SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

SAN JOAQUIN DIVISION





To Take Effect Sunday, June 29, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD, General Manager. C. F. DONNATIN, Assistant General Manager. W. B. KIRKLAND,

Superintendent of Transportation.

J. D. BRENNAN, Superintendent.

SUN SET RY

### FRESNO SUBDIVISION

			EASTW	ARD						1000				WESTW	/ARD		2.64
11	THIRD CLASS	SECOND C	LASS	FI	RST CLAS	s			Time Table No. 162	17		3.5	FIF	ST CLASS	179	THIRD	CLASS
Capacity of Sidings in Car Lengths	782 Freight	(	400 Freight	56 Tehachapi	52 San Joaquin	60 West Coast	26 0wl	Distance from San Francisco	June 29, 1941	Distance from Bakersfield	25 0w1	59 West Coast	55 Tehachapi	51 San Joaquin		781 Freight	783 Freight
	Leave Daily	Le	ave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	BN	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
BKWOP	1.35 PM		4.00 AM					201.8	TO-R FRESNO YARD	111.1					- 100	3.40AM	12.30PM
BKW	1.45		4.10	5.30 PM	12.50PM	12.40AM	12.15AM	205.5	TO-R FRESNO FN	107.4	s 2.40 AM	s 4.00 AM	s 7.00 AM	s 3.50PM		3.30	12.20
I P	1.55		4.20	5.40	12.56	12.48	12.23	209.1	TO OALWA TOWER	103.8	2.30	3.50	6.50	3.41		3.20	12.10PM
P				f		7.0-6		210.4	MALAGA	102.5			f				
118 P	2.05		4.30	f 5.48	1.01	12.54	12.29	215.1	TO FOWLER FR	97.8			s 6.41	3.34		3.10	11.57 AN
Yard Limits 125 P	2.15	Laure Maria	4.40	s 5.57	1.08	1.00	f 12.36	220.7	SELMA SM	92.2	f 2.14	3.34	s 6.32	3.28		3.00	11.47
Yard Limits 102 W P	2.25		4.50	s 6.06	- 1.13	1.05	12.41	225.6	TO KINGSBURG KG	87.3	2.05	3.27	s 6.23	3.23		2.50	11.37
108 P	2.34		4.59	f 6.13	1.19	1.11	12.47	231.3	TRAVER	81.6	1.58	3.20	6.14	3.17		2.41	11.28
65 P	2.38		5.03	6.16	1.21	1.14	12.50	233.7	OROSS	79.2	1.55	3.17	6.11	3.15		2.37	11.24
Yard Limits 91 WYP	2.46		5.11	s 6.25	1.26	1.20	12.55	239.1	TO-R GOSHEN JOT. GO	73.8	1.48	3.11	s 6.00	3.10		2.29	11.16
63 P	3.04		5.21	f 6.32	1.32	1.26	1.01	245.6	TAGUS	67.3	1.41	3.04	5.45	3.04		2.19	11.06
					10000	SWAFT ST	TENON .	249.7	TO TULARE TOWER	63.2	4330	Za.		Ballette.			
Yard Limits 92 P	3.12		5.30	s 6.45	s 1.40	f 1.33	s 1.08	250.0	TULARE AR	62.9	s 1.33	f 2.57	s 5.30	s 2.57		2.10	10.57
63 P	3.22	and the same of	5.48	7.00	1.47	1.45	1.19	255.8	5.8 OOTOL	57.1	1.19	2.49	5.13	2.48	Lorenza I	2.00	10.47
86 WP	3.32	14,07	5.55	s 7.15	1.51	1.50	1.25	260.4	TO TIPTON ON	52.5	1.11	2.44	s 5.03	2.44	43 U I U X	1.50	10.40
96 P	3.42	CT SOLVE	6.05	s 7.25	1.57	1.57	1.32	266.8	TO PIXLEY	46.1	1.04	2.36	s 4.53	2.38	13 Pro	1.32	10.22
86 P	3.51	2007	6.14	f 7.33	2.02	2.04	1.38	272.4	TO EARLIMART EA	40.5	12.57	2.30	s 4.43	2.33		1.23	10.13
63 P	3.59	TIME	6.22	7.38	2.06	2.09	1.43	276.5	RADNOR	36.4	12.52	2.25	4.35	2.29	TYTE HAS	1.15	10.05
Yard Limits 85 WP	4.07		6.30	s 7.52	2.10	2.19	1.50	280.7	TO DELANO C.S.	32.2	f 12.47	2.19	s 4.29	2.25	V Merchey	1.08	9.58
63 P	4.16	1000	6.39	s 8.02	2.18	2.28	1.58	287.0	TO Mc FARLAND MB	25.9	12.40	2.12	s 4.18	2.18	1. 3. 1. 5%	12.59	9.49
W. 81 E. 150 KWTP	4.25	119.0	6.48	f 8.10	2.28	2.34	2.06	292.6	TO-R FAMOSO	20.3	12.34	2.06	f 4.08	2.13	5/7 05/	12.50	9.40
64 P	4.30	JOHN Y 1	6.53	8.14	2.31	2.38	2.14	295.9	SLATER	17.0	12.30	2.00	4.04	2.10		12.45	9.35
85 P	4.37	THE SE	7.00	8.20	2.35	2.43	2.19	300.5	LERDO	12.4	12.25	1.55	3.59	2.06		12.38	9.28
92 P	4.41		7.04	8.23	2.38	2.46	2.23	303.0	PROSPERO	9.9	12.22	1.52	3.56	2.03		12.34	9.24
62 P	4.46		7.09	8.26	2.41	2.49	2.26	305.8	SACO	7.1	12.18	1.48	3.53	2.00		12.29	9.19
BKW OTYP	4.51		7.14	8.30	2.44	2.52	2.30	308.6	R OIL JOT.	4.3	12.15	1.45	3.50	1.57		12.24	9.14
BKW OTYP	5.05 PM		7.30 AM	s 8.40PM	s 2.53PM	s 3.00AM	8 2.40 AM	312.9	TO-R BAKERSFIELD	0.0	12.05M	1.35 AM	3.40AM	1.50 PM		12.10AM	9.00AN
	Arrive Daily	Ar	rive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(111.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(3.30) 31.74	4	(3.30) 31.74	(3.10)	(2.03) 52.39	(2.20) 46.02	(2.25) 44.44	45 100	Time over District	nasan	(2.35) 41.57	(2.25) 44.44	(3.20) 32.22	(2.00) 53.70		(3.30) 31.74	(3.30) 31.74

RULE 5. Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.

Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville Line.

Schedule time and train orders for trains at Oil Jct. apply at crossover switch just west of Signal 3086.

RULES 86 and 87. Second and inferior class trains, extra trains and engines must clear time of No. 51 and

No. 52 not less than ten (10) minutes.

No. 52 reduce speed to 10 MPH when requested by R.P.O. clerk to dispatch registered coin.

	Muscatel
ADDITIONAL STATIONS:	Midvalley (Spur)243.
SIATIONS:	Alfac (Spur)262
	Vinland (Spur)284

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

## TEHACHAPI SUBDIVISION

EASTWARD						a 1	THE STATE OF SHIP STATE OF SHIP STATE OF SHIP STATE OF SHIP SHIP SHIP SHIP SHIP SHIP SHIP SHIP				WESTWARD												
	SE	COND CLA	ss	276	111 5		FIRST	CLASS	79.11			T	me Table No. 162	8	100	202	FIRST	CLASS	0.279	010	TI	IRD CLAS	s
Capacity of Bidings in	816 Freight	814 Freight	812 Freight	810 Freight	56 Tehachapi	2 Santa Fe Passenger	52 San Joaquin	24 Santa Fe Passenger	60 West Coast	26 0wl	Distance from San Francisco	mir.	June 29, 1941	Distance from	55 Tehachapi	Santa Fe	51 San Joaquin	23 Santa Fe	25 owl	59 West Coast	811 Freight	813 Freight	815 Freight
Oar Lengths	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	T. E. INNERS	Leave Daily		Leave Daily	Leave Daily	0.60	Villa Albert	STATIONS	1,0	Arrive Daily	108.8	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BKWO	5	750-1	1 100	-	9.00 PM	1	3.00 PM		3.10AM	2.50AM	312.9	(TO	R BAKERSFIELD	67.8	s 3.20AN		s 1.43PM	-vik	s 11.55 PM	s 1.25 AM			
KI P	6.30PM	11.55AM	6.05AM	12.01 AM	9.02	7.208	3.02	8.25 AM		2.52	313.6	ТО	R KERN JOT. A G	67.1	3.17	11.20 AM	1.41	9.50PM	11.52	1.22	8.55AM	6.00PM	2.35A
No Siding		10000		1918			-				317.0		MAGUNDEN E	63.6	614.6		1105,10	EUR	10177.5	TIC P. 17			1 10
No Siding	3		-	08.0	f		01 11 5				320.1		EDISON D	60.6	f			1.500	The Party of the P			- 6	
87 P	6.55	12.20PM	6.30	12.26	9.22	7.38	3.18	8.42	3.30	3.11	327.9	4	7.8 BENA	52.8	2.55	11.03	1.25	9.33	11.30	1.00	8.22	5.30	2.10
93 P	7.03	12.28	6.38	12.34	9.28	7.43	3.23	8.47	3.35	3.17	331.3	7	ILMON	49.4	2.50	10.58	1.20	9.28	11.24	12.54	8.12	5.21	2.00
E 78 W78 IWP	7.18	12.40	6.50	12.45	s 9.39	7.52	3.31	8.56	3.44	3.25	335.2	то	OALIENTE W	45.5	f 2.40	10.48	1.12	9.17	11.15	12.45	8.00	5.08	1.48
88 I P		0011003	1000	10.0	130	1 -50	Wall Dist	F103	1021	4 - 11 -	338.2	-	ALLARD	42.5	2.30	10.40	1.06	9.09	11.08	12.39	7.50	4.59	1.39
W 81 E 81 IWP	1.45/4	1.01	100	E . E		7 200					340.5	то	BEALVILLE B	40.2	Ch.0	1576	1.01	ONOR	157.0	176-1			30 31
79 IP	7.45	1.08	7.17	1.11	9.57	8.09	3.46	9.12	4.02	3.42	342.3		OLIFF	38.4	10,00		1-10.4	100	110.0	72.1			4 197
E 83 W82 P	7.55	1.18	7.27	1.21	10.04	8.16		9.19	4.09	3.49	345.5	00	ROWEN	35.2	2.14	10.25	12.51	8.54	10.52	12.23	7.27	4.36	1.21
129 IWP No. 2 Sdg 73	8.15	1.40	7.55	1.45	f 10.14	8.24	3.59	9.26	4.18	3.58	348.8	TO	WOODFORD BC	31.9	s 2.06	10.18	12.44	8.47	10.44	12.16	7.17	4.26	12.59
106 P	8.24	1.51	8.10	1.58	10.22	8.31	4.05	9.33	4.26	4.05	351.8		WALONG	28.9	1.58	10.12	12.38	8.41	10.37	12.10	7.07	4.17	12.47
W79 E 79 IWP	8.36	2.01	8.21	2.10	10.31	8.36	4.10	9.38	4.32	4.11	354.1	то	MAROEL /	26.6	1.53	10.07	Church 1	8.36	10.31	12.05AM	7.00	4.10	12.40
88 P	8.50	2.12	8.32	2.20	10.38	8.45		9.44	4.40	4.19	356.7		CABLE	24.0	1.47	10.01	12.28	8.25	10.25	11.598	6.52	3.52	12.32
SE SE SE	9.05	2.25	8.45	2.35	s 10.49	8.55	4.23	9.53	4.49	f 4.29	360.6	то	R TEHACHAPI	20.1	s 1.38	9.53	12.20	8.15	f 10.15	11.50	6.40	3.40	12.20 AM
107 YI	P	55703	YELE	291-2	10.52	III Pass	FLO L	10.00	4.53	4.33	362.4	W P	SUMMIT SWITCH	18.3	1.32	9.48	KOTE I	8.11	10.11	11.46			475 B
76 P					s 10.57	9.02	4.29	10.06	4.59	4.38	365.0		MONOLITH M	15.7	s 1.27	9.44	12.13	8.07	10.07	11.41	14.0		9 . 10
Yard Limits YP	9				The second	90	Balek	1.77	0.0 100	est III	368.0	107	ERIO 1.9	12.7	55.7	6.43	aro. go-n		DOM: N				
WP	06/8	10/01	Pd. 6	2515	11.03	9.08	4.35	10.13	5.05	4.44	369.9	X I	CAMERON	10.8	f 1.17	9.38	12.06 PM	8.01	9.59	11.32			1 4
85 P	8.4.2	1-1-016	E K0/6	115,1	11.09	9.14	4.41	10.22	5.12	4.51	374.3		WARREN 6.4	6.4	1.07	9.31	11.59AM	7.54	9.50	11.22			4
Yard BKWOYP	10.25PM	3.30 PM	9.55AM	3.55AM	s 11.20PM	89.27P	4.50PM	s 10.37AN	s 5.25 AM	s 5.05 AM	380.7	ТО	NAA I	0.0	12.50	9.18 AN	11.50 AM	7.40 PM	9.35 PM	11.05 PM	5.40AM	2.40PM	11.15P
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail;	yArrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.8)	1-7	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.55)	(3.35) 18.72	(3.50) 17.50	(3.54) 17.20	(2.20) 29.55	(2.07)	(1.50) 36.98	(2.12) 30.50	(2.15) 30.13	(2.15) 30.13		A	Time over District		(2.30) 27.12	(2.02) 33.00	(1.53) 36.00	(2.10) 30.96	(2.20) 29.05	(2.20) 29.05	(3.15) 20.64	(3.20) 20.13	(3.20) 20.13

RULE 5. Schedule time and train orders at Tehachapi apply at end of double track.

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequenc
******		Therefore of Steerings	10 (01 00)0		
59	Tehachapi	Receive	Stockton		Daily
51	Tehachapi	Receive & Discharge	Fresno	Glendale	Daily
52	Tehachapi	Receive & Discharge	Glendale	Fresno	Daily
1 and 23	{ Tehachapi Woodford Caliente }	Receive & Discharge	West of Bakersfield	East of Mojave	Daily
2 and 24	{ Tehachapi Woodford Caliente	Receive & Discharge	East of Mojave	West of Bakersfield	Daily

4	EASTWARD						73	Otal	MOJAVE SUBDIVISIO	WESTWARD									
	SECOND CLASS	T.A.				FIRST	CLASS			Time Table No. 160			FIRST	CLASS			TI	HIRD CLAS	s
Dapacity of Sidings in tar Lengths	816 Freight	81 Freig		810 Freight	56 Tehachapi	52 San Joaquin	60 West Coast	26 0w1	Distance from San Francisco	Time Table No. 162  June 29, 1941	Distance from Burbank Jet.	51 San Joaquin	25 0wl	59 West Coast	55 Tehachapi	811 Freight	785 Freight	813 Freight	815 Freight
	Leave Da	Leave :	Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	110	STATIONS	972	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
KWOYP Yard	11.15	PM 4.3	35 PM	4.40AM	11.35 PM	4.50PM	5.30AM	5.10AM	380.7	TO-R MOJAVE MC	90.9	s11.49AM	s 9.28PM	s 11.00 PM	s 12.33 AM	5.05 AM	12.45 PM	2.05PM	10.30PM
01 P	11.25	4.	45	4.50	11.41	clind avenue.	5.36	5.16	384.8	FLETA	86.8	-(-i-1 -i	9.22	10.54	12.27	4.50	12.30	1.49	10.16
92 P	11.30	4.5	58	5.00	11.44	4.58	5.40	5.20	387.3	GLOSTER	84.3	11.41	9.19	10.50	12.23	4.46	12.20	1.39	10.11
88 P	11.36	5.0	07	5.06	11.48	an room I a T	5.44	5.24	390.4	ANSEL	81.2		9.15	10.45	12.18	4.41	12.11	1.30	10.03
03 P	11.45	PM 5.	18	5.13	f11.53PM		5.49	5.29	394.3	ROSAMOND	77.3		9.10	10.39	f12.12	4.35	12.03PM	1.22	9.56
59 P	12.01	AM 5.:	28	5.23	12.01 AM		5.56	5.36	399.9	OBAN	71.7		9.03	10.31	12.01AM	4.26	11.53AM	1.12	9.46
Yard Limits 95 BKWOP	12.30	5.4	45	5.44	812.14	5.18	6.03	5.44	405.5	TO-R LANCASTER SR	66.1	11.21	f 8.55	10.24	811.51 PM	4.17	11.43	1.02	9.36
59 P	12.43	6.0	00	6.00	12.20	0.00 /01	6.08	5.50	409.8	DENIS	61.8		8.47	10.17	11.36	4.10	11.34	12.53	9.28
76 WY P	12.51	6.0	80	6.08	s 12.29		6.13	5.55	413.8	TO PALMDALE DA	57.8		8.43	10.13	s11.30	4.04	11.26	12.45	9.20
97 P	12.58	6.	15	6.16	12.34	5.29	6.16	5.59	416.3	HAROLD	55.3	11.10	8.40	10.09	11.23	3.57	11.19	12.38	9.13
77 Yard Lts. . 77 Y P	1.20	6.4	45	6.40	12.45	5.37	6.25	6.09	420.5	TO VINCENT VI	51.1	11.02	8.31	10.00	11.14	3.45	11.02	12.23PM	9.00
91 P	1.34	6.	59	6.54	12.54		6.34	6.19	425.0	PARIS	46.6		8.20	9.50	11.04	3.22	10.45	11.56AM	8.35
13 P					f 12.57				426.1	ACTON	45.5	60.8			f11.01				
99 WP	1.50	7.:	21	7.16	f 1.06	5.54	6.42	6.28	429.0	TO RAVENNA NA	42.6	10.45	8.11	9.42	f 10.53	3.09	10.31	11.43	8.11
89 P	2.15	7.:	36	7.33	1.19		6.54	6.40	434.6	RUSS	37.0	81-2-0	7.59	9.30	10.41	2.52	10.14	11.26	7.36
05 WP	2.39	7.5	50	7.46	f 1.29	6.14	7.03	6.49	438.7 438.8	TO LANG G	32.8	10.25	7.50	9.21	f10.32	2.39	10.01	11.13	7.19
91 P	2.52	8.	18	7.59	1.39		7.12	6.58	443.1	HUMPHREYS	28.5		7.41	9.12	f10.23	2.27	9.49	11.01	7.07
87 P	3.03	8.:	30	8.10	1.47	6.31	7.20	7.07	446.9	HONBY	24.7	10.08	7.33	9.04	10.14	2.16	9.38	10.50	6.56
.73 Yard Lts. .23 BKW	3.14	8.	55	8.21	s 2.01	6.38	7.28	f 7.15	A	3.7	15 11 11	10.01	2-12	8.55	THE STREET	2.01		1	6.38
66 OYP	3.1	-		0.21	5 2.01	0.30	1.20	1 7.15	450.6	TO-R SAUGUS	21.0	10.01	s 7.24	0.33	s 10.05	2.01	9.27	10.39	0.30
57 P		10- 70-	01-	400	f El.D.	1-14-6	Th. E 4	5.00	453.0	NEWHALLU 0.7	18.6	RE'N L'P	grotte g	UN 10	f 74.0	10			
74					2.06	6.43	7.33	7.20	453.7	ELAYON 2.9	17.9	9.56	7.14	8.48	9.51				
56 P	3.32		-	8.39	2.17	98.9	7111	NO. 15	456.6	TUNNEL 2.6	15.0	00.5 6	7.06	5.2 30	9.44	1.28	9.09	10.21	6.20
78 P Yard Limits	3.41	9.2		8.48	2.22	6.54	7.47	7.35	459.2	SYLMAR 2.6	12.4	9.46	6.54	8.37	9.39	1.21	9.02	10.14	6.12
98 WP	3.48	9.3	33	8.55	8 2.29	6.58	7.52	7.41	461.8	TO SAN FERNANDO FO	9.8	9.42	6.45	8.32	s 9.33	1.14	8.55	10.07	6.05
79 P	3.52	9.3	37	8.59	f 2.34	7.01	7.55	7.45	463.4	PACOIMA 2.2	8.2	9.39	6.42	8.28	9.27	12.59	8.43	10.03	5.50
P				12	1111111				465.6	WAHOO 2.3	6.0								
91 P	4.03	9.4	48	9.10	f 2.42	Artist 1	8.01	7.52	467.9	ROSCOE 3.7	8.7	Hall Th	6.36	8.22	9.21	12.47	8.33	9.53	5.40
53 PI	4.13	AM 10.0	05 PM	9.20AM	2.50AM	7.10 PM	8.10AM	7.59 AM	471.6	TO BURBANK JCT. BU	0.0	9.29AM	6.31 PM	8.16PM	9.15 PM	12.35AM	8.25 AM	9.45 AM	5.25PM
							111111		- Art III	The state of the s	0.0		6.31 PM	8.16PM	9.15PM	12.35AM	8.25 AM	9.45 AM	5.25PM
		-1						-	-	5.5		1						J-2. 12.D	
					3.05AM	7.20 PM	8.22 AM	8.12AM		GLENDALE 2.6		9.21 AM	6.23PM	8.08 PM	9.04 PM	minimizers a	BEST III LA	W-104 N-129	1 10
4	4.40	AM 10.3	3O PM	9.50 AM					479.7	LOS ANGELES YARD		111				12.10AM	8.00 AM	9.20 AM	5.00PM
*					4.00 AM	7.40 PM	8.45 AM	8.35 AM	482.8	LOS ANGELES (LAUPT)		9.00 AM	6.00 PM	7.45 PM	8.25 PM			No. of the last	
* .	Arrive Da	ly Arrive	Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7- ISBN 1-10-12016		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.58) 18.30	(4.3	0)	(4.40) 19.47	(3.15) 27.94	(2.20) 38.95	(2.40) 34.08	(2.49) 32.27	erea e/	Time over District Average Speed per Hour		(2.20) 38.95	(2.57) 30.81	(2.44)	(3.18) 27.54	(4.30) 20.20	(4.20) 20.93	(4.20) 20.39	(5.05) 17.88

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

See special rule 105.

Schedule time and train orders at Burbank Jct. apply at End of double track.

Additional Station: Waltz Jct. 454.4.

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

No. 51 reduce speed to 10 MPH at Newhall and Lancaster and make a momentary stop at Saugus, for the safe dispatch of registered coin when requested by the R. P. O. clerk and reduce speed to 10 MPH at Saugus to permit dispatching and receiving mail.

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

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

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
26	Lancaster	Receive & Discharge	Glendale	Fresno	Daily
26	Palmdale	Receive & Discharge	Glendale	Fresno	Daily
59	Lancaster	Receive	Stockton	1.502.522	Daily
59 60	Lancaster	Discharge		Fresno	Daily
25	Palmdale	Receive & Discharge	Fresno	Glendale	Daily
25 25	San Fernando	Receive	Mojave		Daily
59	San Fernando	Receive -	Fresno		Daily
59	Saugus	Receive	Bakersfield		Daily
26	San Fernando	Receive & Discharge	Colton	Freeno	Daily
60	Saugus	Discharge		Stockton	Daily
60	San Fernando	Discharge		Stockton	Daily

RSTWARD											
Capacity of Sidings in Car Lengths	Tige Table No. 189	Distance from San Francisco	Time Table No. 162  June 29, 1941	Distance from Famoso	Capacity Sidings Car Leng	in	EASTWARD	Distance from San Francisco	Time Table No. 162 June 29, 1941 Success Branch	Distance from Clavicle	WESTWARD
1 BKWO			STATIONS		100 100 100 100 100 100 100 100 100 100	1205	Siverdale 0	- Am	STATIONS	А	1 11 6
BKWO TYP	Coalings Brinch	205.5	TO-R FRESNO FN	104.3	Yard Lin	mits	GTATE	274.8	TO-R PORTERVILLE-OLIVE ST.	13.3	
1 1		207.0	TO SUNMAID TOWER.	102.8	Yard Lin 42 BKW	VYP	i.	275.6	A. T. & S. F. Crossing (Stop)	12.5	
22 P	The state of the s	211.8	BUTLER 1.2	98.0	21		TRANST	280.0	WORTH	8.1	
PY P	e seaso	213.0	LOCANS	96.8	32		DAOL HAS	282.4	SUCCESS 5.7	5.7	
27 P 80 P	APRELEOO DOT	214.5	IVESTA	95.3	6		WOLLAND	288.1	CLAVIOLE	0.0	anther of
	A AHO	215.9	CLOTHO	93.9	TAX		62811 07		(13.3)		
Yard Limits 93 WP		219.8	TO SANGER GR	90.0	101	3.1		Park Inches			12 12 1
		222.8	TARN 2.5	87.0	V9	43.			Time over District	:	
P	MRVALETSAW.	225.3	FARGO -	84.5	- V.33						
P	TARTON	227.9	LACJAO	81.9			MARTIN WANTED				
Yard Limits 89 P	180g	228.0	A. T. & S. F. Crossing (Stop)	81.8							
Yard Limits 67 WP	MATAINE	229.9	TO REEDLEY RH	79.9	MO		DMRA R-OTT				
67 WP 24 P	S TORNOGE OF	235.0	DINUBA DU	74.8	100		A.T. & S. P. S.		FRESNO SUBDIVISION	N	
-	AROMHA 1 270	239.6	MONSON 4.0	70.2	10	-	100				
25 P	19,00)	243.6	A. T. & S. F. Crossing (Stop)	66.2			EASTWARD	mir i	Time Table No. 162		WESTWARD
18	THE PARTY OF THE P	246.4	TAURUSA	63.4	Capacity	v of	Or Littlewe	800		TOTA	-41 1 -19
Yard Limits 77 KWYP		249.4	IVANHOE HO	60.4	Sidings	in -	Rimson Horr	Distance from San Francisco	June 29, 1941	Distance froi Jovista	F-02 10
No Siding	NOISIVIEUS ONS	257.4	TO-R EXETER RN	52.4	Car Leng	gtns	(N. 60)	letar lan F	Richgrove Branch	Dista	
Yard Limits 124 P	Tue Table Po. 162	260.5	BURR 3.8	49.3			100000		STATIONS	an .	Mary miles
38 P	241,00 and	264.3	TO LINDSAY SI	45.5	75	YP	TANGE A THE	294.9	R RICHGROVE	4.1	
13		268.6	STRATHMORE MR 2.3 ZANTE	41.2 38.9	50			297.6	TROCHA	1.4	
20 P	Clarks Breeds	274.4	PORTERVILLE N/	35.4	40			299.0	JOVISTA	0.0	
Yard Limits 8 BKWYP	o sortave	274.8	TO-R PORTERVILLE-OLIVE ST.	35.0					(4.1)		
20	roa raxas FA a	276.5	di 1.7	33.3					Time over District		
32		278.0	1.5	31.8	and the same of th				Average speed per hour	array.	
26 P	* 1 4 6 C C C C C C C C C C C C C C C C C C	282.6	TERRA BELLA BA	27.2	MOIS VICIAL S. MASSON						
72 KP	Total Contract of the Contract	287.1	TO-R DUCOR	22.7	CHAV						EASTWARD
24 P	SEARO	290.0	ORRIS	19.8						1	
Spur	OR WINDOWS TRANS	291.5	VESTAL	18.3	The state of the s				Tune 20, 1941	112	
72 YP	Walter Transfer	294.9	R RICHGROVE	14.9	describer and the second second						
25 P	The state of the s	299.0	JASMIN	10.8	Company of the compan						
KWTP	THE REAL PROPERTY AND ADDRESS OF THE PARTY.	309.8	TO-R FAMOSO J. a	0.0	TAO1 4 CB						
0.1	The state of the s	10011	(104.3)		1001 1001				O ANDLESTINO LOT	2,010	
4	of requirement	1.67			OXY II COL				Act arrany ) new	1,000	
1. 12 1.2	V. STATES OF STATES	74573	Average Speed per Hour		100000000000000000000000000000000000000			1	The second secon	2,500	
	· · · · · · · · · · · · · · · · · · ·	-1410			3					1.405	
1	Goldleaf	227.6									
ADDITIONAL STATIONS:	Goldleaf	262.8	See A Mir. Se.	-							
	Rüsconl (Spur)	272.2	10 11 / 2	1							
ļ	a.mregroup.								LYO-A KKUTAL P.W.		
	TO THEAM FOR				The state of the s				A Property of the Party of the		
	(6,85)								I have the story		

Mary Martinett

6				I	FRESNO SUBDIVISION											
0000	E	ASTWAI	RD		ngiwraigh		W	ESTWARD								
	JE-11 . [ ]	2007 XX	Time Lable	<b>8</b> 8	Time Table No. 162											
Capacity of Sidings in		1		Distance from San Francisco	June 29, 1941	Distance from Goshen Jet.			1 1 1							
Car Lengths		Page 1	d sponst	Dista San F	Riverdale Branch	Gosh										
	LU	10/100	Limited to	100	STATIONS				M.							
	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	200	0.7.86.7.0	181.9	INGLE 5.3	64.6										
15			THOU -	187.2	TRANQUILITY	59.3		1-1-1								
37	3.5		appyin	191.7	SAN JOAQUIN	54.8										
No Siding			DVVA.ID.	195.0	CALDWELL	51.5										
34			(0.47) - I	199.1	TO HELM HN.	47.4			- 1							
18	Q-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	- The state of the		206.3	BURRELL	40.2			The same							
18		1000	20 mm - 14	214.7	TO RIVERDALE RV	31.8										
Spur				219.3	HUB	27.2		11-11-11-1								
				221.1	LATON & WESTERN RY, CROSSING (Stop)	25.4										
No Siding				224.2 223.0	HARDWICK 6.1	22.3			144							
E 41 Yd. Limits W 18 BWYP				229.1	TO-R ARMONA MO	16.2			72							
1		MALAK	EUS ONES	232.2	A. T. & S. F. CROSSING	13.1										
Yard Limits				232.5	TO HANFORD HD	12.8										
Spur		0.00	THE TANK I	233.9	SHELL 3.7	11.4										
59	Marin Santa			237.6	REMNOY	7.7			1							
Yard Limits 101 WOYP	19001			245.3	TO-R GOSHEN JOT. GO	0.0										
Pale		Admi	Trended		(64.6)											
			parama Ta		Time over District	1			34							

Much make week

		FRE	SNO SUBDIVISION				
EASTWARD			Time Table No. 162	WESTWARI			
Capacity of Sidings in		Distance from San Francisco	June 29, 1941	Distance from Exeter			
Car Lengths		Dis	Visalia Branch	Exe			
-		- 10	STATIONS	9			
Yard Limits		245.3	TO-R GOSHEN JOTA O	17.9			
Yard Limits 46 P		253.1	A.B.S. ( VISALIA Di	10.1			
	*	253.2	A. T. & S. F. CROSSING Stop	10.0			
P.	. 1	255.2	AMBLER	8.0			
Spur	à .	257.3	RECTOR	5.9			
28 P		259.0	FARMERSVILLE	4.2			
P		260.2	GIANT OAK	3.0			
77 KWYP		263.2	TO-R EXETER PN	0.0			
			17.9)				
			Time over District Average speed per hour				

		FRESNO SUBDIVISI	ON
EASTWARD		Time Table No. 162	WESTWARD
Capacity of	Distance from San Francisco	June 29, 1941	Distance from Stratford
Sidings in Oar Lengths	Dista	Stratford Branch	Stra
		STATIONS	Α
47	244.1	TO STRATFORD	0.0
Spur	239.9	OUNEO	4.2
17 YP	236.5	ROSSI	7.6
100		(7.6)	

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

## FRESNO SUBDIVISION

EASTWARD		FIRMUP AS AN	WESTWARD
Mil Al Loui	Distance from San Francisco	Time Table No. 162  June 29, 1941	no u u
Capacity of Sidings in Car Lengths	Dist	Coalinga Branch	Distance from Armona
11476	100	STATIONS	10.06
16 Spur	269.9	ORUMP 1.5	40.6
Yard Limits 74 YP	268.4	TO-R COALINGA	39.1
20 P	266.7	ORA 6.7	37.4
21 P	260.0	TURK -7.3	30.7
44 P	252.7	TO HURON	23.4
53 P	246.1	WESTHAVEN	16.8
14 P	239.4	LETHENT	10.1
17 YP	236.5	ROSSI	7.2
16 Spur	235.4	HEINLEN	6.1
61 P	233.9	TO LEMOORE	4.6
E 41 Yd.Limits W 18 BWYP	229.3	TO-R ARMONA	0.0
17.81.74	75 10	(40.6)	

......Average Speed per Hour.....

## FRESNO SUBDIVISION

]	EASTWARD		Time Table No. 162	WESTWARD
O	apacity of	June 29, 1941  Clovis Branch		to Home
8	idings in r Lengths	Distan San F	Clovis Branch	Distance from Friant
	Table of the		STATIONS	
Yard	TYP	205.5	TO-R FRESNO F	24.4
Fresno Ya	I	207.1	FRESNO TOWER A. T. & S. F. CROSSING	22.8
4	Spur	209.4	BARTON	20.5
	Spur	211.6	GRANZ 0.2	18.3
	Spur	211.8	MALTERMORO	18.1
	MENT	212.1	NAVIN 0.8	17.8
	18	212.9	LAS PALMAS	17.0
	NAME OF THE PARTY	213.2	FRESNO INTERURBAN RY. CROSSING	16.7
1	Vo Siding	213.9	VANRIS	16.0
	33	214.9	TARPEY	15.0
	24	216.1	MELVIN	13.8
	42 W	217.4	TO OLOVIS	12.5
	14	218.5	GLORIETTA 2.4	11.4
	71 Y	220.9	PINEDALE	9.0
	43	222.9	GORDON	7.0
П		225.7	ROCKFIELD	4.2
Y:	urd Limits WT	229.9	TO FRIANT FO	0.0
			(24.4)	

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

ARRIVE	9 44 - Eller	FRESNO SUBDIVISIO	N	I LAIMERGE
EASTWARD			WESTWARD	
Capacity of	Distance from	Time Table No. 162  June 29, 1941	Distance from McKittrick	The state of the s
Sidings in Car Lengths	Distar Ban	McKittrick Branch	Dist	
F-18 F-18	and make	STATIONS		Very record or to the
±± (K1	313.6	TO-R KERN JOT.	47.0	
Bakers- Fig. 4. P.	315.3	BAKERSFIELD CORRALS	45.3	
15	316.7	STRADER	43.9	
45 P	318.8	WIBLE OROHARD	41.8	Sales House Inc.
7	320.5	VENOLA 2.1	40.1	
20 P	322.6	R GOSFORD	38.0	
47	328.4	STEVENS	32.2	
14	336.1	RIO BRAVO	24.5	
	345.4	KILOWATT	15.2	
88	346.3	TO BUTTONWILLOW	14.3	
64	350.5	LOKERN	10.1	
32 Y	360.6	TO McKITTRICK	0.0	

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

(47.0)

## MOJAVE SUBDIVISION

EASTWARD

Narrow Gauge)	WESTWARD

Capacity of Sidings in Car Lengths	Surja	Distance from San Francisco	Time Table No. 162  June 29, 1941	Distance from Keeler	208 T 275
	rysologii.	100	Keeler Branch	9	Edward .
And the last			STATIONS		
24 P		476.0	BENTON	101.2	1000
13 YPW	- 19	487.0	HAMMIL 4.3	90.2	
8		491.3	SHEALY 15.5	85.9	100 M
Yard Limits BKWOTP		506.8	TO-R LAWS	70.4	1 1 1
20	30,000	511.7	BIGELOW	65.5	Ur.ar
10	11.58	516.1	BLACK CANYON	61.1	777
14 P	and the same	522.7	ZURICH 2.8	54.5	1 2 2
40	HARRY	525.5	MONOLA 1.3	51.7	
10 Y	Y68	526.8	BENEME	50.4	0.016
8	37.46	530.9	ELNA	46.3	
20 PW	1-960-0	536.9 536.2	ABERDEEN	40.3	
14 PW		550.1	KEARSARGE	26.4	
8	Losti	555.2	MANZANAR	21.3	100
Yard Limits BKOTP	-A 50	559.8	TO-R OWENYO	16.7	77.4
14	43.000	563.7	MT. WHITNEY	12.8	
Spur		568.7	ALICO	7.8	
Spur	7953187	570.2	DOLOMITE	6.3	
Spur	1 1 1 1 3	571.4	MOOK	5.1	
6		572.2	TRAMWAY	4.3	
Yard Limits WYBK	6774	576.5	TO-R KEELER	0.0	
12.	Har.	YU	(101.2)		
		0.3	Time over District		1 10

## SUNSET RAILWAY COMPANY

Capacity of Sidings in Car Lengths	EAST- WARD	Distance from Gosford	Time Table No. 162  June 29, 1941  STATIONS	Distance from Maricopa	WEST- WARD	Capacity of Sidings in Car Lengths	EAST- WARD	Distance from Pentland	Time Table No. 162	Distance from Taft	WEST- WARD
20 P	4	0.0	R GOSFORD	32.1	Litter	PY THE STATE			STATIONS		GP. 93
15 P	* · ·	3.0	BANNISTER 7.0	29.1							
43	,	10.0	OONNER 4.6	22.1	of legal to	Yard Limits 39 Y		0.0	PENTLAND 2.2	8.7	
46 W		14.6	MILLUX	17.5	ridia (lime)	13	Can be a	2.2	KERTO 5.1	6.5	
	- · · I	16.8	LEVEE	15.3	Sel Milak	(A) William		7.3	LOWRY	1.4	
Yard Limits 39 Y	h.	27.7	PENTLAND	4.4	Daniel In	Yard Limits		8.7	R TAFT	0.0	
28	-	30.3	HAZELTON	1.8		A SHIP LINE A	2		(8.7)		
Yard Limits		32.1	MARICOPA	0.0		okolimi			Time over District		
			(32.1)			parsarted a			Average speed per hour		
			Time over District	us ben			•				

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.

Train will not exceed the speed in M. P. H. shown below:

BETWEEN	Pass.	Freight	Backing
Gosford and Pentland	30	25	15
Except M. P. 26 and Pentland	30 12	12	15 12
Pentland and Maricopa	12	12	12
Pentland and Kerto		12	12
Kerto and Taft	20	20	. 15
East Switch Long Siding at Taft and derail in main track west of Taft		10	10

Exercise caution in going over sags in track between M. P. 26 and Maricopa and between Pentland and Kerto and do not exceed 6 M. P. H. over sag in track 500 feet east of opening 11A, east of Taft.

At Pentland, normal position of junction switch will be for Taft line.
End of main track Maricopa will be a point 200 feet west of east house track switch. Normal position of east house track switch Maricopa and switches of Gypsum track east of house track will be for movement from these tracks to main track extension.

There is a spring derail on main track 200 feet west of west switch at Taft.

There is a spring derail on main track 900 feet west of west switch at Taft.

RULE 93: Yard limits are established at:
Pentland Taft Maricopa.

Dr. A. R. Moodie, District Physician and Surgeon, Taft, California.

CIDLA	EAST	WARD	WOTE	WARD	LEAR	WESTWA	ARD
	SECOND CLASS	FIRST CLASS	0000	Time Table No. 162		SECOND CLASS	THIRD
Capacity of Sidings in Car Lengths		788	Distance from San Francisco	June 29, 1941	Distance from Owenyo	789	803
	Freight	Mixed	\$ 19(9.6.X)	Owenyo Branch	TATIONS	Mixed	Freight
	Leave Daily	Leave Daily Ex. Sunday	TATO	STATIONS		Arrive Daily Ex. Monday	Arrive Dail
PARSON SAN SAN SAN SAN SAN SAN SAN SAN SAN SA	4.00PM	1.25AM	380.7	TO-R MOJAVE MC	143.5	s 12.01 AM	11.05
9 52	4.04	1.29	380.8	OHAFFEE	142.2	11.50 PM	10.55
53	4.11	1.36	384.0	OAMBIO	139.0	11.35	10.40
54	4.30	1.55	392.9	NEURALIA	130.1	11.15	10.20
53	4.40	2.04	397.3	OINOO	125.7	11.00	10.05
E 53 W W 25	5.00	s 2.19	402.5	OANTIL	120.5	s 10.45	9.50
Spur		f	405.3	GYPSITE	117.7	f	
44	5.15	f 2.30	407.5	OENEDA	115.5	f10.20	9.20
12	5.18	f 2.32	408.5	SALTDALE	114.5	f10.17	9.15
52	5.30	2.40	412.2	GARLOOK	110.8	10.09	9.00
53	5.40	2.49	416.4	GOLER	106.6	10.00	8.45
53	5.55	f 3.00	420.5	RAND	102.5	f 9.50	8.30
Yard Limits 62 Y	6.15PM	s 3.45	428.4	TO-R SEARLES SA	94.6	s 9.30	8.00
53		f 3.55	432.8	RADEMACHER	90.2	f 9.07	
57		4.06	438.3	OODE	84.7	8.55	
54		8 4.28	447.2	INYOKERN	75.8	s 8.35	
53		8 4.48	456.3	BROWN	66.7	s 8.10	
54		4.57	460.7	LIŅŅIE	62.3	7.53	- 13
52	A	8 5.15	468.3	LITTLE LAKE	54.7	s 7.35	7 7 19 19
53		f 5.35	475.6	SYKES	47.4	f 7.15	
52 W		f 5.57	484.1	HAIWEE	38.9	f 6.55	
59		6.06	488.5	L000	34.5	6.45	
53	er her its	f 6.16	493.3	OLANOHA	29.7	f 6.35	
57		f 6.27	497.7	OARTAGO	25.3	f 6.25	TYAN
58	WAR THE	f 6.46	506.3	BRIER	16.7	f 5.54	
Spur	oflatine, interfer	Technical of the T	509.2	BARTLETT	13.8	f	
E 43 W 58	Comment of the last	8 7.40	518.8	LONE PINE NE	4.2	s 5.30	
Yard Limits 45 BKOY		8 7.55AM	523.0	TO-R OWENYO OW	0.0	5.15PM	0 1 .0 Ke 34
-	Arrive Daily	Arrive Daily Ex. Sunday	de Louis	(143.5)		Leave Daily Ex. Sunday	Leave Daily
	(2.15) 21.73	(6.30) 22.07			Bu I	(6.46) 21.20	(3.05) 15.85

Water Tanks at: M. P. 450.0

S. A. Pope, Manager of Time Service       65 Market St., San Francisco         Fresno       Bert Fuller, 2016 Fresno St         Fresno       N. Nielsen, 1236 Fulton St         Porterville       Frank Haene         Coalinga       A. Ree         Hanford       Hanford Jewelry Co	
Fresno. N. Nielsen, 1236 Fulton St Porterville Frank Haene Coalinga A. Ree Hanford Hanford Jewelry Co	,
Fresno. N. Nielsen, 1236 Fulton St Porterville Frank Haene Coalinga A. Ree Hanford Hanford Jewelry Co	
Porterville Frank Haene Coalinga A, Ree Hanford Hanford Jewelry Co	
CoalingaA. Ree HanfordHanford Jewelry Co	r
HanfordHanford Jewelry Co	2
Control of the co	•
VisaliaA. G. Hooper, 111 W. Main St	•
Exeter W R Adam	
Exeter	•
Mojave	
Lancaster	1
San Fernando. F. G. Marshal	1
Los Angeles Baehr-Bakula Inc., 103 Pacific Electric Bldg	
Los Angeles Coa D Devideor Co 445 C Coning St	•
Los Angeles	
Los AngelesO. H. Patzer, 2708 North Broadway Los Angeles	

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

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains "SAN JOAQUIN" when handled by GS, Mt and P class or lighter engines which have been counter-balanced for speeds of 75 MPH or over.

Speeds indicated by oval white slow boards apply to these trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

Ducor......Trains on Minkler-Southern Branch. Exeter..... Trains on Visalia line.

Goshen Jct..... Trains on Riverdale line.

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

Fresno...... Trains on Porterville line and Clovis Branch.
Porterville..... Trains on Success Branch.

Rossi . . . . Trains on Stratford Branch. Goshen Junction . . Trains on Visalia line. Ingle..... Trains on Riverdale line.
Richgrove..... Trains on Richgrove Branch. Magunden..... Trains on Arvin Branch. Mojave..... Trains on Owenyo Branch.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULES 17 and 19. Night signals will be displayed through tunnels. RULE 17 (C). For identification purposes, headlight may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 21 (C). In Bakersfield and Fresno indicators must be displayed to relief track.

RULE 72. On double track between Calwa Tower and Fresno Yard, trains and engines may move with current of traffic irrespective of time table superiority, but must avoid delaying first-class and other trains.

Inferior trains and engines may run ahead of first-class trains Bakers-field to Bena and Bena to Bakersfield, but will take necessary precautions to avoid delay to passenger trains.

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

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

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

Fresno Yard..... Lancaster..... Saugus..... Famoso......Trains to or from Porterville line. Tehachapi........First and second-class trains, and trains originating or terminating. No. 55, No. 56, and trains to or from Visalia and Riverdale Branches, and extras origi-Goshen Jct..... nating or terminating.

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

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

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

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

> Goshen Jct......No. 55. Kern Jct......Santa Fe trains, S. P. first-class trains and westward light engines. Tehachapi......First and second-class trains Famoso......Trains to or from Porterville line.

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

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

Trains to or from Western Division at Ingle must obtain two clearances. One endorsed "San Joaquin Division" and one endorsed "Western

Trains via Visalia and Riverdale branches must obtain clearance before leaving Goshen Jct. when operator on duty.

If no operator on duty extra trains originating may leave without

obtaining clearance at Vincent or Ducor. Westward trains to Mojave Subdivision at Burbank Junction must obtain two clearances, at initial station on Los Angeles Division, one endorsed "Los Angeles Division" and one endorsed "San Joaquin Divi-

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

Eastward trains originating Fresno Yard are not required to obtain

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at ... against Extra ...... on order No. ...." A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ...... register at .... on order No. ...." will register, and place this order number and date in column captioned "Signals."

RULE 93. Yard limits in which the provisions of Rule 93 will apply

are esta	blished at the following poin	ts: behand was abdulings annuls
	. Pratton Line M.P. 206.32	San Fernando West M.P. 460.87
11917	Merced Line M.P. 199.08	East. M.P. 462.10
	Diela Tina M D 208 44	Sanger West M.P. 219.01
	Bkfield Line M.P. 210.81	Foot M P 220 47
	Exeter Line M.P. 208.15	ReedleyWest M.P. 229.09
	Clovis Br. M.P. 209.6	Foot M D 920 79
Selma.		Dinuba West M.P. 234.31
	East M.P. 221.61	East M.P. 235.72
Kingsbu	rgWest M.P. 224.72	Exeter West M.P. 256.33
Tringo	East M.P. 226.41	East M.P. 257.96
Goshen	Jct West M.P. 238.47	Lindsay West M.P. 263.40
-	East M.P. 240.18	East M P 265 00
	Hanford Line M.P. 244.60	Porterville West M.P. 274.11
	Visalia Line M.P. 246.29	East M P 275 72
Tulare.		Visalia
	T+ M D 051 00	East M.P. 254.05
Delano.	West M.P. 279.96	Hanford West M.P. 231.58
	East M.P. 281.81	East M P 233 12
Bakersfi	eld West M.P. 307.66	Armona West M.P. 228.63
	East M.P. 321.09	East M.P. 230.00
Tehachs	pi West M.P. 358.97	CoalingaWest M.P. 265.78
	East M.P. 362.51	East. M.P. 270.00
Eric		Friant West M.P. 228.54
	East M P 368 97	East M P 230 20
Moiave.	West M.P. 378.87	Searles West M.P. 427.68
200	East M.P. 382.43	East. M.P. 429.07
Lancast	erWest M.P. 404.50	OwenyoWest M.P. 522.26
	East M.P. 405.94	East M.P. 523.26
Vincent		Keeler West M.P. 574.79
	Track M D 490 02	East. M.P. 576 94
Saugus	West M.P. 449.41	Laws
- and an	· East M.P. 451.54	East M.P. 507.49

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

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

Trains must receive proceed signal from yardman, green flag by day

and green light by night, in vicinity of Fresno.

Westward trains via Pratton line must receive signal from yardman

at Divisadero Street, green flag by day and green light by night.

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

Mojave.—First-class trains will move between Signals 3802 and 3811, Mojave, with caution irrespective of time-table superiority, if switches are properly lined. Other trains and engines entering or leaving Mojave must receive proceed signal, from yardman, green flag by day and green light by night, unless otherwise instructed by yardmaster or his represen-tative, except light helper engines arriving from the west may proceed into yard providing switches are properly lined without receiving green signal, but eastward trains may leave Mojave without signal when notified that switches are properly lined.

Trains from Owenyo Branch must stop before fouling main track or highway crossing, and may then proceed as follows: Unless otherwise instructed by yardmaster or his representative, first line derail: then line trailing point switch to eastward main track; then line cross-over switch on westward main track; then line Owenyo Branch switch; then wait three minutes and proceed as prescribed by Rule 93.

Following code of signals will govern eastward trains entering yard: Southern Pacific:

Passenger trains...... o ---- o. Santa Fe: Passenger trains..... o. Freight trains..... o ——.

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

RULE D-97 (A). Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

## RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lacjac, STOP.

A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.

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

Laton & Western Rallway, 1.8 miles east of Hub, STOP.

A. T. & S. F. Railway (on Success Branch), 4515 feet east of Porterville,

Fresno Interurban Railway, 1771 feet east of Las Palmas.

Fresno-Trains from Clovis Branch and Porterville line stop at "stop" board at junction of these lines.

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

End of the Visalia Branch is at first switch east of the station building where it enters Bakersfield-Fresno line.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known signals

are operating.

At Selma no switching movements will be made over West Front Street while switching industrial tracks east of station building and opposite Libby, McNeill and Libby plant unless crossing is protected by

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

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

At Armona no switching movements will be made over Lake Street

crossing unless protected by member of crew. Trains switching Knudsen Laboratories, Inc. (Creamery) Spur,

Visalia, must stop before making reverse movement across Goshen Avenue crossing.

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

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

At Keeler no switching or train movements will be made over tracks serving the Natural Soda Products Company beyond signs located along the tracks indicating Southern Pacific Co. forces must not switch beyond these signs.

RULE 99. When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are

#### RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOL-LOWS:

Fresno Yard......Clinton Ave. (End of double track.) For eastward track. This is a spring switch.

Fresno. Pratton line, for eastward track. This is a spring switch.

Bena. End of double track, for westward track. This is a

spring switch.

Tehachapi ... End of double track, for eastward track.

Mojave ... End of double track, for westward track.

Saugus ...... Santa Paula Branch switch in middle siding, for siding. Armona......For Coalinga Branch.

#### DERAIL IN MAIN TRACK

McKittrick.... East wye switch is spring switch and serves as derail.

Porterville.....310 feet east of junction switch on Success Branch. Famoso...........168 feet west of junction switch on Porterville line.

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

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

Famoso: First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct .-

Bakersfield line, and is not protected by block signals.

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

Trains to Porterville line will proceed with caution not exceeding 12

MPH from junction switch to cross-over Signals 2916-3087.

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

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

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

Rowen: The siding east of the cross-overs will be used as the west-

ward siding; the one west of the cross-overs as the eastward siding.

Tehachapi: Track next to main track west of station building will be used as westward siding.

Vincent: Track next to main track will be used as eastward siding; adjoining track will be used as westward siding.

Saugus: The siding east of the station building will be used as the westward siding; the siding west of the station building as the eastward siding. Track opposite station building extending from westerly connection 863 feet east to connection with main track 722 feet west of station building is designated as middle siding. When first-class trains meet at Saugus, train taking siding will use middle siding unless otherwise

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

RULE 206 (A). Eastward trains from San Joaquin Division are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule.

RULE 221. Light will not be displayed in train order signals on Clovis, Riverdale, Coalinga, Stratford, Visalia, McKittrick and Keeler Branches, except when train orders are to be delivered.

Trains will not be required to obtain clearance at Kern Jct. and Bakersfield except when such trains originate or receive orders at these

#### RULE 824. INSTRUCTIONS FOR SETTING BRAKES

Passenger Trains-When road engine is detached, two brakes on east end and two brakes on west end on trains of 16 cars or less will be set. When train is set out to tie up, at least half of the brakes on the train will be set but in case train consists of 2 or 3 cars, 2 brakes will be set.

Freight Trains—Ten brakes on east end, 5 in middle and 5 on west end on trains of 72 cars or less; 73 to 102 cars, 15 brakes on east end, 10 in middle and 5 on west end.

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

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

CALIENTE (When taking water)

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

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

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

engine remains on the train.

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

RULE 825. Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

In leaving cars on any track in non-grade territory, conductors will

consider conditions which may arise, such as heavy winds, etc.

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

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

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

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

RULE 834. Tank cars, or open top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab AC class engine.

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

If cars moved ahead of engine do not exceed 20 MPH.

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

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

RULE 883. Engines under steam not to be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

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

This will apply at other points where similar conditions exist.

#### AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop

When eastward freight trains have more cars than can be placed between San Fernando Road and interlocking home signal at Burbank Junction, and Signal 4706 indicates "stop", stop must be made west of crossing and signal operator called by telephone, located on post opposite Signal

Track between Tuolumne Street and Ventura Avenue, Fresno not

protected by block signals. Be governed by Rule 93.

Dwarf light signals governing movements to main track located as follows: Signals 2020 and 2022 Clinton Ave., Fresno Yard, Signals 2565 and 2625 at Exeter, Signal 2870 Ducor, Signal 3627 Summit Switch, and Signal 3679 Eric. When first switch or derail is lined, dwarf signal will indicate "stop." When all switches and derail are lined dwarf signal will indicate "proceed." If signal indicates stop after proper lineup has been made, a train will not move to main track except as prescribed by Rules 509 and 99.

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

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

Tehachapi.—Trains on westward siding finding dwarf light Signal 3595 at "stop," will push button located in box on post two feet east of Signal 3593. After pushing this button signal will clear in two minutes if

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

Searles.-Block Signals 4277 and 4268, located at east and west end of Tunnel 29 at Searles. Knife switches have been installed in relay boxes located at these

signals for use of operators of motor cars passing through tunnel. Motor cars must stop before entering tunnel and if signal indicates

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

The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device. When these signals indicate "stop," in addition to complying with Rule 509, careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

No.	Eastward Protection afforded	No.	Westward Protection afforded
2016	Fresno, Clinton Ave., Spring switch end of double track.	3281	Bena, Spring switch end of of double track.
3308	Ilmon, Spring switch west end of siding.		"I minut to recent or mark the
3450	Rowen, Spring switch west end of siding.		
3512	Walong, Spring switch west end of siding.		
3550	Slide detector fence between tunnels 14 and 15.	3565	Slide detector fence be- tween tunnels 14 and 15.
3564	Cable, Spring switch west end of siding.		
3592	Tehachapi, Spring switch west end of siding.		
4198	Vincent, Spring switches west and east end siding.	4207	Vincent, Spring switches east and west end siding.
4296) 4298)	Ravenna, Spring switch east	4297	Ravenna, Spring switch east end siding.
4338	Russ, Slide detector fence cen- ter of Russ.	4347	Russ, Spring switch east end siding and slide de- tector center of Russ.
	Russ, Spring switch east end siding and slide detector fence at M.P. 435.	4365	Russ, Intermediate signal east of. Slide detector fence at M.P. 435.
4392	Lang, Spring switch east end	4393	Lang, Spring switch east end siding.
4574		4579	
I	f signals 4500, 4505, 4506 and 45	13 Sau	gus indicate stop, train after

stopping, may proceed with caution, not exceeding 12 MPH.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be made as follows: If indicator indicates "block clear," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

#### SPRING SWITCHES

When a block signal in advance of a facing point spring switch indicates "stop," careful examination of switch must be made before passing

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used or boosters started while engine is standing on or passing over such switches.

Spring switches are located as follows, and speed indicated must not be exceeded when possing over such switches

MPH	MPI
Fresno—Clinton Ave. end of double track:	Marcel—West end on siding:
Trailing westward 35	Trailing westward 10
Facing eastward	Facing eastward 10
Fresno-Junction Los Banos line:	Marcel-East end on siding:
Trailing eastward 15	Trailing eastward 10
Facing westward 10	Facing westward 10
Bena—End of double track:	
Trailing eastward 35	Cable—West end:
Facing westward 20	Trailing westward 30
Bena-West end:	Facing eastward 30
Trailing westward 50	Trailing westward from siding 10
Trailing westward from siding 10	Tehachapi—West end:
Ilmon—West end:	Trailing westward 30
Trailing westward 50	Facing eastward
Facing eastward	Trailing westward from siding 10
Trailing westward from siding 10	Summit Switch—East end:
Caliente—West end on siding:	Trailing eastward 50
Trailing westward 10	Trailing eastward from siding. 10
Facing eastward 10	Vincent-West end:
Caliente—East end on siding:	Trailing westward 30
Trailing eastward 10	Facing eastward 30
Facing westward 10	Trailing westward from siding. 10
Allard—West end:	
Trailing westward 30	Vincent—East end:
Facing eastward 30	Trailing eastward 30
Trailing westward from siding 10	Facing westward 30
Bealville—West end on siding:	Trailing eastward from siding. 10
Trailing westward 10	Ravenna—East end:
Facing eastward 10	Trailing eastward 30
Bealville—East end on siding:	
Trailing eastward 10	Facing westward 30
Facing westward 10	Trailing eastward from siding. 10
Rowen—West end:	Russ—East end:
Trailing westward 30	Trailing eastward 30
Facing eastward	Facing westward 30
Trailing westward from siding 10	Trailing eastward from siding. 10
	Lang—East end:
Walong—West end:	
Trailing westward 30	Trailing eastward 30
Facing eastward	Facing westward

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

by hand before and after movement has been made.

Push buttons and indication lights to clear these signals are in iron boxes on post. Lights in these boxes indicate push button selection only.
When eastward train is on main track to let an eastward train pass,

member of crew will press button bearing number corresponding with number of signal to be cleared for passing train.

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

RULE 516. Overlap posts: Cross—Westward trains—opposite fouling point east switch. Newhall—Eastward trains—2000 feet east of west switch.

#### INTERLOCKING

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: 0 0 — 0 0.

#### **BIOLA JUNCTION**

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track

290 feet east of junction switch.

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

order office Fresno Yard.

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

Instructions governing hand operation of dual control switches by

trainmen (when instructed by signal operator) will be posted in telephone

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Block Line. All other signals will display indications in accordance with Rules 601 to 604-A, inclusive.

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Clovis Branch For main track, ————————————————————————————————————
SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Porterville main track  For main track ———— .
CALWA TOWER—A. T. & S. F. Crossing and double track 3.5 miles east of Fresno  Eastward trains approaching end of double track will call for switch and derailer —— o ———  Westward trains, ———.
HANFORD TOWER—A. T. & S. F. Crossing 0.3 miles west of Hanford  For main track ——— .
TULARE TOWER—A. T. & S. F. Crossing 0.3 miles west of Tulare  For main track ———.
For main track — . For movement over crossing on siding, — o — . From S. P. to A. T. & S. F. main track, o — . Between main track and transfer track o — o . No. 1 track, o — o .

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

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

Yellow. To Santa Fe westward double track or S. P. No. 1 track. Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green... Eastward main track.

Yellow. Against current of traffic. Transfer tracks have pipe connected derails to main track (transfer switch)

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

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

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

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 train-order office. All other switches are normally operated. The switches and signals at Allard and Cliff are controlled by the plant at Bealville.

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

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

be preceded by flagman to the next signal.

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

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

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

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

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

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

operator at Bealville.

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

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

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

#### LOS ANGELES YARD - BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, ——. To siding, o o o o o. To Hewitt, — 0000.
To Industrial lead, 0 — 0.

#### TRAIN INSPECTION

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

Ravenna.

Marcel) 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.

Owenyo Branch.—Rand. Keeler Branch.—Hammil.

McKittrick Branch.-M. P. 353.

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

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

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 release of brakes cannot be made at a greater speed than 15 MPH on trains of not more than 75 cars or at 20 MPH with slack stretched on trains of 75 to 100 cars, stop and make rear end test.

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

If release of brakes cannot be made at a greater speed than 15 miles per hour on trains of not more than 75 cars or at 20 miles per hour with slack stretched on trains of 75 to 100 cars, stop and make rear end test.

Whenever rear end tests or running tests (whichever required under rules), have been made on either eastward or westward trains at Tehachapi or Monolith, not necessary to make running tests on such trains at Summit Switch, unless stop is made for other reasons.

Westward freight trains that do not have helpers to cut out at Vincent and do not stop there for other operating reasons, will turn up the retaining valves on the first ten cars behind the engine at the east distant signal approaching Vincent, and will make air brake running test between siding switches as follows:

While working steam and not allowing driver brakes to apply, follow the same procedure as outlined in instructions relative to making the freight train running test at Summit Switch, with the exception that a release may be made at a speed not slower than 8 MPH. If train has to stop for any reason, or if speed of at least 8 MPH cannot be made at time release is desired, standing air brake test as per Rule 24 of the air brake rules will be made.

On Eastward freight trains not having helpers to cut out or required to stop at Vincent for operating reasons, they will follow the same procedure as outlined in next paragraph above, except that one retaining valve for each 115 M's in train will be used. These retaining valves must be turned up when at or near west distant signal, the retaining valves on head portion of train to be turned up first.

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

#### AIR BRAKE RULES

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

RULE 16. Emergency hose must be used on all freight trains between Los Angeles and Bakersfield.

Trains of 50 cars or less 2 emergency plugs will be used located approximately 20th and 40th cars from engine.

Trains of 50 to 71 cars 3 plugs located approximately between 20th,

40th and 60th cars from engine.

Trains of 71 to 100 cars 4 plugs located approximately on the 20th, 40th, 60th and 80th cars from engine.

Trains of 100 to 124 cars 4 plugs located on the 20th, 40th, 60th and 100th cars from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Los Angeles and Bakersfield, but must be applied and removed when necessary by trainmen at intermediate stations and placed in caboose.

In applying emergency hose effort should be made to apply them between through loads so as to avoid having to change them enroute.

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

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

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

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

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

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

Eastward trains..... Cameron to Mojave. Eastward trains......Vincent to Lang.
Eastward trains.....Benton to Hammil. Westward trains......Vincent to Harold.

Westward trains. . . . Tehachapi to Tunnel 1 (M.P. 337.1)
Westward trains. . . . . McKittrick to Lokern.

Westward trains......Searles to Garlock.

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

On freight trains descending grade Tehachapi to Tunnel 1 (M.P. 337.1), Cameron to Mojave and Vincent to Lang, one retaining valve must be used for each 115 M's in train. Searles to Garlock one retaining valve for each 150 M's, and Benton to Hammil one retaining valve for each 50 M's

Descending grade between Vincent and Harold, use ten retaining

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

Speed of train must be reduced during this operation.

When for any reason it is difficult to get over the top, train may be

stopped to turn down retainers.
One retaining valve must be turned up for each 400 M's in eastward

freight trains of 45 or more cars as follows: One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars at Tunnel or Sylmar; to be turned down at Burbank Jet.

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

Retainers on eastward freight trains entering Mojave must not be

turned down until train comes to stop on designated tracks.

When freight trains take siding and it is necessary for them to open switch, and necessary to apply automatic brakes, stop and allow sufficient time to insure release of all brakes.

RULE 39. Passenger Trains: Make running air brake test at Summit Switch and before descending grade at Vincent. Not necessary to make running test on passenger trains leaving Mojave if the continuity of the brake pipe was not broken. Eastward Santa Fe passenger trains leaving Kern Jct. will not make running test. Within yard limits of Fresno, running air brake test will be made on eastward trains only when leaving

In complying with Air Brake Rule 39, running test on eastward passenger trains will be made after passing M.P. 452, and on westward passenger trains after passing M.P. 458.

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

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

RULE 46. Retainers will be used on passenger trains as follows: Westward trains—Tehachapi to Tunnel 1 (M.P. 337.1)—All retainers. Passenger trains having less than 75% graduated release equipment will have all retainers turned up Vincent to Palmdale and Vincent to Lang.

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

Retainers on all head end cars on No. 56 will be turned up at Te-

hachapi, 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 MPH.

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

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

In cases where electro-pneumatic brake fails and automatic brake is

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

#### MISCELLANEOUS

1. Freight trains with twenty or more cars will detach engine when taking water except at the following stations:

Lancaster . . . . Eastward trains All points west of Bakersfield Ravenna....Westward trains Caliente.... Eastward trains Woodford....Eastward trains Lang......Westward trains

In freight service with over 30 cars where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engine must be cut off before spotting at

Water supply at Bealville, Marcel, Cameron, and Lang is for emer-

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

4. Helpers will be handled as follows:

Summit Switch.-On three and four engine trains, after stopping, second helper take charge of air making movement. If three engine train, cut out first or head helper, then second helper. If four engine train cut out first helper, then third or rear helper, then second helper, the third helper to be cut out at the west end of the siding. Helper engines cutting out of eastward trains at Summit Switch enter wye from east leg.

Eric.-Under ordinary conditions let engine in on west leg of wye and back train to a coupling.

Mojave.—Helpers will be coupled together on westward trains and placed ahead of caboose, taking into consideration rear end cars.

Lancaster.-Helpers will be coupled together on eastward trains and cut in ahead of caboose taking into consideration rear end cars. This does not apply to helpers operating through.

Vincent.—On eastward trains road engine will stop to clear at east end, when helpers will be cut out and used to shove rear of train to a coupling. When helpers go east of Vincent they will remain coupled in train until released. Unless otherwise instructed helpers will cut out at

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 road 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.

Two engines of "GS" type must not be coupled descending grades

where curvature is 10 degrees or over.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except between Burbank Jet. and Vincent, C and heavier class engines must be placed ahead of AC class engines.

The use of S.P. type engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine. In helper service, where it can be avoided, engine backing must

not be placed ahead of engines running forward. Helper engines on freight trains must be placed in rear through Tunnel 25 (between Elayon and Tunnel).

(f) Engines with cars must not be cut off or coupled to a train while

Engines must not be cut off head end of trains while same are in

(h) When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when (e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

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

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one-mile board and engineer will shut off the train heat one-half mile from station.

10. Engines heavier than C class must not leave main track between Mojave and Searles, except at sidings Neuralia, Rand, Goler and Cantil.
This does not confer time table authority. When holding main track comply with Rule 99 when necessary to protect front of train.
P-8, P-10 class and heavier engines must not be used between Famoso and Fresno on Porterville line or between Exeter and Goshen Jct.
Tracks at following stations must not be used by engines heavier than C class: Spurs at Bena; Caliente; Wahoo quarry; Waltz powder spur; Elayon oil spur; Corral track Traver; Packing house track Tagus; Hayward Lumber Co. spur Burnett Lumber Co. spur and Farmers Union spur

ward Lumber Co. spur, Burnett Lumber Co. spur and Farmers Union spur at Tulare; Track No. 3 and House Track Delano. Engines heavier than Mk class must not use West Extension Track No. 3 Delano. When necessary set out or pick up on these tracks hold on to a sufficient number

necessary set out or pick up on these tracks hold on to a sufficient number of cars to prevent engine going beyond frog.

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

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

When switching the west end of Saltdale, with F class engines, use

sufficient number of cars to prevent engine from going beyond frog.

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

Special attention must be given at Tehachapi when switching on descending grade and when switching industrial track leading from westward main track east of station building switches must be lined for movement from main track to No. 2 track so derail at west end of this track will protect against any emergency. Switching moves on eastward main track east of station building Tehachapi must be protected in the same manner by keeping crossover lined for movement from eastward main track to house track until switching is completed.

12. Engines equipped with pilot snow plow are prohibited from entering Los Angeles Union Passenger Terminal on account of impaired

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

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight" car does not include a baggage, express or mail car, or a caboose.

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

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

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

#### Westward Trains-Heading in.

Switches will be handled in following sequence:

1. Westward main track switch.

Center siding switch.

Derailing switch.

# After Train is in siding. 1. Westward main track switch.

Derailing switch.

3. Center siding switch.

#### Eastward Trains.

Switches will be handled in normal manner.

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

Train dispatching between Saugus and Burbank Jct. is under the

jurisdiction of the San Joaquin Division.

#### SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 MPH except as otherwise provided for:

Maximum speed of any freight or mixed train must not exceed 35 MPH except as otherwise provided for:

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

	THE BOTH THE RESIDENCE THE BOTH WHITE THE PARTY OF THE PA	- 10	PASS	ENGER		FREIGHT	Mar Tut-	10 x / 1051	LIGHT E	NGINES R	UNNING F	ORWARD
STATE OF STATE	TERRITORY	Maximum	37, 40 Motors	31, 36, 57, 58 Mk 5, 6, 7, 8, 9	With C 2 to 10 incl., C 18 to 29 Incl., F, SP AC 4, 5, 6, 7 and 8 Santa Fe 3800 class	Freight and Mixed Maximum	Engines Backing With or Without Cars	Yard Engines S-SE class	Mt. 1, 2, 3, 4, 5, Santa Fe Mt. class	M T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 C 2 to 10 incl. C 18 to 29 incl. Mk 5, 6, 7, 8, 9	35 35 35 35 35 35 35 35 35 35 35 35 35 3	00,5 00,4 55.2 18.5
7	Biola Jct.—Mile Post 210, except.  City Fresno along or across street crossings	60 20	60 20	50 20	45 20	40 20	30 12	20 12	40 12	35 12	12	30 12
	Mile Post 210—Mile Post 220 Mile Post 220—Mile Post 226.5	65	65	50	40	40	30	20	40	35		30
1	Mile Post 226.5—Mile Post 237.8	60 65	60 65	50 50	40 40	40 40	30 30	20 20	40 40	35 35		30 30
1	Mile Post 237.8—Mile Post 256.8, except. A. T. & S. F. Ry., crossing at Tulare Tower.	60	60	50	40	40	30	20	40	35		30
	A. T. & S. F. Ry., crossing at Tulare Tower	40	40	40	40	40	30	20	40	35	35	30
8	Mile Post 256.8—Oil Jct., except. Over street crossings Delano 6.01 a.m. to 6.01 p.m.	65 40	65 40	50 40	40 40	40 30	30	20 20	40 30	35 30		30 30
	Oil Jct.—Mile Post 310.5.	45	45	45	40	20	20	20	20	20	20	20
	Mile Post 310.5—One mile east Kern Jct., except	35	35	35	35	20	20	20	20	20	20	20
	Over street crossings in Bakersfield One mile east Kern Jct.—Mile Post 325.6	20 55	20 55	20 50	20 45	20 40	20 30	20 20	20 40	20 35		20 30
ă	Mile Posts 325.6 and 326.0	40	40	40	40	40	30	20	40	35		30
d	Mile Post 326—Mile Post 331.4	50	50	50	45	40	30	20	40	35	35	30
3	Mile Post 331.4—West Switch Tehachapi	30 50	30	28	28	20	15	20	25	25		20
1	One mile east of Cameron—Mojave, except	45	50 45	50 45	45 45	35 20	30 20	20 20	35 25	35 25		30 25
	Westward freight trains Mojave to one mile east of Cam-	10	20	10	20	20	20	20	20	20	20	20
	Westward passenger trains Mojaye to Mile Post 376 5	55	55	50		35						
	Westward passenger trains Mojave to Mile Post 376.5 Mojave Yard, between Standard Oil switch and extreme east	00	00	90								
1	switch	30	30	30	30	20	20	20	20	20		20
1	Mojave—Mile Post 407.7.  Mile Post 407.7—Mile Post 414.8 event	55 65	55 65	50 50	45	40	30	20	40 40	35		30
1	Mile Post 407.7—Mile Post 414.8, except Westward freight trains Mile Post 417 to Palmdale	00	00	50	45	40 22	30	20	40	35	35	30
1	Mile Post 414.8—Mile Post 417	50	50	50	45	40	30	20	40	35		30
ı	Mile Post 417—Mile Post 435.19. Mile Post 435.19—Mile Post 436.74.	30	30	28	28	20	15	15	25	25		20
1	Mile Post 436.74—Lang.	35 30	35 30	28 28	28 28	20 20	15 15	15 15	25 25	25 25		20 20
П	Lang—Mile Post 446.22	30	30	28	28	22	15	15	25	25		20
ı	Mile Post 446.22—Mile Post 448.23	40	40	28	28 28	22	15	15	25	25		20
	Mile Post 448.23—Saugus	30 50	30 50	28 50	28 45	22 35	15	15	25 35	25 35		20 30
	Saugus—Burbank Jct., except.  East switch Saugus and West Portal tunnel 25.  West Portal tunnel 25 and Mile Post 458.14.	40	40	40	40	25	30 25	20 20	25	25	25	25
1	West Portal tunnel 25 and Mile Post 458.14	30	30	30	30	20	20	20	30	30	30	30
	Mile Post 458.80—458.94	40	40	40	40	25	25	20	25	25	25	25
	Mile Post 463.8—470.8	60	60	50	45	25 35	30	20	35	35	35	30
1	Burbank Jct. Crossover west of tower	25	25	25	25	25	20	20	25	25	25	25
1	Fresno—Famoso, except	35	35	35	35	20	20	20	20	20	20	20
1	On curves at Mile Post 218.54 and 218.74	45 35	45 35	45 35		30	20 20	20 20	30 20	30 20	20	30 20
1	On curve west of Orris	35	35	35			20	20	20	20		20
1	Porterville—Clavicle—except.					15	15	15	15			
	On curves, Success branch					12 25	12 15	12 20	12 25			
1	On curves, Richgrove branch	15				15	15	15	15			
1	Armona—Crump, except	25				25	15	20	25	25		
l	Over trestle at Mile Post 267.3 Hardwick—Goshen Jct.	15 25				15	15	15	15 25	~~		
(	Goshen Jct.—Exeter, except					25 30	15 15	20 20	30			
	On curve at Goshen Jct. and curve at Ambler.	30				20	15	20	20	20 .		
	Ingle—Hardwick, except	20 20				20	15	20	20			
]	Rossi—Stratford					20 25	15 12	15 20	15 25			
]	resno—Gordon, except	25				25	15	20	25	25 .		
	On curves at Barton and Maltermore	20				20	15	15	20	20 .		
(	Over Fresno Interurban tracks, Las Palmas					15 20	15	15	15 20			
J	Aern Jct.—Mile Post 3541/2	25	ed			25	15 15	15 20	25	25 .		
1	Mile Post 35416—McKittrick	20	f			20	10	10	10	10 .		
1	Mojave—Owenyo, except  Over west siding switch, Owenyo	30 .				30	20	20	30 10			
1	Denton—Laws					10 20	10	10	10	10  .		
I	_aws—Keeler, except	30 .				30	15	1 - 1900 3	Narrow	gauge lie	ht engine	es run-
	Mile Post 557-552 and Mile Post 550-547. Zurich—Mile Post 520½.	25 .				25	15		ning for	ward mu	ist not	exceed
		1/5				25	15		twenty i		The second second	

## SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passen- ger	Freight	Runnin Back- ward
2-5-7	Fresno, along or across street crossings	20	20 30	12
222222225556	Fowler, between 6 A. M. and 9 P. M	20 80 45 30 45 20 20 20 20 15	30	30 30 30 30 30 30
2	Fowler, between 9 P. M. and 6 A. M	45	40	30
2	Selma, between 5 A. M. and 11 P. M	30	30	30
2	Selma, between 11 P. M. and 5 A. M	45	40 30	30
2	Kingsburg, between 6 A. M. and 9 P. M	30	30	30
2	Kingsburg, between 9 P. M. and 6 A. M	45	40	30
2	Tulare, between 5 A. M. and 11 P. M	20	20 25 20	20 25 20
2	Tulare, between 11 P. M. and 5 A. M	25	25	25
5	Reedley, between 5 A. M. and 11 P. M	20	20	20
5	Exeter, between 5 A. M. and 11 P. M	20	20	20
5	Lindsay, between 5 A. M. and 11 P. M	20	20	20
6	Armona, Lake Street Crossing	20	20 20	20 20 20
6	Visalia	15	15	15

At Fowler, Selma and Kingsburg it is lawful to increase speed to 40 MPH after engine has passed last crossing within city limits in direction train is moving.

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

#### SPEED RESTRICTIONS

The following maximum speed will apply to Trains 51 and 52 when handling Train San Joaquin with GS, Mt and P class engines which have been counter-balanced for speed of 75 MPH or over:

MPH
MPH

Following engines have been cross counter-balanced for speed of 75

All GS-1, 2, 3, Mt-1, 2, 3, 4, 5 Class. P-7, 8, 10, 12 Class: 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55

Following engines have been cross counter-balanced for speed of 55 MPH handling passenger trains.
F-1, 3, 4, 5 Class: 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7 and 8 Class, except engines 4106 and 4108.

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

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

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

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When engine truck removed20	MPH
When main rod only removed30	MPH
When side rod only removed30	MPH
When both main and side rods removed20	MPH
When hauled in train and all rods are on30	
SP 1, 2 and when inside main rod removed30	MPH
S and SE engines and all other classes of engines	
when not equipped with engine trucks20	MPH
When all weight has been removed from any one pair	
of drivers on an engine, speed must not exceed20	MPH
When all weight has been removed from one wheel	
of any pair drivers on an engine, speed must not	
	MPH

F, SP, AC and Santa Fe 3800 class engines must not exceed 8 MPH through switch turnouts, crossovers and slip switches.

When cross counter-balanced F, AC 4, 5, 6, 7 and 8 class engines are used in passenger service they are permitted maximum passenger speed between Burbank Jct. and Bakersfield, but must not exceed 55 MPH.

Santa Fe 3800 and AC 4, 5 and 6 class engines are permitted maximum speed of 30 MPH between M.P. 331.4 and west switch Tehachapi, also between M.P. 417 and Saugus.

F 4 and 5, AC 4 and 5 class engines operating between Mojave and Searles must not exceed following speeds:

Mojave-Mile Post 392.4	25	MPI
Mile Post 392.4—Mile Post 393.0	20	MPI
Mile Post 393.0—Mile Post 406.8	25	MPI
Mile Post 406.8—Searles	20	MPI

Engines not shown in speed table must not exceed freight speed.

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

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

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

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

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

#### SPEED RESTRICTIONS

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

PAGE	TYPE OF ENGINE-TERRITORY-STRUCTURE-LADING, ETC.	MPH
2,3,4 All	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:  On tangent main tracks.  except SPMW 4044.  On tangent branch tracks.  On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	35 25 20
- 21	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2,3,4,5 All	On tangent main tracks. On curves and on branch tracks. Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	20 15
2,3,4,5 All All	On tangent main tracks. On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight train speed.	25 15
2,3,4	Trains handling relief outfit with steam derrick: On tangent main tracks. On tangent branch tracks.	35 20
All	On all curves5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlocking plants with caution.	

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

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Trains carrying cabooses equipped with cast iron wheels must not

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

Speed of trains handling such cars must be restricted as follows:
When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH.

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

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

#### SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS								
6	10.00	24	2.30	37	1.37	50	1.12	63	*0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		9 1 1
22	2.43	35	1.42	48	1.15	61	0.59		0
23	2.36	36	1.40	49	1.13	62	0.58	1-10-1	9 - 9

### STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	LEG-L-	LOCATION	- 25 - 4 - 58 - 1	DESCRIPTION
	95	Fres	no-Saugus-Main Traci	
205.5	Fresno Shop	Yard	Water tank	spoutSide
205.5	Fresno		Pullman she	edSide
220.7	Salma		Libby-McN	eill & LibbySide
313.2	Bakersfield.	east end Round Hou	se lead Water colum	nnSide and Overhead
313.2	Bakerafield.	roundhouse turnout	tracks Sandhouse.	Side and Overhead
313.2			P. F. E. ice	dock
313.2			Pullman she	edSide
313.2			Air pump h	ouseSide
313.2			Gravel Bun	ouseSide kers, Gravel PitSide and Overhead
434.8			Tunnel 173	Overhead
439.5			Tunnel 20	Overhead
440.1	East of Lane		Tunnel 21	Overhead
441.5	East of Lane		Tunnel 22	Overhead
445.3	East of Hum	phreva	Tupnel 23	Overhead
449.7	East of Hon	bv	Tunnel 24	Overhead
		Fres	no-Famoso via Portervil	le de la companya de
205.5	Fresno		S. J. L. & P	. Corp. plant Side and Overhead
253.5	West of Lord		Kaweah rive	er bridgeSide
257.4	Exeter		Water tank	spoutSide
257.4	Exeter		Visalia Elec	er bridge
201.2		Go	shen IctCoalinga-Ingle	The second secon
229.1	Armone		Water tank	spoutSide
268.4	Coalings		Water tank	spoutSide
			Fresno-Friant	
205.5	Fresno		Alley Drill	Track, FultonSide
217.4	Clovis		Water tank	spoutSide
			Bakersfield-Olig	
345.4	Kilowatt		Power Hou	seOverhead and Side
W. C. S. R. V.			Mojave-Owenyo	
426.8	West of Sea	ries	Tunnel 29.	Overhead
484.1	Haiwee		Water tank	spoutSid
519.42	East of Lon	e Pine	Owens rive	r bridgeSide
523.0			Highline tr	estle on Calif. Alkali Co. Spur
				Overhead and Sid
		Sa	ugus-Burbank Junction	
453.7	Elavon		.  Standard Oil Co. filling	ng racksSid
465.6			. Consolidated Rock C	o. rock crusherSide and Overhead
465.6			. Consolidated Rock C	o, piles of rockSid
467.9	Roscoe		. Consolidated Rock C	o. bunkers Both Side
467.9				o. sand piles and switch standsSid
W	hen in use, ap	on on beet dump an	d beet loading conveyor	s at stations listed below will not clear
		than a beet rack.	Tagus	Famoso
	lm .	Turk Kingsburg	McFarland	Buttonwillow
Str	atford	Kingsburg	MICE ariand	Duvonwillow

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

#### LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. C. A. Walker	. Chief Surgeon and Manager	San Francisco, Cal.
Dr. J. D. Morgan		Fresno, Cal.
Dr. Chas. A. James		Fresno, Cal.
		Fresno, Cal.
Dr. D. H. Trowbridge, Jr.		Fresno, Cal.
Dr. Wayne Hunt		Fresno, Cal.
Or. O. B. Doyle		Selma, Cal.
Or. J. D. Wagner	District Surgeon	
Dr. W. H. Nielson		Fowler, Cal.
Dr. E. C. Halley	. District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins		Reedley, Cal.
Dr. R. E. Cronemiller	. District Surgeon	Exeter, Cal.
Dr. Edgar Brigham	. District Surgeon	Dinuba, Cal.
Dr. Ewald A. Larson		Kingsburg, Cal.
Drs. J. E. and C. I.		
Pendergrass	Emergency Surgeons	Clovis, Cal.
Dr. C. M. Mathias		Tulare, Cal.
	The state of the s	Tulare, Cal.
Or. Wiley Zink	District Surgeon	Pixley, Cal.
Dr. J. Seiberth		Delano, Cal.
Dr. Henry A. Rivin	District Surgeon	Delano, Cal.
Dr. W. B. Smith	District Surgeon	
Dr. S. B. Hirschberg		McFarland, Cal.
Dr. F. R. Guido		Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. C. T. Rosson, Jr	. Asso. Dist. Physician & Surgeon	
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. Geo. A. Meracle		Caruthers, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. Bryson E. Cox	District Surgeon	Coalinga, Cal.
Dr. Thorwald Johnson		Porterville, Cal.
Dr. W. W. Tourtillott		Porterville, Cal.
Dr. J. R. Fillmore		Strathmore, Cal.
		Lindsay, Cal.
Dr. H. G. Campbell		Bakersfield, Cal.
Dr. C. L. Moore		Bakersfield, Cal.
Dr. N. J. Zahry	Acting District Surgeon	Bakersfield, Cal.
Dr. J. M. Kirby		Bakersfield, Cal.
Dr. R. M. Jones		
Dr. Harold L. Schlotthaue		Tehachapi, Cal.
Dr. Harry L. Horswill	. District Surgeon	Mojave, Cal.
Dr. Howard W. Dueker	. District Surgeon	Lone Pine, Cal.
Dr. George D. Schultz	District Surgeon	Lone Pine, Cal.
Dr. Harvey Crook		Bishop, Cal.
Dr. Thomas A. Drummon		Randsburg, Cal.
Dr. W. R. Senseman		Lancaster, Cal.
Dr. N. H. Snook		Palmdale, Cal.
Dr. E. C. Innis	5	Saugus-Newhall, Ca
Dr. R. W. Johnson		San Fernando, Cal
DI. It. W. JUHISUH	District Durgeon	,

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

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

#### LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
WHITE MEMORIAL HOSPITAL	

# RATING OF ENGINES-SAN JOAQUIN DIVISION

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

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno via Goshen Jct., Rosamond and Lancaster	Famoso and Fresno via Exeter	Bakersfield to Rosamond	Lancaster to Saugus	Saugus to Lancaster Rosamond to Bakersfield	Los Angeles to Saugus	Saugus to Los Angel
M-4 M-6, 8 M-9, 11 M-11	M-63 20/28 126, 135-S M-63 21/28 150-S, 159-SF M-63 21/28 150-S, 162-SF M-63 22/28 153-S, 162-SF	1617 to 1713. 1721 to 1803, 1823 to 1825. 1804 to 1822, 1826 to 1831, 1836. 1832 to 1835.	190 - 200 210 200	4150 4850 5100 5300	3300 3800 4050 4200	580 700 760 780	750 900 970 1000	680 820 890 910	730 930 990 1020	820 1000 1100
T-23 T-28, 31 T-32, 40	T-63 21/28 156-S, 163-SF T-63 22/28 162-S T-69 23/28 174-S, 197-SF	2301 to 2310	210 210 210	5050 5550 5700	4000 4400 4500	730 820 860	940 1050 1050	850 950 990	930 1050 1050	1030 1200
P-1, 3, 5 P-4 P-6 P-8, 10 P-8, 10	P-77 22/28 141-S P-77 23/28 155/B-58-SF P-77 25/28 172-S, 179-SF P-73 25/30 181-SF P-73 25/30 183/B-63-SF	2400 to 2452, 2459, 2460	210 210 200 200, 210	4600 5000 5650 6250	3600 3950 4450 4950	630 690 810	800 870 1000	740 800 940	800 900 1000	890 1100 1150
C-9, 10 C-5, 8, 9, 10	C-57 22/30 200-SF C-57 22/30 185-S, 194-S	2513 to 2599, 2624 to 2860	210	6100	4800	900	1100	980	1200	1250
A-6 A-3	A-81 22/28 127/B-64-SF A-81 20/28 120/B-64-SF	3000 to 3003	210 210	4400 3600	3450 2850	600 450	750 580	690 530	700 550	800 630
Mk-5, 6 Mk-7, 8, 9 Mk-7, 8, 9	Mk-63 26/28 210-S, 233-SF Mk-63 27/30 247-S, 257-SF Mk-63 29/30 247-S, 257-SF	3241 to 3277 3300 to 3324 3300 to 3324	210 205 176	7800 8550	6200 6750	1200 1300	1500 1650	1350 1500	1450 1650	1600 1850
F-1 F-3 F-4, 5 F-5	F-63 27\frac{1}{32} 273-S, 282-SF F-63 29\frac{1}{32} 297-S, 300-SF F-63 29\frac{1}{32} 306/B-61-SF F-63 29\frac{1}{32} 306/B-62-SF	3611 to 3652 3653 to 3667 3668 to 3769	200 200 200	8900 10200 10200	7050 8050	1350 1500	1700 1950	1550 1750	1750 2000	1950 2200
AC-1, 2, 3 AC-4, 5 AC-6, 7	AC-57 22502 441-SF AC-63 24524 475-SF, 483-SF AC-63 24524 517-SF, 515-SF	4000 to 4048	210 235	12300 16000	9750 12700	1500 1900 2500	1950 2450 3200	2200 2900	2500 3200	2700
AC-8 Mt-1, 3, 4, 5	AC-63 24;24 532-SF Mt-73 28/30 246/B-60-SF	4126 to 4204	250 210	17000 8350	13500 6600	2700 1150	3400 1500	3100 1350	3400 1550	3500 3700 1750
GS-1 GS-2 GS-3	GS-73 27/30 262/B-104-SF GS-73 27/30 266/B-104-SF GS-80 26/32 267/B-109-SF	4400 to 4415	250 280 (	9000	7050	1200	1550	1400	1600	1800
GS-4 SP-1 SP-2, 3	GS-80 25½/32 276/B-118-SF SP-63 285 32 316/B-60-SF SP-63 285 32 317/B-61-SF	4430 to 4449	300 {	9200 12000	7250 9500	1250	1600 2350	1450 2100	1650	1850
All	owance for Empty and Underloade	d Cars		6 3 0	6 3 0	3 0	3 0	3 0	3 0	2500 3 0

End Western Division to Goshen Jc End Western Division to Fresno Goshen Jct. to Saugus Fresno to Famoso via Exeter	S P R R	40.10 0.52 210.18 103.95	
Total main lines			354.75
	BRANCHES		
Arvin	Armona to Crump	16.89 24.14 41.02 16.89	
Keeler	Bakersfield to McKittrick Porterville to Ducor Oil Junction to Oil City Mojave to Owenyo Richgroye to Joyista.	101.98 47.61 12.53 6.76 143.15 4.16	

SAN JOAQUIN DIVISION:

The state of the s	10.70
Total Branches.	518.06
Total San Joaquin Division	872.81

### OWENYO BRANCH

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

C. G. TANDY, Trainmaster, Fresno
P. D. ROBINSON, Trainmaster, Mojave
A. H. HOFFMAN, Road Foreman of Engines, Bakersfield

E. F. WASEM, Chief Train Dispatcher, P. E. TURNER, Asst. Chief Train Dispatcher, E. P. GIBSON, Asst. Chief Train Dispatcher.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS						
CLASS	CONDITIONED		CONDITIONED			
	All- Steel	Steel Under- frame	All-Steel Cooling Season	Heating		
Baggage—60 ft —66 ft	93,070					
-70 ft. -70 ft. (With Auto. End Door)	122,620					
	125,800					
* '27227A*********************************	90,700	87.120				
Baggage & Mail—60 ft. ——69 ft. ——70 ft.	103,620					
" " —70 ft	129,140	******				
" Possenger	100 000	103,590				
Express Refr.—N. P. Ry.	108,675	74 000				
" —A. R. E. No. 40- 154		78,000				
" " 153- 224 " 500- 506	• • • • • • • •	89,000				
" — " 1101-1175		85,000		1111111111		
Express. Horse. 500- 799	199 050	83,000				
Postal.	112,120					
Postal Storage—40 ft	74,530					
# # "-70 ft. # " Passenger  Express Refr.—N. P. Ry # " — A. R. E. No. 40- 154. # " — " 153- 224. # " — " 150- 506. # " — P. F. E. " 500- 506. # " — P. F. E. " 500- 799.  Express, Horse. Postal Storage—40 ft # " — 60 ft.  Assembly (ACW). Club (ACI). Official. (NAC).  " — Cars 107-128 (ACW). — Cars 107-128 (ACW).  " — Cars 99, 140-141 (ACW).  Chair—60 ft (ACI). # — 72 ft (ACI). # — 72 ft (ACI). # — 3 ft (ACI). # — 74 ft (ACI). # — 74 ft (ACI). # — 74 ft (ACI). # — 77 ft (ACI). # — 72 ft (ACI). # — 73 ft. 6 iii (ACW). # — 73 ft. 6 iii (ACW). # — 73 ft. 6 iii (ACI). # — 72 ft (ACI). # — 73 ft. 6 iii (ACI). # — 75 ft (ACI). # — 76 ft (ACI). # — 77 ft (ACI).	105,120		168,950	168,950		
Club (ACI)	146,210	122,300 155,370	172,200			
—Cars 107-128 (ACW)	170,700	155,370	100 000			
Chair Conf. Cars 99, 140-141(ACW)			182,800 195,040	182,800 195,040		
Chair—60 ft(ACI)	100,620		1 138.000	132,000		
" —72 ft(ACW)			165,000 158,700 108,900	157,800 158,700		
-Streamline-Single (ACS)			108,900	104,500		
" —74 ft(ACI)			181,400 180,915	172,600		
—74 ft(ACS)			186,000	173,125 181,600		
" —70 ft(ACI)	98,130		136,100	181,600 130,100		
" —70 ft(ACW)	137,640		151,000	151,000		
72 ft(ACI)			186,000 136,100 157,800 151,000 164,500	151,000 157,400 153,500 163,000		
" —73 ft. 6 in(ACW)			153,500 163,000	153,500		
-73 ft. 6 in(ACI)			168,500	161,200		
All-Day Lunch—Chair.	105,970					
Cafe-Coach —Coach	103,875					
Cafe-Lounge(ACI)	148 050	138,600	155,700 173,500	149,000* 166,000		
Di 70 4 (ACW)	140,000	101,200	156,000	156,000		
" —72 ft.	155 990	135,930				
" -77 ft. (Arch Roof) (ACI)	155,330 156,000	146,930	170.100	162 700		
77 ft. (Clare Story Page (ACW)	E-1807 (1907)	165,530	170,100 162,950 169,450 189,581	162,700 162,950 169,450 173,836		
" -77 ft. (" " ")(ACM)		165,530	189,450	169,450		
	169,100					
Lounge (" " ")(ACM)			201,323	184,700		
(Arch Roof) (ACI)			201,323 189,800 167,500 164,980	160,300		
Observation—75 ft. (ACV)			164,980	157,780		
	104,400		169,185 194,543	184,700 181,630 160,300 157,780 161,900 186,166		
Pullman—Observation (ACI) (ACM) (ACM) (ACM) (ACM) (ACI) (A		141,870				
(ACM)	160,800 160,800	153,000 153,000	177,314 192,300	169,200 176,300 178,900		
Lounge(ACM)			194,900	178,900		
	171,200 167,600		187,682	179,600		
- (ACM) I	167,600		183,920 195,800	179,600 176,000 179,800 175,100 171,500 169,200 161,400		
— Sleeper (ACM) — (ACI) — (ACI) — (ACM) — (ACI)	163,100 163,100		195,800 191,100	175,100		
" —Tourist(ACM)	153,000 153,000		180,075 185,200	169,200		
(ACI)	153,000		168,663	161,400		
San Joaquin (11 Car Streamline Train)			1,281,800	1,281,800		
Baggage and Mail	137,000			1,201,000		
Daggage and Man(NAC)	107 000					
San Joaquin (11 Car Streamline Train)   Baggage and Mail (NAC)   Art Chair (ACW)	137,000 127,000		203 000	203 000		
(NAC)	127,000		203,000 122,900 129,650 106,700	203,000 122,900 129,650 106,700		

\*Steel underframe.

CODE:—NAC—Non-Air Conditioned.

—ACI —Air-Conditioned—Ice System.

—ACM—Air-Conditioned—Mechanical System.

—ACW—Air-Conditioned—Waukesha System.

-ACS-Air-Conditioned-Steam Ejector System.

S. H. BRAY, Asst. Superintendent

