

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

164



To Take Effect Monday, February 15, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL,
General Superintendent of Transportation.

G. C. BAKER,
Superintendent of Transportation.

B. W. MITCHELL,
Superintendent.

FRESNO SUBDIVISION

EASTWARD									WESTWARD										
SECOND CLASS									FIRST CLASS				FIRST CLASS				THIRD CLASS		
Capacity of Sidings in Car Lengths		784	782	780	56	52	60	26	Distance from San Francisco	Time Table No. 164 February 15, 1943	Distance from Bakersfield	59	55	51	25	781	783	785	
		Freight	Freight	Freight	Tehachapl	San Joaquin	West Coast	Owl				West Coast	Tehachapl	San Joaquin	Owl	Freight	Freight	Freight	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		
Fresno Yard	BKWOP	6.15 PM	9.00 AM	4.10 AM					201.8	TO-R FRESNO YARD E. 6.2 - W. 3.6	111.1					3.30 AM	12.30 PM	8.40 PM	
	BKW OTYP	6.25	9.10	4.20	5.30 PM	1.40 PM	12.55 AM	12.15 AM	205.5	TO-R FRESNO E. 3.6 - W. 3.6	107.4	s 3.00 AM	s 9.15 AM	s 3.35 PM	s 2.25 AM	3.20	12.20	8.30	
	P	6.35	9.20	4.30	5.40	1.47	1.03	12.23	209.1	TO CALWA TOWER A. T. & S. F. Crossing E. 1.0 - W. 1.4	103.8	2.50	9.05	3.25	2.15	3.10	12.10 PM	8.20	
	No Siding				f				210.4	MALAGA E. 4.3 - W. 5.1	102.5		f						
	P	6.45	9.30	4.40	f 5.48	1.52	1.09	12.29	215.1	TO FOWLER E. 5.1 - W. 5.2	97.8	2.38	s 8.55	3.17	2.05	3.00	11.57 AM	8.10	
	Yard Limits 125	P	6.55	9.40	4.50	s 5.57	1.59	1.16	f 12.37	220.7	SELMA E. 5.7 - W. 5.5	92.2	2.28	s 8.40	3.09	f 1.54	2.50	11.47	7.59
	Yard Limits 102	WP	7.05	9.50	5.00	s 6.06	2.05	1.22	12.43	225.6	TO KINGSBURG E. 5.6 - W. 5.5	87.3	2.20	s 8.30	3.03	1.44	2.41	11.37	7.49
	108	P	7.14	9.59	5.09	f 6.13	2.11	1.28	12.49	231.3	TRAVER E. 2.5 - W. 2.1	81.6	2.12	8.16	2.56	1.37	2.32	11.28	7.40
	65	P	7.18	10.03	5.13	6.16	2.13	1.34	12.52	233.7	CROSS E. 5.6 - W. 5.9	79.2	2.09	8.13	2.54	1.34	2.29	11.24	7.36
	Yard Limits No. 1-91 WYP No. 2-91 No. 3-70	P	7.28	10.11	5.21	s 6.25	2.19	1.44	12.57	239.1	TO-R GOSHEN JCT. E. 6.3 - W. 6.0	73.8	2.02	s 8.01	2.48	1.27	2.21	11.16	7.28
63	P	7.38	10.21	5.31	f 6.32	2.25	1.52	1.03	245.6	TAGUS E. 4.6 - W. 3.9	67.3	1.52	7.47	2.41	1.19	2.12	11.06	7.18	
Yard Limits 92	P	7.47	10.30	5.40	s 6.45	s 2.33	f 2.03	s 1.10	249.7	TO TULARE TOWER A. T. & S. F. Crossing E. 0.1 - W. 1.0	63.2								
63	P	7.56	10.39	5.50	7.00	2.46	2.13	1.30	250.0	TULARE E. 5.5 - W. 5.3	62.9	1.42	s 7.28	s 2.33	s 1.10	2.03	10.57	7.09	
86	WP	8.11	10.47	6.00	s 7.20	2.51	2.21	1.40	255.8	OCTOL E. 4.5 - W. 4.7	57.1	1.30	7.08	2.22	12.54	1.47	10.39	7.00	
96	P	8.21	11.07	6.10	s 7.30	2.58	2.28	1.49	260.4	TO TIPTON E. 6.3 - W. 6.4	52.5	1.18	s 6.58	2.18	12.46	1.40	10.30	6.50	
86	P	8.30	11.16	6.19	f 7.40	3.03	2.35	1.57	272.4	TO PIXLEY E. 5.7 - W. 5.6	46.1	1.09	s 6.48	2.12	12.38	1.31	10.22	6.32	
63	P	8.38	11.24	6.28	7.45	3.07	2.40	2.02	276.5	TO EARLIMART E. 4.4 - W. 4.2	40.5	1.02	s 6.38	2.07	12.30	1.23	10.13	6.23	
Yard Limits 85	WP	8.46	11.32	6.40	s 8.00	3.12	2.45	2.09	280.7	RADNOR E. 4.4 - W. 4.6	36.4	12.56	6.28	2.03	12.24	1.15	10.05	6.15	
63	P	8.55	11.41	6.49	s 8.12	3.19	2.53	2.17	287.0	TO DELANO E. 6.2 - W. 6.0	32.2	12.49	s 6.20	1.59	f 12.17	1.08	9.58	6.08	
W. 81 E. 134 KWTP	P	9.04	11.50	6.58	f 8.25	3.25	2.59	2.23	292.6	TO McFARLAND E. 4.8 - W. 5.7	25.9	12.41	s 6.05	1.52	12.09	12.59	9.49	5.59	
64	P	9.09	11.55 AM	7.03	8.29	3.28	3.03	2.27	295.9	TO-R FAMOSO E. 4.2 - W. 3.2	20.3	12.34	f 5.53	1.47	12.02 AM	12.50	9.40	5.50	
85	P	9.16	12.02 PM	7.10	f 8.36	3.34	3.08	2.32	300.5	SLATER E. 4.8 - W. 4.9	17.0	12.29	5.49	1.44	11.58 PM	12.45	9.35	5.45	
92	P	9.20	12.06	7.14	8.40	3.37	3.12	2.36	303.0	LERDO E. 2.6 - W. 2.6	12.4	12.23	f 5.42	1.40	11.52	12.38	9.28	5.38	
62	P	9.25	12.11	7.19	8.45	3.41	3.16	2.41	305.8	PROSPERO E. 2.6 - W. 2.4	9.9	12.19	5.38	1.37	11.48	12.34	9.24	5.34	
Bakersfield Yd.	82 YP	9.30	12.16	7.24	8.50	3.45	3.20	2.45	308.6	SACO E. 2.2 - W. 2.4	7.1	12.15	5.34	1.34	11.44	12.29	9.19	5.29	
	BKW OTYP	9.45 PM	12.30 PM	7.40 AM	s 9.00 PM	s 3.55 PM	s 3.30 AM	s 2.55 AM	312.9	TO-R OIL JCT. E. 5.1 - W. 4.2	4.3	12.11	5.30	1.31	11.40	12.24	9.14	5.24	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(111.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		(3.30) 31.74	(3.30) 31.74	(3.30) 31.74	(3.30) 30.68	(2.15) 47.73	(2.35) 41.57	(2.40) 40.27	Time over District.....			(2.59) 36.00	(3.55) 27.42	(2.11) 49.16	(2.55) 36.82	(3.20) 33.33	(3.30) 31.74	(3.30) 31.74	
								Average Speed per Hour.....											

RULE 5. Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
 Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville Line.
 Schedule time and train orders for trains at Oil Jct. apply at crossover switch just west of Signal 3086.

RULES 86 and 87. Second and inferior class trains, extra trains and engines must clear time of No. 51 and No. 52 not less than ten (10) minutes.

No. 52 when requested by R.P.O. Clerk reduce speed to 10 MPH, or stop at Tipton, for the safe dispatch of registered coin.

Nos. 25 and 60 stop at Delano to permit mail to be thrown into mail car door.

ADDITIONAL STATIONS:

Muscato	200.2
Winland (Spur)	222.8
Midvalley (Spur)	243.4
Alfaca (Spur)	262.3
Vinland (Spur)	284.5
Cawelo	299.7

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
60	Selma	Discharge		Stockton	Daily
60	Delano	Discharge		Stockton	Daily
56	Any Station	Discharge		Delano	Daily
55	Any Station	Discharge		Los Angeles	Daily
26	Delano	Receive & Discharge	Los Angeles	Tracy	Daily
59	Delano	Receive	Stockton		Daily
59	Tulare	Receive & Discharge	Stockton	Los Angeles	Daily
55	Any Station	Receive or Discharge			
56		M. of W. Employees			

TEHACHAPI SUBDIVISION

EASTWARD											Distance from San Francisco	WESTWARD								
SECOND CLASS					FIRST CLASS							FIRST CLASS						THIRD CLASS		
Capacity of Sidings in Car Lengths	808 Freight	806 Freight	804 Freight	802 Freight	56 Tehachapi	2 Santa Fe Passenger	52 San Joaquin	60 West Coast	26 Owl	24 Santa Fe Passenger		55 Tehachapi	1 Santa Fe Passenger	51 San Joaquin	23 Santa Fe Passenger	25 Owl	59 West Coast	801 Freight	805 Freight	807 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Bakersfield yard					9.30 PM		4.05 PM	3.40 AM	3.10 AM											
BKWO TYP																				
KI P	6.20 PM	11.55 AM	6.05 AM	12.10 AM	9.32	5.20 PM	4.07	3.42	3.12	12.25 AM							8.40 AM	5.25 PM	2.05 AM	
No Siding P																				
No Siding P					f															
87 P	6.45	12.20 PM	6.30	12.35	9.52	5.40	4.23	4.02	3.32	12.45							8.12	4.57	1.37	
93 P	6.51	12.26	6.36	12.41	10.04	5.46	4.29	4.08	3.39	12.51							8.06	4.51	1.31	
E 103 W 103 IWP	7.03	12.41	6.48	12.53	s 10.20	5.58	4.39	4.20	3.50	1.02							7.54	4.39	1.19	
88 I P				1.02	10.31					1.10							7.45	4.21	1.10	
W 105 E 105 IWP																			1.02	
102 IP	7.27	1.05	7.12	1.17	10.49	6.18	4.56	4.38	4.08	1.20										
E 83 W 82 P	7.37	1.15	7.22	1.28	10.58	6.26	5.04	4.46	4.16	1.28							7.22	3.58	12.32	
129 IWP No. 2 Sdg 73	7.57	1.35	7.42	1.49	f 11.09	6.38	5.13	4.56	4.26	1.40							7.11	3.47	12.21	
106 P	8.07	1.45	7.52	2.00	11.18	6.47	5.22	5.05	4.35	1.49							7.02	3.38	12.12	
W 79 E 79 IWP	8.17	1.55	8.02	2.11	11.25	6.55	5.28	5.12	4.42	1.58							6.55	3.31	12.05 AM	
88 P	8.27	2.06	8.13	2.22	11.33	7.04	5.36	5.19	4.49	2.05							6.47	3.23	11.57 PM	
Yd. Limits { 8d 1,96 KI 8d 2,98 WP 107 YP	8.40	2.19	8.26	2.35	s 11.45	7.20	s 5.48	5.30	f 5.00	2.15							6.35	3.10	11.45	
76 P					11.50	7.25	5.51	5.34	5.04	2.20										
Yard Limits YP					s 11.57 PM	7.31	5.56	5.39	5.09	2.26										
WP					12.05 AM	7.38	6.05	5.46	5.16	2.33										
85 P					12.13	7.46	6.13	5.53	5.23	2.41										
Yard BKWOYP	9.50 PM	3.30 PM	9.35 AM	3.45 AM	s 12.25 AM	s 8.00 PM	s 6.25 PM	s 6.05 AM	s 5.35 AM	s 2.55 AM							5.35 AM	2.10 PM	10.40 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	
	(3.30) 19.17	(3.35) 18.72	(3.30) 19.17	(3.35) 18.72	(2.55) 23.24	(2.40) 30.50	(2.20) 29.55	(2.25) 28.05	(2.25) 28.05	(2.30) 26.84							(3.15) 20.86	(2.31) 26.66	(2.15) 30.13	
																	(2.30) 26.84	(2.42) 25.11	(2.42) 25.11	
																	(3.05) 21.76	(3.15) 20.64	(3.25) 18.72	

Time Table No. 164

February 15, 1943

STATIONS

TO-R BAKERSFIELD	E. 0.7 - W. 0.7	Double Track
TO-R KERN JCT.	E. 3.4 - W. 3.4	
MAGUNDEN	E. 3.0 - W. 3.0	
EDISON	E. 7.1 - W. 8.1	
TO BENA	E. 3.5 - W. 3.5	
ILMON	E. 3.6 - W. 3.9	
TO CALIENTE	E. 3.8 - W. 3.5	
ALLARD	E. 1.8 - W. 1.8	
TO BEALVILLE	E. 2.6 - W. 2.5	
CLIFF	E. 2.8 - W. 3.7	
ROWEN	E. 2.8 - W. 2.3	Double Track
TO WOODFORD	E. 3.2 - W. 3.0	
WALONG	E. 2.2 - W. 2.1	
TO MARCEL	E. 3.0 - W. 3.0	
CABLE	E. 3.1 - W. 3.2	
TO-R TEHACHAPI	E. 2.7 - W. 1.8	
SUMMIT SWITCH	E. 2.1 - W. 2.7	
MONOLITH	E. 3.8 - W. 2.9	
ERIC	E. 1.9 - W. 1.9	
CAMERON	E. 4.0 - W. 4.9	
WARREN	E. 6.3 - W. 5.4	
TO-R MOJAVE		

(67.8)

Time over District
Average Speed per Hour

RULE 5. Schedule time and train orders at Tehachapi apply at end of double track. Schedule time and train orders at Summit Switch for westward first-class trains apply at crossover leading from eastward to westward main track located just west of west switch of siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
59	Tehachapi	Receive	Stockton		Daily
1 and 23	{ Tehachapi Woodford Caliente }	Receive & Discharge	West of Bakersfield	East of Mojave	Daily
2 and 24	{ Tehachapi Woodford Caliente }	Receive & Discharge	East of Mojave	West of Bakersfield	Daily
55 } 56 }	Any Station	{ Receive & Discharge M of W employees }			

EASTWARD

MOJAVE SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 164 February 15, 1943	Distance from Burbank Jct.	FIRST CLASS				THIRD CLASS			
	808	806	804	802	52	60	26	56				51	25	59	55	801	803	805	807
	Freight	Freight	Freight	Freight	San Joaquin	West Coast	Owl	Tehachapi				San Joaquin	Owl	West Coast	Tehachapi	Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
BKWOYP Yard	11.05 PM	4.35 PM	10.10 AM	4.15 AM	6.30 PM	6.15 AM	5.45 AM	12.45 AM	TO-R MOJAVE	90.9	s 10.54 AM	s 8.28 PM	s 8.58 PM	s 1.05 AM	4.45 AM	12.50 PM	1.30 PM	10.10 PM	
91 P	11.14	4.44	10.19	4.24	6.35	6.23	5.53	12.56	E. 3.7 - W. 3.5	86.8	10.48	8.20	8.50	12.56	4.33	12.38	1.17	9.58	
92 P	11.18	4.48	10.23	4.29	6.38	6.27	5.57	1.02	E. 3.1 - W. 3.1	84.3	10.45	8.17	8.47	12.52	4.29	12.34	1.13	9.54	
88 P	11.23	4.53	10.28	4.34	6.41	6.31	6.01	1.06	E. 3.2 - W. 3.2	81.2	10.42	8.13	8.43	12.47	4.24	12.29	1.08	9.49	
103 P	11.29	4.59	10.38	4.40	6.45	6.36	6.06	f 1.14	ANSEL	77.3	10.38	8.08	8.38	f 12.38	4.18	12.23	1.02	9.43	
113 P	11.38	5.08	10.47	4.49	6.51	6.44	6.13	1.22	E. 3.8 - W. 3.9	71.7	10.32	8.00	8.30	12.30	4.09	12.14	12.52	9.34	
Yd. Limits 120 WOP	11.50	5.17	10.56	4.58	f 6.59	6.52	6.25	s 1.40	ROSAMOND	66.1	s 10.25	f 7.50	8.21	s 12.20 AM	4.00	12.05 PM	12.43	9.25	
113 P	11.59 PM	5.24	11.03	5.05	7.03	6.57	6.30	1.46	E. 5.2 - W. 5.1	61.8	10.18	7.39	8.14	11.59 PM	3.53	11.58 AM	12.36	9.18	
76 Yd. Lmts. BKWY P	12.05 AM	5.30	11.09	5.11	7.07	7.03	6.36	s 2.00	LANCASTER	57.8		7.35	8.09	s 11.50	3.47	11.52	12.30	9.12	
97 P	12.12	5.37	11.16	5.18	7.10	7.07	6.41	2.06	E. 4.8 - W. 4.9	55.3	10.12	7.30	8.05	11.40	3.40	11.45	12.23	9.05	
E. 100 Yd. Lts. W. 100 I Y P	12.29	5.55	11.33	5.36	7.18	7.17	6.51	2.18	TO-R PALMDALE	51.1	10.04	7.18	7.55	11.30	3.27	11.33	12.10 PM	8.52	
91 P	12.43	6.09	11.56 AM	5.51	7.27	7.27	7.01	2.30	E. 2.3 - W. 2.5	46.6	9.55	7.08	7.45	11.20	3.13	11.20	11.56 AM	8.38	
(Spur 13) P									HAROLD	45.5				f 11.15					
99 WP	12.55	6.21	12.08 PM	6.03	7.35	7.36	7.10	f 2.45	E. 4.5 - W. 4.6	42.6	9.47	6.59	7.35	f 11.07	2.45	11.08	11.43	8.26	
89 P	1.13	6.47	12.33	6.20	7.47	7.49	7.23	3.02	PARIS	37.0	9.35	6.47	7.17	10.53	2.28	10.51	11.26	8.09	
105 WP	1.26	7.08	12.46	6.33	7.56	7.59	7.33	f 3.14	E. 1.2 - W. 0.5	32.8	9.26	6.38	7.08	f 10.44	2.15	10.38	11.13	7.56	
91 P	1.39	7.21	12.59	6.46	8.05	8.08	7.42	3.26	ACTON	28.5				f 10.34	2.03	10.26	11.01	7.43	
87 P	1.52	7.32	1.10	6.57	8.13	8.17	7.51	3.36	E. 2.7 - W. 3.5	24.7	9.09	6.19	6.50	10.25	1.52	10.15	10.50	7.32	
W. 93 Yd. Lmts. M. 23 BKW E. 66 OYP	2.19	7.45	1.21	7.08	8.21	8.26	f 8.01	s 3.55	TO RAVENNA	21.0	9.02	s 6.10	6.40	s 10.15	1.42	10.05	10.39	7.13	
57 P									E. 5.1 - W. 5.0	18.6				f					
100					8.26	8.31	8.07	4.05	RUSS	17.9	8.56	6.01	6.31	9.54					
56 P	2.37	8.10	1.39	7.26				4.17	E. 4.3 - W. 4.5	15.0				9.47	1.24	9.47	10.21	6.55	
78 P	2.46	8.21	1.48	7.36	8.37	8.46	8.22	4.25	TO LANG	12.4	8.46	5.51	6.21	9.42	1.17	9.29	10.14	6.47	
Yd. Limits 98 WP	2.53	8.28	1.55	7.45	8.42	8.55	8.27	s 4.35	E. 4.5 - W. 4.3	9.8	8.42	5.46	6.16	s 9.35	1.10	9.22	10.07	6.40	
79 P	2.57	8.32	1.59	7.50	8.46	8.59	8.39	f 4.42	HUMPHREYS	8.2	8.39	5.42	6.12	9.27	12.55	9.18	10.03	6.35	
P									E. 3.9 - W. 3.9	6.0									
91 P	3.08	8.42	2.10	8.05	8.52	9.08	8.49	f 4.55	HONBY	3.7		5.36	6.06	9.21	12.43	9.08	9.53	6.25	
84 PI	3.18 AM	8.50 PM	2.20 PM	8.20 AM	8.59 PM	9.20 AM	8.54 AM	5.10 AM	E. 3.2 - W. 4.0	0.0	8.29 AM	5.31 PM	6.01 PM	9.15 PM	12.35 AM	8.55 AM	9.45 AM	6.10 PM	
									TO SAN FERNANDO										
									E. 1.9 - W. 1.7										
									PACOIMA										
									E. 2.2 - W. 2.0										
									WAHOO										
									E. 2.0 - W. 2.3										
									ROSCOE										
									E. 4.3 - W. 3.3										
									TO BURBANK JCT.										
									90.9										

TIME AT GLENDALE, LOS ANGELES YARD AND LOS ANGELES (LAUPT) FOR INFORMATION ONLY. SEE LOS ANGELES DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BURBANK JCT. AND LOS ANGELES.

				A. B. S.				D. T.									
				9.10 PM	9.32 AM	9.07 AM	5.35 AM	477.1	8.21 AM	5.23 PM	5.53 PM	9.04 PM					
	3.55 AM	9.15 PM	2.45 PM	8.45 AM				479.7					12.10 AM	8.30 AM	9.20 AM	5.45 PM	
					9.30 PM	9.55 AM	9.30 AM	482.8									
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(4.13) 21.55	(4.15) 21.39	(4.10) 21.81	(4.05) 22.25	(2.29) 36.64	(3.05) 29.47	(3.09) 28.85	(4.25) 20.58		(2.25) 37.77	(2.57) 30.81	(2.57) 30.81	(3.50) 23.71	(4.10) 21.81	(3.55) 23.20	(3.45) 24.24	(4.00) 22.70

RULE 5. Schedule time and train orders for first-class trains at Saugus apply at initial switch Middle Siding at which opposing trains enter Siding. Schedule time and train orders at Burbank Jct. apply at End of doubletrack.

Intermediate Spur: Consolidated Rock Co. M.P. 465.1. Capacity 10 cars.

No. 51 when requested by RPO clerk will reduce speed to 10 MPH, or stop at San Fernando, Newhall and Saugus for the safe dispatch of registered coin.

No. 52 reduce speed to 10 MPH at Lancaster to permit mail to be thrown into mail car.

No. 25 reduce speed to 10 MPH at San Fernando to permit mail to be thrown into mail car.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Lancaster	Receive & Discharge	Glendale	Fresno	Daily
26	Palmdale	Receive & Discharge	Glendale	Fresno	Daily
59	Lancaster	Receive	Stockton		Daily
60	Lancaster	Discharge		Fresno	Daily
25	Palmdale	Receive & Discharge	Fresno	Glendale	Daily
25	San Fernando	Receive	Mojave		Daily
59	San Fernando	Receive	Fresno		Daily
59	Saugus	Receive	Bakersfield		Daily
26	San Fernando	Receive & Discharge	Colton		Daily
60	Saugus	Discharge		Fresno	Daily
60	San Fernando	Discharge		Stockton	Daily
55		Receive & Discharge			Daily
56	Any Station	M of W employes			

EASTWARD

FRESNO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from Famoso
			STATIONS		
Fresno Yd.	BKWO TYP	205.5	TO-R	FRESNO E. 1.5 - W. 1.5	104.3
	I	207.0	TO	SUNMAID TOWER A. T. & S. F. Crossing E. 4.9 - W. 4.9	102.8
22	P	211.8		BUTLER E. 1.0 - W. 1.3	98.0
	PY	213.0		LOCANS E. 1.5 - W. 1.5	96.8
27	P	214.5		IVESTA E. 1.4 - W. 1.9	95.3
80	P	215.9		CLOTHO E. 3.5 - W. 3.6	93.9
Yard Limits 93	WP	219.8	TO	SANGER E. 3.5 - W. 2.8	90.0
15		222.8		TARN E. 2.5 - W. 2.6	87.0
	P	225.3		FARGO E. 2.6 - W. 2.5	84.5
	P	227.9		LACJAC E. 0.3 - W. 0.1	81.9
Yard Limits 89	P	228.0		A. T. & S. F. Crossing (Stop) E. 1.5 - W. 2.4	81.8
Yard Limits 67	WP	229.9	TO	REEDLEY E. 5.1 - W. 4.9	79.9
24	P	235.0	TO	DINUBA E. 4.9 - W. 4.5	74.8
		239.6		MONSON E. 4.2 - W. 3.8	70.2
25	P	243.6		A. T. & S. F. Crossing (Stop) E. 2.8 - W. 3.0	66.2
18		246.4		TAURUSA E. 2.9 - W. 2.9	63.4
Yard Limits 77	KWYP	249.4		IVANHOE E. 7.7 - W. 8.3	60.4
No Siding		257.4	TO-R	EXETER E. 4.1 - W. 3.3	52.4
Yard Limits 124	P	260.5		BURR E. 2.5 - W. 3.6	49.3
38	P	264.3	TO	LINDSAY E. 4.6 - W. 4.2	45.5
13		268.6	TO	STRATHMORE E. 2.6 - W. 2.2	41.2
20	P	270.9		ZANTE E. 3.5 - W. 3.5	38.9
Yard Limits 48	BKWYP	274.4		PORTERVILLE E. 0.4 - W. 0.6	35.4
20		274.8	TO-R	PORTERVILLE-OLIVE ST. E. 1.6 - W. 1.3	35.0
32		276.5		PONCA E. 1.6 - W. 1.7	33.3
26	P	278.0		LOIS E. 4.6 - W. 4.6	31.8
72	KP	282.6		TERRA BELLA E. 4.0 - W. 4.5	27.2
24	P	287.1	TO-R	DUCOR E. 3.3 - W. 2.9	22.7
Spur		290.0		ORRIS E. 1.7 - W. 1.4	19.8
72	YP	291.5		VESTAL E. 2.7 - W. 3.4	18.3
25	P	294.9	R	RICHGROVE E. 4.6 - W. 4.1	14.9
KWTP		299.0		JASMIN E. 9.9 - W. 10.8	10.8
		309.8	TO-R	FAMOSO	0.0

.....Time over District.....
.....Average Speed per Hour.....

ADDITIONAL STATIONS:	Goldleaf.....	209.9	Lort (Spur).....	254.0
	State Center (at end of spur from Goldleaf).....	210.8	Vance.....	262.8
	Reka.....	221.0	Stout (Spur).....	265.8
	Rusconi (Spur).....	221.8	Lisko (Spur).....	272.2
	Uva (Spur).....	227.1	Quality.....	295.9

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from Success
			Success Branch		
			STATIONS		
Yard Limits 42	BKWYP	274.8	TO-R	PORTERVILLE-OLIVE ST. E. 0.8 - W. 0.4	7.6
		275.6		A. T. & S. F. Crossing (Stop) E. 4.2 - W. 4.5	6.8
21		280.0		WORTH E. 2.4 - W. 2.3	2.4
32		282.4		SUCCESS	0.0
			(7.6)		

.....Time over District.....
.....Average Speed per Hour.....

FRESNO SUBDIVISION

Capacity of Sidings in Car Lengths		Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from Jovista
			Richgrove Branch		
			STATIONS		
75	YP	294.9	R	RICHGROVE E. 2.4 - W. 2.9	4.1
50		297.6		TROCHA E. 1.5 - W. 1.0	1.4
40		299.0		JOVISTA	0.0
			(4.1)		

.....Time over District.....
.....Average Speed per Hour.....

FRESNO SUBDIVISION

FRESNO SUBDIVISION

EASTWARD				Distance from San Francisco	Time Table No. 164 February 15, 1943 Riverdale Branch				Distance from Goshen Jct.	WESTWARD			
Capacity of Sidings in Car Lengths					STATIONS								
				181.9	INGLE E. 4.9 - W. 5.1			64.6					
15				187.2	TRANQUILITY E. 4.6 - W. 4.8			59.3					
37				191.7	SAN JOAQUIN E. 3.2 - W. 2.8			54.8					
No Siding				195.0	CALDWELL E. 4.0 - W. 4.4			51.5					
34				199.1	TO HELM E. 7.2 - W. 7.1			47.4					
18				206.3	BURRELL E. 8.4 - W. 8.4			40.2					
18				214.7	TO RIVERDALE E. 4.6 - W. 4.4			31.8					
Spur				219.3	HUB E. 1.8 - W. 1.8			27.2					
No Siding				221.1	L. & W. Ry. Crossing (Stop) E. 3.4 - W. 3.4			25.4					
E 41 Yd. Limits W 18 BWYP				224.2	HARDWICK E. 5.8 - W. 6.0			22.3					
1				229.1	TO-R ARMONA E. 3.2 - W. 3.0			16.2					
Yard Limits 70				232.2	A. T. & S. F. CROSSING E. 0.1 - W. 0.8			13.1					
Spur				232.5	TO HANFORD E. 1.6 - W. 0.8			12.8					
59				233.9	SHELL E. 3.4 - W. 3.8			11.4					
Yard Limits 101 WOYP				237.6	REMNOY E. 8.2 - W. 7.6			7.7					
				245.3	TO-R GOSHEN JCT.			0.0					
					(64.6)								
				Time over District.....									
				Average Speed per Hour.....									

EASTWARD				Distance from San Francisco	Time Table No. 164 February 15, 1943 Coalinga Branch				Distance from Armona	WESTWARD			
Capacity of Sidings in Car Lengths					STATIONS								
Yard Limits 74 BYP				268.4	TO-R COALINGA E. 2.1 - W. 2.3			39.1					
20 P				266.7	ORA E. 6.4 - W. 6.4			37.4					
21 P				260.0	TURK E. 7.1 - W. 7.3			30.7					
44 P				252.7	TO HURON E. 6.5 - W. 6.6			23.4					
53 P				246.1	WESTHAVEN E. 1.9 - W. 1.3			16.8					
Spur				244.0	VANGUARD E. 5.1 - W. 5.3			14.7					
14 P				239.4	LETHENT E. 3.0 - W. 3.0			10.1					
17 YP				236.5	ROSSI E. 1.1 - W. 1.0			7.2					
16 Spur				235.4	HEINLEN E. 1.3 - W. 1.9			6.1					
61 P				233.9	TO LEMOORE E. 4.6 - W. 4.1			4.6					
E 41 Yd. Limits W 18 BWYP				229.3	TO-R ARMONA			0.0					
				(39.1)									
				Time over District.....									
				Average Speed per Hour.....									

FRESNO SUBDIVISION

EASTWARD				Distance from San Francisco	Time Table No. 164 February 15, 1943 Visalia Branch				Distance from Exeter	WESTWARD			
Capacity of Sidings in Car Lengths					STATIONS								
Yard Limits 101 WOYP				245.3	TO-R GOSHEN JCT. E. 7.7 - W. 7.3			17.9					
Yard Limits 46 P				253.1	VISALIA E. 0.2 - W. 0.3			10.1					
P				253.2	A. T. & S. F. CROSSING (Stop) E. 2.0 - W. 1.7			10.0					
Spur				255.2	AMBLER E. 1.8 - W. 1.8			8.0					
28 P				257.3	RECTOR E. 1.8 - W. 0.1			5.9					
P				259.0	FARMERSVILLE E. 1.4 - W. 3.1			4.2					
Yard Limits 77 KWYP				260.2	GIANT OAK E. 2.1 - W. 3.0			3.0					
				263.2	TO-R EXETER			0.0					
				(17.9)									
				Time over District.....									
				Average Speed per Hour.....									

EASTWARD				Distance from San Francisco	Time Table No. 164 February 15, 1943 Stratford Branch				Distance from Stratford	WESTWARD			
Capacity of Sidings in Car Lengths					STATIONS								
47				244.1	TO STRATFORD E. 4.0 - W. 3.7			0.0					
Spur				239.9	CUNEO E. 3.4 - W. 3.9			4.2					
17 YP				236.5	ROSSI			7.6					
				(7.6)									
				Time over District.....									
				Average Speed per Hour.....									

EASTWARD				Distance from San Francisco	Time Table No. 164 February 15, 1943 Clovis Branch				Distance from Friant	WESTWARD			
Capacity of Sidings in Car Lengths					STATIONS								
BKWO TYP				205.5	TO-R FRESNO E. 1.6 - W. 1.0			24.4					
				207.1	FRESNO TOWER A. T. & S. F. CROSSING E. 2.3 - W. 2.3			22.8					
Spur				209.4	BARTON E. 2.2 - W. 2.2			20.5					
Spur				211.6	GRANZ E. 0.2 - W. 0.2			18.3					
Spur				211.8	MALTERMORO E. 0.4 - W. 0.4			18.1					
				212.1	NAVIN E. 0.6 - W. 0.8			17.8					
18				212.9	LAS PALMAS E. 0.5 - W. 0.3			17.0					
				213.2	FRESNO INTERURBAN RY. CROSSING E. 0.8 - W. 0.8			16.7					
No Siding				213.9	VANRIS E. 0.7 - W. 1.1			16.0					
33				214.9	TARPEY E. 1.6 - W. 1.5			15.0					
24				216.1	MELVIN E. 1.0 - W. 1.1			13.8					
42 W				217.4	TO CLOVIS E. 1.2 - W. 0.8			12.5					
14				218.5	GLORIETTA E. 2.3 - W. 2.7			11.4					
71 Y				220.9	PINEDALE E. 1.8 - W. 1.9			9.0					
				222.9	GORDON E. 3.2 - W. 2.7			7.0					
				225.7	ROCKFIELD E. 4.0 - W. 4.2			4.2					
Yard Limits 31 WT				229.9	TO FRIANT			0.0					
				(24.4)									
				Time over District.....									
				Average Speed per Hour.....									

FRESNO SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from McKittrick	WESTWARD		
Capacity of Sidings in Car Lengths				McKittrick Branch					
STATIONS									
Bakersfield yd.	K1		313.6	TO-R	KERN JCT. E. 1.7 - W. 1.7	47.0			
		P	315.3		BAKERSFIELD CORRALS E. 1.4 - W. 1.6	45.3			
15			316.7		STRADER E. 2.0 - W. 2.2	43.9			
45	P		318.8		WIBLE ORCHARD E. 1.7 - W. 1.4	41.8			
7			320.5		VENOLA E. 2.1 - W. 2.3	40.1			
20	P		322.6	R	GOSFORD E. 5.8 - W. 5.9	38.0			
47			328.4		STEVENS E. 7.6 - W. 7.5	32.2			
14			336.1		RIO BRAVO E. 9.6 - W. 9.4	24.5			
			345.4		KILOWATT E. 0.3 - W. 1.2	15.2			
88			346.3	TO	BUTTONWILLOW E. 4.5 - W. 4.3	14.3			
64			350.5		LOKERN E. 10.1 - W. 9.7	10.1			
32	Y		360.6	TO	McKITTRICK	0.0			
(47.0)									

..... Time over District.....
..... Average Speed per Hour.....

TEHACHAPI SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from Arvin	WESTWARD		
Capacity of Sidings in Car Lengths				Arvin Branch					
STATIONS									
			316.6		MAGUNDEN E. 0.3 - W. 0.3	16.5			
	P		316.9		ALGOSO E. 4.4 - W. 4.4	16.2			
			321.1		HARPERTOWN E. 3.3 - W. 3.3	12.0			
			324.6		LAMONT E. 2.2 - W. 2.9	8.5			
60			326.8		RIBIER E. 2.0 - W. 2.0	6.3			
	P		328.8		DI GIORGIO E. 4.4 - W. 4.3	4.3			
	YPW		333.1		ARVIN	0.0			
(16.5)									

..... Time over District.....
..... Average Speed per Hour.....

Additional Stations { PATCH..... 325.9
GIFFIN..... 332.1 (on Spur 1.4 miles from Giffin Jct.)
VACCARO.... 334.4 (on Spur 1.3 miles from Arvin)

MOJAVE SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from Keeler	WESTWARD		
Capacity of Sidings in Car Lengths				Keeler Branch					
STATIONS									
24	P		476.0		BENTON E. 10.9 - W. 11.0	101.2			
13	YPW		487.0		HAMMIL E. 4.4 - W. 4.3	90.2			
8			491.3		SHEALY E. 15.3 - W. 15.6	85.9			
Yard Limits BKWOTP			506.8	TO-R	LAWS E. 5.1 - W. 4.8	70.4			
20			511.7		BIGELOW E. 4.5 - W. 4.4	65.5			
10			516.1		BLACK CANYON E. 6.5 - W. 6.6	61.1			
14	P		522.7		ZURICH E. 2.7 - W. 2.8	54.5			
40			525.5		MONOLA E. 1.5 - W. 1.2	51.7			
10	Y		526.8		BENEME E. 4.1 - W. 4.2	50.4			
8			530.9		ELNA E. 5.4 - W. 5.5	46.3			
20	PW		536.9 536.2		ABERDEEN E. 13.9 - W. 13.8	40.3			
14	PW		550.1		KEARSARGE E. 5.2 - W. 5.1	26.4			
8			555.2		MANZANAR E. 4.4 - W. 4.8	21.3			
Yard Limits BKOTP			559.8	TO-R	OWENYO E. 3.9 - W. 3.7	16.7			
14			563.7		MT. WHITNEY E. 5.1 - W. 4.9	12.8			
Spur			568.7		ALICO E. 1.5 - W. 1.5	7.8			
Spur			570.2		DOLOMITE E. 0.9 - W. 0.9	6.3			
Spur			571.4		MOCK E. 1.2 - W. 1.2	5.1			
6			572.2		TRAMWAY E. 4.2 - W. 4.2	4.3			
Yard Limits WYBK			576.5	TO-R	KEELER	0.0			
(101.2)									

..... Time over District.....
..... Average Speed per Hour.....

FRESNO SUBDIVISION

EASTWARD			Distance from San Francisco	Time Table No. 164 February 15, 1943		Distance from Oil City	WESTWARD		
Capacity of Sidings in Car Lengths				Oil City Branch					
STATIONS									
			308.6	TO-R	OIL JCT. E. 1.9 - W. 2.2	5.1			
			310.5		SEGURO E. 3.2 - W. 3.0	3.2			
			313.7		OIL CITY	0.0			
(5.1)									

..... Time over District.....
..... Average Speed per Hour.....

Note.—Oil Jct. to Oil City operated as part of Bakersfield yard.

Westward trains to Mojave Subdivision at Burbank Junction must obtain two clearances, at initial station on Los Angeles Division, one endorsed "Los Angeles Division" and one endorsed "San Joaquin Division."

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Jct. provided train is properly cleared by train-order signal, except trains originating.

Eastward trains originating Fresno Yard are not required to obtain clearance at Fresno.

Trains will not be required to obtain clearance at Kern Jct. and Bakersfield except trains originating or receiving orders at these stations.

Eastward trains with running orders terminating at Burbank Junction may proceed beyond that station without clearance, being governed by train order signal.

Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule.

RULE 83. Identification may be made by trains between Fresno and Calwa Tower, Bakersfield and Bena and Tehachapi and Mojave to be applied on or at end of double track and by westward trains between Fresno and Fresno Yard and eastward trains except first-class may identify westward trains except first-class between Fresno Yard and Fresno to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

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

Fresno Yard.....	} Trains originating or terminating.
Oil Jct.....	
Palmdale.....	
Saugus.....	
Famoso.....	} Trains to or from Porterville line.
Tehachapi.....	
Goshen Jct.....	} Trains to or from Visalia and Riverdale Branches, and extras originating or terminating.

Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to operator Bakersfield, who will enter same on register and verify same by repeating registration.

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

Operator Fresno will report arrival and departure of all trains originating or terminating at Fresno to operator Fresno Yard who will enter same on register and verify same by repeating registration.

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

Bakersfield.....	No. 51 and eastward first-class trains except No. 56.
Kern Jct.....	Santa Fe trains, S. P. first-class trains and westward light engines.
Tehachapi.....	First and second-class trains.
Mojave.....	No. 51 and No. 52.
Famoso.....	Trains to or from Porterville line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Fresno... Pratto Line M.P. 206.32	San Fernando... West M.P. 460.87
Merced Line M.P. 199.08	East M.P. 462.10
Biola Line M.P. 208.44	Sanger..... West M.P. 219.01
Bkfield Line M.P. 210.81	East M.P. 220.47
Exeter Line M.P. 208.15	Reedley..... West M.P. 229.09
Clovis Br. M.P. 209.6	East M.P. 230.78
Selma..... West M.P. 219.34	Dinuba..... West M.P. 234.31
East M.P. 221.61	East M.P. 235.72
Kingsburg..... West M.P. 224.72	Exeter..... West M.P. 256.33
East M.P. 226.41	East M.P. 257.96
Goshen Jct..... West M.P. 238.47	Lindsay..... West M.P. 263.40
East M.P. 240.18	East M.P. 265.00
Hanford Line M.P. 244.60	Porterville.... West M.P. 274.11
Visalia Line M.P. 246.29	East M.P. 275.72
Tulare..... West M.P. 249.22	Visalia..... West M.P. 251.83
East M.P. 251.08	East M.P. 254.05
Delano..... West M.P. 279.96	Hanford..... West M.P. 231.58
East M.P. 281.81	East M.P. 233.12
Bakersfield..... West M.P. 307.66	Armona..... West M.P. 228.63
East M.P. 321.09	East M.P. 230.00
Tehachapi..... West M.P. 358.97	Coalinga..... West M.P. 265.78
East M.P. 362.62	East M.P. 269.39 (end of track)

Eric..... West M.P. 367.72	Friant..... West M.P. 228.54
East M.P. 368.97	East M.P. 230.29
Mojave..... West M.P. 378.87	Searles..... West M.P. 427.68
East M.P. 382.43	East M.P. 429.07
Lancaster..... West M.P. 404.50	Owenyo..... West M.P. 522.26
East M.P. 405.94	East M.P. 523.26
Palmdale..... West M.P. 412.93	Keeler..... West M.P. 574.79
East M.P. 414.50	East M.P. 576.94
Vincent..... West M.P. 419.88	Laws..... West M.P. 505.49
East M.P. 420.93	East M.P. 507.49
Saugus..... West M.P. 449.41	
East M.P. 452.60	

Fresno.—Trains or engines will not move against current of traffic on double track between Divisadero Street and Clinton Avenue and between Cherry Avenue and Calwa Tower, except on authority of yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags installed, protecting crossings during movements, except where crossing flagmen located.

Trains must receive proceed signal from yardman, green flag by day and green light by night, between Tulare Street (east of passenger station) and Merced Street (west of passenger station).

Westward trains via Pratto line must receive signal from yardman at Divisadero Street, green flag by day and green light by night.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

Mojave.—First-class trains will move between Signals 3802 and 3811, Mojave, with caution irrespective of time-table superiority, if switches are properly lined. Other trains and engines entering or leaving Mojave must receive proceed signal, from yardman, green flag by day and green light by night, unless otherwise instructed by yardmaster or his representative.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:	
Passenger trains.....	—
Freight trains.....	o — o
Santa Fe:	
Passenger trains.....	— o
Freight trains.....	— o —

RULE 95. Eastward trains from San Joaquin Division holding train order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE D-97 (A). Applies between Kern Jct. and Bena, Tehachapi and Mojave. Eastward extras originating Eric and Summit Switch will respect run late and other non-restrictive orders.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.
 A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
 A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.

Laton & Western Railway, 1.8 miles east of Hub, STOP.
 A. T. & S. F. Railway (on Success Branch), 4515 feet east of Porterville, STOP.

Fresno Interurban Railway, 1771 feet east of Las Palmas.
 Fresno—Trains from Clovis Branch and Porterville line stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.
 End of the Visalia Branch is at first switch east of the station building where it enters Bakersfield-Fresno line.

RULE 103 (A). At Selma no switching movements will be made over West Front Street while switching industrial tracks east of station building and opposite Libby, McNeill and Libby plant unless crossing is protected by member of crew.

All train movements over Peach and Butler avenues, Fresno, on spur between Goldeaf and State Center, must be protected by flagman.

No train, engine, car or motor shall be left standing within 100 feet of either property line of County Road Crossing or Western Dairy Products track at Tipton, unless crossing is protected by flagman.

At Armona no switching movements will be made over Lake Street crossing unless protected by member of crew.

Trains switching Knudsen Laboratories, Inc. (Creamery) Spur, Visalia, must stop before making reverse movement across Goshen Avenue crossing.

When using spur track McCarthy Tank and Steel Co., 30th Street, Bakersfield, member of crew will see that traffic on highway is protected. This spur must not be switched except during daylight hours. Engines and cars must stop before entering their building.

When using spur track leading to freight station, Bakersfield, member of crew see that highway traffic U. S. Highway 99 protected. After having fouled crossing, it should be cleared as quickly as practicable.

At Keeler no switching or train movements will be made over tracks serving the Natural Soda Products Company beyond signs indicating such location.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Fresno Yard.....	Clinton Ave. (End of double track.) For eastward track. This is a spring switch.
Fresno.....	Pratto line, for eastward track. This is a spring switch.
Bena.....	End of double track, for westward track. This is a spring switch.
Tehachapi.....	End of double track, for eastward track.
Mojave.....	End of double track, for westward track.
Saugus.....	Santa Paula Branch switch in middle siding, for siding.
Armona.....	For Coalinga Branch.
Rossi.....	For Coalinga Branch.
Gosford.....	For Sunset Ry.
McKittrick.....	Switch at stem of wye must be set for direct movement along the east leg of wye to serve as derail for cars spotted on stem of wye.

DERAIL IN MAIN TRACK

McKittrick.....	East wye switch is spring switch and serves as derail.
Porterville.....	310 feet east of junction switch on Success Branch.
Mojave.....	230 feet east of junction switch on Owenyo Branch.
Famoso.....	168 feet west of junction switch on Porterville line.

RULE 104 (D). Use of heavier than Mikado class engines in making running switches is prohibited unless engine is routed over tangent track.

RULE 105. Ducor: Track next to and north of main track will be used as siding. Second track north of main track, will be used as Minkler Southern Ry. main track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for M. S. Ry. main track.

Goshen Jct.: Siding No. 1 is first track north of Fresno-Bakersfield main track, and is assigned for use of eastward trains.

Siding No. 2 is second track north of Fresno-Bakersfield main track, and is assigned for use of westward trains.

Siding No. 3 is track south of Fresno-Bakersfield main track, between M.P. 239.1 and M.P. 239.74 and may be used by trains in either direction.

Famoso: First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct.-Bakersfield line, and is not protected by block signals.

Trains from Porterville line will stop to clear cross-over at Signals 2916-3087 and if track is seen to be clear, may proceed with caution not exceeding 12 MPH to junction switch.

Trains to Porterville line will proceed with caution not exceeding 12 MPH from junction switch to cross-over Signals 2916-3087.

Normal position inside switch cross-over, Signals 2916-3087 will be for movement to Porterville line.

Track south of Goshen Jct.-Bakersfield main track is designated as westward siding and assigned for use by westward trains on Bakersfield-Goshen Jct. line.

Caliente, Bealville, Marcel and Vincent: Track next to main track will be used as eastward siding; adjoining track will be used as westward siding. Inside siding switches are spring switches and normal position is for train entering siding. Trains entering siding, passing an inoperative signal, must assure themselves this switch is properly lined.

Rowen: The siding east of the cross-overs will be used as the westward siding; the one west of the cross-overs as the eastward siding.

Tehachapi: Tracks No. 1 and 2 next to main track west of station building will be used as westward sidings. Track No. 3 is for the exclusive use of light and for helper engines awaiting movement. Such engines must be brought to rest on this track sufficient distance from east switch to permit clearance for additional engines entering that track.

SPECIAL INSTRUCTIONS

Saugus: The siding east of the station building will be used as the westward siding; the siding west of the station building as the eastward siding.

Sidings assigned for use in a specified direction, as above, must not be used in opposite direction unless authorized by train dispatcher, or train be preceded by a flagman.

RULE 221. Light will not be displayed in train order signals on Porterville Line and branch lines except when train orders are to be delivered.

RULE D-251. Will apply on both tracks as follows: Between Calwa Tower and Fresno Yard; Between Bakersfield and Bena; Between Tehachapi and Mojave.

AUTOMATIC BLOCK SYSTEM

RULE 505. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

When eastward freight trains have more cars than can be placed between San Fernando Road and interlocking home signal at Burbank Junction, and Signal 4704 indicates "stop", stop must be made west of Signal 4704 and signal operator called by telephone, located on post opposite Signal 4704.

If signals 4500, 4505, 4506 and 4513 Saugus indicate stop, train after stopping, may proceed with caution, not exceeding 12 MPH.

Track between Tuolumne Street and Ventura Avenue, Fresno not protected by block signals. Be governed by Rule 93.

Exeter.—Signal 2628 junction Visalia Branch normally indicates stop until cross-over lined.

Bena.—Eastward trains leaving siding will be governed by dwarf light Signal 3282 which will indicate "proceed" two minutes after siding switch has been thrown.

Tehachapi.—Westward trains on either siding finding signal 3591 or 3595 at stop, will push button located in box near signal 3593 corresponding in number with signal desired. After button is pushed signal will clear in three minutes if block is clear.

Signal 3605-SA has yellow flashing "Call-On" signal installed on mast. The lighting of this Call-On signal authorizes a train to pass signal 3605-SA to enter switch leading to No. 2 and No. 3 sidings.

Warren.—When dwarf light signals located at either end of siding indicate "stop", trains entering siding will be preceded by a flagman.

Searles.—Block Signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles.

Knife switches have been installed in relay boxes located at these signals for use of operators of motor cars passing through tunnel.

Motor cars must stop before entering tunnel and if signal indicates "proceed," switch in box should be thrown to reverse position which will place signals at "stop." After passing through tunnel, stop must be made at signal and knife switch thrown to reverse position, which will clear signals.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Lists various signals and their corresponding protection methods.

RULE 512 (B). Dwarf light signals governing movements to main track located as follows: Signals 2001, 2020 and 2022, Fresno Yard; Signals 2565 and 2625 at Exeter; Signal 2870 Ducor; Signal 3627 Summit Switch; and Signal 3679 Eric.

RULE 535. SPRING SWITCHES

Spring switches are located as follows, and speed indicated must not be exceeded when passing over such switches. This does not authorize exceeding other speed restrictions:

Table listing spring switch locations and speeds in MPH. Columns include location, direction, and speed.

Spring switches at Ravenna, Russ and Lang are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations indicates stop, switch must be thrown by hand before and after movement has been made.

Push buttons and indication lights to clear these signals are in iron boxes on post. Lights in these boxes indicate push button selection only.

When eastward train is on main track to let an eastward train pass, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

Eastward train on siding to let an eastward train pass should not pass overlap post 500 feet west of signals unless necessary. If necessary to pass overlap post, member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

RULE 516. Overlap posts: Cross—Westward trains—opposite fouling point east switch. Newhall—Eastward trains—2000 feet east of west switch. Newhall—Westward trains—opposite Signal 4529 at M. P. 453.

RULE 605. INTERLOCKING

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: o o — o o .

Trains or engines entering interlocking limits, on main track except where fixed signals govern movements must receive authority from signal operator and may then proceed with caution, not exceeding 12 MPH to next signal.

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7 1/2 ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7 1/2 ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 601 to 604-A, inclusive.

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

For main track, ——— . To or from spur track, o ——— .

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville main track

For main track ——— . CALWA TOWER—A. T. & S. F. Crossing and double track 3.6 miles east of Fresno Eastward trains approaching end of double track will call for switch and derailer ——— o ——— . Westward trains, ——— .

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

For main track ——— .

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

For main track ——— .

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

For main track ——— . For movement over crossing on siding, ——— o ——— . From S. P. to A. T. & S. F. main track, o ——— o ——— . Between main track and transfer track o ——— o . No. 1 track, o o ——— o .

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

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

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

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

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

At Kern Jct. only, Rule 628 is modified to permit movement, without stopping, of helper cuts only, past interlocking signals in stop position, provided yellow signal is received from the signal operator in tower or on ground, and helper engineer sees that track is properly lined for movement to be made.

TEHACHAPI

Main track movements (to or from double track) ——— . Westward siding, o ——— o .

CALIENTE, ALLARD, BEALVILLE, CLIFF, WOODFORD, MARCEL

The east and west switches of sidings at Caliente, Bealville, Cliff, Woodford, Marcel, Vincent and the east switch of siding at Allard are interlocked and controlled from train-order office. All other switches are normally operated. The switches and signals at Allard and Cliff are controlled by the plant at Bealville.

Interlocking limits extend on main track from the eastward signal, located fifty (50) feet west of the west switch, to the westward signal, located fifty (50) feet east of the east switch at Caliente, Woodford, Marcel and Vincent, and on both main track and siding at Woodford, and at Bealville from the eastward signal, located fifty (50) feet west of the west switch Allard to westward signal, located fifty (50) feet east of the east switch Cliff. All signals within these limits are interlocking, except Signals 3412 and 3417, which are automatic.

When the eastward interlocking signals east end Bealville or the westward interlocking signals west end Cliff are inoperative, trains must be preceded by flagman to the next signal.

Trains stopped by signals must communicate with signal operator by telephone located in telephone booths at east and west switches and be governed by his instructions. Additional telephones are provided at derail west end No. 2 siding at Woodford, and at derail of house track extension at Caliente. If instructed by signal operator to throw interlocked switch by hand, follow instructions posted in telephone booth.

The member of crew cranking switch over, after receiving permission from signal operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position, unless instructed by signal operator to leave switch open.

When for any reason, proceed indication of an interlocking signal cannot be acted upon at once signal operator must immediately be notified.

When pulling out of sidings at Caliente, Bealville and Marcel, Tehachapi and Vincent, when both sidings are occupied by trains moving in same direction, both trains will stop at clearance point and engineers will have an understanding as to which train will move out of siding first, unless otherwise directed by the dispatcher.

At Cliff, spur switch west end siding will be hand operated but trains must not enter or leave spur except on telephone authority from signal operator at Bealville.

At Woodford "Take Siding Indicator" mounted on mast of westward interlocking signal will govern westward trains that are to use No. 2 siding. When take siding indicator displays letter "S", it will be necessary to phone operator for permission to pass westward interlocking signal at "stop."

When westward third-class or extra trains find signal for main track at Allard at "proceed," and are unable to proceed farther ahead of superior trains in same direction, they will immediately advise the signal operator at Bealville.

Trains entering sidings at Caliente, Bealville, Marcel and Vincent will stop clear of adjacent siding unless "proceed" is indicated in light signal governing movement to main track.

LOS ANGELES YARD — BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, ——— . To siding, o o o o o .
To Hewitt, ——— o o o o .
To Industrial lead, o ——— o .

GENERAL REGULATIONS

RULE 824. INSTRUCTIONS FOR SETTING BRAKES

MOJAVE

Passenger Trains—When road engine is detached, two brakes on east end and two brakes on west end on trains of 16 cars or less will be set.

When train is set out to tie up, at least half of the brakes on the train will be set but in case train consists of 2 or 3 cars, 2 brakes will be set.

Eastward Freight Trains: On trains of 72 cars or less, set ten brakes on east end and 10 in the middle. Trains of 73 to 102 cars, set 15 brakes on east end and 15 in middle.

Westward Freight Trains: On trains of 72 cars or less, set 10 brakes on east end, 5 in middle, and 5 on west end. Trains of 73 to 102 cars, set 15 brakes on east end, 10 in middle, and 5 on west end.

WOODFORD (When taking water)

Freight Trains (Eastward)—First helper will spot for water, 5 brakes will be set ahead of this helper, 5 behind road engine and 5 ahead of second helper. First helper will keep engine brake applied until ready to proceed.

RAVENNA (When taking water)

Freight Trains (Westward)—Road engine will spot for water, engine brake will be left applied on road engine and 8 brakes set ahead of helper that cuts off and takes water.

CALIENTE (When taking water)

Freight Trains (Eastward)—Road engine will spot for water, and 8 hand brakes will be set just ahead of first helper that cuts off and takes water.

In complying with the above hand brakes on freight trains must be set with brake club after train has stopped. When for any reason hand brakes are released under these conditions, the same number must be set to replace them. Where the use of hand brakes is required, air brakes must not be relied upon as a substitute.

If the road engine and first helper are spotted at same time to take water at Woodford, Ravenna and Caliente, automatic brakes will be released and it will not be necessary to apply hand brakes as long as road engine remains on the train.

When either train or engine crew leave train for any reason, sufficient hand brakes will be set to hold the train.

RULE 825. In leaving cars on any track in non-grade territory, brakes will be applied both ends of cuts to prevent movement by heavy winds.

Cars must not be left so will obstruct view of an approaching train by autoist or pedestrian, and when a crossing is cut distance of 100 feet on each side of crossing must be left clear, or flagman must protect until cars are re-coupled.

In cutting crossing Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

RULE 833. Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must

not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on descending grade end of cars.

RULE 843. If train split at two sidings for purpose of meeting or passing trains, conductor accompany both portions of train.

RULE 869. Brakemen will ride on top of trains entering and leaving terminals, through yards, through interlocking plants; also Vincent to Saugus; Vincent to Palmdale; Summit Switch to Mojave; Summit Switch to Ilmon; Tunnel to Burbank (except rear brakeman); Searles to Cantil; McKittrick to Lokern and at other places as instructed by conductor. Between Mojave and Ilmon and between Vincent and Saugus rear swing brakeman at the discretion of conductor, may be permitted to ride in cupola of caboose or on portion of train assigned to him. Rear brakeman will watch track to rear of train between these points. Other brakemen must ride near the middle of portion of train assigned to them. Trainmen must not ride on top of train while passing through Tunnel 25.

RULE 883. Engines will not be left on westward siding at Tehachapi while crews are eating. When engines are left unattended, the reverse lever will be left on center, cylinder cocks will be left open, independent brake valve or straight air valve will be left in service position, noting amount of brake cylinder pressure before leaving the engine. No member of crew will leave engine before engine has stopped, and when engine or engines are left alone, tank brakes should also be set in addition to independent brakes.

This will apply at other points where similar conditions exist.

TRAIN INSPECTION

At following stations freight trains on descending grade between Caliente and Lang, will stop 10 minutes to allow heat to equalize in wheels and make inspection:

Ravenna	} Or in making other stops inspection may be provided when initial run is not less than 4 miles nor more than 10 miles, succeeding runs not to exceed 10 miles.
Warren	
Walong	} miles, succeeding runs not to exceed 10 miles.
Cliff	
Owenyo Branch—Rand.	
Keeler Branch—Hammil.	

Westward light engines equipped with tire coolers are not required to stop for inspection between Tehachapi and Caliente, except AC type and engines not equipped with tire coolers must stop sufficient length of time for one inspection between Cable and Bealville.

Light engines not required to stop at Warren or Ravenna for inspection.

Between Bakersfield and Fresno freight trains may operate from one water stop to another for inspection provided in the judgment of the conductor and engineer it is safe to do so.

Run may be made by westward freight trains, Saugus to Lancaster; Ravenna to Mojave and Cantil to M. P. 450.0 without stopping for train inspection when in the judgment of the conductor and engineer it is safe to do so. Inspection will be made at any intermediate stops.

Trains containing carload shipments of T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

AIR BRAKE RULES

RULE 3.—Standard brake pipe pressure for freight and mixed trains on the San Joaquin Division, will be 80 pounds.

FREIGHT TRAINS

RULE 24. Rear end test will be made in accordance with Rule 24(b) and this test will also be made at the following places under conditions hereinafter stated:

Summit Switch	
Vincent	
Eric Westward freight trains stopping.
Between Saugus and Bakersfield; Owenyo, Keeler and McKittrick Branches. (When applicable between Saugus and Bakersfield; Owenyo, Keeler and McKittrick Branches, Rule 24(c) may be applied, EXCEPT at Mojave Rule 24(a) applies.	

Summit Switch. Freight trains not stopping at Summit Switch will make running air brake tests between siding switches. Trainmen will note reduction on caboose gauge and following build up in pressure when brakes are released, give proceed signal which will be relayed by other trainmen from their portion of the train, provided they note retainers releasing in their portion of train.

Running test will be made as follows: Engineer while working steam will make reduction of approximately 7 pounds, waiting for slack to adjust itself, then add 3 pounds before releasing.

Whenever rear end tests have been made on freight trains at Tehachapi, Monolith, or Eric, running test on such trains will not be required at Summit Switch.

Vincent. Freight trains not stopping at Vincent will make running air brake tests between siding switches. Train and engine crews will be governed by instructions for making running tests at Summit Switch.

Westward freight trains not stopping Vincent will turn up retaining valves at or near east distant signal. Eastward freight trains not stopping will turn up retaining valves at or near west distant signal.

At Vincent where rear end test is required of freight trains stopping, test will be made in accordance with Air Brake Rule 24(b), and first car ahead of caboose may be considered rear of train when helper has been detached immediately ahead of caboose.

Leading engineer will not signal for rear end test on trains having helpers until such helpers indicate by one sound of the whistle that the train is ready for the test.

Before a train which has stopped on grade is given signal to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 32. The maximum tonnage per operative brake between Caliente and Mojave is 115 M's, Palmdale and Saugus 120 M's, Searles and Garlock 150 M's and Benton and Hammil 50 M's.

RULE 33. Retainers will be used on freight trains as follows:

Eastward trains....Benton to Hammil.....	50 Ms per retaining valve			
Eastward trains....Tunnel or Sylmar to				
(45 or more cars) Burbank Jct.....	400 Ms	"	"	"
Eastward trains....Cameron to Mojave.....	115 Ms	"	"	"
Eastward trains....Vincent to Lang.....	115 Ms	"	"	"
Westward trains....Tehachapi to Tunnel				
No. 1 (M.P. 337.1)....	115 Ms	"	"	"
Westward trains....McKittrick to Lokern....	115 Ms	"	"	"
Westward trains....Searles to Garlock.....	150 Ms	"	"	"
Westward trains....Vincent to Harold.....	10 Retainers			

Eastward freight trains stopping at Summit Switch and on which the retainers have been turned up, if train brakes applied, a speed of 20 MPH must not be exceeded Summit Switch to one mile east of Cameron.

It is permissible to turn down retainers on eastward freight trains after passing through Tunnel 19 (M.P. 437.4) so that all retainers may be turned down before reaching Tunnel 20 (M.P. 439.5).

Speed of freight trains will be reduced or stopped if necessary at points where trainmen are required to handle retainers.

Retainers must not be turned down on eastward freight trains entering Mojave until train comes to rest on designated track.

On eastward trains handling 20 or more cars of rock or sand, one retaining valve must be turned up for each 150 Ms, Roscoe to Los Angeles Yard, and continuous run may be made between these points. If stop made between Burbank Junction and Los Angeles Yard for other operating reasons, retaining valves may be turned down if not required beyond.

PASSENGER TRAINS

RULE 39. Make running air brake test Summit Switch and before descending grade at Vincent.

Eastward trains making running test, Rule 39, or road test, Rule 38, at or after leaving Tehachapi are not required to do so at Summit Switch.

Not necessary to make running test on passenger trains leaving Mojave, if the continuity of the brake pipe was not broken.

Eastward Santa Fe passenger trains may leave Kern Junction without making running test.

Within yard limits of Fresno, running air brake test will be made on eastward trains, only, when leaving Fresno.

Running test on eastward passenger trains will be made after passing M.P. 452, and on westward passenger trains after passing M.P. 458.

Running test must be made on eastward trains three miles west of Burbank Jct.

On westward passenger trains leaving Bakersfield, running test shall not be made until rear car has cleared Baker Street.

RULE 46. Retainers will be used on passenger trains as follows: Westward trains—Tehachapi to Tunnel 1 (M.P. 337.1)—All retainers.

Eastward passenger trains with less than 75% graduated release equipment will use retainers Vincent to Lang.

No. 55 will not use retainers Vincent to Palmdale when consist is not in excess of twenty cars but speed will be restricted to twenty miles per

hour Vincent to Palmdale when retainers are not used. When consist is in excess of 20 cars, necessary retainers (but not less than five) will be turned up on head cars of train and passenger train speed permitted. Passenger train speed will also be permitted and retainers will not be used when No. 55 has 75% or more graduated release equipment, regardless of length of train.

Retainers on all head end cars of eastward passenger trains except No. 56 will be turned up at Summit Switch, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave.

Retainers on all head end cars on No. 56 will be turned up at Tehachapi, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of train must not exceed 40 MPH.

Nos. 51 and 52 having not to exceed 3 head end cars and other trains not to exceed 2 head end cars, available retainers will be used Cameron to Mojave and Tehachapi to Tunnel 1 unless more retainers are requested by engineer.

When streamline trains are controlled on descending grades with electro-pneumatic brake, retaining valves will not be used.

In cases where electro-pneumatic brake fails and automatic brake is being used, or where helper engine, not equipped with electro-pneumatic system is used at head end of train and brakes are operated from the helper, retaining valves will be used where required.

MISCELLANEOUS

1. Freight trains with twenty or more cars will detach engine when taking water on descending grades of 1% or more.

In freight service with over 50 cars where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engine must be cut off before spotting at column.

Water supply at Bealville, Marcel, Cameron, and Lang is for emergency use only.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water, except at Woodford where first helper spots at No. 3 water column. After stopping, train will be cut ahead of following helper.

4. In helper service:

- No helper engine will be placed behind wooden underframe cars or cabooses.
- Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- In no case will more than one helper engine be placed behind steel underframe cabooses.
- When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jct. and Vincent, C and heavier class engines must be placed ahead of AC class engines.
The use of S.P. type engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine.
In helper service, where it can be avoided, engine backing must not be placed ahead of engines running forward.
- Helper engines on freight trains must be placed in rear through Tunnel 25 (between Elayon and Tunnel).
- Engines with cars must not be cut off or coupled to a train while same is in motion.
- Engines must not be cut off head end of trains while same are in motion.
- When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

For the purpose of pushing trains out of yards:

- No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- Air will not be coupled through the pusher engine.
- Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.
- In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

Eastward freight trains stopping on siding at Summit Switch, after cutting out helpers, will move forward with road engine sufficient distance to clear eastward main track to permit helper engines on following trains to turn on the wye.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Tracks at the following stations must not be used by engines heavier than "C" class:

Traver —Corral Track	Bena —Spur
Tagus —Packing House Track	Caliente—Spur
Tulare —Hayden Lumber Co. Spur	Elayon —Oil Spur
Barnett Lumber Co. Spur	Waltz —Powder Spur
Farmers Union Spur	Wahoo —Quarry Spur

Engines heavier than "MK" class must not use extension to No. 3 or D. T. tracks at Delano.

Engines of 3200 class or heavier must not use spur track at Vinland.

Engines heavier than "F" class must not use transfer track at San Fernando more than 300 feet beyond the switch points.

Engines must not use Consolidated Rock tracks, Roscoe, beyond a point 75 feet west of derrails west of Radford Ave.

Engines heavier than 274,000 lbs. on drivers must not use track serving Union Supply Company at Roscoe. Sign so indicating is in place at the clear point of this spur.

Engines heavier than "C" class must not leave main track between Mojave and Searles, except at sidings:

Neuralia	Cantil	Rand
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When switching the west end of Saltdale with "F" class engines, engine must not go beyond frog.

Do not spot for unloading flat cars loaded with poles or piling on team track adjacent to main track without authority from Chief Dispatcher at the following locations:

Octol	Warren	Rosamond	Ravenna	Butler
Ivesta	Reka	Tarn	Fargo	Taurusa
Lois		Terra Bella		Cameron

At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Due to impaired overhead and side clearance, the spotting or switching of box cars under the Narrow Gauge High Line at Owenyo, MP 523, is prohibited.

Switching movements from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. Do not switch cars into siding on grade when such siding is unprotected by derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. Whenever possible when switching on heavy grades, engine should be kept on the descending grade end of cars being handled or switching moves made toward derail. Avoid as far as practicable leaving one car standing on grade. When necessary to leave car standing on grade with brake set, car must be securely blocked. Cars should not be cut off until they stop and they must be properly secured in all cases.

Special attention must be given at Tehachapi when switching on descending grade and when switching industrial track leading from westward main track east of station building switches must be lined for movement from main track to No. 3 track so derail at west end of this track will protect against any emergency.

Switching moves on eastward main track east of station building Tehachapi must be protected in the same manner by keeping crossover lined for movement from eastward main track to house track until switching is completed.

12. Engines, other than GS and Mt class, equipped with pilot snow plow are prohibited from entering Los Angeles Union Passenger Terminal on account of impaired clearances.

17. No sanding flues of engines permitted between Tunnels 18 and 19 (between Russ and Lang).

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

23. Following will govern the handling of switches for the center sidings at Warren and Monolith:

Westward Trains—Heading in.

Switches will be handled in following sequence:

- Westward main track switch.
- Center siding switch.
- Derailing switch.

After Train is in siding.

- Westward main track switch.
- Derailing switch.
- Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

Flood lights over Highway 99 on spur track into Cotton Compress, Calwa, and spur track crossing Highway west of Jensen Avenue, Fresno, will be operated with hand thrown electric switches, each located in a box on power pole on main track side of Highway.

Trainmen or others using these crossings must close flood light switch before cars foul the Highway and open the switch immediately after cars clear the Highway. This in connection with "black-out" program.

24. At all locations where employees are not provided with 32 inches or more clearance between the outer limits of the car loading and side of structure, either fixed or rail equipment, employees whose duties require their presence on or around all such trains, or on or along tracks where such trains are being operated, must continuously be on the lookout for loads in excess of 10 feet 8 inches in width and 15 feet 1 inch in height, which may move at any time, taking all necessary precautions in order to prevent personal injury or accident.

30. Maintenance and operation between Saugus and Burbank Jct. are under the jurisdiction of the Los Angeles Division.

Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of the San Joaquin Division.

Operation within limits of LAUPT is covered by separate Book of Rules entitled "Rules for the Government of Train, Engine and Yard Service Employees operating in Los Angeles Union Passenger Terminal," last issue of which is dated August 1, 1941.

Employees operating in and out of LAUPT are required to have a copy of and be conversant with these rules.

SPEED RESTRICTIONS

The following maximum speed will apply to Trains "San Joaquin" when handled with GS, Mt and P class engines which have been counter-balanced for speed of 75 MPH or over:

M.P. 210 and M.P. 220	75 MPH
M.P. 220 and M.P. 226.2	65 MPH
M.P. 226.2 and M.P. 237.8	75 MPH
M.P. 237.8 and 256.8 except	65 MPH
AT&SF Crossing Tulare Tower	40 MPH
M.P. 256.8 and Oil Jct.	75 MPH

Following engines are cross counter-balanced and must not exceed 75 MPH:

All GS-1-2-3-4-5. All Mt-1-2-3-4-5.
All P-7-8-10-12 except 2470 and 2477.

Following engines are cross counter-balanced and must not exceed 55 MPH:

F-1-3-4-5; 3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.
All AC-4-5-7-8-10-11.

Following Santa Fe engines in any class of service must not exceed speed shown below:

Nos. 702 to 707	35 MPH
Nos. 797 to 813	35 MPH
Nos. 909 to 999	32 MPH
Nos. 1621 to 1653	32 MPH
Nos. 1674 to 1693	35 MPH
Nos. 1950 to 1991	35 MPH
Nos. 3129 to 3158	35 MPH

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity, 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backwards.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	PASSENGER						FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD				LIGHT ENGINES BACKING (except gas-elec. cars)
		P-7-8 (cross counter-balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-28-32-37-40 P-1-3-4-5-6-7-8-11 A Gas-elec. cars SFe-Mt	F-1-3-4-5 (cross counter-balanced) AC-4-5-7-8-9-10-11	M (except M-21) T-1-3-9-23-28-31-36-57-58 Mk-5-6-7-8-9	C-2 to 10, inc. 18-19-26-27-28-29 AC-6 AM-2 SFe-3800 Class	M-21 C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3		E P A T-28-32-37-40 GS-1-2-3-4-5 SFe-Mt	M T-1-8-9-23-28-31-36-57-58 C-2 to 10 inc. 18-19-26-27-28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3 SFe-3800 Class	DES C-15-17 TW AC Mk-2-4-10 AM-2		
2	Biola Jct.—Mile Post 210, except	60	60	50	50	40	40	40	35	35	30	30	
2, 5, 7	City Fresno along or across street crossings	20	20	20	20	20	20	20	12	12	12	12	
2	Mile Post 210—Mile Post 220	65	65	50	50	40	40	40	35	35	30	30	
2	Mile Post 220—Mile Post 226.5	60	60	50	50	40	40	40	35	35	30	30	
2	Mile Post 226.5—Mile Post 237.8	65	65	50	50	40	40	40	35	35	30	30	
2	Mile Post 237.8—Mile Post 256.8, except	60	60	50	50	40	40	40	35	35	30	30	
2	A. T. & S. F. Ry., crossing at Tulare Tower	40	40	40	40	40	40	40	35	35	30	30	
2	Mile Post 256.8—Oil Jct., except	65	65	50	50	40	40	40	35	35	30	30	
2	Over street crossings Delano 6.01 a.m. to 6.01 p.m.	40	40	40	40	40	40	30	30	30	30	30	
2	Oil Jct.—Mile Post 311	55	55	50	50	40	40	30	20	20	20	20	
2, 3	Mile Post 311—One mile east Kern Jct., except	35	35	35	35	35	35	20	20	20	20	20	
2, 3	Entering street crossings in Bakersfield	20	20	20	20	20	20	20	20	20	20	20	
3	One mile east Kern Jct.—Mile Post 325.6	55	55	50	50	40	40	40	35	35	30	30	
3	Mile Posts 325.6 and 326.0	40	40	40	40	40	40	40	35	35	30	30	
3	Mile Post 326—Mile Post 331.4	50	50	50	50	40	40	40	35	35	30	30	
3	Mile Post 331.4—West Switch Tehachapi, incl.	25	25	25	25	25	25	20	25	20	15	15	
3	West Switch Tehachapi—Mile Post 371.4	50	50	50	50	40	40	35	35	35	30	30	
3	Mile Post 371.4—Mojave, except	40	40	40	40	40	40	20	25	25	25	20	
3	San Joaquin Train No. 52	45	45	45	45	40	40						
3	Westward freight trains Mojave to Mile Post 371.4							35					
3	Westward passenger trains Mojave to Mile Post 376.5	55	55	50	50								
3, 4	Mojave Yard, between Standard Oil Co. switch and East yard limit	30	30	30	30	30	30	20	20	20	20	20	
4	East Yard Limit Mojave—Mile Post 414.8, except	65	65	50	50	40	40	40	35	35	30	30	
4	Lancaster Street crossings	50	50	50	50	40	40	30	30	30	30	15	
4	Mile Post 414.8—Mile Post 417.0, except	50	50	50	50	40	40	40	35	35	30	30	
4	Westward freight trains							22					
4	Mile Post 417.0—Mile Post 420.5 (Vincent), except	30	30	28	28	28	18	25	25	20	20	15	
4	Westward freight trains							20					
4	Mile Post 420.5—Mile Post 435.19	30	30	28	28	28	28	20	25	25	20	15	
4	Mile Post 435.19—Mile Post 436.74	35	35	28	28	28	28	20	25	25	20	15	
4	Mile Post 436.74—Mile Post 438.8 (Lang)	30	30	28	28	28	28	20	25	25	20	15	
4	Mile Post 438.8—Mile Post 446.22	30	30	28	28	28	28	20	25	25	20	15	
4	Mile Post 446.22—Mile Post 448.23	40	40	28	28	28	28	22	25	25	22	15	
4	Mile Post 448.23—Mile Post 450.6 (Saugus), except	30	30	28	28	28	28	22	25	25	22	15	
4	Saugus-Vincent westward freight trains							25					
4	Saugus—Burbank Jct., except	50	50	50	50	40	40	35	35	35	30	30	
4	East switch Saugus and West Portal tunnel 25	40	40	40	40	40	40	25	25	25	25	25	
4	West Portal tunnel 25 and Mile Post 458.14	30	30	30	30	30	30	20	30	30	30	20	
4	Mile Post 458.80—458.94	40	40	40	40	40	40	25	25	25	25	25	
4	Mile Post 458.14—471.60 (eastward freight trains only)							25					
4	Mile Post 463.8—470.8	60	60	50	50	40	40	35	35	35	30	30	
4	Burbank Jct. { Crossover west of tower	25	25	25	25	25	25	25	25	25	25	20	
	{ Crossover east of tower	35	35	35	35	35	35	25	20	20	20	20	

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PAS-SENGER	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES BACKING (exc. gas-elec. cars)	SWITCH ENGINES S-SE CLASS	Page No.	TERRITORY	PAS-SENGER	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES BACKING (exc. gas-elec. cars)	SWITCH ENGINES S-SE CLASS
5	Fresno—Famoso, except	40	30	20	20	20	6	Fresno—Gordon, except	25	25	25	15	20
5	On curves at MP 218.54 and 218.74	35	30	20	20	20	6	On curves at Barton and Maltermoro	20	20	20	15	15
5	On curve west of Orris	35	30	20	20	20	6	Over Fresno Interurban tracks, Las Palmas	15	15	15	15	15
5	Porterville—Success, except	15	15	15	15	15	6	Gordon—Friant	20	20	20	15	15
5	On curves	12	12	12	12	12	7	Kern Jct.—McKittrick	25	25	25	15	20
5	Richgrove—Jovista, except	25	25	25	15	20	7	Magunden—Arvin, except	25	25	25	25	20
5	On curves	15	15	15	15	15	7	On curves	15	15	15	15	15
6	Armona—Coalinga, except	25	25	25	15	20	7	Benton—Laws	20	20	20	15	15
6	Over trestle at MP 267.3	15	15	15	15	15	7	Laws—Keeler, except	30	30	20	15	15
6	Hardwick—Goshen Jct.	25	25	25	15	20	7	MP 557 to 552, and MP 550 to 547	25	25	20	15	15
6	Goshen Jct.—Exeter, except	40	30	30	15	20	7	Zurich—MP 520.5	25	25	20	15	15
6	On curves at Goshen Jct. and Ambler	30	20	20	15	20	7	MP 529 to 528.5	15	15	15	15	15
6	Ingle—Hardwick	20	20	20	15	20	8	Mojave—Owenyo, except	30	30	30	20	20
6	Rossi—Stratford	25	25	25	12	20	8	Over west sidingswitch, Owenyo	10	10	10	10	10

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:
 When all the weight has been removed from any one pair of drivers 20
 When all the weight has been removed from only one wheel of any pair of drivers..... 30
 When engine truck is removed..... 20
 When main rod only is removed..... 30
 When side rod only is removed..... 30
 When both main and side rods are removed..... 20
 When hauled in train, all rods on..... 30
 Class S and SE engines, under all conditions..... 20

F, SP, AC and Santa Fe 3800 class engines must not exceed 10 MPH through switch turnouts, crossovers and slip switches unless otherwise authorized.

Santa Fe engines with blind drivers must not be run east of Mojave. Maximum speed for gas-electric cars backing, 60 MPH, but must not exceed speed permitted when handling passenger train.

Light engines backing must not exceed 15 MPH on any curve and approaching any grade crossing.

Switch engines S and SE class must not exceed 20 MPH at any time, and must not exceed 12 MPH along or across any street in Fresno city limits, and 15 MPH between MP 417 and Saugus.

Santa Fe 3800 and AC 4, 5, 6, 7, 8, 10 and 11 class engines are permitted maximum speed of 25 MPH between M.P. 331.4 and west switch Tehachapi, and 28 MPH between M.P. 417 and Saugus.

F 4 and 5, AC 4, 5, 6, 7, 8, 10 and 11 class engines operating between Mojave and Searles must not exceed following speeds:

Mojave—Mile Post 392.4	25 MPH
Mile Post 392.4—Mile Post 393.0	20 MPH
Mile Post 393.0—Mile Post 406.8	25 MPH
Mile Post 406.8—Mile Post 413.7	20 MPH
Mile Post 413.7—Mile Post 426.7	25 MPH
Mile Post 426.7—Searles	20 MPH

Engines not shown in speed table must not exceed freight speed. Engines exceeding weight on drivers shown below are restricted as follows:

Fresno-Saugus	No exceptions
Mojave-Searles	Over 483,000 and P8-10-12
Searles-Owenyo	Over 200,000 and P8-10-12
Fresno-Famoso, via Porterville	Over 210,000
Goshen Jct.-Exeter	Over 174,000
Oil Jct.-Oil City	" "
Magunden-Arvin	" "
Fresno-Friant	" "
Richgrove-Jovista	" "
Armona-Goshen Jct.	" 159,000
Armona-Coalinga	" "
Rossi-Stratford	" "
Ingle-Armona	" "
Porterville-Success	" "
Bakersfield-McKittrick	" "

When interlocking signals at Caliente, Allard, Bealville, Cliff, Woodford, Marcel and Vincent indicate proceed trains may run at speed but must run through other interlocking plants with caution.

Trains must not exceed 30 MPH through limits of interlocking plant at Calwa Tower and 40 MPH through limits of interlocking plant at Biola Jct.

Trains must not exceed 12 MPH between Benton and Hammil when handling heavy loads of ore or concentrates.

Trains must not exceed 6 MPH over wye and packing house tracks at Locans, 10 MPH through main track switch Hardwick, on spur leading from Pinedale trains must not exceed 20 MPH on tangent, 10 MPH on curves, 10 MPH on pocket track Saugus extending west from westward siding and 8 MPH on spur leading to quarry from wye at Beneme.

Westward trains must not exceed 25 MPH through crossover at end double track, Tehachapi.

Trains must not exceed 10 MPH through sidings, crossovers and turnouts, except spring switches unless otherwise authorized. See list of such switches on Page 10.

SPECIAL INSTRUCTIONS

Trains must not exceed ten (10) MPH through stub switches at the following locations between Benton and Keeler:

- Bigelow..... East Switch.
- Black Canyon..... East and West Switches.
- Zurich..... East and West Switches of house track and East and West Switches of stock track.
- Monola..... West Switch.
- Hammil..... East and West Switches.
- Laws..... Four switches near tool house.
- Benton..... East and West Switches.
- Kearsarge..... East and West Switches.
- Mt. Whitney..... East and West Switches.
- Tramway..... Spur.
- Keeler..... East and West Switches.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Running Backward
2-5-7	Fresno, along or across street crossings.....	20	20	12
2	Fowler, between 6 A. M. and 9 P. M.....	30	30	30
2	Fowler, between 9 P. M. and 6 A. M.....	45	40	30
2	Selma, between 5 A. M. and 11 P. M.....	30	30	30
2	Selma, between 11 P. M. and 5 A. M.....	45	40	30
2	Kingsburg, between 6 A. M. and 9 P. M.....	30	30	30
2	Kingsburg, between 9 P. M. and 6 A. M.....	45	40	30
2	Tulare, between 5 A. M. and 11 P. M.....	20	20	20
2	Tulare, between 11 P. M. and 5 A. M.....	25	25	25
5	Reedley, between 5 A. M. and 11 P. M.....	20	20	20
5	Exeter, between 5 A. M. and 11 P. M.....	20	20	20
5	Lindsay, between 5 A. M. and 11 P. M.....	20	20	20
6	Armona, Lake Street Crossing.....	20	20	20
6	Visalia.....	15	15	15

At Fowler, Selma, Kingsburg and Delano speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
2,3,4	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks.....	35
	except SPMW 4044.....	25
All	On tangent branch tracks.....	20
	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
2,3,4,5	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): On tangent main tracks.....	20
All	On curves and on branch tracks.....	15
2,3,4,5	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable): On tangent main tracks.....	25
All	On curves and on branch tracks.....	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
2,3,4	Trains handling relief outfit with steam derrick: On tangent main tracks.....	35
	On tangent branch tracks.....	20
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlocking plants with caution.	

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Passenger trains handling steel wheel box cars commonly known as PMT cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and Timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except upon authority.

Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH.

When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 MPH.

If consist of train includes wooden and steel passenger-carrying cars, wooden cars must be kept together and handled on the rear.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
Fresno-Saugus—Main Track		
205.5	Fresno Shop Yard.....	Water tank spout..... Side
205.5	Fresno.....	Pullman shed..... Side
220.7	Selma.....	Libby-McNeill & Libby..... Side
313.2	Bakersfield, roundhouse turnout tracks.....	Sandhouse..... Side and Overhead
313.2	Bakersfield.....	P. F. E. ice dock..... Side
313.2	Bakersfield.....	Pullman shed..... Side
313.2	Bakersfield.....	Air pump house..... Side
313.2	Bakersfield.....	Gravel Bunkers, Gravel Pit..... Side and Overhead
434.8	East of Russ.....	Tunnel 17 1/2..... Overhead
439.5	East of Lang.....	Tunnel 20..... Overhead
440.1	East of Lang.....	Tunnel 21..... Overhead
441.5	East of Lang.....	Tunnel 22..... Overhead
449.7	East of Honby.....	Tunnel 24..... Overhead
Fresno-Famoso via Porterville		
205.5	Fresno.....	S. J. L. & P. Corp. plant..... Side and Overhead
253.5	West of Lort.....	Kaweah river bridge..... Side
257.4	Exeter.....	Water tank spout..... Side
257.4	Exeter.....	Visalia Elec. R. R. trolley poles..... Side
Goshen Jct.-Coalinga-Ingle		
229.1	Armona.....	Water tank spout..... Side
268.4	Coalinga.....	Water tank spout..... Side
Fresno-Friant		
205.5	Fresno.....	Alley Drill Track, Fulton..... Side
217.4	Clovis.....	Water tank spout..... Side
Bakersfield-Olig		
345.4	Kilowatt.....	Power House..... Overhead and Side
Mojave-Owenyo		
426.8	West of Searles.....	Tunnel 29..... Overhead
484.1	Haiwee.....	Water tank spout..... Side
519.42	East of Lone Pine.....	Owens river bridge..... Side
523.0	Owenyo.....	Highline trestle on Calif. Alkali Co. Spur..... Overhead and Side
Saugus-Burbank Junction		
453.7	Elayon.....	Standard Oil Co. filling racks..... Side
465.6	Wahoo.....	Consolidated Rock Co. rock crusher..... Side and Overhead
465.6	Wahoo.....	Consolidated Rock Co. piles of rock..... Side
467.9	Roscoe.....	Consolidated Rock Co. bunkers..... Both Sides
467.9	Roscoe.....	Consolidated Rock Co. sand piles and switch stands..... Side

When in use, apron on beet dump and beet loading conveyors at stations listed below will not clear a car of greater height than a beet rack.

Helm	Turk	Tagus	Famoso
Kingsburg	McFarland	Buttonwillow	

Employees are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employees must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco, Cal...	Dr. C. A. Walker.....	Chief Surgeon and Manager.
Fresno, Cal.....	Dr. Chas. A. James.....	District Examiner and Surgeon.
Fresno, Cal.....	Dr. L. Glynne Price.....	Oculist.
Fresno, Cal.....		Associate Oculist.
Fresno, Cal.....	Dr. Wayne Hunt.....	Aurist.
Fresno, Cal.....	Dr. E. A. Patterson.....	Asst. District Surgeon.
Selma, Cal.....	Dr. J. D. Wagner.....	District Surgeon.
Fowler, Cal.....	Dr. H. W. Nielson.....	District Surgeon.
Sanger, Cal.....	Dr. E. C. Halley.....	District Surgeon.
Reedley, Cal.....	Dr. G. A. Hawkins.....	District Surgeon.
Exeter, Cal.....	Dr. Reuben C. Hill.....	District Surgeon.
Dinuba, Cal.....	Dr. Edgar Brigham.....	District Surgeon.
Kingsburg, Cal.....	Dr. Ewald A. Larson.....	District Surgeon.
Clovis, Cal.....	Drs. J. E. and C. I. Pendergrass.....	Emergency Surgeons.
Tulare, Cal.....	Dr. C. M. Mathias.....	District Surgeon.
Tulare, Cal.....	Dr. Wiley Zink.....	Asst. District Surgeon.
Pixley, Cal.....	Dr. J. Seiberth.....	District Surgeon.
Delano, Cal.....	Dr. Henry A. Rivin.....	District Surgeon.
McFarland, Cal.....	Dr. Arvel E. Angel.....	District Surgeon.
Visalia, Cal.....	Dr. F. R. Guido.....	District Surgeon.
Hanford, Cal.....	Dr. C. T. Rosson.....	District Surgeon.
Kerman, Cal.....	Dr. J. C. Drake.....	District Surgeon.
Caruthers, Cal.....	Dr. Geo. A. Meracle.....	Emergency Surgeon.
Lemoore, Cal.....	Dr. Wm. P. Byron.....	District Surgeon.
Coalinga, Cal.....	Dr. Bryson E. Cox.....	District Surgeon.
Porterville, Cal.....	Dr. Thorwald Johnson.....	Assistant District Surgeon.
Porterville, Cal.....	Dr. W. W. Tourtillott.....	District Surgeon.
Strathmore, Cal.....	Dr. J. R. Fillmore.....	Emergency Surgeon.
Lindsay, Cal.....	Dr. H. G. Campbell.....	District Surgeon.
Bakersfield, Cal.....	Dr. J. M. Krevitt.....	Div. Surgeon and Examiner.
Bakersfield, Cal.....	Dr. John J. McCarthy.....	District Surgeon.
Bakersfield, Cal.....	Dr. R. E. Scherb.....	Asst. District Surgeon.
Bakersfield, Cal.....	Dr. J. M. Kirby.....	Consulting Physician & Surgeon.
Bakersfield, Cal.....	Dr. R. M. Jones.....	Oculist and Aurist.
Tehachapi, Cal.....	Dr. Harold L. Schlotthauer.....	District Surgeon & Examiner.
Mojave, Cal.....	Dr. Harry L. Horswill.....	District Surgeon & Examiner.
Lone Pine, Cal.....	*Dr. George D. Schultz.....	District Surgeon.
Bishop, Cal.....	Dr. J. Lloyd Mason.....	Emergency Surgeon.
Randsburg, Cal.....	Dr. Thomas A. Drummond.....	Emergency Surgeon.
Lancaster, Cal.....	Dr. W. R. Senseman.....	District Surgeon.
Palmdale, Cal.....	Dr. N. H. Snook.....	District Surgeon.
Saugus-Newhall, Cal.....	Dr. E. C. Innis.....	District Surgeon.
San Fernando, Cal.....	Dr. Richard C. Rush.....	District Surgeon.

*Subject to call to Independence, Cal., at all times.

Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
EMERGENCY HOSPITAL.....	BAKERSFIELD
WHITE MEMORIAL HOSPITAL.....	LOS ANGELES

RATING OF ENGINES—SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno via Goshen Jct., Rosamond and Lancaster	Famoso and Fresno via Exeter	Bakersfield to Rosamond	Lancaster to Saugus	Saugus to Lancaster to Rosamond to Bakersfield	Los Angeles to Saugus	Saugus to Los Angeles
M-4	M-63	20/28 126, 135-S	190	4150	3300	580	750	680	730	820
M-6, 8	M-63	21/28 150-S, 159-SF	200	4850	3800	700	900	820	930	1000
M-9, 11	M-63	21/28 150-S, 162-SF	210	5100	4050	760	970	890	990	1100
M-11	M-63	22/28 153-S, 162-SF	200	5300	4200	780	1000	910	1020	1130
T-1	T-63	20/26 112	180	3450	2700	470	620	560	620	690
T-23	T-63	21/28 156-S, 163-SF	210	5050	4000	730	940	850	930	1030
T-28, 31	T-63	22/28 162-S	210	5550	4400	820	1050	950	1050	1200
T-32, 40	T-69	23/28 174-S, 197-SF	210	5700	4500	860	1050	990	1050	1200
T-57	T-63	21/28 135-S	190	4450	3500	650	830	750	820	900
T-58	T-63	21/26 141-S	200							
P-1, 3, 5	P-77	22/28 141-S	210	4600	3600	630	800	740	800	890
P-4	P-77	23/28 155/B-58-SF	210	5000	3950	690	870	800	900	1100
P-6	P-77	25/28 172-S, 179-SF	200	5650	4450	810	1000	940	1000	1150
P-8, 10	P-73	25/30 181-SF	200, 210	6250	4950	830	1100	980	1100	1250
P-8, 10	P-73	25/30 183/B-63-SF								
C-9, 10	C-57	22/30 200-SF	210	6100	4800	900	1150	1050	1200	1300
C-5, 8, 9, 10	C-57	22/30 185-S, 194-S								
C-26, 27, 28	C-57	25/30 193-S, 200-SF	170	6100	4800	900	1150	1050	1200	1300
C-29	C-57	23/30 193-S, 197-SF	200							
A-6	A-81	22/28 127/B-64-SF	210	4400	3450	600	750	690	700	800
A-3	A-81	20/28 120/B-64-SF	210	3600	2850	450	580	530	550	630
P-11	P-68	24/26 157-S	180	4900	3850	660	850	770	850	950
P-12	P-73	26/28 189-SF	205	6600	5150	900	1150	1050	1200	1350
Mk-5, 6	Mk-63	26/28 210-S, 233-SF	210	7800	6200	1200	1500	1350	1450	1600
Mk-7, 8, 9	Mk-63	27/30 247-S, 257-SF	205	8550	6750	1300	1650	1500	1650	1850
Mk-7, 8, 9	Mk-63	29/30 247-S, 257-SF	176							
F-1	F-63	27 1/2 273-S, 282-SF	200	8900	7050	1350	1700	1550	1750	1950
F-3	F-63	29 1/2 297-S, 300-SF	200	10200	8050	1500	1950	1750	2000	2200
F-4, 5	F-63	29 1/2 306/B-61-SF								
F-5	F-63	29 1/2 306/B-62-SF	200	10200	8050	1500	1950	1750	2100	2300
AC-1, 2, 3	AC-57	22 3/4 441-SF	210	12300	9750	1900	2450	2200	2500	2700
AC-4, 5	AC-63	24 3/4 475-SF, 483-SF	235	16000	12700	2500	3200	2900	3200	3500
AC-6, 7	AC-63	24 3/4 517-SF, 515-SF								
AC-8, 10, 11	AC-63	24 3/4 532-SF	250	17000	13500	2700	3400	3100	3400	3700
Mt-1, 3, 4, 5	Mt-73	28/30 246/B-60-SF	210	8350	6600	1200	1500	1350	1550	1750
Mt-2	Mt-73	29/30 262-SF	210	8800	6900	1200	1550	1400	1600	1800
GS-1	GS-73	27/30 262/B-104-SF								
GS-2	GS-73	27/30 266/B-104-SF	250	9000	7050	1200	1550	1400	1600	1800
GS-3	GS-80	26/32 267/B-109-SF								
GS-4	GS-80	25 1/2 276/B-118-SF	280	4416 to 4429						
GS-5	GS-80	25 1/2 279/B-112-SF	300	4430 to 4457	9200	1250	1600	1450	1650	1850
SP-1	SP-63	28 3/4 316/B-60-SF								
SP-2, 3	SP-63	28 3/4 317/B-61-SF	225	12000	9500	1800	2350	2100	2300	2500

Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	3	3	3	3	3	3
	45 Ms to 55 Ms	3	3	3	3	3	3	3	3
	More than 55 Ms	0	0	0	0	0	0	0	0

SAN JOAQUIN DIVISION:		MAIN LINES	
End Western Division to Goshen Jct.	C. P. Ry.	40.10	
End Western Division to Fresno	S. P. R. R.	0.52	
Goshen Jct. to Saugus	S. P. R. R.	210.17	
Fresno to Famoso via Exeter	S. P. R. R.	103.95	
Total main lines		354.74	
BRANCHES			
Arvin	S. P. Co. Magunden to Arvin	16.89	
Clovis	S. P. R. R. Fresno to Friant	24.14	
Coalinga	S. P. R. R. Armona to Coalinga	40.21	
Fresno Interurban	F. I. Ry. Co. Barton to Hammond	2.29	
	Barton to Belmont Ave.	14.60	
Keeler	C. P. Ry. Benton to Keeler	101.98	
McKittrick	S. P. R. R. Bakersfield to McKittrick	47.61	
Minkler-Southern	A. T. & S. F. Porterville to Ducor	12.53	
Oil City	S. P. R. R. Oil Junction to Oil City	6.76	
Owenyo	C. P. Ry. Mojave to Owenyo	143.15	
Richgrove	S. P. R. R. Richgrove to Jovista	4.16	
Riverdale	S. P. R. R. Ingle to Goshen Jct.	64.48	
Stratford	S. P. R. R. Rossi to Stratford	8.26	
Success	S. P. Co. Porterville (Olive St.) to Success	7.64	
Visalia	S. P. R. R. Goshen Jct. to Exeter	16.80	
Total Branches		511.50	
Total San Joaquin Division		866.24	

OWENYO BRANCH

Nominal Class	Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave
C-5,8,9,10	1480	1480	2600	2600
F-3,4,5	2500			4350
AC-1,2,3	3000			5200
AC-4,5	3700			6700

TRAINMASTERS

C. G. TANDY.....Fresno
G. MORRILL.....Bakersfield
W. MACE.....Mojave

CHIEF DISPATCHERS

E. F. WASEM, Chief Train Dispatcher, Bakersfield
P. E. TURNER, Assistant Chief Train Dispatcher, Bakersfield
E. P. GIBSON, Assistant Chief Train Dispatcher, Bakersfield
G. C. DERRYBERRY, Asst. Chief Train Dispatcher, Bakersfield

ASSISTANT TRAINMASTER

A. E. GUNN.....Fresno

ASSISTANT TRAINMASTER—
DIVISION EXAMINER

R. R. ROBINSON.....Bakersfield

ROAD FOREMEN OF ENGINES

A. H. HOFFMAN.....Bakersfield
L. J. FRANKLIN.....Bakersfield

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
—66 ft.	127,610			
—70 ft.	122,620			
—70 ft. (With Auto. End Door)	125,800			
—(Dynamo)	98,730			
Baggage & Mail—60 ft.	103,620			
—66 ft.	124,760			
—70 ft.	129,140			
Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
—A. R. E. No. 40-154		78,000		
— " " " 153-224		89,000		
— " " " 500-506		110,000		
— " " " 1101-1175		85,000		
—P. F. E. " 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
—60 ft.	105,120			
Assembly (ACW)		168,950	168,950	
Club (ACI)	146,210	122,300	172,200	164,700
Official... (NAC)	170,700	155,370		
—Cars 107-128 (ACW)		182,800	182,800	
—Cars 99, 140-141 (ACW)		195,040	195,040	
Chair—60 ft.	100,620	138,000	132,000	
—72 ft.		165,000	157,800	
—72 ft. (ACW)		158,700	158,700	
—Streamline—Single (ACS)		108,900	104,500	
— " —Art. (ACS)		181,400	172,600	
—74 ft.		180,915	173,125	
—74 ft. (ACS)		186,000	181,600	
Coaches—60 ft.	98,130	136,100	130,100	
—70 ft.	137,640	157,800	151,000	
—70 ft. (ACW)	137,640	151,000	151,000	
—72 ft.		164,500	157,400	
—72 ft. (ACW)		153,500	153,500	
—73 ft. 6 in. (ACW)		163,000	163,000	
—73 ft. 6 in. (ACI)		168,500	161,200	
—72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
—Coach	103,875			
Cafe-Coach		138,600	155,700	149,000*
Cafe-Lounge		148,950	161,200	173,500
			156,000	156,000
Diner—70 ft.		135,930		
—72 ft.	155,330	146,930		
—77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
—77 ft. (ACW)			162,950	162,950
—77 ft. (Clerie Story Roof) (ACW)		165,530	169,450	169,450
—77 ft. (ACM)			189,581	173,836
—79 ft. (NAC)	169,100			
—80 ft. (Clerie Story Roof) (ACM)			201,323	184,700
Lounge (ACI)		189,800	181,630	
(Arch Roof) (ACI)		167,500	160,300	
(ACW)		164,980	157,780	
Observation—75 ft.	154,400		169,185	161,900
—77 ft. (ACI)			194,543	186,166
Pullman—Observation		141,870		
		160,800	177,314	169,200
		160,800	192,300	176,300
		171,200	194,900	178,900
—Bedroom		171,200	187,682	179,600
		167,600	183,920	178,000
		167,600	195,800	179,800
—Sleeper		163,100	191,100	175,100
		163,100	180,075	171,500
—Tourist		153,000	185,200	169,200
		153,000	168,663	161,400
San Joaquin (11 Car Streamline Train)			1,281,800	1,281,800
Baggage and Mail	(NAC)	137,000		
	(NAC)	127,000		
Art Chair	(ACW)		203,000	203,000
Chair Car	(ACW)		122,900	122,900
Diner and Tavern	(ACS)		129,650	129,650
Parlor-Obs.	(ACS)		106,700	106,700

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.

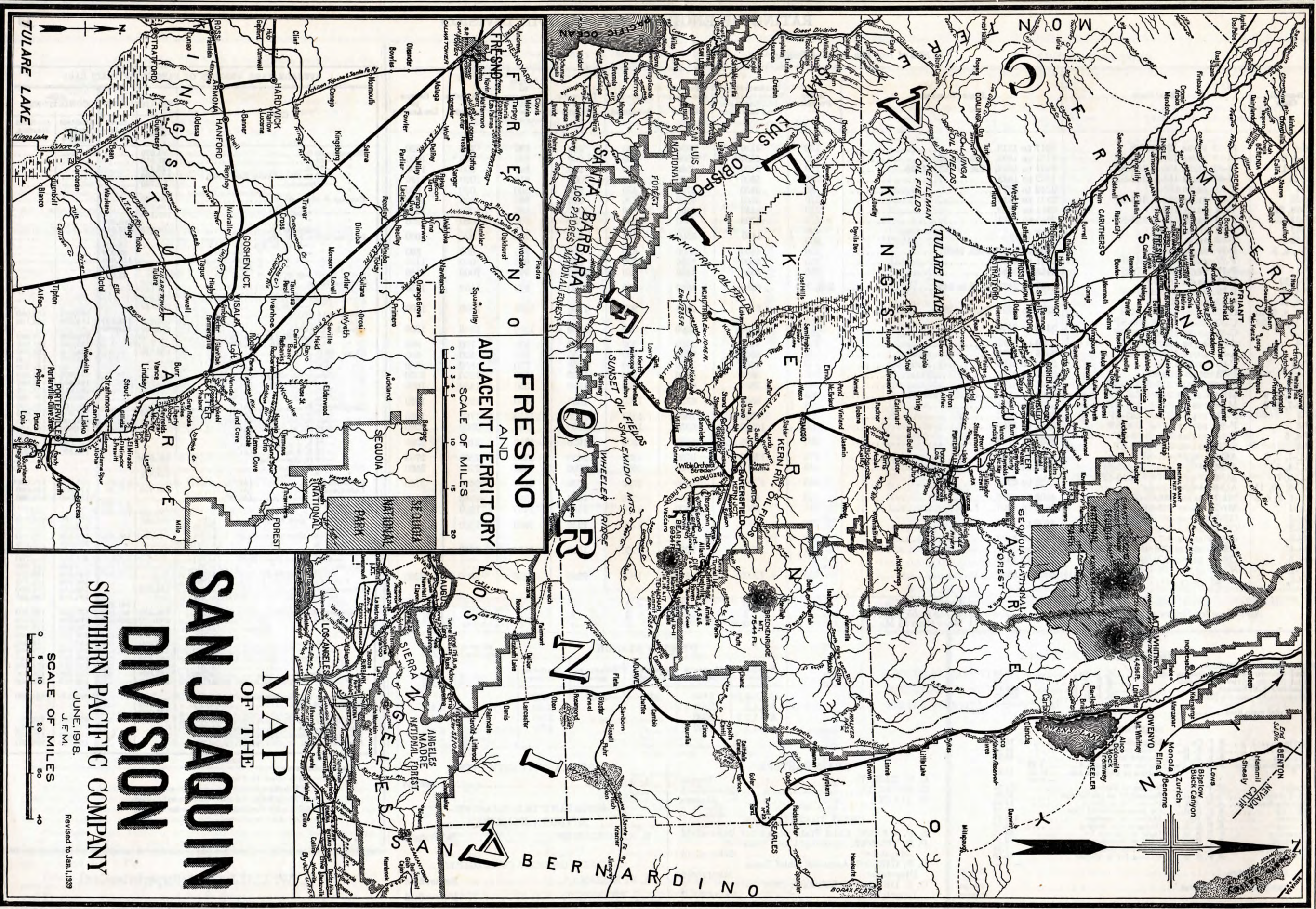
—ACI—Air-Conditioned—Ice System.

—ACM—Air-Conditioned—Mechanical System.

—ACW—Air-Conditioned—Waukesha System.

—ACS—Air-Conditioned—Steam Ejector System.

H. W. HALL, Asst. Superintendent



FRESNO AND ADJACENT TERRITORY

SCALE OF MILES

0 1 2 3 4 5 10 15 20

MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

SCALE OF MILES

0 5 10 20 30 40

J. F. M. JUNE, 1918. Revised to Jan. 1, 1939