

The Atchison, Topeka & Santa Fe Railway Co.



COAST LINES



VALLEY DIVISION.

EMPLOYEES' TIME TABLE No. 33

IN EFFECT

SUNDAY, MARCH 9, 1913,

AT 12:01 O'CLOCK A.M.

— PACIFIC STANDARD TIME —

Superseding Time Table No. 32, Dated December 1, 1912, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,
GENERAL MANAGER,
Los Angeles, Cal.

J. W. WALKER,
SUPERINTENDENT,
Fresno, Cal.

J. A. CHRISTIE,
TRAINMASTER,
Fresno, Cal.

G. W. SIMPSON,
TRAINMASTER,
Fresno, Cal.

I. L. HIBBARD,
GENERAL SUPERINTENDENT,
Los Angeles, Cal.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Eastward trains are of superior direction to westward trains of the same class. (See Special Rules 34, 38, 49 and 53.)

3. Trains Nos. 33 and 34 are annulled. Their schedules are carried in time table principally for statistical purposes.

4. The number of tons shown by rate sheet as ordinary trains for engines, is based on the maximum grade, but between points where the grades and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.

5. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

6. No freight train must run more than thirty miles without stop being made for inspection of train.

On freight trains of twenty cars or more the engine must be detached before spotting at water cranes to take water.

7. In addition to instructions contained in Rule 91, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines, moving in the same direction, must keep five minutes apart, except in closing up at stations.

8. Rule 567 is abrogated, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed" and the lamp left burning. When the light is not displayed trains will be stopped, and if no operator is on duty the position of the semaphore will govern.

9. First-class trains, when ten minutes or more late, are required to approach and leave stations which are designated in time table as having yard limits, under control, and responsibility for accident will rest with the first-class train. In case of fog or its equivalent, such first-class trains, and all other trains of whatever class, will use the bell and whistle freely, and if necessary send a flagman ahead to protect against possible obstructions and engines in yards.

Yard engines will give way to all such trains at the earliest moment possible.

10. The third and fourth paragraphs of Rule 85 are amended to include second-class trains, and now read, "Extras may pass and run ahead of second and third-class trains without special instructions."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

11. The following addition is made to Rule 86-A: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

12. In the delivery of a 31 order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman, the same as re-

quired to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

14. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Kern Junction, westward trains may register by Form 903 and when operated by staff will not check register.

At Calwa, trains 3, 7, 15, 4 and 16 will register by Form 903, and will not check register.

At Fresno, extra trains will not register or check register, excepting extras which originate at Fresno.

At Merced, first class trains, excepting Nos. 75 and 76, will register by Form 903, and check only against Nos. 75 and 76. Extras check against Nos. 75 and 76 and not register.

At Richmond Nos. 15 and 16 will register by Form 903 and not check register.

15. Discontinue the use of brake clubs or other lever in setting hand brakes when the air brakes are applied, except when brakes called for by enginemen. There are many slid and cracked wheels due to the fact that the hand brakes are clubbed up in connection with air brakes.

In case certain retainers are found inoperative, wind up the slack so that the hand brake will hold about what the retainer should have held, in this manner making every brake do its share of the holding. It is desired that clubs shall be carried but used only in emergency and then in the most effective manner.

16. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

17. Audible signal "C" Rule, 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Fresno, Riverbank, Stockton, Richmond, Ferry Point and in train dispatcher's office at Fresno.

19. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

20. The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

The speed of freight trains will ordinarily be not in excess of forty (40) miles per hour; but in cases requiring

greater speed, to overcome delays or to enable trains to make meeting points, the speed may be so moderately increased as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of the track and all other circumstances.

Engines (all classes), when running light, must not exceed a speed of forty (40) miles per hour, i.e., will consume not less than one and one-half (1½) minutes in running each and every mile, unless otherwise directed by train order.

Trains in which dead engines are being towed will not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile.

21. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

22. Rule 93: Yard limit boards are located at Kern Junction, Bakersfield, Corcoran, Hanford, Visalia, Reedley, Wahtoke, Piedra, Calwa (extending to Fresno), Merced, Riverbank, Stockton (extending one-quarter mile east of east switch at Mormon), Antioch, Bay Point, Richmond (extending to Ferry Point), and Oakland.

23. No train will leave its initial station on any district without receiving clearance card (Form 902) except at points where telegraph offices are not maintained or where operator not on duty; or at Kern Junction and Bakersfield when trains are operated under staff system.

No train will leave Corcoran, Calwa, Stockton, or Richmond (except Nos. 3, 7, 15, 4 and 16 at Calwa and Nos. 15 and 16 at Richmond) without receiving clearance card.

No station semaphore at Fresno. First class trains must get clearance (Form 902); other than first class trains will not be required to get clearance.

24. Rules 83 and 83A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

25. The normal position of all switches at junction points between main and branch lines will give an unbroken rail for main line trains.

26. Nos. 4 and 10 between Fresno and Bakersfield will stop at any station to discharge passengers from stations west of but not including Fresno.

No. 2 will stop at any station on Visalia District to discharge passengers from Fresno or stations west thereof.

Nos. 7 and 3 will stop at any station to discharge passengers from stations east of Bakersfield.

27. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

28. Semaphores of the upper quadrant type are used for certain interlocking and automatic signalling, and when for the latter bear a number plate.

Blades are rectangular painted yellow with black stripe, and indicate as follows:

Vertical position or green light... "PROCEED."
Diagonal " " yellow light... "PROCEED UNDER CONTROL."
Horizontal " " red light... "STOP."

**INSTRUCTIONS GOVERNING OPERATION OF THE
TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION
AND BAKERSFIELD AND BETWEEN GLEN
FRAZER AND CHRISTIE.**

29. a. A train staff instrument is located in the telegraph office at each Kern Junction and Bakersfield and at each Glen Frazer and Christie, in charge of the operators, governing train movements between those stations respectively. The possession of the staff is authority for train to proceed. The two instruments being electrically connected it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the instrument from which it was withdrawn or in the one at the other end of the block.

b. Trains before entering the block, which extends from clearance of the Sunset Ry. switch at Kern Junction to the east yard limit post at Bakersfield, and from clearance of west switch at Glen Frazer to clearance of east switch at Christie, respectively, must have staff in possession of the engineman (the leading engineman when more than one engine handling train); he must carry the staff and manifest his possession of it by signal (g) Rule 14, of the Rules and Regulations.

c. Staff crane is located at the tower at Kern Junction from which engineman may take staff when passing. Staff may also be delivered by hand, and if to conductor or engine foreman the latter will deliver it personally to engineman. When the movement for which staff is given is completed the engineman must immediately deliver staff at end of block by dropping it at designated place or handing to the operator on duty.

d. Operator must not deliver a train staff which he has received from another train until it has passed through the instrument.

e. Staff will be enclosed in rubber pouch which is provided with an opening so that staff may be seen. Engineman must know that the pouch contains staff before proceeding.

f. Operators must keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block so that proper trains will be given staff, thus avoiding delays or misunderstandings.

g. In the event of staff instruments failing to work trains will be notified by "31" order; regular trains will assume time table schedule; extra trains and yard engines will be operated by train orders, in accordance with the Rules and Regulations.

h. Station signals at Glen Frazer and Christie will be operated in accordance with the Rules and Regulations.

i. Nothing in the foregoing shall be interpreted as nullifying instructions contained in the Rules and Regulations and Special Time Table Rules.

At Kern Junction and Bakersfield staff simply takes the place of time table superiority and train orders regulating the movement of trains.

At Glen Frazer-Christie the issuance of staff with clearance card (Form 902) will be regarded as superseding train orders which may prescribe time or meeting points at either Glen Frazer or Christie insofar as trains of the same class are concerned, it being the intention in this manner to have staff given to the first train ready to move, and the staff may also (by the direction of the dispatcher only) be given to inferior trains where the latter can clear block without delay to superior trains, and inferior trains will not be required under this rule to clear the time of superior trains. Where meeting point is changed or train advanced in this manner, the train advanced will approach the end of staff block under control and take siding, expecting to find opposing train holding main track. Responsibility for accident will rest with train thus advanced.

30. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

31. Rule 882: In making this service test the speed of the train must not be less than 15 miles per hour, and the engine brakes must be released during the test so that the engineer will know that the speed is reduced by application of the brakes upon the train.

FIRST DISTRICT

SPEED LIMITATIONS.

32. 8 miles per hour through city limits of Hanford.

RAILROAD CROSSINGS AT GRADE.

33. S. P. Co., Goshen branch, Hanford; home signals—interlocking.

S. P. Co., main line, 3.4 miles west from Oleander; distant and home signals—interlocking.

34. No. 3 is superior by direction to No. 24.

SECOND AND OAKDALE DISTRICTS

SPEED LIMITATIONS.

35. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.

RAILROAD CROSSINGS AT GRADE.

36. S. P. Co., Porterville branch 1.5 miles west from Calwa; home signals—interlocking.

S. P. Co., Pollasky Branch, Fresno; home signals—interlocking.

S. P. Co., Berenda branch, 0.3 mile west from Miller; distant and home signals—interlocking.

Yosemite Valley Railroad; Merced; distant and home signals eastward—home signal westward—interlocking.

S. P. Co., Oakdale branch, 1.7 miles west from Merced; distant and home signals—interlocking.

S. P. Co., Oakdale branch, Oakdale; no interlocking. (See Rules 98-A, 98-B, 98-C.)

37. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

The normal position of switch at west end of double track, Tulare street, will give unbroken rail for eastward trains. Normal position of switch at east end of double track at Calwa, will give an unbroken rail for westward trains. Unless thrown by switch tenders, trains leaving double track, will stop to throw switch, which must be lined up after using same.

THIRD DISTRICT

38. Nos. 3 and 75 are superior by direction to No. 78. No. 35 is superior by direction to No. 36.

39. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Ferry Point and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Passenger trains backing between Richmond and Ferry Point, will have a brakeman stationed on the forward platform, provided with brake valve, air whistle and a white light.

40. Drawbridges B-1124, over San Joaquin River, A-1135 over Middle River and A-1137 over Old River, are protected by interlocking with home and distant signals, the derailleurs being located approximately 350 feet from each end of the drawbridge.

41. In switching at Quarry Spur, Glen Frazer, and Powder Spur at Hercules, no engine will run over the spur track without at least one car attached with air in operation, and a trainman riding on top to use hand brakes if necessary. The "dropping" of cars onto either of the spurs at Hercules is not permissible.

42. Movement of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152. (See Special Rule 52, Oakland District.)

The normal position of switch at east end of double track will give an unbroken rail for westward trains. Unless thrown by switch tender eastward trains will stop at end of double track to throw switch, which must be lined up after using same.

43. Tunnels 1 and 2 and Alhambra Viaduct between Vine Hill and Glen Frazer are protected by automatic signals of lower quadrant type.

(Special Rules Continued on Page 11)

WESTWARD										Capacity of Sidings	Fuel, Water Turn Tables and Wyes	TIME TABLE NO. 33 March 9, 1913	Rating Grade Ascending
Second Class	First Class												
33	11	27	53	3	51	7	19	5	15				
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE SAINT				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		STATIONS	
PM 7.43			PM 6.20	PM 1.40	AM 9.17	AM 7.20			AM 1.40	59		KERN JUNCTION	
												0.8	0
												KERN	0
												1.7	0
7.50 ¹⁰ 9.15 ³⁴	PM 8.00 ²⁴ 8.33		6.30 PM	1.50 2.00	9.25 AM	7.30 ⁴ 7.55 ²			AM 7.00 1.55	YARD	FW T	BAKERSFIELD	
												4.2	5.3
9.38	f 8.06			2.06		8.01			f 7.06	74		JASTRO	
												3.8	0
9.50	f 8.11			2.11		8.06			f 7.13 ⁴	52		ROSEDALE	
												4.9	9.2
10.00	f 8.17			2.17		8.12			7.20	85		UNA	
												4.9	9.2
10.38	f 8.24			2.23		8.20			f 7.27 ²	46		SHAFTER	
												7.5	10.6
11.14 ¹⁶	s 8.35			s 2.33		8.30			s 7.40	70	W	WASCO	
												5.8	5.3
11.28	f 8.43			2.41		8.37			f 7.48	50		ELMO	
												2.5	0
	f 8.46								f 7.51	2		POND	
												3.1	0
11.40	f 8.51			2.48		8.46			f 7.56	50		KERNEL	
												7.5	0
11.55	f 9.01			2.57		8.55			s 8.08	50	W	ALLENSWORTH	
												4.6	1.1
AM 12.05	f 9.07			3.02		9.01			f 8.14	56		STOIL	
												5.6	2.6
12.20	s 9.15			3.09		9.08			s 8.24	51		ANGIOLA	
												3.9	5.3
12.40	f 9.20			3.14		9.14			f 8.30	83		BLANCO	
												0.8	5.3
									f 8.32	15		TURNBULL	
												4.1	0
s 1.00	9.30 PM	PM 5.30		s 3.20		s 9.25	AM 8.55	8.40 AM	s 3.05	YARD	FWY	CORCORAN	
												3.0	3.2
1.12		f 5.35		3.26		9.29	f 9.00		3.09	85		BEAN	
												6.2	4.2
1.35		s 5.44		3.34 ²⁴		9.37	s 9.10		3.17	60		GUERNSEY	
												4.0	5.8
1.50		f 5.50		3.40 ³⁴		9.43	f 9.16		3.22	25		ODESSA	
												3.8	10.6
2.05		s 6.00		s 3.47		s 9.49	s 9.23		s 3.29	61	W	S. P. Co. Goshen Branch Crossing HANFORD	
												3.2	9.0
2.15	Via Visalia District	f 6.05				9.54	f 9.27	Via Visalia District	3.33	24		BANNER	
												0.6	10.6
2.17		f 6.06					f 9.28			115		LUCERNE	
												1.5	0
2.20		f 6.08		3.54		9.57	f 9.30		3.35	46		HARLOW	
												2.8	10.6
2.39		s 6.14		s 3.58		10.01	s 9.35		3.39	83	Y	LATON	
												5.8	0
2.55		s 6.22		4.08		10.09	s 9.44		3.46	61	W	CONEJO	
												3.7	10.6
		f 6.28		4.15 ¹⁰		10.15	f 9.50			16		MONMOUTH	
												2.7	10.6
3.30		s 6.35		4.19		10.19	s 9.55		3.55	31		BOWLES	
												2.8	10.6
3.40		f 6.42		4.24		10.24	f 10.02		3.59	61		OLEANDER	
												3.4	0
												S. P. Co. Main Line Crossing	0
												0.8	0
3.55 AM		6.50 PM		4.31 PM		10.33 AM	10.12 AM		4.05 AM	YARD	FW TY	CALWA	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.0)	

(16.2) (42.1) (33.2) (15.0) (40.9) (18.7) (39.3) (34.5) (37.9) (47.8)Average speed per hour.....

VALLEY DIVISION—FIRST DISTRICT

Miles	Telephone Office	EASTWARD									
		First Class									Second Class
		52	2	4	18	24	12	54	10	16	34
		PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE ANGEL	FREIGHT
TIME TABLE NO. 33 March 9, 1913		Miles	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
STATIONS		AM 8.33	AM 8.43					PM 6.50	PM 8.03	AM 12.10	PM 10.10
5.3 KERN JUNCTION	885.2	P									
0.8 KERN	886.0							f 7.58			
15.8 BAKERSFIELD	887.7	P	8.25 AM	8.35 AM 7.55 ⁷	AM 7.30 ⁷			PM 6.30	6.40 PM	7.55 ³³ 7.15	12.01 AM 10.00 ¹¹ 8.00 ³³
4.2 JASTRO	891.9			f 7.48	7.21			f 6.19		7.06	11.40
13.7 ROSEDALE	895.7			f 7.42	7.13 ⁵			f 6.18		6.58	11.35
4.9 UNA	900.6				7.34	7.05				6.05	6.51
14.0 SHAFTER	905.5			f 7.27 ⁵	6.56			f 5.57		6.45	11.28
10.6 WASCO	913.0	P		s 7.10	6.44			s 5.45		s 6.34	11.14 ³³
13.2 ELMO	918.8			f 7.00	6.34			f 5.33		6.24	11.06
7.5 POND	921.3			f 6.56				f 5.29			
15.8 KERNELL	924.4			f 6.50	6.25			f 5.22		6.15 ³⁴	10.59
8.4 ALLENSWORTH	931.9	DP		f 6.37	6.13			s 5.10		6.02	10.50
1.6 STOIL	936.5			f 6.30	6.05			f 5.02		5.53	10.44
9.0 ANGIOLA	942.1	DP		f 6.20	5.57			s 4.52		s 5.44	10.36
0 BLANCO	946.0			f 6.13	5.50			f 4.45		5.36	10.31
2.6 TURNBULL	946.8				6.12			f 4.43		5.35	
2.6 CORCORAN	950.9	P		6.05 AM	s 6.40	AM 8.35	PM 3.50	4.38 PM		s 5.26	\$10.25
0 BEAN	953.9				5.32	f 8.21	f 3.44			5.14	10.18
1.2 GUERNSEY	960.1	DP			5.24	s 8.11	s 3.34 ³			5.03	10.11
0 ODESSA	964.1				5.18	f 8.04	f 3.23			4.55	
7.9 S. P. Co. Goshen Branch Crossing											
0 HANFORD	967.9	P		s 5.11	s 7.58	s 3.12				s 4.50	\$10.02
3.2 BANNER	971.1					f 7.46	f 3.02			4.38	
8.4 LUCERNE	971.7					f 7.45	f 3.01			4.37	
0 HARLOW	973.2					4.57	f 7.43	f 2.59 ³⁴		4.35	9.54
15.8 LATON	976.0	DP		f 4.53	s 7.39	s 2.55				s 4.31	9.51
5.3 CONEJO	981.8	DP			4.43	s 7.28	s 2.45			4.22	9.44
0 MONMOUTH	985.5					4.37	f 7.21	f 2.37		4.15 ³	9.39
0 BOWLES	988.2	DP				4.33	s 7.17	s 2.31		4.07	9.35
0 OLEANDER	991.0					4.29	s 7.13	f 2.25		4.03	9.31
0 S. P. Co. Main Line Crossing	994.4										
10.6 CALWA	995.2	P			4.22 AM	7.07 AM	2.17 PM			3.57 PM	9.26 PM
(110.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Average speed per hour..... (18.7) (33.4) (34.3) (30.2) (28.6) (33.8) (15.0) (32.0) (43.1) (17.1)

WESTWARD														Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	TIME TABLE		Mileage Ascending
Second Class	First Class															No. Cars	FW TY	
33	11	27	25	23	3	75	21	5	7	19	31	17	15	THE SAINT				
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER MOTOR	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
AM	PM	PM	PM	PM	PM		PM	AM	AM	AM	AM	AM	AM	AM				
5.30	11.36	6.50	5.45	5.30	4.31		1.40	10.55	10.33	10.12	7.55	6.30	4.05					
5.45	\$11.43 AM 12.35	7.00 PM	5.55 PM	5.40 PM	s 4.38 4.45		1.50 PM	\$11.01 11.06	\$10.40 10.50	10.20 AM	s 8.05	6.40 AM	s 4.12 4.20		Yard			
6.15	12.47				4.54			f 11.16	11.00		f 8.17		4.29		13			
6.30	12.56				5.02			f 11.25 ³⁴	11.09 ³⁴		f 8.25				70			
6.36	12.59				5.06			f 11.28	11.13		f 8.28		4.38		26			
6.56	f 1.08				5.13			s 11.36	11.20		s 8.37		4.45		47			
7.16	1.18				5.21			f 11.45	11.29		f 8.47		4.54		55	W		
7.26	f 1.24				5.26			s 11.51	11.35		f 8.53		4.59		51			
7.32	1.27							f 11.55	11.39		f 8.56				49			
7.40	1.32				5.31			PM f 12.01	11.44		f 9.02		5.06		14			
	1.36							f 12.05	11.47		f 9.06				62			
7.55	f 1.41				5.37			s 12.10	11.51		s 9.11		5.13		18	W		
								f 12.15	11.55		f 9.14				54			
8.10	f 1.55 ²				5.42			s 12.20	11.59		s 9.19		5.19		20			
8.25	2.00				5.46			f 12.25	PM 12.03		f 9.24 ³⁴				53			
9.00 ³⁴	s 2.10 2.30 ⁴				s 5.55	PM 3.00		f 12.35 ¹² 1.00	11.21 ¹² 12.35		s 9.34		s 5.30		51	W		
								f 3.07	1.05		f 9.40				Yard			
9.44 ³¹	2.41				6.03			f 3.11	f 1.08	12.45	f 9.44 ³³		5.38		10			
10.05 ⁷⁶								f 3.14	1.10		f 9.46				10			
								f 3.17	f 1.12		f 9.48				18			
10.25	2.52							f 3.25	f 1.17	12.54	f 9.55 ⁷⁶				20			
10.32	2.56				6.15			f 3.30	f 1.21	12.59	f 10.00		5.49		28			
10.52	f 3.07				6.23			s 3.44	s 1.33 ¹⁰	1.11	s 10.18		5.53		48	W		
11.07	f 3.17				6.30 ³²			s 3.56	s 1.44	1.20 ¹⁰	s 10.24		6.06		48			
11.19 ¹²	f 3.22				6.35			s 4.02	s 1.53	1.26	s 10.29		6.11		46			
11.26	3.27				6.40			f 4.09	f 1.59	1.31	f 10.34		6.15		90			
11.35 AM	3.32 AM				6.45 PM	4.15 PM			2.05 PM	1.36 PM		10.40 AM	6.20 AM		52			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard	FW TY		
(16.6)	(32.9)	(17.4)	(17.4)	(17.4)	(47.7)	(32.2)	(17.4)	(37.8)	(40.9)	(21.8)	(36.7)	(17.4)	(47.8)					

(101.0) Average speed per hour

VALLEY DIVISION—SECOND DISTRICT

Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913.	Distance from Albuquerque	Telephone Offices	EASTWARD													Second Class			
				First Class																
				2	4	18	20	76	22	24	12	10	26	28	30	32	16	34	THE ANGEL	FREIGHT
				PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER MOTOR	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
STATIONS	Miles	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	CALWA	995.2	P	AM 3.17	AM 4.22	AM 7.07	AM 7.12		AM 10.40	PM 2.17	PM 2.22	PM 3.57	PM 6.07	PM 6.15	PM 7.20	PM 8.57	PM 9.26	PM 12.15		
0	1.5																			
	S. P. Co. Porterville Branch Crossing	996.7																		
15.8	1.4																			
	S. P. Co. Pollasky Branch Crossing																			
	FRESNO	999.1	P	s 3.10	s 4.15	7.00 AM	7.05 AM		10.30 AM	2.10 PM	2.15	s 3.50	6.00 PM	6.05 PM	7.10 PM	s 8.50	s 9.20	12.03 PM		
10.6	3.3																			
	ANDREWS	1001.4																		
5.3	4.3																			
	BULLARD	1005.7		2.50	3.54					f 1.52	3.27				f 8.30	9.04	11.45			
15.8	5.9									f 1.43	3.19				f 8.21	8.56	11.25 ⁷ 11.09 ⁵			
	GREENLEAF	1011.6		2.43	3.43					f 1.39	3.16				f 8.16	8.53	10.58			
15.8	2.4									f 1.30	3.08				f 8.06	8.46	10.47			
	TRIGO	1014.0		2.40	3.38					f 1.19	2.58				f 7.54	8.38	10.35			
12.7	5.6																			
	STOREY	1019.6	DP	f 2.32	3.29															
15.8	6.5																			
	MILLER	1026.1	NP	2.22	3.17															
0	0.3																			
	S. P. Co. Beronda Branch Crossing	1026.4																		
0	3.8																			
	SHARON	1030.2	DP	f 2.17	3.11					s 1.14	f 2.52				f 7.48	8.33	10.25			
5.3	2.3									f 1.10	2.48				f 7.46					
	WATT	1032.5								f 1.06	2.44				f 7.43	8.27	10.15			
15.8	3.2									f 1.02	2.40				f 7.40					
	MARGUERITE	1035.7		2.10	3.03															
15.8	2.6																			
	DICKINSON	1038.3		2.07																
15.8	3.1																			
	LEGRAND	1041.4	DP	f 2.03	2.55					s 12.57	s 2.35				s 7.36	8.20	9.59			
15.8	3.0									f 12.52	2.29				f 7.31		9.44			
	BURCHELL	1044.4		1.59																
10.6	2.8																			
	PLANADA	1047.2	DP	f 1.55 ¹¹	2.45					s 12.48	s 2.25				f 7.27	8.13	9.34			
12.7	3.3									f 12.43	2.20				f 7.22	8.09	9.24 ³¹			
	TUTTLE	1050.5		1.50	2.40															
7.9	5.5																			
	MERCED	1056.0	P	s 1.40	s 2.30 ¹¹		AM 10.25			12.35 ⁵	s 2.10				s 7.14	s 8.02	9.00 ³³			
17.4	1.7									12.10 ⁷	PM									
	S. P. Co. Oakdale Branch Crossing	1057.7																		
0	2.4																			
	BLOSS	1060.1					f 10.14								f 7.05					
10.6	2.1																			
	CUBA	1062.2	DP	1.24	2.15		f 10.09			f 11.58	1.57				f 7.03	7.53	8.35			
15.8	1.8																			
	YAM	1064.0					f 10.05 ³³								f 7.00					
12.1	1.3																			
	WINTON	1065.3	DP				f 10.02			f 11.53					f 6.59					
12.1	3.7																			
	CRESSY	1069.0		1.11	2.03		f 9.55 ³¹			f 11.48	1.47				f 6.54	7.46	8.10			
15.8	2.9									f 11.44	1.43				f 6.50	7.43	8.00			
	BALLICO	1071.9	NP	1.06	1.59		f 9.47													
15.8	7.6																			
	DENAIR	1079.5	DP	f 12.54	1.50		s 9.33			s 11.34	f 1.33 ⁵				s 6.40	7.35	7.30			
0	6.3																			
	HUGHSON	1085.8	DP	f 12.44	1.42		s 9.21			s 11.25	f 1.20 ⁷				s 6.30 ³	7.29	7.05			
15.8	3.4																			
	EMPIRE	1089.2	DP	f 12.37	1.38		s 9.15			s 11.19 ³³	s 1.10				s 6.21	7.25	6.50			
0	3.5																			
	CLAUS	1092.7		f 12.31	1.34		f 9.07			f 11.14	1.03				f 6.16	7.21	6.40			
15.8	3.5																			
	RIVERBANK	1096.2	P	12.25 AM	1.30 AM		9.00 AM			11.10 AM	12.57 PM				6.11 PM	7.17 PM	6.30 AM			
15.8	(101.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

.....Average speed per hour..... (37.4) (37.4) (24.8) (24.8) (28.8) (17.4) (24.8) (38.6) (35.7) (24.8) (17.4) (17.4) (37.6) (47.0) (18.4)

WESTWARD													Capacity of Stages	Fuel, Water Turn Tables and Wyes	TIME TABLE NO. 33. March 9, 1913	Rating Grade Ascending.
Second Class	First Class															
33	47	3	45	75	5	7	43	31	41	35	15	11	No. Cars	FW TY	STATIONS	
FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER MOTOR	PASSENGER	PASSENGER	THE ANGEL	PASSENGER	PASSENGER	PASSENGER	THE SAINT	PASSENGER				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 1.00		PM 6.51		PM 4.17	PM 2.10	PM 1.41		AM 10.45		AM 7.15	AM 6.25	AM 3.40	YARD		RIVERBANK 5.2	
1.15		7.05 ¹⁶		s 4.28	s 2.20	1.49		s 10.57 ¹²		s 7.23	6.32	f 3.49	47	W	15.8	
1.30		7.13		s 4.39	s 2.30	1.57		s 11.06		f 7.31	6.38	3.58	47		0	
1.50		7.19		f 4.49	f 2.40	2.05		f 11.15		f 7.40	6.45	4.08	60		0	
2.11 ⁷		7.24		f 4.58	f 2.48	2.11 ³³		11.22		f 7.46	6.50	4.16 ³⁴	83		0	
2.25		7.27		f 5.08	2.58	2.15		11.27		7.50	6.53	4.21	140		0	
2.35		s 7.35		5.10 PM	s 3.05	s 2.25		s 11.37	AM 8.00	7.55 AM	s 7.00	s 4.30	Yard	FW TY	0	
2.50					f 3.14			f 11.48	f 8.08			4.40	60		15.8	
3.15 ⁵		7.44			3.15 ³³	2.35		11.49	8.09		7.09	4.41	49		0	
3.35		7.47			s 3.21	2.39		s 11.55 ¹⁰	s 8.13		7.12	s 4.47	75		0	
		7.52 ⁴²			3.29	2.46		PM 12.02	8.21		7.20	4.55	74		10.6	
4.00					s 3.32	2.49		s 12.06	s 8.24		7.22	f 4.58	12		0	
4.20		8.00			s 3.38	2.54		s 12.11	s 8.27		7.27	f 5.02	83	W	10.6	
					f 3.43			f 12.16	f 8.31			f 5.08	20		10.6	
4.33 ³²		8.04			f 3.44	3.00		f 12.17	f 8.32		7.33	f 5.09	72		10.6	
4.48		8.08			s 3.50	3.04		s 12.23	s 8.33		7.37	s 5.14	57		10.6	
5.05		8.13			s 3.56	3.09		s 12.29	s 8.45		7.41	f 5.19	61		3.5	
5.25		s 8.25			s 4.10 ³²	s 3.19		s 12.40	s 8.56		s 7.50	s 5.32	Yard	W	13.2	
5.38 ¹⁶		8.33			s 4.20	3.25		s 12.48	s 9.03 ¹²		7.56	s 5.40	73		5.6	
5.58		8.38			f 4.26	3.30		f 12.54	f 9.09		8.00	f 5.45	55		5.3	
6.19		s 8.47			s 4.39	s 3.36		s 1.03	s 9.17		8.07	s 5.54	YARD		15.8	
					4.42	3.39		f 1.05	f 9.20		8.09	5.57	20	Y	0	
6.41 ⁴²		8.53			f 4.45	3.42 ³²		f 1.08	f 9.23		8.14	5.59	83		0	
		8.56			f 4.48	3.46		f 1.11	f 9.26		8.17	f 6.02	83		52.8	
		9.01			f 4.52	3.51		f 1.16	f 9.33		8.21	f 6.08	12		52.8	
7.23		9.08			f 5.01	3.57		f 1.23	s 9.41		8.23 ¹²	f 6.14	100	W	52.8	
7.33		9.12			s 5.12 ¹⁶	4.02		f 1.28	f 9.48		8.34	s 6.20	85		52.8	
7.50		9.18			5.21	4.10		f 1.36	f 9.56		8.41	6.27	70		0	
8.04		9.21 ²			5.22	4.13		f 1.39	f 10.00		8.44	6.29	39		0	
8.08		9.22			s 5.24	4.14		s 1.40	s 10.03		8.45	s 6.30	15		0	
8.15		9.25			f 5.27	4.17		f 1.43	f 10.07 ¹⁰		8.48	6.33	49		0	
8.29		9.32			s 5.37	4.26		f 1.50	f 10.13		8.56	s 6.42	38		42.2	
8.40 PM	PM 9.47	s 9.37	PM 8.25		s 5.47	s 4.32	PM 4.22	s 1.58	s 10.18		s 9.00	s 6.52	YARD	FW TY	52.8	
		s 9.40			s 5.50	f 4.37		s 2.03	s 10.20			s 7.05			0	
	9.55 PM	9.45	8.32 PM		5.55	4.40	4.32 PM	2.08	10.25		9.10	7.10	YARD		10.6	
		10.30 PM			6.40 PM	5.30 PM		3.00 PM	11.10 AM		9.55 AM	8.00 AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(95.5)	

VALLEY DIVISION—THIRD DISTRICT

Rating Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Distance from Albuquerque	Telephone Circles	EASTWARD										
				First Class										Second Class
				36	12	44	10	32	78	16	42	2	4	34
				PASSENGER	PASSENGER	THE SAINT	PASSENGER	PASSENGER	PASSENGER MOTOR	THE ANGEL	PASSENGER	PASSENGER	PASSENGER	FREIGHT
STATIONS	Miles	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
15.8	RIVERBANK 5.2	1096.2	P	AM 8.55	AM 11.07		PM 12.52	PM 6.06	PM 6.30	PM 7.12		AM 12.15	AM 1.25	AM 5.20
10.6	ESCALON 5.4	1101.4	DP	s 8.46	s 10.57 ³¹		f 12.45	s 5.58	s 6.17	7.05 ³		f 12.03 AM	1.15	5.00
7.9	AVENA 5.5	1106.8		s 8.38	f 10.48		12.37	f 5.47	f 6.05	6.57		f 11.53	1.07	4.45
5.3	BURNHAM 4.4	1112.3	NP	f 8.30	f 10.39		12.29	f 5.37	f 5.53	6.50		f 11.43	12.59	4.26
7.9	LARSON 2.9	1116.7		f 8.23	10.32		12.22	5.29	5.44	6.44		11.35	12.52	4.16 ¹¹
10.6	MORMON 1.6	1119.6		8.18	10.28		12.18	5.24	5.38	6.40		11.30	12.48	4.00
15.8	S.P. and W.P. Main Line Crossings STOCKTON Western Pacific Ry. Crossing 5.2	1121.2	P	8.15 AM	s 10.25		s 12.15 PM	s 5.20	5.35 PM	s 6.36	PM 8.20	s 11.25	s 12.45	3.50 3.35
0	WOODSBRO 0.5	1126.4	DP		f 10.10		f 11.59	f 5.04			f 8.08			
0	GILLIS 2.0	1126.9			10.08		11.58	5.03		6.20	8.06	11.08	12.32	3.10
0	HOLT 4.5	1126.9	DP		s 10.04		s 11.55 ³¹	s 4.59		6.18	f 8.02	f 11.04	12.28	2.53
0	TRULL 1.4	1133.4			f 9.53		11.46	4.49		6.12	7.52 ³	10.54	12.19	2.27
10.6	MIDDLE RIVER 1.4	1134.8	DP		s 9.50		f 11.43	s 4.47		6.10	s 7.45	f 10.52	12.16	2.21
10.6	ORWOOD 2.8	1136.2	DP		s 9.45		s 11.37	s 4.41		6.04	s 7.40	f 10.46	12.11	2.16
0	WERNER 0.7	1139.0			f 9.39		11.31	f 4.34			f 7.33	10.40		
0	BIXLER 3.1	1139.7	NP		f 9.38		11.30	f 4.33 ³³		6.00	f 7.32	f 10.38	12.05 AM	2.03
5.7	KNIGHTSEN 3.1	1142.8	DP		s 9.32		s 11.25	s 4.27		5.57	s 7.28	f 10.33	11.59	1.51
15.8	OAKLEY 6.0	1145.9	DP		s 9.25		s 11.20	s 4.20		5.54	s 7.22	f 10.27	11.54	1.41
7.9	ANTIOCH 3.9	1151.9	P		s 9.12		s 11.09	s 4.10 ⁵		s 5.46	s 7.12	s 10.15	s 11.44	1.21
11.5	PITTSBURG 3.5	1155.3	DP		s 9.03 ⁴¹		s 10.59	s 4.02		5.38 ³³	s 7.02	s 10.08	11.35	1.11
0	AMBROSE 4.4	1159.3			f 8.55		10.53	f 3.56		5.34	f 6.54	10.01	11.30	12.59
0	BAY POINT 1.9	1163.7	P		s 8.48		s 10.46	s 3.49		5.29	s 6.47	s 9.53	f 11.24	12.46
0	BLUME 1.5	1165.6			8.44		10.42	f 3.46		5.27	6.43	9.49	11.21	12.40
0	MALBY 1.6	1167.1			8.41		10.39	f 3.42 ⁷		5.25	f 6.41 ³³	9.47	11.19	12.33
0	VINE HILL 1.9	1168.7			f 8.37		10.37	f 3.38		5.23	f 6.38	f 9.44	11.16	
0	MUIR 2.7	1170.6	DP		f 8.33		f 10.33	s 3.35		5.20	f 6.34	f 9.41	11.12	12.21
52.8	GLEN FRAZER 1.8	1173.3	P		s 8.28 ¹⁵		f 10.28	s 3.30		5.16	s 6.29	f 9.37	11.08	12.15
52.8	CHRISTIE 4.3	1175.1	P		f 8.23		f 10.23	f 3.25		5.12 ⁵	f 6.24	f 9.33	11.03	12.05 AM
52.8	LUZON 1.6	1179.4			f 8.14		10.14	3.16		5.00	f 6.14	9.25	10.54	11.50
2.2	HERCULES 0.4	1181.0			f 8.11		10.11	f 3.12		4.58	6.11	9.21 ³	10.52	11.44
52.8	PINOLE 1.6	1181.4	DP		s 8.10		f 10.10	s 3.11		4.57	s 6.10	s 9.15	10.51	11.42
52.8	GATELEY 4.8	1183.0			f 8.07		10.07 ⁴¹	f 3.08		4.55	f 6.07	9.12	10.48	11.37
52.8	SAN PABLO 1.8	1187.8	DP		f 7.59		9.59	f 2.59		4.48	f 5.58	f 9.04	10.39	11.20
0	RICHMOND 0.6	1189.6	P		s 7.55	AM 9.23	s 9.55	s 2.55		4.45	s 5.54	s 9.00	s 10.35	11.15 PM
0	RICHMOND AVENUE 1.5	1190.2			s 7.49		s 9.48	s 2.48			s 5.48	s 8.54	s 10.28	
0	FERRY POINT 7.7	1191.7	P		7.45	9.15 AM	9.45	2.45		4.40	5.45	8.50	10.25	
0	SAN FRANCISCO	1190.4			7.00 AM		9.00 AM	2.00 PM		4.00 PM	5.00 PM	8.00 PM	9.30 PM	
	(95.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

2' 50"
2' 45"
9' 9 1/2"
60
5' 35"

Average speed per hour (37.5) (28.4) (15.7) (30.6) (28.5) (27.3) (37.7) (27.3) (27.9) (31.8) (16.0)

WESTWARD										Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending
First Class												
103	119	105	107	317	331	341	315	309	311			
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE SAINT	PASSENGER	PASSENGER			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 9.45	PM 8.35	PM 5.50 ¹⁴²	PM 4.35	PM 3.15	PM 2.00	AM 10.25 ³⁰⁸	AM 9.25	AM 8.15	AM 6.55	Yard	FW TY	RICHMOND
f 9.48	f 8.38	f 5.53	f 4.38	f 3.18	f 2.02	f 10.28	9.28	f 8.18	f 6.58			1.0
f 9.54	f 8.44	f 5.59	f 4.44	f 3.24	f 2.08	f 10.34	9.35 ³¹⁰	f 8.23	f 7.03	10		SIXTH STREET
f 9.57	f 8.47	f 6.02	f 4.48	f 3.27	f 2.11	f 10.37	9.39	f 8.27	f 7.06			SCHMIDT
												1.8
												SCHINDLER
												0.8
												S. P. Co. Electric Crossing
s 10.03	s 8.52	s 6.07	s 4.53	s 3.32	s 2.17	s 10.43	s 9.44	s 8.33	s 7.12	30		1.5
												BERKELEY
												1.9
10.10 PM	9.00 PM	6.15 PM	5.00 PM	3.40 PM	2.25 PM	10.50 AM	9.50 AM	8.40 AM	7.20 AM	Yard	WY	OAKLAND
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			1.0
(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)			(10.9)

Average speed per hour

OAKDALE DISTRICT

WESTWARD						Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Ruling Grade Ascending	Distance from Riverbank	Telephone Offices	EASTWARD					
First Class													First Class					
203	275	243	207	231	235								230	236	212	210	214	232
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 6.25	PM 3.55	PM 1.45	PM 12.30	AM 10.20	AM 7.00	40	Y						AM 6.55	AM 9.25	AM 11.25	PM 1.15	PM 2.25	PM 6.24
6.40 PM	4.08 PM	2.00 PM	12.45 PM	10.35 AM	7.12 AM	YARD	Y FW T	21.1		16.2	6.5	DP	6.40 AM	9.10 AM	11.10 AM	1.00 PM	2.10 PM	6.09 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(26.0)	(30.0)	(26.0)	(26.0)	(26.0)	(32.5)								(26.0)	(26.0)	(26.0)	(26.0)	(26.0)	(26.0)

Average speed per hour

LATON & WESTERN RAILWAY

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Ruling Grade Ascending	Distance from Laton	Telephone Offices	EASTWARD	
First Class									First Class	
99	97								96	98
MIXED	MIXED								MIXED	MIXED
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	No. Cars					Miles		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
PM 4.00	AM 10.05	83	Y	0			0	DP	AM 7.35	PM 2.50
				15.8		15.1	1.9			
f 4.16	f 10.21	11		15.8		29.4	5.5		f 7.19	f 2.26
f 4.20	f 10.26	19		26.4		0	7.7		f 7.15	f 2.18
f 4.24	f 10.32	11		0		8.6	9.6		f 7.11	f 2.12
				0		8.6	11.7			
				0		8.6	15.2			
4.40 PM	10.50 AM	26	Y FW	0		8.6	17.4	DP	6.55 AM	1.50 PM
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(26.1)	(23.2)								(26.1)	(17.4)

Average speed per hour

WAHTOKE DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, and Turn Tables, and Wyes	Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Ruling Grade Ascending	Distance from Reedley	Telephone Offices	EASTWARD	
First Class									First Class	
93									94	
MIXED									MIXED	
Leave Daily Ex. Sunday		No. Cars					Miles		Arrive Daily Ex. Sunday	
AM 8.00		122	F WY	26.4			0	P	PM 3.50	
f 8.07		39		21.1			4.4		f 3.36	
f 8.08		6		0			4.8		f 3.35	
f 8.10		32		21.1			5.9		f 3.30	
f 8.18		18		21.1			9.3	DP	f 3.20	
f 8.25		39		21.1			11.2		f 3.15	
8.40 AM		Yard		23.8			16.9	DP	3.00 PM	
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday	
(25.3)									(20.3)	

Average speed per hour

Rating Grade Ascending	TIME TABLE		EASTWARD									
	NO. 33		First Class									
	March 9, 1913.		312	310	308	314	332	316	142	102	104	106
	Distance from Richmond	Telephone Offices	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE ANGEL	PASSENGER	PASSENGER	PASSENGER	PASSENGER
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
0	RICHMOND 1.0	P	7.53	9.48	10.25 ³⁴¹	11.45	2.55	4.20	5.50 ¹⁰⁵	8.20	9.32	10.50
40.9	SIXTH STREET 2.9		f 7.48	f 9.45	f 10.20	f 11.35	f 2.52	4.17	f 5.45	f 8.14	9.28	f 10.46
39.6	SCHMIDT 1.8	8.9	f 7.43	f 9.35 ³¹⁵	f 10.15	f 11.29	f 2.47	4.12	f 5.39	f 8.09	9.22	f 10.40
13.9	SCHINDLER 0.8	5.7	f 7.40	f 9.31	f 10.11	f 11.26	f 2.44	4.09	f 5.35	f 8.05		f 10.36
13.9	S. P. Co. Electric Crossing 1.5	6.5										s 10.31
38.6	BERKELEY 1.9	8.0 DP	s 7.36	s 9.26	s 10.06	s 11.21	s 2.40	s 4.05	s 5.31	s 8.01	s 9.15	
79.2	S. P. Co., Berkeley Branch Crossing 1.0	9.9										
	OAKLAND 10.9	DP	7.30 AM	9.20 AM	10.00 AM	11.15 AM	2.35 PM	4.00 PM	5.25 PM	7.55 PM	9.10 PM	10.25 PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(28.4)	(23.3)	(26.1)	(21.8)	(32.7)	(32.7)	(26.1)	(26.1)	(29.7)	(26.1)

SPECIAL RULES

Special Rules—Continued from Page 3.

Pinole Tunnel, No. 4, is protected by automatic disc signals—Westward signal 1800 feet east from tunnel. Eastward signal 400 feet west from tunnel. Preliminary board 2800 feet east from tunnel. When the west switch at Hercules is thrown for the siding it sets both signals at danger and should not be thrown unless the indicator near the switch stand shows clear.

Richmond Tunnel, No. 5—Is protected by automatic signals of the upper quadrant type. Indicators are attached to all switches within the limits of these signals and give same indications as the high signals.

RAILROAD CROSSINGS AT GRADE.

44. Western Pacific Ry., Hunter St., Stockton; home signals—interlocking.

S. P. Co., main line and Western Pacific Ry., Sacramento street, Stockton; home and distant signals—interlocking.

SPEED LIMITATIONS.

45. 8 miles per hour, through city limits of Stockton, and Antioch.

15 miles per hour, all westward trains heading in at double track junction, east end Richmond Yard, while any portion of the train is on the turnout.

All freight trains between Middle River and Orwood,

20 miles per hour, all trains crossing Alhambra viaduct.

All trains over San Joaquin drawbridge B-1124.

All passenger trains between Middle River and Orwood.

All freight trains in either direction between Maltby and Pinole, and will consume at least three minutes for each and every mile.

40 miles per hour, all westward passenger trains between Christie and Pinole.

All passenger trains between Holt and Werner.

VISALIA DISTRICT

SPEED LIMITATIONS.

46. 8 miles per hour through city limits of Tulare. 6 miles per hour through city limits of Visalia.

RAILROAD CROSSINGS AT GRADE.

47. S. P. Co., main line, Tulare; interlocking—home signals.

S. P. Co., Visalia Branch, Visalia; no interlocking.

S. P. Co., Porterville Branch, 1.9 miles west from Peral; no interlocking.

S. P. Co., Porterville Branch, 0.1 miles east from Lac Jac; no interlocking. (See Rules 98-A, 98-B, 98-C.)

48. No. 18 arriving at Corcoran will head around west leg of wye to Visalia District main track and back to station prepared to depart as No. 19.

Nos. 38 and 26 arriving at Corcoran will turn on wye and back to station.

No. 37 backs from Corcoran to Visalia.

OAKLAND DISTRICT

49. Number 311 is superior by direction to number 312. Number 309 is superior by direction to number 310. Number 341 is superior by direction to number 314. Number 331 is superior by direction to number 332. Number 315 is superior by direction to number 308. Number 317 is superior by direction to number 316. Number 107 is superior by direction to number 142. Number 105 is superior by direction to number 102. Number 119 is superior by direction to number 104. Number 103 is superior by direction to number 106.

50. No train will exceed a speed of 22 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

RAILROAD CROSSINGS AT GRADE.

51. S. P. Co., Berkeley Branch, 1.9 miles west from Berkeley; interlocking—home signals.

S. P. Co., Electric Crossing 0.8 miles west Schindler; interlocking—Distant and home signals.

52. Nos. 308 and 314 arriving at Richmond will head through the west leg of wye onto eastward main track to Richmond Avenue; after station stop will back to Richmond. All trains, switch and light engines, using the eastward main track between Richmond Avenue and Richmond must move under control, and responsibility for accident will rest with the latter.

WAHTOKE DISTRICT and LATON and WESTERN RAILWAY

53. Number 93 is superior by direction to No. 94.

Number 97 is superior by direction to number 98.

RAILROAD CROSSINGS AT GRADE.

54. S. P. Co., Goshen Branch, 1.8 miles west from Laton; no interlocking.

H. & S. L. R. R., Cornwell, 7.6 miles west from Laton; no interlocking. (See Rules 98-A, 98-B, 98-C.)

Sidings, Spurs and Flag Stops not shown on face of Time Table.

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Palmo	910.4	4	East	Freight
Spa	938.5	18	West	12, 2, 11, 5 & freight
Clinker	966.1	4	East	Freight
SECOND DISTRICT				
Knoblock	1008.9	11	East	31 & freight
Solo	1017.0	6	East	Freight
VISALIA DISTRICT				
Imhoff	16.0	10	West	Freight
Loma	20.3	50	West	Freight
Pasuco	23.6	83	East	Freight
Mattei	65.1	166	West	Freight
THIRD DISTRICT				
Huntley	1098.0	0	None	36, 12, 78, 35, 31, 75
Harrold	1099.5	5	West	36, 12, 78, 35, 31, 75 & freights
Quito	1132.2	19	East & West	32, 41 & Freight
Sando	1150.5	23	West	Freight
Hooper	1158.6	0	None	12, 32, 41, 5
Nichols	1161.2	18	East	12, 32, 42, 41, 31, 5
Pacheco	1167.3	6	West	Freight
Rheem	1186.0	12	East	Freight
OAKLAND DISTRICT				
Dwight	4.8	9	East & West	Freight
Peoco	7.7	5	East	Freight
Bruce	7.8	6	West	Freight
Alcatraz	9.4	12	East & West	Freight
Opaco	10.0	8	West	Freight
Redo	10.1	12	West	Freight

LENGTH OF WYE STEMS.

Blume	292 feet	Oakland	350 feet
Laton	260 feet	Lanare	505 feet

12 VALLEY DIVISION—VISALIA DISTRICT

10

WESTWARD					Capacity of Stations	Fuel, Water, Turn Tables, and Wyes	Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Ruling Grade Ascending.	Distance from Corcoran	Telephone Office	EASTWARD				
First Class												First Class				
11	25	37	5	31								2	20	38	12	26
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	No Cars							PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 9.35 ²⁶	PM 3.25	AM 9.35	AM 8.45	AM 6.45	YARD	FWY					P	AM 6.00	AM 9.20	PM 3.15	PM 4.35	PM 9.35 ¹¹
f 9.42	f 3.32	f 9.45	f 8.52	f 5.53 ²	22		5.3	0	4.1		DP	f 5.53 ³¹	f 9.10	f 3.03	f 4.28	f 9.28
9.50	f 3.40	f 9.58	f 9.01 ²⁰	f 6.01	42		13.2	0	9.7			5.37	f 9.01 ⁵	f 2.56	f 4.19	f 9.20
	f 3.43	f 10.05	f 9.04	f 6.04	17		12.1	0	11.6			5.33	f 8.58	f 2.53	f 4.16	f 9.17
s 10.00	s 3.51	s 10.13	s 9.12	s 6.10	27		10.6	0	14.7		DP	s 5.28	s 8.54	s 2.48	s 4.12	s 9.12
	f 4.00 ¹²	f 10.22	f 9.18	f 6.17	21		15.8	0	18.8			5.17	f 8.44	f 2.39	f 4.00 ²⁵	f 9.05
s 10.15	s 4.12	10.40 AM	s 9.28	s 6.26	54	W	8.4	0	24.9		P	s 5.05	s 8.35	2.30 PM	s 3.50	s 8.55 7.35
10.25	f 4.21		f 9.38	f 6.36	36		6.3	5.3	31.5			4.47	f 8.23		f 3.34	f 7.21
							5.3	5.3	33.4							
f 10.33	s 4.29		s 9.45	s 6.43	36		11.6	0	35.9		DP	f 4.36	s 8.16		s 3.28	s 7.11
f 10.37	s 4.35		s 9.49	s 6.47	39		10.6	7.9	38.3		DP	f 4.29	s 8.11		s 3.23	s 7.07
f 10.43	s 4.40		s 9.55	s 6.53	32		0	0	41.4		DP	f 4.22	s 8.05		s 3.17	s 7.01
	f 4.42		f 9.56	f 6.54	27		6.6	10.6	42.4				f 8.03		f 3.15	
f 10.49	s 4.47		s 10.01	s 7.00	14		0	13.2	44.9		DP	f 4.13	s 7.59		s 3.12	s 6.54
s 10.58	s 4.57		s 10.09	s 7.07	122	WY	5.3	0	48.5		P	s 4.05	s 7.53		s 3.06	s 6.48
							10.6	0	50.6							
	f 5.05		f 10.13	f 7.13	20		10.6	0	50.6							
f 11.06	s 5.11		s 10.18	s 7.18	74		0	5.3	50.7			3.54	f 7.44		f 2.56	f 6.42
	f 5.14		f 10.20	f 7.21	29		5.3	10.6	52.9		DP	3.50	s 7.40		s 2.51	s 6.38
f 11.15	s 5.21		s 10.29	s 7.30 ²⁰	66		0	8.4	54.5			3.47	f 7.37		f 2.48	f 6.34
	f 5.27		f 10.35	f 7.37	33		0	7.9	58.2		DP	f 3.40	s 7.30 ³¹		s 2.42	s 6.27
11.25	s 5.33		s 10.41	s 7.42	36		0	8.4	61.6			3.32	f 7.23		f 2.34	f 6.20
	f 5.36		f 10.44	f 7.46	25		0	10.6	64.2		DP	3.28	s 7.18		s 2.29	s 6.15
11.35 PM	5.45 PM		10.53 AM	7.53 AM	Yard	FW TY	0	10.6	66.1			3.23	f 7.15		f 2.26	f 6.11
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					68.6		P	3.17 AM	7.12 AM		2.22 PM	6.07 PM
(34.3)	(29.4)	(22.9)	(32.1)	(32.1)			Average speed per hour					(25.3)	(32.1)	(33.4)	(30.9)	(32.1)

WES

Firs

99

MIXED

Leave Daily

Ex. Sunda

PM
4.00

f 4.16

f 4.20

f 4.24

4.40
PM

Arrive Daily

Ex. Sunda

(26.1)

SUNSET RAILWAY COMPANY

EMPLOYEES' TIME TABLE No. 33

IN EFFECT SUNDAY, MARCH 9, 1913, AT 12:01 A. M., PACIFIC STANDARD TIME
Superseding Time Table No. 32, Dated December 1, 1912, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only

WESTWARD				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Ruling Grade Ascending	Distance from Pentland	Telep. and Telep. Offices	EASTWARD			
First Class											First Class			
153		151									152		154	
PASSENGER		PASSENGER		No. Cars							PASSENGER		PASSENGER	
Leave Daily		Leave Daily					STATIONS		Miles		Arrive Daily		Arrive Daily	
PM 3.30		AM 6.30		44	Y	26.4	SHALE		17.0		AM 11.30		PM 9.30	
s 3.38		s 6.35		YARD		20.1	1.8 FELLOWS	31.7	15.2	DP	s 11.23		s 9.25	
s 3.45		s 6.43		50		21.1	2.6 MIDOIL	82.4	12.6	DP	s 11.12		s 9.12	
s 3.55 4.05		s 6.53 7.00		YARD		0	3.9 TAFT	85.5	8.7	P	11.00 \$10.50		s 9.00	
f 4.15		f 7.12				21.1	4.5 SIGNA	85.5	4.2		f 10.35		f 8.44	
f 4.20		f 7.17				31.7	2.1 KERTO	23.8	2.1		f 10.29		f 8.39	
4.25 PM		7.23 AM		66	Y		2.1 PENTLAND	30.2	0		10.23 AM		8.34 PM	
Arrive Daily		Arrive Daily									Leave Daily		Leave Daily	
(28.0)		(22.1)		Average speed per hour						(17.8)		(18.2)		

SIDINGS AND SPURS

	Distance from Bakersfield	Car Capacity
Bronco Oil Company.....	40.0	6
Anaconda.....	42.8	6
Snooks.....	42.9	11
New Center Oil Co.....	43.1	16
Fulton Oil Co.....	43.2	70
National Supply Co.....	43.3	11

	Distance from Pentland	Car Capacity
Welco.....	2.6	9
Lio.....	2.8	10
Win Oil.....	3.4	34
Copen.....	3.7	9
E. E. Jones.....	5.1	12
Lowry.....	7.8	51
Kelsey.....	9.4	8
Equitable Pet. Co.....	9.7	8
Souben.....	10.0	16
Milso.....	10.3	15
Noal.....	12.0	9
Chanlor Canfield.....	12.2	28
Midway Oil Co.....	13.2	7
Walren.....	13.2	7
K. T. & O.....	14.0	70

SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.
2. Special rules of The Atchison, Topeka and Santa Fe Railway Company Valley Division timetable are applicable to Sunset Railway Company.

WESTWARD				Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 33 March 9, 1913	Ruling Grade Ascending	Distance from Gosford	Telep. and Telep. Offices	EASTWARD			
First Class											First Class			
57	53	55	51								52	56	58	54
PASSENGER	PASSENGER	PASSENGER	PASSENGER	No. Cars							PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Miles		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 8.20	PM 4.45	AM 10.10	AM 7.40	YARD		0	MONARCH		31.9	DP	AM 10.05	AM 7.35	PM 4.38	PM 8.18
f 8.25	f 4.49	f 10.15	f 7.47	71	Y	0	1.8 HAZELTON	84.5	30.1		f 10.00	f 7.30	f 4.33	f 8.13
s 8.33 PM	s 4.57	s 10.22 AM	s 7.53	66	Y	0	2.7 PENTLAND	85.5	27.4		s 9.55	s 7.24 AM	s 4.26 PM	s 8.07
	f 5.09		f 8.07	9		0	5.7 SAN EMIDIO	68.6	21.7		f 9.42			f 7.55
		5.10	8.09	66		0	0.7 KYAN	50.2	21.0		9.41			7.53
	s 5.26		s 8.25	71	W	5.3	6.7 MILLUX	37.0	14.3	NP	s 9.29			s 7.37
	s 5.37		s 8.35	92		13.2	4.7 CONNER	5.3	9.6	DP	s 9.18			s 7.24
	f 5.47		f 8.45	67		10.6	4.9 ARTWELL	0	4.7		f 9.09			f 7.16
	f 5.51		f 8.49	8		10.6	1.7 BANNISTER	0	3.0		f 9.05			f 7.13
	5.57 PM		9.00 ⁵² AM	100	Y	26.4	3.0 COSFORD	0	0	P	9.00 ⁵¹ AM			7.08 PM
	6.20		9.17	YARD		0	9.0 KERN JUNCTION	0	15.3	P	8.33			6.50
	6.30 PM		9.25 AM	YARD	FW T	0	0.8 KERN	15.8	15.8					
							1.7 BAKERSFIELD		0	P	8.25 AM			6.40 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily
(20.7)	(24.7)	(22.5)	(24.8)	Average speed per hour						(26.0)	(24.5)	(22.5)	(26.6)	

3. For movement of trains between Gosford and Kern Junction see Southern Pacific Company's timetable. For movement of trains between Kern Junction and Bakersfield see A. T. & S. F. Ry. Co.'s Valley Division timetable.

4. Rule 93: Yard limit boards are located at Gosford, Pentland and Taft.

5. a. SPEED LIMITATIONS

	Passenger Train	Freight	Train with large loaded oil cars
Between Gosford and Conner ..	50	30	25
Conner and Monarch	40	25	20
Pentland and Shale.....	40	25	20

b. Between East Switch Long Siding Taft and derailer in main track West of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains 10 miles per hour.

6. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.

7. There is a spring derailer in main track 900 feet West of West switch at Taft.

8. Nos. 151, 152, 153 and 154 will stop on flag at Winoil to receive or discharge passengers.

9. Rule 1-B: Standard clock at Taft.

10. No train will leave Monarch without receiving clearance card (Form 902).

A. G. WELLS,
General Manager, Los Angeles, Cal.

J. W. WALKER,
Superintendent, Fresno, Cal.

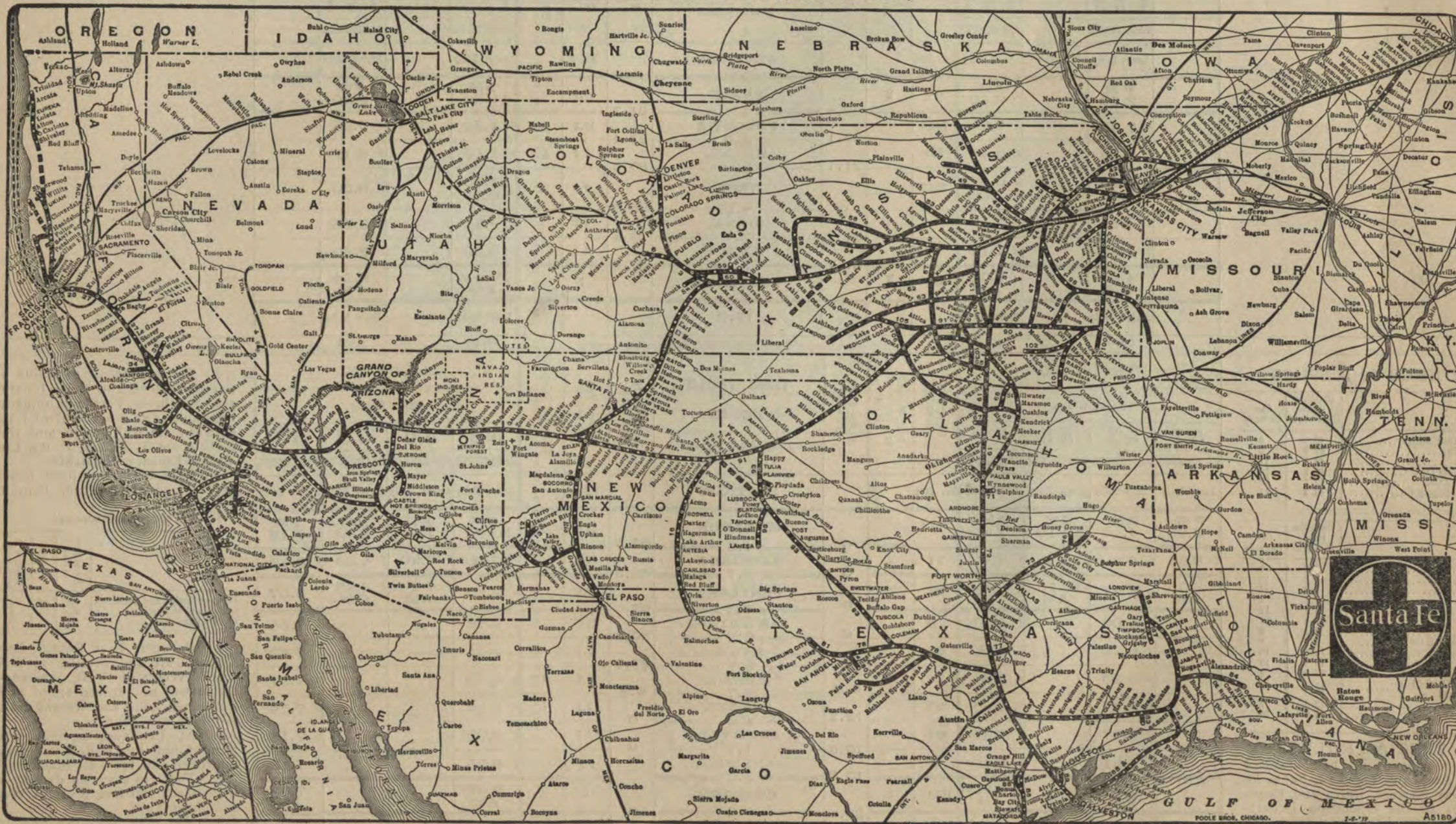
J. D. McCULLY,
Trainmaster, Bakersfield, Cal.

I. L. HIBBARD,
General Superintendent, Los Angeles, Cal.

SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

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



SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

VALLEY DIVISION

DR. A. W. MORTON, Butler Bldg. San Francisco
 DR. A. SCHLOSS, San Francisco
 DR. A. MILES TAYLOR, Consulting Surgeon, San Francisco
 DR. C. L. ABBOTT, Richmond
 DR. W. S. ABBOTT, Richmond
 DR. EDWIN MERRITHREW, Martinez
 DR. W. S. GEORGE, Antioch
 DR. IRA B. LADD, Stockton

DR. E. HARBERT, Consulting Surgeon, Stockton
 DR. B. F. WALKER, (Oculist), Stockton
 DR. E. R. BROOKS, Riverbank
 DR. H. D. SKINNER, Hughson
 DR. E. S. O'BRIEN, Merced
 DR. W. C. PENDERGRASS, Legrand
 DR. A. H. SWEENEY, Fresno
 DR. G. H. AIKEN, Fresno

DR. J. R. WALKER, (Oculist), Fresno
 DR. C. L. SCOTT, Hanford
 DR. THOMAS PEERY, Corcoran
 DR. N. N. BROWN, Bakersfield
 DR. N. J. BROWN, Bakersfield
 DR. F. A. HAMLIN, (Oculist), Bakersfield
 DR. G. C. SABICHI, Consulting Surgeon, Bakersfield
 DR. E. S. FOGG, Wasco

DR. J. B. ROSSON, Tulare
 DR. T. O. McSWAIN, Visalia
 DR. G. A. HAWKINS, Reedley
 DR. E. G. SIMON, Oakland
 DR. H. D. BELL, Consulting Surgeon, Oakland
 DR. J. A. YOUNG, Oakland
 DR. J. WALTER KEY, Taft
 DR. P. E. PAGE, Monarch