bulletin Instructions. Stop. Gate. Bulletin Instructions.	
	.91 West	track.	Stop. Bulletin Instructions.	
		)	OAKLAND DISTRICT	
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	Bulletin Instructions.	
	1.1 West	crossings. S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	-
Oakland	_,			1

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.

		1	e Table
Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
WOJAVE D	ISTRICT		
764.9	26	East & West	
		East	
785.0	8.1 miles	East	
ARVIN DI	STRICT		<del></del>
318.0	7	East & West	
325.9	4	East	
FIRST DI	STRICT		
	<del></del>	Fact & Wast	
899.5	34	West	
909.8	10	East	
	89		
941.8	5 miles	From Stoll	
945.9	68		
985.6	26	East & West	
SECOND D	ISTRICT		
1048.9	13	West	
		Lust a rest	<u>-</u>
	·	l r 1	
1148.4	16	East & West	
1149.2	127	East & West	
	i .		
	l ::	West	
1187.8	11	East & West	<del> </del>
OAKLAND	DISTRICT		
4.0 5.7	10 11	East & West East	
	!	<u> </u>	
3.7	8	West	
VISALIA D	ISTRICT	1	
21.8	12	East	
42.3			
43.9 65.2	2 miles	West	
PORTERVILLE	DISTRICT		
22.2	5	East	
36.1	11	West	
37.3	10	East	
40.6	20		
	2 miles	East	
54.5	23	East	
60.9	6	East	
111.3	30	East & West	
IGTH OF STE	MS OF WYES	·_ <del></del> -	
Feet	Location		Fe
2796			
Mine Spur			
Army Sour	Oakdale		39
	Oakdale Oakland (old)		39
_	MOJAVE E 764.9 784.7 785.0  ARVIN D 318.0 321.1 325.9  FIRST DI 895.7 899.5 909.8 910.5 914.7 921.2 936.0 941.8 945.9 970.1 91.8 985.6  SECOND E 1048.9 1074.6  THIRD DI 1125.5 1138.8 1148.4 1149.2 1161.3 1165.8 1170.6 1187.8  OAKLAND 4.0 5.7  VISALIA E 21.8 42.3 43.9 65.2  PORTERVILLI 22.2 25.3 33.5 36.1 37.3 40.6 48.5 50.4 50.9 61.4 61.9 111.3	MOJAVE DISTRICT  764.9 784.7 785.0  ARVIN DISTRICT  318.0 321.1 322.9  4  FIRST DISTRICT  895.7 49 899.5 34 909.8 910.5 28 914.7 6 921.2 40 936.0 89 10 7 971.8 5 68 970.1 7 971.8 5 8  SECOND DISTRICT  1048.9 1052.1 1058.9 1074.6 15  THIRD DISTRICT  1125.5 138.8 23 1148.4 16 1149.2 1170.6 1149.2 1170.6 1187.9 1170.6 1187.9 1170.6 1187.9 1170.6 1187.9 1187.9 11  OAKLAND DISTRICT  4.0 5.7 1170.6 1187.9 11  OAKLAND DISTRICT  22.2 25.3 3.7 8  VISALIA DISTRICT  22.2 25.3 39.1 40.6 20 40.5 21.1 22.2 25.3 39.1 40.6 20 41.9 21.1 22.2 25.3 39.1 40.6 20 41.9 21.1 21.1 22.2 25.3 39.1 40.6 20 41.9 21.1 21.1 22.2 25.3 39.1 40.6 20 41.9 21.1 21.1 22.2 25.3 39.1 40.6 40.9 61.4 111.3 37.3 10 40.6 40.9 61.4 111.3 37.3 10 40.6 40.9 61.4 111.3 37.3 10 40.6 40.9 61.4 111.3 37.3 40.6 40.9 61.4 111.3 37.3 40.6 40.9 61.4 111.3 37.3 40.6 40.9 61.4 111.3 37.3 40.6 40.9 61.4 111.3 37.3 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 40.9 61.4 111.3 30 40.6 61.9 61.4 61.4 61.4 61.4 61.4 61.4 61.4 61.4	MOJAVE DISTRICT

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

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

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



## SANTA FERST



## 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.)

