

**SURGEONS OF SANTA FE COAST LINES  
HOSPITAL ASSOCIATION**

**DR. LAWRENCE CHAFFIN**, Chief Surgeon, Los Angeles, Cal.

**DR. R. J. FLAMSON**, Assistant Chief Surgeon, Los Angeles, Cal.

**DR. A. L. KIEFER**, Assistant Chief Surgeon, Los Angeles, Cal.

DR. FRED H. LAWRENCE, Local Surgeon.....San Francisco  
 DR. DON C. MUSSER, Assistant Local Surgeon.....San Francisco  
 DR. O. F. MONTGOMERY, Dermatologist.....San Francisco  
 DR. JOHN T. HARRINGTON, Eye, Ear, Nose and Throat.....San Francisco  
 DR. R. A. CRUM, Local Surgeon.....Oakland  
 DR. W. L. BYERS, Assistant Local Surgeon.....Oakland  
 DR. M. H. SHUTES, Eye, Ear, Nose and Throat.....Oakland  
 DR. R. T. McMAHON, Local Surgeon.....Albany  
 DR. C. L. ABBOTT, Division Surgeon.....Richmond-Oakland  
 DR. HANS BENEDICT, Shop Physician.....Richmond  
 DR. ALLEN MORROW, Local Surgeon.....Richmond  
 DR. WM. C. KEIG, Assistant Local Surgeon.....Richmond  
 DR. R. J. P. HARMON, Eye, Ear, Nose and Throat.....Richmond  
 DR. CHAS. F. McGREER, Local Surgeon.....Port Chicago  
 DR. H. D. NEUFELD, Emergency Surgeon.....(Concord) Port Chicago  
 DR. C. L. KERNS, Local Surgeon.....Pittsburg  
 DR. J. H. LIBBEY, Local Surgeon.....Antioch  
 DR. W. T. McNEIL, Local Surgeon.....Stockton  
 DR. E. WEYS, Assistant Local Surgeon.....Stockton  
 DR. C. A. BROADDUS, Eye, Ear, Nose and Throat Specialist.....Stockton  
 DR. W. A. PLAGEMAN, Eye, Ear, Nose and Throat Specialist.....Stockton  
 DR. PHILIP VON HUNGEN, Local Surgeon.....Escalon  
 DR. E. E. CHOURET, Local Surgeon.....Oakdale  
 DR. JOHN R. BARNHILL, Local Surgeon.....Riverbank  
 DR. W. S. DINSMORE, Local Surgeon.....Empire  
 DR. E. M. SODERSTROM, Local Surgeon.....Merced  
 DR. C. T. SWIFT, Local Surgeon.....Madera  
 DR. R. W. DAHLGREN, Division Surgeon.....Fresno  
 DR. L. R. NIELSON, Local Surgeon.....Fresno  
 DR. F. R. FREETO, Assistant Local Surgeon.....Fresno  
 DR. HUGH AWTRY, Eye, Ear, Nose and Throat Specialist.....Fresno  
 DR. W. J. SMITH, Oculist.....Fresno  
 DR. W. T. CHAMLEE, Local Surgeon.....Hanford  
 DR. HAROLD JACOBS, Local Surgeon.....Corcoran  
 DR. H. E. DIERKER, Assistant Local Surgeon.....Corcoran  
 DR. MAX D. HENDRICKS, Local Surgeon.....Wasco  
 DR. HENRY W. VOTH, Local Surgeon.....Shafter  
 DR. JOE SMITH, Local Surgeon.....Bakersfield  
 DR. ALVIN GAEDE, Assistant Local Surgeon.....Bakersfield  
 DR. K. S. McKEE, Eye, Ear, Nose and Throat Specialist.....Bakersfield  
 DR. C. M. MATHIAS, Local Surgeon.....Tulare  
 DR. GEORGE L. RIDER, Assistant Local Surgeon.....Tulare  
 DR. K. F. WEISS, Local Surgeon.....Visalia  
 DR. F. G. POWELL, Assistant Local Surgeon.....Visalia  
 DR. R. H. DUNN, Local Surgeon.....Cutler  
 DR. G. A. HAWKINS, Local Surgeon.....Reedley  
 DR. M. S. GAEDE, Assistant Local Surgeon.....Reedley  
 DR. JOHN S. GLENN, Local Surgeon.....Exeter  
 DR. HORACE G. CAMPBELL, Local Surgeon.....Lindsay  
 DR. F. L. WIENS, Local Surgeon.....Porterville  
 DR. R. D. KARSTAEDT, Assistant Local Surgeon.....Porterville  
 DR. A. RUSSELL MOODIE, Local Surgeon.....Taft  
 DR. THOMAS A. HORSLEY, Local Surgeon.....Mojave  
 DR. D. M. PARKER, Local Surgeon.....Barstow  
 DR. C. A. GRAYBILL, Assistant Local Surgeon.....Barstow

First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all locomotives, and with all regularly assigned extra gangs.

**E. E. SANDERS,**  
Trainmaster,  
Bakersfield, Cal.

**H. G. WOOD,**  
Trainmaster,  
Fresno, Cal.

**NEIL WILSON,**  
Trainmaster,  
Fresno, Cal.

**E. O. BAGENSTOS,**  
Trainmaster,  
Richmond, Cal.

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

**S. A. WYSONG,**  
L. DUNCAN,  
L. L. WEBSTER,  
W. W. HAYS,

**G. M. YOUNG,**  
R. L. SIMPSON,  
R. D. RILEY,

**P. W. ARCHIBALD,**  
**H. A. HARGIS,**  
Asst. Chief Dispatchers,  
Fresno, Cal.

**J. P. MARBERRY,**  
**N. S. PETERSON,**  
**E. C. STRETCH,**

**M. L. POTTER,**  
**G. T. WHEELER,**  
**L. L. SAGE,**  
**J. R. SHIPLEY,**

**C. P. HUNTSMAN,**  
Dispatchers, Fresno, Cal.

# The Atchison, Topeka and Santa Fe Railway Co.



## VALLEY DIVISION AND SAN FRANCISCO TERMINAL DIVISION

# TIME TABLE No.

# 97

IN EFFECT

## Sunday, September 24, 1950

At 12:01 A. M.  
Pacific Standard Time

This Time Table is for the exclusive use  
and guidance of Employees.

**O. L. GRAY,**  
General Manager  
Los Angeles, Cal.

**F. A. BAKER,**  
Asst. General Manager  
Los Angeles, Cal.

**R. D. SHELTON,**  
Superintendent  
Fresno, Cal.

**A. B. ENDERLE,**  
Superintendent  
San Francisco, Cal.

## 2 VALLEY DIVISION

### VISALIA DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | WESTWARD | TIME TABLE                          | EASTWARD | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|----------|-------------------------------------|----------|-----------|---------------------------|
|                                       |                           |          | NO. 97                              |          |           |                           |
|                                       |                           |          | September 24, 1950                  |          |           |                           |
|                                       |                           |          | STATIONS                            |          |           |                           |
| Yard                                  |                           |          | <b>CORCORAN</b> YL                  |          | 0.0       |                           |
| 16                                    | 28.5                      |          | 4.1<br>WAUKENA                      |          | 4.1       | 0.0                       |
| 28                                    | 13.2                      |          | 5.6<br>PAIGE                        |          | 9.7       | 0.0                       |
| 12                                    | 8.9                       |          | 1.9<br>ROBLA                        |          | 11.6      | 0.0                       |
| 20                                    | 16.6                      |          | 3.1<br>S. P. Crossing<br>TULARE YL  |          | 14.7      | 0.0                       |
| 15                                    | 13.9                      |          | 4.0<br>SWALL                        |          | 18.7      | 0.0                       |
| 48                                    | 5.3                       |          | 1.3<br>LOMA                         |          | 20.0      | 0.0                       |
| 41                                    | 5.3                       |          | 4.8<br>VISALIA YL<br>S. P. Crossing |          | 24.8      | 0.0                       |
| 25                                    | 0.0                       |          | 6.6<br>PERAL                        |          | 31.4      | 16.2                      |
|                                       | 11.6                      |          | 1.5<br>S. P. Crossing               |          | 32.9      | 0.0                       |
|                                       | 11.6                      |          | 2.9<br>CALGRO                       |          | 35.8      | 0.0                       |
| 62                                    | 10.6                      |          | 2.3<br>CUTLER YL                    |          | 38.1      | 15.9                      |
| 28                                    | 0.0                       |          | 3.2<br>SULTANA                      |          | 41.3      | 0.0                       |
| 50                                    | 0.0                       |          | 3.5<br>DINUBA                       |          | 44.8      | 13.2                      |
| Yard                                  | 9.3                       |          | 3.7<br>REEDLEY YL                   |          | 48.5      | 0.0                       |
|                                       | 14.6                      |          | 1.9<br>S. P. Crossing               |          | 50.4      | 0.0                       |
| 20                                    | 14.6                      |          | 0.3<br>LACJAC                       |          | 50.7      | 0.0                       |
| 65                                    | 0.0                       |          | 2.4<br>PARLIER                      |          | 53.1      | 0.0                       |
| 23                                    | 5.3                       |          | 1.5<br>MILEY                        |          | 54.6      | 0.0                       |
| 48                                    | 1.1                       |          | 3.6<br>DEL REY                      |          | 58.2      | 2.5                       |
| 39                                    | 0.0                       |          | 3.4<br>WOLF                         |          | 61.6      | 7.9                       |
| 28                                    | 0.0                       |          | 2.5<br>LONE STAR                    |          | 64.1      | 8.5                       |
| 20                                    | 0.0                       |          | 2.0<br>CECILE                       |          | 66.1      | 10.6                      |
| Yard                                  | 0.0                       |          | 2.5<br>CALWA YL                     |          | 68.6      | 10.6                      |
|                                       |                           |          | (68.6)                              |          |           |                           |

Signal System 1 in effect at SP Crossing Tulare.

Water at Corcoran, Visalia, Cutler, Reedley; wye at Corcoran and Reedley.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

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

Crossover movement from Calwa yard to Visalia District and from Visalia District to Calwa yard will be made in accordance with instructions posted in switch box near end of two tracks, Calwa, and Bulletin Instructions.

Engine and speed restrictions over bridges:  
Bridge B-50:

Classes 5000-5001-5011; single head at 35 MPH; double head with any class at 15 MPH.

Classes 2900-3460-3751-3765-3776-3800 (20000 tender); single head at 45 MPH; double head with any class at 25 MPH.

### PORTERVILLE-OROSI DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | WESTWARD | TIME TABLE                                   | EASTWARD | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|----------|--|----------|-----------|---------------------------|
|                                       |                           |          | NO. 97                                       |          |           |                           |
|                                       |                           |          | September 24, 1950                           |          |           |                           |
|                                       |                           |          | STATIONS                                     |          |           |                           |
| Yard                                  |                           |          | A. B. S. { BAKERSFIELD YL                    |          | 116.0     | 0.0                       |
| 48                                    | 13.3                      |          | 2.1<br>LANDCO YL                             |          | 113.9     | 51.5                      |
| 28                                    | 0.0                       |          | 3.2<br>OIL JUNCTION YL                       |          | 110.7     | 0.0                       |
| 44                                    | 52.8                      |          | 38.8<br>DUCOR                                |          | 71.9      | 52.8                      |
| 44                                    | 52.8                      |          | 5.9<br>ULTRA                                 |          | 66.0      | 52.8                      |
| 39                                    | 0.0                       |          | 7.0<br>PORTERVILLE JCT.<br>P. N. E. Crossing |          | 59.0      | 33.2                      |
| 32                                    | 52.8                      |          | 0.8<br>PORTERVILLE YL                        |          | 58.2      | 52.8                      |
| 28                                    | 31.1                      |          | 6.3<br>STRATHMORE JCT.                       |          | 51.9      | 0.0                       |
| 48                                    | 3.1                       |          | 1.1<br>MIRADOR                               |          | 50.8      | 31.4                      |
| 16                                    | 5.0                       |          | 4.1<br>LINDSAY YL                            |          | 46.7      | 34.8                      |
| 12                                    | 0.0                       |          | 3.1<br>LUCCA                                 |          | 43.6      | 0.0                       |
| 40                                    | 15.8                      |          | 0.6<br>SIDES                                 |          | 43.0      | 0.0                       |
| 7                                     | 15.8                      |          | 3.8<br>EXETER YL                             |          | 39.2      | 0.0                       |
| 16                                    | 15.8                      |          | 0.3<br>Visalia Elect. Crossing               |          | 38.9      | 0.0                       |
| 16                                    | 4.7                       |          | 0.6<br>ANTES                                 |          | 38.3      | 5.3                       |
| 16                                    | 0.0                       |          | 2.1<br>VENIDA                                |          | 36.2      | 5.3                       |
| 19                                    | 21.1                      |          | 2.1<br>FANE                                  |          | 34.1      | 8.9                       |
| 13                                    | 20.8                      |          | 2.9<br>HILLMAID                              |          | 31.2      | 30.8                      |
| 10                                    | 20.8                      |          | 0.1<br>Visalia Elect. Crossing               |          | 31.1      | 30.8                      |
| 45                                    | 0.0                       |          | 1.0<br>REDBANKS                              |          | 30.1      | 20.8                      |
| 28                                    | 0.0                       |          | 1.8<br>CAIRNS                                |          | 28.3      | 17.4                      |
| 28                                    | 0.0                       |          | 1.4<br>RAYO                                  |          | 26.9      | 17.4                      |
| 62                                    | 15.3                      |          | 3.1<br>SEVILLE                               |          | 23.8      | 10.8                      |
| 24                                    | 0.0                       |          | 3.2<br>WYETH YL                              |          | 20.6      | 26.8                      |
| 37                                    | 14.4                      |          | 1.6<br>CUTLER YL                             |          | 20.6      | 0.0                       |
| 19                                    | 30.3                      |          | 1.6<br>WYETH YL                              |          | 18.6      | 15.2                      |
| 18                                    | 16.2                      |          | 2.0<br>OROSI                                 |          | 12.2      | 10.6                      |
| 18                                    | 25.3                      |          | 6.4<br>ORANGE COVE                           |          | 6.3       | 31.7                      |
|                                       |                           |          | 5.9<br>NAVALENCIA                            |          | 0.0       | 0.0                       |
|                                       |                           |          | 6.3<br>MINKLER                               |          |           |                           |
|                                       |                           |          | (116.0)                                      |          |           |                           |

Signal System 1 in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Water at Porterville, Lindsay, Hillmaid, Cutler; wye at Porterville, Wyeth and Minkler.

Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Redbanks, and Minkler.

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

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

# MOJAVE DISTRICT

# VALLEY DIVISION

3

| Capacity of Sidings<br>in 50 ft. Cars | Fuel, Water, Turn<br>Tables and Wyes | Ruling Grade<br>Ascending | WESTWARD           |                        | TIME TABLE                         | EASTWARD               |                       | Mile Post | Ruling Grade<br>Ascending | Communications |
|---------------------------------------|--------------------------------------|---------------------------|--------------------|------------------------|------------------------------------|------------------------|-----------------------|-----------|---------------------------|----------------|
|                                       |                                      |                           | FIRST CLASS        |                        |                                    | FIRST CLASS            |                       |           |                           |                |
|                                       |                                      |                           | 7                  | 23                     |                                    | 24                     | 4                     |           |                           |                |
|                                       |                                      |                           | Passenger          | The<br>Grand<br>Canyon |                                    | The<br>Grand<br>Canyon | California<br>Limited |           |                           |                |
|                                       |                                      |                           | Leave Daily        | Leave Daily            | NO. 97<br>September 24, 1950       | Arrive Daily           | Arrive Daily          |           |                           |                |
|                                       |                                      |                           | STATIONS           |                        |                                    |                        |                       |           |                           |                |
| Yard                                  | FW<br>TY                             |                           | PM<br>5.00         | AM<br>6.20             | BARSTOW YL                         | PM<br>6.00             | PM<br>10.10           | 746.4     |                           | O              |
| 228                                   |                                      | 34.3                      | 5.04               | 6.26                   | 2.8<br>HUTT                        | 5.50                   | 10.00                 | 749.6     | 0.0                       | B              |
| 92                                    |                                      | 12.1                      | 5.08               | 6.30                   | 2.4<br>MACE                        | 5.46                   | 9.54                  | 752.0     | 0.0                       | B              |
| 112                                   | W                                    | 5.3                       | 5.13               | 6.36                   | 5.0<br>HINKLEY                     | 5.40                   | 9.47                  | 757.0     | 7.7                       | C              |
| 71                                    |                                      | 31.7                      | 5.19               | 6.42                   | 5.0<br>EADS                        | 5.34                   | 9.39                  | 762.0     | 24.5                      | B              |
| 98                                    |                                      | 34.3                      | 5.29 <sup>24</sup> | 6.48                   | 4.7<br>HAWES                       | 5.29 <sup>7</sup>      | 9.34                  | 766.7     | 0.0                       | B              |
| 98                                    |                                      | 34.3                      | 5.35               | 6.55                   | 5.6<br>JIMGREY                     | 5.23                   | 9.28                  | 772.3     | 12.2                      | B              |
| 118                                   |                                      | 28.1                      | 5.42               | 7.05                   | 7.7<br>KRAMER                      | 5.17                   | 9.20                  | 780.2     | 12.2                      | B              |
| 72                                    | Y                                    | 24.3                      | 5.48               | 7.11                   | 3.8<br>BORON                       | 5.13                   | 9.15                  | 784.0     | 29.0                      | C              |
| 98                                    |                                      | 0.0                       | 5.54               | 7.17                   | 4.7<br>RICH                        | 5.08                   | 9.09                  | 788.7     | 35.4                      | B              |
| 72                                    |                                      | 0.0                       | 6.02               | 7.23                   | 4.7<br>SILT                        | 5.03                   | 9.04                  | 793.4     | 34.8                      | B              |
| 119                                   | WY                                   | 23.2                      | 6.08               | 7.30                   | 4.5<br>MUROC                       | 4.58                   | 8.58                  | 797.8     | 6.6                       | C              |
| 72                                    |                                      | 21.1                      | 6.16               | 7.38                   | 4.9<br>FLUHR                       | 4.51                   | 8.48                  | 802.7     | 0.0                       | B              |
| 98                                    |                                      | 21.1                      | 6.23               | 7.44                   | 4.9<br>BISSELL                     | 4.46                   | 8.43                  | 807.7     | 0.0                       | B              |
| 98                                    |                                      | 29.6                      | 6.30               | 7.52                   | 5.4<br>SANBORN                     | 4.41                   | 8.37                  | 813.0     | 0.0                       | B              |
| Yard                                  | FW<br>TY                             | 52.8                      | 6.40<br>PM         | 8.05<br>AM             | MOJAVE YL                          | 4.35<br>PM             | 8.30<br>PM            | 818.4     | 0.0                       | C              |
|                                       |                                      |                           | Arrive Daily       | Arrive Daily           | (71.5)                             | Leave Daily            | Leave Daily           |           |                           |                |
|                                       |                                      |                           | (42.9)             | (40.9)                 | ..... Average speed per hour ..... | (45.2)                 | (42.9)                |           |                           |                |

Mojave District—Signal System 1 in effect between Barstow and Mojave.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined (but not exceeding 10 miles per hour between Signal 7453 and West Tower) and main track may be used not protecting against regular or extra trains and engines.

Two tracks extend through Barstow passenger yard. Tracks are numbered one to seven. Beginning at station, No. 1 is westward main track, No. 4 is eastward main track.

Rule 261 in effect (ABS indication) between West Tower, Barstow, and Signal 7492.

Southern Pacific time table and rules govern movement of trains between Mojave and Kern Junction.

Trains must get numbered clearance card before leaving Barstow and Mojave.

## ARVIN DISTRICT

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | WESTWARD           |  | TIME TABLE         | EASTWARD           |      | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|--------------------|--|--------------------|--------------------|------|-----------|---------------------------|
|                                       |                           | NO. 97             |  |                    | NO. 97             |      |           |                           |
|                                       |                           | September 24, 1950 |  |                    | September 24, 1950 |      |           |                           |
|                                       |                           | STATIONS           |  |                    | STATIONS           |      |           |                           |
| 100                                   |                           |                    |  | ARVIN YL           |                    | 16.5 |           |                           |
| 40                                    | 42.2                      |                    |  | 4.3<br>DI GIORGIO  |                    | 12.2 | 37.0      |                           |
| 67                                    | 0.0                       |                    |  | 2.0<br>RIBIER      |                    | 10.2 | 42.2      |                           |
|                                       | 0.0                       |                    |  | 2.2<br>LAMONT      |                    | 8.0  | 43.3      |                           |
|                                       | 0.0                       |                    |  | 7.7<br>ALGOSO      |                    | 0.3  | 43.3      |                           |
|                                       | 0.0                       |                    |  | 0.3<br>MAGUNDEN YL |                    | 0.0  | 43.3      |                           |
|                                       |                           |                    |  | (16.5)             |                    |      |           |                           |

No switch lights on Arvin District.  
Wye at Di Giorgio.  
Water at Arvin and Di Giorgio.

| WESTWARD            |                   |                     |                     | TIME TABLE         | Mile Post | Ruling Grade Ascending | Communications | Fuel, Water, Turn Tables and Wyes |
|---------------------|-------------------|---------------------|---------------------|--------------------|-----------|------------------------|----------------|-----------------------------------|
| FIRST CLASS         |                   |                     |                     |                    |           |                        |                |                                   |
| 7                   | 63                | 23                  | 61                  |                    |           |                        |                |                                   |
| Passenger           | Golden Gate       | The Grand Canyon    | Golden Gate         | NO. 97             |           |                        |                |                                   |
| Leave Daily         | Leave Daily       | Leave Daily         | Leave Daily         | September 24, 1950 |           |                        |                |                                   |
| PM                  |                   | AM                  |                     | STATIONS           |           |                        |                |                                   |
| 9:05                |                   | 10:40               |                     | KERN JUNCTION YL   | 885.2     | 0.0                    | C              |                                   |
| <sup>s</sup> 9:15   |                   | <sup>s</sup> 10:50  |                     | 2.5 } 2 Tracks     |           |                        |                |                                   |
| 9:30                | PM 4:00           | 11:25               | AM 11:20            | BAKERSFIELD YL     | 887.7     | 13.3                   | C              | FW TY                             |
|                     |                   |                     |                     | 2.1                |           |                        | B              | Y                                 |
| 9:37                | 4:05              | 11:32               | 11:25               | LANDCO YL          | 889.8     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 2.1                |           | 0.0                    | B              |                                   |
| 9:41                | 4:08              | 11:36               | 11:28               | JASTRO             | 891.9     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 3.8                |           | 0.0                    | B              |                                   |
| 9:46                | 4:12              | 11:41               | 11:32               | ROSEDALE           | 895.7     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 4.9                |           | 9.2                    | B              |                                   |
| <sup>s</sup> 9:51   | 4:16              | <sup>s</sup> 11:50  | 11:36               | UNA                | 900.6     | 0.0                    | C              | W                                 |
|                     |                   |                     |                     | 4.9                |           | 0.0                    | B              |                                   |
| 9:54                | 4:18              | 11:53               | 11:38               | SHAFTER            | 905.5     | 0.0                    | B              |                                   |
|                     |                   | PM                  |                     | 3.0                |           | 0.0                    | B              |                                   |
| <sup>s</sup> 10:03  | 4:22              | <sup>s</sup> 12:01  | 11:42               | SANTHU             | 908.5     | 0.0                    | C              | W                                 |
|                     |                   |                     |                     | 4.5                |           | 0.0                    | B              |                                   |
| 10:10               | 4:26              | 12:07               | 11:46               | WASCO              | 913.0     | 0.0                    | C              | W                                 |
|                     |                   |                     |                     | 5.8                |           | 0.0                    | B              |                                   |
| 10:15               | 4:30              | 12:12               | 11:50               | ELMO               | 918.8     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 5.7                |           | 0.0                    | B              |                                   |
| <sup>f</sup> 10:21  | 4:36              | 12:19               | 11:56               | KERNELL            | 924.5     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 7.5                |           | 1.1                    | B              |                                   |
| 10:25               | 4:40              | 12:23               | 11:59               | ALLENSWORTH        | 932.0     | 9.5                    | B              |                                   |
|                     |                   |                     | PM                  | 4.4                |           | 4.1                    | B              |                                   |
| <sup>f</sup> 10:30  | 4:44              | 12:28               | 12:04               | STOIL              | 936.4     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 5.7                |           | 0.0                    | B              |                                   |
| 10:33               | 4:47              | 12:32               | 12:07               | ANGIOLA            | 942.1     | 0.0                    | B              |                                   |
|                     |                   |                     |                     | 3.8                |           | 3.2                    | C              | WY                                |
| <sup>s</sup> 10:47  | 4:52              | <sup>s</sup> 12:40  | 12:12               | BLANCO             | 945.9     | 4.1                    | B              |                                   |
|                     |                   |                     |                     | 5.0                |           | 5.8                    | B              |                                   |
| 10:55 <sup>62</sup> | 4:55              | 12:45               | 12:15               | CORCORAN YL        | 950.9     | 10.6                   | C              | W                                 |
|                     |                   |                     |                     | 3.0                |           | 14.6                   | B              |                                   |
| 11:02               | 5:00              | 12:56 <sup>60</sup> | 12:20               | BEAN               | 953.9     | 0.0                    | B              | Y                                 |
|                     |                   |                     |                     | 6.2                |           | 10.6                   | B              |                                   |
| <sup>s</sup> 11:20  | <sup>s</sup> 5:10 | <sup>s</sup> 1:15   | <sup>s</sup> 12:30  | GUERNSEY           | 960.1     | 10.6                   | B              |                                   |
|                     |                   |                     |                     | 7.8                |           | 10.6                   | B              |                                   |
| 11:28               | 5:16              | 1:23                | 12:38 <sup>60</sup> | S. P. Crossing     | 967.9     | 10.6                   | C              | W                                 |
|                     |                   |                     |                     | HANFORD YL         | 967.9     | 14.6                   | B              |                                   |
| <sup>f</sup> 11:31  | 5:19              | 1:29                | 12:41               | 5.4                |           | 0.0                    | B              | Y                                 |
|                     |                   |                     |                     | SHIRLEY            | 973.3     | 0.0                    | B              |                                   |
| 11:37               | 5:24              | 1:36                | 12:46               | 2.7                |           | 10.6                   | B              |                                   |
|                     |                   |                     |                     | LATON              | 976.0     | 10.6                   | B              |                                   |
| 11:44               | 5:29              | 1:43                | 12:51               | 5.9                |           | 10.6                   | B              |                                   |
|                     |                   |                     |                     | CONEJO             | 981.9     | 10.6                   | B              |                                   |
| 11:48               | 5:32              | 1:46                | 12:54               | 3.7                |           | 10.6                   | B              |                                   |
|                     |                   |                     |                     | MONMOUTH           | 985.6     | 10.6                   | B              |                                   |
| <sup>f</sup> 11:55  | 5:37              | <sup>f</sup> 1:55   | 12:59               | 2.7                |           | 10.6                   | B              |                                   |
| PM                  | PM                | PM                  | PM                  | BOWLES             | 988.3     | 0.0                    | B              |                                   |
| Arrive Daily        | Arrive Daily      | Arrive Daily        | Arrive Daily        | 2.8                |           | 0.0                    | B              |                                   |
|                     |                   |                     |                     | OLEANDER           | 991.1     | 0.0                    | C              |                                   |
|                     |                   |                     |                     | 3.3                |           | 0.0                    | C              |                                   |
|                     |                   |                     |                     | CALWA TOWER        | 994.4     | 0.0                    | C              |                                   |
|                     |                   |                     |                     | S. P. Crossing     |           |                        |                |                                   |
|                     |                   |                     |                     | 0.8                |           |                        |                |                                   |
|                     |                   |                     |                     | CALWA YL           | 995.2     |                        | C              | FW TY                             |
|                     |                   |                     |                     | (110.0)            |           |                        |                |                                   |

(42.6) (66.5) (41.3) (65.2) ..... Average speed per hour

First District—Signal System 1 in effect, except Rule 274 not applicable between Kern Jct. and end of two tracks, Bakersfield, or between Calwa Tower and Calwa. Between these points yellow aspect or semaphore arm displayed at angle of 45 degrees in upper quadrant indicates proceed prepared to enter turnout or to stop short of train or obstruction.

Rule 251 in effect between Kern Jct. and end of two tracks, Bakersfield, and between end of two tracks, Calwa and end of two tracks, Fresno.

(Continued on Page 5)

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | TIME TABLE<br>NO. 97<br>September 24, 1950 | EASTWARD     |                     |                  |                    |                    |
|---------------------------------------|---------------------------|--|--------------|---------------------|------------------|--------------------|--------------------|
|                                       |                           |  | FIRST CLASS  |                     |                  |                    |                    |
|                                       |                           |  | 6            | 60                  | 24               | 4                  | 62                 |
|                                       |                           |  | Passenger    | Golden Gate         | The Grand Canyon | California Limited | Golden Gate        |
|                                       |                           | STATIONS                                   | Arrive Daily | Arrive Daily        | Arrive Daily     | Arrive Daily       | Arrive Daily       |
|                                       |                           | KERN JUNCTION YL<br>2.5                    |              |                     | PM<br>2.25       | PM<br>6.13         |                    |
| Yard                                  | 15.8                      | BAKERSFIELD YL }<br>2 Tracks               | AM<br>7.30   | PM<br>2.05          | 2.15<br>PM       | 6.05<br>5.45       | AM<br>12.05<br>AM  |
|                                       | 0.0                       | LANDCO YL<br>2.1                           |              |                     |                  |                    |                    |
| 90                                    | 15.5                      | JASTRO<br>2.1                              | 7.18         | 1.52                |                  | 5.34               | 11.54              |
| 65                                    | 14.7                      | ROSEDALE<br>3.8                            | 7.13         | 1.49                |                  | 5.27               | 11.50              |
| 90                                    | 14.0                      | UNA<br>4.9                                 | 7.05         | 1.46                |                  | 5.22               | 11.46              |
| 68                                    | 0.0                       | SHAFTER<br>4.9                             | 6.58         | 1.42                |                  | 5.17               | 11.41              |
| 92                                    | 10.6                      | SANTHU<br>3.0                              | 6.50         | 1.39                |                  | 5.11               | 11.37              |
| 112                                   | 10.6                      | WASCO<br>4.5                               | 6.43         | 1.35                |                  | 5.06               | 11.32              |
| 90                                    | 15.8                      | ELMO<br>5.8                                | 6.33         | 1.30                |                  | 4.58               | 11.26              |
| 90                                    | 15.8                      | KERNELL<br>5.7                             | 6.27         | 1.25                |                  | 4.53               | 11.21              |
| 90                                    | 8.4                       | ALLENSWORTH<br>7.5                         | 6.19         | 1.19                |                  | 4.46               | 11.15              |
| 89                                    | 1.7                       | STOIL<br>4.4                               | 6.14         | 1.16                |                  | 4.40 <sup>03</sup> | 11.11              |
| 91                                    | 9.0                       | ANGIOLA<br>5.7                             | 6.07         | 1.12                |                  | 4.27               | 11.07              |
| 68                                    | 0.0                       | BLANCO<br>3.8                              | 6.02         | 1.09                |                  | 4.24               | 11.04              |
| 107                                   | 2.6                       | CORCORAN YL<br>5.0                         | 5.55         | 1.04                |                  | 4.18               | 10.59              |
| 68                                    | 0.0                       | BEAN<br>3.0                                | 5.46         | 1.01                |                  | 4.11               | 10.55 <sup>7</sup> |
| 86                                    | 0.0                       | GUERNSEY<br>6.2                            | 5.40         | 12.56 <sup>23</sup> |                  | 4.07               | 10.50              |
| 104                                   | 0.0                       | S. P. Crossing<br>HANFORD YL<br>5.4        | 5.30         | 12.48               |                  | 4.00               | 10.41              |
| 91                                    | 0.0                       | SHIRLEY<br>5.4                             | 5.14         | 12.38 <sup>61</sup> |                  | 3.43               | 10.34              |
| 64                                    | 15.8                      | LATON<br>2.7                               | 5.10         | 12.29               |                  | 3.40               | 10.31              |
| 90                                    | 15.8                      | COONEJO<br>5.9                             | 5.01         | 12.24               |                  | 3.31               | 10.26              |
| 26                                    | 0.0                       | MONMOUTH<br>3.7                            |              |                     |                  |                    |                    |
| 65                                    | 0.0                       | BOWLES<br>2.7                              | 4.53         | 12.19               |                  | 3.25               | 10.20              |
| 92                                    | 0.0                       | OLEANDER<br>2.8                            | 4.50         | 12.17               |                  | 3.22               | 10.18              |
|                                       | 4.2                       | CALWA TOWER<br>3.3                         |              |                     |                  |                    |                    |
|                                       | 4.2                       | S. P. Crossing<br>CALWA YL<br>0.8          | 4.45<br>AM   | 12.13<br>PM         |                  | 3.17<br>PM         | 10.13<br>PM        |
|                                       |                           | (110.0)                                    | Leave Daily  | Leave Daily         | Leave Daily      | Leave Daily        | Leave Daily        |
| Average speed per hour . . . . .      |                           |  | (39.1)       | (57.6)              | (18.8)           | (42.3)             | (57.6)             |

(Continued from Page 4)

The use of engine whistle in making air test in Bakersfield yard is prohibited.

Trains occupying track between signals 8902 and 8912 on main track west of Landco for more than five minutes will set signal 8902 at stop. Signal 8902 will clear 45 seconds after occupancy of spotting section.

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

Crossover movement from Calwa yard to Visalia District and from Visalia District to Calwa yard will be made in accordance with instructions posted in switch box near end of two tracks, Calwa, and bulletin instructions.

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

Trains must get numbered clearance card before leaving Bakersfield and Calwa.

| WESTWARD     |              |                  |              | TIME TABLE                              | Mile Post | Ruling Grade Ascending | Communications | Fuel, Water, Turn Tables and Wyes |
|--------------|--------------|------------------|--------------|---|-----------|------------------------|----------------|-----------------------------------|
| FIRST CLASS  |              |                  |              |   |           |                        |                |                                   |
| 7            | 63           | 23               | 61           | NO. 97                                  |           |                        |                |                                   |
| Passenger    | Golden Gate  | The Grand Canyon | Golden Gate  | September 24, 1950                      |           |                        |                |                                   |
| Leave Daily  | Leave Daily  | Leave Daily      | Leave Daily  | STATIONS                                |           |                        |                |                                   |
| PM 11.55     | PM 5.37      | PM 1.55          | PM 12.59     | CALWA YL                                | 995.2     |                        | C              | FW TY                             |
|              |              |                  |              | -1.6<br>SUNMAID TOWER<br>S. P. Crossing | 996.8     | 15.8                   | C              |                                   |
|              |              |                  |              | -0.9<br>FRESNO TOWER<br>S. P. Crossing  | 997.7     | 15.8                   | C              |                                   |
|              |              |                  |              | -0.4<br>FRESNO YL                       | 998.1     |                        | C              | W                                 |
| AM 12.05     | 5.42         | 2.05             | 1.05         | -2.0<br>HAMMOND YL                      | 1000.1    | 15.8                   | B              |                                   |
| 12.20        | 5.45         | 2.15             | 1.08         | -5.6<br>FIGARDEN                        | 1005.7    | 15.8                   | B              |                                   |
|              |              |                  |              | -5.9<br>GREGG                           | 1011.6    | 10.6                   | B              |                                   |
|              |              |                  |              | -2.4<br>TRIGO                           | 1014.0    | 0.0                    | B              |                                   |
|              |              |                  |              | -5.6<br>MADERA                          | 1019.6    | 15.8                   | B              | W                                 |
|              |              |                  |              | -6.5<br>KISMET                          | 1026.1    | 16.1                   |                |                                   |
|              |              |                  |              | -0.3<br>KISMET TOWER<br>S. P. Crossing  | 1026.4    |                        | C              |                                   |
|              |              |                  |              | -3.9<br>SHARON                          | 1030.3    | 7.4                    | B              |                                   |
|              |              |                  |              | -5.5<br>MARGUERITE                      | 1035.8    | 15.8                   | B              |                                   |
|              |              |                  |              | -5.7<br>LE GRAND                        | 1041.5    | 0.0                    | C              | W                                 |
|              |              |                  |              | -5.8<br>PLANADA                         | 1047.3    | 5.3                    | C              |                                   |
|              |              |                  |              | -3.3<br>TUTTLE                          | 1050.6    | 0.0                    | B              |                                   |
|              |              |                  |              | -4.7<br>EAST MERCED YL                  | 1055.3    | 0.0                    |                |                                   |
|              |              |                  |              | -0.8<br>MERCED YL                       | 1056.1    | 0.0                    | C              | W                                 |
|              |              |                  |              | -6.2<br>CUBA                            | 1062.3    | 5.3                    | B              |                                   |
|              |              |                  |              | -3.1<br>WINTON                          | 1065.4    | 15.8                   | C              |                                   |
|              |              |                  |              | -2.9<br>CRESSY                          | 1068.3    | 0.0                    | B              |                                   |
|              |              |                  |              | -3.7<br>BALLICO                         | 1072.0    | 19.8                   | B              |                                   |
|              |              |                  |              | -7.6<br>DENAIR                          | 1079.6    | 15.8                   | C              | W                                 |
|              |              |                  |              | -6.2<br>HUGHSON                         | 1085.8    | 0.0                    | C              |                                   |
|              |              |                  |              | -3.4<br>EMPIRE                          | 1089.2    | 17.4                   | C              |                                   |
|              |              |                  |              | -3.6<br>CLAUS                           | 1092.8    | 7.9                    | B              |                                   |
|              |              |                  |              | -2.8<br>RIVERBANK YL                    | 1095.6    | 26.4                   | C              | FW Y                              |
| Arrive Daily | Arrive Daily | Arrive Daily     | Arrive Daily | (100.4)                                 |           |                        |                |                                   |

(41.5) (60.2) (43.0) (61.5) . . . . . Average speed per hour

Second District—Signal System 1 in effect, except Rule 274 not applicable between Calwa and end of two tracks Fresno. Between these points yellow aspect or semaphore arm displayed at angle of 45 degrees in upper quadrant indicates pro-

ceed prepared to enter turnout or to stop short of train or obstructions.

Rule 251 in effect between end of two tracks, Calwa and end of two tracks, Fresno.

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**SECOND DISTRICT**

| Capacity of Sidings<br>n 50 ft. Cars | Ruling Grade<br>Ascending | TIME TABLE<br>NO. 97<br>September 24, 1950 | EASTWARD            |              |                    |              |
|--------------------------------------|---------------------------|--|---------------------|--------------|--------------------|--------------|
|                                      |                           |  | FIRST CLASS         |              |                    |              |
|                                      |                           |  | 6                   | 60           | 4                  | 62           |
|                                      |                           |  | Passenger           | Golden Gate  | California Limited | Golden Gate  |
|                                      |                           | STATIONS                                   | Arrive Daily        | Arrive Daily | Arrive Daily       | Arrive Daily |
| Yard                                 |                           | <b>CALWA YL</b>                            | <b>AM</b>           | <b>PM</b>    | <b>PM</b>          | <b>PM</b>    |
|                                      | 2.6                       | 1.6  | f 4.45              | 12.13        | f 3.17             | 10.13        |
|                                      |                           | SUNMAID TOWER<br>S. P. Crossing            |                     |              |                    |              |
|                                      | 2.6                       | 0.9  |                     |              |                    |              |
|                                      |                           | FRESNO TOWER<br>S. P. Crossing             |                     |              |                    |              |
|                                      | 5.3                       | 0.4  |                     |              |                    |              |
| Yard                                 |                           | <b>FRESNO YL</b>                           | 4.40                | 12.08        | 3.10               | 10.07        |
|                                      | 5.3                       | 2.0  | s 4.25              | s 12.05      | s 3.00             | s 10.05      |
| 75                                   |                           | HAMMOND YL                                 | 4.18                | 11.59        | 2.52               | 9.59         |
| 115                                  |                           | FIGARDEN                                   | 4.09                | 11.53        | 2.46               | 9.54         |
| 115                                  | 15.8                      | GREGG                                      | 4.01                | 11.48        | 2.38               | 9.49         |
| 71                                   | 15.8                      | TRIGO                                      | 3.58                | 11.46        | 2.34 <sup>2h</sup> | 9.47         |
| 115                                  | 12.7                      | MADERA                                     | f 3.52              | 11.41        | 2.22               | 9.42         |
| 115                                  | 15.8                      | KISMET                                     | 3.44                | 11.36        | 2.16               | 9.37         |
|                                      | 0.0                       | KISMET TOWER<br>S. P. Crossing             |                     |              |                    |              |
| 69                                   | 0.0                       | 3.9  | 3.39                | 11.32        | 2.12               | 9.33         |
| 115                                  | 15.8                      | 5.5  | 3.32                | 11.28        | 2.07               | 9.29         |
| 115                                  | 15.8                      | MARGUERITE                                 | 3.25                | 11.23        | 2.00               | 9.25         |
| 68                                   | 15.8                      | 5.7  | 3.17                | 11.19        | 1.53 <sup>01</sup> | 9.20         |
| 115                                  | 14.6                      | 5.8  | 3.12                | 11.16        | 1.42               | 9.17         |
| 86                                   | 10.6                      | 3.3  | 3.05                | 11.10        | 1.37               | 9.12         |
| 40                                   | 9.5                       | 4.7  | s 3.04              | s 11.09      | s 1.36             | s 9.11       |
| 115                                  | 17.4                      | 0.8  | 2.48                | 11.03        | 1.25               | 9.04         |
| 74                                   | 15.8                      | 6.2  | 2.44                | 11.00        | 1.21               | 9.01         |
| 65                                   | 0.0                       | 3.1  | 2.40                | 10.58        | 1.16               | 8.59         |
| 115                                  | 19.8                      | 2.9  | 2.34                | 10.55        | 1.11               | 8.56         |
| 114                                  | 15.8                      | 3.7  | f 2.23              | 10.48        | f 1.03             | 8.50         |
| 75                                   | 0.0                       | 7.6  | s 2.14 <sup>7</sup> | 10.42        | s 12.53            | 8.45         |
| 101                                  | 15.8                      | 6.2  | f 2.04              | 10.38        | f 12.43            | 8.42         |
| 39                                   | 0.0                       | 3.4  | 1.59                | 10.34        | 12.38              | 8.39         |
| Yard                                 | 0.0                       | 3.6  | 1.55                | 10.31        | 12.35              | 8.36         |
|                                      |                           | 2.8  | AM                  | AM           | PM                 | PM           |
|                                      |                           | RIVERBANK YL                               | Leave Daily         | Leave Daily  | Leave Daily        | Leave Daily  |
|                                      |                           | (100.4)                                    |                     |              |                    |              |
| Average speed per hour.....          |                           |  | (38.9)              | (60.8)       | (39.6)             | (63.4)       |

(Continued from Page 6)

Trains from Fresno Interurban District and yard engine movements from Hammond to end of two tracks Fresno will be governed by indication of Signal 9994 at Hammond, which will supersede superiority of regular trains.

Trains must get numbered clearance card before leaving Calwa and Riverbank.

Engine and speed restrictions over bridges:

Bridge B-1009:

Classes 5000-5001-5011; single head at 35 MPH; double head with any class at 15 MPH.

Classes 2900-3460-3751-3765-3776-3800 (20000 tender); single head at 45 MPH; double head with any class at 25 MPH.

| WESTWARD           |                    |              |              | TIME TABLE                    | Mile Post | Ruling Grade Ascending | Communications | Fuel, Water, Turn Tables and Wyes |
|--------------------|--------------------|--------------|--------------|-------------------------------|-----------|------------------------|----------------|-----------------------------------|
| FIRST CLASS        |                    |              |              |                               |           |                        |                |                                   |
| 63                 | 23                 | 61           | 7            | NO. 97                        |           |                        |                |                                   |
| Golden Gate        | The Grand Canyon   | Golden Gate  | Passenger    | September 24, 1950            |           |                        |                |                                   |
| Leave Daily        | Leave Daily        | Leave Daily  | Leave Daily  | STATIONS                      |           |                        |                |                                   |
| PM 7:20            | PM 4:30            | PM 2:40      | AM 2:45      | RIVERBANK YL                  | 1095.6    |                        | O              | FW Y                              |
| 7:25               | f 4:38             | 2:45         | f 2:52       | 6.0 ESCALON                   | 1101.6    | 15.8                   | C              |                                   |
| 7:29               | 4:43               | 2:49         | 2:58         | 5.4 AVENA                     | 1107.0    | 0.0                    | B              |                                   |
| 7:33               | 4:48               | 2:54         | 3:03         | 5.5 BURNHAM                   | 1112.5    | 0.0                    | B              |                                   |
| 7:36               | 4:53               | 2:57         | 3:07         | 4.4 LARSON                    | 1116.9    | 0.0                    | B              |                                   |
| 7:39               | 4:57               | 3:00         | 3:11         | 3.1 MORMON YL                 | 1120.0    | 0.0                    | C              | WFY                               |
| s 7:45             | s 5:10             | s 3:07       | s 3:30       | 1.4 S. P. and W. P. Crossings |           | 0.0                    | B              | W Y                               |
| 7:52               | 5:19               | 3:13         | 3:37         | 5.7 STOCKTON YL               | 1121.4    | 1.6                    | B              |                                   |
| 7:54               | 5:23               | 3:15         | f 3:40       | 2.2 GILLIS                    | 1127.1    | 0.0                    | C              |                                   |
| 7:58 <sup>02</sup> | 5:28               | 3:19         | 3:44         | 4.2 HOLT                      | 1129.3    | 0.8                    | B              |                                   |
|                    |                    |              | f 3:47       | 1.3 TRULL                     | 1133.5    | 11.6                   | C              |                                   |
| 8:04               | 5:34               | 3:25         | 3:50         | 2.0 MIDDLE RIVER              | 1134.8    | 0.0                    | C              |                                   |
| 8:07               | 5:38               | 3:28         | 3:53         | 3.1 ORWOOD                    | 1136.8    | 3.2                    | C              | W                                 |
| 8:09               | 5:44               | 3:30         | f 3:56       | 3.1 BIXLER                    | 1139.9    | 6.3                    | B              |                                   |
| 8:12               | 5:51               | 3:33         | f 3:59       | 3.1 KNIGHTSEN                 | 1143.0    | 3.6                    | C              |                                   |
| 8:16               | 5:57               | 3:37         | 4:04         | 4.7 OAKLEY                    | 1146.1    | 13.2                   | O              |                                   |
| 8:18               | s 6:05             | 3:39         | s 4:10       | 1.3 SANDO YL                  | 1150.8    | 0.0                    | B              |                                   |
| 8:23               | s 6:14             | 3:43         | s 4:20       | 3.7 ANTIOCH YL                | 1152.1    | 15.8                   | C              | W                                 |
| 8:28               | 6:21               | 3:47         | 4:25         | 3.7 PITTSBURG YL              | 1155.8    | 5.3                    | C              |                                   |
| 8:32               | f 6:29             | 3:51         | f 4:35       | 4.1 BROSE                     | 1159.5    | 15.8                   | B              |                                   |
|                    |                    |              |              | 2.2 PORT CHICAGO YL           | 1163.6    | 0.0                    | C              | W                                 |
| 8:35               | 6:35               | 3:55         | 4:42         | 1.5 BLUME                     | 1165.8    | 0.0                    | B              | Y                                 |
| 8:38               | 6:40               | 3:58         | 4:45         | 1.8 MALTBY                    | 1167.3    | 52.8                   | B              |                                   |
| 8:45               | 6:50               | 4:05         | 4:54         | 4.3 VINE HILL                 | 1169.1    | 52.8                   | B              |                                   |
| 8:49               | 6:55               | 4:09         | 4:58         | 1.9 GLEN FRAZER               | 1173.4    | 52.8                   | O              |                                   |
| 8:54               | 7:05 <sup>02</sup> | 4:14         | 5:08         | 4.3 CHRISTIE                  | 1175.3    | 0.0                    | B              |                                   |
| s 8:58             | f 7:11             | s 4:18       | f 5:12       | 1.9 LUZON                     | 1179.6    | 0.0                    | C              |                                   |
| 9:01               | 7:14               | 4:20         | 5:15         | 1.7 PINOLE                    | 1181.5    | 49.6                   | B              |                                   |
| 9:05               | 7:18               | 4:24         | 5:21         | 3.3 GATELEY                   | 1183.2    | 52.8                   | B              |                                   |
| s 9:10             | s 7:25             | s 4:29       | s 5:30       | 3.1 RHEEM                     | 1186.5    | 51.7                   | B              |                                   |
| PM                 | PM                 | PM           | AM           | 3.1 RICHMOND YL               | 1189.6    |                        | C              | FW TY                             |
| Arrive Daily       | Arrive Daily       | Arrive Daily | Arrive Daily | (94.0)                        |           |                        |                |                                   |

(51.3) (32.2) (51.7) (34.2) ..... Average speed per hour

Third District—Signal System 1 in effect.

Amended Rule 509 (a) is modified to require a westward train, or engine, finding Signal 11881 indicating "stop", to stop and at once proceed at restricted speed.

When complying with provisions of Rule S-89 (A) at:

Sando, westward train holding main track meeting eastward train must not pass preliminary board until signal 11503 assumes stop position; westward train in siding must occupy spotting section 2 minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

Glen Frazer, train on main track having right to proceed westward, finding Signal 11731 in stop position due to combination of previous train movements, may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting 2 minutes.

Westward train on south siding finding Signal 11733 in stop position, due to westward train on main track east of Signal 11731, may obtain proceed signal if route is clear by inserting switch key in dwarf signal box, turning to right and waiting 2 minutes. Westward train on north siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in 2 minutes.

Christie, eastward train occupying main track to meet westward train should remain west of Signal 11758 at west end auxiliary siding until train to be met has opened east switch to siding. This will be indicated by proceed indication on Signal 11758.

Christie, eastward train occupying siding or auxiliary siding must remain west of "spotting section" until ready to depart. "Spotting section" designated by sign near dwarf signal. East-

(Continued on Page 9)



**THIRD DISTRICT**

**VALLEY DIVISION**

| Capacity of Sidings<br>in 50 ft. Cars | Ruling Grade<br>Ascending | TIME TABLE<br>NO. 97<br>September 24, 1950             |              | EASTWARD     |                          |             |           |
|---------------------------------------|---------------------------|--|--------------|--------------|--------------------------|-------------|-----------|
|                                       |                           |  |              | FIRST CLASS  |                          |             |           |
|                                       |                           |  |              | 60           | 4                        | 62          | 6         |
|                                       |                           |  |              | Golden Gate  | California Limited       | Golden Gate | Passenger |
| STATIONS                              |                           | Arrive Daily   | Arrive Daily | Arrive Daily | Arrive Daily             |             |           |
| Yard                                  |                           | <b>RIVERBANK</b> YL                                    | AM 10.31     | PM 12.30     | PM 8.36                  | AM 1.50     |           |
| 76                                    | 15.8                      | 6.0<br>ESCALON   | 10.26        | f 12.23      | 8.31                     | f 1.42      |           |
| 115                                   | 15.0                      | 5.4<br>AVENA   | 10.22        | 12.17        | 8.27                     | 1.35        |           |
| 68                                    | 9.8                       | 5.5<br>BURNHAM   | 10.18        | 12.12        | 8.23                     | 1.29        |           |
| 66                                    | 9.3                       | 4.4<br>LARSON  | 10.14        | 12.08        | 8.20                     | 1.24        |           |
| Yard                                  | 10.3                      | 3.1<br><b>MORMON</b> YL                                | 10.11        | 12.04        | 8.17                     | 1.20        |           |
| Yard                                  | 10.3                      | 1.4<br>S. P. and W. P. Crossings<br><b>STOCKTON</b> YL | s 10.08      | s 12.01      | s 8.15                   | s 1.15      |           |
| 93                                    | 1.8                       | 5.7<br>GILLIS  | 9.57         | PM 11.39     | 8.03                     | 12.50       |           |
| 69                                    | 0.5                       | 2.2<br>HOLT  | 9.55         | f 11.36      | 8.01                     | f 12.47     |           |
| 94                                    | 0.0                       | 4.2<br>TRULL   | 9.52         | 11.31        | <b>7.58<sup>03</sup></b> | 12.41       |           |
|                                       | 5.3                       | 1.3<br><b>MIDDLE RIVER</b>                             |              |              |                          |             |           |
| 66                                    | 10.6                      | 2.0<br>ORWOOD  | 9.46         | 11.25        | 7.52                     | 12.34       |           |
| 72                                    | 10.6                      | 3.1<br>BIXLER  | 9.43         | 11.21        | 7.50                     | 12.30       |           |
| 92                                    | 0.0                       | 3.1<br>KNIGHTSEN                                       | 9.40         | 11.18        | 7.47                     | f 12.26     |           |
| 67                                    | 6.6                       | 3.1<br>OAKLEY  | 9.37         | 11.12        | 7.45                     | f 12.21     |           |
| 107                                   | 15.8                      | 4.7<br>SANDO YL  | 9.32         | 11.05        | 7.41                     | 12.15       |           |
| 75                                    | 15.8                      | 1.3<br>ANTIOCH YL                                      | 9.30         | s 11.02      | 7.38                     | s 12.12     |           |
| 94                                    | 6.6                       | 3.7<br>PITTSBURG YL                                    | 9.25         | s 10.52      | 7.32                     | s 12.03     |           |
| 67                                    | 11.6                      | 3.7<br>BROSE   | 9.21         | 10.45        | 7.28                     | AM 11.57    |           |
| 107                                   | 15.8                      | 4.1<br>PORT CHICAGO YL                                 | 9.17         | s 10.40      | 7.24                     | s 11.52     |           |
|                                       | 0.0                       | 2.2<br>BLUME   |              |              |                          |             |           |
| 67                                    | 0.0                       | 1.5<br>MALTBY  | 9.13         | 10.34        | 7.21                     | 11.46       |           |
| 60                                    | 0.0                       | 1.8<br>VINE HILL                                       | 9.11         | 10.31        | 7.19                     | 11.43       |           |
| N 44<br>S 65                          | 0.0                       | 4.3<br>GLEN FRAZER                                     | 9.06         | 10.25        | 7.14                     | 11.36       |           |
| 92                                    | 52.8                      | 1.9<br>CHRISTIE  | 9.02         | 10.21        | 7.10                     | 11.31       |           |
| 100                                   | 52.8                      | 4.3<br>LUZON   | 8.54         | 10.15        | <b>7.05<sup>23</sup></b> | 11.25       |           |
|                                       | 52.8                      | 1.9<br>PINOLE s  | s 8.48       | f 10.09      | s 7.00                   | s 11.20     |           |
| 101                                   | 29.9                      | 1.7<br>GATELEY   | 8.44         | 10.05        | 6.58                     | 11.15       |           |
| 104                                   | 52.8                      | 3.3<br>RHEEM   | 8.40         | 10.01        | 6.54                     | 11.11       |           |
| Yard                                  | 52.8                      | 3.1<br><b>RICHMOND</b> YL                              | 8.35<br>AM   | 9.55<br>AM   | 6.50<br>PM               | 11.05<br>PM |           |
|                                       |                           | (94.0)   | Leave Daily  | Leave Daily  | Leave Daily              | Leave Daily |           |

Average speed per hour..... (48.6) (36.4) (53.2) (34.2)

(Continued from Page 8)

ward train, when ready to proceed must occupy "spotting section" between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and MP 1177 plus 200 feet. If trains are occupying section of main track between east end of Christie and MP 1177 plus 200 feet the signals will not clear before two and one-half (2½) minutes.

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

Helper engines must not be detached from trains in tunnels.

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

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

Trains must get numbered clearance card before leaving Riverbank and Richmond.

Engine and speed restrictions over bridges:  
Bridge A-1097:

Classes 5000-5001-5011; single head at 35 MPH; double head at 15 MPH.

Classes 2900-3460-3751-3765-3776-3800 (20000 tender); single head at 45 MPH; double head with any class at 25 MPH.

Bridge A-1, Mormon Slough Drawbridge, Weber Street lead:

Engines larger than 900-1600 classes prohibited;

Classes 900-1600 restricted to 15 MPH and must be handled single head.

## OAKLAND DISTRICT

| WESTWARD     |                  |              |              | TIME TABLE                   | Mile Post | Ruling Grade Ascending | Communications | Fuel, Water, Turn Tables and Wyes |
|--------------|------------------|--------------|--------------|------------------------------|-----------|------------------------|----------------|-----------------------------------|
| FIRST CLASS  |                  |              |              |                              |           |                        |                |                                   |
| 63           | 23               | 61           | 7            | NO. 97                       |           |                        |                |                                   |
| Golden Gate  | The Grand Canyon | Golden Gate  | Passenger    | September 24, 1950           |           |                        |                |                                   |
| Leave Daily  | Leave Daily      | Leave Daily  | Leave Daily  | STATIONS                     |           |                        |                |                                   |
| PM 9.11      | PM 7.27          | PM 4.30      | AM 5.35      | <b>RICHMOND</b> YL           | 0.0       |                        |                | FW TY                             |
| 9.20         | 7.37             | 4.40         | 5.45         | 4.5<br>EL CERRITO            | 4.5       | 64.4                   |                | B                                 |
| 9.30         | 7.50             | 4.50         | 6.05         | 3.5<br>BERKELEY              | 8.0       | 22.7                   |                | C                                 |
|              |                  |              |              | 1.9<br>S. P. Crossing        | 9.9       | 0.0                    |                |                                   |
| 9.40         | 8.00             | 5.00         | 6.15         | 1.0<br><b>OAKLAND</b> YL     | 10.9      | 0.0                    |                | C WY                              |
| 9.45         | 8.10             | 5.05         | 6.25         | 40th and San Pablo           |           |                        |                |                                   |
| 10.05 PM     | 8.30 PM          | 5.25 PM      | 6.45 AM      | 7.0<br>SAN FRANCISCO         |           |                        |                |                                   |
| Arrive Daily | Arrive Daily     | Arrive Daily | Arrive Daily | (17.9)                       |           |                        |                |                                   |
| (22.6)       | (19.8)           | (21.8)       | (16.3)       | ..... Average speed per hour |           |                        |                |                                   |

Signal System 1 in effect from Richmond to Signal 32 and at SP Crossing MP 9.9.

No. 61 is superior to No. 62.  
Engine bell must ring continuously while moving between  
(Continued on Page 11)

## OIL CITY DISTRICT

| Capacity of Sidings in 50 ft. cars | Ruling Grade Ascending | WESTWARD | TIME TABLE         | EASTWARD | Mile Post | Ruling Grade Ascending |
|------------------------------------|------------------------|----------|--------------------|----------|-----------|------------------------|
|                                    |                        |          | NO. 97             |          |           |                        |
|                                    |                        |          | September 24, 1950 |          |           |                        |
|                                    |                        |          | STATIONS           |          |           |                        |
| 34                                 | 21.1                   |          | OIL JUNCTION YL    |          | 0.0       | 0.0                    |
| 24                                 | 0.0                    |          | 3.0<br>SEGURO      |          | 3.0       | 42.2                   |
| Yard                               |                        |          | 2.6<br>OIL CITY YL |          | 5.6       |                        |
|                                    |                        |          | (5.6)              |          |           |                        |

Water at Seguro; wye at Oil Junction.  
Office of Communication at Seguro; booth phone at Oil Junction.

## OAKDALE DISTRICT

| Capacity of Sidings in 50 ft. cars | Ruling Grade Ascending | WESTWARD | TIME TABLE         | EASTWARD | Mile Post | Ruling Grade Ascending |
|------------------------------------|------------------------|----------|--------------------|----------|-----------|------------------------|
|                                    |                        |          | NO. 97             |          |           |                        |
|                                    |                        |          | September 24, 1950 |          |           |                        |
|                                    |                        |          | STATIONS           |          |           |                        |
| Yard                               | 21.1                   |          | S. P. Crossing     |          | 6.5       | 21.1                   |
| Yard                               |                        |          | 6.5<br>OAKDALE YL  |          | 0.0       |                        |
|                                    |                        |          | RIVERBANK YL       |          |           |                        |
|                                    |                        |          | (6.5)              |          |           |                        |

No switch lights on Oakdale District.  
Wye at Oakdale.

## FRESNO INTERURBAN DISTRICT

| Capacity of Sidings in 50 ft. cars | Ruling Grade Ascending | WESTWARD | TIME TABLE             | EASTWARD | Mile Post | Ruling Grade Ascending |
|------------------------------------|------------------------|----------|------------------------|----------|-----------|------------------------|
|                                    |                        |          | NO. 97                 |          |           |                        |
|                                    |                        |          | September 24, 1950     |          |           |                        |
|                                    |                        |          | STATIONS               |          |           |                        |
| 17                                 |                        |          | HAMMOND YL             |          | 0.0       | 0.0                    |
| 10                                 | 0.0                    |          | 2.0<br>CINCOTTA        |          | 2.0       | 0.0                    |
| 6                                  | 0.0                    |          | 0.4<br>BARTONETTE      |          | 2.4       | 0.0                    |
| 33                                 | 0.0                    |          | 2.6<br>CAMEO           |          | 5.0       | 0.0                    |
| 8                                  | 0.0                    |          | S. P. Crossing         |          |           | 0.0                    |
| 5                                  | 0.0                    |          | 1.6<br>FORTH CAMP      |          | 6.5       | 0.0                    |
| 20                                 | 0.0                    |          | 0.7<br>BURNES          |          | 7.2       | 0.0                    |
| 28                                 | 42.2                   |          | 5.8<br>FAIRVIEW        |          | 18.0      | 10.6                   |
| 12                                 | 9.5                    |          | 2.2<br>ZEDIKER         |          | 15.2      | 0.0                    |
| 4                                  | 31.7                   |          | 0.5<br>RIVERBEND       |          | 15.7      | 42.2                   |
|                                    | 10.6                   |          | 1.0<br>ELK             |          | 16.7      | 0.0                    |
|                                    |                        |          | 0.2<br>BELMONT AVE. YL |          | 16.9      |                        |
|                                    |                        |          | (16.9)                 |          |           |                        |

Trains from Fresno Interurban District and yard engine movements from Hammond to end of two tracks Fresno will be governed by indication of Signal 9994 at Hammond, which will supersede superiority of regular trains.

No switch lights on Fresno Interurban District.  
Booth phone at Hammond, Bartonette, Burness, Fairview and Zediker.

Trains to Fresno Interurban District will secure numbered Clearance Card at Sunmaid Tower.

# VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

11

## OAKLAND DISTRICT

| Capacity of Sidings<br>in 50 ft. cars | Ruling Grade<br>Ascending | <b>TIME TABLE</b><br><br>NO. 97<br><br>September 24, 1950 |                     | <b>EASTWARD</b>     |                     |                      |           |  |  |
|---------------------------------------|---------------------------|---|---------------------|---------------------|---------------------|----------------------|-----------|--|--|
|                                       |                           |   |                     | <b>FIRST CLASS</b>  |                     |                      |           |  |  |
|                                       |                           |   |                     | <b>60</b>           | <b>4</b>            | <b>62</b>            | <b>6</b>  |  |  |
|                                       |                           |   |                     | Golden Gate         | California Limited  | Golden Gate          | Passenger |  |  |
| STATIONS                              |                           | Arrive Daily  | Arrive Daily        | Arrive Daily        | Arrive Daily        |                      |           |  |  |
| Yard                                  |                           | <b>RICHMOND</b> YL  | s <b>AM</b><br>8-34 | s <b>AM</b><br>9-54 | s <b>PM</b><br>6-49 | s <b>PM</b><br>11-04 |           |  |  |
| 66                                    | 39.6                      | 4.5<br>EL CERRITO   | 8-26                | 9-44                | 6-41                | 10-54                |           |  |  |
| 25                                    | 31.7                      | 3.5<br>BERKELEY   | s 8-17              | s 9-35              | s 6-32              | s 10-45              |           |  |  |
|                                       | 0.0                       | 1.9<br>S. P. Crossing                                     |                     |                     |                     |                      |           |  |  |
| Yard                                  | 79.4                      | 1.0<br><b>OAKLAND</b> YL<br>40th and San Pablo            | 8-07<br>8-05        | 9-25<br>9-20        | 6-22<br>6-20        | 10-35<br>10-20       |           |  |  |
|                                       |                           | 7.0<br>SAN FRANCISCO                                      | 7-45<br>AM          | 9-00<br>AM          | 6-00<br>PM          | 10-00<br>PM          |           |  |  |
|                                       |                           | (17.9)  | Leave Daily         | Leave Daily         | Leave Daily         | Leave Daily          |           |  |  |
| Average speed per hour.....           |                           |   | (24.2)              | (22.6)              | (24.2)              | (22.6)               |           |  |  |

(Continued from Page 10)

Richmond and Oakland.

Between Oakland and San Francisco passengers and hand

baggage will be transported in Buses—Checked baggage, mail and express in trucks.

Trains must get numbered clearance card before leaving Richmond and Oakland.

### WAHTOKE DISTRICT

| Capacity of Sidings<br>in 50 ft. cars | Ruling Grade<br>Ascending | WESTWARD           | <b>TIME TABLE</b> |  | EASTWARD | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|--------------------|-------------------|--|----------|-----------|---------------------------|
|                                       |                           | NO. 97             |                   |  |          |           |                           |
|                                       |                           | September 24, 1950 |                   |  |          |           |                           |
|                                       |                           | STATIONS           |                   |  |          |           |                           |
| Yard                                  |                           | PIEDRA             | YL                |  | 16.9     |           |                           |
| 8                                     | 0.0                       | 2.1<br>AVOCADO     |                   |  | 14.8     |           | 58.3                      |
| 28                                    | 0.0                       | 3.5<br>OAKHURST    |                   |  | 11.3     |           | 57.0                      |
| 18                                    | 0.0                       | 2.0<br>MINKLER     |                   |  | 9.3      |           | 52.8                      |
| 76                                    | 0.0                       | 2.2<br>CELLA       |                   |  | 7.1      |           | 31.7                      |
| 15                                    | 0.0                       | 1.2<br>WAHTOKE     |                   |  | 5.9      |           | 0.0                       |
| 28                                    | 33.2                      | 1.5<br>RADWIN      |                   |  | 4.4      |           | 0.0                       |
| Yard                                  | 0.0                       | 4.4<br>REEDLEY     | YL                |  | 0.0      |           | 41.4                      |
|                                       |                           | (16.9)             |                   |  |          |           |                           |

No switch lights on Wahtoke District.  
Wye at Minkler.  
Booth phone at Piedra and Minkler.

### LATON DISTRICT

| Capacity of Sidings<br>in 50 ft. cars | Ruling Grade<br>Ascending | WESTWARD              | <b>TIME TABLE</b> |  | EASTWARD | Mile Post | Ruling Grade<br>Ascending |
|---------------------------------------|---------------------------|-----------------------|-------------------|--|----------|-----------|---------------------------|
|                                       |                           | NO. 97                |                   |  |          |           |                           |
|                                       |                           | September 24, 1950    |                   |  |          |           |                           |
|                                       |                           | STATIONS              |                   |  |          |           |                           |
| 57                                    | 0.0                       | LATON                 |                   |  | 0.0      |           | 10.4                      |
| 7                                     | 0.0                       | 5.6<br>CLINT          |                   |  | 5.6      |           | 0.0                       |
|                                       | 0.0                       | 2.2<br>S. P. Crossing |                   |  | 7.8      |           | 0.0                       |
| 10                                    | 0.0                       | 1.8<br>GEPFORD        |                   |  | 9.6      |           | 0.0                       |
| 3                                     | 0.0                       | 2.3<br>ROY            |                   |  | 11.9     |           | 0.0                       |
| 12                                    | 0.0                       | 3.7<br>SHILLING       |                   |  | 15.6     |           | 3.0                       |
| 11                                    | 0.0                       | 1.8<br>LANARE         |                   |  | 17.4     |           | 0.0                       |
|                                       |                           | (17.4)                |                   |  |          |           |                           |

No switch lights on Laton District.  
Wye at Laton and Lanare.  
Booth phone at Laton and Lanare.

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

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon (station and roundhouse), Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.

3. Rule 5: At stations listed below following will govern:

Riverbank: Westward passenger trains taking siding head in No. 1 yard track at first crossover east of station; eastward passenger trains taking siding head in passenger siding at Patterson Road (first road crossing west of station).

Mormon: Passenger trains taking siding use No. 1 yard track from Signal 11193 to Wilson Way (underpass west end of yard).

Glen Frazer: Westward trains, south siding; eastward trains, north siding.

4. Rule 17, first sentence, is amended: The headlight will be displayed to the front of every train by night, and in addition, to the front of every diesel, or gas-electric powered train by day.

5. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Calwa, Ducor, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

6. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

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

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

Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

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

8. . . . .

9. . . . .

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

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

11. Rule 509 (a) is amended: On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rules 511 and 660 are amended: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

12. Rule 761: Following is list of structures:

| Mile Post | Location  | Description    |
|-----------|---|----------------|
| 746.5     | Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive | Highway Bridge |
| 1096.7    | Bridge A-1097   | Truss Bridge   |
| 1166.4    | Bridge Ab-1167  | S. P. Bridge   |
| 1166.5    | Bridge Ac-1167  | Highway Bridge |
| 1169.3    | Bridge Ba-1170  | Highway Bridge |
| 1170.2    | Between Vine Hill and Muir  | Tunnel No. 1   |
| 1171.0    | Between Muir and Glen Frazer  | Tunnel No. 2   |
| 1173.6    | Between Glen Frazer and Christie  | Tunnel No. 3   |
| 1190.5    | Between Richmond and Ferry Point  | Tunnel No. 5   |

13. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

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

14. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains," may be carried on freight trains, but only to and from stations where these trains are required to stop.

SPEED REGULATIONS

15. . . . .  
16. . . . .

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

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches.

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed thirty MPH at any point on the Mojave, First, Second, Third, Oakland, Porterville and Visalia Districts; must not exceed fifteen MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains handling dead engines with all rods up and connected must not exceed twenty miles per hour.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

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

| 20 MPH<br>All Freight and Switch Locomotives<br>include types: |       |        | 25 MPH<br>Passenger Locomotives | 35 MPH<br>All Locomotives<br>Except Mountain<br>Type Include |
|--|-------|--------|---------------------------------|--|
| 0-4-0  | 2-6-2 | 2-10-0 | Mountain Type<br>Includes       | All Locomotives<br>Type Include                              |
| 0-6-0  | 2-8-0 | 2-10-2 | 4-8-2                           | 4-4-0  |
| 0-8-0  | 2-8-2 | 2-10-4 | 4-8-4                           | 4-4-2  |
| 2-6-0  | 2-8-4 |        |                                 | 4-6-0  |
|  |       |        |                                 | 4-6-2  |
|  |       |        |                                 | 4-6-4  |

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

| Types of Equipment                          | Maximum depth above top of rail (inches) | Maximum speed in tow (MPH) | Maximum speed under own power (MPH) |
|---|--|----------------------------|-------------------------------------|
| Diesel Engines:                             |  |                            |                                     |
| Passenger                                   | 3  | 5                          | 5                                   |
| Freight                                     | 5  | 5                          | 5                                   |
| 44-Ton Yard                                 | 2  | 5                          | 5                                   |
| Other Yard                                  | 5  | 5                          | 5                                   |
| Diesel-Electric and Gas-Electric Motor Cars | 3  | 5                          | 5                                   |
| Steam Engines:                              |  |                            |                                     |
| Roller Bearing                              | 9  | 5                          | 5                                   |
| Passenger Cars:                             |  |                            |                                     |
| Roller Bearing                              | 8  | 5                          | —                                   |
| Friction Bearing                            | 12                                       | 5                          | —                                   |

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION  | Miles Per Hour Psgr. Frt. | LOCATION                        | Miles Per Hour Psgr. Frt. |
|---|---------------------------|---------------------------------|---------------------------|
| Mojave District   | 79 50                     | MOJAVE DISTRICT (Continued)     |                           |
| Arvin District  | 20 20                     | Curve M.P. 808.5 to 808.8       | 70 50                     |
| First District  | 95 55                     | Curves M.P. 816.4 to 817.5      | 25 25                     |
| Second District   | 95 55                     | ARVIN DISTRICT                  |                           |
| Third District  |                           | Curve M.P. 324.2 to 324.4       | 8 8                       |
| Riverbank to Stockton   | 95 55                     | Curve M.P. 329.7 to 329.9       | 8 8                       |
| Stockton to Richmond  | 79 55                     | FIRST DISTRICT                  |                           |
| Oakland District  | 45 45                     | Bakersfield M.P. 885.2 to 888.5 | 20 20                     |
| Visalia District  | 50 40                     | Curves M.P. 889.3 to 890.1      | 50 35                     |
| Porterville-Orosi District  | 50 40                     | Curve M.P. 892.9 to 893.4       | 80 55                     |
| Oil City District   | 15 15                     | Wasco M.P. 912.5 to 913.1       | 50 50                     |
| Alpaugh District  | 10 10                     | Corcoran M.P. 950.5 to 951.1    | 30 30                     |
| Laton District  | 20 20                     | Hanford M.P. 967.0 to 968.3     | 20 20                     |
| Wahotoke District   | 30 30                     | Curves M.P. 968.3 to 969.5      | 50 35                     |
| Fresno Interurban District  | 15 15                     | Curve M.P. 973.7 to 973.9       | 50 40                     |
| Oakdale District  | 20 20                     | Curves M.P. 975.0 to 975.8      | 50 40                     |
| Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.                                     |                           | Calwa Tower to Sunmaid Tower    | 40 40                     |
| Maximum speed, freight trains handled by 100, 200 or 400 class diesels, First, Second and Third Districts, 60 miles per hour. |                           | SECOND DISTRICT                 |                           |
| When street or highway crossings are shown speed applies only while head end of train is passing.                             |                           | Sunmaid Tower to M.P. 1001      | 20 20                     |
| MOJAVE DISTRICT   |                           | Curve M.P. 1001.7 to 1002.1     | 80 50                     |
| Curve M.P. 747.2 to 747.6   | 60 50                     | Curve M.P. 1024.0 to 1024.3     | 85 55                     |
| Curves M.P. 789.0 to 789.9  | 60 40                     | Curve M.P. 1036.0 to 1036.3     | 70 55                     |
| Curve M.P. 799.1 to 799.5   | 75 50                     | Curve M.P. 1047.4 to 1047.9     | 75 55                     |
| Curve M.P. 806.3 to 806.5   | 70 50                     | Curve M.P. 1053.8 to 1054.1     | 75 55                     |
|   |                           | Merced M.P. 1055.7 to 1057.1    | 20 20                     |
|   |                           | Curves M.P. 1069.1 to 1070.5    | 80 55                     |
|   |                           | Curve M.P. 1087.9 to 1088.1     | 50 40                     |

(Continued on Next Page)

**SPECIAL RULES**

**VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS**

| LOCATION  | Miles Per Hour | LOCATION                             | Miles Per Hour |
|---|----------------|--------------------------------------|----------------|
|   | Psg. Frt.      |                                      | Psg. Frt.      |
| <b>THIRD DISTRICT</b>   |                |                                      |                |
| Curve M.P. 1119.1 to 1119.6.....                                    | 55 40          | Curve M.P. 1184.7 to 1184.9.....     | 55 40          |
| Stockton M.P. 1119.6 to 1121.7.....                                 | 20 20          | Curve M.P. 1185.1 to 1185.4.....     | 45 35          |
| Br. B-1124 M.P. 1123.8 to 1123.9..                                  | 30 30          | Curve M.P. 1185.7 to 1185.9.....     | 55 45          |
| Track M.P. 1134.7 to 1136.4.....                                    | 30 30          | Curve & track M.P. 1187.9 to 1189.0  | 45 45          |
| Curve M.P. 1139.5 to 1139.8.....                                    | 60 50          | Track M.P. 1189.0 to 1189.6.....     | 30 30          |
| Curve M.P. 1145.1 to 1145.4.....                                    | 80 55          | <b>OAKLAND DISTRICT</b>              |                |
| Antioch M.P. 1151.3 to 1152.3.....                                  | 15 15          | Track M.P. 0.0 to 0.5.....           | 20 20          |
| Curve M.P. 1152.4 to 1152.7.....                                    | 70 50          | Track M.P. 3.0 to 10.2.....          | 20 20          |
| Curve M.P. 1153.5 to 1153.8.....                                    | 80 50          | Track M.P. 10.2 to 10.8.....         | 15 15          |
| Pittsburg M.P. 1155.4 to 1156.1....                                 | 24 24          | Track M.P. 10.8 to 10.9.....         | 5 5            |
| Curves M.P. 1161.3 to 1161.9.....                                   | 50 40          | <b>VISALIA DISTRICT</b>              |                |
| Port Chicago Crossing #2, west of station, M.P. 1163.4 (11 PM-7 AM) | 30 30          | Curve M.P. 5.8 to 6.0.....           | 30 25          |
| Curves M.P. 1162.8 to 1164.0.....                                   | 70 50          | Tulare M.P. 13.9 to 15.9.....        | 20 20          |
| Curve M.P. 1166.6 to 1166.8.....                                    | 70 50          | Curve M.P. 18.7 to 19.0.....         | 30 25          |
| Curves M.P. 1167.3 to 1167.7.....                                   | 40 40          | Visalia M.P. 24.5 to 26.0.....       | 20 20          |
| Curves M.P. 1167.9 to 1170.2.....                                   | 50 40          | Reedley M.P. 48.2 to 49.5.....       | 20 20          |
| Curves M.P. 1170.5 to 1171.5.....                                   | 45 35          | Parlier M.P. 53.1 to 53.6.....       | 24 24          |
| Curves M.P. 1171.6 to 1173.5.....                                   | 35 35          | Del Rey M.P. 58.4 to 58.8.....       | 24 24          |
| Tunnel #3 M.P. 1173.5 to 1174.6..                                   | 35 30          | Curve M.P. 62.2 to 62.7.....         | 30 25          |
| Curves M.P. 1174.8 to 1175.6.....                                   | 50 40          | <b>PORTERVILLE-OROSI DISTRICT</b>    |                |
| Curves M.P. 1175.7 to 1176.3.....                                   | 35 35          | Between Minkler and Wyeth.....       | 25 25          |
| Curves M.P. 1176.4 to 1176.8.....                                   | 40 40          | Between Cutler and Wyeth.....        | 30 30          |
| Curves M.P. 1177.0 to 1177.7.....                                   | 50 40          | Exeter M.P. 39.1 to 39.6.....        | 20 20          |
| Curves M.P. 1178.0 to 1179.4.....                                   | 45 35          | Lindsay, M.P. 45.9 to 47.1.....      | 20 20          |
| Curves M.P. 1179.7 to 1180.5.....                                   | 35 35          | Curve M.P. 61.8 to 62.1.....         | 30 25          |
| Curve M.P. 1180.7 to 1180.9.....                                    | 45 35          | Between Oil Junction and Landco..... | 45 35          |
| Curves M.P. 1181.1 to 1182.5.....                                   | 50 40          | <b>WAHTOKE DISTRICT</b>              |                |
| Curve M.P. 1182.8 to 1183.0.....                                    | 70 50          | Between Reedley and Wahtoke.....     | 25 25          |
| Curve M.P. 1183.7 to 1183.9.....                                    | 80 55          |                                      |                |

**MAXIMUM SPEED OF LOCOMOTIVES**

|  | Miles Per Hour | Backing or When Controlled From Rear Unit |                              | Dead-In-Train Miles Per Hour |
|--|----------------|---|------------------------------|------------------------------|
|  |                | Light Forward Miles Per Hour              | Light Forward Miles Per Hour |                              |
| <b>Diesel and Gas-Electric</b>   |                |   |                              |                              |
| 1-90, 300-305 .....  | 100            | 45  | 45                           | 90                           |
| 306-312 .....  | 85             | 45  | 45                           | 80                           |
| M105-M189 .....  | 60             | 60  | 25                           | 60                           |
| M190 .....   | 75             | 60  | 25                           | 75                           |
| 100-241, 400-417, 2611.....  | 65             | 45  | 45                           | 60                           |
| 450-451 .....  | 30             | 30  | 30                           | 20                           |
| 460-468 .....  | 35             | 35  | 35                           | 20                           |
| 500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606 .....   | 45             | 45  | 45                           | 45                           |
| 2150-2153, 2300-2302, 2400-2402 .....  | 40             | 40  | 40                           | 30                           |
| <b>Steam</b>   |                |   |                              |                              |
| 6-wheel and 8-wheel switch.....  | 20             | 20  | 20                           |                              |
| 9440, 9442 .....   | 30             | 30  | 25                           |                              |
| 643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027 ..... | 35             | 35  | 25                           |                              |
| 885-899, 3100-3158 .....   | 45             | 35  | 25                           |                              |
| 3800-3940 .....  | 50             | 40  | 25                           |                              |
| 2507-2525 .....  | 55             | 40  | 25                           |                              |
| 1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035 .....  | 60             | 40  | 25                           |                              |
| 3700-3750 .....  | 70             | 40  | 25                           |                              |
| 1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775 .....  | 90             | 40  | 25                           |                              |
| 1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785 .....   | 100            | 40  | 25                           |                              |

**SPEED TABLE—FOR INFORMATION ONLY**

| Time Per Mile |      | Miles Per Hour | Time Per Mile |      | Miles Per Hour | Time Per Mile |      | Miles Per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Min.          | Sec. |                | Min.          | Sec. |                | Min.          | Sec. |                |
| ..            | 36   | 100            | ..            | 58   | 62.1           | 1             | 40   | 36.0           |
| ..            | 37   | 97.3           | ..            | 59   | 61.0           | 1             | 42   | 35.3           |
| ..            | 38   | 94.7           | 1             | ..   | 60.0           | 1             | 44   | 34.6           |
| ..            | 39   | 92.3           | 1             | 02   | 58.0           | 1             | 46   | 34.0           |
| ..            | 40   | 90.0           | 1             | 04   | 56.2           | 1             | 48   | 33.3           |
| ..            | 41   | 87.8           | 1             | 06   | 54.5           | 1             | 50   | 32.7           |
| ..            | 42   | 85.7           | 1             | 08   | 52.9           | 1             | 52   | 32.1           |
| ..            | 43   | 83.7           | 1             | 10   | 51.4           | 1             | 54   | 31.6           |
| ..            | 44   | 81.8           | 1             | 12   | 50.0           | 1             | 56   | 31.0           |
| ..            | 45   | 80.0           | 1             | 14   | 48.6           | 1             | 58   | 30.5           |
| ..            | 46   | 78.3           | 1             | 16   | 47.4           | 2             | ..   | 30.0           |
| ..            | 47   | 76.6           | 1             | 18   | 46.1           | 2             | 05   | 28.8           |
| ..            | 48   | 75.0           | 1             | 20   | 45.0           | 2             | 10   | 27.7           |
| ..            | 49   | 73.5           | 1             | 22   | 43.9           | 2             | 15   | 26.7           |
| ..            | 50   | 72.0           | 1             | 24   | 42.9           | 2             | 30   | 24.0           |
| ..            | 51   | 70.6           | 1             | 26   | 41.9           | 2             | 45   | 21.8           |
| ..            | 52   | 69.2           | 1             | 28   | 40.9           | 3             | ..   | 20.0           |
| ..            | 53   | 67.9           | 1             | 30   | 40.0           | 3             | 30   | 17.1           |
| ..            | 54   | 66.6           | 1             | 32   | 39.1           | 4             | ..   | 15.0           |
| ..            | 55   | 65.5           | 1             | 34   | 38.3           | 5             | ..   | 12.0           |
| ..            | 56   | 64.2           | 1             | 36   | 37.5           | 6             | ..   | 10.0           |
| ..            | 57   | 63.2           | 1             | 38   | 36.8           | 12            | ..   | 5.0            |

**18. SPRING SWITCHES.**

**Speed Limit 10 Miles Per Hour:**

Landco ..... Switch at stem of wye

**Speed Limit 15 Miles Per Hour:**

Hutt ..... West end siding  
 Sanborn ..... East and west ends siding  
 Bakersfield ..... West end long lead  
 Landco ..... East end siding (Porterville-Orosi District)  
 Santhu ..... East and west ends siding  
 Hammond ..... East and west ends siding  
 Merced ..... East and west ends siding  
 Riverbank ..... West end of lead  
 Burnham ..... East and west ends siding  
 Larson ..... East and west ends siding  
 Mormon ..... East end siding  
 Bixler ..... West end siding  
 Knightsen ..... East and west ends siding  
 Sando ..... East end siding  
 Pittsburg ..... East and west ends siding  
 Brose ..... East and west ends siding  
 Maltby ..... West end siding  
 Vine Hill ..... East and west ends siding  
 Glen Frazer ..... West end south siding  
 Christie ..... East and west ends siding; east end auxiliary siding  
 Luzon ..... East and west ends siding  
 Gateley ..... East and west ends siding  
 Rheem ..... East and west ends siding

**Speed Limit 25 Miles Per Hour:**

Hinkley ..... East and west ends siding  
 Eads ..... East and west ends siding  
 Hawes ..... East and west ends siding  
 Jimgrey ..... East and west ends siding  
 Kramer ..... East and west ends siding  
 Boron ..... East and west ends siding  
 Rich ..... East and west ends siding  
 Silt ..... East and west ends siding  
 Muroc ..... East and west ends siding  
 Fluhr ..... East and west ends siding  
 Bissell ..... East and west ends siding  
 Jastro ..... East and west ends siding  
 Rosedale ..... East and west ends siding  
 Una ..... East and west ends siding  
 Shafter ..... East and west ends siding  
 Wasco ..... East and west ends siding  
 Elmo ..... East and west ends siding  
 Kernell ..... East and west ends siding  
 Allensworth ..... East and west ends siding  
 Stoil ..... East and west ends siding  
 Angiola ..... East and west ends siding  
 Blanco ..... East and west ends siding  
 Corcoran ..... East and west ends siding and transfer track  
 Bean ..... East and west ends siding  
 Guernsey ..... East and west ends siding  
 Hanford ..... West end siding; east end storage track  
 Shirley ..... East and west ends siding  
 Laton ..... East and west ends siding  
 Conejo ..... East and west ends siding  
 Bowles ..... East and west ends siding  
 Oleander ..... East and west ends siding  
 Calwa ..... End of two tracks  
 Fresno ..... End of two tracks  
 Figarden ..... East and west ends siding  
 Gregg ..... East and west ends siding  
 Trigo ..... East and west ends siding  
 Madera ..... East and west ends siding  
 Kismet ..... East end siding  
 Sharon ..... East and west ends siding  
 Marguerite ..... East and west ends siding  
 Le Grand ..... East and west ends siding  
 Planada ..... East and west ends siding  
 Tuttle ..... East and west ends siding  
 East Merced ..... East and west ends siding  
 Cuba ..... East and west ends siding  
 Winton ..... East and west ends siding  
 Cressy ..... East and west ends siding  
 Ballico ..... East and west ends siding  
 Denair ..... East and west ends siding  
 Hughson ..... East and west ends siding  
 Empire ..... East and west ends siding  
 Riverbank ..... East end of lead  
 Escalon ..... East and west ends siding  
 Mormon ..... East end of lead  
 Gillis ..... East and west ends siding  
 Holt ..... East and west ends siding  
 Trull ..... East and west ends siding  
 Orwood ..... West end siding  
 Bixler ..... East end siding

**19. JUNCTION SWITCHES.**

Normal position of junction switches is as follows:

Mojave, S.P. main track (see S.P. time table rules)  
 Bakersfield for eastward trains  
 Corcoran for First District  
 Laton for First District  
 Cutler for Visalia District  
 Reedley for Visalia District  
 Wyeth for Porterville District  
 Landco for First District  
 Minkler for Wahtoke District  
 Calwa for westward trains from First District  
 Tulare Street, Fresno, for eastward trains  
 Hammond for Second District  
 Cameo for Fresno Interurban trains  
 Riverbank for Second and Third District trains

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

| Location                             | Tracks Governed  | Rules   | Whistle Signals Additional to Rule 620   |
|--------------------------------------|--|---|--|
| <b>MOJAVE DISTRICT</b>               |  |   |  |
| Barstow West Tower                   | Main track and connecting crossovers.  | Interlocking. Semi-automatic. Ten miles per hour.   | To Third District — 0<br>Against current of traffic — 0<br>Engine lead 00—0<br>Switching tail 0000<br>Tracks 1 to 17 incl. 0—00<br>Tracks 18 to 30 incl. —0—0                                      |
| <b>FIRST DISTRICT</b>                |  |   |  |
| Kern Junction                        | Santa Fe two tracks connection to and from S. P. two tracks.<br>Santa Fe main track to Sunset track.     | Interlocking. Semi-automatic.   | Crossover — 0 — 0<br>West main to S. P. West main 0 — —<br>Main track to Sunset — 0 —  |
| Hanford                              | S. P. Goshen branch. East end west siding and west end storage track. Ice house track. Stock yard track. | Interlocking. Semi-automatic.   | Corral 000 —<br>Ice House 00 — 0   |
| Calwa 0.8 East                       | S. P. main track and entrance to yard.   | Interlocking. Semi-automatic.   |  |
| <b>VISALIA DISTRICT</b>              |  |   |  |
| Tulare<br>Visalia<br>Peral<br>Lacjac | S. P. main line.<br>S. P. Visalia branch.<br>S. P. Porterville branch.<br>S. P. Porterville branch.      | Interlocking. No distant signals.<br>Stop. Rules 98, A, B, and C.<br>Stop. Rules 98, A, B, and C.<br>Stop. Rules 98, A, B, and C. |  |
| <b>PORTERVILLE DISTRICT</b>          |  |   |  |
| Hillmaid<br>Exeter<br>Porterville    | 0.1 West Visalia Elec.<br>0.3 West Visalia Elec.<br>0.8 East P. N. E. Railway.                           | Stop. Rules 98, A, B, and C.<br>Stop. Rules 98, A, B, and C.<br>Stop. Rules 98, A, B, and C.                                      |  |
| <b>LATON DISTRICT</b>                |  |   |  |
| Cornwell                             | S. P. Riverdale branch.  | Stop. Rules 98, A, B, and C.  |  |
| <b>SECOND DISTRICT</b>               |  |   |  |
| Sunmaid Tower<br>Calwa               | 0.5 West S. P. Porterville branch.<br>Two tracks crossover and yard lead.                                | Interlocking. Semi-automatic.   | Pike lead — 00 —<br>Crossovers — 0 — 0<br>Crossover — 0 — 0<br>Pike lead — 00 —<br>Guggenheim No. 1 and Corral track 00 — 00<br>Guggenheim No. 2 00 — 0<br>Hill tracks 000 — —<br>Yard track — 0 — |
| Fresno Tower                         | 0.4 East S. P. Friant branch.<br>Two tracks crossover, yard lead and Industry tracks.                    | Interlocking. Semi-automatic.   |  |
| Kismet                               | 0.3 West S. P. Berenda branch and west switch to siding.   | Interlocking. Semi-automatic.   |  |
| <b>FRESNO INTERURBAN DISTRICT</b>    |  |   |  |
| Cameo                                | S. P. Friant branch.   | Stop. Rules 98, A, B, and C.<br>Hand throw derails.   |  |
| <b>OAKDALE DISTRICT</b>              |  |   |  |
| Oakdale                              | S. P. Oakdale branch.  | Stop. Rules 98, A, B, and C.  |  |
| <b>THIRD DISTRICT</b>                |  |   |  |
| Stockton                             | 0.4 East W. P. and S. P. main tracks and transfer tracks.  | Interlocking. Semi-automatic.   | Main line to Town lead — 0 —<br>S. P. North transfer 00 —<br>S. P. South transfer 000 —<br>W. P. main track connection 0 —<br>Town lead thru plant — 0   |
| Stockton                             | 1.0 West Main track and siding.  | Interlocking. Dual operated. Semi-automatic.  |  |
| Woodsbro<br>Middle River             | 1.0 East San Joaquin River Drawbridge.<br>Drawbridge.  | Interlocking. Semi-automatic.<br>Interlocking. Semi-automatic.  |  |
| Orwood                               | 0.8 East Drawbridge, siding and wharf track.   | Interlocking. Semi-automatic.   |  |
| <b>OAKLAND DISTRICT</b>              |  |   |  |
| Berkeley                             | 1.9 West S. P. Berkeley branch.  | When home signal indicates STOP be governed by Rules 98, A, B, C, and D.  |  |
| Oakland                              | 0.7 West AT&SF, S. P., O. T. Ry., single slip switch crossings.  | Bulletin Instructions.  |  |
| Oakland                              | 1.1 West S. P. West Oakland connection.  | Stop. Rules 98, A, B, C, and D.   |  |

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

**Sidings, Spurs and Flag Stops Not Shown on Face of Time Table**

| Location                          | Mile Posts | Car Capacity | Switch Connection | Flag Stops for Trains |
|-----------------------------------|------------|--------------|-------------------|-----------------------|
| <b>MOJAVE DISTRICT</b>            |            |              |                   |                       |
| P. C. Borax Co. ....              | 784.7      | 3.4 miles    | East              |                       |
| <b>ARVIN DISTRICT</b>             |            |              |                   |                       |
| Harpertown .....                  | 4.4        | 3            | West              |                       |
| Patch .....                       | 9.2        | 4            | East              |                       |
| <b>FIRST DISTRICT</b>             |            |              |                   |                       |
| Mopeco .....                      | 890.5      | 16           | East & West       |                       |
| Crome .....                       | 899.5      | 34           | West              |                       |
| Ivy .....                         | 909.8      | 10           | East              |                       |
| Palmo .....                       | 910.4      | 28           | West              |                       |
| Neufeld .....                     | 914.6      | 6            | East              |                       |
| Pond .....                        | 921.5      | 40           | East              |                       |
| Spa .....                         | 938.3      | 13           | East & West       |                       |
| Alpaugh .....                     | 941.8      | 5 miles      | From Stoll        |                       |
| Pitco .....                       | 970.1      | 5            | East              |                       |
| Banner .....                      | 971.2      | 19           | East & West       |                       |
| Lucerne .....                     | 971.8      | 5            | East & West       |                       |
| <b>SECOND DISTRICT</b>            |            |              |                   |                       |
| Calpack .....                     | 1048.6     | 53           | East & West       |                       |
| Tuttle Team Track .....           | 1050.1     | 26           | East & West       |                       |
| Kadota .....                      | 1052.1     | 75           | East & West       |                       |
| Alaska .....                      | 1059.2     | 15           | West              |                       |
| Cortez .....                      | 1074.6     | 15           | East & West       |                       |
| <b>THIRD DISTRICT</b>             |            |              |                   |                       |
| Woodsbro .....                    | 1125.5     | 54           | East & West       |                       |
| Lacto .....                       | 1131.8     | 16           | East & West       |                       |
| Werner .....                      | 1139.0     | 23           | East & West       |                       |
| Bridgehead .....                  | 1148.4     | 16           | East & West       |                       |
| East Antioch .....                | 1149.5     | 127          | East & West       |                       |
| Nichols .....                     | 1161.7     | 15           | East              |                       |
| Muir .....                        | 1170.8     | 10           | East & West       |                       |
| Herpoco .....                     | 1180.4     | ..           | West              |                       |
| San Pablo .....                   | 1187.8     | 11           | East & West       |                       |
| <b>OAKLAND DISTRICT</b>           |            |              |                   |                       |
| Malott .....                      | 4.0        | 10           | East & West       |                       |
| Fairmount Avenue .....            | 5.7        | 11           | East              |                       |
| <b>OAKDALE DISTRICT</b>           |            |              |                   |                       |
| Ladino .....                      | 3.7        | 8            | West              |                       |
| <b>VISALIA DISTRICT</b>           |            |              |                   |                       |
| Higby .....                       | 21.8       | 12           | East              |                       |
| Tokay .....                       | 42.3       | 25           | East & West       |                       |
| Enson .....                       | 43.9       | 14           | East              |                       |
| Gilbert .....                     | 46.7       | 7            | East & West       |                       |
| Mattel .....                      | 64.2       | 2 miles      | West              |                       |
| <b>PORTERVILLE DISTRICT</b>       |            |              |                   |                       |
| Wimp .....                        | 22.2       | 26           | East & West       |                       |
| Twin Buttes .....                 | 25.3       | 9            | West              |                       |
| Woodlake .....                    | 33.5       | 2 miles      | From Hillmaid     |                       |
| Matchin .....                     | 37.3       | 10           | West              |                       |
| List .....                        | 40.6       | 20           | West              |                       |
| Evans .....                       | 44.8       | 1            | West              |                       |
| Sierra Heights .....              | 48.5       | 13           | East              |                       |
| Gillette .....                    | 50.4       | 52           | East              |                       |
| Strathmore .....                  | 52.0       | 2 miles      | East              |                       |
| Adams .....                       | 52.9       | 2 miles      | East              |                       |
| Mosian .....                      | 54.5       | 23           | East              |                       |
| Lumer .....                       | 60.9       | 61           | East              |                       |
| Sunland .....                     | 61.4       | 1 mile       | West              |                       |
| Magnolia .....                    | 61.9       | 14           | East              |                       |
| San Joaquin Cotton Compress ..... | 111.3      | 30           | East & West       |                       |

**LENGTH OF STEMS OF WYES**

| Location                   | Feet      | Location            | Feet |
|----------------------------|-----------|---------------------|------|
| Barstow (M.P. 747.3) ..... | 2796      | Lato .....          | 337  |
| Boron .....                | Mine Spur | Lanare .....        | 505  |
| Muroc .....                | Army Spur | Porterville .....   | 1143 |
| Di Giorgio .....           | 500       | Oakdale .....       | 391  |
| Bakersfield .....          | 456       | Blume .....         | 292  |
| Landco .....               | 1000      | Oakland (old) ..... | 320  |
|                            |           | Oakland (new) ..... | 1800 |

**CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS**

The term "beyond" refers to regular, flag or conditional stops authorized herein.

| Train | Stops at Stations   | To Receive Passengers For                           | To Discharge Passengers From   |
|-------|---|---|--|
| 3     | Albuquerque to Barstow  |   | Albuquerque and beyond   |
|       | Seligman to Barstow   | Bakersfield and beyond<br>San Bernardino and beyond |  |
| 4     | San Bernardino to Los Angeles   |   | Barstow and beyond   |
|       | Los Angeles to San Bernardino   | Barstow and beyond                                  |  |
|       | Oakley<br>Knightsen   | Beyond Bakersfield                                  | Richmond and beyond  |
|       | Madera  | Beyond Bakersfield                                  | Stockton and beyond  |
| 19    | Bakersfield to Seligman   | Albuquerque and beyond                              | Bakersfield and beyond<br>San Bernardino and beyond                    |
|       | Williams to Albuquerque   | Albuquerque and beyond                              | Seligman and beyond  |
| 20    | Flagstaff   | Los Angeles, Oakland<br>or San Francisco            | Newton and beyond  |
|       | Kingman   |   | Newton and beyond  |
| 21    | San Bernardino to Los Angeles   |   | Albuquerque and beyond   |
|       | Monrovia  | Albuquerque and beyond                              |  |
|       | Pomona  |   |  |
|       | Claremont<br>Upland   | Newton and beyond                                   |  |
| 22    | Kingman   | Newton and beyond                                   |  |
|       | Flagstaff   | Kansas City and beyond                              |  |
| 23    | Williams  | Barstow and beyond                                  | Albuquerque and beyond   |
|       | Ash Fork  |   | Albuquerque and beyond, and<br>for south of Ash Fork                   |
| 24    | Ash Fork  | Albuquerque and beyond from<br>Prescott and south   | Barstow and beyond   |
|       | Williams  | Albuquerque and beyond                              | Clovis and beyond  |
|       | Holbrook  |   | Belen and beyond   |
|       | Flagstaff   |   | Clovis and beyond  |
| 60    | Kingman   | Beyond Bakersfield                                  | Beyond Seligman  |
|       | Muroc   |   | Bakersfield and beyond   |
|       | Lato, Madera, Planada,<br>Winton, Ballico, Holt,<br>Knightsen, Oakley |   |  |
|       | Victorville   | Los Angeles   | Williams, also Belen and<br>beyond                                     |
| 61    | Victorville   |   | Los Angeles  |
|       | Muroc   | Beyond Albuquerque and<br>Belen                     | Beyond Bakersfield   |
|       | Kingman   | Clovis and beyond                                   |  |
|       | Flagstaff   | Belen and beyond                                    | Barstow and beyond   |
| 62    | Holbrook  | Clovis and beyond                                   | Barstow and beyond   |
|       | Holbrook  | Prescott and beyond<br>Barstow and beyond           | La Junta and beyond  |
|       | Flagstaff   | Prescott and beyond<br>Barstow and beyond           | La Junta and beyond  |
|       | Kingman   |   | La Junta and beyond  |
| 72    | Victorville   | Williams and beyond                                 | La Junta and beyond  |
|       | Kingman   | La Junta and beyond                                 |  |
|       | Flagstaff   | La Junta and beyond                                 |  |
|       | Holbrook  | La Junta and beyond                                 | Prescott and beyond  |
| 73    | Empire  | Fresno and beyond                                   | Stockton and beyond  |
|       | Pittsburg   | Beyond Bakersfield                                  |  |
| 103   | Empire  | Stockton and beyond                                 | Fresno and beyond  |
|       | Pittsburg   |   | Beyond Bakersfield   |
| 77    | Pittsburg   | Fresno and beyond                                   | Stockton and beyond  |
|       | Corcoran<br>Shafter<br>Wasco  |   |  |
| 78    | Fullerton   |   | East of Barstow<br>West of Bakersfield                                 |
|       | Fullerton   |   | Fourth District points,<br>destined Williams, also<br>Belen and beyond |
| 103   | San Bernardino  |   | To discharge passengers  |

**A. J. STROBEL, General Watch Inspector, Topeka, Kansas  
LOCAL WATCH INSPECTORS**

|                       |                                 |
|-----------------------|---------------------------------|
| E. F. MANNERS .....   | 107 E. Main St., Barstow        |
| C. E. SPICER .....    | Mojave                          |
| ARLIE KNIGHT .....    | 1677 Chester Ave., Bakersfield  |
| J. N. CHENEY .....    | 1600 20th St., Bakersfield      |
| MYRON M. HANEY .....  | 2015 Fresno St., Fresno         |
| CON MANTELE .....     | 129 N. Sutter St., Stockton     |
| EUGENE MAYER .....    | 516 - 2nd St., Antioch          |
| W. R. STRIBLEY .....  | 917 MacDonald Ave., Richmond    |
| OTTO A. POULSEN ..... | 1317 MacDonald Ave., Richmond   |
| LOWELL O. DIXON ..... | 1809 Telegraph Ave., Oakland    |
| WM. H. ZIEGLER .....  | 210 Townsend St., San Francisco |



# SANTA FE SAFETY FIRST



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

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

