

M. Lancaster



**SANTA
AFETY**

**FE
IRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.
(See General Rules E, F, M and N, Book of Rules.)

ASSISTANT SUPERINTENDENT

M. R. HAVERTY Richmond, Calif.

TRAINMASTERS

E. E. SANDERS Bakersfield, Calif.
W. C. PARKS Fresno, Calif.
G. H. DOTSON Stockton, Calif.
R. E. JOHNSON Richmond, Calif.

ASSISTANT TRAINMASTERS

R. J. ST. JOHN Richmond, Calif.
J. A. BURTON Pittsburg, Calif.
G. C. DADO Bakersfield, Calif.

**SUPERVISOR OF AIR BRAKES
GENERAL ROAD FOREMAN OF ENGINES**

E. F. POLLARD Barstow, Calif.

ROAD FOREMEN OF ENGINES

J. O. ELWOOD Fresno, Calif.
V. BARBER Bakersfield, Calif.

CHIEF DISPATCHER

J. E. SIKES Fresno, Calif.

ASSISTANT CHIEF DISPATCHERS

E. C. STRETCH Fresno, Calif.
J. B. BONESTEEL Fresno, Calif.
B. E. WALDRUM Fresno, Calif.

DISPATCHERS - FRESNO

N. S. PETERSEN	L. I. SAGE
G. M. YOUNG	J. H. WEBBER
R. D. RILEY	L. E. KIRKEENG
M. L. POTTER	D. F. PAULS
G. T. WHEELER	C. C. GRAHAM

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



VALLEY DIVISION

TIME TABLE No.

18

IN EFFECT

Sunday, March 18, 1973

At 12:01 A.M.
Pacific Standard Time

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

D. G. RUEGG
General Manager
LOS ANGELES, CALIF.

C. E. ROLLINS - J. G. FRY - L. B. ENGLISH
Assistant General Managers
LOS ANGELES, CALIF.

G. E. BECKER
Superintendent
FRESNO, CALIF.

2 VALLEY DIVISION

MOJAVE DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile	
			↓	NO. 18 March 18, 1973	↑			
				STATIONS				
Yard	C-R-Y		TRAFFIC CONTROL SYSTEM	BARSTOW		746.4		
11517	B	34.3		—1.8	HUTT		748.6	0.0
8011	B	12.1		—8.6	HINKLEY		757.2	7.7
8034	B	34.3		—15.8	JIMGREY		772.9	24.5
8052	C-Y	28.0		—11.0	BORON		784.0	26.9
8004	B	0.0		—5.6	SILT		789.6	34.3
8007	Y	26.4		—7.5	EDWARDS		797.1	19.0
8019	B	34.3		—6.4	BISSELL		803.6	0.0
8772	B	24.3		—6.5	SANBORN		810.1	26.4
Yard	C-R-Y	52.8		—5.6	MOJAVE (88.8)		818.4	0.0
	C			—66.9	KERN JUNCTION YL	2 TRKS.	885.2	0.0
Yard	C-R-T	15.8		—2.5	BAKERSFIELD YL		887.7	
					(138.2)			

Trains must get clearance card before leaving Barstow and Bakersfield, except at Barstow trains may proceed on clear train order signal in lieu of clearance card.

Southern Pacific time table and rules govern movement of trains Kern Junction interlocking to M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and M.P. 817.5 at Mojave.

Rule 93(A) in effect:

At Barstow, between east and west towers.

Between Kern Jct. and M.P. 888.1 Bakersfield.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	MPH
	Psg. and Light	Frt.
MOJAVE DISTRICT	70	60
Curve M.P. 747.2 to 747.6	60	60
2 Curves M.P. 816.4 to 817.5	50	50
Kern Jct. to Bakersfield	20	20

In TCS sidings, speed limit 40 MPH, except Boron—20 MPH over switch to P.C. Borax spur.

LENGTH OF STEMS OF WYES

Barstow (M.P. 743.7)	2796 Feet
Boron	Mine Spur
Edwards	Army Spur

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity	Switch Connection
P. C. Borax Co. Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

Station	Type	Location	MPH
Hutt	I EE siding		15
Hutt	I WE siding		40
Hinkley	I EE and WE siding		40
Jimgrey	I EE and WE siding		40
Boron	I EE and WE siding		40
Silt	I EE and WE siding		40
Edwards	I EE and WE siding		40
Bissell	I EE and WE siding		40
Sanborn	I EE and WE siding		40

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
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 tail 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—

FIRST DISTRICT

VALLEY DIVISION 3

Capacity of Sidings in Feet	Communications, Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Descending—Feet Per Mile	
			↓	NO. 18 March 18, 1973	↑			
STATIONS								
Yard	C-R-T		TRAFFIC CONTROL SYSTEM	BAKERSFIELD		887.7		
E-6726 W-6155		13.3		3.4		891.1	15.5	
9015		0.0		JASTRO			14.7	
E-4833 W-5963	C-R	9.2		6.6		897.7	0.0	
6568	C-R	0.0		7.7	SHAFTER		905.4	
8964		0.0		7.6	WASCO		913.0	
9032		0.0		6.2	ELMO		919.2	
8948		0.0		5.4	SANDRINI		924.6	
8999		9.5		7.7	ALLENSWORTH		932.3	
E-5990 W-9951	C-R-Y	4.1		9.8	ANGIOLA		942.1	
8879		4.1		8.8	CORCORAN		950.9	
E-8963 W-4490	C-R	5.8		9.4	GUERNSEY		960.3	
9055		10.8		7.6	S. P. Crossing HANFORD		967.9	
3515		14.6		5.3	SHIRLEY		973.2	
9051		0.0		2.8	LATON		976.0	
8959		10.8		0.8	CONEJO		982.2	
		0.0		6.1	BOWLES		988.3	
Yard	C-R T-Y			0.8	S. P. Crossing		994.4	4.2
					CALWA		995.2	
					(107.5)			

Trains must get clearance card before leaving Bakersfield and Calwa.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Laton, between end of two tracks Bakersfield and Calwa.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH	Fr.
FIRST DISTRICT	70	60
Bakersfield M.P. 887.5 to 889	20	20
2 Curves M.P. 889 to 890.1	50	50
Corcoran M.P. 950.5 to 951.7	50	50
Hanford M.P. 967.5 to 968.4	50	50
Curve M.P. 969.3 to 969.5	55	55
3 Curves M.P. 973.7 to 975.8	55	55
M.P. 994.4 to Calwa	40	40
Alpaugh Spur	10	10

In TCS sidings, speed limit 40 MPH except west siding Hanford, speed limit 20 MPH.

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "ESL"—Electric Switch Lock.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
Bakersfield	I	WE two tracks 1000 feet west of M.P. 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Sandrini	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	ESL	EE and WE siding	30
Angiola	I	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	30
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	15
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30

Normal position for junction switches:
Corcoran for First District siding
Laton for First District siding

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 946.3	Highwater	Signals 9461 and 9482

When trains stopped at signals in connection with highwater indicator, bridge and track must be inspected before proceeding.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Rosedale	895.7	2088	East & West
Crome	899.5	1700	West
Palmo	910.5	1400	West
Neufeld	914.7	300	East
Pond	921.2	2000	East
Stoil	936.0	4693	East & West
Alpaugh Spur	936.0	4.8 miles	West
Blanco	945.9	3632	East & West
Kings Park	963.6	7571	East & West
Pitco	970.1	850	East
Manmouth	985.6	1324	East & West

LENGTH OF STEMS OF WYES

Location	Feet
Corcoran	Visalia District
Calwa	Visalia District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location	Tracks Governed	Rule
Hanford	S. P. Coalinga branch.	TCS.
Calwa	0.8 East S. P. main track and entrance to yard.	TCS.

4 VALLEY DIVISION

SECOND DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending - Feet Per Mile	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending - Feet Per Mile
			↓	NO. 18 March 18, 1973	↑		
				STATIONS			
Yard	C-R T-Y	15.8		CALWA		995.2	
		16.8		1.6 S. P. Crossing	} TWO TRACKS	996.8	2.6
		5.3		0.9 S. P. Crossing		997.7	2.6
Yard	C	15.8		0.4 FRESNO		998.1	5.3
1900		16.8		2.0 HAMMOND		1000.1	5.3
8514		10.6		4.9 FIGARDEN		1005.0	15.8
8950		15.8		6.3 GREGG		1011.3	15.8
8984	B	15.8		8.3 MADERA		1019.6	15.8
9083		7.4		5.8 KISMET		1025.5	0.0
E-6700 W-7200		15.8	TRAFFIC CONTROL SYSTEM	5.7 SHARON		1031.1	15.8
8978		5.3		10.4 LE GRAND		1041.5	15.8
9668		0.0		5.8 PLANADA		1047.3	12.7
10315	C-R	5.3		8.8 MERCED		1056.1	17.4
8989		18.0		6.8 FLUHR		1062.9	20.0
8999		15.8		8.8 BALICO		1071.7	15.8
8964		22.7		7.9 DENAIR		1079.6	15.3
8971		26.4		9.6 MODESTO-EMPIRE JCT.		1089.2	0.0
7315	C-R	15.8		6.4 RIVERBANK		1095.6	15.8
9254		0.0		6.0 ESCALON		1101.6	15.8
8968		0.0		8.0 DUFFY		1109.6	5.3
7914	C-R-Y	0.0		10.4 MORMON		1120.0	10.3
	C-R	0.0		0.7 W. P. Crossing STOCKTON TOWER S. P. Crossing		1120.7	10.3
6794	Y	1.6		0.7 STOCKTON		1121.4	1.8
4881	B	0.0		5.2 GILLIS		1126.6	0.5
3674	B	0.8		2.7 HOLT		1129.3	0.0
4943	B	11.6		3.7 TRULL		1133.0	5.3
	B	0.0		1.8 MIDDLE RIVER		1134.8	10.6
3558	C	3.2		2.0 ORWOOD		1136.8	10.6
3781	B	6.3		3.0 BIXLER		1139.8	0.0
4826	B	3.6	3.2 KNIGHTSEN		1143.0	6.6	
3395		13.2	3.1 OAKLEY		1146.1	15.8	
5580	B	0.0	4.2 SANDO YL		1150.3	15.8	
5291	B	15.8	1.8 ANTIOCH YL		1152.1	6.6	
6380	C-R	15.8	3.7 PITTSBURG YL		1155.8	15.8	
5363	C-R	0.0	7.8 PORT CHICAGO YL		1163.6	0.0	
3456		52.8	3.3 MALTBY		1166.9	0.0	
3834	B	52.8	6.5 GLEN FRAZER		1173.4	52.8	
4785	B	0.0	2.6 CHRISTIE		1176.0	52.8	
5184	B	0.0	3.1 COLLIER		1179.1	52.8	
	B	49.6	2.4 PINOLE		1181.5	29.9	
5310	B	52.8	1.1 GATELEY		1182.6	52.8	
5373	B	51.7	3.9 RHEEM		1186.5	52.8	
Yard	C-R T-Y		3.1 RICHMOND YL		1189.6		

(194.4)

Trains must get clearance card before leaving Calwa and Richmond.
 Trains originating must get clearance card before leaving Mormon and Riverbank.
 At Mormon, extra trains except those originating or terminating, may register by form 903.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of MP 1122.

Rule 93: Yard limits are located at:
 Du Pont to and including Pittsburg
 Port Chicago
 Richmond

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psgr. and Light	MPH	Ft.
SECOND DISTRICT		70	60
Calwa to M.P. 996.8		40	40
M.P. 996.8 to 1002.0		20	20
M.P. 1002.0 to 1003.2		50	50
Merced M.P. 1055.7 to 1057.0		30	30
Curve M.P. 1087.9 to 1088.1		50	50
Oakdale Spur		20	20
Escalon M.P. 1101.4 to 1102.0		60	60
Curve M.P. 1119.1 to 1119.5		60	60
Stockton M.P. 1120.0 to 1122.0 (Lincoln St.)		20	20
Track M.P. 1134.7 to 1136.4		30	30
Curve M.P. 1139.5 to 1139.8		65	60
Antioch M.P. 1151.3 to 1152.3		45	45
Pittsburg M.P. 1155.4 to 1156.1 (Railroad Ave.)		24	24
2 Curves M.P. 1161.3 to 1161.9		50	50
4 Curves M.P. 1167.3 to 1168.6		50	50
2 Curves M.P. 1168.6 to 1170.5		60	60
10 Curves and Tunnel No. 3 M.P. 1170.5 to M.P. 1174.3		45	45
Tunnel No. 3 M.P. 1174.3 to M.P. 1174.6		30	30
16 Curves M.P. 1174.6 to 1180.9		45	45
4 Curves M.P. 1180.9 to 1182.5		55	55
4 Curves M.P. 1184.7 to 1187.8		50	50
1 Curve M.P. 1187.8 to 1189.0		45	45
2 Curves M.P. 1189.0 to 1189.6		20	20

When street or highway crossings are shown, speed applies only while head end of train is passing.

In TCS sidings, speed limit 40 MPH.

TRACK SIDE WARNING DEVICES

Location	Type	Signals Affected
M.P. 1012.1	Dragging Equipment	Rotating white lights located at M.P. 1010.7

When dragging equipment indicators actuated, stop and inspect train.

(Continued on Page 5)

(Continued from Page 4)

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except for spring and power controlled switches and crossovers at following locations:

- "I"—Interlocked Switch.
- "S"—Spring Switch.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
Fresno	I	2 crossovers MP 996.8	30
	I	Turnout yard lead to eastward main track MP 996.8	30
	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fuhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	I	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightesen	S	EE and WE siding	30
Sando	S	EE siding	30
Antioch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	EE and WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Collier	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which signal governing movement from west end of siding to main track will clear if main track is unoccupied.

At Glen Frazer, westward train finding Signal 11731 or signal governing movement from west end siding to main track in stop position may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. Westward train on auxiliary siding will find signal governing movement from auxiliary track to main track in stop position and may obtain proceed signal if route is clear by lining switch for main track.

At Christie, eastward train on main track to meet westward train, must not pass preliminary board in advance of Signal 11752 until westward train has entered siding. Eastward train on siding must remain west of spotting section, until ready to depart. Spotting section designated by sign near dwarf signal at east end of siding. 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 Signal 11782 at east end of Collier. If train is occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

LENGTH OF STEMS OF WYES

Location	Feet
Calwa	Visalia District
Mormon	2610
Stockton	678

Normal position for junction switches:
Hammond for Second District siding

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Posts	Capacity in Feet	Switch Connection	Location	Mile Posts	Capacity in Feet	Switch Connection
Trigo	1014.3	1984	East & West	Woodsbro	1125.5	2905	East & West
Tuttle	1050.7	2575	East & West	Werner	1138.8	1185	East & West
Kadota	1052.1	1072	East & West	Du Pont	1147.6	3473	East & West
Pritchard	1058.9	998	East	East Antioch	1149.2	6350	East & West
Winton	1065.4	1049	East & West	Zee	1149.7	3163	East & West
Hughson	1085.8	2047	East & West	Monsanto	1165.8	2304	East & West
Claus	1092.8	2228	East & West	Muir	1170.6	East
Oakdale Spur	1095.6	6.5 miles	East	Herpoco	1180.4	West
Burnham	1112.5	1717	East & West	Bethlehem Steel	1184.5	1562	East & West
Rockwell	1114.8	903	East & West	San Pablo	1187.8	584	East & West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKING

Location	Tracks Governed	Rule	Whistle Signal in Addition to Rule 14(Z)
Calwa	1.6 West S. P. Porterville branch.	TCS.	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 Port lead — 0 — 0
Fresno	0.4 East S. P. Friant branch.	TCS.	
Oakdale	S. P. Oakdale branch.	98 (A), 98 (B).	
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	
Stockton	1.0 West Main track, siding and Port lead.	Interlocking.	
Orwood	0.8 East Drawbridge and siding.	Interlocking.	
Pittsburg	0.9 East Lead to Columbia Steel over S. N.	98 (A), 98 (B) and Bulletin Instructions.	
Pittsburg	0.2 West Lead to Johns Manville over S. N.	98 (A), 98 (B), and Bulletin Instructions.	
Pittsburg	0.9 West Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	

6 VALLEY DIVISION

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	TIME TABLE		Mile Post	Ruling Grade Ascending—Feet Per Mile
			WESTWARD	EASTWARD		
			NO. 18 March 18, 1973			
			STATIONS			
Yard	C-R-T		TCS BAKERSFIELD		116.0	
1450	B-Y	13.3	2.5 LANDCO YL		113.5	0.0
1496	B	0.0	2.8 OIL JUNCTION YL		110.7	51.5
			38.8			
	B	52.8	DUCOR YL		71.9	52.8
2454		52.8	5.9 ULTRA		66.0	52.8
			7.0 PORTERVILLEJOT.YL		59.0	52.8
			S. P. Crossing			
2193	C-Y	0.0	0.8 PORTERVILLE YL		58.2	33.2
1645		52.8	6.3 STRATHMORE JOT.		51.9	52.8
2732	C	31.1	5.2 LINDSAY YL		46.7	31.4
872		5.0	3.1 LUCCA		43.6	34.8
688		0.0	0.6 SIDES		43.0	0.0
1729	C	15.8	3.8 EXETER YL		39.2	0.0
		15.8	0.3 Visalia Elect. Crossing		38.9	0.0
844		15.8	2.2 VENIDA		36.7	5.3
		21.1	5.5 HILLMAID		31.2	8.9
		20.8	0.1 Visalia Elect. Crossing		31.1	30.8
843	B	20.8	1.0 REDBANKS		30.1	30.8
564		0.0	1.8 CAIRNS		28.3	20.8
958		0.0	1.4 RAYO		26.9	17.4
	Y	15.3	8.3 WYETH YL		20.6	17.4
3371	C	0.0	1.6 CUTLER YL		20.6	26.8
	Y	14.4	1.6 WYETH YL		20.6	0.0
1283	B	30.3	2.0 OROSI YL		18.6	0.0
2173	C	18.2	6.4 ORANGE COVE YL		12.2	15.2
1245		16.2	5.9 NAVALENCIA YL		6.3	10.6
1147	Y	25.3	6.3 MINKLER YL		0.0	31.7
			(116.0)			

Movements between Bakersfield and Landco will be made under Rule 261 (TCS) on First District.

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

Rule 93: Yard limits are located at:

Landco to Oil Jct.

Ducor (Santa Fe tracks only)

Porterville to and including Porterville Jct.

Lindsay

Exeter

Cutler to and including Wyeth

Wyeth to and including Minkler via Orosi

No switch lights between Ducor and Minkler.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Frt.
PORTERVILLE-OROSI DISTRICT	40		40
Track M.P. 0.0 to 13.0	10		10
Track M.P. 13.0 to Cutler	25		25
Woodlake Spur	10		10
Exeter M.P. 39.1 to 39.6	20		20
Lindsay M.P. 46.1 to 47.1	20		20
Strathmore Spur	15		15
Sunland Spur	15		15
2 Curves M.P. 61.5 to 62.1	30		30
Between Porterville and Ducor	40		30
Between Oil Junction and Landco	20		20

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

"I"—Interlocked Switch.

"EE"—East End.

"S"—Spring Switch.

"WE"—West End.

Station	Type	Location	MPH
Landco	S	Stem of wye	10
	S	EE siding	15

Normal position of junction switches:

Wyeth for Porterville-Orosi District

Minkler for Wahtoke District

LENGTH OF STEMS OF WYES:

Location	Feet
Landco	1300
Minkler	Porterville-Orosi District
Wyeth	1.6 Miles
Porterville	1143

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Hillmaid0.1 West	Visalia Elec.	98 (A), 98 (B).
Exeter0.3 West	Visalia Elec.	98 (A), 98 (B).
Porterville . . .0.8 East	S. P. Success branch.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

Location	Mile Post	Capacity in Feet	Switch Connection
Seville	23.8	1300	West
Woodlake Spur	33.5	2.2 miles	West
Winco	32.4	752	East & West
Neil	40.6	1000	West
Strathmore Spur	52.0	1.2 miles	East
Euclid	54.3	1100	West
Mosian	54.5	1150	East
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	700	East

VISALIA DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Rating Grade Ascending Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 18 March 18, 1973		EASTWARD ↑	Mile Post	Rating Grade Ascending Feet Per Mile
				STATIONS				
Yard	C-R-Y	28.5		CORCORAN	YL		0.3	0.0
1081		13.9		S. P. Crossing TULARE	YL		15.0	0.0
		5.3		LOMA			20.2	0.0
2398	C	0.0		VISALIA S. P. Crossing	YL		25.2	16.2
1509		11.6		PERAL			31.8	0.0
		11.6		S. P. Crossing			33.3	0.0
3380	B	10.6		CALGRO			36.2	15.9
	C	0.0		CUTLER	YL		38.5	0.0
1648		0.0		SULTANA			41.7	13.2
2722		9.3		DINUBA			45.1	0.0
Yard	C-Y	14.6		REEDLEY	YL		48.8	0.0
		14.6		S. P. Crossing			60.7	0.0
1137		0.0		LAC JAO			51.0	0.0
3487		5.3		PARLIER	YL		58.4	2.5
2651		0.0		DEL REY	YL		58.6	7.9
2246		0.0		CASTY			61.9	8.6
1626		0.0		LONE STAR	YL		64.4	10.8
Yard	C-R T-Y	0.0		CALWA	YL		68.9	
(68.6)								

WAHTOKE DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Rating Grade Ascending Feet Per Mile	WESTWARD ↓	TIME TABLE NO. 18 March 18, 1973		EASTWARD ↑	Mile Post	Rating Grade Ascending Feet Per Mile
				STATIONS				
1147	Y	0.0		MINKLER			9.7	31.7
		0.0		CELLA			7.8	0.0
850		33.2		WAHTOKE			5.3	0.0
1679		0.0		RADWIN			3.9	41.4
Yard	C-Y	0.0		REEDLEY			0.0	
(10.1)								

Yard limits MP 10.1 to Reedley, inclusive.
Main track ends at MP 10 + 336'; just east of Minkler.
No switch lights on Wahtoke District.

At Cutler trains may register by Form 903 during hours office open.

Rule 93: Yard limits are located at:
Corcoran (Visalia District only)
Tulare
Visalia
Cutler
Reedley
Parlier
Del Rey
Lone Star
Calwa (Visalia District only)
Wahtoke District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Psg. and Light	MPH	Fr.
VISALIA DISTRICT	40		40
Tulare M.P. 14.3 to 15.9	20		20
Visalia M.P. 24.5 to 26.0	15		15
Reedley M.P. 48.2 to 49.5	20		20
Parlier M.P. 53.1 to 53.6	24		24
Del Rey M.P. 58.4 to 58.8	24		24
WAHTOKE DISTRICT	25		25

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

Normal position of junctions switches:
Corcoran for First District siding
Cutler for Visalia District
Reedley for Visalia District
Minkler for Wahtoke District

Length of stems of wyes:
Corcoran.....Visalia District
Calwa.....Visalia District
Reedley.....Wahtoke District
Minkler...Porterville-Orosi District

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

VISALIA DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Higby	22.1	634	East & West
Tokay	42.3	1320	East & West
Enson	43.9	700	East
Mattei Spur	65.2	2.2 miles	West

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Tulare	S. P. main track.	Interlocking. Bulletin Instructions.
Visalia	S. P. Visalia branch.	98 (A), 98 (B).
Peral1.5 West	S. P. Porterville branch.	98 (A), 98 (B).
Lac Jac0.3 East	S. P. Porterville branch.	98 (A), 98 (B).

8 VALLEY DIVISION

OAKLAND, OIL CITY AND FRESNO INTERURBAN DISTRICTS

OAKLAND DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				NO. 18 March 18, 1973				
Yard	C-R T-Y			STATIONS				
850	B	64.4		RICHMOND			0.0	39.8
				4.5				
				EL CERBITO			4.6	31.7
				3.5				
				BERKELEY			8.0	79.4
				2.9				
Yard	Y	0.0		OAKLAND 40th and San Pablo			10.9	
				(10.9)				

Train and engine movements between Richmond and Oakland will be made in accordance with Rule 105.

Engine bell must ring continuously while moving between Richmond and Oakland.

OIL CITY DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
				NO. 18 March 18, 1973				
Yard	C-R T-Y			STATIONS				
1436	B-Y	21.1		OIL JUNCTION			808.6	0.0
				2.2				
1481		10.5		SEGURO			810.8	0.0
				0.8				
1149		52.8		MALTEA			811.6	42.2
				2.1				
Yard				OIL CITY			813.7	
				(5.1)				

Yard limits Oil Junction to Oil City, inclusive.
No switch lights on Oil City District.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in Feet	Ruling Grade Ascending—Feet Per Mile	WESTWARD	TIME TABLE		EASTWARD	Mile Post	Ruling Grade Ascending—Feet Per Mile
			NO. 18 March 18, 1973				
Yard				STATIONS			
				HAMMOND		0.0	
				2.0			
350	0.0			CINCOTTA		2.0	0.0
				0.4			
300	0.0			BARTONETTE		2.4	0.0
				2.6			
1200	0.0			CAMEO		5.0	0.0
				2.2			
300	0.0			BURNES		7.2	0.0
				5.8			
1200	0.0			FAIRVIEW		13.0	0.0
				1.2			
350	42.2			BIG BUNCH		14.2	10.6
				1.0			
700	15.3			ZEDIKER		15.2	8.4
				0.5			
500	9.5			RIVERBEND		15.7	0.0
				1.0			
200	31.7			ELK		16.7	42.2
				0.2			
	10.6			BELMONT AVE.		16.9	0.0
				(16.9)			

Yard limits Hammond to Belmont Ave., inclusive.
No switch lights on Fresno Interurban District.

Normal position of junction switches:
Hammond for Second District siding.
Cameo for Southern Pacific Railroad.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Pgr. and Light	MPH	Fr.
OAKLAND DISTRICT		20	20
Track M.P. 0.0 to 10.2		20	20
Track M.P. 10.2 to 10.8		15	15
Track M.P. 10.8 to 10.9		5	5
FRESNO INTERURBAN DISTRICT		10	10
OIL CITY DISTRICT		20	20

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

RAILROAD CROSSING AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules
Oakland . . . 0.7 West	S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.
Oakland . . . 1.1 West	S. P. West Oakland connection.	98 (A), 98 (B).

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

OAKLAND DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Conlon	3.3	150	East & West
Malott	4.0		
Fairmount Avenue	5.7	100	West

FRESNO INTERURBAN DISTRICT

Hammer Field Spur	4.9	1 Mile	East
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LENGTH OF STEMS OF WYES:

Oakland (new)	1800 ft.
Oakland (old)	320 ft.
Richmond	Oakland District

LATON AND ARVIN DISTRICTS

LATON DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
				NO. 18 March 18, 1973			
				STATIONS			
3515		0.0		LATON -0.6		0.0	10.4
500		0.0		GEPPORD -6.0		9.6	0.0
800		0.0		SHILLING -1.8		15.6	0.0
550	Y	0.0		LANARE (17.4)		17.4	

Yard limits Laton to Lanare, inclusive.
No switch lights on Laton District.
Normal position junction switch Laton for First District siding.

ARVIN DISTRICT

Capacity of Sidings in Feet	Communications Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD ↓	TIME TABLE	EASTWARD ↑	Mile Post	Ruling Grade Ascending— Feet Per Mile
				NO. 18 March 18, 1973			
				STATIONS			
4859	B	42.2		ARVIN -4.3		333.1	37.0
	B-Y	0.0		DI GIORGIO -2.0		328.8	42.2
3273		0.0		RIBIER -2.2		326.8	43.3
2643	B	0.0		LAMONT -1.1		324.6	43.3
		0.0		WEST LAMONT -6.6		323.5	43.3
		0.0		ALGOSO -0.3		316.9	43.3
	B			MAGUNDEN (16.5)		316.6	

Yard limits Arvin to Magunden, inclusive.
No switch lights on Arvin District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH Pgr. and Light	Fri.
ARVIN DISTRICT	25	25
Curve M.P. 316.7 to 317.1	10	10
Curve M.P. 329.7 to 329.9	10	10
LATON DISTRICT	10	10

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH.

STATIONS OR TRACKS NOT SHOWN IN SCHEDULE

ARVIN DISTRICT

Location	Mile Posts	Capacity in Feet	Switch Connection
Lonsmith	318.0	350	East & West
Harpertown	321.1	1000	East & West
Patch	325.9	750	East

LENGTH OF STEM OF WYES

Di Giorgio 500 Ft.

10 VALLEY DIVISION

SPECIAL RULES

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 (telegraph office and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse).

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table and Rules, Operating Department.

3. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

4. Rule 80: Bulletin books are located at Barstow, Bakersfield, Calwa, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, and San Francisco (China Basin).

5. Rule 104 (E) is amended: All sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

6. Where the letter "P" appears on the mast of a signal, with arm in horizontal position or a red light displayed, the name of such signal is a "Permissive Signal" and its indication is "Proceed at Restricted Speed."

When so displayed, trains may, without stopping, pass such signal at restricted speed and proceed at restricted speed to next governing signal.

7. 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.

8. 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
888.5	Bridge 888.5	Highway Bridge
888.8	Bridge 888.75	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Maltby 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
1183.1	Bridge 1183.1-A	Road Bridge
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

9. Rule 93 (A): Between designated points specified in Time Table, trains and engines must move at restricted speed and main tracks may be used in either direction not protecting against other trains or engines and are not required to clear first class trains or superior trains but must give way to them as soon as possible upon their approach.

SPEED REGULATIONS

10. Freight trains averaging 85 tons or more per car, or total train weight is 7000 tons or more, speed must not exceed 45 M.P.H.

11. On Mojave District, First District and Second District between Calwa and Stockton where district speed is 60 MPH for freight trains and locomotive will control speed not exceeding 70 MPH without use of air brakes, train may observe passenger train speed but not to exceed 70 MPH, provided tonnage does not exceed 5000 tons, does not average more than 70 tons per car, and train does not contain more than 90 cars.

When speed of train cannot be controlled without use of air brakes "freight train speed" will govern.

12. Derricks, cranes, pile drivers, spreaders* and similar machinery moving on their own running gear must not be moved in trains except on authority of trainmasters, and trains handling such equipment must not exceed speeds indicated below:

District	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 Derrick AT-199720	Other Wrecking Derricks	Other Machines Including Derrick 199775
	MPH	MPH	MPH
Mojave, First, Second	45	40	30
Oakland, Porterville-Orosi and Visalia	20	20	20
Any point on all other Districts	15	15	15

*Trains handling spreaders with wings folded and fastened must not exceed 45 MPH.

Trains handling scale test cars AT 199913, AT 199914, or AT 199915 must not exceed 50 MPH.

Pile drivers must be handled in train next to engine.

13. MAXIMUM SPEED OF ENGINES

Engines	Forward and Dead in train MPH	Light forward MPH	Backing or when not controlled from leading unit
300LABC thru 314LABC, 315AB thru 321AB, 5590-5614, 5906, 5907, 5914, 5920-5948	90	90	45
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5661, 5900-5905, 5908-5913, 5915-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8716, 9122-9148, 9800-9849	70	70	45
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45	45

14. 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 OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Locomotives: 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8716, 9122-9148, 9800-9849	3	5	5
652-653	4	5	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5	5
Passenger Cars: Roller Bearings	8	5	0
Friction Bearings	12	5	0

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	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	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 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	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	5 ..	12.0
.. 56	64.2	1 36	37.5	6 ..	10.0
.. 57	63.2	1 38	36.8	12 ..	5.0

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

IT'S EVERYBODY'S JOB ON THE SANTA FE!

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipments of which they are in charge, when provided proper transportation.

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

DR. C. J. MONOHAN, CHIEF SURGEON
Los Angeles, Calif.

DR. A. L. KIEFER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

DR. L. E. WALTER, ASSISTANT CHIEF SURGEON
Los Angeles, Calif.

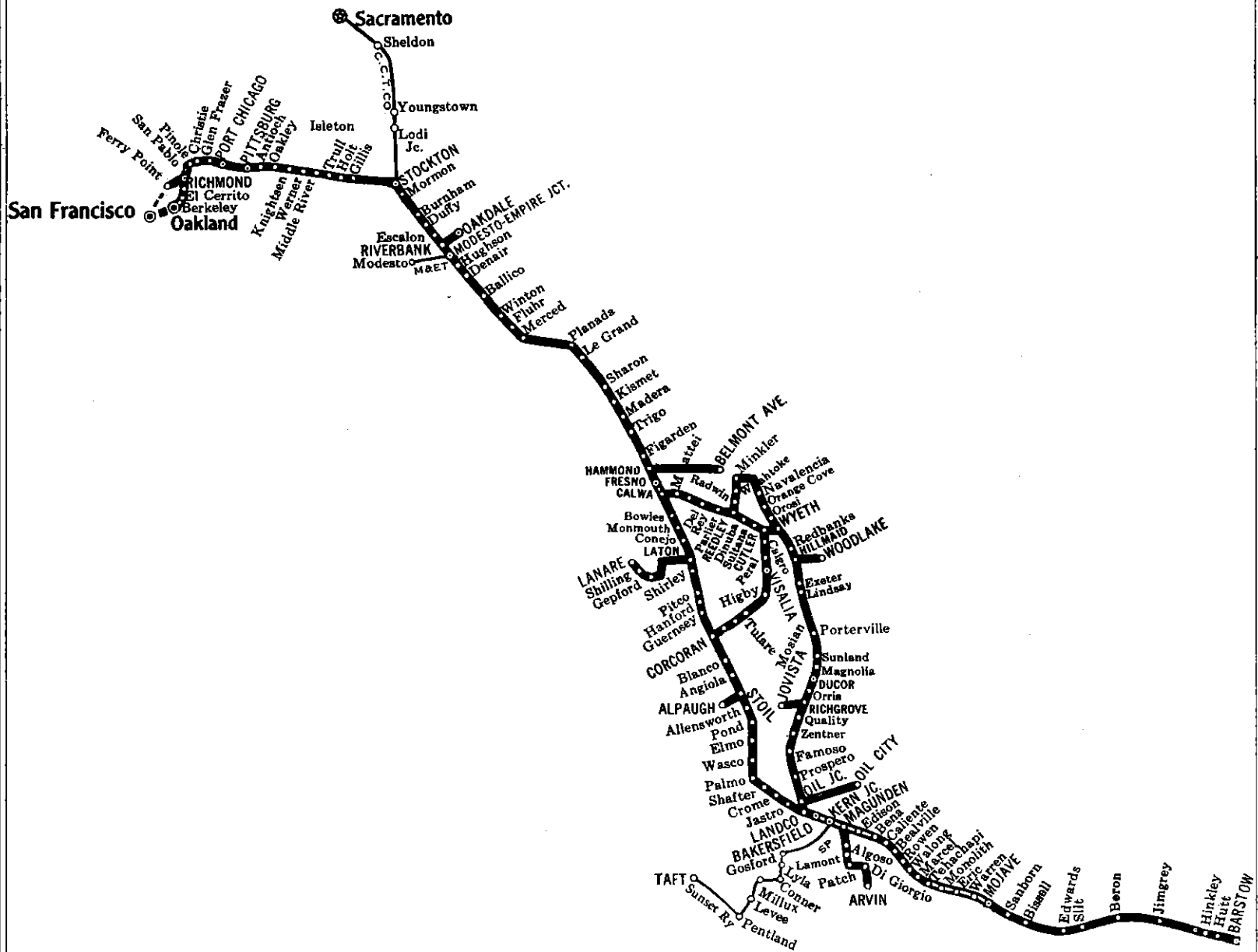
R. W. WELLS, GENERAL WATCH INSPECTOR
Topeka, Kansas

For name and address of local surgeons and local watch inspectors, refer to bulletin book

**SYMBOL FREIGHT TRAIN SCHEDULES
VALLEY DIVISION**

(for information only)

WESTWARD TRAINS					EASTWARD TRAINS										
119		679						901	968	3335	943	908	905	917	
329		709	869	809	Ar.	Barstow	Lv.	5:45P	9:15A		5:00P	7:30P	9:15P	6:45A	
379	309				Lv.	Barstow	Ar.	5:15P	8:30A		4:30P	6:30P	8:45P	6:00A	
7:30A	4:30A	2:25A	11:15A	2:00A	Ar.	Bakersfield	Lv.	11:00A	3:00A		11:00A	11:30A	3:00P	11:59P	
8:00A	5:00A	2:55A	11:45A	3:00A	Lv.	Bakersfield	Ar.	8:25A	1:00A	12:30P		10:00A			
12:30P	9:30A	7:55A	5:30P	10:00A	Ar.	Calwa	Lv.	5:25A	10:45P	8:30A		6:00A			
12:40P	9:40A	8:15A	6:30P	4:00P	Lv.	Calwa	Ar.	5:20A	10:35P	7:30A		5:00A			
2:40P	11:40A	10:15A	9:30P	8:00P	Ar.	Riverbank	Lv.	3:15A	7:45P	4:00A		1:00A			
2:45P	11:45A	10:20A	9:40P	9:30P	Lv.	Riverbank	Ar.	3:10A	7:30P	3:30A		12:45A			
5:00P	2:00P	12:20P	11:30P	2:30A	Ar.	Mormon	Lv.	2:40A	7:00P	2:30A		11:45P			
5:05P	2:05P	12:25P	11:50P	3:30A	Lv.	Mormon	Ar.								
6:05P	3:05P	1:25P	2:45A	7:00A											
			3:30A	10:00A	To —	WP	— From		6:00P						
									5:30P						
10:00P	7:00P	4:00P	7:00A	4:00P	Ar.	Richmond	Lv.	1:00A	3:00P	11:00P		9:15P			



VALLEY DIVISION