

# SOUTHERN PACIFIC COMPANY



## SAN JOAQUIN DIVISION

### TIMETABLE

# 168

EFFECTIVE SUNDAY, JUNE 2, 1946

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

#### TRAINMASTERS

T. W. ROBY.....Fresno  
G. MORRILL.....Bakersfield  
W. H. CLAIBORNE.....Mojave

#### ASSISTANT TRAINMASTER

T. A. PURCELL.....Bakersfield

#### ASSISTANT TRAINMASTER- DIVISION EXAMINER

C. F. OWENS.....Bakersfield

#### ROAD FOREMEN OF ENGINES

L. J. FRANKLIN.....Bakersfield  
I. A. WEIHE.....Bakersfield

#### ENGINEMEN INSTRUCTOR

C. RENSHAW.....Bakersfield

#### CHIEF TRAIN DISPATCHER

E. F. WASEM.....Bakersfield

P. D. ROBINSON

Assistant Superintendent, Bakersfield

J. W. CORBETT,  
*General Manager.*

R. E. HALLAWELL,  
H. R. HUGHES,  
*Assistant General Managers.*

G. C. BAKER,  
*General Superintendent of Transportation.*

C. H. GRANT,  
*Superintendent of Transportation.*

B. W. MITCHELL,  
*Superintendent.*

## HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. W. Washburn.....	Chief Surgeon
Fresno.....	Dr. J. D. Morgan.....	District Physician and Surgeon
Fresno.....	Dr. C. A. James.....	District Physician and Surgeon
Fresno.....	Dr. O. B. Doyle.....	Asst. Dist. Physician and Surgeon
Fresno.....	Dr. L. G. Price.....	Oculist
Fresno.....	Dr. Wayne Hunt.....	Aurist
Selma.....	Dr. J. D. Wagner.....	District Physician and Surgeon
Fowler.....	Dr. H. W. Nielson.....	District Physician and Surgeon
Sanger.....	Dr. Fred A. Burg.....	District Physician and Surgeon
Reedley.....	Dr. G. A. Hawkins.....	District Physician and Surgeon
Exeter.....	Dr. John F. Glenn.....	District Physician and Surgeon
Dinuba.....	Dr. Edgar Brigham.....	District Physician and Surgeon
Kingsburg.....	Dr. E. A. Larson.....	District Physician and Surgeon
Clovis.....	Drs. J. E. and C. I. Pendergrass.....	Emergency Physicians and Surgs.
Tulare.....	Dr. C. M. Mathias.....	District Physician and Surgeon
Pixley.....	Dr. J. Seiberth.....	District Physician and Surgeon
Delano.....	Dr. H. A. Rivin.....	District Physician and Surgeon
McFarland.....	Dr. R. W. Johnson.....	Emergency Physician and Surgeon
Visalia.....	Dr. F. R. Guido.....	District Physician and Surgeon
Hanford.....	Dr. C. T. Rosson.....	District Physician and Surgeon
Kerman.....	Dr. J. C. Drake.....	District Physician and Surgeon
Caruthers.....	Dr. George A. Meraele.....	Emergency Physician and Surgeon
Lemoore.....	Dr. W. P. Byron.....	District Physician and Surgeon
Porterville.....	Dr. W. W. Tourtillott.....	District Physician and Surgeon
Porterville.....	Dr. Thorwald Johnson.....	Asst. Dist. Physician and Surgeon
Strathmore.....	Dr. J. R. Fillmore.....	Emergency Physician and Surgeon
Lindsay.....	Dr. H. G. Campbell.....	District Physician and Surgeon
Bakersfield.....	Dr. H. W. Bell.....	Division Physician and Surgeon
Bakersfield.....	Dr. J. M. Krevitt.....	District Physician and Surgeon
Bakersfield.....	Dr. R. M. Jones.....	Oculist and Aurist
Bakersfield.....	Dr. L. F. Baisinger.....	Oculist and Aurist
Tehachapi.....	Dr. H. L. Schlotthauer.....	District Physician and Surgeon
Mojave.....	Dr. H. L. Horswill.....	District Physician and Surgeon
Lone Pine.....	Dr. George D. Schultz.....	District Physician and Surgeon
Bishop.....	Dr. J. L. Mason.....	Emergency Physician and Surgeon
Randsburg.....	Dr. T. A. Drummond.....	Emergency Physician and Surgeon
Lancaster.....	Dr. W. R. Senseman.....	District Physician and Surgeon
Palmdale.....	Dr. N. H. Snook.....	District Physician and Surgeon
Saugus-Newhall.....	Dr. E. C. Innis.....	District Physician and Surgeon
San Fernando.....	Dr. R. W. Johnson.....	District Physician and Surgeon

**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.

### HOSPITALS

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



FRESNO SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS				Mile Post Location	Timetable No. 168 June 2, 1946	Distance from Fresno Yard
	784	782	780	446	402	56	52	60	58			
	Freight	Freight	Freight	V. M. E.	B. M.	Passenger	San Joaquin Daylight	West Coast	Owl			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
Fresno yard	BKWOP	PM 4.15	AM 8.15	AM 1.00	PM 6.40	AM 4.15				201.8		TO-R FRESNO YARD
	BKWOTYP	4.35	8.35	1.15	6.50	4.25	PM 6.10	PM 1.08	AM 12.43	205.5	TO-R FRESNO	3.7
	IP	4.45	<b>8.45</b>	1.27	6.59	4.34	6.18	1.15	12.52	209.1	TO CALWA TOWER	7.3
118	P	4.56	8.56	1.36	7.08	4.43	f 6.27	1.21	1.00	215.1	TO FOWLER	13.3
Yard Limits	125	P	5.06	9.06	1.44	7.16	4.51	s 6.39	1.07	220.7	SELMA	18.9
Yard Limits	102	WP	5.14	9.14	<b>1.52</b>	7.23	4.58	s 6.49	1.31	225.6	TO KINGSBURG	23.8
108	P	5.24	9.24	2.02	7.31	<b>5.06</b>	f 6.56	1.36	1.20	231.3	TRAVER	29.5
65	P	<b>5.28</b>	9.28	2.07	7.34	5.09	6.58	1.38	1.23	233.7	CROSS	31.9
Nos. 1-91, 2-91, 3-70	Yard Limits	WYP	5.37	9.37	2.17	7.41	5.16	s 7.08	1.43	239.1	TO-R GOSHEN JCT.	37.3
63	P	5.47	9.47	<b>2.28</b>	7.49	5.24	f 7.15		1.36	245.6	TAGUS	43.8
Yd. Limits	IP									249.7	TO TULARE TOWER	47.9
92	P	5.57	<b>9.57</b>	<b>2.37</b>	8.00	5.35	s 7.35	s 1.58	s 1.51	250.0	TULARE	48.2
63	P	6.07	10.07	2.49	8.09	5.44	7.45	2.05	1.58	255.8	OCTOL	54.0
86	WP	6.14	10.14	2.57	8.15	5.50	s 7.53	<b>2.09</b>	<b>2.03</b>	260.4	TO TIPTON	58.6
96	P	6.24	10.24	3.07	8.23	5.58	s 8.04	2.15	<b>2.09</b>	266.8	TO PIXLEY	65.0
86	P	6.33	10.33	3.17	8.30	<b>6.05</b>	f 8.15	2.20	2.15	272.4	TO EARLIMART	70.6
63	P	6.39	10.39	3.24	8.35	6.10	8.19	2.23	2.19	276.5	RADNOR	74.7
Yard Limits	85	WP	6.47	10.47	3.33	<b>8.42</b>	6.17	s <b>8.42</b>	2.28	280.7	TO DELANO	78.9
63	P	6.57	10.57	<b>3.44</b>	8.51	6.26	s 8.53	2.34	2.31	287.0	TO MCFARLAND	85.2
W-81 E-134	KWTP	7.06	11.06	3.53	8.58	6.33	f <b>9.07</b>	2.39	2.37	292.6	TO-R FAMOSO	90.8
64	P	7.11	11.11	3.58	<b>9.02</b>	6.37	9.10		2.40	295.9	SLATER	94.1
85	P	7.19	11.19	4.06	9.08	6.43	f 9.17	2.46	2.46	300.5	LERDO	98.7
92	P	7.23	11.23	4.10	9.11	6.46	9.20	2.48	2.49	303.0	PROSPERO	101.2
62	P	7.27	11.27	4.14	9.15	6.50	9.24		2.52	305.8	SACO	104.0
Bakersfield yard	82	YP	7.32	11.32	4.19	9.19	6.54	9.27	2.53	308.6	TO-R OIL JCT.	106.8
	BKWOTYP	7.45 PM	11.45 AM	4.30 AM	9.30 PM	7.05 AM	s 9.40 PM	s 3.01 PM	s 3.05 AM	312.9	TO-R BAKERSFIELD	111.1
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily		(111.1)	
		(3.30) 31.74	(3.30) 31.74	(3.30) 31.74	(2.50) 39.21	(2.50) 39.21	(3.30) 30.69	(1.53) 57.03	(2.22) 45.38	(2.20) 46.03	Time over District.....	
											Average Speed per Hour.....	

**RULE 5.** Schedule time and train-order time for eastward trains at Calwa Tower apply at end of double track.

Schedule time and train-order time at Goshen Jct. apply at No. 1 siding.

Schedule time and train-order time for eastward trains at Famoso apply at junction switch of Porterville line.

**RULES 86 and 93.** Second and third-class trains, extra trains and engines except trains handling passenger equipment only, must clear the time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
58	Delano.....	.....	Tracy.....	Daily
60	Selma.....	.....	Stockton.....	Daily
60	Delano.....	Los Angeles.....	Stockton.....	Daily
56	Any Station.....	Any Station.....	Any Station.....	Daily

No. 60 stop at Delano to permit mail to be thrown into mail car door.  
No. 52 reduce speed to 25 MPH at Tipton and Delano on request of RPO clerk to dispatch registered currency.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Muscatel.....	200.2	80
Calwa..... (Spur)	208.3	34
Malaga.....	210.4	38
Wineland..... (Spur)	222.8	14
Midvalley..... (Spur)	243.4	7
Vinland..... (Spur)	284.5	16
Cawelo.....	299.7	57 P

# FRESNO SUBDIVISION

Mile Post Location	Timetable No. 168 June 2, 1946		WESTWARD								
			FIRST CLASS				SECOND CLASS	THIRD CLASS			
			59	55	51	57	445	781	783	785	787
			West Coast	Passenger	San Joaquin Daylight	Owl	V. M. W.	Freight	Freight	Freight	Freight
STATIONS		Distance from Bakersfield	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
201.8	TO-R FRESNO YARD 3.7	111.1									
205.5	TO-R FRESNO 3.6	107.4	AM 3.45	AM 9.00	PM 3.20	AM 2.35	AM 6.00	AM 3.50	AM 11.30	PM 6.35	
209.1	CALWA TOWER 6.0	103.8	s 3.34	s 8.45	s 3.11	s 2.20	5.38	3.25	11.05	6.10	
215.1	TO FOWLER 5.6	97.8	3.24	s 8.30	3.04	2.10	5.29	3.16	10.55	6.00	
220.7	SELMA 4.9	92.2	3.16	s 8.15	2.57	f 2.00	5.21	3.08	10.46	5.51	
225.6	TO KINGSBURG 5.7	87.3	3.08	s 8.02	2.51	1.52	5.14	3.00	10.37	5.43	
231.3	TRAVEL 2.4	81.6	3.00	7.50	2.44	1.44	5.06	2.51	10.28	5.33	
233.7	CROSS 5.4	79.2	2.58	7.47	2.42	1.40	5.02	2.47	10.24	5.28	
239.1	TO-R GOSHEN JCT. 6.5	73.8	2.51	s 7.37	2.36	1.30	4.55	2.38	10.15	5.18	
245.6	TAGUS 4.1	67.3	2.44	7.15	2.30	1.19	4.47	2.28	10.05	5.08	
249.7	TO TULARE TOWER 0.3	63.2									
250.0	TULARE 5.8	62.9	s 2.37	s 7.08	s 2.24	s 1.07	4.41	2.20	9.57	5.00	
255.8	OCTOL 4.6	57.1	2.21	6.38	2.13	12.54	4.26	2.10	9.47	4.50	
260.4	TO TIPTON 6.4	52.5	2.16	s 6.33	2.09	12.49	4.20	2.03	9.40	4.42	
266.8	TO PIXLEY 5.6	46.1	2.09	s 6.17	2.02	12.42	4.12	1.48	9.30	4.32	
272.4	TO EARLMART 4.1	40.5	2.02	s 6.05	1.57	12.36	4.05	1.38	9.20	4.22	
276.5	RADNOR 4.2	36.4	1.58	5.57		12.31	4.00	1.32	9.13	4.16	
280.7	TO DELANO 6.3	32.2	1.53	s 5.35	1.49	f 12.26	3.53	1.24	9.05	4.08	
287.0	TO McFARLAND 5.6	25.9	1.46	s 5.29	1.43	12.19	3.44	1.13	8.53	3.58	
292.6	TO-R FAMOSO 3.3	20.3	1.40	f 5.19	1.38	12.13	3.37	1.04	8.44	3.49	
295.9	SLATER 4.6	17.0	1.37	5.13		12.09	3.33	12.57	8.37	3.42	
300.5	LERDO 2.5	12.4	1.32	f 5.08	1.31	12.04	3.27	12.49	8.29	3.34	
303.0	PROSPERO 2.8	9.9	1.29	5.04	1.29	12.01	3.24	12.45	8.25	3.30	
305.8	SACO 2.8	7.1	1.26	5.01		11.58	3.20	12.40	8.20	3.25	
308.6	TO-R OIL JCT. 4.3	4.3	1.23	4.58	1.24	11.55	3.16	12.35	8.15	3.20	
312.9	TO-R BAKERSFIELD	0.0	1.15	4.50	1.16	11.45	3.05	12.20	8.00	3.05	
	(111.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	Time over District.....		(2.30)	(4.10)	(2.04)	(2.50)	(2.55)	(3.30)	(3.30)	(3.30)	
	Average Speed per Hour.....		42.96	25.78	51.97	37.91	38.09	31.74	31.74	31.74	

**RULE 5.** Schedule time and train-order time for eastward trains at Calwa Tower apply at end of double track.  
 Schedule time and train-order time at Goshen Jct. apply at No. 1 siding.  
 Schedule time and train-order time for eastward trains at Famoso apply at junction switch of Porterville line.

**RULES 86 and 93.** Second and third-class trains, extra trains and engines except trains handling passenger equipment only, must clear the time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
55 59	Any Station..... Delano.....	Any Station..... Stockton.....	Any Station.....	Daily Daily

No. 57 stop at Delano to permit mail to be thrown into mail car door.



# TEHACHAPI SUBDIVISION

## Timetable No. 168

June 2, 1946

### WESTWARD

#### FIRST CLASS

#### SECOND CLASS

Mile Post Location	Distance from Mojave	FIRST CLASS						SECOND CLASS		
		55	1	51	23	57	59	447		
		Passenger	AT&SF Ry Passenger	San Joaquin Daylight	AT&SF Ry Passenger	Owl	West Coast	V. M. W.		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Monday		
312.9 TO-R BAKERSFIELD 0.7	67.6	AM 4.20		PM 1.08		PM 11.35	AM 1.05	AM 2.40		
313.6 TO-R KERN JCT. 14.3	66.9	4.16	AM 10.20	1.05	PM 9.10	11.31	1.01	2.35		
327.9 BENA 3.4	52.6	3.45	10.03	12.49 PM	8.53	11.10	12.40 AM	2.12		
331.3 ILMON 3.8	49.2									
335.1 CALIENTE 3.0	45.4	f 3.28	9.49		8.39					
335.2 ALLARD 2.3	42.4									
338.2 BEALVILLE 1.8	40.1									
340.5 CLIFF 3.2	38.3									
342.3 ROWEN 3.3	35.1									
345.5 WOODFORD 3.0	31.8	s 2.34	9.16		8.06					
348.8 WALONG 2.3	28.8									
351.8 MARCEL 2.5	26.5									
354.1 CABLE 3.9	24.0									
356.6 TO TEHACHAPI 1.8	20.1	s 2.00	8.47	s 11.35 AM	7.37	f 9.55	11.25 PM	12.40		
356.7 SUMMIT 2.6	18.3	1.39	8.43		7.33	9.48	11.20	12.31		
360.6 MONOLITH 3.0	15.7	s 1.35	8.39		7.29	9.43	11.15	12.26		
362.4 ERIC 6.3	12.7	1.27	8.34	11.23	7.24	9.38	11.10	12.20		
365.0 WARREN 6.4	6.4	1.17	8.24	11.14	7.14	9.26	10.58	12.07 AM		
368.0 TO-R MOJAVE	0.0	1.05 AM	8.10 AM	11.06 AM	7.00 PM	9.15 PM	10.47 PM	11.55 PM		
(67.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday	
Time over District		(3.15)	(2.10)	(2.02)	(2.10)	(2.20)	(2.18)	(2.45)		
Average Speed per Hour		20.80	31.20	33.25	31.20	29.55	29.39	24.58		

Automatic Block System

D. T.

Centralized Traffic Control

Double Track

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
59	Tehachapi.....	Stockton.....	.....	Daily
1, 23	(Tehachapi..... Woodford..... Caliente.....)	West of Bakersfield....	East of Mojave.....	Daily
55	Edison.....	.....	Any Station.....	Daily
55	Any Station.....	Any Station (employees)	Any Station (employees)	Daily

MOJAVE SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	THIRD CLASS				SECOND CLASS	FIRST CLASS				Mile Post Location	Timetable No. 168 June 2, 1946	Distance from Mojave
	808	806	804	802	448	52	60	58	56			
	Freight	Freight	Freight	Freight	V. M. E.	San Joaquin Daylight	West Coast	Owl	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Mojave yard { BKWOYP	PM 8.25	PM 2.10	AM 8.45	AM 1.05	12.40	PM 5.11	AM 5.40	AM 5.20	AM 1.30	380.7	TO-R MOJAVE	0.0
P	8.27	2.12	8.47	1.07	12.42	5.12	5.41	5.21	1.31	381.3	TO-R EAST-MOJAVE	0.6
91 P	8.32	2.17	8.52	1.12	12.47		5.45	5.26	1.36	384.8	FLETA	4.1
92 P	8.37	2.22	8.57	1.17	12.52		5.49	5.30	1.40	387.3	GLOSTER	6.6
88 P	8.42	2.27	9.02	1.22	12.57		5.53	5.34	1.44	390.4	ANSEL	9.7
103 P	8.48	2.33	9.08	1.28	1.03	5.24	5.58	5.38	f 1.53	394.3	TO ROSAMOND	13.6
113 P	8.57	2.42	9.17	1.37	1.12		6.05	5.45	2.00	399.9	OBAN	19.2
120 Yard Limits WP	9.06	2.51	9.26	1.46	1.21	s 5.35	6.13	5.54	s 2.20	405.5	TO LANCASTER	24.8
113 P	9.13	2.58	9.33	1.53	1.28		6.19	6.00	2.26	409.8	DENIS	29.1
76 WYP	9.19	3.04	9.39	1.59	1.34		6.24	6.05	s 2.37	413.8	TO PALMDALE	33.1
97 P	9.23	3.08	9.43	2.03	1.38	5.46	6.27	6.09	2.40	416.3	HAROLD	35.6
E100 Yard Limits W100 IYP	9.43	3.20	9.55	2.16	1.48	5.54	6.38	6.20	2.50	420.5	TO VINCENT	39.8
91 P	9.57	3.34	10.09	2.30	2.02		6.46	6.28	2.58	425.0	PARIS	44.3
94 WP	10.10	3.44	10.19	2.40	2.12	6.11	6.54	6.36	f 3.10	429.0	TO RAVENNA	48.3
87 P	10.24	3.58	10.33	2.54	2.26	6.22	7.06	6.48	3.22	434.6	RUSS	53.9
105 P	10.34	4.08	10.43	3.04	2.36	6.30	7.14	6.56	f 3.31	438.6 438.8	TO LANG	57.9
90 P	10.45	4.19	10.54	3.15	2.47		7.22	7.04	3.39	443.0 443.1	HUMPHREYS	62.1
87 P	10.55	4.29	11.04	3.25	2.57	6.45	7.30	7.12	3.47	446.9	HONBY	65.9
E107 Yard Limits W112 WOYYP	11.04	4.38	11.14	3.35	3.06	6.52	7.38	f 7.21	s 4.08	450.6	TO-R SAUGUS	69.6
177 IP	11.10	4.44	11.20	3.41	3.12	6.56	7.42	7.25	f 4.19	453.0	NEWHALL	72.0
56 P										456.6	TUNNEL	75.6
78 P	11.26	5.00	11.36	3.57	3.28	7.06	7.54	7.37	4.32	459.2	SYLMAR	78.2
98 Yard Limits WP	11.34	5.08	11.44	4.05	3.36	7.11	8.02	7.48	s 4.52	461.8	TO SAN FERNANDO	80.8
79 P	11.38	5.12	11.48	4.09	3.40		8.05	7.52	f 5.00	463.4	PACOIMA	82.4
91 P	11.49	5.23	11.59	4.20	3.51	7.18	8.11	7.59	f 5.15	467.9	TO ROSCOE	86.9
Los Angeles yard 83 IP	11.59 PM	5.35 PM	12.10 PM	4.30 AM	4.00 AM	7.23 PM	8.18 AM	8.05 AM	5.25 AM	471.6	TO BURBANK JCT.	90.6

Time at Glendale, Los Angeles Yard and Los Angeles (LAUPT) for information only.  
See Los Angeles Division current timetable for train movements between Burbank Jct. and Los Angeles.

	12.25 AM	6.00 PM	12.35 PM	4.55 AM	4.25 AM	7.33	8.28	8.15	5.37		GLENDALE
											LOS ANGELES YARD
						7.50 PM	8.45 AM	8.35 AM	6.00 AM		LOS ANGELES (LAUPT)
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(3.34) 25.40	(3.25) 26.52	(3.25) 26.52	(3.25) 26.52	(3.20) 27.18	(2.12) 41.18	(2.38) 34.40	(2.45) 32.94	(3.55) 23.13		Time over District.....
											Average Speed per Hour.....

**RULE 5.** Schedule time and train-order time at Burbank Jct. apply at the end of double track.

**RULES 86 and 93.** Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

Track south of main track at Ravenna, known as No. 2 track, must be left clear of cars, to be used for meeting or passing trains when instructed by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
58	Lancaster	Glendale	Fresno	Daily
58	Palmdale	Glendale	Fresno	Daily
58	San Fernando	Colton	Fresno	Daily
60	Lancaster		Fresno	Daily
60	Saugus		Stockton	Daily
60	San Fernando		Stockton	Daily
56	Acton	Any Station	Any Station	Daily
56	Any Station	Any Station (employee)	Any Station (employee)	Daily



# MOJAVE SUBDIVISION

Timetable No. 168 June 2, 1946		Distance from Burbank Jct.	WESTWARD								
			FIRST CLASS				SECOND CLASS		THIRD CLASS		
			51	57	59	55	447	801	803	805	807
			San Joaquin Daylight	Owl	West Coast	Passenger	V. M. W.	Freight	Freight	Freight	Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
380.7	TO-R <b>MOJAVE</b> 0.6	90.6	AM s 11.02	PM s 9.08	PM s 10.41	AM s 12.40	PM 11.44	AM 3.35	AM 10.15	PM 3.55	PM 10.10
381.3	TO-R <b>EAST-MOJAVE</b> 3.5	90.0	11.00	9.06	10.39	12.38	11.42	3.33	10.12	3.52	10.07
384.8	<b>FLETA</b> 2.5	86.5		9.02	10.35	12.34	11.37	3.25	10.04	3.44	9.59
387.3	<b>GLOSTER</b> 3.1	84.0		8.58	10.31	12.30	11.32	3.19	9.58	3.38	9.53
390.4	<b>ANSEL</b> 3.9	80.9		8.53	10.26	12.26	11.27	3.14	9.52	3.32	9.47
394.3	TO <b>ROSAMOND</b> 5.6	77.0	10.48	<b>8.48</b>	10.21	f 12.20	11.21	3.08	9.44	3.24	9.39
399.9	<b>OBAN</b> 5.6	71.4		8.41	10.14	12.11	11.12	2.59	9.35	3.15	9.30
405.5	TO <b>LANCASTER</b> 4.3	65.8	s 10.37	f 8.34	10.07	s 12.04 AM	11.03	2.50	<b>9.26</b>	3.06	9.21
409.8	<b>DENIS</b> 4.0	61.5		8.26	9.59	11.39 PM	10.56	2.43	9.19	<b>2.58</b>	<b>9.13</b>
413.8	TO <b>PALMDALE</b> 2.5	57.5		8.21	9.54	s 11.34	10.50	<b>2.37</b>	9.13	2.51	9.07
416.3	<b>HAROLD</b> 4.2	55.0	10.25	8.17	9.51	11.24	10.44	2.30	9.07	2.45	9.01
420.5	TO <b>VINCENT</b> 4.5	50.8	10.17	8.09	<b>9.43</b>	11.16	10.31	<b>2.16</b>	8.54	2.32	8.48
425.0	<b>PARIS</b> 4.0	46.3	<b>10.09</b>	7.58	9.32	11.06	10.20	<b>2.02</b>	8.42	2.20	8.36
429.0	TO <b>RAVENNA</b> 5.6	42.3	10.02	7.50	9.24	f 10.57	<b>10.10</b>	1.52	8.32	2.10	8.26
434.6	<b>RUSS</b> 4.0	36.7	9.51	7.37	9.11	10.42	9.56	1.38	8.18	1.56	8.12
438.6 438.8	TO <b>LANG</b> 4.2	32.7		7.29	9.03	f <b>10.34</b>	9.46	1.28	8.08	1.46	8.02
443.0 443.1	<b>HUMPHREYS</b> 3.8	28.5	9.36	7.21	8.55	f 10.24	9.35	1.17	7.57	1.35	7.51
446.9	<b>HONBY</b> 3.7	24.7		7.13	8.47	10.16	9.25	1.07	7.47	1.25	7.41
450.6	TO-R <b>SAUGUS</b> 2.4	21.0	9.22	s 7.06	8.40	s 10.09	9.16	12.58	<b>7.38</b>	1.16	7.32
453.0	<b>NEWHALL</b> 3.6	18.6	9.18	<b>6.56</b>	8.32	f 9.51	9.10	12.45	<b>7.25</b>	1.05	7.22
456.6	<b>TUNNEL</b> 2.6	15.0									
459.2	<b>SYLMAR</b> 2.6	12.4	9.08	6.40	8.21	9.38	8.54	12.29	7.09	12.49	<b>7.06</b>
461.8	TO <b>SAN FERNANDO</b> 1.6	9.8	9.03	6.35	8.16	s 9.33	8.48	12.23	7.03	12.43	7.00
463.4	<b>PACOIMA</b> 4.5	8.2		6.30	8.13	9.21	8.45	12.20	7.00	12.40	6.57
467.9	TO <b>ROSCOE</b> 3.7	3.7		6.25	8.08	s 9.15	8.37	12.12	6.52	12.32	6.48
471.6	TO <b>BURBANK JCT.</b> (90.6)	0.0	8.52 AM	6.20 PM	8.03 PM	9.10 PM	8.30 PM	12.05 AM	6.45 AM	12.25 PM	6.40 PM

Time at Glendale, Los Angeles Yard and Los Angeles (LAUPT) for information only.  
See Los Angeles Division current timetable for train movements between Burbank Jct. and Los Angeles.

STATION	8.43	6.10	7.53	8.57	8.10 PM	11.40 PM	6.20 AM	12.01 PM	6.15 PM
<b>GLENDALE</b>									
<b>LOS ANGELES YARD</b>									
<b>LOS ANGELES (LAUPT)</b>	8.25 AM	5.50 PM	7.30 PM	8.30 PM					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District	(2.10)	(2.48)	(2.38)	(3.30)	(3.14)	(3.30)	(3.30)	(3.30)	(3.30)
Average Speed per Hour	41.82	32.36	34.40	25.89	28.02	25.89	25.89	25.89	25.89

**RULE 5.** Schedule time and train-order time at Burbank Jct. apply at end of double track.

**RULES 86 and 93.** Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

Track south of main track at Ravenna, known as No. 2 track, must be left clear of cars, to be used for meeting or passing trains when instructed by train order.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Acton . . . . . (Spur)	426.1	11 P

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
57, 59	San Fernando . . . . .	Fresno . . . . .	Glendale . . . . .	Daily
57	Palmdale . . . . .	Fresno . . . . .	Glendale . . . . .	Daily
59	Saugus . . . . .	Fresno . . . . .	Glendale . . . . .	Daily
59	Lancaster . . . . .	Stockton . . . . .	Glendale . . . . .	Daily
55	Acton . . . . .	Any Station . . . . .	Any Station . . . . .	Daily
55	Any Station . . . . .	Any Station (employees)	Any Station (employees)	Daily

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

No. 57 reduce speed to 10 MPH at San Fernando to permit mail to be thrown into mail car door.

No. 55 stop at Roscoe and Pacoima for dispatch of U. S. Mail.

FRESNO SUBDIVISION

Capacity of sidings in car lengths		EAST-WARD	Timetable No. 168 June 2, 1946		WEST-WARD
		Mile Post Location			Distance from Famoso
STATIONS					
Fresno yd	BKWOTYP	205.5	TO-R	FRESNO	104.3
	IP	207.0	TO	SUNMAID TOWER	102.8
	YP	213.0		LOCANS	96.8
27	P	214.5		IVESTA	95.3
80	P	215.9		CLOTHO	93.9
93	Yard Limits WP	219.8	TO	SANGER	90.0
		228.0		AT&SFry Crossing (Stop)	81.8
89	Yard Limits P	229.9	TO	REEDLEY	79.9
54	Yard Limits WP	235.0	TO	DINUBA	74.8
		243.6		AT&SFry Crossing (Stop)	66.2
25	P	246.4		TAURUSA	63.4
18	P	249.4	TO	IVANHOE	60.4
77	Yard Limits KWYP	257.4	TO-R	EXETER	52.4
124	Yard Limits P	264.3	TO	LINDSAY	45.5
38	P	268.6		STRATHMORE	41.2
48	Yard Limits BKWOYP	274.4	TO-R	PORTERVILLE	35.4
72	KP	287.1	TO-R	DUCOR	22.7
72	YP	294.9	R	RICHGROVE	14.9
25	P	299.0		JASMIN	10.8
	KWTP	309.8	TO-R	FAMOSO	0.0

(104.3)

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Basic..... (Spur)	208.7	28
Goldleaf..... (Spur)	209.9	22
State Center (on spur from Goldleaf)	210.8	8
Butler..... (Spur)	211.8	11
Rusconi..... (Spur)	221.8	4
Fargo..... (Spur)	225.3	9 P
Uva..... (Spur)	227.1	3
Lacjac..... (Spur)	227.9	21 P
Monson..... (Spur)	239.6	22 P
Lort..... (Spur)	254.0	8
Burr..... (Spur)	260.5	4
Vance.....	262.8	10
Stout..... (Spur)	265.8	11
Zante..... (Spur)	270.9	13
Lisko..... (Spur)	272.2	10
Ponca..... (Spur)	276.5	6
Lols..... (Spur)	278.0	16
Terra Bella.....	282.6	26 P
Orris.....	290.0	23 P
Vestal..... (Spur)	291.5	14
Quality.....	295.9	20
Zentner..... (Spur)	302.1	10

Capacity of sidings in car lengths		EAST-WARD	Timetable No. 168 June 2, 1946		WEST-WARD
		Mile Post Location			Distance from Success
STATIONS					
Yd Limits	BKWOYP	274.4	TO-R	PORTERVILLE	8.0
		275.6		AT&SFry Crossing (Stop)	6.8
21		280.0		WORTH	2.4
32		282.4		SUCCESS	0.0

(8.0)

Capacity of sidings in car lengths		EAST-WARD	Timetable No. 168 June 2, 1946		WEST-WARD
		Mile Post Location			Distance from Jovista
STATIONS					
	YP	294.9	R	RICHGROVE	4.1
50		297.6		TROCHA	1.4
40		299.0		JOVISTA	0.0

(4.1)

Capacity of sidings in car lengths		EAST-WARD	Timetable No. 168 June 2, 1946		WEST-WARD
		Mile Post Location			Distance from Exeter
STATIONS					
Yard Limits WYP	245.3	TO-R	GOSHEN JCT.	17.9	
Yard Limits P	253.1		VISALIA	10.1	
	253.2		AT&SFry Crossing (Stop)	10.0	
28	P	259.0		FARMERSVILLE	4.2
Yard Limits KWYP	263.2	TO-R	EXETER	0.0	

(17.9)

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Ambler.....	255.2	8 P
Rector..... (Spur)	257.3	7

FRESNO SUBDIVISION

EAST-WARD		Timetable No. 168 June 2, 1946	WEST-WARD	
Capacity of sidings in car lengths	Mile Post Location		Distance from Goshen Jct.	
Riverdale Branch				
<b>STATIONS</b>				
	181.9	INGLE	64.6	
	187.2	5.3 TRANQUILITY	59.3	
	191.7	4.5 SAN JOAQUIN	54.8	
	199.1	7.4 TO HELM	47.4	
	206.3	7.2 BURRELL	40.2	
	214.7	8.4 TO RIVERDALE	31.8	
	221.1	6.4 L&WRy Crossing (Stop)	25.4	
	224.2	3.1 HARDWICK	22.3	
	223.0	6.1 TO-R ARMONA	16.2	
Yard Limits WYP	229.1	3.1 HANFORD TOWER	13.1	
	232.2	0.3 HANFORD	12.8	
Yard Limits P	232.5	12.8 TO-R GOSHEN JCT.	0.0	
Yard Limits WYP	245.3			
(64.6)				

Trains must not operate on Riverdale Branch between MP 215 and MP 224.2.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Caldwell.....	195.0	..
Hub..... (Spur)	219.3	6
Shell..... (Spur)	233.9	5
Remnoy.....	237.6	35

EAST-WARD		Timetable No. 168 June 2, 1946	WEST-WARD	
Capacity of sidings in car lengths	Mile Post Location		Distance from Stratford	
Stratford Branch				
<b>STATIONS</b>				
	236.5	R ROSSI	7.6	
	244.1	7.6 TO STRATFORD	0.0	
YP				
47				
(7.6)				

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Cuneo..... (Spur)	239.9	5

EAST-WARD		Timetable No. 168 June 2, 1946	WEST-WARD	
Capacity of sidings in car lengths	Mile Post Location		Distance from Armona	
Coalinga Branch				
<b>STATIONS</b>				
Yard Limits BKYP	268.4	TO-R COALINGA	39.1	
	266.7	1.7 ORA	37.4	
20	P	6.7 TURK	30.7	
21	P	7.3 TO HURON	23.4	
44	P	6.6 WESTHAVEN	16.8	
53	P	9.6 ROSSI	7.2	
17	YP	2.6 TO LEMOORE	4.6	
61	P	4.6 TO-R ARMONA	0.0	
Yard Limits WYP	229.3			
(39.1)				

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Vanguard..... (Spur)	244.0	140
Heinlen..... (Spur)	235.4	16

EAST-WARD		Timetable No. 168 June 2, 1946	WEST-WARD	
Capacity of sidings in car lengths	Mile Post Location		Distance from Friant	
Clovis Branch				
<b>STATIONS</b>				
	205.5	TO-R FRESNO	24.4	
	207.1	1.6 FRESNO TOWER	22.8	
	212.9	5.8 LAS PALMAS	17.0	
18		0.3 FIRy Crossing (Stop)	16.7	
	213.2	1.7 TARPEY	15.0	
33		1.2 MELVIN	13.8	
24		1.3 TO CLOVIS	12.5	
42	W	3.5 PINEDALE	9.0	
	Y	2.0 GORDON	7.0	
43		7.0 TO FRIANT	0.0	
Yard Limits WT	229.9			
(24.4)				

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Barton..... (Spur)	209.4	..
Granz..... (Spur)	211.6	20
Maltermoro..... (Spur)	211.8	45
Vanris.....	213.9	51
Glorietta..... (Spur)	218.5	14
Rockfield..... (Spur)	225.7	70

## FRESNO SUBDIVISION

EAST- WARD		Timetable No. 168 June 2, 1946 McKittrick Branch	WEST- WARD	
Capacity of sidings in car lengths	Mile Post Location		Distance from McKittrick	
		<b>STATIONS</b>		
Bakersfield yard KIP	313.6	TO-R <b>KERN JCT.</b>	47.0	
15	316.7	3.1 <b>STRADER</b>	43.9	
45 P	318.8	2.1 <b>WIBLE ORCHARD</b>	41.8	
7	320.5	1.7 <b>VENOLA</b>	40.1	
20 P	322.6	R 2.1 <b>GOSFORD</b>	38.0	
47	328.4	5.8 <b>STEVENS</b>	32.2	
14	336.1	7.7 <b>RIO BRAVO</b>	24.5	
22	346.3	TO 10.2 <b>BUTTONWILLOW</b>	14.3	
65	350.5	4.2 <b>LOKERN</b>	10.1	
32 Y	360.6	TO 10.1 <b>McKITTRICK</b>	0.0	
(47.0)				

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Bakersfield Corral.....	315.3	34 P
Kilowatt..... (Spur)	345.4	19
Strand.....	331.0	.....

EAST- WARD		Timetable No. 168 June 2, 1946 Oil City Branch	WEST- WARD	
Capacity of sidings in car lengths	Mile Post Location		Distance from Oil City	
		<b>STATIONS</b>		
Bakersfield yard YP	308.6	TO-R <b>OIL JCT.</b>	5.1	
	313.7	5.1 <b>OIL CITY</b>	0.0	
(5.1)				

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Seguro.....	310.5	30
Maltha.....	311.6	14

MOJAVE SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths		THIRD CLASS	SECOND CLASS	Mile Post Location	Timetable No. 168 June 2, 1946 Owenyo Branch STATIONS	Distance from Owenyo	THIRD CLASS	
		792 Freight Leave Daily Ex. Sunday	790 Freight Leave Daily				791 Freight Arrive Daily Ex. Monday	
Mojave yd	BKWOYP		PM 9.00	380.7	TO-R	143.5	AM 1.50	
	52		9.04	380.8		142.2	1.40	
	54		9.30	392.9		130.1	1.05	
	25	W		10.00		120.5	12.35	
	19			10.15		115.5	12.13 AM	
	52			10.30		110.8	11.55 PM	
	53			10.55		102.5	11.35	
	62	Yard Limits Y	AM 12.01	11.15 PM	428.4	TO-R	94.6	11.15
	57		12.35		438.3		84.7	9.50
	54	Yard Limits	1.00		447.2		75.8	9.30
	27		1.20		456.3		66.7	9.05
	43		1.50		468.3		54.7	8.25
	32		2.10		475.6		47.4	8.05
	32		2.45		488.5		34.5	7.35
	32		2.55		493.3		29.7	7.25
32		3.10		497.7		25.3	7.15	
58		4.00		518.8		4.2	6.15	
45	Yard Limits BKOY	4.15 AM		523.0	TO-R	0.0	6.00 PM	
		Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily Ex. Sunday	
		(4.14) 22.34	(2.15) 21.73		(143.5)		(7.50) 18.32	
					Time over District.....			
					Average Speed per Hour.....			

Water tanks at:  
MP 450, MP 484.1 and MP 512.8.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Saltdale.....	408.5	12
Linnie..... (Spur)	460.7	13
Bartlett..... (Spur)	509.2	22

EASTWARD

(Narrow Gage)

WESTWARD

Capacity of sidings in car lengths	Mile Post Location	Timetable No. 168 June 2, 1946 Keeler Branch STATIONS	Distance from Keeler
Yard Limits WOTP	506.8	TO-R LAWS	70.4
20	511.7	4.9 BIGELOW	65.5
14	522.7	11.0 ZURICH	54.5
40	525.5	2.8 MONOLA	51.7
20	536.9 536.2	11.4 ABERDEEN	40.3
14	550.1	13.9 KEARSARGE	26.4
8	555.2	5.1 MANZANAR	21.3
Yard Limits BKOTP	559.8	TO-R 4.6 OWENYO	16.7
6	572.2	12.4 TRAMWAY	4.3
Yard Limits BKWY	576.5	TO-R 4.3 KEELER	0.0
		(70.4)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Mt. Whitney.... (Spur)	563.7	14
Alico..... (Spur)	568.7	6
Dolomite..... (Spur)	570.2	103.
Mock..... (Spur)	571.4	90

Look out for drifted sand between MP 573 and MP 575.

**RULE 2. Watch inspectors:**

S. A. Pope, Manager of Time Service . . .	65 Market St., San Francisco
Fresno . . . C. P. Clayton, 215 Pacific Southwest Bldg.,	1060 Fulton St.
Porterville . . . R. J. Eckman, 303 N. Main St.	
Tulare . . . Jack Farrar	
Coalinga . . . A. Rees	
Hanford . . . Hanford Jewelry Co.	
Visalia . . . Sam A. Janzen	
Bakersfield . . . Lane's Jeweler, 958½ Baker St.	
Bakersfield . . . J. N. Cheney, 408 Hopkins Bldg.	
Mojave . . . C. E. Spicer	
Lancaster . . . L. K. Tindall	
Glendale . . . J. R. Leaney, 112 W. Broadway	
Los Angeles . . . Baehr-Bakula Inc., 103 Pacific Electric Bldg.	
Los Angeles . . . Geo. D. Davidson Co., 445 S. Spring St.	
Los Angeles . . . O. H. Patzer, 2708 North Broadway	
Los Angeles . . . Ralph Laraway, 1222 San Fernando Rd.	

**RULE 2 (A).** Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

**RULE 10 (H).** Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

**RULE 10 (J).** Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

**RULE 15.** Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

**RULE 17.** Mars signal light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

**RULE 19.** AT&SFRy trains will use markers with yellow lens instead of green lens and yellow aspect will be considered the same as green aspect.

**RULE 26 is revised to read as follows:**

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated tracks (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must also be displayed. Employes placing such sign and locking switches, only, are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemmen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemmen."

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

**RULE 99.** Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of his train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

**RULE 99 (C).** Will apply on Porterville line, and on all branches.

**RULE 102.** Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Bakersfield and Burbank Jct., or between Mojave and Inyokern, forward brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

**RULE 105.** Abbreviations used for sidings: "E" for eastward, "W" for westward, "M" for middle.

**RULE 210** is modified to provide that when using revised train-order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

**RULE 221.** First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Light will not be displayed in train-order signals on Porterville line and all branches, except when train-order operator is on duty.

**RULE 271 is revised to read as follows:**

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm. The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

**RULE 295 is revised to read as follows:**

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'Semi-automatic', and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509 (F), or 509 (J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

**RULE 297. Following paragraph is added:**

"A train, if delayed in the block, must proceed with caution to the next signal."

**RULE 535. SPRING SWITCHES**

A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

**RULE 536.** Wheels of tenders must not be considered as engine wheels.

**RULE 605. INTERLOCKING**

Trains and engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator, and must then run with caution not exceeding 12 MPH to the next signal.

**RULES 705 and 707** are revised to read as follows:

**"LETTER TYPE INDICATORS**

**"705.** Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).

"M—Proceed on main track (Fig. 2).

"Other letters, or combination of letters may be used.

**"S-707.** When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restriction that may be imposed by automatic block or other signals.

**"D-707.** When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track, and in either case train is thereby given superiority over all following trains to the point designated in timetable, but must observe any restriction that may be imposed by automatic block or other signals."

**GENERAL REGULATIONS**

**RULE 824.** At any point when train crew or engine crew leave the train for any reason, sufficient hand brakes must be set to hold the train.

**RULE 825.** When crossings are cut distance of 100 feet on each side of crossing must be left clear, or member of crew must protect traffic until cars are recoupled.

**RULE 837.** Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail, or cars not be securely coupled together."

Switching movements from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. Whenever possible 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 alone on grade.

A car must not be handled ahead of engine between stations on descending grade unless chained to the engine.

**RULE 849.** Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

**RULE 827. TRAIN INSPECTION**

The maximum distance a freight train may run without stopping for inspection is 125 miles, when in the judgment of conductor and engineer it is safe to do so. Inspection will be made at any intermediate stop.

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

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Conductors will notify brakemen of heavy loads in their portion of train which require special attention and frequent inspection of journal boxes.

**AIR BRAKE RULES**

**RULE 17.** Speed of freight trains will be reduced or stopped if necessary at points where trainmen are required to handle retainers.

**FREIGHT TRAINS**

**RULE 25.** Before a train which has stopped on grade is given signal to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

**PASSENGER TRAINS**

**RULE 46.** When streamline trains are controlled on descending grade with electro-pneumatic brake, retainers will not be used.

Electro-pneumatic brake must not be used on Streamliner San Joaquin, and train wire connector between engine and head car must not be applied.

**MISCELLANEOUS**

1. When necessary for freight trains of over 50 cars 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 to spot at column.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

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

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

Not more than one AC, AM or MM class engine may be placed on head end of any freight train.

One helper may be placed on head end of trains handled by other class engine, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

The use of SP class 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.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Engines with cars must not be cut off or coupled to a train while same is in motion.

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

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

**4 (a). Pushing trains out of yards:**

No engine will be placed behind wooden underframe cabooses or other wooden frame equipment.

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

Air will not be coupled through 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 cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

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

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

10. Engines having blind drivers must not exceed 6 MPH over switches having self-guarded frogs and switch-point protectors, and such engines must not operate between Fresno and Famoso via Goshen Jct., nor east of Mojave.

When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

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

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

**SPEED RESTRICTIONS**

\*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

**MAXIMUM SPEED PERMITTED CERTAIN ENGINES:**

Maximum speed for C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling freight and mixed trains.

Maximum speed for S and SE class engines 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel-electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Class	Running Forward		Running Backward with train or light
	With train	Light	
DES-200.....	30	30	30
DES 1 to 7, 100 to 107.....	40	40	40

Following AT&SFry engines must not exceed speed shown below, running forward in any class of service:

Nos. 909 to 999, and 1621 to 1673.....	32 MPH
Nos. 702 to 707, 797 to 813, 1674 to 1705, 1950 to 1991, and 3129 to 3158.....	35 MPH

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers.....	20 MPH
When all weight has been removed from only one wheel from any pair of drivers.....	30 MPH
When engine truck is removed.....	20 MPH
When main rod only is removed.....	30 MPH
When side rod only is removed.....	30 MPH
When both main and side rods are removed.....	20 MPH
When hauled in train with all rods on.....	30 MPH

**MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**

**MPH**

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except.....	35
SPMW 4044.....	25
On tangent branch tracks.....	20
On all curves 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks.....	20
On curves and on branch tracks.....	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks.....	25
On curves and on branch tracks.....	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks.....	35
On tangent branch tracks, except.....	25
On Clovis, Riverdale, Coalinga, McKittrick and Arvin Branches.....	20
(Relief outfits 7014 and 7025 must not be operated on any branch except may be operated on Owenyo branch between Mojave and Searles.)	
On all curves, 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.



**RULE 10 (J).** Round yellow slow boards indicate by black figures the speed restrictions applying to Nos. 51 and 52 when handling streamlined cars only, with GS, P-7-10-12, or P-8 (except eng. 2470) class engines.

**RULE 14 (d).** As specified below, — — — — o will be indication that flagman may return from west as prescribed by Rule 99:  
 Fresno.....Trains on Pratton line.  
 Famoso.....Trains on Porterville line.  
 Ducor.....Trains on AT&SFry.  
 Exeter.....Trains on Visalia Branch.  
 Goshen Jct.....Trains on Riverdale Branch.

**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 Jct.....Trains on Visalia Branch.  
 Ingle.....Trains on Riverdale Branch.  
 Richgrove.....Trains on Richgrove Branch.

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

**RULE 82 (A).** Trains to or from Western Division at Ingle must obtain two clearances; one endorsed "San Joaquin Division" and one endorsed "Western Division".

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

Westward trains originating may obtain train orders and check register at Kern Jct. instead of Bakersfield, and need not obtain clearance or check register at Bakersfield.

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

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

- Fresno Yard... Trains originating or terminating.
- Fresno.....Trains originating or terminating.
- Oil Jct.....Trains originating or terminating.
- Famoso.....Trains to or from Porterville line.
- Goshen Jct.....Trains to or from Visalia and Riverdale Branches, and extra trains originating or terminating.

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

Operator Bakersfield will report arrival and departure of all regular trains originating or terminating on Fresno Subdivision to operator Kern Jct. who will enter on register and verify by repeating registration.

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

- Bakersfield....No. 51 and eastward first-class trains except No. 56.
- Famoso.....Trains to or from Porterville line.

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

West MP		East MP
206.32	Fresno (Pratton-Bakersfield line).....	210.79
208.44	" (Biola-Porterville line).....	208.15
199.07	" (Merced-Clovis line).....	209.60
219.34	Selma.....	221.61
224.72	Kingsburg.....	226.41
238.47	Goshen Jct.....	240.18
244.60	" (Hanford-Visalia line).....	246.08
249.22	Tulare.....	250.82
280.01	Delano.....	281.55
307.66	Bakersfield.....	321.09
	" (McKittrick Branch).....	315.67
219.01	Sanger.....	220.47
229.09	Reedley.....	230.78
234.31	Dinuba.....	235.72
256.33	Exeter.....	257.96
262.09	" (Visalia Branch).....	
263.40	Lindsay.....	265.00
274.28	Porterville.....	275.72
	" (Success Branch).....	275.97
228.83	Armona.....	229.57
229.83	" (Coalinga Branch).....	
231.72	Hanford.....	233.12
251.83	Visalia.....	254.05
	Coalinga.....	267.82
228.54	Friant.....	

**Fresno.** Trains or engines will not move against current of traffic on double track, except on authority of yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags installed, protecting crossings during movements, except where crossing watchman located.

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

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

When Signal 2046 on Pratton line, or Signal 2042 on eastward track displays stop indication train must stop, and after proceed signal received from yardman, green flag by day and green light by night, may then proceed as prescribed by Rules 509 (F) and 513.

**RULE 98.** Railroad crossings at grade not interlocked:  
 AT&SFry, MP 228.04 east of Lacjac. STOP.  
 AT&SFry, MP 243.61 west of Taurusa. STOP.

Yellow reflector buttons on "One Mile" slow boards, and red reflector buttons on Stop boards approaching above crossings serve as warning signals and do not require application of Rules 10 (G) or 10 (H).

AT&SFry, MP 253.21 east of Visalia. STOP and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed.

L&WRy, MP 221.01 east of Hub. STOP.  
 AT&SFry, MP 275.66 east of Porterville, on Success Branch. STOP.

FIRy, MP 213.23 east of Las Palmas. STOP.

**RULE 103 (A).** Trains and engines must stop and member of crew must protect traffic while moving over following streets and highways:

- Selma.....Highway US 99, on Grant-Pacific rock spur.
- On spur from Goldleaf.. Peach Ave., and Butler Ave.
- Armona..... Lake St., while switching.
- Visalia..... Goshen Ave. on Creamery spur when making reverse movement.
- Tipton.....If train or engine stands within 100 feet of County road crossing or Western Dairy Products crossing to meet or be passed by a train, traffic must be protected by flagman.
- Bakersfield..... 30th St. on McCarthy Tank spur.
- Bakersfield..... Highway US 99, on freight station spur. Crossing must be cleared as quickly as possible.

**RULE 104.** The normal position of switches at the end of double track and at junctions is as follows:

Fresno Yard.....	End double track, for eastward track.
Fresno.....	Pratton line, for eastward track.
Fresno.....	Clovis Branch, for drill track.
Fresno.....	Drill track, for Porterville line.
Goshen Jct.....	Visalia Branch, for Tulare line.
Goshen Jct.....	Riverdale Branch, for No. 3 siding.
Famoso.....	Porterville line, for Tulare line.
Oil Jct.....	Oil City Branch, for siding.
Oil Jct.....	AT&SFRy, for Tulare line.
Armona.....	Riverdale Branch, for Coalinga Branch.
Rossi.....	Stratford Branch, for siding.
Ingle.....	Riverdale Branch, for siding.
Exeter.....	Visalia Branch, for siding.
Exeter.....	VERy, for Porterville line.
Porterville.....	Success Branch, for Porterville line.
Porterville.....	AT&SFRy, for Success Branch.
Ducor.....	AT&SFRy, for siding.
Richgrove.....	Richgrove Branch, for siding.
Gosford.....	McKittrick Branch, for Sunset Ry.

#### DERAILS IN MAIN TRACK:

Goshen Jct.....	On Visalia Branch, 250 feet east of junction switch.
Porterville.....	On Success Branch, 310 feet east of junction switch.
Coalinga.....	MP 268.7.
McKittrick.....	East wye switch is spring switch and serves as derail.

**RULE 105. Goshen Jct.** Siding No. 1 is first track north of Tulare line main track and is assigned for use by westward trains.

Siding No. 2 is second track north of Tulare line main track and is assigned for use by eastward trains.

Siding No. 3 is track south of Tulare line main track, extending between MP 239.1 and MP 239.7 and may be used by trains in either direction.

**Famoso.** First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct.-Bakersfield line, and is not protected by block signals. Trains from Porterville line will stop to clear crossover 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 crossover, Signals 2916-3087. Normal position of inside switch of crossover, Signals 2916-3087 will be for movement to Porterville line.

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

**RULE 221.** Westward trains are not required to obtain clearance at Calwa Tower.

**RULE D-251.** Will apply on both tracks between Calwa Tower and Fresno Yard.

#### RULE 505. AUTOMATIC BLOCK SYSTEM

**Fresno:** Track between Tuolumne St. and Ventura Ave. not protected by block signals.

**Famoso:** Trains on Porterville line stopped by Signal 3102 must line junction switch to Tulare line before applying block signal rules to proceed.

**Bakersfield:** Eastward passenger trains may pass dwarf Signal 3132 displaying stop indication without stopping when necessary to clear Baker St. crossing. Enginemen must see that switches are in proper position immediately east of signal and must move with caution.

**RULE 516.** Overlap posts:

Cross..... Westward trains, opposite fouling point east switch.

**RULE 535.** Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position MPH
Fresno.. Junction switch, Clovis Branch.. Drill track.....	10

Switch position indicator at the above spring switch does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over same in eastward direction.

Switch position indicator at spring switch leading from back lead to inbound engine track Bakersfield, does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over same in eastward direction.

There are other spring switches on roundhouse leads and yard tracks in Fresno and Bakersfield yard limits.

#### RULE 605. INTERLOCKING

**Biola Jct.** Limits extend on Merced line from 675 feet west of junction switch, and on Biola line from 575 feet west of junction switch, to 930 feet east of junction switch on Merced line, and to dwarf signal 290 feet east of junction switch on No. 1 drill track.

Trains and engines stopped by signals will call signal operator at train-order office Fresno Yard by telephone and be governed by his instructions. Telephones and instructions for hand operation of dual control switches are located in battery house at junction switch and at derail on Biola line.

Dwarf signal on 7½-foot mast on No. 1 drill track will display green aspect for movement to Merced line, yellow aspect for movement to Biola line.

**Fresno Tower—AT&SFRy Crossing.** Whistle signals:

For main track, —.

To or from spur track, o — —.

**Sunmaid Tower—AT&SFRy Crossing.** Whistle signals:

For main track, —.

**Calwa Tower—AT&SFRy Crossing, and end double track.**

Whistle signals:

Eastward trains, — o —.

Westward trains, —.

To or from Cotton Compress spur, o — o.

**Hanford Tower—AT&SFRy Crossing, MP 232.2 west of Hanford.**

Whistle signals:

For main track, —.

**Tulare Tower—AT&SFRy Crossing.** Whistle signals:

For main track, —.

**GENERAL REGULATIONS**

**RULE 869.** Forward brakeman will ride on top of freight trains entering and leaving terminals and through interlockings.

From McKittrick to Lokern rear brakeman will watch track to rear of train for evidence of derailment or equipment dragging, instead of riding on top of train.

**RULE 827. TRAIN INSPECTION**

All passenger trains, except Regular Nos. 55 and 56, must stop at Tulare, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

Between Bakersfield and Fresno freight trains may operate from one water stop to another for inspection, when in the judgment of conductor and engineer it is safe to do so, except that westward trains handling loaded oil cars must stop at some point between Famoso and Delano (inclusive) for inspection. Speed of 30 MPH must not be exceeded from point where loaded oil cars are picked up to first inspection stop.

**AIR BRAKE RULES**

**RULE 17.** Retaining valves will be turned up on freight trains as follows:

McKittrick to Lokern..... One valve for each 115 Ms.

**FREIGHT TRAINS**

**RULE 25.** Rear end test on McKittrick Branch must be made in accordance with paragraph (c).

**PASSENGER TRAINS**

**RULE 39.** Leaving Bakersfield, running test must not be made until rear car has cleared Baker St.

**MISCELLANEOUS**

**10.** Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-F-AC-AM-MM-Mt-GS-SP.	Traver—Corral track.
F-AM-MM-Mt-GS-SP.....	Vinland—Spur.
F-AM-MM-Mt-GS-SP.....	Bakersfield—Tracks 8, 9, 10, 11, 12.
All.....	Glorietta—Spur, beyond road crossing.
All.....	Bakersfield—May switch McCarthy Tank spur only during daylight hours, and cars and engines must stop before entering their building.

Flat cars loaded with poles or piling must not be spotted on team track adjacent to main track at Octol, Ivesta, Lois, Terra Bella, Fargo, Butler or Taurusa without authority from chief train dispatcher who will protect by train order. At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

**Load limit (car and contents):**

Fresno-Famoso (via Exeter)..... 210,000 pounds.  
 Success, Richgrove, Visalia, Clovis, Riverdale, Stratford, Coalinga, McKittrick and Oil City Branches..... 210,000 pounds.

**22.** Flood lights over Highway US 99 across Cotton Compress spur, Calwa, and over highway crossing spur track west of Jensen Ave., Fresno, are operated from switches located in box on power pole on main track side of highway. When these crossings are to be used trainman must close floodlight switch before cars foul the highway, and open the switch after completing use of the track.

**30.** Employes operating over AT&SFRy and FIRy tracks will be governed by current book of rules, timetable and bulletins of AT&SFRy.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description
253.5	West of Lort.....	Kaweah River bridge—Side

**SPEED RESTRICTIONS**

The following maximum speed will apply to Nos. 51 and 52 with all streamlined equipment when handled by GS, Mt, or P-7-10-12, or P-8 (except eng. 2470) class engines:

	GS and P	
	Class	Mt Class
MP 210 and Oil Jct, except.....	75	70
Over AT&SFRy crossing, Tulare Tower	40	40

The following head-end cars will be considered streamlined equipment: 4119, 5065 to 5070, 5123 to 5125, 5127 to 5138, 5161 to 5163, 6083, 6085.

No. 446 (VME), No. 447 (VMW) and No. 402 (BM) may make maximum speed of 50 MPH using ordinary box cars, in territory where maximum freight and mixed train speed is shown as 40 MPH.

S and SE class engines must not exceed 12 MPH along or across any street in Fresno city limits.

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches, except.....	10
On wye and packing house tracks at Locans.....	6
On spur leading from Pinedale, on curves.....	10
On spur leading from Pinedale, on tangents.....	20



FRESNO SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct.	Fresno and Fresno via Exeter	Friant to Fresno	Fresno to Friant Goshen Jct. and Exeter Richgrove and Jovista Oil Jct. and Oil City	Bakersfield to McKittrick	Coalinga to Armona Rossi and Stratford Ingle and Goshen Jct. Porterville and Success McKittrick to Bakersfield	Armona to Coalinga	
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022.....	2500	.....	.....	.....	.....	.....	.....	.....
DES-100 to 107	1300 to 1395.....	3600	.....	.....	.....	.....	.....	.....	.....
E-23	1500 and 1502.....	3100	2450	.....	.....	.....	.....	.....	.....
M-4	1617 to 1713.....	4150	3300	1910	2300	1070	3600	2450	.....
M-6, 8	1721 to 1803, 1823 to 1825.....	4850	3800	2250	2700	1280	4300	2900	.....
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.....	5100	4050	2350	2900	.....	4500	3100	.....
M-11	1832 to 1835.....	5300	4200	.....	.....	.....	.....	.....	.....
T-1	2242 to 2271.....	3450	2700	1600	2000	900	3150	2100	.....
T-8, 9	2161, 2174 and 2178.....	2500	1950	.....	.....	.....	.....	.....	.....
T-23	2301 to 2310.....	5050	4000	2350	2900	.....	.....	.....	.....
T-26	2233 to 2299.....	4450	3500	.....	.....	.....	.....	.....	.....
T-28, 31	2311 to 2362.....	5550	4400	2600	3200	.....	.....	.....	.....
T-32, 40	2363 to 2384.....	5700	4500	.....	.....	.....	.....	.....	.....
T-36	2103.....	3750	2950	.....	.....	.....	.....	.....	.....
T-37	2105 and 2106.....	5050	4000	.....	.....	.....	.....	.....	.....
T-57, 58	2385 and 2386.....	4450	3500	.....	.....	.....	.....	.....	.....
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	4600	3600	2100	2550	.....	.....	.....	.....
P-1	2400, 2403 to 2407 and 2415.....	4800	3750	2200	2700	.....	.....	.....	.....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5000	3950	2300	2800	.....	.....	.....	.....
P-6	2453, 2454 and 2458.....	5650	4450	.....	.....	.....	.....	.....	.....
P-7	2476 and 2477.....	6000	4750	.....	.....	.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	6250	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	6250	.....	.....	.....	.....	.....	.....	.....
P-11	3100 to 3109.....	4900	3850	.....	.....	.....	.....	.....	.....
P-12	3120 to 3129.....	6600	.....	.....	.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	6100	4800	.....	.....	.....	.....	.....	.....
C-15, 32	2500, 2505 to 2507.....	3900	3100	.....	.....	.....	.....	.....	.....
C-17	2510 and 2511.....	4800	3800	.....	.....	.....	.....	.....	.....
C-18	3400 to 3409.....	5600	4450	.....	.....	.....	.....	.....	.....
C-19	3410 to 3426.....	5850	4650	.....	.....	.....	.....	.....	.....
TW-1	2900 to 2913.....	4650	3700	2200	2700	1250	4150	2800	.....
TW-2, 3	2932 to 2952.....	3750	2950	1750	2150	975	3350	2250	.....
TW-4, 6	2926 to 2931 and 2957.....	3550	2800	1650	2040	900	3175	2150	.....
TW-8	2914 to 2923.....	5150	4050	2400	2950	1350	4550	.....	.....
A-3	3029.....	3600	2800	.....	.....	.....	.....	.....	.....
A-3	3025, 3036, 3052 and 3057.....	3600	2850	.....	.....	.....	.....	.....	.....
A-6	3000 to 3003.....	4400	3450	.....	.....	.....	.....	.....	.....
Mk-2, 4	3201 to 3240.....	6900	5400	.....	.....	.....	.....	.....	.....
Mk-5, 6	3241 to 3277.....	7800	6200	.....	.....	.....	.....	.....	.....
Mk-7, 8, 9	3300 to 3324.....	8550	6750	.....	.....	.....	.....	.....	.....
Mk-10	3295.....	6550	5200	.....	.....	.....	.....	.....	.....
Mk-11	3297 and 3298.....	6300	5000	.....	.....	.....	.....	.....	.....
F-1	3600 to 3652.....	8900	.....	.....	.....	.....	.....	.....	.....
F-3	3653 to 3667.....	10200	.....	.....	.....	.....	.....	.....	.....
F-4, 5	3668 to 3769.....	10200	.....	.....	.....	.....	.....	.....	.....
AM-2	3900 to 3911.....	10150	.....	.....	.....	.....	.....	.....	.....
MM-3	3930 and 3931.....	11800	.....	.....	.....	.....	.....	.....	.....
AC-1, 2, 3	4000 to 4048.....	12300	.....	.....	.....	.....	.....	.....	.....
AC-4, 5	4100 to 4125.....	16000	.....	.....	.....	.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	17000	.....	.....	.....	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	8350	.....	.....	.....	.....	.....	.....	.....
Mt-2	4385 to 4390.....	8800	.....	.....	.....	.....	.....	.....	.....
GS-1, 2	4400 to 4415.....	9000	.....	.....	.....	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	9200	.....	.....	.....	.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048.....	12000	.....	.....	.....	.....	.....	.....	.....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6						
	45 Ms to 55 Ms.....	3	3						
	More than 55 Ms.....	0	0						

C class engines may operate on McKittrick Branch between Kern Jct. and MP 315.67.  
Eng. 1826 may operate on McKittrick Branch.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

**RULE 3.** Conductors on eastward AT&SFRy trains show on reverse side of register ticket left at Kern Jct. watch comparison made at AT&SFRy station Bakersfield, also comparison with engineers.

**RULE 14 (e).** As specified below — — — — — will be indication that flagman may return from east as prescribed by Rule 99:  
 Magunden.....Trains on Arvin Branch.  
 Mojave.....Trains on Owenyo Branch.

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

**RULE 82 (A).** Trains will not be required to obtain clearance at Kern Jct. and Bakersfield, except trains originating, or receiving orders at these stations.

**RULE 83 (A).** Operator Kern Jct. will report arrival and departure of AT&SFRy first-class trains to SP operator Bakersfield, who will enter on register and verify by repeating registration.  
 Operator Kern Jct. will report arrival and departure of all scheduled trains to AT&SFRy operator Bakersfield, who will enter on SP register and verify by repeating registration.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:  
 Bakersfield...No. 51, and eastward first-class trains except No. 56.  
 Kern Jct. ...AT&SFRy trains, SP first-class trains and westward light engines.  
 Mojave .....All trains not required to stop for other reasons.

**RULE 93.** Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following stations:

West MP		East MP
307.66	Bakersfield .....	321.09
	" (Arvin Branch) .....	317.02
328.09	Arvin .....	
358.97	Tehachapi .....	362.62
367.72	Eric .....	368.97
378.87	Mojave .....	382.43
	" (Owenyo Branch) .....	381.60

**Mojave:** First-class trains are authorized to move between Signals 3802 and 3817 by block signal indications which will supersede the superiority of trains, but must move with caution and see that switches are properly lined between these points. If Signal 3802 displays stop indication, train must stop, and if proceed signal received from yardman, green flag by day and green light by night, may then proceed with caution, not exceeding 12 MPH to next signal.

Eastward trains except first-class may pass Signal 3802 displaying stop indication if flashing white light also displayed on signal mast, moving with caution, not exceeding 12 MPH.

Following whistle signals will be sounded by eastward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — —  
 AT&SFRy passenger trains — o, freight trains — o —, light engines o — —

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

**RULE 104.** The normal position of switches at the end of double track and at junctions, is as follows:  
 Magunden.....Arvin Branch, for eastward track.  
 Mojave.....End of double track, for westward track.  
 Mojave.....Owenyo Branch, for westward track.

**RULE D-251.** Will apply on westward track, Bena to Kern Jct. Authority may be conferred by train dispatcher by message, or by telephone, to conductor or engineer of an inferior train to run ahead of an overdue first-class train on eastward track Kern Jct. to Bena, or on either track between Tehachapi and Mojave.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

**Warren:** Siding is within block system limits. When dwarf signal at either end of siding indicates "stop", trains entering siding must be preceded by flagman.

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

Eastward Signal	Protection	Westward Signal
P-3546}	Slide detector fence between Tunnels 14 and 15	P-3557
P-3556}		

**RULE 535. SPRING SWITCHES**

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position	MPH	
		Facing	Trailing
Bena..... West end siding.....	Westward track..	25	10
Callente..... West end westward siding..	Eastward siding..	15	15
Callente..... East end eastward siding..	Westward siding..	15	15
Bealville..... West end westward siding..	Eastward siding..	15	15
Bealville..... East end eastward siding..	Westward siding..	15	15
Marcel..... West end westward siding..	Eastward siding..	15	15
Marcel..... East end eastward siding..	Westward siding..	15	15
Tehachapi..... West end No. 2 siding.....	Controlled siding..	15	15
Summit..... East end siding.....	Eastward track..	25	10

Switch position indicator at spring switch leading from back lead to inbound engine track Bakersfield, does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over same in eastward direction.

There are other spring switches on roundhouse leads and yard tracks in Bakersfield and Mojave yard limits.

**RULE 605. INTERLOCKING**

**Kern Jct. Tower**—AT&SFRy junction switch, McKittrick Branch junction switch, and end of double track. Whistle signals:

- For main track, —.
- To or from McKittrick Branch, — o —.
- From SP to AT&SFRy main track, o — —.
- Between main track and transfer track, o — o.
- To or from No. 1 track, o o — o.

Westward dwarf light signals at end of double track display green aspect for movement to SP single track, and yellow aspect for movement to AT&SFRy westward track, or to SP No. 1 track.

Eastward dwarf signal at west interlocking limit displays green aspect for movement to eastward track, and yellow aspect for movement against current of traffic to westward track.

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

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Letter	Signal	Approaching	Authorizes and requires movement as follows:
M. ....	D-3262	Bena. ....	Proceed to C.T.C. limit.
S. ....	D-3262	Bena. ....	Enter siding.
M. ....	3273	West end siding Bena	Enter westward track and proceed to Bakersfield.

Train on siding Bena must not enter westward track until letter "M" on dwarf signal 3273 is illuminated.

**RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM**

Limits extend from end of double track Bena to end of double track Tehachapi.

Eastward trains stopped by absolute signal at Bena may recall flagman when flashing white light displayed on signal, and prepare to start when signal clears.

Signal line between MP 325.2 and MP 340.5 carries 2300 volts, and if blown down or knocked down must not be touched, but dispatcher must be notified immediately.

Eastward and westward signals on siding at middle crossovers at Rowen have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding beyond crossover switches without securing telephone permission from dispatcher, but must expect to find a preceding train at any point on siding.

Controlled siding at Tehachapi extends from west switch to fouling point just west of end of double track.

No. 2 siding at Tehachapi is not a controlled siding, but has an electric lock on east switch which must be released by signal operator at Tehachapi before it can be hand-thrown.

Westward absolute signal on westward track at entrance to C.T.C. at Tehachapi has call-on unit which, when flashing yellow authorizes a train, after stopping, to pass signal without securing telephone permission from dispatcher, provided train is to enter No. 2 siding, or is to move through switch to No. 2 siding in order to enter No. 3 track, but must expect to find a preceding or opposing train on either track at any point.

Electric locks on switches at east and west end of house track Caliente; on switch to spur at Rowen; and on west switch of house track at Tehachapi, must be released by dispatcher before they can be hand-thrown. Instructions for operation of electric locks are posted inside of lock-box doors.

Westward absolute signal at east end of Caliente has call-on unit which may display flashing yellow light authorizing train to pass signal when making switching moves into house track after electric lock has been released and switches properly lined.

**RULE 763. Revised to read as follows:**

"Train indicators, signals and markers must be displayed through centralized traffic control limits. Rule S-17, Fig. 7 of Rule 19, and Rule 19 (A) will not apply on controlled sidings."

## GENERAL REGULATIONS

**RULE 824.** Instructions for setting hand brakes:

**Mojave:** On passenger trains, if road engine is to be detached set two brakes on east end and two brakes on west end for each 16 cars or fraction thereof. When train is set out to tie up, at least half of the brakes must be set, but never less than two.

On eastward freight trains of 72 cars or less set 10 brakes on east end and 10 in the middle. On trains of 73 cars or more set 15 brakes on east end and 15 in the middle.

On westward freight trains of 72 cars or less set 10 brakes on east end, five in the middle and five on west end. On trains of 73 cars or more set 15 brakes on east end, 10 in the middle and five on west end.

**Caliente and Woodford** when taking water: On eastward freight trains first helper will spot for water and if road engine is to be detached five brakes must be set ahead of this helper, five behind road engine and five ahead of second helper.

At points where hand brakes must be set on freight trains such brakes must be securely set, using standard brake club to set staff brakes, after train has stopped. When necessary to release hand brakes to move portion of the cars, the same number must be set on remaining cars to replace them.

**RULE 825.** Portable rail skids are hung on posts at lower end of sidings at:

Bena	Bealville	Woodford	Cable
Ilmon	Cliff	Walong	Tehachapi
Caliente	Rowen	Marcel	Summit
Allard			

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

**RULE 869.** All except rear swing, and rear brakeman will ride on top of train near middle of their portion, entering and leaving terminals and through interlockings; also Summit to Mojave, and Summit to Ilmon, and at other places as instructed by conductor. Between Ilmon and Mojave in both directions rear swing brakeman, at the discretion of conductor may be permitted to ride in cupola of caboose or on portion of train assigned to him. Rear brakeman will watch track to rear of train for evidence of derailment or equipment dragging, between these two stations.

**RULE 873.** Engines must not be blown out while passing C.T.C. relay shelters.

Engines with side blow-off cocks must not be blown out between MP 374 and MP 376.

**RULE 883.** Light engines must be left on No. 3 track at Tehachapi while crews are eating.

**RULE 827. TRAIN INSPECTION**

Trains handled by Diesel-electric engines with four units of dynamic brakes working, handling not to exceed 6,000 Ms Tehachapi to Caliente, or 5,000 Ms Summit to Mojave, need not use retainers, and need not stop for inspection. Engineer must have made at least one trip with AT&SFRy Road Foreman of Engines and have been instructed in handling train under these conditions. Conductor will advise dispatcher from Mojave or Kern Jct. if train is to be so operated.

Other freight trains may make continuous run Tehachapi to Woodford; or Cable to Rowen; or Marcel or Walong to Cliff; and succeeding run to Caliente where retainers must be turned down and running inspection made after stopping. Before making continuous run Cable to Rowen train must stop at Cable five minutes or more, and before making continuous run Marcel or Walong to Cliff train must stop at Marcel or Walong 10 minutes or more. After making continuous run Tehachapi to Woodford train must stop at Woodford 10 minutes; and after making continuous run Cable to Rowen must stop at Rowen 10 minutes; and after making continuous run Marcel or Walong to Cliff must stop at Cliff 10 minutes.

Trains of all passenger equipment and caboose may make continuous run Tehachapi to Bakersfield, provided retainers are not used on caboose.

All passenger trains, except regular No. 56, must stop at Mojave, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

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



**AIR BRAKE RULES**

**RULE 17.** Retainers will be used on passenger trains as follows:

All retainers will be turned up on eastward trains Cameron to Mojave, and on westward trains Tehachapi to MP 337.1, except that when Nos. 51 and 52 have not to exceed three head end cars, and other trains have not to exceed two head end cars, all accessible retainers will be used, unless more are requested by engineer.

Retainers on head end cars on any eastward train may be turned up at Tehachapi or Summit instead of Cameron.

Retainers will be used on freight trains as follows:

One valve for each 100 Ms in train on eastward trains Cameron to Mojave and on westward trains Tehachapi to Caliente, except those trains handled by Diesel-electric engines as provided in instructions under Rule 827.

Westward freight trains will turn up retainers at west end of Tehachapi if not required to stop before entrance to C.T.C. System.

If not sufficient cars in train to make an average of 100 Ms per retainer Cameron to Mojave, or Tehachapi to Caliente, all retainers in train will be turned up.

Eastward freight trains may turn up retainers at Summit instead of Cameron, but if train brakes have been applied after retainers were turned up, speed of 20 MPH must not be exceeded Summit to one mile east of Cameron.

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

If all retainers in train not already required, three additional retainers must be used for each helper engine in train on descending grade.

**FREIGHT TRAINS**

**RULE 25.** Rear end test will be made in accordance with Rule 25 (b); and in addition will be made by all trains that stop at Summit and Mojave; and by westward trains that stop at Eric.

Trains not required to stop at Summit must make running air brake test between siding switches, unless rear end test has been made at Tehachapi, Monolith or Eric. Trainmen will note reduction on caboose gage, and following build up in pressure when brakes are released, give proceed signal. Running test will be made as follows: Engineer, while working steam will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing.

**RULE 33.** The maximum tonnage per operative brake Tehachapi to Caliente and Cameron to Mojave is 125 Ms.

**PASSENGER TRAINS**

**RULE 39.** Running test must be made at Summit, except that if road test as prescribed by Rule 38, and running test have been made at or after leaving Tehachapi on eastward trains running test will not be required at Summit on those trains.

**MISCELLANEOUS**

1. Water supply at Bealville is for emergency use only.

4. Eastward freight trains stopped on siding at Summit will, after cutting out helpers, move to east end of siding promptly.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
F-AM-MM-Mt-GS-SP.....	Bakersfield—Tracks 8, 9, 10, 11, 12.
Mk-F-AC-AM-MM-Mt-GS-SP.	Bena—Spur.
All.....	Monolith—Tracks 2 and 3 between east and west end of Cement plant.

Flat cars loaded with poles or piling must not be spotted on team track adjacent to main track at Warren or Cameron without authority from chief train dispatcher who will protect by train order. At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Load limit (car and contents):  
Arvin Branch.....200,000 pounds.

23. Westward trains entering middle siding at Warren or Monolith must line switches in the following order: Westward main track switch first; inside switch next; then derail. After train is in siding, switches must be lined in the following order: Westward main track switch first; derail next; then inside switch.

**SPEED RESTRICTIONS**

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches, except.....	10
Trains and light engines, with engine running forward, entering, leaving and passing through controlled sidings.....	15



TEHACHAPI SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield to Mojave	Mojave to Bakersfield	Magunden and Arvin					
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022.....	350	350	....	....	....	....	....	....
DES-100 to 107	1300 to 1395.....	600	600	....	....	....	....	....	....
E-23	1500 and 1502.....	380	470	....	....	....	....	....	....
M-4	1617 to 1713.....	580	680	2300	....	....	....	....	....
M-6, 8	1721 to 1803, 1823 to 1825.....	700	820	2700	....	....	....	....	....
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.....	760	890	2900	....	....	....	....	....
M-11	1832 to 1835.....	780	910	....	....	....	....	....	....
T-1	2242 to 2271.....	470	560	2000	....	....	....	....	....
T-8, 9	2161, 2174 and 2178.....	320	390	....	....	....	....	....	....
T-23	2301 to 2310.....	730	850	2900	....	....	....	....	....
T-26	2283 to 2299.....	610	730	....	....	....	....	....	....
T-28, 31	2311 to 2362.....	820	950	3200	....	....	....	....	....
T-32, 40	2363 to 2384.....	860	990	....	....	....	....	....	....
T-36	2103.....	560	660	....	....	....	....	....	....
T-37	2105 and 2106.....	740	870	....	....	....	....	....	....
T-57, 58	2385 and 2386.....	650	750	....	....	....	....	....	....
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	630	740	2550	....	....	....	....	....
P-1	2400, 2403 to 2407 and 2415.....	630	750	2700	....	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	690	800	2800	....	....	....	....	....
P-6	2453, 2454 and 2458.....	810	940	....	....	....	....	....	....
P-7	2476 and 2477.....	860	1000	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483.....	830	980	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491.....	830	980	....	....	....	....	....	....
P-11	3100 to 3109.....	660	770	....	....	....	....	....	....
P-12	3120 to 3129.....	900	1050	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	900	1050	....	....	....	....	....	....
C-15, 32	2500, 2505 to 2507.....	590	690	....	....	....	....	....	....
C-17	2510 and 2511.....	750	880	....	....	....	....	....	....
C-18	3400 to 3409.....	870	1000	....	....	....	....	....	....
C-19	3410 to 3426.....	890	1050	....	....	....	....	....	....
TW-1	2900 to 2913.....	700	820	2700	....	....	....	....	....
TW-2, 3	2932 to 2952.....	540	640	2150	....	....	....	....	....
TW-4, 6	2926 to 2931 and 2957.....	500	600	2040	....	....	....	....	....
TW-8	2914 to 2923.....	770	911	2950	....	....	....	....	....
A-3	3029.....	430	520	....	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057.....	450	530	....	....	....	....	....	....
A-6	3000 to 3003.....	600	690	....	....	....	....	....	....
Mk-2, 4	3201 to 3240.....	1050	1200	....	....	....	....	....	....
Mk-5, 6	3241 to 3277.....	1200	1350	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324.....	1300	1500	....	....	....	....	....	....
Mk-10	3295.....	1000	1200	....	....	....	....	....	....
Mk-11	3297 and 3298.....	980	1150	....	....	....	....	....	....
F-1	3600 to 3652.....	1350	1550	....	....	....	....	....	....
F-3	3653 to 3667.....	1500	1750	....	....	....	....	....	....
F-4, 5	3668 to 3769.....	1500	1750	....	....	....	....	....	....
AM-2	3900 to 3911.....	1500	1800	....	....	....	....	....	....
MM-3	3930 and 3931.....	1750	2050	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048.....	1900	2200	....	....	....	....	....	....
AC-4, 5	4100 to 4125.....	2500	2900	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	2700	3100	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376.....	1200	1350	....	....	....	....	....	....
Mt-2	4385 to 4390.....	1200	1400	....	....	....	....	....	....
GS-1, 2	4400 to 4415.....	1200	1400	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469.....	1250	1450	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048.....	1800	2100	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	3	3	....	....	....	....	....	....
	45 Ms to 55 Ms.....	3	3	....	....	....	....	....	....
	More than 55 Ms.....	0	0	....	....	....	....	....	....

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

**RULE 14 (e).** As specified below, — — — — — will be indication that flagman may return from east as prescribed by Rule 99: Mojave. . . . . Trains on Owenyo Branch.

**RULE 21 (B).** Does not apply on Keeler Branch.

**RULE 82(A).** If no operator on duty trains originating may leave Searles or Owenyo without obtaining clearance.

First-class trains and trains handling passenger equipment only, will obtain train-orders and check register at Mojave, and need not obtain clearance or check register at East-Mojave.

Eastward trains (except first-class trains, trains handling passenger equipment only, and trains to Owenyo Branch) will obtain train-orders and check register at East-Mojave instead of Mojave and need not obtain clearance or check register at Mojave.

Westward trains need not obtain clearance at East-Mojave.

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

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

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

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

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

Saugus. . . . . Trains originating or terminating.

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

Mojave. . . . . } All trains not required to stop for other reasons.  
East-Mojave }

When a regular train or section of schedule is checked on register at Los Angeles LAUPT it will not be necessary to obtain check of the same train at Burbank Jct.

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

West MP		East MP
378.87	Mojave . . . . .	382.43
	" (Owenyo Branch) . . . . .	381.60
404.50	Lancaster . . . . .	405.94
419.88	Vincent . . . . .	420.93
449.37	Saugus . . . . .	451.64
448.17	" (Santa Paula Branch) . . . . .	
460.87	San Fernando . . . . .	462.10
427.68	Searles . . . . .	429.05
446.58	Inyokern . . . . .	447.75
522.26	Owenyo . . . . .	523.26
559.30	" (Keeler Branch) . . . . .	560.45
574.79	Keeler . . . . .	
	Laws . . . . .	507.49

Yard limit board located to left of track:  
Eastward at Burbank Jct. at MP 471.20.

**Mojave:** First-class trains are authorized to move between Signals 3802 and 3817 by block signal indications which will supersede the superiority of trains, but must move with caution, and see that switches are properly lined between these points. If Signal 3817 displays stop indication first-class trains must stop, and if proceed signal received from yardman, green flag by day and green light by night, may then proceed with caution, not exceeding 12 MPH to next signal.

Trains enroute to AT&SFRy may pass Signal 3814 displaying stop indication, without stopping, provided switches are properly lined, and proceed signal received from yardman, yellow flag by day and yellow light by night, moving with caution not exceeding 12 MPH to end of block in AT&SFRy main track at derail.

Trains from AT&SFRy may pass Signal 3815 to enter SP main track or to enter yard track if signal displays stop indication, without stopping, provided switches are properly lined and proceed signal received from yardman, yellow flag by day and yellow light by night, moving with caution not exceeding 12 MPH within limits of the signal.

Trains from AT&SFRy via A&P track will be governed by indications in AT&SFRy Signal 8173 near crossover leading to SP main track.

Eastward SP and AT&SFRy trains on yard tracks must not start until they have received oral instructions or proceed signal from yardman, and in addition track signals must be given at night.

Following whistle signals will be sounded by westward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — —.  
AT&SFRy passenger trains — o, freight trains — o —, light engines o — —.

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

**RULE 104.** The normal position of switches at the end of double track and at junctions is as follows:

- Mojave. . . End of double track, for westward track.
- Mojave. . . Owenyo Branch, for westward track.
- Mojave. . . AT&SFRy, for SP main track.
- Saugus. . . Santa Paula Branch, for westward siding.
- Searles. . . Trona Ry, for No. 1 track.

**DERAILS IN MAIN TRACK:**

Mojave. . . . . 230 feet east of junction switch on Owenyo Branch.

**RULE 105. Saugus:** Westward siding extends from MP 451.5 to connection with main track just west of Signal 4505, and is assigned for use by westward trains.

Westward trains on westward siding will be governed by Signal 4505, and if this signal displays stop indication permission must be obtained from train-order operator before applying block signal rules for movement through the block.

Eastward siding is first track north of main track and is west of station building, and is assigned for use by eastward trains, but may also be used by trains and engines when necessary to do switching on corral or house track.

Trains or engines must not foul westward siding from east end of Bunnell storage track until telephone permission is received from train-order operator.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

**Saugus:** Eastward siding is within block system limits. When dwarf signal at fouling point at west end of eastward siding displays stop indication, eastward trains entering siding must be preceded by flagman.

**Burbank Jct.:** Trains stopped by Signal 4704 must call train-order operator and be governed by his instructions, before applying block signal rules to proceed.

**Searles:** Signals 4277 and 4268 east and west of Tunnel 29. Knife switches in relay boxes on these signals are for use of track-car operators. Track cars must stop before entering tunnel, and if signal displays proceed indication switch should be thrown to reverse position which will cause opposing signal to display stop indication. After passing through tunnel switch at that signal must be thrown to reverse position to clear signals.

**PUSH BUTTONS**

Push buttons and lights in box at west end siding Harold, and at east end siding Ravenna, Russ and Lang. Train occupying main track to let train on siding pass may clear signal on siding by pressing button corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but if necessary to do so should press button corresponding to number of signal on main track. Instructions for operation of push buttons posted inside of box.

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

Eastward Signal	Protection	Westward Signal
P-3938	Spring switch, west end siding, Rosamond.....	
P-4046	Spring switch, west end siding, Lancaster.....	
P-4156	Spring switch, west end siding, Harold.....	{P-4155 P-4157
	Spring switch, east end siding, Harold.....	P-4167
P-4248	Spring switch, west end siding, Paris.....	
	Spring switch, east end siding, Paris.....	P-4257
P-4288	Spring switch, west end siding, Ravenna.....	
P-4296}	Spring switch, east end siding, Ravenna.....	P-4297
P-4298}		
P-4338	Spring switch, west end siding, and slide detector fence middle of siding, Russ.....	
P-4346}	Spring switch, east end siding, Russ, and slide detector fence at MP 435.....	P-4347
P-4348}		
	Spring switch, east end siding, and slide detector fence middle of siding, Russ.....	P-4365
P-4382	Slide detector fence at MP 435.....	
P-4392}	Spring switch, west end siding, Lang.....	P-4393
P-4394}		
P-4426	Spring switch, east end siding, Lang.....	
P-4434}	Spring switch, west end siding, Humphreys.....	P-4435
P-4436}		
P-4466	Spring switch, east end siding, Humphreys.....	
	Spring switch, west end siding, Honby.....	
	Spring switch, east end siding, Honby.....	P-4475
	Spring switch, east end siding, Newhall.....	P-4541
P-4610	Spring switch, west end siding, San Fernando....	

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through them:

Location	Normal Position	MPH
Rosamond.....	west end siding.. Main track.....	10
Lancaster.....	west end siding.. Main track.....	10
Harold.....	west end siding.. Main track.....	10
Harold.....	east end siding.. Main track.....	10
Paris.....	west end siding.. Main track.....	10
Paris.....	east end siding.. Main track.....	10
Ravenna.....	west end siding.. Main track.....	10
Ravenna.....	east end siding.. Main track.....	10
Russ.....	west end siding.. Main track.....	10
Russ.....	east end siding.. Main track.....	10
Lang.....	west end siding.. Main track.....	10
Lang.....	east end siding.. Main track.....	10
Humphreys.....	west end siding.. Main track.....	10
Humphreys.....	east end siding.. Main track.....	10
Honby.....	west end siding.. Main track.....	10
Honby.....	east end siding.. Main track.....	10
Newhall.....	east end siding.. Main track.....	10
San Fernando...	west end siding.. Main track.....	10

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them.

Location	Normal Position	MPH
Vincent..	west end westward siding.. Eastward siding...	10
Vincent..	east end eastward siding.. Westward siding...	10

There are other spring switches on roundhouse leads and yard tracks in Mojave yard limits.

**RULE 605. INTERLOCKING**

**Vincent:** Limits extend from 50 feet west of west switch to 50 feet east of east switch.

**Saugus-Newhall:** Limits extend from 265 feet west of east switch of westward siding Saugus to 265 feet east of west switch of siding Newhall.

When authorized by signal operator at Saugus to hand-throw either switch, member of crew cranking switch over must remain with switch to return it to normal position, or arrange for another member of crew to do so, unless otherwise instructed by signal operator.

**Burbank Jct.:** Whistle signals:

- To Mojave Subdivision, or to Los Angeles, —.
- To siding, o o o o o.

## GENERAL REGULATIONS

**RULE 824.** Instructions for setting hand brakes:

**Mojave:** On passenger trains, if road engine is to be detached, set two brakes on east end and two brakes on west end for each 16 cars or fraction thereof. When train is set out to tie up, at least half of the brakes must be set, but never less than two.

On eastward freight trains of 72 cars or less, set 10 brakes on east end and 10 in the middle. On trains of 73 cars or more set 15 brakes on east end and 15 in the middle.

On westward freight trains of 72 cars or less set 10 brakes on east end, five in the middle and five on west end. On trains of 73 cars or more, set 15 brakes on east end, 10 in the middle and five on west end.

At points where hand brakes must be set on freight trains such brakes must be securely set, using standard brake club to set staff brakes, after train has stopped. When necessary to release hand brakes to move portion of the cars, the same number must be set on remaining cars to replace them.

**RULE 825.** Portable rail skids are hung on posts at lower end of sidings at:

Harold	Vincent	Ravenna	Russ	Newhall
--------	---------	---------	------	---------

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

Road crossing at MP 470.8 west of Burbank Jct. is closed except for emergency use of fire trucks, ambulances, etc. This crossing must not be left blocked when unattended.

**RULE 869.** All except rear swing, and rear brakeman will ride on top of train near middle of their portion, entering and leaving terminals and through interlockings; also Vincent to Saugus; Vincent to Palmdale; Tunnel to Burbank Jct.; Searles to Cantil, and at other places as instructed by conductor. Between Vincent and Saugus rear swing brakeman, at the discretion of conductor may be permitted to ride in cupola of caboose or on portion of train assigned to him. Rear brakeman will watch track to rear of train for evidence of derailment or equipment dragging, between these two stations.

Trainmen must not ride on top of train while passing through Tunnel 25.

**RULE 827. TRAIN INSPECTION**

Eastward freight trains may make continuous run Vincent to Lang, where retainers must be turned down, and running inspection made after stopping.

Westward freight trains must stop at Rand 10 minutes.

Westward trains using retainers Searles to Garlock must not exceed 20 MPH.

All passenger trains, except Regular No. 55, must stop at Mojave, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

## AIR BRAKE RULES

**RULE 17.** Eastward passenger trains, Vincent to Lang, with less than 75% graduated release equipment, will use at least 75% of retainers.

Westward passenger trains, Vincent to Palmdale, with less than 75% graduated release equipment must not exceed 20 MPH, unless five retainers (or more if requested by engineer), are turned up, on the head end.

Retainers will be used on freight trains as follows:

Eastward trains	{Tunnel or San Fernando}	One valve for each
of 45 cars or more . . . }	to Burbank Jct. . . }	400 Ms in train.
Eastward trains . . . . .	Vincent to Lang . . . . .	One valve for each
		100 Ms in train.
Westward trains . . . . .	Vincent to Harold . . . . .	10 retainers
Westward trains . . . . .	Searles to Garlock . . . . .	One valve for each
		150 Ms in train.

If eastward trains are delayed at Harold retainers may be turned up there instead of Vincent. Eastward and westward trains may turn up retainers approaching Vincent.

If eastward trains are stopped at Saugus or Newhall, retainers may be turned up there instead of at Tunnel or San Fernando.

Eastward trains handling 20 or more cars of rock or sand Roscoe to Los Angeles Yard, one valve for each 150 Ms in train must be turned up, and continuous run may be made Roscoe to Los Angeles Yard. If stop is made east of Burbank Jct. retainers may be turned down, if not required beyond.

If all retainers in train not already required, three additional retainers must be used for each helper engine in train on descending grade.

## FREIGHT TRAINS

**RULE 25.** Rear end test will be made in accordance with Rule 25 (b); and in addition will be made by all trains that stop at Mojave and Vincent. Westward trains of 75 cars or more must stop at Vincent. This test will also be made by all trains at Searles.

Trains not required to stop at Vincent must make running air brake test between siding switches. Trainmen will note reduction on caboose gage, and following build up in pressure when brakes are released, give proceed signal. Running test will be made as follows: Engineer, while working steam will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing.

**RULE 33.** The maximum tonnage per operative brake between Palmdale and Saugus is 125 Ms; and between Searles and Garlock is 150 Ms.

## PASSENGER TRAINS

**RULE 39.** Running test will be made at following points:  
 Vincent . . . . . Trains in both directions.  
 After passing MP 452 . . . . . Eastward trains that have  
 stopped at Saugus.

Three miles west of Burbank Jct. . . . . Eastward trains.  
 After passing MP 458 . . . . . Westward trains.

**MISCELLANEOUS**

4. Helper engines on freight trains must be placed in rear through Tunnel 25.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AM-MM-AC-Mt-GS-SP	San Fernando—Transfer track, beyond 300 feet from switch.
All	Roscoe—Consolidated Rock tracks, beyond 75 feet west of derail.
AM-MM-AC-Mt-GS-SP	Roscoe—Union Supply track.
A-Mk-F-AM-MM-AC-Mt-GS-SP	All stations between Mojave and Searles—Must not leave main track, except at sidings Neuralia, Cantil, Rand, Garlock.
F class	Saltdale—Must not go beyond frog on west end.
All	Inyokern—Must not go beyond 200 feet west of east interchange track.
All	Keeler—Must not go beyond signs on Natural Soda Products tracks.

Flat cars loaded with poles or piling must not be spotted on team track adjacent to main track at Rosamond without authority from chief train dispatcher who will protect by train order. At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Due to impaired overhead and side clearance, the spotting or switching of box cars under the Narrow Gage high line at Owenyo is prohibited.

Engines equipped with pilot snow plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT, account impaired platform clearance.

Load limit (car and contents):  
Owenyo Branch.....200,000 pounds.

17. No sanding of flues permitted between Tunnels 18 and 19, and between east switch Russ and 1000 feet east of east switch Russ.

30. Maintenance and operation between MP 449.78 Saugus, and Burbank Jct., are under the jurisdiction of Los Angeles Division. Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of San Joaquin Division.

Employees operating in and out of Los Angeles LAUPT are required to have a copy of, and be conversant with current book of rules of LAUPT.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description
426.8	West of Searles.....	Tunnel 29—Overhead
519.4	East of Lone Pine.....	Owens River bridge—Side

**SPEED RESTRICTIONS**

**MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTION AS SHOWN IN SPEED RESTRICTIONS TABLE**

S and SE class engines must not exceed 15 MPH between MP 417 and Saugus.

Engines listed below must not exceed following speed between Mojave and Searles:

F-45 and AC-45 Class		AC-6-7-8-9-10-11-12 Class	
Mojave-MP 406.8.....	25 MPH	Mojave - MP 406.8.....	25 MPH
MP 406.8 - MP 413.7.....	20 MPH	MP 406.8 - MP 413.7.....	15 MPH
MP 413.7 - MP 426.7.....	25 MPH	MP 413.7 - MP 426.7.....	25 MPH
MP 426.7 - Searles.....	20 MPH	MP 426.7 - Searles.....	15 MPH

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

With Caution  
Not Exceeding  
MPH

Through sidings, yard and other side tracks, crossovers, turnouts and slip switches..... 10





# MOJAVE SUBDIVISION

## RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Rosamond Rosamond and Lancaster	Lancaster to Saugus	Rosamond to Mojave	Saugus to Lancaster	Los Angeles to Saugus	Saugus to Los Angeles	Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave
DES-1,2,3,4,5,6,7	1000 to 1022.....	2500	400	....	350	400	450	....	....	....	....
DES-100 to 107	1300 to 1395.....	3600	650	....	600	650	700	....	....	....	....
E-23	1500 and 1502.....	3100	520	950	470	510	580	690	690	1250	1250
M-4	1617 to 1713.....	4150	750	1300	680	730	820	970	970	1700	1700
M-6, 8	1721 to 1803, 1823 to 1825.....	4850	900	1500	820	930	1000	1150	1150	2000	2000
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.....	5100	970	1650	890	990	1100	1250	1250	2150	2150
M-11	1832 to 1835.....	5300	1000	1700	910	1000	1130	1300	1300	2250	2250
T-1	2242 to 2271.....	3450	620	1100	560	630	710	830	830	1450	1450
T-8, 9	2161, 2174 and 2178.....	2500	430	780	390	420	480	560	560	1000	1000
T-23	2301 to 2310.....	5050	940	1600	850	930	1030	1200	1200	2100	2100
T-26	2283 to 2299.....	4450	800	1400	730	800	900	1000	1000	1850	1850
T-28, 31	2311 to 2362.....	5550	1050	1800	950	1050	1200	1350	1350	2350	2350
T-32, 40	2363 to 2384.....	5700	1050	1850	990	1050	1200	1350	1350	2400	2400
T-36	2103.....	3750	710	1200	660	710	780	910	910	1600	1600
T-37	2105 and 2106.....	5050	940	1600	870	940	1050	1200	1200	2150	2150
T-57, 58	2385 and 2386.....	4450	830	1500	750	820	900	1100	1100	1900	1900
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	4600	800	1400	740	800	890	....	....	....	....
P-1	2400, 2403 to 2407 and 2415.....	4800	820	1500	750	840	930	....	....	....	....
P-4	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436}	5000	870	1550	800	900	1100	....	....	....	....
P-6	2453, 2454 and 2458.....	5650	1000	1800	940	1000	1150	....	....	....	....
P-7	2476 and 2477.....	6000	1100	1900	1000	1100	1250	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483.....	6250	1100	1950	980	1100	1250	....	....	....	....
P-8, 10	2475, 2484 to 2491.....	6250	1100	2050	980	1100	1250	....	....	....	....
P-11	3100 to 3109.....	4900	850	1550	770	850	950	....	....	....	....
P-12	3120 to 3129.....	6600	1150	2050	1050	1200	1350	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	6100	1150	2000	1050	1200	1300	1480	1480	2600	2600
C-15, 32	2500, 2505 to 2507.....	3900	750	1300	690	740	820	960	960	1650	1650
C-17	2510 and 2511.....	4800	960	1600	880	950	1050	1200	1200	2050	2050
C-18	3400 to 3409.....	5600	1100	1850	1000	1100	1200	1400	1480	2400	2400
C-19	3410 to 3426.....	5850	1150	1900	1050	1100	1250	1450	1450	2500	2500
TW-1	2900 to 2913.....	4650	900	1500	820	890	980	1100	1100	2000	2000
TW-2, 3	2932 to 2952.....	3750	700	1200	640	690	770	900	900	1550	1550
TW-4, 6	2926 to 2931 and 2957.....	3550	650	1150	600	640	720	840	840	1500	1500
TW-8	2914 to 2923.....	5150	990	1700	911	980	1050	1250	1250	2200	2200
A-3	3029.....	3600	570	1100	520	580	650	....	....	....	....
A-3	3025, 3036, 3052 and 3057.....	3600	580	1150	530	600	690	....	....	....	....
A-6	3000 to 3003.....	4400	750	1350	690	700	800	....	....	....	....
Mk-2, 4	3201 to 3240.....	6900	1250	2200	1200	1300	1400	1700	*1650	*2900	3000
Mk-5,6	3241 to 3277.....	7800	1500	2500	1350	1450	1600	1850	*1900	*3300	3300
Mk-7, 8, 9	3300 to 3324.....	8550	1650	2800	1500	1650	1850	2100	*2100	*3650	3650
Mk-10	3295.....	6550	1300	2150	1200	1250	1400	1600	*1600	*2800	2800
Mk-11	3297 and 3298.....	6300	1250	2100	1150	1200	1350	1550	*1570	*2700	2700
F-1	3600 to 3652.....	8900	1700	2900	1550	1750	1950	....	....	....	....
F-3	3653 to 3667.....	10200	1950	3350	1750	2000	2200	....	....	....	....
F-4, 5	3668 to 3769.....	10200	1950	3500	1750	2100	2300	....	....	....	....
AM-2	3900 to 3911.....	10150	1950	3300	1800	1950	2150	....	....	....	....
MM-3	3930 and 3931.....	11800	2300	3900	2050	2250	2450	....	....	....	....
AC-1, 2, 3	4000 to 4048.....	12300	2450	4000	2200	2500	2700	3000	*3100	*5300	5200
AC-4, 5	4100 to 4125.....	16000	3200	5300	2900	3200	3500	3700	....	....	6700
AC-6 to 12	3800 to 3811, 4126 to 4294.....	17000	3400	5550	3100	3400	3700	3900	....	....	7000
Mt-1, 3, 4, 5	4300 to 4376.....	8350	1500	2600	1350	1550	1750	....	....	....	....
Mt-2	4385 to 4390.....	8800	1550	2900	1400	1600	1800	....	....	....	....
GS-1, 2	4400 to 4415.....	9000	1550	2750	1400	1600	1800	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469.....	9200	1600	2900	1450	1650	1850	....	....	....	....
SP-1, 2, 3	5000 to 5048.....	12000	2350	3950	2100	2300	2500	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	3	3	3	3	3	....	....	....	....
	45 Ms to 55 Ms.....	3	3	3	3	3	3	....	....	....	....
	More than 55 Ms.....	0	0	0	0	0	0	....	....	....	....

\*These engines must not operate east of MP 450

**ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.**

LIST OF ENGINES IN USE - 1900

Engine No.	Make	Year	HP	Speed	Notes
1001	Waukegan	1900	10	1000	...
1002	Waukegan	1900	10	1000	...
1003	Waukegan	1900	10	1000	...
1004	Waukegan	1900	10	1000	...
1005	Waukegan	1900	10	1000	...
1006	Waukegan	1900	10	1000	...
1007	Waukegan	1900	10	1000	...
1008	Waukegan	1900	10	1000	...
1009	Waukegan	1900	10	1000	...
1010	Waukegan	1900	10	1000	...
1011	Waukegan	1900	10	1000	...
1012	Waukegan	1900	10	1000	...
1013	Waukegan	1900	10	1000	...
1014	Waukegan	1900	10	1000	...
1015	Waukegan	1900	10	1000	...
1016	Waukegan	1900	10	1000	...
1017	Waukegan	1900	10	1000	...
1018	Waukegan	1900	10	1000	...
1019	Waukegan	1900	10	1000	...
1020	Waukegan	1900	10	1000	...
1021	Waukegan	1900	10	1000	...
1022	Waukegan	1900	10	1000	...
1023	Waukegan	1900	10	1000	...
1024	Waukegan	1900	10	1000	...
1025	Waukegan	1900	10	1000	...
1026	Waukegan	1900	10	1000	...
1027	Waukegan	1900	10	1000	...
1028	Waukegan	1900	10	1000	...
1029	Waukegan	1900	10	1000	...
1030	Waukegan	1900	10	1000	...
1031	Waukegan	1900	10	1000	...
1032	Waukegan	1900	10	1000	...
1033	Waukegan	1900	10	1000	...
1034	Waukegan	1900	10	1000	...
1035	Waukegan	1900	10	1000	...
1036	Waukegan	1900	10	1000	...
1037	Waukegan	1900	10	1000	...
1038	Waukegan	1900	10	1000	...
1039	Waukegan	1900	10	1000	...
1040	Waukegan	1900	10	1000	...
1041	Waukegan	1900	10	1000	...
1042	Waukegan	1900	10	1000	...
1043	Waukegan	1900	10	1000	...
1044	Waukegan	1900	10	1000	...
1045	Waukegan	1900	10	1000	...
1046	Waukegan	1900	10	1000	...
1047	Waukegan	1900	10	1000	...
1048	Waukegan	1900	10	1000	...
1049	Waukegan	1900	10	1000	...
1050	Waukegan	1900	10	1000	...
1051	Waukegan	1900	10	1000	...
1052	Waukegan	1900	10	1000	...
1053	Waukegan	1900	10	1000	...
1054	Waukegan	1900	10	1000	...
1055	Waukegan	1900	10	1000	...
1056	Waukegan	1900	10	1000	...
1057	Waukegan	1900	10	1000	...
1058	Waukegan	1900	10	1000	...
1059	Waukegan	1900	10	1000	...
1060	Waukegan	1900	10	1000	...
1061	Waukegan	1900	10	1000	...
1062	Waukegan	1900	10	1000	...
1063	Waukegan	1900	10	1000	...
1064	Waukegan	1900	10	1000	...
1065	Waukegan	1900	10	1000	...
1066	Waukegan	1900	10	1000	...
1067	Waukegan	1900	10	1000	...
1068	Waukegan	1900	10	1000	...
1069	Waukegan	1900	10	1000	...
1070	Waukegan	1900	10	1000	...
1071	Waukegan	1900	10	1000	...
1072	Waukegan	1900	10	1000	...
1073	Waukegan	1900	10	1000	...
1074	Waukegan	1900	10	1000	...
1075	Waukegan	1900	10	1000	...
1076	Waukegan	1900	10	1000	...
1077	Waukegan	1900	10	1000	...
1078	Waukegan	1900	10	1000	...
1079	Waukegan	1900	10	1000	...
1080	Waukegan	1900	10	1000	...
1081	Waukegan	1900	10	1000	...
1082	Waukegan	1900	10	1000	...
1083	Waukegan	1900	10	1000	...
1084	Waukegan	1900	10	1000	...
1085	Waukegan	1900	10	1000	...
1086	Waukegan	1900	10	1000	...
1087	Waukegan	1900	10	1000	...
1088	Waukegan	1900	10	1000	...
1089	Waukegan	1900	10	1000	...
1090	Waukegan	1900	10	1000	...
1091	Waukegan	1900	10	1000	...
1092	Waukegan	1900	10	1000	...
1093	Waukegan	1900	10	1000	...
1094	Waukegan	1900	10	1000	...
1095	Waukegan	1900	10	1000	...
1096	Waukegan	1900	10	1000	...
1097	Waukegan	1900	10	1000	...
1098	Waukegan	1900	10	1000	...
1099	Waukegan	1900	10	1000	...
1100	Waukegan	1900	10	1000	...

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OR ENGINE TABLE WILL NOT BE RECORDED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERVISOR

**MILEAGE**

**MAIN LINES**

End Western Division to Goshen Jct.....	C. P. Ry.....	40.10
End Western Division to Fresno.....	S. P. R. R.....	0.52
Goshen Jct. to Saugus.....	S. P. R. R.....	210.05
Fresno to Famoso via Exeter.....	S. P. R. R.....	103.95
<b>Total main lines.....</b>		<b>354.62</b>

**BRANCHES**

Arvin.....	S. P. Co.....	Magunden to Arvin.....	16.89
Clovis.....	S. P. R. R.....	Fresno to Friant.....	24.14
Coalinga.....	S. P. R. R.....	Armona to Coalinga.....	40.21
Fresno Interurban.....	F. I. Ry. Co.....	Barton to Belmont Ave.....	16.89
Keeler.....	S. P. R. R.....	Laws to Keeler.....	71.33
McKittrick.....	S. P. R. R.....	Bakersfield to McKittrick.....	47.61
Minkler-Southern.....	A. T. & S. F.....	Porterville to Ducor.....	12.53
Oil City.....	S. P. R. R.....	Oil Jct. to Oil City.....	6.76
Owenyo.....	S. P. R. R.....	Mojave to Owenyo.....	143.15
Richgrove.....	S. P. R. R.....	Richgrove to Jovista.....	4.16
Riverdale.....	S. P. R. R.....	Ingle to Goshen Jct.....	64.48
Stratford.....	S. P. R. R.....	Rossi to Stratford.....	8.26
Success.....	S. P. Co.....	Porterville to Success.....	7.76
Visalia.....	S. P. R. R.....	Goshen Jct. to Exeter.....	16.77
<b>Total Branches.....</b>			<b>480.94</b>
<b>Total San Joaquin Division.....</b>			<b>835.56</b>

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1' 00"	60
1' 01"	59
1' 02"	58
1' 03"	57.1
1' 04"	56.2
1' 05"	55.3
1' 06"	54.5
1' 07"	53.7
1' 08"	52.9
1' 09"	52.1
1' 10"	51.4
1' 11"	50.7
1' 12"	50
1' 13"	49.3
1' 14"	48.6
1' 15"	48
1' 16"	47.3
1' 17"	46.7
1' 18"	46
1' 19"	45.5
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 35"	37.9
1' 40"	36
1' 45"	34.3
1' 50"	32.7
1' 55"	31.3
2' 00"	30
2' 15"	26.6
2' 30"	24
2' 45"	21.8
3' 00"	20
3' 30"	17.1
4' 00"	15
5' 00"	12
6' 00"	10
7' 00"	8.6
7' 30"	8
8' 00"	7.5
10' 00"	6



# SAN JOAQUIN DIVISION