

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

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Bldg., Los Angeles, Cal.

DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., Los Angeles, Cal.

DR. A. R. KILGORE, Assistant to Chief Surgeon, San Francisco.

DR. CURTIS SMITH, Division Surgeon	San Francisco
DR. RUTH FLEMING, Local Surgeon	San Francisco
DR. LEWIS F. MORRISON, Aurist	San Francisco
DR. O. F. MONTGOMERY, Dermatologist	San Francisco
DR. ROBERT SHAFFER, Consulting Oculist	San Francisco
DR. J. R. DILLON, Consulting Surgeon	San Francisco
DR. HOWARD BROWN, Consulting Surgeon	San Francisco
DR. WALTER PORT, Consulting Surgeon	San Francisco
DR. CHAS. E. PETERS, Roentgenologist	Oakland
DR. J. HILGESEN, Local Surgeon	Oakland
DR. R. A. CRUM, Local Surgeon	Oakland
DR. HARRY P. KRUMMES, 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, District Surgeon	Richmond-Oakland
DR. L. J. PETRUCCI, Shop Physician	Richmond
DR. ALLEN MORROW, Local Surgeon	Richmond
DR. J. W. BUMGARDNER, Assistant Local Surgeon	Richmond
DR. J. P. R. HARMON, Eye, Ear, Nose and Throat	Richmond
DR. JAMES B. KAESS, Local Surgeon	(Brentwood) Port Chicago
DR. H. D. NEUFELD, Emergency Surgeon	(Concord) Port Chicago
DR. L. B. WEATHERBEE, Consulting Surgeon	Antioch
DR. PHILIP VON HUNGEN, Assistant Local Surgeon	Escalon
DR. W. T. McNEIL, Local Surgeon	Stockton
DR. J. D. DAMERON, Consulting Surgeon	Stockton
DR. H. L. GREGORY, Eye, Ear, Nose and Throat	Stockton
DR. F. E. CHOURET, Local Surgeon	Riverbank
DR. W. S. DINSMORE, Local Surgeon	Empire
DR. RAY R. DEARBORN, Local Surgeon	Madera
DR. R. W. DAHLGREN, Local Surgeon	Fresno
DR. CARL H. SHUCK, Local Surgeon	Fresno
DR. L. R. NIELSON, Assistant Local Surgeon	Fresno
DR. GERALD K. NIDER, Assistant Local Surgeon	Fresno
DR. W. L. ADAMS, JR., Consulting Surgeon	Fresno
DR. J. C. YOUNG, Consulting Surgeon	Fresno
DR. J. R. WALKER, Oculist	Fresno
DR. G. W. WALKER, Oculist	Fresno
DR. HUGH AWTREY, Eye, Ear, Nose and Throat Specialist	Fresno
DR. A. S. PARKER, Local Surgeon	Merced
DR. ARTHUR ZEISMER, Local Surgeon	Hanford
DR. E. C. FOSTER, Consulting Surgeon	Hanford
DR. L. W. SORENSON, Local Surgeon	Corcoran
DR. JOE SMITH, Local Surgeon	Bakersfield
DR. GEORGE S. LAMBETH, Assistant Local Surgeon	Bakersfield
DR. S. O. HARRIS, Assistant Local Surgeon	Bakersfield
DR. R. M. JONES, Eye, Ear, Nose and Throat Specialist	Bakersfield
DR. K. S. McKEE, Oculist and Aurist	Bakersfield
DR. ALVIN W. GAEDE, Local Surgeon	Shafter
DR. E. S. FOGG, Local Surgeon	Wasco
DR. R. C. HILL, Local Surgeon	Exeter
DR. RAY W. ROSSON, Local Surgeon	Tulare
DR. IRVIN H. BETTS, Local Surgeon	Visalia
DR. ADDISON W. PRESTON, Consulting Surgeon	Visalia
DR. K. F. WEISS, Assistant Local Surgeon	Visalia
DR. G. A. HAWKINS, Local Surgeon	Reedley
DR. HORACE G. CAMPBELL, Local Surgeon	Lindsay
DR. JAMES C. McCLURE, Consulting Surgeon	Lindsay
DR. NEWTON MILLER, Local Surgeon	Porterville
DR. A. RUSSELL MOODIE, Local Surgeon	Taft

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

E. E. SANDERS, Trainmaster, Bakersfield, Cal.	
A. K. JOHNSON, Trainmasters, Fresno, Cal.	NEIL WILSON,
E. W. TERRY, Trainmasters, Richmond, Cal.	A. L. WESTLAKE,
W. L. FARRELL, Assistant Trainmaster Stockton, Cal.	
J. B. WARD, Day Chief Dispatcher, Fresno, Cal.	A. C. HARGIS, H. HOLDER, S. A. WYSONG, E. M. TAYLOR, W. W. HAYS, L. L. WEBSTER, H. A. HARGIS, Dispatchers, Fresno, Cal.
	T. J. MILLER, E. V. ROSS, J. P. MARBERRY, N. S. PETERSON, E. C. STRETCH, R. L. SIMPSON,

**The
Atchison, Topeka and Santa Fe
Railway Co.**



**VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION**

**EMPLOYEES'
TIME TABLE No.**

88

IN EFFECT

Sunday, January 7, 1945

**At 12:01 A. M.
Pacific Standard Time**

**Superseding Time Table No. 87, Dated Dec. 12, 1943,
and any Supplements thereto.**

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

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

**C. R. TUCKER,
Asst. General Manager
Los Angeles, Cal.**

**E. B. HEBERT,
Superintendent
Fresno, Cal.**

**J. BRETON,
Superintendent
San Francisco, Cal.**

*Timetable 87 was last saddleblanket
89 eff 2 June 46*

WESTWARD							TIME TABLE NO. 88 January 7, 1945	Mile Posts	Ruling Grade Ascending	Offices of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes
SECOND CLASS			FIRST CLASS								
95	93	91	23	63	1	61					
FREIGHT	FREIGHT	FREIGHT	Grand Canyon Limited	Golden Gate	The Scout	Golden Gate					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
			PM 10.30		PM 12.01		KERN JUNCTION -2.5	885.2		C	
			AM 10.40 10.55	PM 4.15	AM 12.10 12.30	AM 11.10	BAKERSFIELD -2.1	887.7	13.3	C	FW TY
			10.59	4.18	12.34	11.13	LANDCO -2.1	889.8	0.0	B	Y
			11.04	4.20	12.37	11.15	JASTRO -3.8	891.9	0.0	B	
			11.09	4.23	12.41	11.18	ROSDALE -4.9	895.7	0.0	B	
			11.17 ²⁴	4.27 ²	12.46	11.22	UNA -4.9	900.6	9.2	B	
			AM 11.27	4.32	AM 12.56	11.27	SHAFTER -7.5	905.5	0.0	C	W
			AM 11.35 ⁰²	4.39	AM 1.06	11.34	WASCO -5.8	913.0	0.0	C	W
			11.42	4.44	1.13	11.39	ELMO -5.7	918.8	0.0	B	
			11.49	4.48	1.19	11.43	KERNEL -7.5	924.5	0.0	B	
			11.58 AM	4.54	1.28	11.49	ALLENSWORTH -4.4	932.0	1.1	C	W
			12.03	4.58	1.33	11.53	STOIL -5.7	936.4	9.5	B	
			12.09	5.03	1.39	11.58 PM	ANGIOLA -3.8	942.1	4.1	C	
			12.13	5.06	1.43	12.01	BLANCO -5.0	945.9	0.0	B	
			AM 12.23	5.10	AM 1.55	12.05	CORCORAN -3.0	950.9	3.2	C	WY
			12.29	5.13	2.04 ⁰⁰	12.08	BEAN -6.2	953.9	4.1	B	
			12.35	5.18	2.11	12.13	GUERNSEY -4.0	960.1	5.8	B	
			12.39	5.22	2.15	12.17	ODESSA -3.8	964.1	5.2		
			AM 12.52	AM 5.29	AM 2.25	AM 12.24	S. P. Co. Crossing HANFORD -3.3	967.9	9.0	C	W
			12.57	5.33	2.30	12.27	BANNER -0.6	971.2	10.6		
							LUCERNE -1.5	971.8	0.0	B	
			1.01	5.35	2.33	12.30	SHIRLEY -2.7	973.3	14.6	B	
			1.10	5.37	AM 2.37 ²	12.34	LATON -5.9	976.0	0.0	C	Y
			1.16	5.43	2.48	12.39	CONEJO -3.7	981.9	10.6	B	
			1.21	5.47	2.53	12.43	MONMOUTH -2.7	985.6	10.6	B	
			1.25	5.50	2.57	12.46	BOWLES -2.8	988.3	10.6	B	
			1.29	5.53	3.00	12.48	OLEANDER -3.3	991.1	0.0	B	
							CALWA TOWER S. P. Co. Crossing -0.8	994.4	0.0	C	
			AM 1.38	PM 5.57	PM 3.08	PM 12.53	CALWA	995.2		C	FW TY
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(110.0)				

(36.8) (39.0) (36.8) (39.5) (63.2) (40.8) (62.6) Average speed per hour

FIRST DISTRICT

VALLEY DIVISION

Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		EASTWARD			
		NO. 88		FIRST CLASS			
		January 7, 1945		60	2	24	62
		STATIONS		Golden Gate	The Scout	Grand Canyon Limited	Golden Gate
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
73	15.8	KERN JUNCTION 2.5		PM 5.20	PM 11.59		
Yard	0.0	BAKERSFIELD 2.1	PM 3.05 ⁰⁰	5.10 4.50	11.50 11.35	AM 12.05	
	15.5	LANDCO 2.1	3.01	4.44	11.30	11.59	
68	14.7	JASTRO 3.8	2.59	4.40	11.27	11.56	
67	14.0	ROSEDALE 4.9	2.55	4.35	11.23 ⁰⁵	11.52	
68	0.0	UNA 4.9	2.50	4.27 ⁰³	11.17 ²³	11.47	
68	10.6	SHAFTER 7.5	2.46	4.13	11.10	11.42 ⁰⁵	
115	15.8	WASCO 5.8	2.39	4.02	11.00	11.35 ²³	
67	15.8	ELMO 5.7	2.34	3.51 ⁰³	10.50	11.29	
68	8.4	KERNELL 7.5	2.29	3.45	10.43	11.23	
67	1.7	ALLENSWORTH 4.4	2.23	3.36	10.33	11.16	
88	9.0	STOIL 5.7	2.19	3.31	10.28	11.12	
68	0.0	ANGIOLA 3.8	2.14	3.25	10.22	11.07	
68	2.6	BLANCO 5.0	2.11	3.21	10.18	11.04	
99	0.0	CORCORAN 3.0	2.07	3.15	10.10	10.59	
70	0.0	BEAN 0.2	2.04 ¹	3.07	9.59	10.56	
77	0.0	GUERNSEY 4.0	1.57	3.01	9.51	10.51	
13	0.0	ODESSA 3.8	1.53	2.57	9.47	10.47	
107	0.0	S. P. Co. Crossing HANFORD 3.3	1.50	2.52	9.42	10.43	
15	0.0	BANNER 0.0	1.45	2.44	9.28	10.37	
	0.0	LUCERNE 1.5					
68	15.8	SHIRLEY 2.7	1.42	2.41	9.25	10.35	
69	15.8	LATON 5.0	1.39	2.37 ¹	9.20	10.32	
68	0.0	CONEJO 3.7	1.34	2.29	9.10	10.27	
22	0.0	MONMOUTH 2.7	1.31	2.25	9.06	10.24	
67	0.0	BOWLES 2.8	1.29	2.22	9.02	10.22	
67	4.2	OLEANDER 3.3	1.26	2.19	8.58	10.19	
	4.2	CALWA TOWER S. P. Co. Crossing 0.8					
Yard		CALWA	1.21 PM	2.12 PM	8.50 PM	10.14 PM	
		(110.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Average speed per hour			(62.0)	(40.8)	(39.1)	(58.1)	

No. 60 will back from Landco to passenger station, Bakersfield.

WESTWARD

SECOND CLASS			FIRST CLASS						TIME TABLE		Mile Posts	Ruling Grade Ascending	Offices of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes
95	93	91	63	25	1	61	15	23	NO. 88					
FREIGHT	FREIGHT	FREIGHT	Golden Gate	MOTOR	The Scout	Golden Gate	MOTOR	Grand Canyon Limited	January 7, 1945					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS					
PM 6.20	AM 10.20	AM 2.20	PM 5.57	PM 4.25	PM 3.08	PM 12.53	AM 5.40	AM 1.38	CALWA	995.2		O	FW TY	
									SUNMAID TOWER S. P. Co. Crossing	996.8	15.8	O		
									FRESNO TOWER S. P. Co. Crossing	997.7	15.8	O		
6.33	10.33	2.33	6.02 6.04	4.33 PM	3.15 3.25	12.57 12.59	5.50 AM	1.45 2.05	FRESNO	998.1	15.8	O	W	
6.41	10.39	2.41	6.10		3.31	1.09 ⁰⁰		2.11	HAMMOND	1000.1	15.8	B		
6.50	10.46	2.48	6.15		3.38	1.14		2.18	FIGARDEN	1005.7	10.6	B		
6.58	10.55	2.55	6.20		3.44	1.19		2.26	GREGG	1011.6	0.0	C		
7.01	10.59	2.59	6.22		3.47	1.21 ²		2.29	TRIGO	1014.0	15.8	B		
7.10	11.06	3.06	6.27		3.54	1.26		2.36	MADERA	1019.6	16.1	C	W	
7.19	11.14	3.14	6.33		4.02	1.32		2.42	KISMET	1026.1				
									KISMET TOWER S. P. Co. Crossing	1026.4		O		
7.24	11.19	3.21	6.37		4.07	1.36		2.48	SHARON	1030.3	7.4	B		
7.32	11.25	3.29	6.42		4.13	1.40		2.55	MARGUERITE	1035.8	15.8	B		
7.43 ²⁴	11.38	3.35	6.47		4.22	1.46		3.05	LEGRAND	1041.5	0.0	C	W	
7.52	11.48	3.44	6.52		4.30	1.50		3.14	PLANADA	1047.3	5.3	C		
7.58	11.52	3.49	6.55		4.34	1.53		3.18	TUTTLE	1050.6	0.0	B		
8.05	PM 12.01	3.55	7.02		4.45	1.58		3.28	MERCED Yosemite Valley R. R. Crossing	1056.1	0.0	C	W	
8.15	12.13 ^{2 00}	4.02	7.09 ²⁴		4.55	2.04		3.36	CUBA	1062.3	5.3	B		
8.20	12.19	4.16	7.12		5.01	2.07		3.41	WINTON	1065.4	15.8	O		
8.24	12.23	4.22	7.14		5.06	2.09		3.51	CRESSY	1068.3	0.0	B		
8.29	12.28	4.27	7.17		5.11	2.12		3.56	BALLICO	1072.0	19.8	B		
8.38	12.38	4.38	7.24		5.22	2.19		4.05	DENAIR	1079.6	15.8	C	W	
8.45 ⁰²	12.46	4.45	7.29		5.33	2.24		4.15	HUGHSON	1085.8	0.0	C		
8.50	12.52	4.50	7.32		5.42	2.27		4.20	EMPIRE	1089.2	17.4	O		
8.55	12.57	4.55	7.35		5.47	2.30		4.25	CLAUS	1092.8	7.9	B		
9.05 PM	1.05 PM	5.00 AM	7.38 PM		5.55 ²⁴ PM	2.33 PM		4.30 AM	RIVERBANK	1096.3	26.4	O	FW TY	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(101.1)					
(36.8)	(36.8)	(37.9)	(61.3)	(21.8)	(38.6)	(61.9)	(17.4)	(39.9) Average speed per hour					

SECOND DISTRICT

VALLEY DIVISION

Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE NO. 88 January 7, 1945	EASTWARD					
			FIRST CLASS					
			30	2	60	26	24	62
			MOTOR	The Scout	Golden Gate	MOTOR	Grand Canyon Limited	Golden Gate
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		CALWA	AM 6.24	PM 2.12	PM 1.21	PM 4.50	PM 8.50	PM 10.14
	2.6	SUNMAID TOWER S. P. Co. Crossing						
	2.6	FRESNO TOWER S. P. Co. Crossing						
Yard	5.3	FRESNO	6.15 AM	2.05 1.45	1.17 1.15	4.43 PM	8.45 8.35	10.10 10.08
75	5.3	HAMMOND		1.39	1.09 ⁰¹		8.29	10.02
68	15.8	FIGARDEN		f 1.31	1.04		8.22	9.57
68	15.8	GREGG		1.25	12.59		8.14	9.52
72	12.7	TRIGO		1.21 ⁰¹	12.57		8.11	9.50
67	15.8	MADERA		1.11	12.52		8.05	9.45
67	0.0	KISMET		1.03	12.46		7.58	9.39
	0.0	KISMET TOWER S. P. Co. Crossing						
72	15.8	SHARON		12.59	12.43		7.54	9.35
69	15.8	MARGUERITE		12.54	12.38		7.49	9.30
71	15.8	LEGRAND		f 12.46	12.33		f 7.43 ⁰⁵	9.25
68	14.6	PLANADA*		12.35	12.28		f 7.37	9.21
69	10.6	TUTTLE		12.31	12.25		7.32	9.18
107	17.4	MERCED Yosemite Valley R. R. Crossing		s 12.25	s 12.20		s 7.25	s 9.13
67	15.8	CUBA		12.13 ⁰⁰ PM	12.13 ⁰² PM		7.09 ⁰³	9.05
68	0.0	WINTON		12.04	12.09		f 6.58	9.03
67	19.8	ORESSY		11.58	12.06		f 6.49	9.00
68	15.8	BALICO		11.50	12.03 PM		6.41	8.57
72	0.0	DENAIR		11.40	11.56		f 6.30	8.50
66	15.8	HUGHSON		s 11.28	11.50		s 6.18	8.45 ⁰⁵
100	0.0	EMPIRE		11.20	11.47		f 6.06	8.42
39	0.0	CLAUS		11.13	11.44		6.01	8.39
Yard		RIVERBANK		11.08 AM	11.41 AM		5.55 ⁰¹ PM	8.36 PM
		(101.1)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour.....			(19.3)	(37.0)	(61.9)	(24.8)	(36.8)	(63.2)

WESTWARD							TIME TABLE	Mile Posts	Ruling Grade Ascending	Offices of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes
SECOND CLASS			FIRST CLASS								
95	93	91	63	1	61	23					
FREIGHT	FREIGHT	FREIGHT	Golden Gate	The Scout	Golden Gate	Grand Canyon Limited					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	NO. 88				
PM 9.45	PM 1.30	AM 5.30	PM 7.38	PM 6.00 ²⁴	PM 2.33	AM 4.35	January 7, 1945				
STATIONS											
							RIVERBANK	1096.3		C	FW TY
							5.3 ESCALON	1101.6	15.8	C	
							5.4 AVENA	1107.0	0.0	B	
							5.5 BURNHAM	1112.5	0.0	C	
							4.4 LARSON	1116.9	0.0	B	
							3.1 MORMON	1120.0	0.0	C	WFY
							1.4 S. P. and W. P. Crossings				
							4.1 STOCKTON	1121.4	0.0	B	W Y
							1.6 WOODSBRO	1125.5	1.6		
							1.6 GILLIS	1127.1	0.0	B	
							2.2 HOLT	1129.3	0.0	C	
							4.2 TRULL	1138.5	0.8	B	
							1.3 MIDDLE RIVER	1134.8	11.6	C	
							2.0 ORWOOD	1136.8	0.0	C	W
							3.1 BIXLER	1139.9	3.2	B	
							3.1 KNIGHTSEN	1143.0	6.3	C	
							3.1 OAKLEY	1146.1	3.6	C	
							4.7 SANDO	1150.8	13.2	B	
							1.3 ANTIOCH	1152.1	0.0	C	W
							3.7 PITTSBURG	1155.8	15.8	C	
							3.7 BROSE	1159.5	5.3	B	
							4.1 PORT CHICAGO	1163.6	15.8	C	
							2.2 BLUME	1165.8	0.0	B	Y
							1.5 MALTBY	1167.3	0.0	B	
							1.8 VINE HILL	1169.1	52.8	B	
							1.7 MUIR	1170.8	52.8	B	
							2.6 GLEN FRAZER	1173.4	60.0	C	W
							1.9 CHRISTIE	1175.3	52.8	B	
							4.3 LUZON	1179.6	0.0	B	
							1.5 HERPOCO	1181.1	0.0	B	
							0.4 PINOLE	1181.5	0.0	C	
							1.7 GATELEY	1183.2	49.6	B	
							3.3 RHEEM	1186.5	52.8	B	
							1.3 SAN PABLO	1187.8	0.0		
							1.8 RICHMOND	1189.6	51.7	C	FW TY
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(93.3)				

(29.2) (28.7) (31.1) (51.8) (28.6) (52.3) (32.9) Average speed per hour

THIRD DISTRICT

VALLEY DIVISION

Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE		EASTWARD			
		NO. 88		FIRST CLASS			
		January 7, 1945		2	60	24	62
		STATIONS		The Scout	Golden Gate	Grand Canyon Limited	Golden Gate
Yard		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		RIVERBANK	^{AM} 11.03	^{AM} 11.41	^{PM} 5.50 ¹	^{PM} 8.36	
67	15.8	^{5.3} ESCALON	^f 10.56	11.36	5.41	8.31	
70	15.0	^{5.4} AVENA	10.48	11.31	5.36	8.26	
68	9.8	^{5.5} BURNHAM	10.42	11.25	5.31	8.21	
65	9.3	^{4.4} LARSON	10.37	11.20	5.26	8.17	
Yard	10.3	^{3.1} MORMON	10.34	11.17	5.22	8.13	
Yard	10.3	^{1.4} S. P. and W. P. Crossings					
		STOCKTON	^s 10.30	^s 11.15	^s 5.07	^s 8.07 ⁰³	
54	1.8	^{4.1} WOODSBRO	10.09	11.06	5.01	8.03	
96	0.5	^{1.6} GILLIS	10.07	11.04	4.59	8.02	
68	0.5	^{2.2} HOLT	^f 10.04	11.02	4.56	8.00	
94	0.0	^{4.2} TRULL	9.59	10.58	4.51	7.56	
	5.3	^{1.3} MIDDLE RIVER	^f 9.57	10.57	4.49	7.55	
68	10.6	^{2.0} ORWOOD	9.53	10.54	4.45	7.52	
72	10.6	^{3.1} BIXLER	9.50	10.51	4.41	7.49	
90	0.0	^{3.1} KNIGHTSEN	^f 9.46	10.48	4.37	7.46	
67	6.6	^{3.1} OAKLEY	^f 9.41	10.45	4.32	7.43 ¹	
109	15.8	^{4.7} SANDO	9.36	10.40	4.25	7.39	
75	15.8	^{1.3} ANTIOCH	^s 9.32	10.38	^s 4.21	7.37	
90	6.6	^{3.7} PITTSBURG	^s 9.24	10.34	^s 4.10	7.33	
67	11.6	^{3.7} BROSE	9.17	10.30	4.02	7.30	
108	15.8	^{4.1} PORT CHICAGO	^s 9.12	10.26	^s 3.56 ⁰³	7.26	
	0.0	^{2.2} BLUME					
67	0.0	^{1.5} MALBY	9.06	10.22	3.49 ⁰¹	7.22	
60	0.0	^{1.8} VINE HILL	9.04	10.20	3.43	7.20	
8	0.0	^{1.7} MUIR	9.02	10.18	3.40	7.18	
	0.0	^{2.6} GLEN FRAZER	8.59	10.15	3.36	7.15	
N 43 S 67	52.8	^{1.9} CHRISTIE	8.56	10.12	3.32	7.12	
N 94 S 47	52.8	^{4.3} LUZON	8.50	10.06	3.24	7.06	
101	52.8	^{1.5} HERPOCO					
28	45.2	^{0.4} PINOLE	^s 8.46	^s 10.03	^s 3.19	^s 7.03	
	29.9	^{1.7} GATELEY	8.42	10.01	3.15	7.01	
N 57 S 58	52.8	^{3.3} RHEEM	8.38	9.57	3.11	6.57	
90	0.0	^{1.3} SAN PABLO	8.35	9.55	3.08	6.55	
7	52.8	^{1.8} RICHMOND	^{8.31} ⁰¹ ^{AM}	^{9.53} ^{AM}	^{3.03} ^{PM}	^{6.53} ^{PM}	
Yard			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		(93.3)					
Averages speed per hour			(36.8)	(51.8)	(33.5)	(54.3)	

(74.4)

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

OAKLAND DISTRICT

WESTWARD							TIME TABLE	Mile Posts	Ruling Grade Ascending	Offices of Communication and Booth Phones	Fuel, Water, Turn Tables and Wyes
FIRST CLASS											
63	1	61	113	107	23	105					
Golden Gate	The Scout	Golden Gate	PASSENGER	PASSENGER	Grand Canyon Limited	PASSENGER	NO. 88				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	January 7, 1945				
PM 9.27	PM 9.17	PM 4.21	PM 1.00	AM 7.50	AM 7.26	AM 5.10	STATIONS				
9.35	9.25	4.30	1.10	7.59	7.35	5.20	RICHMOND	0.0	64.4	C	FW TY
9.45	9.35	4.40	1.20	8.10 ²	7.45	5.30	EL CERRITO	4.5	22.7	B	
							BERKELEY	8.0	0.0	C	
							S. P. Co. Crossing	9.9	0.0		
9.55 10.00	9.45 9.55	4.50 4.55	1.30 PM	8.20 AM	7.55 8.05	5.40 AM	OAKLAND 40th and San Pablo	10.9		C	WY
10.20 PM	10.15 PM	5.15 PM			8.25 AM		SAN FRANCISCO				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)				
(23.4)	(23.4)	(22.6)	(21.8)	(21.8)	(22.6)	(21.8)	..... Average speed per hour				

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

OIL CITY DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		NO. 88				
		January 7, 1945				
		STATIONS				
34	21.1	OIL JUNCTION			0.0	0.0
24		SEGURO		3.0		
Yard		OIL CITY		5.6		
	0.0	(5.6)				42.2

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

OAKDALE DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		NO. 88				
		January 7, 1945				
		STATIONS				
Yard	21.1	S. P. Co. Crossing OAKDALE			6.5	21.1
Yard		RIVERBANK			0.0	
		(6.5)				

No switch lights on Oakdale District.
Wye at Oakdale.

FRESNO INTERURBAN DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		NO. 88				
		January 7, 1945				
		STATIONS				
16	0.0	HAMMOND			0.0	0.0
4		CINCOTTA		2.0		
		BARTONETTE		2.4		
26	0.0	CAMEO		5.0	0.0	
7	0.0	S. P. Co. Crossing		6.5		
5	0.0	FORTHCAMP		7.2		
46	0.0	BURNES		7.2	0.0	
14	42.2	FAIRVIEW		18.0		
9	9.5	ZEDIKER		15.2		
2	31.7	RIVERBEND		15.7	42.2	
	10.6	ELK		16.7		
		BELMONT AVE.		16.9		
		(16.9)				

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

OAKLAND DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	TIME TABLE NO. 88 January 7, 1945	EASTWARD						STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			FIRST CLASS														
			2	106	60	24	62	108									112
			The Scout	PASSENGER	Golden Gate	Grand Canyon Limited	Golden Gate	PASSENGER									PASSENGER
Yard			AM 8.30	AM 9.30	AM 9.52	PM 2.59	PM 6.52	PM 10.45	AM 12.15								
62	39.6	4.5 EL CERRITO	8.20	9.20	9.44	2.50	6.44	10.35	12.05								
21	31.7	3.5 BERKELEY	8.10 ¹⁰⁷	9.10	9.35	2.40	6.35	10.25	11.55								
	0.0	1.9 S. P. Co. Crossing															
Yard	79.4	1.0 OAKLAND 40th and San Pablo	8.00 7.50	9.00 AM	9.25 9.20	2.30 2.20	6.25 6.20	10.15 PM	11.45 PM								
		7.0 SAN FRANCISCO	7.30 AM		9.00 AM	2.00 PM	6.00 PM										
		(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
Average speed per hour			(21.8)	(21.8)	(24.2)	(22.6)	(24.2)	(21.8)	(21.8)								

No. 105 is superior to No. 2 No. 107 is superior to No. 60 No. 61 is superior to No. 62 No. 63 is superior to Nos. 108 and 112
 No. 23 is superior to No. 106 No. 113 is superior to No. 24 No. 1 is superior to Nos. 108 and 112

WAHTOKE DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 88 January 7, 1945	EASTWARD	Mile Posts	Ruling Grade Ascending					
							STATIONS				
							Yard	0.0	PIEDRA	16.9	58.3
							4	0.0	2.1 AVOCADO	14.8	57.0
30	0.0	3.5 OAKHURST	11.3	52.8							
23	0.0	2.0 MINKLER	9.3	31.7							
11	0.0	3.4 WAHTOKE	5.9	0.0							
30	33.2	1.5 RADWIN	4.4	41.4							
Yard	0.0	4.4 REEDLEY	0.0								
(16.9)											

No switch lights on Wahtoke District.
 Water and wye at Minkler.
 Booth phone at Piedra, Minkler and Wahtoke.

LATON DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 88 January 7, 1945	EASTWARD	Mile Posts	Ruling Grade Ascending					
							STATIONS				
							69	0.0	LATON	0.0	10.4
							6	0.0	5.6 CLINT	5.6	0.0
	0.0	2.2 H. & S. L. R. R. Crossing	7.8	0.0							
7	0.0	1.8 GEPFORD	9.6	0.0							
	0.0	2.3 ROY	11.9	0.0							
16	0.0	3.7 SHILLING	15.6	3.0							
4	0.0	1.8 LANARE	17.4	0.0							
(17.4)											

No switch lights on Laton District.
 Wye at Laton and Lanare.
 Office of Communication at Laton.

VISALIA DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
		FIRST CLASS	NO. 88	FIRST CLASS		
		25	January 7, 1945	30		
		MOTOR		MOTOR		
Leave Daily		STATIONS	Arrive Daily			
Yard		PM 2.05	CORCORAN	AM 8.45	0.0	
14	28.5	f 2.15	4.1 WAUKENA	f 8.35	4.1	0.0
30	13.2	f 2.23	5.6 PAIGE	f 8.24	9.7	0.0
10	8.9	2.26	1.9 ROBLA	f 8.20	11.6	0.0
21	16.6	s 2.35	3.1 S. P. Co. Crossing TULARE	s 8.14	14.7	0.0
18	13.9	f 2.43	4.0 SWALL	f 8.02	18.7	0.0
50	5.3	2.45	1.3 LOMA	8.00	20.0	0.0
48	5.3	s 2.55	4.8 VISALIA S. P. Co. Crossing	s 7.52	24.8	16.2
25	0.0	f 3.05	6.6 PERAL	f 7.39	31.4	0.0
	11.6		1.5 S. P. Co. Crossing		32.9	0.0
	11.6	f 3.11	2.9 CALGRO	f 7.32	35.8	15.9
64	10.6	s 3.20	2.3 CUTLER	s 7.22	38.1	0.0
29	0.0	f 3.25	3.2 SULTANA	f 7.17	41.3	13.2
52	0.0	f 3.31	3.5 DINUBA	s 7.10	44.8	0.0
Yard	9.3	s 3.40	3.7 REEDLEY	s 7.03	48.5	0.0
	14.6		1.9 S. P. Co. Crossing		50.4	0.0
19	14.6	f 3.44	0.3 LACJAC	f 6.55	50.7	0.0
64	0.0	s 3.50	2.4 PARLIER	s 6.51	53.1	0.0
19	5.3	f 3.52	1.5 MILEY	f 6.46	54.6	2.5
50	1.1	s 4.00	3.6 DEL REY	s 6.41	58.2	7.9
40	0.0	f 4.08	3.4 WOLF	f 6.36	61.6	8.5
30	0.0	f 4.12	2.5 LONE STAR	f 6.32	64.1	10.6
16	0.0	f 4.20	2.0 CECILE	f 6.29	66.1	10.6
Yard	0.0	s 4.25 PM	2.5 CALWA	6.25 AM	68.6	
		Arrive Daily	(68.6)	Leave Daily		

(29.4) Average speed per hour (29.4)

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; booth phone at Waukena and Calgro.

PORTERVILLE-OROSI DISTRICT

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 88			
			January 7, 1945			
		STATIONS				
Yard			BAKERSFIELD		116.0	
50	13.3		2.1 LANDCO		113.9	0.0
25	0.0		3.2 OIL JUNCTION		110.7	51.5
			38.8 DUCOR			71.9
46	52.8		5.9 ULTRA		66.0	52.8
			7.0 PORTERVILLE JOT. P. N. E. Railway Crossing			59.0
	0.0		0.8 PORTERVILLE		58.2	33.2
40	52.8		6.3 STRATHMORE JOT.		51.9	52.8
29	31.1		1.1 MIRADOR		50.8	0.0
25	3.1		4.1 LINDSAY		46.7	31.4
49	5.0		3.1 LUCCA		43.6	34.8
16	0.0		0.6 SIDES		43.0	0.0
12	15.8		3.8 EXETER		39.2	0.0
49	15.8		0.3 Visalia Elect. Railway Crossing		38.9	0.0
	15.8		0.6 ANTES		38.3	0.0
5	4.7		2.1 VENIDA		36.2	5.3
27	0.0		2.1 FANE		34.1	5.3
17	21.1		2.9 HILLMAID		31.2	8.9
19	20.8		0.1 Visalia Elect. Railway Crossing		31.1	30.8
	20.8		1.0 REDBANKS		30.1	30.8
15	0.0		1.8 CAIRNS		28.3	20.8
7	0.0		1.4 RAYO		26.9	17.4
10	0.0		3.1 SEVILLE		23.8	17.4
30	15.3		3.2 WYETH		20.6	10.8
			1.6 CUTLER			26.8
64	0.0		1.6 WYETH		20.6	0.0
	14.4		2.0 OROSI		18.6	0.0
25	30.3		6.4 ORANGE COVE		12.2	15.2
35	16.2		5.9 NAVALENCIA		6.3	10.6
19	25.3		6.3 MINKLER		0.0	31.7
23						
			(116.0)			

No switch lights between Ducor and Minkler.
Water at Porterville, Lindsay, Hillmaid, Cutler, Minkler; 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.

SUNSET RAILWAY COMPANY EMPLOYES' TIME TABLE No. 88

IN EFFECT SUNDAY, JANUARY 7, 1945, AT 12:01 A.M.,
PACIFIC STANDARD TIME

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

Car Capacity of Sidings	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 88			
			January 7, 1945			
			STATIONS			
Yard	0.0		TAFT		47.9	85.5
	21.1		1.6 LOWRY		46.3	85.5
9	37.0		5.0 KERTO		41.3	30.2
35			2.2 PENTLAND		39.1	
14	73.9		1.8 MARICOPA		43.4	84.5
24	0.0		2.5 HAZELTON		41.6	85.5
35	0.0		10.9 PENTLAND		39.1	68.6
	5.3		4.7 LEVEE		28.2	10.6
42	0.0		4.7 MILLUX		25.8	5.3
39	13.2		6.6 CONNER		21.1	0.0
11	10.6		3.0 BANNISTER		14.5	0.0
16	0.0		9.0 GOSFORD		11.5	15.8
			2.5 KERN JOT.		2.5	0.0
Yard			BAKERSFIELD			

No switch lights on Sunset Railway.
Wye at Pentland; water at Millux.
Office of Communication at Taft, Kern Junction; booth phone at Millux and Gosford.

SPECIAL RULES

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," revised 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," revised 1940, must be in the hands of all employees whose duties are in any way prescribed thereby.
2. Special rules of The Atchison, Topeka & Santa Fe Railway Company Valley Division timetable are applicable to Sunset Railway Company.
3. For movement of trains between Gosford and Kern Junction see Southern Pacific Company's timetable. For movement of trains between Kern Junction and Bakersfield see A. T. & S. F. Ry. Co. Valley Division timetable.
4. Rule 93: Yard limit boards are located at Maricopa, Pentland and Taft.
5. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.
6. Spring derail switch is located in main track 900 feet west of west switch at Taft.

SPEED RESTRICTIONS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.
Between Gosford and Pentland.....	25	2	24	25	2	24
Between Pentland and Maricopa.....	12	5	..	12	5	..
Between Pentland and Kerto.....	12	5	..	12	5	..
Between Kerto and Taft.....	20	3	..	20	3	..
Between east switch, long siding, Taft and derail switch in main track west of Taft.....	15	4	..	10	6	..

Sidings, Spurs and Flag Stops not shown on face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Mopco	890.5	16	East & West	
Ivy	909.8	3	East	
Palmo (Spur)	910.4	23	West	
	910.5	7	East & West	
Neufeld	914.6	6	East	
Pond	921.5	0	None	Mail 2
Spa	938.3	16	East & West	
Alpaugh	941.8	5 miles	From Stoll	
Piteo	970.1	4	East	
SECOND DISTRICT				
Calpack	1048.6	61	East & West	
Kadota	1052.1	75	East & West	
Cortez	1074.6	18	East & West	
THIRD DISTRICT				
Lacto	1131.8	20	East & West	
Werner	1139.0	28	East & West	
Bridgehead	1148.4	18	East & West	
Nichols	1161.7	18	East	
OAKLAND DISTRICT				
	Miles from Richmond			
Malott	4.0	10	East & West	
Fairmount Avenue	5.7	11	East	
VISALIA DISTRICT				
	Miles from Corcoran			
Higby	21.8	10	East	
Tokay	42.3	30	East & West	25-30
Enson	43.9	16	East	
Gilbert	46.7	7	East & West	
Mattei	64.2	2 miles	West	
PORTERVILLE DISTRICT				
	Miles from Minkler			
Twin Buttes	25.3	9	West	
Woodlake	33.5	2 miles	From Hillmaid	
Matchin	37.3	5	East	
List	40.6	20	West	
Cleary	44.5	14	West	
Evans	44.8	1	West	
Taylor	45.2	9	East	
Sierra Heights	48.5	16	East	
Gillette	50.4	16	East	
Strathmore	52.0	2 miles	East	
Denlin	52.6	30	West	
Adams	52.9	2 miles	East	
Mosian	54.5	32	East	
Lumer	60.9	61	East	
Sunland	61.4	1 mile	West	
Magnolia	61.9	28	East	
San Joaquin Cotton Compress	111.3	16	East & West	
OAKDALE DISTRICT				
	Miles from Riverbank			
Ladino	3.7	5	West	

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Bakersfield	456	Oakdale	391
Landco	1000	Blume	292
Laton	337	Oakland (old)	320
Lunare	505	Oakland (new)	1800
Porterville	1143		

ALL DISTRICTS

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

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

3. Rule 1 (B): Standard clocks are located at Bakersfield (yard office and roundhouse), Cutler, Calwa (station and roundhouse), Fresno, Riverbank, Mormon (station and roundhouse), Richmond (station and roundhouse), Oakland, and San Francisco (Boat Dispatcher's Office).

4. Rule 5: On single track, time applies at the siding switch where opposing trains enter siding. On double track, time applies at station sign. When a section of double track is used as single track, time and train orders apply at end of double track, or crossover. When more than one crossover, train order will specify which one to be used. Trains handling passengers or mail must not pass point where such traffic is received or discharged before scheduled time.

At following stations, designated switches are "heading-in" points:

- Exeter House track
- Lindsay House track
- Visalia House track
- Parlier Westward trains, crossover east of station
- Riverbank Westward trains, first crossover east of station
- Mormon Westward trains, crossover at Signal 11193
- Stockton Westward trains, first crossover east of station
- Glen Frazer ... Westward trains, south siding
- Eastward trains, north siding
- Gateley Westward trains, north siding
- Eastward trains, south siding

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

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

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

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

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

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

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

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

8. Rule 86: In addition to the provisions thereof, where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

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

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

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

Calwa-Fresno-Hammond: Between Signal No. 9931 east of Calwa, Signal No. 681 on the Visalia District and Signal No. 1002 at west end of Hammond.

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

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

10. Rule 97: In addition to the provisions thereof, on double track, with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, Form 902.

11. Rule 104 (A): The first paragraph is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

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

12. Rule 204: In addition to the provisions thereof, additional copy of train orders and clearance cards shall be furnished for delivery to rear brakemen.

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

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

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakemen; conductors, when practicable, must show them to brakemen. Brakemen and firemen are required to read orders, see that the information on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

14. Rule 221: The second paragraph is abrogated.

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

15. 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.

16. Rule 310: Following is list of structures:

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

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

California: Civil Code, Section 2188, provides:

"A passenger who refuses to pay his fare or conform to any legal 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."

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

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

SPEED LIMITATIONS

20. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

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

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except at following locations:

Locations

Passenger—25 MPH; Freight—20 MPH

Calwa and Fresno, end of double track.
Mormon, extreme east switch.

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

Trains handling wrecking derricks, steam shovels, pile drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third, Oakland, Porterville and Visalia Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

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

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

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

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

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

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

SPRING SWITCHES

21. In heading in or out over the following spring switches, trains or engines must not exceed indicated speed. Trailing movements through spring switches must not be reversed until switch has been properly lined. Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

SPEED LIMIT 10 MILES PER HOUR:

LandcoSwitch at stem of wye

SPEED LIMIT 15 MILES PER HOUR:

BakersfieldWest end of long lead
HanfordWest end of siding
MercedWest end crossover west of depot
RiverbankWest end of lead
BurnhamEast and west end siding
MormonEast end of siding
LarsonEast and west end siding
MaltbyWest end of siding
Vine HillEast and west end of siding
Glen FrazerWest end south siding
ChristieEast and west end north siding
LuzonEast end south siding
LuzonEast end of siding

SPEED LIMIT 25 MILES PER HOUR:

CalwaEnd of double track
FresnoEnd of double track
RiverbankEast end of lead
MormonEast end of lead

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

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

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

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

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

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

Rules 705 and 706: Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or enginemen from protecting their train as provided for by the rules.

Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

SPEED RESTRICTIONS

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.	Miles per Hr.	Time per Mile Min.	Time per Mile Sec.
First District	95	..	38	55	1	05
Second District	95	..	38	55	1	05
Third District	95	..	38	55	1	05
Oakland District	45	1	20	45	1	20
Visalia District	50	1	12	40	1	30
Porterville-Orosi District	50	1	12	35	1	43
Arvin District	25	2	24	25	2	24
Oil City District	..	..	..	15	4	..
Alpaugh District	..	..	..	10	6	..
Laton District	..	..	..	12	5	..
Wahotoke District	30	2	..	30	2	..
Fresno Interurban District	15	4	..	15	4	..
Oakdale District	20	3	..	20	3	..
FIRST DISTRICT						
Bakersfield M.P. 885.2 to 888.5	20	3	..	20	3	..
Curves M.P. 889.3 to 890.1	50	1	12	35	1	43
Curve M.P. 892.9 to 893.4	80	..	45	50	1	12
Corcoran M.P. 950.5 to 951.4	30	2	..	30	2	..
Curve M.P. 960.5 to 960.7	65	..	55	45	1	20
Curves M.P. 967.5 to 969.5	50	1	12	35	1	43
Hanford M.P. 967.0 to 968.3	20	3	..	20	3	..
Curve M.P. 973.7 to 973.9	50	1	12	40	1	30
Curve M.P. 975.0 to 975.3	65	..	55	45	1	20
Curve M.P. 975.5 to 975.8	50	1	12	40	1	30
S.P. Calwa Tower Crossing, M.P. 994.3	25	2	24	25	2	24
SECOND DISTRICT						
Curves M.P. 994.2 to 999.7	40	1	30	30	2	..
S.P. Sun-Maid Tower to Fresno	20	3	..	20	3	..
Fresno M.P. 998.0 to 999.5	15	4	..	15	4	..
Curve M.P. 1001.7 to 1002.1	75	..	48	45	1	20
Curve M.P. 1036.0 to 1036.3	70	..	51	50	1	12
Curve M.P. 1047.4 to 1047.9	75	..	51	50	1	12
Curve M.P. 1053.8 to 1054.1	70	..	48	45	1	20
Merced M.P. 1055.7 to 1057.1	20	3	..	20	3	..
Curves M.P. 1069.1 to 1070.5	80	..	45	50	1	12
Curve M.P. 1087.9 to 1088.1	50	1	12	40	1	30
THIRD DISTRICT						
Curve M.P. 1119.1 to 1119.6 Westward	55	1	05	40	1	30
Curve M.P. 1119.6 to 1119.1 Eastward	55	1	05	45	1	20
Stockton M.P. 1119.1 to 1122.4 E & W	20	3	..	20	3	..
Stockton S.P. Crossing M.P. 1120.6	25	2	24	25	2	24
Br. B-1124 M.P. 1123.8 to 1123.9	30	2	..	30	2	..
Track M.P. 1124.0 to 1134.0	60	1	..	45	1	20
Track M.P. 1134.7 to 1136.4	30	2	..	30	2	..
Curve M.P. 1139.5 to 1139.8	60	1	..	50	1	12
Curve M.P. 1145.1 to 1145.4	80	..	45	50	1	12
Curve M.P. 1149.9 to 1150.1	75	..	48	50	1	12
Antioch M.P. 1151.3 to 1152.3	15	4	..	15	4	..
Curve M.P. 1151.6 to 1151.7	55	1	05	45	1	20
Pittsburgh M.P. 1155.4 to 1156.1	24	2	30	24	2	30
Curves M.P. 1155.4 to 1157.7	75	..	48	50	1	12
Curve M.P. 1161.6 to 1161.9	45	1	20	30	2	..
Port Chicago Crossing #2 west of depot, M.P. 1163.4 (11 PM-7 AM)	30	2	..	30	2	..
Curve M.P. 1162.8 to 1164.0	70	..	51	45	1	20
Curve M.P. 1166.6 to 1166.8	75	..	48	45	1	20
Curves M.P. 1167.3 to 1171.5	45	1	20	30	2	..
Curves M.P. 1171.6 to 1173.8	40	1	30	30	2	..
Tunnel #3 M.P. 1173.5 to 1174.6	35	1	43	30	2	..
Curves M.P. 1175.5 to 1176.4	40	1	30	30	2	..
Curves M.P. 1175.6 to 1174.6 Eastward	50	1	12	40	1	30
Curves M.P. 1176.4 to 1176.8 Westward	45	1	20	30	2	..
Curves M.P. 1177.0 to 1179.4	50	1	12	40	1	30
Curves M.P. 1179.7 to 1180.4	40	1	30	30	2	..
Curves M.P. 1180.7 to 1182.5	50	1	12	40	1	30
Curves M.P. 1182.8 to 1183.9	75	..	48	50	1	12
Curve M.P. 1184.7 to 1184.9 Westward	60	1	..	45	1	20
Curves M.P. 1185.1 to 1185.9 Westward	50	1	12	40	1	30
Curve M.P. 1185.4 to 1184.7 Eastward	50	1	12	40	1	30
Curve M.P. 1185.9 to 1185.8 Eastward	60	1	..	45	1	20
Curve & track M.P. 1187.9 to 1189.0	45	1	20	45	1	20
Track M.P. 1189.0 to 1189.6	30	2	..	30	2	..
OAKLAND DISTRICT						
Track M.P. 0.0 to 0.5	20	3	..	20	3	..
Track M.P. 0.5 to 3.0	45	1	20	45	1	20
Track M.P. 3.0 to 10.2	20	3	..	20	3	..
Track M.P. 10.0 to 10.8	15	4	..	15	4	..
Track M.P. 10.8 to 10.9	5	12	..	5	12	..
VISALIA DISTRICT						
Curve M.P. 5.8 to 6.0	30	2	..	25	2	24
Tulare M.P. 13.9 to 15.9	20	3	..	20	3	..
Curve M.P. 18.7 to 19.0	30	2	..	25	2	24
Visalia M.P. 24.5 to 26.0	20	3	..	20	3	..
Reedley M.P. 48.2 to 49.5	20	3	..	20	3	..
Parlier M.P. 53.1 to 53.6	24	2	30	24	2	30
Del Rey M.P. 58.4 to 58.8	24	2	30	24	2	30
Curve M.P. 62.2 to 62.7	30	2	..	25	2	24
PORTERVILLE-OROSI DISTRICT						
Between Minkler and Wyeth	25	2	24	25	2	24
Between Cutler and Wyeth	30	2	..	30	2	..
Between Wyeth and Lindsay	50	1	12	30	2	..
Lindsay, M.P. 45.9 to 47.1	20	3	..	20	3	..
Between Lindsay and Ducor	45	1	20	30	2	..
Between Oil Junction and Landco	45	1	20	35	1	43
WAHOTOKE DISTRICT						
Between Reedley and Wahotoke	25	2	24	25	2	24
Between Wahotoke and Minkler	30	2	..	30	2	..
Between Minkler and Piedra	30	2	..	30	2	..

CLASS	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
702, 797-813, 990, 900-1600	1	43	1	43	1	43
1211-1222, 1226-1266, 1301-1379	0	48	1	06	1	20
1413-1468	0	40	1	06	1	20
1800	1	12	1	12	1	30
1950-1991, 3129-3158	1	43	1	43	1	43
3400	0	45	1	06	1	20
3520-3534	0	48	1	06	1	20
3700	0	51	1	06	1	20
Passenger Diesels (except Motor 7)	0	36	..	..	1	20
Passenger Diesel 7	0	40	..	..	1	20
Freight Diesels 100 and above	0	55	1	06	1	20
Motors M-130, M-131, M-180, M-181	1	00	..	..	1	00
Switch, no truck	..	..	..	..	3	00
All Other Classes	..	..	1	43	1	43
All Classes, backing up	3	00	3	00	3	00

Column in time table showing capacity of sidings is on basis of 50 feet per car plus 200 feet for engine and caboose.

FIRST DISTRICT

24. Double track with automatic signals between Kern Jct. and Bakersfield; trains will keep to right. Automatic signals between Bakersfield and Calwa; at meeting points, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

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

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

SECOND DISTRICT

27. Double track with automatic signals between Calwa and Fresno; trains will keep to right. Automatic signals between Fresno and Riverbank; at meeting points, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

THIRD DISTRICT

28. Automatic signals between Riverbank and Richmond; at meeting points, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

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

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

31. 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.

32. At Sando, westward train holding main track meeting eastward train must not pass preliminary board until signal 11503 assumes stop position.

OAKLAND DISTRICT

33. At crossing of O. T. Co. track, 0.7 mile west, and of S. P. Company track, 1.1 mile west of Oakland station, all trains must stop and send flagman ahead governed by the provisions of Rules 98 (A), (B), (C) and (D), and must not exceed a speed of ten miles per hour over crossing. Engine bell must ring continuously while moving between Richmond and Oakland.

VISALIA DISTRICT

34. Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District. Train No. 30 will turn on wye arriving Corcoran.

PORTERVILLE DISTRICT

35. Southern Pacific time table and rules govern between Oil Jct. and Ducor. Automatic signals between Landco and Oil Jct.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

FIRST DISTRICT

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

VISALIA DISTRICT

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

PORTERVILLE DISTRICT

Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Porterville 0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B, and C.	

LATON DISTRICT

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

SECOND DISTRICT

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

FRESNO INTERURBAN DISTRICT

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

OAKDALE DISTRICT

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

THIRD DISTRICT

Stockton 0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocker. Semi-automatic. Approach locking.	S. P. No. transfer 00 — S. P. So. transfer 000 — W. P. transfer — 0 W. P. main track connection 0 — — —
Woodabro 1.0 East	San Joaquin River Drawbridge.	Interlocker. Semi-automatic. Approach locking.	Siding to main — 0 — — —
Middle River	Drawbridge.	Interlocker. Semi-automatic. Approach locking.	
Orwood 0.8 East	Drawbridge, siding and wharf track.	Interlocker. Semi-automatic. Approach locking.	

OAKLAND DISTRICT

Berkeley, Golden Gate Tower 1.9 West	S. P. Co. Berkeley branch.	Interlocker. No distant signals. Approach locking.	
Oakland 0.7 West	AT&SF, S. P., O. T. Ry. Cos., single slip switch crossings.	See Terminal Divn. Bulletin 370, Aug. 17, 1944.	
Oakland 0.7 West	O. T. Co. interchange.	See special rule 33.	
Oakland 1.1 West	S. P. Co. West Oakland connection.	See special rule 33.	

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

FLAG STOPS TO PICK UP REVENUE PASSENGERS

Train	STOPS	PASSENGERS DESTINED
2	Empire and Madera	East of Bakersfield
24	Denair Madera	Ash Fork or East East of Bakersfield

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	STOPS	PASSENGERS FROM
2	Empire and Madera	Richmond or West and connecting lines, Stockton
24	Madera	Richmond or West
	Madera and Escalon	Connecting lines, Stockton
1	Any station	Bakersfield or East
23	Any station	Bakersfield or East
62	Corcoran, Shafter, Wasco	Stockton or West

JUNCTION SWITCHES

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

- Bakersfield for Eastward trains.
- Corcoran for First District.
- Laton for First District.
- Cutler for Visalia District.
- Reedley for Visalia District.
- Wyeth for Porterville District.
- 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.
- Bartonette for Fresno Interurban trains.
- Cameo for Fresno Interurban trains.
- Riverbank for Second and Third District trains.

A. J. STROBEL, General Watch Inspector Topeka, Kan.
T. J. O'MARA, Traveling Watch Inspector Fresno

LOCAL WATCH INSPECTORS

- WM. H. ZIEGLER 210 Townsend St., San Francisco
 - LOWELL O. DIXON 1809 Telegraph Ave., Oakland
 - OTTO A. POULSEN 1317 MacDonald Ave., Richmond
 - W. R. STRIBLEY 917 MacDonald Ave., Richmond
 - EUGENE MAYER 605 - 2nd St., Antioch
 - CON MANTELE 129 N. Sutter St., Stockton
 - MYRON M. HANEY 911 Van Ness Ave., Fresno
 - D. L. HARTON Corcoran
 - J. N. CHENEY 408 Hopkins Bldg., Bakersfield
- At Calwa { 1st, 2nd, 7:30 a.m. to 3:00 p.m.
 { 3rd, 7:00 a.m. to 12:01 p.m.
- At Riverbank { 3rd, 5:00 p.m. to 7:00 p.m.
 { 4th, 7:00 a.m. to 5:00 p.m.



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 and F, Book of Rules.)



ROBERT M. DRENK
6455 SOUTHSIDE DR.
LOS ANGELES 22, CALIF.