

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

149



To Take Effect Sunday, December 28, 1930, at 12:01 A. M.

TO FEB. 14, 1932

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

J. D. BRENNAN,
Superintendent.

APPOINTED JAN. 1, 1931

FRESNO SUBDIVISION

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD									Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Bakersfield	WESTWARD							THIRD CLASS	
	SECOND CLASS		FIRST CLASS										FIRST CLASS							THIRD CLASS	
	328 Local Freight	308 Local Freight	26 Owl	60 West Coast	96 Bakersfield Passenger	56 Tehachapi	10 Santa Fe Motor	52 San Joaquin	58 Sequoia				25 Owl	59 West Coast	55 Tehachapi	95 Fresno Passenger	5 Santa Fe Motor	51 San Joaquin	57 Sequoia	309 Local Freight	327 Local Freight
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
BKWOTYP Yard	6.45 AM	5.30 AM								201.8	111.1						1.00 PM	2.30 PM			
BKWOTYP Yard	7.15 AM	6.00 AM	11.45 PM	11.00 PM		7.10 PM		2.00 PM	6.55 AM	205.5	107.4	s 2.50 AM	s 4.45 AM	s 10.45 AM	s 4.20 PM	s 11.15 PM	12.30 PM	2.00 PM			
I P			11.55	11.10		7.20		2.10	7.05	209.1	104.6				4.10	11.04					
64 P			11.57 PM	11.12		f 7.22		2.12	7.07	210.4	103.8	2.36	4.33	10.32							
100 P			12.03 AM	11.18		s 7.30		2.20	s 7.15	215.1	102.5	2.33	4.30	f 10.29		4.08	11.02				
131 Yard WP			12.10	f 11.26		s 7.40		2.28	s 7.26	220.7	97.8	2.25	4.22	s 10.20		4.02	f 10.55				
83 Yard WP			12.16	11.34		s 7.50		2.35	s 7.37	225.6	102.5	2.16	f 4.14	s 10.09		3.55	s 10.45				
21 Spur										227.1	87.3	2.08	4.06	s 9.58		3.48	s 10.34				
113 P			12.23	11.41		f 8.00		2.42	7.45	231.3	85.8										
64 P			12.26	11.44		8.03		2.45	7.48	233.7	81.6	2.00	3.59	f 9.48		3.41	10.24				
99BKWOTYP Yard			12.33	s 11.52		s 8.25		f 2.54	s 7.55 AM	239.1	79.2	1.57	3.56	9.45		3.38	10.21				
64 P			12.40	11.59 PM		f 8.33		3.03		245.6	78.8	1.49	3.48	s 9.35		f 3.30	10.13 PM				
I										249.7	67.3	1.39	3.38	9.13		3.22					
95 WP			f 12.48	f 12.08 AM		s 8.45		s 3.15		250.0	63.2										
6 Spur										251.5	62.9	f 1.30	f 3.30	s 9.05		s 3.15					
63 P			12.56	12.16		8.55		3.23		255.8	61.4										
91 WP			1.13	12.22		s 9.05		f 3.28		260.4	57.1	1.21	3.21	8.42		3.07					
21 Spur										262.3	52.5	1.13	3.16	s 8.26		f 3.02					
9 Spur										263.7	50.6										
95 P			1.21	12.29		f 9.15		3.35		266.8	49.2										
88 P			1.27	12.35		f 9.23		3.41		272.4	46.1	1.06	3.09	s 8.16		2.55					
9 Spur										275.8	40.5	1.00	3.03	f 8.06							
64 P			1.32	12.41		9.29				276.5	37.1										
88 WP			1.37	12.49		s 9.39		s 3.50		280.7	36.4	12.55	2.58	7.59		2.45					
64 P			1.44	1.00		f 9.48		3.57		287.0	32.2	12.49	2.53	s 7.52		s 2.40					
84 KWTP			1.51	1.08	10.40 PM	f 9.57	5.05 PM	4.03		292.6	25.9	12.42	2.46	f 7.41		2.32					
63 P			1.55	1.12	10.47	f 10.01	5.12			295.9	20.8	12.36	2.40	s 7.17 AM	f 7.32	s 7.50 AM	2.26				
8 Spur										299.6	17.0	12.32	2.36	7.12	7.28	7.45	2.22				
87 P			2.00	1.20	10.53	f 10.08	5.18	4.11		300.5	13.8										
95 P			2.03	1.24	10.56	10.11	5.21	4.14		303.0	12.4	12.27	2.31	f 7.06	7.22	7.35	2.17				
63 P			2.06	1.28	11.00	f 10.15	5.25	4.17		305.8	9.9	12.24	2.28	7.03	7.19	7.29	2.14				
86 KP			2.10	1.33	11.04	10.19	s 5.29 PM	4.20		308.6	7.1	12.20	2.24	6.59	7.15	7.23	2.11				
87 P			2.14	1.37	11.08	10.23		4.24		311.1	4.3	12.17	2.20	f 6.55	7.11	7.17 AM	2.08				
Yard BKWOTYP			s 2.20 AM	s 1.45 AM	s 11.15 PM	s 10.30 PM		s 4.30 PM		312.9	1.8	12.13	2.14	6.51	7.07		2.04				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		TO-R BAKERSFIELD	12.07 AM	2.04 AM	6.45 AM	7.00 AM		1.58 PM				
	(0.30) 7.40	(0.30) 7.40	(2.35) 41.57	(2.45) 39.05	(0.35) 34.80	(3.20) 32.22	(0.24) 40.00	(2.30) 42.06	(1.00) 33.60		(111.1)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
											Time over District	(2.43) 39.53	(2.41) 40.02	(0.32) 38.06	(3.45) 28.64	(0.33) 23.63	(2.22) 45.38	(1.02) 32.51	(0.30) 7.40	(0.30) 7.40	
											Average speed per hour										

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
 Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville Line.
 Schedule time and train orders for trains at Oil Jct. apply at Santa Fe junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
25	Delano	Receive and Discharge	San Francisco	Los Angeles	Daily
59	Delano	Receive and Discharge	Sacramento	Los Angeles	Daily
95	Any Station	Discharge	Los Angeles	Ogden	Daily
52	Any Station	Receive and Discharge	Delano	Sacramento	Daily
60	Delano	Discharge	Los Angeles	Tracy	Daily
26	Delano	Receive and Discharge	Los Angeles		Daily

EASTWARD					FRESNO SUBDIVISION					WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Fresno	FIRST CLASS			THIRD CLASS		
	328	96	10	58	55				5	57	327			
	Local Freight	Bakersfield Passenger	Santa Fe Motor	Sequoia	Tehachapi				Santa Fe Motor	Sequoia	Local Freight			
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday							
BKWOTYP YARD	7.15 AM	7.05 PM			205.5	TO-R FRESNO 1.5	104.3	s 10.50 AM				2.00 PM		
1					207.0	TO SUNMAID TOWER 1.5 A. T. & S. F. Crossing	102.8							
4	7.35	7.16			208.5	BLOSSOMA 2.1	101.8	f 10.37				1.35		
Spur 3					210.6	ESHEL 1.2	99.2							
19 P	7.45	7.21			211.8	BUTLER 1.2	98.0	f 10.32				1.25		
Y					213.0	LOCANS 1.5	96.8	f						
22	7.55	7.26			214.5	IVESTA 1.4	95.3	f 10.28				1.10		
82 P	8.00	f 7.29			215.9	CLOTHO 3.9	93.9	f 10.25				1.00		
123 Yard WP	8.25	s 7.38			219.8	TO SANGER 3.0	90.0	s 10.19				12.45		
14	8.35	f 7.43			222.8	TARN 2.5	87.0	f 10.10				12.15		
P	8.40	f 7.47			225.8	FARGO 2.6	84.5	f 10.06				12.05 PM		
	8.50	f 7.51			227.9	LACJAC 0.1	81.9	f 10.02				11.55 AM		
78 Yard P	9.05	s 7.59			228.0	A. T. & S. F. Crossing (Stop) 1.9	81.8							
68 Yard WP	9.20	s 8.09			229.9	TO REEDLEY 5.1	79.9	s 9.55				11.40		
P		f			235.0	TO DINUBA 2.2	74.8	s 9.45				11.00		
70 P	9.35	f 8.16			237.2	SMYRNA 2.4	72.6	f						
					239.6	MONSON 4.0	70.2	f 9.35				10.20		
22 P	10.00	8.29			243.6	A. T. & S. F. Crossing (Stop) 2.8	66.2							
19		f 8.35			246.4	TAURUSA 3.0	63.4	f 9.22				10.00		
14 P	10.30	f 8.40			249.4	TO IVANHOE 2.8	60.4	f 9.17						
22	10.35	8.42			252.2	ROCHE 0.9	57.6	f 9.12				9.27		
79 BKWYP Yard	11.10	s 8.55		8.48 AM	253.1	CAPLIN 4.3	56.7	f 9.10				9.10		
11	11.20 AM	f 9.00		8.53	257.4	TO-R EXETER 3.1	52.4	s 9.00			s 9.07 PM	8.40		
130 P Yard	12.40 PM	s 9.10		s 9.02	260.5	BURR 3.8	49.3	8.53			9.00	8.25		
40 P	1.10	s 9.18		s 9.10	264.3	TO LINDSAY 4.3	45.5	s 8.45			s 8.50	8.15		
11		f			268.6	TO STRATHMORE 2.3	41.2	s 8.33			f 8.38	7.45		
Spur 10					270.9	ZANTE 1.3	38.9							
Spur 7					272.2	LISKO 1.5	37.6							
17 P	1.50	s 9.34		s 9.20	273.7	KURTH 0.7	36.1							
46 BKWYP Yard	1.55 PM	9.39		9.35 AM	274.4	PORTERVILLE 0.4	35.4	s 8.25			s 8.30	7.05		
17		9.42			274.8	TO-R PORTERVILLE-OLIVE ST. 1.7	35.0	8.16			8.15 PM	7.00 AM		
29		f			276.5	PONOA 1.5	33.3	8.12						
21 P		f 9.52			278.0	LOIS 4.6	31.8	f						
71 KP		f 10.00		4.24 PM	282.6	TO TERRA BELLA 4.5	27.2	s 8.03						
21 P		f 10.05		4.30	287.1	TO-R DUCOR 2.9	22.7	f 7.55			s 8.38 AM			
Spur 14		f			290.0	ORRIS 1.5	19.8	f 7.49			8.31			
72 YP		f 10.13		f 4.38	291.5	VESTAL 3.4	18.3	f			f			
24 P		f 10.20		f 4.45	294.9	RIOGROVE 4.1	14.9	f 7.42			f 8.21			
84 KWTP		s 10.38 PM		s 5.02 PM	299.0	JASMIN 10.8	10.8	f 7.36			f 8.12			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	309.8	TO-R FAMOSO (104.3)	0.0	7.20 AM			7.53 AM			
	(6.40) 10.39	(3.33) 29.38	(0.38) 35.84	(0.47) 22.21		..... Time over District.....		3.30	(0.41)	(0.52)	(7.00)		
						..... Average speed per hour.....		29.08	33.21	20.07	9.90		

ADDITIONAL STATIONS:

Goldleaf.....	209.9	Uve.....	227.1
Rusconi (Spur).....	221.8	Elco.....	227.6
Stout.....	265.8	Dorsey.....	250.8
Reka.....	221.0	Lort.....	254.0
		Vance.....	262.8
		Worthing.....	265.5
		Quality (Spur).....	295.9

EASTWARD					FRESNO SUBDIVISION					WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Friant	THIRD CLASS								
	308	309				325								
	Local Freight	Local Freight				Mixed								
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday												
Yard BKWOTYP	6.00 AM	205.5	TO-R FRESNO 1.6	24.4	12.30 PM									
I		207.1	FRESNO TOWER 1.6											
Spur 14	6.20	209.4	A. T. & S. F. CROSSING 2.3	22.8										
Spur 18		211.6	BARTON 2.2	20.5	12.05 PM									
Spur 41	6.30	211.8	GRANZ 0.2	18.8										
		212.1	MALTERMORO 0.3	18.1	11.55 AM									
14	6.35	212.9	NAVIN 0.8	17.8										
		213.2	LAS PALMAS 0.3	17.0	11.45									
Spur 124	6.41	213.6	FRESNO INTERURBAN RY. CROSSING 0.4	16.7										
32	6.47	214.9	EGGERS 0.3	16.8	11.40									
21	6.53	216.1	VANRIS 1.0	16.0										
41 W	7.10	217.4	TARPEY 1.2	15.0	11.30									
11	7.18	218.5	MELVIN 1.3	13.8	11.20									
72 K	7.28	220.9	TO CLOVIS 1.1	12.5	11.12									
42	7.36	222.9	GLORIETTA 2.4	11.4	10.45									
35	7.45	223.6	R PINEDALE JOT. 2.0	9.0	10.33									
		225.7	GORDON 0.7	7.0	10.25									
68 BKT Yard	8.15 AM	226.0	EL PRADO 2.1	6.8	10.20									
	Arrive Daily Ex. Sunday	229.9	ROCKFIELD 0.3	4.2										
			GAND 3.9	3.9										
			TO-R FRIANT (24.4)	0.0	9.45 AM									
	(2.15) 10.34		..... Time over District.....		(2.45) 8.87								
			..... Average speed per hour.....										

EASTWARD					WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Springville	THIRD CLASS			
	324	325				325			
	Mixed	Mixed				Mixed			
Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.							
46 BKWYP	6.00 AM	274.8	TO-R PORTERVILLE-OLIVE ST. 0.8	15.9	s 10.05 AM				
		275.6	A. T. & S. F. CROSSING (Stop) 2.5	15.1					
11 Spur	f 6.14	278.1	ADOBE 0.5	12.6	f 9.50				
		278.6	PERNU JOT. 1.4	12.1					
23	f 6.23	280.0	WORTH 1.6	10.7	f 9.40				
Spur	f 6.31	281.6	MAGNESTE JOT. 0.8	9.1	f 9.30				
30	f 6.40	282.4	SUCCESS 5.7	8.3	f 8.25				
7	f 7.05	288.1	CLAVIOLE 2.6	2.6	f 8.00				
23 Y	7.20 AM	290.7	TO-R SPRINGVILLE (15.9)	0.0	7.45 AM				
	Arrive Tues., Thurs., Sat.				Leave Tues., Thurs., Sat.				
	(1.20) 11.92		..... Time over District.....		(2.20) 6.81			
			..... Average speed per hour.....					

TEHACHAPI SUBDIVISION

EASTWARD

SECOND CLASS

FIRST CLASS

Capacity of sidings in car lengths.	SECOND CLASS						FIRST CLASS							Distance from San Francisco
	266 Freight	264 Freight	320 Local Freight	306 Bakersfield Olig Mixed	262 Freight	258 Freight	56 Tehachapi	22 Santa Fe Passenger	52 San Joaquin	2 Santa Fe Tourist Express	152 Sunset Ry. Mixed	26 Owl	60 West Coast	
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
BKWOTYP Yard				8.00AM			11.35PM		4.40PM		4.00AM	2.30AM	1.56AM	312.9
K1 P	6.30PM	11.50AM	8.00AM	8.05AM	6.05AM	12.01AM	11.38	6.20PM	4.43	8.40AM	4.05AM	2.33	1.59	318.6
61 P	6.38	11.58AM	8.08		6.13	12.09	11.43	6.26	4.48	8.45		2.38	2.04	317.0
58 P	6.45	12.05PM	8.15		6.20	12.16	f 11.53PM	6.30	4.52	8.50		2.42	2.08	320.1
71 IP	7.00	12.20	8.31		6.36	12.31	12.05AM	6.43	5.02	9.03		2.52	2.19	327.9
83 P	7.12	12.28	8.39		6.44	12.39	12.11	6.49	5.08	9.09		2.58	2.26	331.3
East 71 West 71 IWP	7.23	12.39	8.50		6.55	12.50	s 12.23	7.03	s 5.17	s 9.21		3.06	2.34	335.2
81 P	7.33	12.49	9.01		7.06	1.09	12.31	7.10	5.25	9.30		3.13	2.42	338.2
West 88 East 98 IWP	7.41	12.57 1.05	9.10		7.15	1.18	12.37	7.16	5.31	9.36		3.19	2.48	340.5
71 IP	7.47	1.11	9.16		7.21	1.24	12.42	7.21	5.36	9.41		3.24	2.54	342.8
East 71 West 71 P	7.55	1.23	9.28		7.33	1.36	12.50	7.29	5.44	9.51		3.33	3.03	345.5
124 IWP House 71	8.20	1.46	10.01		7.56	1.51	f 1.06	7.37	f 5.52	10.01		3.42	3.14	348.8
90 P	8.35	2.01	10.13		8.11	2.06	1.18	7.44	6.00	10.11		3.50	3.23	351.8
West 71 East 71 IWP	8.45	2.11	10.23		8.21	2.16	1.28	7.51	6.07	10.18		3.57	3.31	354.1
77 P	8.59	2.25	10.37		8.35	2.30	1.38	7.59	6.15	10.27		4.05	3.39	356.7
121 IWP Yard	9.14	2.40	10.52		8.50	2.45	f 1.55	f 8.10	s 6.27	s 10.40		4.15	f 3.49	360.6
100 YP	9.29	2.55	11.07		9.05	3.00	2.02	8.13	6.30	10.45		4.19	3.54	362.4
77 P	9.34	3.00	11.12		9.10	3.05	f 2.10	8.17	f 6.36	10.49		4.24	3.58	365.0
YP														368.0
WP	9.45	3.11	11.23		9.21	3.16	2.20	8.24	6.44	10.57		4.31	4.05	369.9
85 P	10.00	3.26	11.38AM		9.36	3.31	2.30	8.32	6.52	11.07		4.40	4.13	374.3
Yard BKWOTYP	10.25PM	3.50PM	12.05PM		10.00AM	3.55AM	s 2.43AM	s 8.45PM	s 7.05PM	s 11.20AM		s 4.53AM	s 4.26AM	380.7
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 149

December 28, 1930

STATIONS

TO-R BAKERSFIELD	0.7
TO-R KERN JOT,	3.4
MAGUNDEN	3.1
EDISON	7.8
TO BENA	3.4
ILMON	3.9
TO CALIENTE	3.0
ALLARD	2.3
TO BEALVILLE	1.8
CLIFF	3.2
ROWEN	3.3
TO WOODFORD	3.0
WALONG	2.3
TO MARCEL	2.6
CABLE	3.9
TO-R TEHACHAPI	1.8
SUMMIT SWITCH	2.6
MONOLITH	3.0
ERIO	1.9
CAMERON	4.4
WARREN	6.4
TO-R MOJAVE	

A. B. S.

(67.8)
 Time over District
 Average speed per hour

(3.55) (4.00) (4.05) (0.05) (3.55) (3.54) (3.05) (2.25) (2.25) (2.40) (0.05) (2.23) (2.30)
 17.13 16.75 16.43 8.40 17.13 17.17 21.63 27.76 28.05 25.16 8.40 23.39 27.12

Schedule time and train orders at Tehachapi apply at end of double track.

TEHACHAPI SUBDIVISION

Time Table No. 149

December 28, 1930

WESTWARD

FIRST CLASS

THIRD CLASS

A. B. S.

STATIONS	Distance from Mojave	FIRST CLASS						THIRD CLASS							
		55	9	51	21	25	59	255	321	261	151	263	307	265	
		Tehachapi	Santa Fe Mail and Express	San Joaquin	Santa Fe Passenger	Owl	West Coast	Freight	Local Freight	Freight	Sunset Ry. Mixed	Freight	Olig Bakersfield Mixed	Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	
TO-R BAKERSFIELD 0.7	67.8	s 6.20AM		s 1.48PM		s 11.55PM	s 1.56AM					s 12.01PM		s 3.35PM	
TO-R KERN JCT. 3.4	67.1	6.16	8.40AM	1.45	7.40PM	11.52	1.53	4.39AM	10.40AM	11.35AM	11.50AM	2.21PM	3.30PM	11.15PM	
MAGUNDEN 3.1	63.6	6.10	8.33	1.40	7.33	11.45	1.48	4.31	10.20	11.27		2.13		11.04	
EDISON 7.8	60.6	f 6.05	8.27	1.36	7.29	11.41	1.44	4.24	10.10	11.20		2.06		10.57	
TO BENA 3.4	52.8	5.50	8.14	1.26	7.18	11.29	1.33	4.08	9.51	11.04		1.50		10.41	
ILMON 3.9	49.4	5.44	8.08	1.21	7.12	11.22	1.27	3.58	9.41	10.54		1.40		10.31	
TO CALIENTE 3.0	45.5	s 5.34	s 7.58	s 1.13	s 7.03	11.13	1.17	3.46	9.21	10.42		1.27		10.19	
ALLARD 2.3	42.5	5.23	7.49	1.05	6.56	11.06	1.09	3.37	9.01	10.32		1.11		10.10	
TO BEALVILLE 1.8	40.2	5.17	7.44	1.00	6.51	11.01	1.03	3.31	8.37	10.26		1.05		10.04	
CLIFF 3.2	38.4	5.12	7.40	12.56	6.47	10.56	12.58	3.24	8.20	10.20		12.56		9.57	
ROWEN 3.3	35.2	5.04	7.33	12.49	6.40	10.49	12.50	3.03	8.10	10.11		12.35		9.46	
TO WOODFORD 3.0	31.9	f 4.56	7.26	f 12.42	6.33	10.42	12.42	2.35	7.56	10.01		12.22		9.37	
WALONG 2.3	28.9	4.48	7.19	12.35	6.26	10.35	12.34	2.23	7.40	9.05		12.12PM		9.25	
TO MARCEL 2.6	26.6	4.42	7.14	12.30	6.21	10.30	12.28	2.16	7.32	8.50		11.59AM		9.17	
CABLE 3.9	24.0	4.35	7.08	12.24	6.15	10.24	12.21	1.38	7.12	8.35		11.41		8.59	
TO-R TEHACHAPI 1.8	20.1	s 4.25	s 7.00	s 12.13	s 6.02	10.15	f 12.12	1.26	7.00	8.09		11.29		8.40	
SUMMIT SWITCH 2.6	18.3	4.15	6.56	12.10	5.57	10.12	12.09	1.23	6.51	8.05		11.25		8.35	
MONOLITH 3.0	15.7	s 4.09	6.52	f 12.06PM	5.53	10.08	12.05AM	1.18	6.45	7.59		11.19		8.29	
ERIO 1.9	12.7														
CAMERON 4.4	10.8	f 3.59	6.45	11.58AM	5.46	10.01	11.57PM	1.01	6.25	7.40		11.00		8.10	
WARREN 6.4	6.4	3.45	6.33	11.47	5.34	9.49	11.45	12.48	6.10	7.25		10.45		7.55	
MOJAVE	0.0	3.25AM	6.15AM	11.29AM	5.15PM	9.31PM	11.27PM	12.25AM	5.45AM	7.00AM		10.20AM		7.30PM	
(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	

Time over District.....	(2.55)	(2.25)	(2.19)	(2.25)	(2.24)	(2.29)	(4.14)	(4.55)	(4.35)	(0.11)	(4.01)	(0.05)	(3.45)
Average speed per hour.....	23.24	27.76	29.26	27.76	28.25	27.24	15.85	13.64	14.64	3.81	16.70	8.40	17.89

Schedule time and train orders at Tehachapi apply at end of double track.

MOJAVE SUBDIVISION

EASTWARD										Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Saugus	WESTWARD									
SECOND CLASS					FIRST CLASS								FIRST CLASS				THIRD CLASS					
Capacity of sidings in car lengths.	266 Freight	264 Freight	262 Freight	258 Freight	322 Local Freight	52 San Joaquin	26 Owl	60 West Coast	56 Tehachapi				55 Tehachapi	51 San Joaquin	25 Owl	59 West Coast	261 Freight	263 Freight	323 Local Freight	265 Freight	255 Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				
BKWOTYP Yard	11.25 PM	4.50 PM	11.00 AM	5.10 AM	3.30 AM	7.10 PM	5.03 AM	4.36 AM	3.10 AM	380.7	TO-R MOJAVE 4.1	69.9	s 3.10 AM	s 11.26 AM	s 9.21 PM	s 11.22 PM	6.45 AM	9.50 AM	4.45 PM	7.00 PM	12.10 AM	
93 P	11.35	5.00	11.18	5.20	3.40	7.16	5.09	4.42	3.17	384.8	FLETA 4.5	65.8	3.00	11.18	9.13	11.14	6.30	9.38	4.25	6.40	11.59 PM	
90 P	11.40	5.05	11.30	5.25	3.50	7.20	5.13	4.46	3.21	387.8	GLOSTER 3.1	63.3	2.56	11.15	9.10	11.10	6.20	9.33	4.10	6.30	11.54	
96 P	11.46	5.11	11.36	5.31	4.00	7.25	5.17	4.51	3.26	390.4	ANSEL 3.9	60.2	2.51	11.11	9.06	11.05	6.10	9.20	4.00	6.20	11.46	
85 P	11.53 PM	5.18	11.43	5.38	4.10	7.30	5.22	4.57	3.33	394.8	ROSAMOND 5.6	56.3	f 2.45	11.06	9.01	11.00	5.58	9.10	3.50	6.08	11.33	
64 P	12.03 AM	5.28	11.53 AM	5.48	4.25	7.38	5.30	5.05	3.42	399.9	OBAN 5.6	50.7	2.36	10.59	8.54	10.52	5.48	8.59	3.30	5.58	11.23	
84 WP	12.23	5.48	12.13 PM	6.08	4.45	s 7.48	5.38	5.13	s 3.55	405.5	TO-R LANCASTER 4.3	45.1	s 2.26	s 10.51	8.47	f 10.44	5.38	8.44	3.10	5.48	11.13	
58 P	12.35	6.00	12.25	6.20	5.09	7.56	5.45	5.20	4.04	409.8	DENIS 4.0	40.8	2.13	10.44	8.41	10.38	5.20 5.09	8.35	2.38	5.32	11.05	
81 BKWOY P	12.43	6.08	12.33	6.28	5.26	f 8.03	5.51	5.26	s 4.15	418.8	TO-R PALMDALE 2.5	36.8	s 2.06	f 10.39	8.36	10.32	5.01	8.27	2.30	5.24	10.57	
96 P	12.50	6.15	12.40	6.35	5.57	8.09	5.57	5.32	4.23	418.3	HAROLD 4.2	34.3	1.58	10.34	8.32	10.28	4.55	8.18	2.15	5.15	10.51	
East 75 Yard West 81 YP	1.15	6.45	1.10	7.05	7.05	8.23	6.10	5.48	4.41	420.5	TO VINCENT 4.5	30.1	1.48	10.25	8.23	10.18	4.41	8.04	1.10	5.00	10.38	
85 P	1.36	6.59	1.24	7.19	7.29	8.33	6.20	6.00	4.52	425.0	PARIS 1.1	25.6	1.36	10.15	8.12	10.04	3.51	7.29 7.19	12.39	4.28	10.13	
44 P	1.45	7.03	1.28	7.23	7.33	8.36	6.23	6.03	f 4.56	426.1	ACTON 2.9	24.5	f 1.33	10.12	8.09	10.01	3.47	7.12	12.35	4.20	10.09	
93 WP	2.03	7.21	1.46	7.41	7.51	8.43	6.30	6.11	f 5.06	429.0	TO RAVENNA 5.6	21.6	f 1.25	10.05	8.02	9.54	3.38	7.02	12.25	4.10	9.54	
85 P	2.20	7.50	2.03	7.58	8.08	8.55	6.42	6.24	5.23	434.6	RUSS 1.4	16.0	1.11	9.53	7.50	9.41	3.21	6.42 6.17	12.05 PM	3.18	9.35	
18 Spur										436.0	ALPINE 2.8	14.6										
100 WP	2.33	8.05	2.16	8.11	8.25	9.04	6.52	6.35	f 5.36	438.8	TO LANG 4.3	11.8	f 1.00	9.44	7.40	9.30	3.08	6.05	11.45 AM	3.05	9.04	
91 P	2.52	8.18	2.29	8.24	8.38	9.16	7.03	6.47	5.49	443.1	HUMPHREYS 3.8	7.5	f 12.44	9.34	7.27	9.16	2.52	5.49	11.15	2.29	8.42	
85 P	3.04	8.31	2.41	8.36	8.55	9.25	7.14	6.59	6.00	446.9	HONBY 3.7	3.7	12.34	9.25	7.18	9.07	2.20	5.08	11.00	2.05	8.31	
W 80 E 73 BKWOY Yard P	3.20 AM	8.58 PM	2.55 PM	8.50 AM	9.17 AM	f 9.34 PM	7.25 AM	7.10 AM	s 6.10 AM	450.6	TO-R SAUGUS	0.0	12.25 AM	9.17 AM	7.10 PM	8.58 PM	2.05 AM	4.53 AM	10.45 AM	1.29 PM	8.20 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		69.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	(3.55) 17.84	(4.08) 16.91	(3.55) 17.84	(3.40) 19.06	(5.47) 12.08	(2.24) 20.12	(2.22) 20.53	(2.34) 27.23	(3.00) 23.39		Time over District.....	(2.45) 25.41	(2.09) 32.51	(2.11) 32.01	(2.24) 29.12	(4.40) 16.64	(4.57) 16.01	(6.00) 12.59	(5.31) 12.67	(3.50) 18.23		
											Average speed per hour.....											

At Saugus: San Joaquin Division time table schedules and train orders apply at the east switch of the eastward siding.
 Los Angeles Division time table schedules and train orders apply at the Junction switch of the Santa Paula Line.
 The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
60	Lancaster	Receive	Los Angeles	Lathrop	Daily
60	Lancaster	Discharge		Fresno	Daily
60	Saugus	Discharge		Fresno	Daily
26	Saugus	Discharge		Fresno	Daily
25	Saugus	Receive	Fresno		Daily

FRESNO SUBDIVISION

EASTWARD				Distance from San Francisco	WESTWARD						
FIRST CLASS					Distance from Exeter	FIRST CLASS		SECOND CLASS			
314		58				57	315				
Kerman Hanford Mixed		Sequoia		Sequoia		Hanford Tranquility Mixed					
Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday					
				272.0	LEROY 2.1				77.0		
				269.9	ORUMP 1.5				74.9		
				268.4	TO-R COALINGA 1.7				73.4		
				266.7	ORA 6.7				71.7		
				260.0	TURK 7.3				65.0		
				252.7	HURON 6.6				57.7		
				246.1	TO WESTHAVEN 6.7				51.1		
				239.4	LETHENT 2.9				44.4		
				236.6	R ROSSI 1.1				41.5		
				235.4	HEINLEN 1.5				40.4		
				233.9	TO LEMOORE 2.7				38.9		
				231.2	ORION 2.1				36.2		
				229.1	TO-R ARMONA 3.1				34.1	s 7.40 AM	
				232.2	A. T. & S. F. CROSSING 0.3				31.0		
				232.6	TO HANFORD 1.4				30.7	7.30 AM	
				233.9	SHELL 3.7				29.3		
				237.6	REMNOY 7.7				25.6		
				245.8	A. B. S. TO-R GOSHEN JOT. 3.7				17.9	s 10.03 PM	
				249.0	FAXON 1.5				14.2		
				250.5	JACOBS 2.1				12.7		
				252.6	A. B. S. WEST VISALIA 0.5				10.6		
				253.1	TO-R VISALIA 0.1				10.1	s 9.43	
				253.2	A. T. & S. F. CROSSING Stop 2.0				10.0		
				255.2	AMBLER 2.1				8.0	9.31	
				257.3	RECTOR 1.7				5.9		
				259.0	FARMERSVILLE 1.2				4.2	9.25	
				260.2	GIANT OAK 0.9				3.0	9.22	
				261.1	LUNA 2.1				2.1		
				263.2	TO-R EXETER (7.70)				0.0	9.15 PM	
		Arrive Daily Ex. Sunday		Arrive Daily		Leave Daily		Leave Daily Ex. Sunday			

..... Time over District (0.10) (0.42) (0.48) (0.10)
 Average speed per hour 20.40 25.57 22.37 30.40

EASTWARD				Distance from San Francisco	WESTWARD						
FIRST CLASS					Distance from Hardwick	FIRST CLASS		SECOND CLASS			
314		58				57	315				
Kerman Hanford Mixed		Sequoia		Sequoia		Hanford Tranquility Mixed					
Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday					
				181.9	R INGLE 5.3				42.8	10.30 AM	
				187.2	TO TRANQUILITY 4.5				37.0	s 10.10	
				191.7	TO SAN JOAQUIN 3.2				32.5	s 9.58	
				194.9	CALDWELL 3.8				29.3	f 9.48	
				198.7	NARES 0.3				25.5		
				199.0	TO HELM 7.2				25.2	f 9.38	
				206.2	BURREL 3.2				18.0	s 9.18	
				209.4	BENDER 5.2				14.8	f 9.08	
				214.6	TO RIVERDALE 3.6				9.6	s 8.55	
				217.2	ROBINSON 2.0				7.0	f 8.43	
				219.2	HUB 1.8				5.0	f 8.37	
				221.0	LATON & WESTERN RY. CROSSING (Stop) 0.8				3.2		
				221.8	LYNN 1.7				2.4	f 8.28	
				223.5	HASSET 0.7				0.7		
				224.2	R HARDWICK (42.3)				0.0	8.20 AM	
		Arrive Daily Ex. Sunday		Arrive Daily		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			

..... Time over District (2.10)
 Average speed per hour 19.52

EASTWARD				Distance from San Francisco	WESTWARD						
FIRST CLASS					Distance from Penu	FIRST CLASS		SECOND CLASS			
314		58				57	315				
Kerman Hanford Mixed		Sequoia		Sequoia		Hanford Tranquility Mixed					
Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday					
				278.6	PERNU JOT. 0.7				1.3		
				279.3	TANDY 0.6				0.6		
				279.9	PERNU 1.3				0.0		
		Arrive Daily Ex. Sunday		Arrive Daily		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			

..... Time over District
 Average speed per hour

EASTWARD				Distance from San Francisco	WESTWARD						
FIRST CLASS					Distance from Jovista	FIRST CLASS		SECOND CLASS			
314		58				57	315				
Kerman Hanford Mixed		Sequoia		Sequoia		Hanford Tranquility Mixed					
Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday					
				294.9	RIOGROVE 2.7				4.1		
				297.6	TROCHA 1.4				1.4		
				299.0	JOVISTA (4.1)				0.0		
		Arrive Daily Ex. Sunday		Arrive Daily		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			

..... Time over District
 Average speed per hour

EASTWARD				Distance from San Francisco	WESTWARD						
FIRST CLASS					Distance from Armona	FIRST CLASS		SECOND CLASS			
314		58				57	315				
Kerman Hanford Mixed		Sequoia		Sequoia		Hanford Tranquility Mixed					
Leave Daily Ex. Sunday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday					
				193.0	TO-R KERMAN 6.7				36.1		
				199.7	MCMULLIN 5.4				29.4		
				205.1	RAISIN CITY 5.6				24.0		
				210.7	TO CARUTHERS 6.1				18.4		
				216.8	CANDO 3.5				12.3		
				220.3	LATON & WESTERN RY. CROSSING (Stop) 0.3				8.8		
				220.6	LILLIS 2.4				8.5		
				223.0	R HARDWICK 2.3				6.1	s 8.15 AM	
				225.3	KIMBLE 3.8				3.8	f 8.10	
				229.1	TO-R ARMONA (36.1)				0.0	8.00 AM	
		Arrive Daily Ex. Sunday		Arrive Daily		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday			

(1.30) Time over District (0.15)
 24.06 Average speed per hour 24.40

FRESNO SUBDIVISION

EASTWARD				Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Olig	WESTWARD	
SECOND CLASS			THIRD CLASS					
Capacity of sidings in car lengths	306 Bakersfield Olig Mixed	FIRST CLASS 152 Sunset Ry. Mixed	307 Olig Bakersfield Mixed				151 Sunset Ry. Mixed	
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	STATIONS			
KI	8.05AM	4.05AM	3.30PM	11.50AM	TO-R	KERN JOT. 1.7	49.1	
						BAKERSFIELD CORRALS 1.4	47.4	
15						STRADER 2.1	46.0	
43 P	f 8.20	f 4.17	f 3.15	f 11.35		WIBLE ORCHARD 1.7	48.9	
						VENOLA 2.1	42.2	
54 YP	s 8.35	s 4.25AM	s 3.00	11.25AM	R	GOSFORD 5.8	40.1	
46 WP	f 8.50		f 2.35			STEVENS 2.8	84.8	
Spur 3	f		f			STRAND 5.4	82.0	
	f 9.10		f 2.15			RIO BRAVO 6.7	26.6	
	f 9.30		f 1.55			BOWERBANK 2.8	19.9	
	f		f			KILOWATT 0.9	17.8	
91 P	s 9.45		s 1.45		TO	BUTTON WILLOW 4.3	16.4	
64 P	f 9.55		f 1.15			LOKERN 8.9	12.2	
	10.25		12.35			ASPHALTO 1.3	8.8	
80 YP	s 10.50		s 12.30PM		TO-R	McKITTRICK 2.1	2.1	
	s 11.05AM		11.20AM		R	OLIG	0.0	
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday		(49.1)		

(3.00) (0.20) Time over District (4.10) (0.25)
 16.37 27.00 Average speed per hour 11.78 21.60

EASTWARD				Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Stratford	WESTWARD	
SECOND CLASS			SECOND CLASS					
Capacity of sidings in car lengths	318 Mixed	FIRST CLASS	319 Mixed				FIRST CLASS	
	Leave Mon. Wed. and Fri.		Arrive Mon. Wed. and Fri.		STATIONS			
45 Y	8.45AM		s 8.35AM		TO-R	STRATFORD 2.5	0.0	
56	f 9.00		f 8.21			MARSALA 1.7	2.5	
43	f 9.10		f 8.15			CUNEO 3.4	4.2	
70 YP	s 9.20AM		8.05AM		R	ROSSI	7.6	
	Arrive Mon. Wed. and Fri.		Leave Mon. Wed. and Fri.			(7.6)		

(0.35) Time over District (0.30)
 13.02 Average speed per hour 15.20

MOJAVE SUBDIVISION.

EASTWARD				Distance from San Francisco	Time Table No. 149 December 28, 1930	Distance from Owenyo	WESTWARD	
SECOND CLASS		FIRST CLASS					FIRST CLASS	THIRD CLASS
Capacity of sidings in car lengths.	332 Mixed	88 Mojave Owenyo Mixed	89 Owenyo Mojave Mixed				331 Mixed	
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	STATIONS			
BKWOTYP Yard	6.00PM	3.45AM	12.30AM	1.10AM	TO-R	MOJAVE 1.3	148.5	
51	f 6.05	f 3.50	f 12.20	f 1.05		CHAPFEE 3.2	142.2	
53	f 6.32	f 3.56	f 12.10	f 12.54		CAMBIO 4.3	139.0	
52	f 6.43	f 4.04	f 12.02AM	f 12.43		TRESCAPE 4.6	134.7	
53	f 6.55	f 4.13	f 11.52PM	f 12.31		NEURALIA 4.4	130.1	
52	f 7.07	f 4.21	f 11.42	f 12.20		CINCO 5.2	125.7	
East 53 West 53	f 7.29	s 4.31	s 11.30	f 12.05AM		CANTIL 2.8	120.5	
Spur 11	f	f	f	f		GYP SITE 2.2	117.7	
43	f 7.45	f 4.41	f 11.15	f 11.43PM		OENEDA 1.0	115.5	
6	f 7.50	f 4.43	f 11.13	f 11.40		SALTDAL 2.1	114.5	
	f	f	f	f		TOBY 1.6	112.4	
East 52 West 75	f 8.05	f 4.50	f 11.05	f 11.30		GARLOOK 4.2	110.8	
53	f 8.20	f 4.58	f 10.56	f 11.19		GOLER 4.1	106.6	
53	f 8.35	f 5.06	f 10.47	f 11.09		RAND 4.1	102.5	
53	f 8.50	f 5.14	f 10.38	f 10.50		TEAGLE 3.8	98.4	
53 Y	s 9.30PM	s 5.30	s 10.30	10.40PM	TO-R	SEARLES 4.4	94.6	
53		f 5.40	f 10.10			RADEMACHER 5.5	90.2	
57		f 5.51	f 9.55			CODE 4.1	84.7	
53		f 6.00	f 9.44			TERESE 4.8	80.6	
53		s 6.15	s 9.33		TO	INYOKERN 4.5	75.8	
53 W		f 6.25	f 9.21			LELITER 4.6	71.3	
53		s 6.35	s 9.11			BROWN 4.4	66.7	
53		f 6.45	f 9.01			LINNIE 3.6	62.3	
53		f 6.53	f 8.53			NARKA 4.0	58.7	
52		s 7.05	s 8.45			LITTLE LAKE 3.2	54.7	
52 Y		f 7.15	f 8.35			COSO 4.1	51.5	
53		f 7.25	f 8.25			SYKES 4.3	47.4	
53		f 7.35	f 8.15			TALUS 4.2	43.1	
52 W		f 7.50	s 8.05			HAIWEE 4.4	38.9	
58		f 8.02	f 7.55			LOCO 4.8	34.5	
53		f 8.12	s 7.45			OLANOHA 4.4	29.7	
58		s 8.35	s 7.35		TO	CARTAGO 4.6	25.3	
57		f 8.45	f 7.11			MONACHEE 4.0	20.7	
57		f 8.53	f 7.04			BRIER 2.9	16.7	
		f	f			BARTLETT 1.1	13.8	
57		f 9.01	f 6.57			SKINNER 4.0	12.7	
57 W		f 9.10	f 6.50			DIAZ 4.5	8.7	
East 61 West 58		s 9.45	s 6.40			LONE PINE 4.2	4.2	
BKOY		s 9.55AM	6.30PM		TO-R	OWENYO	0.0	
	Ar. Daily	Arrive Daily	Leave Daily	Lv. Daily		(143.5)		

(3.30) (6.10) Time over District (6.00) (2.30)
 13.97 23.27 Average speed per hour 23.91 19.56

EASTWARD				Distance from Gosford	WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Time Table No. 149 December 28, 1930	Distance from Maricopa	THIRD CLASS	
		154 Mixed	152 Sunset Ry. Mixed				151 Sunset Ry. Mixed	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday		
54 YP			4.25 AM	0.0	R GOSFORD	31.9	s 11.25 AM	
8			f 4.35	3.0	BANNISTER	28.9	11.15	
92			f 4.50	9.5	CONNOR	22.4	s 10.55	
71 W			5.05	14.2	MILLUX	17.7	f 10.40	
66			5.25	21.9	KYAN	11.0	f 10.19	
66 Y		s 8.45 AM	s 6.00 AM	27.4	R PENTLAND	4.5	f 9.55	
71 Y		f 8.55		30.1	HAZELTON	1.8	f 9.45	
Yard		s 9.05 AM		31.9	TO-R MARIOPA	0.0	9.35 AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(31.9)		Leave Daily Ex. Sunday	
	(0.20) (13.5)	(1.35) (17.30)	Time over District			(1.50) (17.4)	Average speed per hour	

EASTWARD				Distance from Pentland	WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Time Table No. 149 December 28, 1930	Distance from Shale	THIRD CLASS	
			152 Mixed				153 Mixed	
			Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday		
66 Y			6.00 AM	0.0	R PENTLAND	17.0	s 8.40 AM	
			f 6.35	2.2	KERTO	14.8	f 8.34	
			f 6.44	5.1	SIGNA	12.8	f 8.28	
Yard BK			s 7.20	8.7	TO-R TAFT	8.3	s 8.15	
50			f 7.31	12.5	MIDOIL	4.5	f 8.05	
Yard			s 7.37	14.5	TO FELLOWS	2.5	f 8.00	
44 Y			s 7.45 AM	17.0	R SHALE	0.0	7.50 AM	
		Arrive Daily Ex. Sunday			(17.0)		Leave Daily Ex. Sunday	
	(1.45) (9.71)	Time over District			(0.50) (20.4)	Average Speed per Hour		

ADDITIONAL STATIONS	Distance from Gosford	Distance from Pentland
Levee.....	16.5	
Winoil.....		3.4
Chanslor.....		11.2

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Rule 2—Watch Inspector: H. Reader, Taft.

Rule 93—Yard Limits—Are defined by yard limit signs at the following stations:
Pentland Taft.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 40 Miles per Hour.
Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.
Trains will not exceed the speed in miles per hour shown below.

BETWEEN	Passenger	Freight	Running Backward
Gosford and Pentland.....	30	30	20
Except with large loaded oil cars.....	.....	25	.....
Pentland and curve west Hazelton.....	25	25	20
Except with large loaded oil cars.....	.....	20	.....
Curve west Hazelton and Maricopa.....	12	12	12
Pentland and MP.3.....	20	20	20
Except on curve Pentland.....	12	12	12
MP.3 and Shale.....	12	12	12
East Switch Long Siding at Taft and derailer in main track west of Taft.....	10	10	10

MISCELLANEOUS

- At Pentland, normal position of junction switch will be for Taft line.
- There is a spring derailer on main track 900 feet west of west switch at Taft.
- Nos. 153 and 152 will stop on flag at Winoil to receive and discharge passengers.

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
15.5	Fellows	Associated Oil Co. Spur Warehouse—Side and overhead.

LIST OF SURGEONS

Name	Title	Location
Dr. J. V. Gilbert.....	.....District Surgeon.....	.....Maricopa, Calif.
Dr. L. Heuler.....	.....District Surgeon.....	.....Fellows, Calif.
Dr. A. R. Moodie.....	.....District Surgeon.....	.....Taft, Calif.

SPECIAL INSTRUCTIONS



THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco	
Fresno, 1241 Fullton St. Bert Fuller	Los Angeles, 445 So. Spring St.
Porterville Frank Haener	G. D. Davidson Co.
Hanford Hanford Jewelry Co.	Los Angeles, 301 O. T. Johnson Bldg.
Bakersfield, 902 Baker St.	Newton Moore
Coalinga Chas. E. Baab	Los Angeles, 2708 No. Broadway
Visalia A. Rees	O. H. Patzer
	C. T. Kathe

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso	Trains on Porterville Line.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia Branch.
Hardwick	Trains on Riverdale Branch.
Ingle	Trains on Riverdale Branch.
Goshen Jct.	Trains on Hanford Branch.

RULE 14 (e). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Sanger Line and Clovis Branch.
Porterville	Trains on Springville Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on Owenyo Branch.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 as it applies to Calwa Tower, Fresno Yard, is modified to the extent that if an eastward train makes a positive check of a westward superior train within Fresno Yard while the two trains are moving in opposite directions on double track, it will not be necessary to make or obtain a check of such train at Calwa Tower.

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

Rossi	Third-class trains.
Fresno	Trains originating and terminating.
Oil Jct.	
Visalia	
Searles	
Lancaster	
Palmdale	
Famoso	Trains to and from Porterville Line.
Tehachapi	First and second class trains, and trains originating and terminating.

Extras register at Porterville Olive St., Exeter, Goshen Jct. Armona, Hardwick, and Friant.

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

Fresno Yard	First class trains.
Goshen Jct.	Nos. 25, 26, 59, 60, 51 and 52.
Kern Jct.	Santa Fe trains, S. P. first class trains and Westward light engines.
Tehachapi	First and second class trains.
Porterville Olive St.	First class trains.
Famoso	Trains to and from Porterville Line.
Oil Jct.	No. 10.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

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

RULE 83 (D). Westward Santa Fe trains via Southern Pacific will get clearance and train orders from operator Santa Fe station Bakersfield authorizing movement from Oil Junction westward.

Eastward Clovis Branch trains destined to Fresno Interurban secure train orders or clearance from operator at Fresno Tower, authorizing movement over Fresno Interurban.

No. 10 may leave Ducor without clearance when operator not on duty.

Conductors and Engineers from Riverdale Branch to Stockton Division, in addition to orders and clearance signed by Chief Dispatcher of Stockton Division, authorizing movement from Ingle to Kerman on Los Banos subdivision of Stockton Division, will also in all cases procure from operator at the same point where such orders and clearances are issued, clearance signed by Chief Dispatcher of the San Joaquin Division.

Trains must obtain clearance card before leaving:
McKittrick Westward trains.
Goshen Jct. All trains via Hanford and Visalia.

RULE 93. YARD LIMITS: Are defined by yard limit signs at the following stations:

Fresno	Bakersfield	Tehachapi
Goshen Jct.	Visalia	Mojave
Coalinga	Exeter	Searles
Armona	Lindsay	Owenyo
Hardwick	Porterville	Saugus
Hanford	Dinuba	Selma
Sanger	Kingsburg	Vincent
Reedley	Friant	

Fresno Yard: Limits are defined by yard limit signs at the following points:

Kerman Line	Mile Post 206.32, 2719 feet west of Associated Pipe line spur.
Merced Line	1000 feet east of Biola Junction.
Bakersfield Line	1000 feet east of east switch Malaga.
Sanger Line	Mile Post 208.15, 1200 feet west of west switch Blossoma.
Friant Branch	Mile Post 290.4, 1000 feet east of Barton.

Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of time table authority, using every precaution to avoid delaying passenger trains.

Trains or engines will not move against the current of traffic on double track between Belmont Avenue and Clinton Avenue, except on authority of Yardmaster and, when making movement against current of traffic must be preceded by flagman over Railway and Street crossings at grade, protecting these crossings during this movement.

Section of single track between Divisadero St. and Clinton Ave. is operated and controlled by manual block. Trains and yard engines must not pass Divisadero St. or Clinton Ave. until given proceed signal by switch tenders, green flag by day and green light by night.

Oil spring switch located at Junction switch Los Banos main track and Eastward main track Fresno will be normally lined for eastward main track movements and will operate automatically for eastward trains entering eastward main track from Los Banos main track. Trains should not move from Los Banos main track with color light signal 2046 displaying stop except as provided by the rules.

Westward trains moving to the Los Banos main track will be governed by hand signals from herder as oil buffer spring switch will have to be operated manually for westward movements to the Los Banos main track.

Trains entering yard from Merced and Kerman Lines will be governed by green signal from herder.

Trains entering or leaving through passenger station tracks, designated below, will not pass Merced or Kern Streets without signal from yardman.

Main track—Depot No. 1—Depot No. 2—Depot No. 3—Depot No. 4—Back lead. A first class westward train which does not reach Fresno Yard within 15 minutes from its leaving time as registered at Fresno, must run expecting to find a train moving ahead of it, Fresno Yard to Madera.

Mojave Yard: First class trains may pass through Mojave Yard without hand signals, providing switches are properly lined for such movement, and will move with caution irrespective of timetable superiority between Signals 3802 and 3811. Inferior trains entering or leaving Mojave Yard must receive green signal unless Yardmaster or his subordinate notifies train that they may enter or leave without green signal.

Trains leaving east end of yard may proceed without signal from herder provided they are notified switches are properly lined.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:	
Passenger trains	One long.
Freight trains	One short, one long, one short.
Santa Fe:	
Passenger trains	One long, one short.
Freight trains	One long, one short, one long.

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 104 (A). DERAILERS IN MAIN TRACK:

McKittrick. East wye switch is spring switch and serves as derail.
Porterville. 310 feet east of junction switch on Springville Branch.
Magnesite Branch. 1100 feet east of Bridge 283-F.
Mojave. 230 feet east of junction switch on Owenyo Branch.
Famoso. 168 feet west of junction switch.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

- A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.
- A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
- A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
- Laton & Western Railway, 1743 feet west of Lillis, STOP.
- Laton & Western Railway, 4129 feet west of Lynn, STOP.
- A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
- Fresno Interurban Railway, 1771 feet east of Las Palmas, STOP.

RULE 827. Freight trains must not run more than 40 miles without a stop for inspection: Except, between Bakersfield and Fresno, when conditions are favorable, train running in good order, and in the judgment of the conductor it is safe to do so, run may be made from Bakersfield to Tipton and Tipton to Fresno or vice versa without stopping for train inspection. A thorough inspection will be made at any intermediate stops.

TRAIN AND AIR INSPECTION

RULE 13 of Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus.

On through passenger trains arriving Mojave from either direction when brake pipe is not broken, it will not be necessary to make air test.

Continue, however, to make running air test leaving Mojave in accordance with Rule 16.

RULE 16 of Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus.

Running air brake test will be made by all passenger trains at Summit Switch and between initial and cross-over switches at Vincent.

Eastward passenger trains will not make running air brake test approaching end of double track at Bena.

Westward freight trains not stopping at Summit Switch will make running air-brake test between wye switches as follows: While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds, making total reduction of 10 pounds before releasing.

Conductor will note reduction on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed by other trainmen from their portion of the train, providing they note retainers releasing in their vicinity.

If conductor is on the head end, the rear brakeman is held responsible for such observance of the gauge as will insure against danger from closed angle cock or low pressure.

When such observance indicates danger, take every needed precaution as the circumstances warrant.

If releasing of brakes cannot be made at a greater speed than 15 miles per hour, stop and make rear end test.

RULE 17 of Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus.

Rear end test will be made at any point where brake pipe has been separated and recoupled, or where continuity of the brake pipe has been changed, and at other points as follows:

Vincent—All trains, except passenger trains not stopping.

Summit Switch—All trains stopping.

Tehachapi—Westward passenger trains stopping.

In making rear end test of freight trains brake pipe must be charged to not less than 60 pounds, then make a 10-pound reduction and signal trainmen by one blast of the whistle.

The angle cock on the rear of the train will then be opened gradually to full extent, allowing enough air to escape to cause the hand of the brake pipe gauge in the cab to fall, and then closed. When the engineman notes the hand falling he will answer with two blasts of the whistle, and when the pressure stops falling release the brakes.

On passenger trains after brake pipe has been charged to standard pressure, a ten-pound reduction will be made, then signal trainmen by one blast of the whistle.

The trainman will open the rear angle cock gently, allowing only enough air to escape to cause brake pipe gauge to fall without making an emergency application, then close. When engineman notes hand falling he will answer with two short blasts of the whistle, trainman will immediately signal by four blasts of the air signal whistle for brakes to be released.

Leading engineman will not signal for rear end test until helper signals by one blast of the whistle, indicating train is coupled and ready for test.

Retainers will be used on passenger trains as follows:

Westward trains Tehachapi to Caliente—All retainers

Retainers on all head end cars of eastward passenger trains (except Train No. 56) will be turned up at Summit Switch, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of trains must not exceed 45 miles per hour.

Retainers on all head end cars on Train No. 56 will be turned up at Tehachapi, remainder of retainers to be turned up at Cameron without stopping, all retainers being used to Mojave. When retainers are thus used speed of train must not exceed 45 miles per hour.

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

Eastward trains.....Cameron to Mojave
Eastward trains.....Vincent to Lang
Westward trains.....Vincent to Harold
Westward trains.....Tehachapi to Caliente
Westward trains.....McKittrick to Lokern
Westward trains.....Coso to Linnie
Westward trains.....Searles to Garlock

On freight trains descending grade Tehachapi to Caliente, Cameron to Mojave and Vincent to Lang, one pressure retaining valve must be used for each 115 M's in train. These retaining valves to be used solid on head end of train.

Descending grade between Vincent and Harold, use ten retaining valves on head end of train.

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

Car Inspectors have been removed from Mojave. Trainmen will make their hose couplings and train inspection. Rear end test must be made in accordance with Rule 17 of Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus.

Terminal air brake tests on all trains tied up at stations where no car inspectors are on duty will be made as outlined in Question and Answer No. 300 of Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus.

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

Ravenna.

Marcel Rowen.—Or in making other stops, inspection may be made provided initial run is not to exceed 8 miles, succeeding runs not to exceed 10 miles.

A continuous run of 10 miles will not be made where the run from the last inspection point was less than 7 miles.

Warren.

Owenyo Branch.—Rand.

Freight trains taking siding where it is necessary for them to open their own switch, and where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train entering siding will be preceded by a flagman.

When block signals located at end of double track at Tehachapi indicate stop, in addition to complying with rule 509, be governed by rules 628 and 663.

When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

Fresno.—Dwarf light signal 2022, located just east of Clinton Avenue, will govern movements of eastward trains from drill track to eastward main track through both crossovers. The normal indication of this signal will be dark with crossover switches lined normal for all tracks. When either switch of crossover east of Clinton Avenue is reversed for crossover movement, signal will indicate stop and both crossovers must be lined for movement from drill track to eastward main track before signal will display proceed indication.

A train must not move from drill track through crossovers to eastward main track with dwarf signal displaying stop, except as provided by the rules.

Exeter.—Dwarf light signal 2565 governs train and engine movements from wye to Exeter main track. Dwarf light signal 2625 located on left side of wye track governs train and engine movements from wye to Visalia branch.

The normal indication of these dwarf signals with derails open is dark. When switch indicators located at derails is at proceed, derail must first be closed at which time the dwarf light signal will indicate stop until main track switch has been lined for movement at which time signal will display proceed indication.

A train or engine must not move from wye to main track with dwarf light signal displaying stop, except as provided by the rules.

Signal 2628 at junction of Visalia branch and Exeter main track governs train movements through siding switch Visalia branch west of junction switch and junction switch to Exeter main track.

This signal will be normally at stop until siding switch Visalia branch west of junction switch and junction switch have been lined for train movement from Visalia branch to Exeter main track when signal will indicate proceed providing Exeter main track is clear in both directions.

A train or engine must not move from Visalia branch to Exeter main track with signal displaying stop, except as provided by the rules.

Summit Switch.—Dwarf light automatic signal governs movements of trains from west end siding at Summit Switch to westward main track through crossover. The normal position of this signal with derail open is dark. Where switch indicator located at derail is at proceed, derail must first be closed at which time the dwarf signal will indicate stop, then the main track switches and crossover switches between main tracks must be lined for movement to westward main track before signal will display a proceed indication. A train must not move from siding to main track with dwarf light signal displaying stop except as provided by the rules.

Eric.—Dwarf light automatic signal east leg wye Eric governs movements of trains from east leg of wye Eric to westward main track through crossover.

The normal indication of this signal with derail open is dark. When switch indicator located at derail is at proceed, derail must first be closed, at which time the dwarf signal will indicate stop, then main track switch and crossover switches between main tracks must be lined for movement to eastward main track before signal will display a proceed indication. A train must not move from wye to main track with the dwarf signal displaying stop, except as provided by the rules.

Searles.—Automatic block signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles.

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

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

INTERLOCKING

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

For main track, one long whistle (——).

To or from spur track, one long and one short whistle (—— o).

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

One long whistle (——).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (—— 0 ——).

Westward trains, one long whistle for crossing and for double track (——).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

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

One long whistle (——).

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

One long whistle (——).

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

For main track, one long whistle (——).

For movement over crossing on siding, one long, one short and one long whistle (—— o ——).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (—— o).

Between main track and transfer track, one short, one long and one short whistle (o —— o).

No. 1 track, two short, one long and one short whistles (o o —— o).

Eastward main track signals are semi-automatic.

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

Green.....Westward track to S. P. single track.

Yellow.....To Santa Fe westward double track or S. P. No. 1 track.

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

Green.....Eastward main track.

Yellow.....Against current of traffic.

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

FRESNO YARD

Interlocking limits will extend on main track from eastward interlocking signal 650 feet west of Biola Junction switch to westward interlocking signal located 850 feet east of Biola Junction switch and on the Biola Branch to eastward interlocking signal 500 feet west of Junction switch and on No. 1 drill track to dwarf light signal on 7½ foot mast 50 ft. east of derail west end No. 1 drill track. Interlocking limits at west switch No. 2 drill track extend from eastward interlocking dwarf light signal located 50 feet west of this switch to westward interlocking dwarf light signals located on No. 1 and No. 2 drill tracks just east of Ashland Avenue, Fresno Yard. The drill track between eastward dwarf light signal just west of west switch No. 2 drill track to westward dwarf light signal west end No. 1 drill track is not protected by the interlocking.

Dual control switch machines will be installed as follows: Biola Junction switch. Derail located on Biola Branch 450 feet from Junction switch. Main track switch and derail west end No. 1 drill track and west switch No. 2 drill track Fresno Yard. These switches will be operated from interlocker cabin located near east end Muscatel Siding.

Westward movement from No. 1 drill track governed by three indication dwarf light signal on 7½ foot mast located 50 feet east of derail on west end drill track. Green indication governs movement westward on main track, yellow indication to Biola Branch. All other signals will display indications in accordance with Transportation Rules 601 to 604-A, inclusive.

Movement over No. 2 drill track switch governed by two indication dwarf light signals located east and west of this switch.

Trains stopped by signals will communicate with signal operator by telephones located in concrete battery houses at Biola Junction switch and on south side of main track opposite No. 2 drill track switch and be governed by his instructions.

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

TEHACHAPI

Main track movements (to or from double track) one long whistle (——).

No. 1 siding, one short, one long and one short whistle (0 —— 0).

BENA

Oil spring switch, operating automatically at end of double track.

"Take Siding Indicator" mounted on mast of block signal 3281. Illuminated letter "S" will indicate to westward trains to take siding.

Dwarf light signals will govern movement of eastward trains to and from siding.

Oil spring switch at east end of siding will operate automatically for eastward trains leaving siding and will have to be thrown by westward trains entering siding.

Oil spring switch at west end of siding will operate automatically for westward trains leaving siding.

Normal position of center switch at west end of siding is for westward trains. Switches will have to be thrown for eastward trains entering siding.

CALIENTE, ALLARD, BEALVILLE, CLIFF, WOODFORD, MARCEL

The east and west switches of sidings at Caliente, Bealville, Cliff, Woodford, Marcel and the east switch of siding at Allard are interlocked and controlled from Telegraph office. All other switches will remain hand throw. The switch and signals at Allard and Cliff are controlled by the plant at Bealville.

Interlocking limits will extend on main track from the eastward signal located fifty (50) feet west of the west switch to the westward signal located fifty (50) feet east of the east switch at Caliente, Woodford and Marcel, and on both main track and siding at Woodford, and at Bealville from eastward signal located fifty (50) feet west of the west switch Allard to westward signal located fifty (50) feet east of the east switch Cliff. All signals within these limits will be interlocking type and Interlocking Rules 600 to 678 inclusive will apply, except Rule 628 is modified to permit movement to be made past inoperative signal on telephone authority from signal operator, in lieu of hand signals, and train and enginemen must assure themselves that switches are properly lined for desired route.

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

Semaphore signals will govern main track movements and dwarf light signals will govern movements to and from sidings. At Woodford additional dwarf light signals are located near middle of siding governing siding movements.

Trains stopped by signals must communicate with signal operator by telephone located in telephone booths at east and west switches and be governed by his instructions. Additional telephones are provided at derail west end house track Woodford, and at derail of house track extension at Caliente. If instructed by signal operator to throw interlocked switch by hand, follow instructions posted in telephone booth.

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

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

Trains or engines entering main track, except where fixed signals govern movement, must receive authority from signal operator then may proceed with caution, not exceeding twelve (12) miles per hour to next signal, except helper engines to cut into train standing on main track at Caliente.

At Caliente, Bealville and Marcel the siding next to main track will be known as eastward siding, adjoining track will be known as westward siding. Inside siding switches are oil spring switches and normal position is for train entering siding. Trains entering siding past an inoperative signal must assure themselves this switch is properly lined.

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

At Woodford "Take Siding Indicator" mounted on mast of westward interlocking signal will govern westward trains that are to use house track.

When westward third class and extra trains are given main track at Allard, and are unable to proceed further ahead of superior trains in the same direction, they will immediately advise the signal operator at Bealville.

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

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o ——— o).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one short, two long and one short whistle should be sounded (o ——— o).

STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

MISCELLANEOUS

1. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

2. Rear brakemen in Freight and Passenger Service shall have had at least one year's experience, which shall be interpreted as meaning service as a brakeman on road or roads operating under standard rules.

3. When taking water with a train of twenty or more cars, engine must be detached before reaching water column, except as follows:

All points on the Valley district	Lancaster.....	Eastward trains
Caliente.....	Ravenna.....	Westward trains
Woodford.....	Lang.....	Westward trains

4. 4100 class locomotives taking water at east column at eastward siding at Caliente will not clear train entering westward siding.

Water supply at Marcel is for emergency use only. Tank spout is locked Key can be secured from operator.

5. Fill no water cars at Diaz.

6. Helpers will cut out at Vincent unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

7. Helpers must be cut in ahead of rear end cars.

8. Fresno—Trains from Clovis Branch and Sanger line stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter—Eastward trains stop at "stop" board at junction with Fresno Branch.

9. Goshen Jct.—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

10. At Vincent siding next to main track will be known as eastward siding; back track will be known as westward siding.

11. At Rowen the siding East of the crossovers will be known as the Westward siding, the one west of the crossovers as the Eastward siding.

Trains using other than the designated siding, unless authorized by the dispatcher, must be preceded by a flagman.

12. House track at Woodford must not be used for setting out or storing of cars.

13. Tracks at following stations must not be used by engines larger than consolidation type. Spurs at Bena, Caliente, Cable, Gypsite, Toby, Garlock Wye and sidings at Toby, Goler, Rand and Teagle.

When switching the west end of Saltdale, with F-4 and F-5 type engines, hold onto sufficient number of cars to prevent engine from going beyond frog. The decline from main track to siding is too abrupt for this type of engines.

14. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding.

15. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 2.

16. Train movements on Richgrove-Jovista Line will not be authorized by train orders. Trains using this line will do so under flag protection.

Flagman will be left at Richgrove with instructions to hold all other trains desiring to use this track until return of his train.

17. Night signals will be displayed through all tunnels.

18. West switch Ivanhoe is located 790 feet east of Ivanhoe station sign.

19. Engines heavier than large Moguls will not be permitted east of East Switch Crump. Flanges of engines proceeding farther must be thoroughly oiled before moving around curves.

Engines larger than small Moguls will not be run between Hardwick and Riverdale. Engines larger than Moguls will not use spur at Maltermoro.

20. Blow off cocks, sanders or injectors must not be used and boosters not started passing over oil buffer spring switches.

21. No train, engine, car or motor shall be stored within 100 feet of either property line of County Road crossing or Alfred Ice Cream Co. track at Tipton, unless the crossing is protected by a human flagman.

22. In order to prevent eastward trains stopping at west end Cliff with helpers in Tunnel 5, while westward train is entering siding, Cliff. Westward trains approaching Cliff receiving caution indication, distant signal should be prepared to stop before passing over east switch of siding as westward signal located 225 feet west is controlled through this switch.

Dwarf light signal located at fouling point between main track and siding, governs eastward movement from siding and signal will not light up and give indication until switch is lined for movement from siding to main track.

23. To avoid stopping helpers in Tunnels 5 and 6, eastward freight trains going to Cliff for a superior train may hold main track, provided flag protection is afforded superior train.

If eastward freight train has not time enough to go to Cliff and hold main track with proper flag protection, it should stay at Bealville.

24. Switching movement from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on grade where such siding is unprotected by derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. Whenever possible, when switching on heavy grades, engine should be kept on down hill side of cars being handled, or such switching moves be made against a derailer.

25. To avoid congestion in the vicinity of Kern Junction Tower and delays in getting engines to roundhouse, indicators and markers will be displayed until engines arrive on the inbound track at the roundhouse.

26. To expedite movement of relief trains out of terminals, crews for relief trains report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

27. Engines other than those of 1000, 1100 and 1200 class will not be permitted on the following tracks in Fresno Yard:

Spur track originating Fresno Branch, 1,000 feet east of Santa Fe interlocking plant No. 2, serving the California Peach and Fig Growers, Malaga Packing Company and the Sun Maid Syrup Plant; Alley drill track between Van Ness and Fulton Avenues, originating Clovis Branch on San Diego Avenue; Stewart & Nuss spur originating on west leg of Wye and Pierce Lumber Co. spur originating on main line west of west wye switch. All trains, engines and cars of Southern Pacific Co., using drill track of Fresno Industries, Inc., at Fresno, shall stop before crossing Santa Fe track. Hayes derrails have been installed each side of Santa Fe crossing. All trains, engines, motor and cars of Southern Pacific Company negotiating Santa Fe drill track serving Fresno industrial property at intersection of spur serving the Bonner Packing Company will stop before crossing Santa Fe tracks.

28. Sprinkler flag, consisting of a metal banner painted alternately green and white stripes at an angle of 45 degrees, has been adopted to designate the points between which track sprinklers should be operated.

Sprinkler flags will be placed on right hand side of track in direction in which train is operating, and at both ends of the district to be sprinkled.

29. Engines will not be left on No. 1 Track at Tehachapi while crews are eating. When engines are left with no one attending, the reverse lever will be left in the extreme back motion, cylinder cocks will be left open, independent brake valve or straight air valve will be left in service position, noting amount of brake cylinder pressure before leaving the engine. No crew will leave their engine, for the purpose of eating, before engine has come to rest, in the clear, and, when engine or engines are left alone, tank brakes should also be set in addition to independent brakes.

This will apply at other points where similar conditions exist.

30. Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

Whenever any cars are set out en route the brake pipe must be blown out from the head end of the cars set out and angle cock left open. This to prevent trains getting out of control due to accumulation of moisture and water in brake pipes.

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

Westward Trains—Heading in.

Switches will be handled in following sequence:

1. Westward main line switch.
2. Center siding switch.
3. Derailing switch.

After Train is in siding.

1. Westward main line switch.
2. Derailing switch.
3. Center siding switch.

Eastward Trains.

Switches will be handled in normal manner.

32. It should be understood that Rule 825 requires that Conductors, when leaving cars on tracks designated as passing sidings, or principally used as such, and leaving the station because of making a side trip, or proceeding on their straight-away trip, or are released to avoid violation of the Hours-of-Service Law, or are otherwise released from duty, shall advise Chief Train Dispatcher promptly at first available train order office. Such requirements will not apply when train occupies siding while crew is switching at that station or at terminal yards.

Rule 825 does not supersede Rule 105 requiring trains entering sidings to proceed with caution, or any special instructions in the time-table.

33. On engines equipped with rear foot-boards, where water connections are not in use, hose should be disconnected and placed on tender of engine in place provided. Engineer will see that this is done in all cases.

34. When the head end of a train misses their train orders and clearance, as office is passed, operator will not make delivery to the rear end but will make every effort to stop the train by giving stop signals. In case either end of the train misses the orders or clearance card, operator will notify dispatcher and make telegraphic report to Superintendent and Trainmaster.

SPECIAL INSTRUCTIONS—Continued.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW

Page	BETWEEN	Passenger			Freight and Mixed	Engines Backing With or Without Cars
		Maximum	With Mt. 1, 2, 3, 4, 5 Santa Fe Mt. Type	With Santa Fe 3800 Type F 3,4,5,6 SP 1,2,3		
2	Biola Jct. and Clinton Ave. Fresno.....	50	50	45	35	20
2	Exception: F. T. Co. crossing Olive Ave...	20	20	20	20	20
2	Clinton Ave. and north city limits of Fresno	20	20	20	20	20
2	Exception: Facing oil buffer switch Clinton Ave.....	15	15	15	15	15
2-3	Fresno within city limits.....	15	15	15	10	10
2-3	Fresno and Calwa Tower, Blossoma and Barton outside city limits.....	30	30	30	15	10
2	Calwa Tower and Goshen Jct. west yard limit.....	50	50	45	35	20
2	Goshen Jct. yard.....	25	25	25	25	20
2	Goshen Jct. east yard limit and Tipton.....	60	60	45	35	20
2	Exception: Tulare Tower and A. T. & S. F. crossing.....	40	40	40	35	20
2	Tipton and Oil Jct.....	60	60	45	40	20
2	Oil Jct. and Bakersfield (Mt. Vernon Ave.)	35	35	35	20	20
4-5	Bakersfield (Mt. Vernon Ave.) and one mile west of Ilmon.....	50	50	45	40	20
4-5	One mile west of Ilmon and one mile west of Tehachapi.....	30	28	25	20	15
4-5	One mile west of Tehachapi and one mile east of Cameron.....	50	50	45	35	20
4-5	One miles east of Cameron and Mojave Standard Oil switch.....	45	45	45	20	20
4-5	Exception: Westward freight trains Mojave and one mile east of Cameron.....				35	10
4-5	Mojave yard (Standard Oil switch and extreme switch).....	15	15	15	10	10
6	Mojave extreme east switch and Palmdale..	50	50	45	40	20
6	Palmdale and mile post 417.....	50	50	45	35	20
6	Exception: Palmdale and mile post 417 westward freight trains.....				22	20
6	Mile post 417 and Lang.....	30	28	25	20	15
6	Lang and Saugus.....	30	28	25	22	15
3	Blossoma and Famoso via Sanger and Porterville.....	45			30	20
3	Exception: On curve west of Sanger and on curve west of Orris.....	30			20	20
3	Porterville and Springville.....	15			15	10
3	Exception: On curves Springville, Magnesite and Pernu Branches.....	12			12	10
7	Richgrove and Jovista, straight track.....	25			25	20
7	Richgrove and Jovista, curve track.....	15			15	10
7	Armona and Crump.....	40			25	20
7	Exception: Huron and Turk on curves.....	30			20	15
7	Exception: Crump and end of track.....	8			8	8
7	Kerman and Exeter via Hanford and Visalia	40			30	20
7	Exception: On curve at Ambler.....	30			20	20
7	Ingle and one mile west of Riverdale.....	25			25	20
7	One mile west of Riverdale and Hardwick.....	15			15	15
3	Barton and Gordon.....	30			25	20
3	Exception: Barton and Maltermoro on curves.....	25			18	15
3	Exception: Over Fresno Interurban tracks at Las Palmas.....	15			15	15
3	Gordon and Friant.....	25			18	15
8	Rossi and Stratford.....	20			20	15
8	Bakersfield and Gosford.....	25			25	20
8	Gosford and mile post 354 1/2.....	25			25	20
8	Exception: First curve east of Lokern.....	20			20	15
8	Mile post 354 1/2 and Olig.....	20			20	15
8	Exception: With large loaded oil cars.....				15	15
8	Mojave and Owenyo.....	40			30	20
8	Exception: On curve between 422.91 and 423.19.....	30			18	15
8	Exception: On curve between 433.57 and 433.93.....	30			18	15
8	Exception: On curve between 466.98 and 467.72.....	30			18	15
8	Over east leg of wye at Exeter.....	10			10	10
	Through interlocking plants, except:		With Caution			

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW—Continued.

Page	BETWEEN	Passenger			Freight and Mixed	Engines Backing With or Without Cars
		Maximum	With Mt. 1, 2, 3, 4, 5 Santa Fe Mt. Type	With Santa Fe 3800 Type F 3,4,5,6 SP 1,2,3		
	Caliente, Allard, Bealville, Woodford, Marcel when interlocking signals indicate proceed.....					
	Through crossovers and turn cuts, except: Bena, end of double track eastward.....	8	8	8	8	8
	Bena, end of double track westward.....	30	30	30	30	20
	Eastward trains over oil spring switch west end of Tehachapi.....	25	25	25	25	20
	Turn out of double track just west of Calwa Tower.....	30	30	30	30	20
		30	30	30	15	10

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Running Backward
2-3	Fresno, along or across street crossings.....	8	8	8
2	Fowler, between 5 A. M. and 11 P. M.....	20	20	20
2	Selma, between 5 A. M. and 11 P. M.....	20	20	20
2	Kingsburg, between 4 A. M. and 11 P. M.....	20	20	20
2	Tulare, between 5 A. M. and 11 P. M.....	20	20	20
3	Clovis.....	8	8	8
3	Reedley, between 5 A. M. and 11 P. M.....	20	20	20
3	Exeter, between 5 A. M. and 11 P. M.....	20	20	20
3	Lindsay, between 5 A. M. and 11 P. M.....	20	20	20
3	Porterville, between 5 A. M. and 11 P. M.....	20	20	20
7	Hanford, between 5 A. M. and 11 P. M.....	20	20	20
7	Visalia.....	15	15	15
2-4-5	Bakersfield, within city limits over street crossings.....	20	20	20

OTHER MAXIMUM SPEEDS

Subject to Speed Restrictions

	M.P.H.
Mikado, F-1 type and Consolidation engines.....	45
F-3, F-4, F-5, SP-1, 2, 3 and Santa Fe 3800 type engines, backward movement over switch turnouts.....	8
AC, M.M. (except where freight speed is less, be governed thereby).....	40
Yard engines (except where freight speed is less, be governed thereby).....	20
Engines equipped with tenders having water capacity 7000 gallons or less, except classes 70-R-1 and 70-SC-1.....	50
Engines equipped with tenders having water capacity in excess of 7000 gallons and including classes 70-R-1 and 70-SC-1.....	60
Engines with main rod only removed.....	30
Engines with side rods only removed.....	30
Engines with both main and side rods removed.....	20

The speed of F-4 and F-5 type engines between Mojave and Owenyo is restricted to 25 miles per hour.

On sidings in territory between Bakersfield and Saugus trains will run with caution, not exceeding ten miles per hour.

Between one mile east of Cameron and Mojave yard maximum speed of engines running light descending grades will be 25 miles per hour.

Engines running light must not exceed freight speed, except F-1 and lighter engines may run 25 miles per hour where freight speed is 20 or 22 miles per hour.

Trains handling relief outfit must not exceed 25 miles per hour on main track Exeter and Kerman, Fresno and Famosa, via Sanger, 15 miles per hour over other lines and 15 miles per hour on curves of 5 degrees and over. Where freight speed is less, be governed thereby.

Nos. 25 and 59 will not make up any time on their schedules between Tehachapi and Ilmon.

When locomotive Cranes, of the type SPMW 3636, are placed in trains, they must be handled with the heavy end forward, except where it is impossible to turn them, in which case they may be turned at the first available point.

In isolated cases, where it becomes absolutely necessary to handle these cranes with the light end forward, extreme care must be exercised and speed of 25 miles per hour not exceeded.

Train No. 26 will reduce speed to ten (10) miles per hour when passing passenger stations at Tulare and Delano on Sunday mornings to permit dispatch of newspapers at these points.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a). Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b). Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.....	93,070		
—66 ft.....	127,610		
—70 ft.....	122,620		
—(Dynamo).....	98,730	87,120	81,120
Baggage and Mail—60 ft.....	103,620		
—66 ft.....	127,760		
—70 ft.....	129,140		
Baggage and Passenger.....	108,675	103,590	99,200
Baggage—CM StP.....	125,000	112,640	76,320
Express Refr.—NP RR.....		74,000	60,000
—GN RR.....			70,000
—ARE No. 40-154.....		78,000	
—155-224.....		89,000	
—500-506.....		110,000	
—1101-1175.....		85,000	
—PFE 500-799.....		83,000	
Tea and Silk.....			48,180
Express, Horse.....	133,050		81,033
Postal.....	112,120		
Postal Storage—40 ft.....	74,530		
—60 ft.....	105,120		
Club.....	146,210	122,300	
Official.....	170,700	155,370	109,370
—CM StP.....	141,000		
Chair.....	100,620		84,740
Coaches—60 ft.....	98,130		
—70 ft.....	137,640		
—72 ft.....	139,660		
—73 ft.....	148,040		
—72 ft. Interurban.....	120,000		
—CM StP.....	133,000		81,210
All-Day Lunch—Chair.....	105,970		
—Coach.....	103,875		
Cafe Coach.....		135,930	117,200
Diner—70 ft.....		146,930	134,530
—72 ft.....		155,330	
—77 ft.....		157,240	
—79 ft.....		169,100	
Cafe-Observation.....		148,950	128,550
Observation.....		141,870	121,300
Pullman—Observation.....		163,600	
—Parlor.....		155,600	
—Standard Sleeper.....		164,600	
—Tourist.....		140,600	
CM StP—Tourist Sleeper.....		141,000	
Rail Car—Gas and Electric.....		143,360	
—McKeen—55 ft.....		64,140	
—70 ft.....		71,530	
Observation (Open Top).....			62,000

SPECIAL INSTRUCTIONS—Concluded

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
Fresno-Saugus—Main Track		
205.5	Fresno Shop Yard.....	Water tank spout.....Side
205.5	Fresno.....	Pullman shed.....Side
215.1	Fowler.....	Fowler Lbr. Co. sand bin.....Side
220.7	Selma.....	Libby-McNeill & Libby.....Side
245.6	Tagus.....	Taugus Ranch.....Overhead
313.2	Bakersfield, east end Round House lead..	Water column.....Side
313.2	Bakersfield Emergency Column No. 4....	Water column.....Side
313.2	Bakersfield, roundhouse turnout tracks...	Sandhouse.....Side and Overhead
313.2	Bakersfield.....	P. F. E. ice dock.....Side
313.2	Bakersfield.....	Pullman shed.....Side
313.2	Bakersfield.....	Wheel unloading cranes.....Overhead
313.2	Bakersfield.....	Coal house at store.....Side
313.2	Bakersfield.....	Air pump house.....Side
313.2	Bakersfield.....	Gravel Bunkers, Gravel Pit.....Side and Overhead
340.5	Bealville.....	Water tank spout.....Side
354.2	Marcel.....	Water tank spout.....Side
434.8	East of Russ.....	Tunnel 17½.....Overhead
434.8	East of Russ.....	Water flume.....Overhead
435.5	East of Russ.....	1st bridge, Santa Clara river.....Side
435.9	East of Russ.....	3rd bridge, Santa Clara river.....Overhead
436.1	East of Russ.....	4th bridge, Santa Clara river.....Side and Overhead
436.3	East of Russ.....	5th bridge, Santa Clara river.....Side and Overhead
436.8	East of Russ.....	7th bridge, Santa Clara river.....Side and Overhead
436.9	East of Russ.....	8th bridge, Santa Clara river.....Side and Overhead
437.4	East of Russ.....	10th bridge, Santa Clara river.....Side and Overhead
437.0	East of Russ.....	Tunnel 18.....Overhead
439.5	East of Lang.....	Tunnel 20.....Overhead
440.1	East of Lang.....	Tunnel 21.....Overhead
441.5	East of Lang.....	Tunnel 22.....Overhead
445.3	East of Humphreys.....	Tunnel 23.....Overhead
449.7	East of Honby.....	Tunnel 24.....Overhead
Fresno-Famoso via Porterville		
205.5	Fresno.....	S. J. L. & P. Corp. plant.....Side and Overhead
225.3	Fargo.....	Pepper Fruit Co.....Side
257.4	Exeter.....	Water tank spout.....Side
257.4	Exeter.....	Visalia Electric Carhouse Doorways.....Side
Goshen Jct.-Coalinga-Kerman		
229.1	Armona.....	Water tank spout.....Side
244.1	Stratford.....	Water tank spout.....Side
268.4	Coalinga.....	Water tank spout.....Side
Fresno-Friant		
205.5	Fresno.....	Alley Drill Track, Fulton.....Side
217.4	Clovis.....	Water tank spout.....Side
Bakersfield-Olig		
328.4	Stevens.....	Water tank spout.....Side
345.4	Kilowatt.....	Power House.....Overhead and Side
Mojave-Owenyo		
402.5	Cantil.....	Water tank spout.....Side
426.8	East of Teagle.....	Tunnel 29.....Overhead
484.1	Haiwee.....	Water tank spout.....Side
523.0	Owenyo.....	Highline trestle on Calif. Alkali Co. Spur.....Overhead and Side

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

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. W. B. Coffey.....	Manager and Chief Surgeon.....	San Francisco, Cal.
Dr. J. D. Morgan.....	District Surgeon.....	Fresno, Cal.
Dr. Chas. A. James.....	Asst. District Surgeon.....	Fresno, Cal.
Dr. D. H. Trowbridge.....	Oculist and Aurist.....	Fresno, Cal.
Dr. J. D. Wagner.....	Emergency Surgeon.....	Selma, Cal.
Dr. W. H. Nielson.....	District Surgeon.....	Fowler, Cal.
Dr. E. C. Halley.....	District Surgeon.....	Sanger, Cal.
Dr. G. A. Hawkins.....	District Surgeon.....	Reedley, Cal.
Dr. D. C. Fowler.....	District Surgeon.....	Exeter, Cal.
Dr. Paul R. Walters.....	District Surgeon.....	Dinuba, Cal.
Dr. W. L. Nuckolls.....	District Surgeon.....	Kingsburg, Cal.
Dr. M. S. McMurtry.....	Emergency Surgeon.....	Clovis, Cal.
Dr. R. N. Fuller.....	District Surgeon.....	Tulare, Cal.
Dr. J. Seiberth.....	District Surgeon.....	Pixley, Cal.
Dr. Henry A. Rivin.....	District Surgeon.....	Delano, Cal.
Dr. J. A. Copeland.....	District Surgeon.....	Delano, Cal.
Dr. C. M. White.....	District Surgeon.....	Visalia, Cal.
Dr. C. T. Rosson.....	District Surgeon.....	Hanford, Cal.
Dr. J. C. Drake.....	District Surgeon.....	Kerman, Cal.
Dr. Geo. A. Meracle.....	Emergency Surgeon.....	Caruthers, Cal.
Dr. E. S. Garrett.....	Emergency Surgeon.....	Riverdale, Cal.
Dr. Wm. P. Byron.....	District Surgeon.....	Lemoore, Cal.
Dr. G. T. Mountford.....	District Surgeon.....	Coalinga, Cal.
Dr. A. C. Muller.....	Emergency Surgeon.....	Strathmore, Cal.
Dr. S. A. Barber.....	District Surgeon.....	Porterville, Cal.
Dr. W. W. Tourtillott.....	Assoc. District Surgeon.....	Porterville, Cal.
Dr. H. D. R. Shoemaker.....	District Surgeon.....	Lindsay, Cal.
Dr. A. I. Fraser.....	Division Surgeon.....	Bakersfield, Cal.
Dr. Hugh W. Bell.....	District Surgeon.....	Bakersfield, Cal.
Dr. N. N. Brown.....	Consulting Surgeon.....	Bakersfield, Cal.
Dr. David N. Bacon.....	Oculist and Aurist.....	Bakersfield, Cal.
Dr. E. A. Shaper.....	District Surgeon.....	Woodford, Cal.
Dr. R. G. Doupe.....	District Surgeon.....	Tehachapi, Cal.
Dr. C. C. Warner.....	District Surgeon.....	Mojave, Cal.
Dr. M. A. Williamson.....	District Surgeon.....	Lone Pine, Cal.
Dr. Harvey Crook.....	District Surgeon.....	Bishop, Cal.
Dr. J. A. Loundagin.....	District Surgeon.....	Independence, Cal.
Dr. William L. Denton.....	Emergency Surgeon.....	Randsburg, Cal.
Dr. S. H. Savage.....	District Surgeon.....	Lancaster, Cal.
Dr. F. P. Brockett.....	District Surgeon.....	Palmdale, Cal.
Dr. J. E. Wheat.....	District Surgeon.....	San Fernando, Cal.

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

LOCATION OF HOSPITAL STRETCHERS

FRESNO	{	BAGGAGE ROOM	MOJAVE	{	BAGGAGE ROOM
		STORE ROOM			RELIEF TRAIN
		RELIEF TRAIN			CAR SHOPS
GOSHEN JUNCTION			SAUGUS		
BAKERSFIELD	{	BAGGAGE ROOM	EXETER		
		EMERGENCY HOSPITAL	PORTERVILLE		
		RELIEF TRAIN	COALINGA		
		CAR SHOPS	HANFORD		
		MACHINE SHOPS	OWENYO		
TEHACHAPI					

LOCATION OF HOSPITALS

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

RATING OF LOCOMOTIVES—SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno via Goshen Jct. Bakersfield and Kerman via Armona. Rosamond, Lancaster. (See note)	Famoso and Fresno, via Exeter	Bakersfield to Mojave	Saugus to Bakersfield	Mojave to Saugus
E-5	E-69 18/24 69	1387.....	165	2430	2050	300	360	400
E-23	E-73 20/24-101-S	1433 to 1458.....	190	3310	2900	430	510	570
E-23	E-73 20/24 92							
E-24	E-69 18/26 74	1464 to 1467, 1469.....	165	2670	2100	320	390	440
E-27	E-73 20/26 113-S	1526 to 1540.....	210	4030	3300	540	640	710
M-4	M-63 20/28 135-S	1615 to 1719.....	190	4270	3400	630	730	810
M-4	M-63 20/28 126							
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779.....	200	5250	4150	790	920	1020
M-6	M-63 21/28 150-S							
M-9	M-63 21/28 150-S	1804 to 1822.....	210	5540	4400	850	990	1090
T-16	T-57 18/24 85	2039, 2040, 2073, 2082, 2095.....	165	2880	2300	400	480	530
T-10	T-57 18/24 86	2137 to 2151.....	160	2770	2200	380	450	500
T-9	T-57 18/24 92	2170, 2172.....	170	3190	2350	420	490	550
T-3	T-69 20/26 113	2215 to 2219.....	180	3510	2850	470	550	620
T-2	T-63 19/24 105	2221 to 2230.....	160	2810	2300	360	430	470
T-1	T-63 20/26 112	2235 to 2273.....	180	3840	3050	560	660	730
T-25	T-69 20/28 134	2275 to 2280.....	200	4230	3450	590	690	770
T-23	T-63 21/28 148-S	2301 to 2310.....	210	5560	4400	870	1000	1010
T-23	T-63 21/28 145-SF							
T-28, 31	T-63 22/28 162-S	2311 to 2362.....	210	6060	4800	930	1080	1190
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384.....	210	5850	5000	900	1050	1150
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460.....	210	5010	4050	700	820	910
P-6	P-77 25/28 172-S	2453 to 2458.....	200	6150	5050	880	1030	1150
P-10	P-73 25/30 181-SF	2478 to 2483.....	200	6830	5450	940	1110	1240
P-10	P-73 25/30 183/B-63-SF	2484 to 2491.....	200	7140	5950	960	1130	1270
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860.....	210	6660	5200	1030	1200	1320
C-9, 10	C-57 22/30 194-S							
C-8	C-57 22/30 192-S	2698 to 2749, 2751.....	210	6660	5200	1030	1200	1320
C-5	C-57 22/30 187-S	2624 to 2679.....	210	4200	3600	550	660	760
C-5	C-57 22/30 185-S	2680 to 2693.....	210	3970	3350	500	600	670
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071.....	210	4200	3600	550	660	760
A-3	A-81 20/28 116/B-59-S	3025 to 3040, 3042 to 3071.....	210	8000	6700	1300	1500	1650
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277.....	200	8000	7600	1530	1770	1950
F-1	F-63 27 1/2 273-S	3600 to 3652.....	200	8000	8000	1800	2000	2300
F-4, 5	F-63 29 1/2 32-306/B-61-SF	3668 to 3763.....	200	8000	8000	1800	2000	2300
F-5	F-63 29 1/2 32-306/B-62-SF	3764 to 3768.....	200	8000	8000	1800	2000	2300
AC-4	AC-63 2 1/2 475-SF	4100 to 4109.....	235	8000	8000	2500	2900	3200
AC-5	AC-63 2 1/2 483-SF	4110 to 4125.....	235	8000	8000	2500	2900	3200
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376.....	210	8000	7900	1340	1570	1740
SP-1	SP-63 2 1/2 316/B-60-SF	5000 to 5015.....	225	8000	8000	2000	2350	2600
SP-2, 3	SP-63 2 1/2 317/B-61-SF	5016 to 5048.....	225	8000	8000	2000	2350	2600
Allowance for empty and underloaded cars.....				6	6	3	3	3
				3	3	0	0	0

NOTE—Ratings of thru trains east will be those shown for Mojave to Saugus to avoid filling out at Rosamond.
Ratings of thru trains west will be those shown for Saugus to Bakersfield to avoid filling out at Lancaster.

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per cent Equivalent Grade
Fresno to Bakersfield.	0.35	0° 50'	0.37
Bakersfield to Ilmon.	1.50	10°	1.90
Ilmon to Tehachapi.	2.20	10°	2.60
Saugus to Palmdale.	2.20	10° 33'	2.61
Palmdale to Mojave.	1.50	1° 30'	1.55
Mojave to Erie.....	2.20	4°	2.38
Erie to Tehachapi...	1.18	1° 50'	1.24
Fresno to Friant....	1.00	10°	1.40

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheeler
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

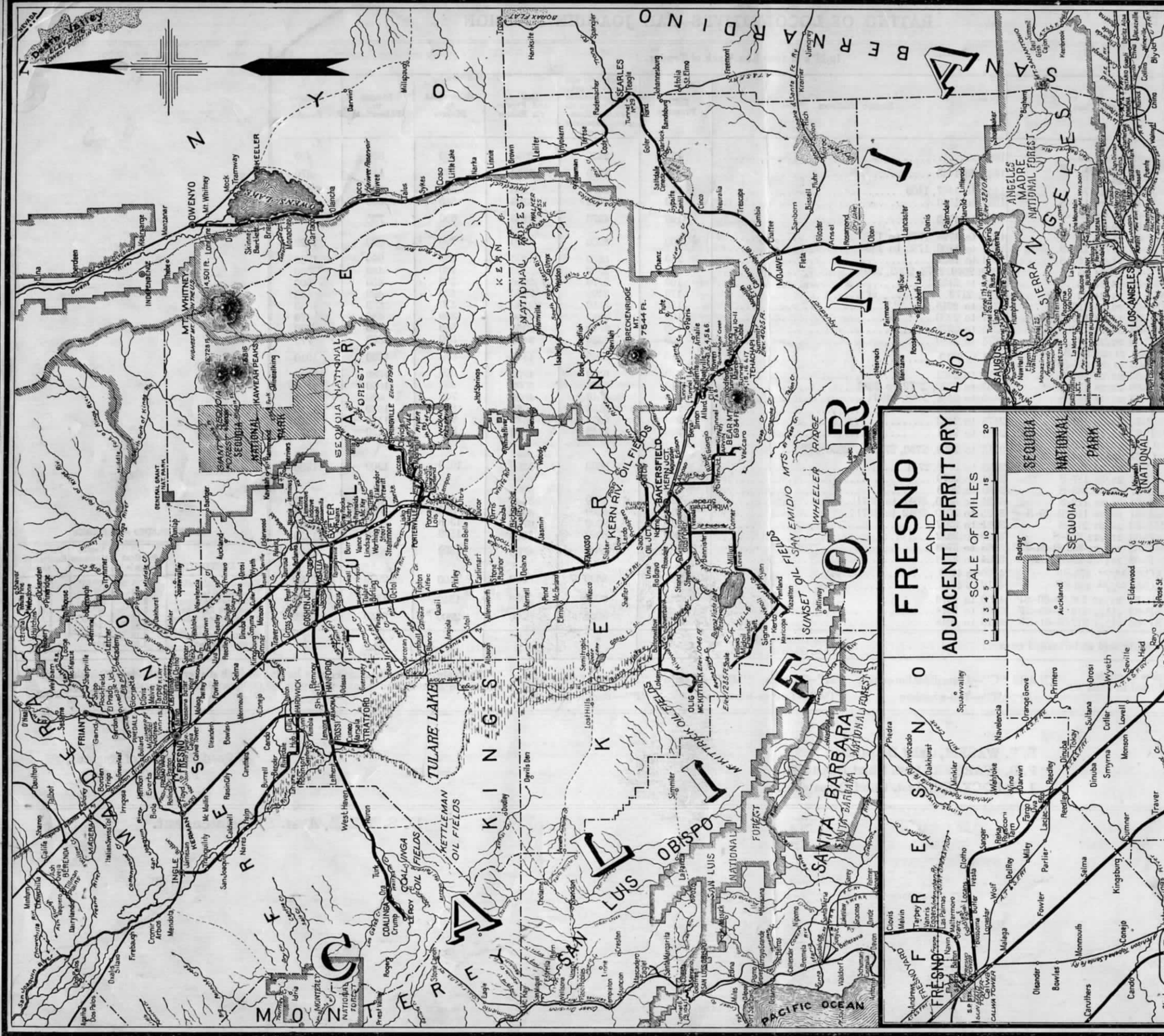
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

TRAINMASTERS
C. G. TANDY.....Fresno
R. G. PROSOLE.....Bakersfield
S. H. BRAY.....Mojave

E. F. WASEM, Chief Dispatcher,
F. B. WARNER, Asst. Chief Dispatcher,
J. S. FOCKLER, Asst. Chief Dispatcher.

Road Foreman of Engines,
F. G. TOATES

D. S. WEIR, Asst. Superintendent.



MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE, 1918.
J. F. M.

SCALE OF MILES
0 5 10 20 30 40

REVISED OCT. 6, 1938
JAN. 1, 1939
MAY 15, 1939
FEB. 13, 1950
JAN. 7, 1951

