

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



VALLEY

AND

SAN FRANCISCO TERMINAL DIVISIONS.

EMPLOYEES' TIME TABLE

IN EFFECT

Sunday, July 5, 1942,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 83, Dated February 8, 1942,
and any Supplements thereto.

84

84

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

E. E. McCARTY,
General Manager,
Los Angeles, Cal.

E. B. HEBERT,
Superintendent,
Valley Division,
Fresno, Cal.

P. W. ARCHIBALD,
Trainmaster,
Sunset Railway and
Bakersfield Yard,
Bakersfield, Cal.

NEIL WILSON,
Trainmaster,
Second and Third Districts,
Fresno, Cal.

J. W. ROBBINS,
Day Chief Dispatcher,
Fresno, Cal.

A. C. HARGIS,
H. HOLDER,
S. A. WYSONG,
E. M. TAYLOR,
W. W. HAYS,
L. L. WEBSTER,
J. E. McDONALD,
W. E. WATTS,
T. J. MILLER,
E. V. ROSS,
Dispatchers,
Fresno, Cal.

F. J. MacKIE,
O. L. GRAY,
Assistant General
Managers,
Los Angeles, Cal.

W. L. MORE,
Superintendent,
San Francisco Terminal Division,
San Francisco, Cal.

A. K. JOHNSON,
Trainmaster,
First, Visalia and Porterville
Districts,
Fresno, Cal.

E. W. TERRY,
Trainmaster,
San Francisco Terminal Division,
Richmond, Cal.

J. B. WARD,
Night Chief Dispatcher,
Fresno, Cal.

Timetable 85 eff 29 Nov 1942

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1940, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

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

4. Rule 1 (B): Standard clocks are located at Bakersfield (yard office and roundhouse), Cutler, Calwa (station and roundhouse), Fresno, Riverbank, Mormon, Richmond (station and roundhouse), Oakland, and China Basin yard.

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding. First class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Tulare.....siding west of station.

6. Rule 88: At following stations the designated switches are "heading-in" points for trains which are required to take siding.

Exeter and Lindsay: House track.

Visalia, westward trains, east switch to house track.

Parlier: Westward trains, crossover switch east of station.

Calwa, trains entering yard from Visalia district will use eastward main track to first switch west of double-track junction.

Merced, eastward trains, crossover switch west of station. During period towerman on duty at tower No. 2, west end extension of siding can be used by trains required to take siding when to do so will not interfere with the movement of Y. V. passenger trains.

Riverbank, westward trains, lead or siding switch opposite car repair shed.

Mormon, westward trains, crossover switch at signal 11193.

Stockton, westward trains, crossover switch east of station.

Glen Frazer, westward trains, south siding;
eastward trains, north siding.

Christie and Gateley, westward trains, north siding;
eastward trains, south siding.

Richmond: Westward first class trains, switch located just west of automatic signal 11891, opposite scale house; eastward first class trains, switch just east of block signal 2, Garrard Avenue, Oakland District.

7. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be permanently reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by trains on main track after switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient, when trains are approaching from opposite direction.

Headlight will be displayed through tunnels.

9. Rule 82 (A): Bulletin boards and books are located at Bakersfield, Calwa, Ducor, Cutler, Fresno, Riverbank, Mormon, Antioch, Richmond, Oakland, and China Basin, San Francisco.

10. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A): The second paragraph is amended to read: Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except as provided below:

Bakersfield, a Southern Pacific register will be maintained by the operators which will contain the information indicated on register at Kern Junction and will be used to comply with Southern Pacific Rule 83-C, but must not be used for registration.

Cutler, extra trains (except those originating or terminating) need not register.

Mormon, extra trains (except those originating or terminating) need not register. Trains need only check register against superior trains which have not been met or their arrival indicated on register previously checked.

Riverbank and Richmond, first class trains may register by Form 903.

Mormon, first and second class trains may register by Form 903.

Calwa, first-class trains except those originating and terminating may register by Form 903.

11. Rule 86: In addition to the provisions thereof, within automatic block signal territory, except where rule D-152 applies or when signals are inoperative, an inferior train

must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

12. Rule 93: Yard limits are located at Kern Junction-Bakersfield-Mopeco-Oil Junction, Oil Junction-Oil City, Exeter, Lindsay, Porterville, Corcoran, Hanford, Visalia, Cutler-Wyeth, Reedley, Piedra, Calwa-Fresno-Hammond, Hammond-Belmont Ave., Merced, Riverbank-Oakdale, Stockton-Mormon, Sando-Antioch, Pittsburg, Port Chicago, Richmond, and Oakland.

Rule 711: Between limits described below, all trains and engines will move governed by automatic and/or interlocking signals, whose indications are superior to class and direction:

Kern Junction-Bakersfield-Landco-Oil Junction: Between Kern Junction tower, Signal 8912 west of Mopeco on First District and Oil Junction on the Porterville District.

Calwa-Fresno-Hammond: Between Signal No. 9931 east of Calwa, Signal No. 681 on the Visalia District and Signal No. 10002 at west end of Hammond.

Richmond: Between Signal 11881 at east end of Richmond yard Third District and Signal No. 12 on Oakland District.

Westward trains finding Signal 11881, Third District, in "Stop" position must stop and may at once proceed at restricted speed. This modifies Rule 830 (a).

13. Rule 97: Extra trains, the conductors and enginemen of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher, and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal, or from an intermediate station to a district terminal, without Form G train orders; but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G.

A Form G order will be required for all short movements between intermediate stations.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

Rule 103 (A): The second paragraph is abrogated.

15. Rule 104 (A) first paragraph is amended as follows: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

16. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except Nos. 30 and 26 at Fresno and westward trains at Kern Jct. or where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

Bakersfield is the initial and terminal station for all trains arriving and departing therefrom.

No train will leave Richmond or Ducor when there is an operator on duty without receiving clearance card.

17. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

18. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

19. Rule 310: Following is list of structures:

Mile Post	Location	Description
1096.7	Bridge A-1097	Truss Bridge
1166.4	Bridge Ab-1167	S. P. Bridge
1166.5	Bridge Ac-1167	Highway Bridge
1169.3	Bridge Ba-1170	Highway Bridge
1170.2	Between Vine Hill and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond Ave. and Ferry Point	Tunnel No. 5

20. Rule 313: The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

21.

22. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once each forty-five minutes to safeguard the comfort of passengers.

California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

23. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain,

a member of the crew must inform such passenger or passengers.

24. Rule 382: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

25. Rule 391: Standard thermometers are located at Oakland, Richmond, Mormon, Riverbank, Merced, Fresno, Calwa, Cutler, Corcoran, and Bakersfield.

Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-J, supplements thereto, and special bulletins with respect to handling ventilators.

SPEED LIMITATIONS

26. 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.

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

Maximum speed of passenger trains, forty miles per hour, freight trains, twenty miles per hour, over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted.

Maximum speed permitted through turnouts is as follows:

- No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
- No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
- No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
- No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.

No. 10 turnouts are located on sidings, crossovers and junctions.

No. 14 turnouts are located at Double Track Junction, Calwa and Fresno.

No. 20 turnouts—None.

Maximum speed of all trains entering or leaving east siding switch Port Chicago, ten miles per hour; all other turnouts and crossovers, fifteen miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty miles per hour around sharp curves and where view is obscured, and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any

portion of the First, Second, Third, Oakland, Porterville and Visalia Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour, (six minutes for each mile);

With rods down or disconnected, but with all drivers on rail, fifteen miles per hour, (four minutes for each mile);

With all rods up and connected, twenty miles per hour, (three minutes for each mile).

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH		
All Freight and Switch Locomotives include types:		
0-4-0	2-6-2	2-10-0
0-6-0	2-8-0	2-10-2
0-8-0	2-8-2	2-10-4
2-6-0	2-8-4	

25 MPH	35 MPH
Passenger Locomotives	
Mountain Type Includes	All locomotives except Mountain Types Includes
4-8-2	4-4-0
4-8-4	4-4-2
	4-6-0
	4-6-2

CLASS	MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE					
	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
702-707	1	43	1	43	1	43
797-813	1	43	1	43	1	43
990-999	1	43	1	43	1	43
1211-1222	0	48	1	06	1	20
1226-1265	0	48	1	06	1	20
1297-1308	0	48	1	06	1	20
1322-1379	0	48	1	06	1	20
1413-1468	0	48	1	06	1	20
1950-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3400	0	45	1	06	1	20
3520-3534	0	48	1	06	1	20
Passenger Diesels (except Motor 7)	0	36	.....	.....	1	20
Passenger Diesel 7	0	40	.....	.....	1	20
Freight Diesels 100-101	0	45	1	06	1	20
Freight Diesels 102-103-104	0	51	1	06	1	20
Freight Diesels 105 and above	0	55	1	06	1	20
Motors M-130, M-131, M-180, M-181	1	00	.....	.....	1	00
Switch, no truck	.....	.....	.....	.....	3	00
All Other Classes	.....	.....	1	43	1	43
All Classes, backing up	3	00	3	00	3	00

A tolerance of ten per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light.

(Continued on Page 10)

WESTWARD							TIME TABLE	EASTWARD										
Second Class			First Class				Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	First Class				Second Class
95	93	91	23	63	1	61								24	60	2	62	92
Freight	Freight	Freight	Grand Canyon Limited	Golden Gate	The Scout	Golden Gate	No. Cars			STATIONS			Grand Canyon Limited	Golden Gate	The Scout	Golden Gate	Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Miles					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			PM 9.50		PM 12.01		78	885.2	0.0	KERN JUNCTION		C	AM 7.40		PM 6.00			
			\$10.00	PM 4.16	\$12.10	AM 11.10	Yard	887.7	13.3	BAKERSFIELD		C	s 7.30	PM 2.00	s 5.50	PM 11.59	AM 7.30	
PM 11.00	PM 3.00	AM 7.10 ²⁴	10.20	4.18	12.24	11.13		889.3	0.0	2.1		B	7.05	1.56	5.30	11.54	7.25	
11.05	3.06	7.15	10.24	4.20	12.27	11.15	74	891.9	0.0	LANDCO		B	7.02	1.54	5.24	11.51	7.20 ⁹¹	
11.10	3.12	7.20 ⁹²	10.27	4.23	12.31	11.18	72	895.7	0.0	2.1		B	6.59	1.50	5.19	11.47	7.10	
11.16	3.18	7.30	10.32	4.27	12.36	11.22	74	900.6	9.2	JASTRO		B	6.53	1.45	5.13	11.42	7.01	
11.23	3.25	7.37	10.38	4.32	12.44	11.27	144	905.5	0.0	3.8		C	s 6.47	1.41	s 5.05	11.37 ⁹⁵	6.50	
11.37 ⁶²	3.31	7.44	\$10.46	4.39	\$12.54	11.34	120	913.0	0.0	ROSEDALE		C	s 6.37	1.34	s 4.54	11.30	6.41	
11.50	3.43	7.56	\$10.56	4.44 ²	1.01	11.39	74	918.3	0.0	4.9		B	6.28	1.29	4.44 ⁶³	11.24	6.34	
11.56	3.51	8.03	11.03	4.48	1.07	11.43	74	924.5	0.0	UNA		B	6.21	1.24	4.32	11.17 ²⁹	6.26	
AM 12.02	3.59	8.09	11.17 ⁶²	4.54	1.18 ⁶⁰	11.49	74	932.0	1.1	SHAFTER		C	6.12 ⁹²	1.18 ¹	4.24	11.11	6.12 ²⁴	
12.09	4.08	8.19	11.27	4.58	1.24	11.53	94	936.4	9.5	7.5		B	6.07	1.14	4.19 ⁹³	11.07	5.56	
12.14	4.19 ²	8.24	11.32	5.03	1.30	11.58	78	942.1	4.1	WASCO		C	6.01	1.09	4.12	11.02	5.48	
12.19	4.26	8.30	11.38	5.06	1.34	PM 12.01	74	945.9	0.0	5.8		B	5.57	1.06	4.08	10.59	5.43	
12.24	4.31	8.35	11.42				21	946.9	0.0	ELMO		B						
										5.7		B						
12.40	4.40	8.50	\$11.52	5.10	s 1.45	12.05	Yard	950.9	3.2	KERNEL		C	s 5.50	1.02	s 4.02	10.54	5.35	
12.48	4.48	8.57	11.57	5.13	1.50	12.08	76	953.9	4.1	7.5		B	5.38	12.59	3.52	10.51	5.17	
12.55	5.00	9.05	AM 12.03	5.18	1.56	12.13	83	960.1	5.8	ALLEN SWORTH		B	5.32	12.54	3.46	10.46	5.09	
			12.07	5.22	2.00	12.17	23	964.1	5.2	4.4		B	5.28	12.51	3.42	10.42	5.04	
1.06	5.10	9.17	\$12.17	s 5.29	s 2.10	\$12.24	123	967.9	9.0	STOIL		C	s 5.23	\$12.48	s 3.37	\$10.38	4.59	
			12.22	5.33	2.15	12.27	22	971.2	10.6	5.7		B	5.11	12.43	3.27	10.32	4.52	
							5	971.3	0.0	ANGIOLA		B						
1.14	5.19	9.26	12.25	5.35	2.18	12.30	74	973.3	14.6	3.8		B	5.08	12.40	3.24	10.30	4.48	
1.18	5.23	9.30	f 12.30	5.37	s 2.23	12.34 ⁶⁰	75	976.0	0.0	BLANCO		C	s 5.03	12.34 ⁶¹	f 3.20	10.27	4.44	
1.24	5.29	9.36	12.37	5.43	2.30	12.39	74	981.9	10.6	1.0		B	4.54	12.29	3.12	10.22	4.37	
1.28	5.33	9.41	12.41	5.47	2.34	12.43	25	985.6	10.6	TURNBULL		B	4.50	12.26	3.08	10.19	4.32	
1.31	5.36	9.45	12.45	5.50	f 2.39	12.46	78	988.3	10.6	4.0		B	f 4.46	12.24	3.05	10.17	4.28	
1.35	5.39	9.50	12.49	5.53	2.42	12.48	74	991.1	0.0	GUERNSEY		B	4.42	12.21	3.02	10.14	4.23	
								994.4	0.0	4.0		C						
1.45 AM	5.45 PM	9.55 AM	\$12.58 AM	5.57 PM	f 2.50 PM	12.53 PM	Yard	995.2	0.0	S. P. Co. Crossing		C	4.35 AM	12.16 PM	2.55 PM	10.09 PM	4.15 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				HANFORD		C						
(39.0)	(39.0)	(39.0)	(39.8)	(63.2)	(41.5)	(62.6)				3.3								
										BANNER								
										0.6								
										LUCERNE								
										1.5								
										SHIRLEY								
										2.7								
										LATON								
										5.9								
										CONEJO								
										3.7								
										MONMOUTH								
										2.7								
										BOWLES								
										2.8								
										OLEANDER								
										3.3								
										CALWA TOWER								
										S. P. Co. Crossing								
										0.8								
										CALWA								
										110.0)								
										Leave Daily								
										.....Average speed per hour.....							
										(40.0)								
										(62.0)								
										(38.8)								
										(58.6)								
										(33.0)								

SECOND DISTRICT

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS 5

WESTWARD									EASTWARD													
Second Class			First Class						Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Railing Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Office of Communication and Booth Phone	Railing Grade Ascending	First Class						Second Class
95	93	91	63	25	1	61	15	23								24	30	60	2	26	62	92
Freight	Freight	Freight	Golden Gate	MOTOR	The Scout	Golden Gate	MOTOR	Grand Canyon Limited	Grand Canyon Limited	MOTOR	Golden Gate	The Scout	MOTOR	Golden Gate	Freight							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
PM 6.20	AM 10.10	AM 2.20	PM 5.57	PM 4.10	PM 2.50	PM 12.53	AM 6.15	AM 12.58	Yard	FW TY	995.2	CALWA	C	f 4.35	AM 5.54	PM 12.16	f 2.55	PM 4.40	PM 10.09	AM 3.35		
											15.8	SUNMAID TOWER S. P. Co. Crossing	C									
											15.8	FRESNO TOWER S. P. Co. Crossing	C									
6.33	10.23	2.33	s 6.02 6.04	4.18 PM	s 2.55 3.05	s 12.57 12.59	5.25 AM	s 1.05 1.25	Yard	W	999.1	FRESNO	C	s 4.30 4.10	5.45 AM	12.12 12.10	s 2.50 2.40	4.30 PM	10.05 10.03	3.25		
6.41	10.31	2.41	6.10		3.11	1.05		1.31	81		1000.1	HAMMOND	B	4.04		12.04 PM	2.34		9.57	3.10		
6.50	10.38	2.48	6.15		3.19	1.10		1.38	74		1005.7	FIGARDEN	B	3.53		11.59	f 2.27		9.52	3.02		
6.58	10.45	2.55 ⁰²	6.20		3.26	1.15		1.46	74		1011.6	GREGG	B	3.45		11.54	2.19		9.47	2.55 ⁰¹		
7.01	10.49	2.59	6.22		3.29	1.17		1.49	41		1014.0	TRIGO	B	3.42		11.52	2.16		9.45	2.46		
7.10	10.56	3.06	6.27		f 3.37	1.22		1.56	74	W	1019.6	MADERA	C	3.36		11.47	f 2.10		9.40	2.38		
7.19	11.04	3.14	6.33		3.45	1.28		2.03	74		1026.1	KISMET	C	3.28		11.41	2.02		9.34	2.29		
											1026.4	KISMET TOWER S. P. Co. Crossing	C									
7.24	11.09	3.23 ²⁴	6.37		3.50	1.32		2.08	43		1030.3	SHARON	B	3.23 ⁰¹		11.38	1.56		9.30	2.22		
7.32	11.15	3.29	6.42		3.56	1.37		2.14 ⁰²	75		1035.8	MARGUERITE	B	3.16		11.33	1.50		9.25	2.14 ²³		
			6.44		3.59	1.39		2.17	14		1038.4	DICKINSON	B	3.12		11.31	1.47		9.22	1.56		
7.40	11.28 ⁶⁰	3.35	6.47		s 4.05	1.42 ²		f 2.22	76	W	1041.5	LEGRAND	C	s 3.08		11.28 ⁰³	s 1.42 ⁶¹		9.20	1.51		
			6.50		4.10	1.45		2.26	18		1044.5	BURCHELL	C	3.03		11.25	1.34		9.18	1.45		
7.48	11.38	3.44	6.52		f 4.15	1.47		2.29	75		1047.3	PLANADA	C	f 3.00		11.23	f 1.31		9.16	1.43		
7.52	11.42	3.49	6.55		4.20	1.50		2.32	78		1050.6	TUTTLE	B	2.55		11.20	1.27		9.13	1.35		
8.05	11.50	4.05	s 7.02		s 4.35	s 1.56		s 2.47 ²⁴	118	W	1056.1	MERCED Yosemite Valley R. R. Crossing	C	s 2.47 ²³		11.15	s 1.20		s 9.08	1.25		
											1057.7	S. P. Co. Crossing	C									
8.15	PM 12.01	4.15	7.09		4.44	2.03		2.55	73		1062.3	CUBA	B	2.34		11.07	1.06		9.00	1.04		
8.20	12.05	4.20	7.12		f 4.50	2.06		f 2.59	73		1065.4	WINTON	C	f 2.30		11.04	f 1.01		8.57	12.59		
8.24	12.09	4.24	7.14		4.55	2.08		3.02	73		1068.3	CRESSY	B	2.26		11.01	f 12.53		8.55	12.55		
8.29	12.14	4.29	7.17		5.01	2.12		3.06	74		1072.0	BALLICO	B	2.21		10.58	f 12.47		8.52	12.50		
8.45 ⁰²	12.35 ²	4.38	7.24		f 5.15	2.19		f 3.15	78	W	1079.6	DENAIR	C	f 2.12		10.51	f 12.35 ⁰³		8.45 ⁰⁵	12.40		
8.55	12.40	4.45	7.29		s 5.26	2.24		f 3.23	73		1085.8	HUGHSON	C	s 2.04		10.45	s 12.25		8.40	12.32		
9.01	12.45	4.50	7.32		f 5.33	2.27		3.27	107		1089.2	EMPIRE	C	f 1.57		10.42	f 12.19		8.37	12.26		
9.06	12.50	4.55	7.35		5.39	2.30		3.31	45		1092.8	CLAUS	B	1.52		10.39	12.13		8.34	12.20		
9.15 PM	12.55 PM	5.00 AM	7.38 PM		s 5.45 PM	2.33 PM		s 3.35 AM	Yard	FW TY	1096.3	RIVERBANK	C	1.47 AM		10.36 AM	12.08 PM		8.31 PM	12.10 AM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(101.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(35.1) (36.8) (37.9) (61.3) (21.8) (36.8) (61.9) (17.4) (44.3) Average speed per hour (41.0) (19.3) (61.9) (38.6) (17.4) (63.2) (29.6)

WESTWARD							EASTWARD													
First Class							First Class													
63	1	113	61	107	23	105	Capacity of Sidings	Fuel, Water Turntables and Wyes	Miles from Richmond	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	60	106	2	62	108	24	112
Golden Gate	The Scout	Passenger	Golden Gate	Passenger	Grand Canyon Limited	Passenger								Golden Gate	Passenger	The Scout	Golden Gate	Passenger	Grand Canyon Limited	Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PM 9.27	PM 8.51	PM 5.45	PM 4.21	AM 7.40	AM 6.31	AM 6.10	Yard	FW TY	0.0	64.4	RICHMOND	39.6	C	AM 8.47	AM 9.00	AM 9.24	PM 6.47	PM 10.43	PM 11.09	PM 11.38
9.35	9.00	5.55	4.30	7.50	6.40	6.20	66		4.5	22.7	4.5 EL CERRITO	31.7	B	8.39	8.50	9.15	6.39	10.34	10.59	11.29
9.45	9.10	6.05	4.40	8.00	6.50	6.30	25		8.0	0.0	3.5 BERKELEY	0.0	C	8.30	8.40	9.05	6.30	10.24	10.50	11.19
									9.9	0.0	1.9 S. P. Co. Crossing	79.4								
9.55 10.00	9.20 9.25	6.15 PM	4.50 4.55	8.10 AM	7.00 7.10	6.40 AM	Yard	WY	10.9	0.0	1.0 OAKLAND 40th and San Pablo		C	8.20 8.15	8.30 AM	8.55 8.45	6.20 6.15	10.15 PM	10.40 10.20	11.10 PM
10.15 PM	9.45 PM		5.10 PM		7.30 AM						7.0 SAN FRANCISCO			8.00 AM		8.30 AM	6.00 PM		10.00 PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(17.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(23.4)	(22.6)	(18.7)	(22.6)	(21.8)	(22.6)	(21.8)	.....Average speed per hour.....				(24.2)	(21.8)	(22.6)	(24.2)	(23.4)	(22.6)	(23.4)			

SUNSET RAILWAY COMPANY

EMPLOYEES' TIME TABLE No. 84

IN EFFECT JULY 5, 1942, AT 12:01 AM; PACIFIC STANDARD TIME

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	Distance from Bakersfield	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD
No. Cars	Miles				STATIONS			
Yard	47.9		0.0		TAFT 1.6	85.5	C	
			46.3	21.1	LOWRY 5.0	85.5		
13	41.3		37.0		KERTO 2.2	30.2		
39	39.1	Y			PENTLAND			
18	43.4		73.9		MARICOPA 1.8	84.5		
28	41.6		0.0		HAZELTON 2.5	85.5		
39	39.1		0.0		PENTLAND 10.9	68.6		
	29.2		5.3		LEVEE 2.4	10.6		
46	25.8	W	0.0		MILLUX 4.7	5.3	B	
43	21.1		13.2		CONNER 6.6	0.0		
15	14.5		10.6		BANNISTER 3.0	0.0		
20	11.5		0.0		GOSFORD 9.0	15.8	B	
	2.5				KERN JCT. 2.5	0.0	C	
Yard	FW Y				BAKERSFIELD		C	

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," dated 1941, must be in the hands of all employees whose duties are in any way prescribed thereby.

2. Special rules of The Atchison, Topeka & Santa Fe Railway Company Valley Division timetable are applicable to Sunset Railway Company.

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 Maricopa, Pentland and Taft.

5. a. SPEED LIMITATIONS

	Psngr.	Freight
	Miles Per Hour	
Between Gosford and Pentland....	25	25
Pentland and Maricopa.....	12	12
Pentland and Kerto.....	12	12
Kerto and Taft.....	20	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.

Between Oakland and San Francisco passengers and hand baggage will be transported in Buses—Checked baggage, mail and express in trucks.

No. 105 is superior to Nos. 60 and 106

No. 23 is superior to No. 106

No. 107 is superior to Nos. 106 and 2

No. 61 is superior to No. 62

No. 113 is superior to Nos. 108 and 24

No. 1 is superior to Nos. 108 and 112

No. 63 is superior to Nos. 108 and 112

WAHTOKE DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Reedley	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
No. Cars	Miles				STATIONS			
Yard	16.9		0.0		PIEDRA 2.1	58.3	B	
8	14.8		0.0		AVOCADO 3.5	57.0		
34	11.3		0.0		OAKHURST 2.0	52.8		
27	WY	9.3	0.0		MINKLER 3.4	31.7	B	
15		5.9	33.2		WAHTOKE 1.5	0.0	B	
34		4.4	0.0		RADWIN 4.4	41.4		
Yard	F WY	0.0			REEDLEY		C	
(16.9)								

FRESNO INTERURBAN DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Hammond	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
No. Cars	Miles				STATIONS			
20	0.0			0.0	HAMMOND	0.0	B	
8	2.0			0.0	CINCOTTA 0.4	0.0		
5	2.4			0.0	BARTONETTE 2.5	0.0	B	
10	4.9			0.0	CAMEO S. P. Co. Crossing 1.6	0.0		
11	6.5			0.0	FORTHCAMP 0.7	0.0		
30	7.2			0.0	BURNES 2.4	0.0	B	
12	9.6			0.0	BLASINGAME 3.3	0.0		
50	12.9			42.2	FAIRVIEW 1.4	10.6	B	
13	14.3			0.0	HABER 0.7	0.0		
18	15.0			9.5	ZEDIKER 0.7	0.0	B	
13	15.7			31.7	RIVERBEND 1.0	42.2		
6	16.9			10.6	ELK 0.2	0.0		
0					BELMONT AVE. (16.9)			

LATON DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Laton	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
No. Cars	Miles				STATIONS			
84	0.0	Y		0.0	LATON 5.6	10.4	C	
10	5.6			0.0	CLINT 2.2	0.0		
	7.8			0.0	H. & S. L. B. Co. Crossing 1.8	0.0		
11	9.6			0.0	GEPFORD 2.3	0.0		
4	11.9			0.0	ROY 3.7	3.0		
20	15.6			0.0	SHILLING 1.8	0.0		
8	17.4	Y			LANARE			
					(17.4)			

OIL CITY DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Oil Junction	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
No. Cars	Miles				STATIONS			
40	0.0	Y		21.1	OIL JUNCTION 3.0	0.0	B	
29	3.0			0.0	SEGURO 2.6	42.2	C	
Yard	5.6	WY			OIL CITY (5.6)			

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Corcoran	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
First Class	No. Cars		Miles		STATIONS			First Class
25								30
MOTOR								MOTOR
Leave Daily	Yard	WY	0.0		CORCORAN		C	AM 8.15
PM 1.50	18		4.1	28.5	WAUKENA 4.1	0.0	B	f 8.05
f 2.00	34		9.7	13.2	PAIGE 5.6	0.0		f 7.54
f 2.08	14		11.6	8.9	ROBLA 1.9	0.0		f 7.50
2.11	25		14.7	16.6	S. P. Co. Crossing 3.1	0.0	C	s 7.44
s 2.20	17		18.7	13.9	TULARE 4.0	0.0		f 7.32
f 2.28	54		20.0	5.3	SWALL 1.3	0.0		7.30
2.30	47	W	24.8	5.3	LOMA 4.8	0.0		
s 2.40	29		31.4	0.0	VISALIA S. P. Co. Crossing 6.6	16.2	C	s 7.22
f 2.50			32.9	11.6	PERAL 1.5	0.0		f 7.09
			35.8	11.6	S. P. Co. Crossing 2.9	0.0		
f 2.56			38.1	10.6	CALGRO 2.3	15.9	B	f 7.02
s 3.05	68	WF	41.3	0.0	CUTLER 3.2	0.0	C	s 6.52
f 3.10	33		44.8	0.0	SULTANA 3.5	13.2	C	f 6.47
f 3.16	56		48.5	9.3	DINUBA 3.7	0.0	C	s 6.40
s 3.25	Yard	WY F	50.4	14.6	REEDLEY 1.9	0.0	C	s 6.33
			50.7	14.6	S. P. Co. Crossing 0.3	0.0		
f 3.29	23		53.1	0.0	LACJAC 2.4	0.0		f 6.25
s 3.35	140		54.6	5.3	PARLIER 1.5	0.0	C	s 6.21
f 3.37	23		58.2	1.1	MILEY 3.6	2.5		f 6.16
s 3.45	54		61.6	0.0	DEL REY 3.4	7.9	C	s 6.11
f 3.53	44		64.1	0.0	WOLF 2.5	8.5		f 6.06
f 3.57	34		66.1	0.0	LONE STAR 2.0	10.6		f 6.02
f 4.05	20		68.6	0.0	CECILE 2.5	10.6		f 5.59
s 4.10 PM	Yard	FW TY			CALWA		C	5.55 AM
Arrive Daily					(68.6)			Leave Daily

(29.4) Average speed per hour (29.4)

OAKDALE DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Riverbank	Ruling Grade Ascending	TIME TABLE NO. 84 July 5, 1942	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
No. Cars	Miles				STATIONS			
Yard	6.5	Y		21.1	S. P. Co. Crossing OAKDALE 6.5	21.1		
Yard	5.6	Y FW T	0.0		RIVERBANK		C	
					(6.5)			

WESTWARD		TIME TABLE		EASTWARD	
Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Mainlor	NO. 84	Railing Grade Ascending	Office of Communication and Booth Phone
No. Cars		Miles	July 5, 1942		
			STATIONS		
			BAKERSFIELD		
			2.1	0.0	
			LANDCO		B
54		113.9	3.2	51.5	
			OIL JUNCTION		B
29		110.7	38.8		
			DUCOR		C
		71.9	5.9	52.8	
50		66.0	ULTRA		B
			7.0	52.8	
		59.0	PORTERVILLE JOT.		
			P. N. E. Railway Crossing		
			0.8	33.2	
44	YW	58.2	PORTERVILLE		C
			5.8	52.8	
		52.4	Visalia Electric Railway Crossing		
			0.5	3.8	
38		51.9	STRATHMORE JCT.		B
			1.1	0.0	
29		50.8	MIRADOR		
			4.1	31.4	
53	W	46.7	LINDSAY		C
			3.1	34.8	
20		43.6	LUCCA		
			0.6	0.0	
16		43.0	SIDES		
			3.8	0.0	
53		39.2	EXETER		C
			0.3	0.0	
		38.9	Visalia Electric Railway Crossing		
			0.6	0.0	
9		38.3	ANTES		
			2.1	5.3	
31		36.2	VENIDA		
			2.1	5.3	
21		34.1	FANE		
			2.9	8.9	
23	W	31.2	HILLMAID		B
			0.1	30.8	
		31.1	Visalia Electric Railway Crossing		
			1.0	30.8	
19		30.1	REDBANKS		B
			1.8	20.8	
11		28.3	CAIRNS		
			1.4	17.4	
14		26.9	RAYO		
			3.1	17.4	
84		23.8	SEVILLE		
			3.2	10.8	
	Y	20.6	WYETH		
			1.6	26.8	
68	WF		CUTLER		C
			1.6		
	Y	20.6	WYETH		
			2.0	0.0	
29		18.6	OROSI		C
			6.4	15.2	
39		12.2	ORANGE COVE		C
			5.9	10.6	
25		6.3	NAVALENCIA		
			6.3	31.7	
27	WY	0.0	MINKLER		B
			(116.0)		

..... Average speed per hour.....

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

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., Los Angeles.
 DR. A. R. KILGORE, Assistant to Chief Surgeon, San Francisco.

- DR. CURTIS SMITH, Division Surgeon.....San Francisco.
- DR. G. F. CUSHMAN, Local Surgeon.....San Francisco.
- DR. LEWIS F. MORRISON, (Aurist).....San Francisco.
- DR. O. F. MONTGOMERY, Dermatologist.....San Francisco.
- DR. ROBERT SHAFFER, Consulting Oculist.....San Francisco.
- DR. RALPH SOTO-HALL, Consulting Surgeon.....San Francisco.
- DR. J. R. DILLON, Consulting Surgeon.....San Francisco.
- DR. HOWARD BROWN, Consulting Surgeon.....San Francisco.
- DR. R. A. CRUM, Local Surgeon.....Oakland.
- DR. CHAS. E. PETERS, Roentgenologist.....Oakland.
- DR. M. H. SHUTES, Eye, Ear, Nose and Throat.....Oakland.
- DR. C. L. ABBOTT, District Surgeon.....Richmond-Oakland.
- DR. U. S. ABBOTT, Local Surgeon.....Richmond.
- DR. L. A. HEDGES, Assistant Local Surgeon.....Richmond.
- DR. J. P. R. HARMON, Eye, Ear, Nose and Throat.....Richmond.
- DR. JAMES B. KAESS, Local Surgeon.....Port Chicago.
- DR. L. B. WEATHERBEE, Consulting Surgeon.....Antioch.
- DR. W. T. McNEIL, Local Surgeon.....Stockton.
- DR. J. O. ECCLESTON, Assistant Local Surgeon.....Stockton.
- DR. J. D. DAMERON, Consulting Surgeon.....Stockton.
- DR. H. L. GREGORY, Eye, Ear, Nose and Throat.....Stockton.
- DR. F. E. CHOURET, Local Surgeon.....Riverbank.
- DR. W. S. DINSMORE, Local Surgeon.....Empire.
- DR. RAY R. DEARBORN, Local Surgeon.....Madera.
- DR. A. H. SWEENEY, Division Surgeon.....Fresno.
- DR. R. W. DAHLGREN, Local Surgeon.....Fresno.
- DR. CARL H. SHUCK, Local Surgeon.....Fresno.
- DR. L. R. NIELSON, Assistant Local Surgeon.....Fresno.
- DR. W. L. ADAMS, JR., Consulting Surgeon.....Fresno.
- DR. J. R. WALKER (Oculist).....Fresno.
- DR. G. W. WALKER (Oculist).....Fresno.
- DR. B. F. WALKER (Consulting Oculist).....Fresno.
- DR. HUGH AWTREY, Eye, Ear, Nose and Throat Specialist.....Fresno.
- DR. W. E. LILLEY, Local Surgeon.....Merced.
- DR. A. S. PARKER, Assistant Local Surgeon.....Merced.
- DR. W. F. CHAMLEE, Local Surgeon.....Hanford.
- DR. E. C. FOSTER, Consulting Surgeon.....Hanford.
- DR. L. W. SORENSON, Local Surgeon.....Corcoran.
- DR. JOE SMITH, Local Surgeon.....Bakersfield.
- DR. ROBERT E. BLAKE, Assistant Local Surgeon.....Bakersfield.
- DR. K. S. McKEE (Oculist).....Bakersfield.
- DR. C. E. NIXON, Assistant Local Surgeon.....Bakersfield.
- DR. NICOLAI N. RILCOFF, Assistant Local Surgeon.....Bakersfield.
- DR. ALVIN W. GAEDE, Local Surgeon.....Shafter.
- DR. E. S. FOGG, Local Surgeon.....Wasco.
- DR. R. C. HILL, Local Surgeon.....Exeter.
- DR. RAY W. ROSSON, Local Surgeon.....Tulare.
- DR. ADDISON W. PRESTON, Local Surgeon.....Visalia.
- DR. IRVIN H. BETTS, Assistant Local Surgeon.....Visalia.
- DR. G. A. HAWKINS, Local Surgeon.....Reedley.
- DR. HORACE G. CAMPBELL, Local Surgeon.....Lindsay.
- DR. JAMES C. McCLURE, Consulting Surgeon.....Lindsay.
- DR. NEWTON MILLER, Local Surgeon.....Porterville.

First aid kits are located at Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco; on all locomotives; and with all extra gangs and signal construction gangs.

A. J. STROBEL, General Watch Inspector, Topeka, Kan.
 T. J. O'MARA, Traveling Watch Inspector, Fresno.
 At Calwa, 1st, 2nd, 15th and 16th, 7:30 a.m. to 3:00 p.m.
 At Calwa, 3rd and 17th, 7:00 a.m. to 12:01 p.m.
 At Riverbank, 3rd and 17th, 5:00 p.m. to 7:00 p.m.

LOCAL WATCH INSPECTORS

- | | |
|--|---|
| M. S. Grousd.....210 Townsend St., San Francisco | Con Mantele.....129 N. Sutter St., Stockton |
| Lowell O. Dixon.....1809 Telegraph Ave., Oakland | A. L. Colvin.....911 Van Ness Ave., Fresno |
| Otto A. Poulsen.....822 MacDonald Ave., Richmond | E. B. Warrington.....Corcoran |
| W. R. Stribley.....917 MacDonald Ave., Richmond | J. N. Cheney.....1425 - 19th St., Bakersfield |
| Eugene Mayer.....605 - 2nd St., Antioch | |

(Continued from Page 3)

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
FIRST DISTRICT						
Between Bakersfield and Kern Jct..	3	00	3	00	3	00
Through city limits, Hanford.....	3	00	3	00	3	00
Between Stoil and Alpaugh.....	3	00	3	00	3	00
Through city limits, Corcoran.....	2	00	2	00	2	00
Between Laton and Lanare.....	3	00	3	00	3	00
VISALIA DISTRICT						
Between Calwa and Visalia (Steam)	1	12	1	30	1	30
Through city limits, Tulare.....	3	00	3	00	3	00
Through city limits, Visalia.....	3	00	3	00	3	00
Through city limits, Reedley.....	3	00	3	00	3	00
Through Parlier and Del Rey.....	2	30	2	30	2	30
Betw'n Visalia & Corcoran (Steam)	1	30	1	43	1	43
Betw'n Visalia & Corcoran (Motor)	1	12				
PORTERVILLE-OROSI DISTRICT						
Between Minkler and Wyeth.....	2	24	2	24	2	24
Between Cutler and Wyeth.....	2	00	2	00	2	00
Between Wyeth and Lindsay.....	1	12	2	00	2	00
Through city limits, Lindsay.....	3	00	3	00	3	00
Between Ducor and Porterville Jct.	1	20	2	24	2	24
Betw'n Lindsay and Porterville Jct.	1	20	2	00	2	00
Between Oil Jct. and Landco.....	1	20	1	43	1	20
WAHTOKE DISTRICT						
Between Minkler and Piedra.....	2	00	2	00	2	00
Between Reedley and Wahtoke.....	2	24	2	24	2	24
Between Wahtoke and Minkler.....	2	00	2	00	2	00
FRESNO INTERURBAN DISTRICT						
Between Hammond and Belmont Ave.	4	00	4	00	4	00
SECOND DISTRICT						
Between Sunmaid tower and Fresno	3	00	3	00	3	00
Between Fresno and Hammond....	4	00	4	00	4	00
Through city limits, Merced.....	3	00	3	00	3	00
OAKDALE DISTRICT						
Between Riverbank and Oakdale...	3	00	3	00	3	00
THIRD DISTRICT						
Through Interlocker Tower 2, Stockton	2	24	2	24	2	24
Through city limits, Stockton.....	3	00	3	00	3	00
Between Mile Posts 1124 and 1134..	1	00	1	20	1	43
Through city limits, Antioch.....	4	00	4	00	4	00
Through city limits, Pittsburg.....	2	30	2	30	2	30
Over street crossing west of depot, Port Chicago (11 P.M. to 7 A.M.)..	2	00	2	00	2	00

OAKLAND DISTRICT

No train or engine will exceed a speed of fifteen miles per hour through corporate limits of El Cerrito and Albany, twenty miles per hour between the west corporate limits of Albany and San Pablo Avenue, Oakland, and ten miles per hour between Oakland Station and Wood St. Whistle will be reasonably and moderately used, but unnecessary use will be avoided. Engine bell must ring continuously within these limits.

ALL DISTRICTS

27. Rule 460: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where fire might result.

28. Rule 872: The second and third paragraphs are amended to read:

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to

conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

Rules 875-876: In making this test before descending heavy grades be governed as follows: When trains are brought to stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car, train may proceed.

29. Rules 10 (f) and 701: Red lights will be used in dwarf signals to indicate "Stop."

30. Flag Stops to Pick Up Revenue Passengers:

Train	Stops	Passengers Destined
No. 2	Any station	East of Bakersfield
No. 24	Any station	East of Bakersfield
60-62	Pinole	Los Angeles or beyond from Vallejo or beyond

Flag Stops to Discharge Revenue Passengers:

Train	Stops	Passengers From
No. 24	Any station east of Stockton.....	From connecting lines at Stockton
No. 24	Any station	Richmond or west thereof
No. 2	Any station between Fresno and Bakersfield	Fresno and west thereof
No. 1	Any station	Bakersfield or east thereof
No. 23	Any station	Bakersfield or east thereof
No. 62	Corcoran, Wasco and Shafter.....	Stockton or west thereof
61-63	Pinole	Los Angeles or beyond to Vallejo or beyond

31. Automatic signals between Kern Junction and Richmond, and between Landco and Oil Junction.

At meeting points within these limits, train holding main track will not line switch for opposing train to enter siding until such train has passed next opposing signal.

SPRING SWITCHES

32. Spring switches located as follows: Bakersfield, at west end of long lead; Hanford, at the west end of siding; Calwa, double track junction; Fresno, Tulare St.; Merced, west end crossover west of depot; Riverbank, east end of ice house track, and west end west lead track; Mormon, east end passing track; Glen Frazer, at west end of south siding; Richmond, opposite Scale House.

Maximum speed trailing through spring switches must not exceed 25 miles per hour.

Reverse movements must not be attempted until switches are properly lined by hand. If stop is made with train on

spring switch, care must be taken to control slack action and avoid backward movement.

Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

FIRST DISTRICT

33. Double track between Kern Jct. and Bakersfield, be governed by Rule D-151.

34. Unnecessary use of steam whistle between Kern Junction and Oak Street, Bakersfield, is prohibited. In case of fog or other unusual condition, whistle may be reasonably and moderately used.

35. Rule 19: Between Kern Junction and Bakersfield and between Bakersfield and Oil Junction, trains to and from the joint track, in either direction may use markers showing green to the front and sides and red to rear, as prescribed by the Southern Pacific rules.

SECOND DISTRICT

36. Passenger trains backing between Calwa and Fresno will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night, a white light.

37. Double track between Fresno, Tulare St., and Calwa, be governed by Rule D-151.

VISALIA DISTRICT

38. Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

Train No. 30 will turn on wye arriving Corcoran.

PORTERVILLE DISTRICT

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

THIRD DISTRICT

40. Rule 9. Headlight must be displayed and markers lighted through all tunnels between Vine Hill and Christie, and in addition both day and night, flagman and engine crew on all trains will have lighted red and white lanterns ready for immediate use.

41. Helper engines must not be detached from trains in tunnels.

42. In switching at Hercules powder plant, cars must not be dropped into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working, cars must not be dropped or kicked.

43. At Sando: Westward train holding main track meeting eastward train must not pass preliminary board until signal 11503 assumes stop position.

At Christie: Eastward train holding main track meeting westward train, required to use south siding must not pass preliminary board until signal 11752 assumes stop position.

OAKLAND DISTRICT

44. At crossing of Key System track, 0.7 mile west, and of S. P. Company track, 1.1 mile west of Oakland station, all trains must stop and send flagman ahead governed by the provisions of Rules 98 (A), (B), (C) and (D), and must not exceed a speed of ten miles per hour over crossing.

Railroad Crossings at Grade and Interlockers.

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track. Santa Fe main track to Sunset track.	Interlocker. Semi-automatic. Approach locking.	Crossover — 0 — 0 Main track to Sunset — 0 — West main to S. P. West main 0 — —
Hanford	S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track.	Interlocker. Semi-automatic. Approach locking.	Corral 000 — Ice House 00 — 0
Calwa 0.8 East	S. P. main track and entrance to yard.	Interlocker. Semi-automatic. Approach locking.	

VISALIA DISTRICT

Tulare	S. P. main line.	Interlocker. No distant signals. Approach locking.	
Visalia	S. P. Visalia branch.	Stop. Send flagman ahead.	
Peral 1.5 West	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
Lacjac 0.3 East	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	

PORTERVILLE DISTRICT

Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Strathmore Jct. 0.5 East	Visalia Elec.	15 M.P.H. Stop when fog.	
Porterville 0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B, and C.	

LATON DISTRICT

Cornwell	H. S. L. E. R.	Stop. Rules 98, A, B, and C.	
----------	----------------	------------------------------	--

SECOND DISTRICT

Sunmaid Tower 0.5 West	S. P. Porterville branch.	Interlocker. Semi-automatic. Approach locking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Calwa	Double track Crossover and yard lead.		
Fresno Tower 0.4 East	S. P. Friant branch. Double track Crossovers, yard lead and Industry tracks.	Interlocker. Semi-automatic. Approach locking.	
Kismet 0.3 West	S. P. Berends branch and West switch to siding.	Interlocker. Semi-automatic. Approach locking.	
Merced, Tower No. 2	Y. V. R. R. and West switch to siding.	Interlocker. Semi-automatic. Approach locking.	
Merced, Tower No. 1 0.7 West	S. P. Oakdale branch.	Interlocker. Semi-automatic. Approach locking.	

FRESNO INTERURBAN DISTRICT

Cameo	S. P. Friant branch.	Stop. Send flagman ahead. Hand throw derails.	
-------	----------------------	---	--

OAKDALE DISTRICT

Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
---------	-----------------------	------------------------------	--

THIRD DISTRICT

Stockton, Tower No. 2 0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocker. Semi-automatic. Approach locking.	S. P. transfer 000 — W. P. transfer — 0 — W. P. main track connection 0 —
Woodsbro 1.0 East	San Joaquin River Drawbridge.	Interlocker. Semi-automatic. Approach locking.	
Middle River 0.3 East	Drawbridge, siding and wharf track.	Interlocker. Semi-automatic. Approach locking.	Siding to main — 0 —

OAKLAND DISTRICT

Berkeley, Golden Gate Tower 1.9 West	S. P. Co. Berkeley branch.	Interlocker. No distant signals. Approach locking.	
Oakland 0.7 West	Key System interchange.	See special rule.	
Oakland 1.1 West	S. P. Co. West Oakland connection.	See special rule.	

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block.

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Bakersfield for Eastward trains
Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Landon for First District
Minkler for Wahtoke District
Calwa for Westward trains from First District
Tulare Street, Fresno, for Eastward trains
Hammond for Second District
Bartouette for Fresno Interurban trains
Cameo for Fresno Interurban trains
Riverbank for Second and Third District trains
Richmond-Oakland District for Oakland District trains

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				
Mopoco	890.5	16	East & West	
Ivy	909.8	3	East	
Palmo } (Spur)	910.4	23	West	
	910.5	7	East & West	
Neufeld	914.6	6	East	
Pond	921.5	0	None	Mail 1
Spa	938.3	16	East & West	
Alpaugh	941.8	5M	Branch from	Stoil
Pitco	970.1	4	East	
SECOND DISTRICT				
	Miles from Albuquerque			
Calpack	1048.6	61	East & West	
Carolyn	1052.1	12	West	
Cortez	1074.6	18	East & West	
Fells	1083.7	34	East & West	
VISALIA DISTRICT				
	Miles from Corcoran			
Imhof	15.7	9	West	
Higby	21.8	10	East	
Tokay	42.3	30	East & West	25-30
Enson	43.9	16	East	
Grapegrowers	46.0	6	West	
Gilbert	46.7	7	East & West	
Mattel	64.2	Spur	West	
Homsy	65.6	4	East	
Janjigian	65.7	7	East	
WAHTOKE DISTRICT				
	Miles from Reedley			
Carmelita	8.2	6	East	
PORTERVILLE DISTRICT				
	Miles from Minkler			
Twin Buttes	25.3	9	West	
Woodlake	33.5	25	Branch from	Hillmaid
Matchin	37.3	5	East	
List	40.6	20	West	
Cleary	44.5	14	West	
Evans	44.8	1	West	
Taylor	45.2	9	East	
Sierra Heights	48.5	16	East	
Gillette	50.4	16	East	
Strathmore	52.0	Spur	East	
Denlin	52.6	30	West	
Adams	52.9	Spur	East	
Mosian	54.5	32	East	
Lumer	60.9	61	East	
Sunland	61.4	Spur	West	
Magnolia	61.9	28	East	
Lempom	63.7	5	East	
San Joaquin Cotton Compress	111.3	16	East & West	
OAKDALE DISTRICT				
	Miles from Riverbank			
Ladino	3.7	5	West	
THIRD DISTRICT				
	Miles from Albuquerque			
Lacto	1131.8	20	East & West	
Werner	1139.0	28	East & West	
Bridgehead	1143.4	18	East & West	
Nichols	1161.7	18	East	
OAKLAND DISTRICT				
	Miles from Richmond			
Malott	4.0	10	East & West	
Fairmount Avenue	5.7	11	East	
Bruce	7.8	6	West	
Opaco	10.0	8	West	
Redo	10.2	12	West	

LENGTH OF STEMS OF WYES

Blume	292 feet	Oakland	1800 feet
Laton	337 feet	Lanare	505 feet
		Oakdale	391 feet
Porterville	1143 feet	Bakersfield	456 feet

SANTA FE SAFETY FIRST

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

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

