

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



VALLEY

AND

SAN FRANCISCO TERMINAL DIVISIONS

EMPLOYEES' TIME TABLE

IN EFFECT

Sunday, May 10, 1936,

AT 12:01 O'CLOCK A.M.
PACIFIC STANDARD TIME

Superseding Time Table No. 71, Dated May 20, 1934,
and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

J. R. HITCHCOCK
GENERAL MANAGER,
Los Angeles, Cal.

G. W. SIMPSON,
SUPERINTENDENT,
Valley Division,
Fresno, Cal.

O. W. SCHLUETER
TRAINMASTER,
Bakersfield Yard and Sunset Ry.
Bakersfield, Cal.

J. A. CHRISTIE,
SUPERINTENDENT,
San Francisco Terminal Division,
San Francisco, Cal.

V. J. IMHOFF,
CHIEF DISPATCHER,

A. C. HARGIS,
NIGHT
CHIEF DISPATCHER.

F. J. MacKIE,
ASSISTANT GENERAL
MANAGER,
Los Angeles, Cal.

O. L. GRAY
TRAINMASTER,
Valley Division,
Fresno, Cal.

E. W. TERRY,
TRAINMASTER,
San Francisco Terminal Division,
Richmond, Cal.

J. D. SUTHERLAND,
J. L. HARTZELL,
S. A. WYSONG,

H. HOLDER,
P. W. ARCHIBALD,
E. M. TAYLOR,

DISPATCHERS, Fresno, Cal.

ALL DISTRICTS

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," dated 1928, 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. The number of tons shown by rate sheet as ordinary rating for engines is based on the maximum grade; but between points where grades and other conditions are favorable more cars can frequently be hauled, and conductors are required to fill out trains to car limit or to full capacity of their engines.

4. Rule 1 (B): Standard clocks are located at Bakersfield (Yard Office and Round House), Reedley, Calwa (Station and Round House), Fresno, Riverbank, Mormon, Richmond, Oakland Pier, and Yard Office China Basin.

5. Rule 5: At stations named below, schedule time and train orders apply at switch where opposing train enters siding.

First-class trains must not pass the point where traffic is received or discharged before time shown in schedule.

Tulare, siding west of depot.

6. Rule 88: At following stations the designated switches are "heading-in" points for trains which are required to take siding and train holding main track will remain clear until opposing train shall have cleared.

Exeter and Lindsay: House track.

Corcoran (Eastward trains only), Crossover switch west of water tank.

Visalia (Westward trains), East switch to house track.

Hanford, the siding west of S. P. crossing.

Calwa, trains entering yard from Visalia district will use eastward main track to first switch west of double-track junction.

Merced (eastward trains), crossover switch west of depot. During period towerman on duty at tower No. 2, west end extension of siding can be used by trains required to take siding when to do so will not interfere with the movement of Y. V. passenger trains.

Riverbank (westward trains), Lead or siding switch opposite car repair shed.

Mormon (westward trains), crossover switch at signal 11193.

Stockton (westward trains), crossover switch east of depot.

Glen Frazer; westward trains taking siding will use the south siding and eastward trains, the north siding.

Christie and Gately: Westward trains taking siding will use north siding; eastward trains the south siding.

7. Rule 10 (A): Permanent slow boards are located not less than 1500 feet in advance of curves, bridges, or other points where speed of trains is permanently restricted. Where two or more restricted areas are close together but one board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

8. Rule 17: In addition to the provisions thereof, trains on siding at night must not display headlight until rear of train on the main track has passed.

Electric headlights must be dimmed:

(a) At meeting points by trains on main track after

switch has been lined for opposing train to enter siding, as prescribed by Rule S-89 (A).

(b) Approaching another train in the act of receiving or discharging passengers.

(c) On double track as may be expedient, when trains are approaching from opposite direction.

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

10. 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) is amended to read: Stations at which train registers are located are designated in full-faced type in time table.

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 engine-man of his train.

Rule 343. At register stations, conductors must personally register their train, unless relieved therefrom by Form T order, except as provided in the following:

At Bakersfield, a Southern Pacific register will be maintained by the operators which will contain the same information indicated on register at Kern Junction and will be used to comply with Southern Pacific Rule 83-C, but must not be used for registration.

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

At Fresno and Mormon, extra trains (except those originating or terminating) need not register. Trains need only check register against superior trains which have not been met or their arrival indicated on register previously checked.

At Mormon, Richmond and Oakland first-class trains may register by Form 903.

At Calwa, No. 25 may register by Form 903.

11. Rule 86 is amended as follows: Within automatic block signal territory, except when signals are inoperative, an inferior train must clear a first-class train, or a superior train created by Example (3) of Form G train order, in the same direction, not less than five minutes and must clear the block sufficiently to prevent delay.

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

Rule 711: At following stations, 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. 10002 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).

13. Rule 97: Extra trains, the conductors and engineers of which have been furnished clearance card, Form 902, numbered and OK'd by the train dispatcher and orders designated thereon, are authorized to move with the current of traffic on double track from a district terminal to a district terminal or from an intermediate station to a district terminal without Form G train order, but if provision has been made for the use of a section of double track as single track no extra train may move over such section in either direction without having an order Form G. A Form G order will be required for all short movements between intermediate stations.

14. Rule 103: In addition to the provisions thereof, cars must not be cut off upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

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

Bakersfield is the initial station for all trains departing on First District.

Oakland Pier is the initial station for eastward trains, Oakland District.

No train will leave Richmond or Ducor when there is an operator on duty without receiving clearance card.

At Fresno, first-class trains must get clearance, Form 902, other than first-class trains will not be required to get clearance. All trains enroute to Fresno Interurban must secure clearance card before passing Fresno tower.

Westward trains enroute Oakland Pier, must secure Southern Pacific clearance card at 40th and San Pablo St. Station, Oakland.

16. Rule 221: The second paragraph abrogated.

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

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

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

18. 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
1181.0	Between Herpoco and Pinole	Tunnel No. 4
1190.5	Between Richmond Ave. and Ferry Point	Tunnel No. 5

19. Rule 314: No freight train will run more than fifty miles without stop for inspection, except that this distance may be exceeded as follows:

Between Shafter and Hanford,

Between Corcoran and Bakersfield,

Between Calwa and Merced,

Between Le Grand and Riverbank,

Between Mormon and Richmond,

Between Allensworth and Calwa, westward only.

Provided stop and inspection is made of train at stations, entering and leaving above limits.

20. Rule 356: Conductor, Brakeman or Porter shall pass through train not less frequently than once each thirty 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 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."

21. 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.

22. Rule 391: Standard thermometers are located at Oakland, Richmond, Mormon, Riverbank, Merced, Fresno, Calwa, Cutler, Corcoran, and Bakersfield. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-I supplements thereto, and special bulletins with respect to handling ventilators.

23. 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 of passenger trains, thirty miles per hour, freight trains, twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers, ten miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile drivers or hoists must not exceed 24 miles per hour (one mile in 2 minutes 30 seconds) on any portion of the First, Second, Third, Oakland, Porterville and Visalia Districts, and 15 miles per hour (one mile in 4 minutes) on all other Districts. This rule not applicable to machines mounted on flat cars with boom 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, 10 miles per hour (six minutes for each and every mile).

With rods down or disconnected but with all drivers on rail, 15 miles per hour (four minutes for each mile).

With all rods up and connected, 20 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		
All Freight and Switch Locomotives include types:		
0-4-0	2-6-2	2-10-0
0-6-0	2-8-0	2-10-2
0-8-0	2-8-2	2-10-4
2-6-0	2-8-4	

Passenger Locomotives	
25 MPH	35 MPH
Mountain Type Includes	All locomotives except Mountain Types Includes
4-8-2	4-4-0
4-8-4	4-4-2
	4-6-0
	4-6-2

CLASS	MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE					
	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
448.....	1	12	1	20	1	30
468-502.....	0	51	1	20	1	30
702-707.....	1	43	1	43	1	43
797-813.....	1	43	1	43	1	43
909-989.....	1	53	1	53	1	53
990-999.....	1	43	1	43	1	43
1211-1222.....	0	51	1	12	1	20
1226-1265.....	0	51	1	12	1	20
1297-1308.....	0	51	1	12	1	20
1322-1379.....	0	51	1	12	1	20
1413-1468.....	0	51	1	12	1	20
1960-1991.....	1	43	1	43	1	43
3129-3158.....	1	43	1	43	1	43
3520-3534.....	0	51	1	12	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

A tolerance of ten (10) per cent is allowed on the above excepting engines whose maximum is 70 miles per hour (one mile in 51 seconds).

LOCATION	MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
FIRST DISTRICT						
Between Bakersfield and Kern Jct..	3	0	3	0	3	0
Through city limits, Hanford.....	3	0	3	0	3	0
Between Stoil and Alpaugh.....	3	0	3	0	3	0
Between Laton and Lanare.....	2	30	2	30	2	30
VISALIA DISTRICT						
Through city limits, Tulare.....	3	0	3	0	3	0
Through city limits, Visalia.....	3	0	3	0	3	0
Through city limits, Reedley.....	3	0	3	0	3	0
Through Parlier and Del Rey.....	2	30	2	30	2	30
Between Visalia and Corcoran.....	1	43	1	43	1	43
PORTERVILLE-OROSI DISTRICT						
Between Minkler and Wyeth.....	2	24	2	24	2	24
Between Cutler and Wyeth.....	2	0	2	0	2	0
Between Wyeth and Lindsay.....	1	12	2	0	2	0
Through city limits, Lindsay.....	3	0	3	0	3	0
Between Ducor and Porterville Jct.	1	20	2	24	2	24
Between Lindsay and Porterville Jct.	1	20	2	0	2	0
Oil Jct. and Landco.....	1	20	1	43	1	20

LOCATION	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
WAHTOKE DISTRICT						
Between Minkler and Piedra.....	2	00	2	00	2	00
Between Reedley and Wahtoke.....	2	24	2	24	2	24
Between Wahtoke and Minkler.....	2	00	2	00	2	00
FRESNO INTERURBAN DISTRICT						
Between Hammond and Fairview..	4	00	4	00	4	00
Between Fairview and Elk.....	2	24	2	24	2	24
SECOND DISTRICT						
Between Sunmaid tower and Fresno	3	00	3	00	3	00
Between Fresno and Hammond.....	4	00	4	00	4	00
Through city limits, Merced.....	3	00	3	00	3	00
THIRD DISTRICT						
Through Interlocker Tower 2, Stockton.....	2	24	2	24	2	24
Through city limits, Stockton.....	3	00	3	00	3	00
Between Mile Posts 1124 and 1140.	1	12	1	43	1	30
Through city limits, Antloch.....	3	00	3	00	3	00
Through city limits, Pittsburg.....	2	30	2	30	2	30
Over street crossing west of depot, Port Chicago (11 P.M. to 7 A.M.)..	2	00	2	00	2	00
Between Maltby and Pinole.....	1	20	2	00	2	00
Through Tunnel No. 3.....	2	00	2	00	2	00

OAKLAND DISTRICT
 No train or engine will exceed a speed of 15 miles per hour through corporate limits of El Cerrito and Albany, 20 miles per hour between the west corporate limits of Albany and San Pablo Avenue, Oakland, and 10 miles per hour between Oakland Station and Wood St. Whistle will be reasonably and moderately used, but unnecessary use will be avoided. Engine bell must ring continuously within these limits.

ALL DISTRICTS
 24. Rule 872: Second paragraph 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 each have a copy before departing."

Third paragraph amended to read: "This test must also be made when changing crews or engines handling brakes upon any train except helper engines attached subsequent to such test, 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."

25. Rule 701: Red lights will be used in Dwarf signals to indicate "Stop."

26. **FLAG STOPS TO PICK UP REVENUE PASSENGERS**

Train	Stops	Passengers Destined
No. 2	Any station.....	East of Bakersfield
No. 10	Any station.....	East of Bakersfield

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	Stops	Passengers From
No. 10	Any station east of Fresno.....	West of Fresno
No. 10	Any station east of Stockton.....	From connecting lines at Stockton
No. 10	Any station.....	Richmond or west thereof
No. 2	Any station between Fresno and Bakersfield.....	Fresno and west thereof
No. 23	Any station.....	East of Bakersfield

27. Rule 830: Automatic signals between Kern Junction and Richmond, and between Landco and Oil Junction.

Trains holding main track at meeting points in this territory will not open switch for opposing train to enter siding until such train has entered the block.

4 VALLEY DIVISION—PORTERVILLE—OROSI DISTRICT

WAHTOKE DISTRICT

WESTWARD				EASTWARD			
First Class	Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Minkler	Rolling Grade Ascending	TIME TABLE	Rolling Grade Ascending	Office of Communication and Booth Phone
5					NO. 72		
MOTOR					May 10, 1936		
Leave Daily	No. Cars		Miles		STATIONS		Arrive Daily
AM 11.50	YARD		116.0		BAKERSFIELD	0.0	AM 10.15
AM 11.56	60		113.9	13.3	2.1		AM 10.09
PM 12.02			110.7	0.0	LANDCO	51.5	B 10.01
					3.2		AM
					OIL JUNCTION		10.01
					38.8		AM
PM 12.57			71.9		DUCOR	52.8	s 9.03
f 1.05	56		66.0	56.8	5.9		f 8.51
					ULTRA	52.8	
					7.0		
					PORTERVILLE JCT.		
					P. N. E. Railway Crossing		
					0.8		
s 1.18	49	YW	58.2	0.0	PORTERVILLE	33.2	s 8.35
					5.8		
					52.8		
					Visalia Electric Railway Crossing		
					0.5		
f 1.27	38		51.9	0.0	STRATHMORE JCT.	3.8	f 8.23
					1.1		
					MIRADOR	0.0	
					1.5		
					31.4		
					Visalia Electric Railway Crossing		
					2.6		
s 1.35	38	W	46.7	0.0	LINDSAY	26.4	s 8.14
					3.1		
					34.8		
	20		43.6	5.0	LUCCA		
					0.6		
					0.0		
	16		43.0	15.8	SIDES		
					3.8		
s 1.45	71		39.2	0.0	EXETER	0.0	s 7.59
					0.3		
					15.8		
					Visalia Electric Railway Crossing		
					0.6		
	9		38.3	15.8	ANTES	0.0	
					2.1		
					5.3		
	31		36.2	4.7	VENIDA		
					2.1		
f 1.53	21		34.1	0.0	FANE	5.3	f 7.49
					2.9		
f 1.57	23	W	31.2	21.1	HILLMAID	8.9	f 7.44
					0.1		
					30.8		
					Visalia Electric Railway Crossing		
					1.0		
f 1.59	19		30.1	20.8	REDBANKS	30.8	f 7.42
					1.8		
					20.8		
	10		28.3	0.0	CAIRNS		
					1.4		
f 2.03	14		26.9	0.0	RAYO	17.4	f 7.38
					3.1		
f 2.07	38		23.8	0.0	SEVILLE	17.4	f 7.33
					3.2		
					10.8		
		Y	20.6	15.3	WYETH		7.28
					1.6		
s 2.15	70	WF		26.8	CUTLER		7.25
PM					1.6		AM
					0.0		
		Y	20.6	0.0	WYETH		
					2.0		
	29		18.6	14.4	OROSI	0.0	
					4.2		
	11		14.4	30.3	PRIMERO	0.0	
					2.2		
	44		12.2	19.0	ORANGE COVE	15.2	
					5.9		
	28		6.3	16.2	NAVALENCIA	10.6	
					6.3		
	27	WY	0.0	25.3	MINKLER	31.7	
					(116.0)		
Arrive Daily							Leave Daily
(39.5)	Average speed per hour				(33.7)		

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WESTWARD				EASTWARD			
Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Reedley	Rolling Grade Ascending	TIME TABLE	Rolling Grade Ascending	Office of Communication and Booth Phone	
				NO. 72			
				May 10, 1936			
No. Cars		Miles		STATIONS			
YARD		16.9	0.0	PIEDRA	58.3	C	
				2.1			
8		14.8	0.0	AVOCADO	57.0		
				3.5			
38		11.3	0.0	OAKHURST	52.8		
				2.0			
27	WY	9.3	0.0	MINKLER	31.7	B	
				3.4			
15		5.9	33.2	WAHTOKE	0.0	B	
				1.0			
6		4.9	18.2	VINO	21.1		
				0.5			
39		4.4	0.0	RADWIN	41.4		
				4.4			
Yard	F WY	0.0		REEDLEY		C	
				(16.9)			

OAKDALE DISTRICT

WESTWARD				EASTWARD			
Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Riverbank	Rolling Grade Ascending	TIME TABLE	Rolling Grade Ascending	Office of Communication and Booth Phone	
				NO. 72			
				May 10, 1936			
No. Cars		Miles		STATIONS			
YARD	Y	6.5	21.1	S. P. Co. Crossing	21.1	C	
				OAKDALE			
				6.5			
YARD	F W T	0.0		RIVERBANK		C	
				(6.5)			

OIL CITY DISTRICT

WESTWARD				EASTWARD			
Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Oil Junction	Rolling Grade Ascending	TIME TABLE	Rolling Grade Ascending	Office of Communication and Booth Phone	
				NO. 72			
				May 10, 1936			
No. Cars		Miles		STATIONS			
163	Y	0.0	21.1	OIL JUNCTION	0.0	B	
				3.0			
44		3.0	0.0	SEGURO	42.2		
				2.6			
YARD	WY	5.6		OIL CITY			
				(5.6)			

VISALIA DISTRICT

WESTWARD		TIME TABLE						EASTWARD	
First Class	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Corcoran	Ruling Grade Ascending	NO. 72		First Class		
25					May 10, 1936		30		
MOTOR							MOTOR		
Leave Daily	No Cars		Miles	STATIONS		Arrive Daily			
PM 1.25	YARD	FWY	0.0		CORCORAN	C	AM 8.45		
f 1.33	20		4.1	28.5	4.1	0.0	f 8.35		
f 1.42	38		9.7	13.2	WAUKENA	0.0	f 8.24		
1.45	16		11.6	8.9	PAIGE	0.0	f 8.20		
s 1.50	29		14.7	16.6	ROBLA	0.0	s 8.14		
f 1.58	19		18.7	13.9	S. P. Co. Crossing TULARE	0.0	f 8.02		
2.01	60		20.0	5.3	SWALL	0.0	8.00		
s 2.10	53	W	24.8	5.3	LOMA	0.0	s 7.52		
2.20	34		31.4	0.0	VISALIA S. P. Co. Crossing	16.2	f 7.39		
			32.9	11.6	PERAL	0.0			
f 2.26			35.8	11.6	S. P. Co. Crossing	0.0	f 7.32		
s 2.35	76	WF	38.1	10.6	CALGRO	15.9	s 7.22		
f 2.40	38		41.3	0.0	CUTLER	0.0	f 7.17		
f 2.45	60		44.8	0.0	SULTANA	13.2	s 7.10		
s 2.53	Yard	WYF	48.5	9.3	NORTH DINUBA	0.0	s 7.03		
			50.4	14.6	REEDLEY	0.0			
f 2.57	26		50.7	14.6	1.9	0.0	f 6.55		
s 3.01	79	W	53.1	0.0	S. P. Co. Crossing	0.0	s 6.51		
f 3.04	26		54.6	5.3	0.3	0.0	f 6.46		
s 3.10	60		58.2	1.1	LACJAC	2.5	s 6.41		
f 3.15	50		61.6	0.0	2.4	7.9	f 6.36		
f 3.18	38		64.1	0.0	PARLIER	8.5	f 6.32		
f 3.21	23		66.1	0.0	1.5	10.6	f 6.29		
s 3.25 PM	Yard	FWTY	68.6	0.0	MILEY	10.6	6.25 AM		
Arrive Daily					3.6		Leave Daily		
					DEL REY				
					3.4				
					WOLF				
					2.5				
					LONE STAR				
					2.0				
					CECILE				
					2.5				
					CALWA				
					(68.6)				

(34.3)

----- Average speed per hour -----

(29.4)

FRESNO INTERURBAN DISTRICT

WESTWARD		TIME TABLE						EASTWARD	
Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Hammond	Ruling Grade Ascending	NO. 72		Ruling Grade Ascending	Office of Communication and Booth Phone		
				May 10, 1936					
No. Cars		Miles	STATIONS						
20	W	0.0		HAMMOND		B			
8		2.0	0.0	2.0	0.0				
5		2.4	0.0	CINCOTTA	0.0				
5		3.2	0.0	0.4	0.0	B			
5		4.9	0.0	BARTONETTE	0.0				
5		6.0	0.0	0.8	0.0				
11		6.0	0.0	ROESSLER	0.0				
11		6.5	0.0	1.7	0.0				
30		7.2	0.0	LOS PALMO S. P. Co. Crossing	0.0				
25		8.6	0.0	1.1	0.0				
12		9.6	0.0	BRONGE	0.0				
16		10.1	0.0	0.5	0.0				
9		10.9	0.0	FORTHCAMP	0.0				
5		12.3	0.0	0.7	0.0	B			
50		12.9	0.0	BURNES	0.0				
13		14.3	42.2	1.4	0.0				
8		14.4	0.0	POSSON	0.0				
18		15.0	15.8	1.0	0.0				
13		15.7	9.5	BLASINGAME	0.0				
6		16.7	31.7	0.5	0.0				
0		16.9	10.6	HOPPER	0.0				
				0.8	0.0				
				SMITHVILLE	0.0				
				1.4	0.0				
				LINES	0.0				
				0.6	0.0	B			
				FAIRVIEW	10.6				
				1.4	0.0				
				HABER	0.0				
				0.1	0.0				
				BASHONE	0.0				
				0.6	0.0				
				ZEDIKER	0.0	B			
				0.7	0.0				
				RIVERBEND	42.2				
				1.0	0.0				
				ELK	0.0				
				0.2	0.0				
				BELMONT AVE.					
				(16.9)					

LATON DISTRICT

WESTWARD		TIME TABLE						EASTWARD	
Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Laton	Ruling Grade Ascending	NO. 72		Ruling Grade Ascending	Office of Communication and Booth Phone		
				May 10, 1936					
No. Cars		Miles	STATIONS						
84	Y	0.0		LATON		C			
		1.9	0.0	1.9	10.4				
10		5.6	0.0	S. P. Co. Crossing	10.4				
15		7.8	0.0	3.7	0.0				
11		9.6	0.0	CLINT	0.0				
4		11.3	0.0	2.2	0.0				
20		15.6	0.0	H. & S. L. E. Co. Crossing	0.0				
8	Y	17.4	0.0	CORNWELL	0.0				
			0.0	1.8	0.0				
			0.0	GEPFORD	0.0				
			0.0	2.3	0.0				
			0.0	ROY	3.0				
			0.0	3.7	0.0				
			0.0	SHILLING	0.0				
			0.0	1.8	0.0				
				LANARE		B			
				(17.4)					

WESTWARD					Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Railing Grade Ascending	TIME TABLE NO. 72 May 10, 1936	Railing Grade Ascending	Office of Communication and Booth Phone	EASTWARD			
First Class												First Class			
43	33	9	5	23								12	10	2	44
FREIGHT	FREIGHT	The Navajo	MOTOR	Grand Canyon Limited								MOTOR	The Navajo	The Scout	FREIGHT
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
AM 5.15	PM 2.45	PM 9.00		AM 11.35	73		885.2	0.0	KERN JUNCTION	C		AM 8.20	PM 7.20	PM 9.10	
AM 5.30 6.30	PM 3.00 4.00	s 9.10 9.20	AM 11.50	s 11.45 11.55	YARD	FWTY	887.7	13.3	BAKERSFIELD	C	AM 10.15	s 8.10 m 7.40	s 7.10 s 7.00	9.00 7.15 PM	
		9.24	11.56 AM	11.59			889.8	0.0	LANDCO	B	10.09 AM	7.35	6.55		
		9.27		PM 12.02	83		891.9	0.0	JASTRO	B		7.30	6.50		
		9.31		f 12.06	81		896.7	0.0	ROSEDALE	B		f 7.25	6.45		
		9.37		12.12	83		900.6	0.0	UNA	B		7.20	6.40		
		s 9.46		s 12.20	83	W	905.5	0.0	SHAFTER	C		s 7.13	s 6.34		
		s 9.56		s 12.30	128	W	913.0	0.0	WASCO	C		s 7.02	s 6.24		
		10.03		12.37	83		918.8	0.0	ELMO	B		6.53	6.16		
		10.06		f 12.40	19		921.5	0.0	POND			f 6.50	6.13		
		10.10		12.44	83		924.5	0.0	KERNEL	B		6.47	6.10		
		f 10.19		f 12.53	83	W	932.0	1.1	ALLENSWORTH	B		f 6.38	6.01		
		10.24		12.58	105		936.4	9.5	STOIL	B		f 6.33	5.56		
		f 10.30		f 1.04	82		942.1	4.1	ANGIOLA	C		f 6.26	5.49		
		10.34		1.08	82		945.9	0.0	BLANCO	B		6.22	5.45		
					21		946.9	0.0	TURNBULL						
		s 10.42		s 1.18	YARD	FWY	960.9	3.2	CORCORAN	C		s 6.15	s 5.38		
		10.47		f 1.23	85		953.9	4.1	BEAN	B		6.08	5.31		
		f 10.54		f 1.30	93		960.1	5.8	GUERNSEY	C		f 6.02	5.25		
		10.58		1.34	23		964.1	5.2	ODESSA			5.58	5.21		
		s 11.05		s 1.42	83 123	W	967.9	9.0	S. P. Co. Crossing HANFORD	C		s 5.53	s 5.16		
		11.10		f 1.47	22		971.2	10.6	BANNER			5.46	5.09		
					5		971.8	0.0	LUCERNE	B					
		11.13		1.50	83		973.3	14.6	SHIRLEY	B		5.43	5.06		
		f 11.18		s 1.55	84	Y	976.0	0.0	LATON	C		s 5.40	f 5.03		
		11.25		f 2.02	83	W	981.9	10.6	CONEJO	B		f 5.33	4.56		
		11.30		f 2.07	31		985.6	10.6	MONMOUTH	B		5.29	4.52		
		f 11.35		f 2.11	82		988.3	10.6	BOWLES	B		f 5.25	4.48		
		11.39		f 2.15	83		991.1	0.0	OLEANDER	B		f 5.21	4.44		
							994.4	0.0	CALWA TOWER S. P. Co. Crossing	C					
11.00 AM	8.00 PM	s 11.45 PM		s 2.20 PM	YARD	FWTY	995.2	0.0	CALWA	C		5.15 AM	4.38 PM	12.30 PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.0)			Leave Daily	Leave Daily	Leave Daily	

D.T.

(23.1) (28.0) (44.5) (21.0) (44.5) Average speed per hour (21.0) (44.5) (45.4) (15.9)

Nos. 33, 43 and 44 have no Time Table superiority.

SECOND DISTRICT

WESTWARD						Capacity of Sidings	Fuel, Water, Turn Tables and Ways	Miles from Albuquerque	Railing Grade Ascending	TIME TABLE NO. 72 May 10, 1936	Office of Communication and Booth Phone	Railing Grade Ascending	EASTWARD				
First Class													First Class				
43	33	9	25	23	15								30	10	2	26	44
FREIGHT	FREIGHT	The Navajo	MOTOR	Grand Canyon Limited	MOTOR	MOTOR	The Navajo	The Scout	MOTOR	FREIGHT							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
AM 11.45	PM 8.45	PM 11.50	PM 3.26	PM 2.25	AM 5.43	Yard	FW TY	995.2		C	AM 6.24	s 5.10	s 4.30	PM 3.57	AM 11.00		
								15.8	1.6	C							
								996.8	15.8	C							
		11.56	3.32	2.30	5.53			997.7	0.9	C							
		s 11.59 AM 12.05	3.34 PM	s 2.33 2.40	5.55 AM	Yard	W	998.1	0.4	C	6.15 AM	s 4.40	s 4.10	3.45 PM			
		12.13		2.48		91		1000.1	2.0	C							
		f 12.23		2.55		82		1005.7	5.6	B		4.32	4.02				
		12.34		f 3.02		82		1011.6	5.9	B	f 4.25	f 3.55					
		f 12.39		f 3.07		46		1014.0	2.4	B	4.19	3.49					
		f 12.49		f 3.14		82	W	1019.6	5.6	B	f 4.16	f 3.46					
		1.00		3.23		82		1026.1	6.5	C	f 4.09	f 3.39					
								1026.4	0.3	C	4.02	3.32					
		1.08		f 3.28 ²		48		1030.3	3.9	C							
		1.18		3.34		84		1035.8	5.5	B	f 3.57	3.28 ²³					
		1.23		f 3.37		16		1039.4	2.6	B	3.51	3.21					
		f 1.28		s 3.42		85	W	1041.5	3.1	C	3.48	3.18					
		1.33		3.46		18		1044.5	3.0	C	s 3.44	s 3.14					
		f 1.37		f 3.49		83		1047.3	2.8	C	3.39	3.09					
		f 1.42		f 3.54		85		1050.6	3.3	B	f 3.36	f 3.06					
		s 1.55		s 4.01		125	W	1056.1	5.5	C	3.32	3.02					
								1057.7	1.6	C	s 3.25	s 2.55					
		2.06		4.09		82		1062.3	4.6	B							
						17		1064.1	1.8	B	3.15	2.45					
		f 2.12		f 4.13		47		1065.4	1.3	C							
		f 2.17		f 4.17		82		1066.3	2.9	C	s 3.11	f 2.41					
		2.23		f 4.22		83		1072.0	3.7	B	3.06	f 2.36					
		f 2.35		s 4.32		87	W	1079.6	7.6	B	3.01	2.31					
		f 2.45 ¹⁰		s 4.42		82		1085.8	6.2	C	s 2.53	f 2.23					
		f 2.53		f 4.48		116		1089.2	3.4	C	s 2.45 ⁹	f 2.15					
		3.00		4.53		51		1092.8	3.6	C	f 2.40	s 2.10					
4.30 PM	12.45 AM	s 3.10 AM		s 5.00 PM		Yard	FW TY	1096.3	3.5	B	2.35	2.05					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				3.5	C	2.30 AM	2.00 PM		5.00 AM			
(21.3)	(25.3)	(31.8)	(21.8)	(42.1)	(14.5)				(101.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

D.T.

----- Average speed per hour -----

Nos. 33, 43 and 44 have no Time Table superiority.

WESTWARD				Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Railing Grade Ascending	TIME TABLE NO. 72 May 10, 1936	Railing Grade Ascending	Office of Communication and Booth Phone	EASTWARD		
First Class											First Class		
33	43	23	9								10	2	44
FREIGHT	FREIGHT	Grand Canyon Limited	The Navajo								The Navajo	The Scout	Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily				
AM 1.15	PM 5.15	PM 5.05	AM 3.15	YARD	FW TY	1096.3			C	s AM 2.25	s PM 1.55	AM 4.00	
		f 5.13	f 3.24	82		1101.6	15.8	RIVERBANK					
		5.20	f 3.33	47		1107.0	0.0	5.3	C	f 2.17	f 1.47		
		5.26	f 3.42	82		1112.5	0.0	ESCALON	B	2.11	1.41		
		5.31	3.50	82		1116.9	0.0	5.4	B	2.04	1.34		
		5.35	3.57	Yard	W	1119.8	0.0	AVENA	B	1.58	1.28		
2.15	6.15	s 5.45	s 4.05	Yard	FW TY	1121.4	0.0	5.5	C	1.53	1.23		
		5.52	4.13	66		1125.5	0.0	BURNHAM	B	s 1.50	s 1.20		
		5.54	4.15	48		1127.1	1.6	4.4		1.40	1.07		
		f 5.58	f 4.20	82		1129.3	0.0	LARSON	B	1.38	1.05		
		6.03	4.26	71		1133.5	0.0	4.2	C	f 1.35	f 1.01		
		f 6.05	f 4.30	14		1134.8	0.8	3.4	B	1.30	12.56		
		6.09	4.35	83	W	1136.8	11.6	MORMON	C	f 1.28	f 12.53		
		6.13	4.41	71		1139.9	0.0	1.1	B	1.23	12.48		
		s 6.18	f 4.47	51		1143.0	3.2	S.P. and W.P. Crossings	B	1.18	12.43		
		s 6.24	f 4.56	82		1146.1	6.3	STOCKTON	C	f 1.14	f 12.39		
		6.29	5.03	82		1150.8	3.6	4.5	C	f 1.10	f 12.35		
		s 6.35	s 5.11	Yard	W	1152.1	13.2	WOODSBRO	B	1.05	12.29		
		s 6.41	f 5.20	82		1155.8	0.0	1.2	C	s 1.03	s 12.27		
		6.46	5.26	82		1159.5	15.8	1.2	C	f 12.56	s 12.21		
		s 6.52	f 5.34	YARD		1163.6	5.3	GILLIS	B	12.51	12.16		
				3	Y	1166.8	15.8	2.2	C	s 12.46	s 12.11		
		6.58	5.40	82		1167.3	0.0	4.2	B				
		7.02	5.44	75		1169.1	0.0	TRULL	B	12.41	12.06		
		f 7.06	f 5.48	14		1170.8	0.0	1.3	B	12.38	12.03		
		7.11	f 5.54	139	W	1173.4	60.0	MIDDLE RIVER	C	12.35	f 12.01	PM	
		7.15	f 5.58	148	W	1175.3	52.8	2.0	B	f 12.31	f 11.57		
		7.22	6.06	61		1179.6	52.8	ORWOOD	B	12.27	11.53		
				38		1181.1	0.0	3.1	B	12.19	11.46		
		f 7.26	f 6.10	11		1181.5	0.0	BIXLER	C	f 12.17	f 11.43		
		7.28	6.12	144		1183.2	49.6	3.1	B	12.15	11.40		
		7.32	6.16	71		1186.5	52.8	KNIGHTSEN	B	12.10	11.35		
		7.34	6.18	38		1187.8	0.0	3.1	B	12.08	11.33		
5.00 AM	9.00 PM	s 7.39 PM	s 6.21 AM	YARD	FW TY	1189.6	51.7	SANDO	C	12.05 AM	11.30 AM	10.00 PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					PORT CHICAGO		Leave Daily	Leave Daily	Leave Daily	

(24.8)

(24.8)

(36.3)

(30.0)

..... Average speed per hour.....

(40.0)

(38.6)

(15.5)

Nos. 33, 43 and 44 have no Time Table superiority.

WESTWARD		EASTWARD	
First Class		First Class	
23	109	2	110
Grand Canyon Limited	The Navajo	The Scout	The Navajo
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily
PM 7.40	AM 6.30	AM 11.29	AM 12.01
7.48	6.40	11.21	AM 11.53
s 7.56	s 6.50	s 11.11	s 11.44
s 8.06	s 7.00	s 11.01	s 11.36
8.14 PM	7.12 AM	10.53 AM	11.29 PM
8.22	7.20	10.48	11.25
8.32	7.32	10.40	11.18
8.50 PM	7.50 AM	10.20 AM	11.00 PM
Arrive Daily	Arrive Daily	Leave Daily	Leave Daily
(21.7)	(17.6)	(20.5)	(23.1)

At crossing of Key System track 0.7 mile west of Oakland, and of S. P. Company track 1.1 west of Oakland, all except first class trains must stop and send flagman ahead, governed by Rules 98 (A), (B), (C) and (D).
 Trains must not exceed a speed of ten (10) miles per hour over these crossings, and if the visibility is impaired, or the view obstructed, first class trains must be governed by foregoing provision, and must also stop if train is approaching on intersecting track and must not proceed until such movement has stopped.
 All first-class trains must approach these crossings under control, expecting to find the crossing of opposing track occupied and must be prepared to stop in case of emergency before reaching the crossing.

Sou. Pac

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO. COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION—VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Pacific Mutual Building, Los Angeles.
 DR. E. S. KILGORE, Assistant to Chief Surgeon, San Francisco.

- DR. CURTIS SMITH, Local Surgeon.....San Francisco.
- DR. A. R. KILGORE, Consulting Surgeon.....San Francisco.
- DR. A. C. GIBSON (Aurist).....San Francisco.
- DR. O. F. MONTGOMERY, Dermatologist.....San Francisco.
- DR. WALLACE I. TERRY, Consulting Surgeon.....San Francisco.
- DR. W. D. HORNER, Consulting Oculist.....San Francisco.
- DR. R. S. DRESEL, Consulting Surgeon.....San Francisco.
- DR. JAS. R. DILLON, Consulting Surgeon.....San Francisco.
- DR. R. A. CRUM, Assistant Local Surgeon.....Oakland.
- DR. CHAS. E. PETERS, Roentgenologist.....Oakland.
- DR. M. H. SHUTES, Eye, Ear, Nose and Throat.....Oakland.
- DR. C. L. ABBOTT, District Surgeon.....Richmond-Oakland.
- DR. U. S. ABBOTT, Local Surgeon.....Richmond.
- DR. L. A. HEDGES, Assistant Surgeon.....Richmond.
- DR. H. G. FORD, Eye, Ear, Nose and Throat.....Richmond.
- DR. H. D. Neufeld, Local Surgeon.....Port Chicago.
- DR. DAVID C. WISE.....Pittsburg.
- DR. FRED P. NEVIUS, Local Surgeon.....Antioch.
- DR. L. B. Weatherbee, Consulting Surgeon.....Antioch.
- DR. W. T. McNEIL, Local Surgeon.....Stockton.
- DR. ABRAM L. VAN METER, Assistant Local Surgeon.....Stockton.
- DR. J. D. DAMERON, Consulting Surgeon.....Stockton.
- DR. C. A. BROADDUS, Eye, Ear, Nose and Throat.....Stockton.
- DR. E. E. CHOURET, Local Surgeon.....Riverbank.
- DR. RAY R. DEARBORN, Local Surgeon.....Madera.

- DR. A. H. SWEENEY, Division Surgeon.....Fresno.
- DR. R. W. DAHLGREN, Local Surgeon.....Fresno.
- DR. C. F. DICKENSON, Consulting Surgeon.....Fresno.
- DR. HOWARD H. HOPKINS, Assistant Local Surgeon.....Fresno.
- DR. J. R. WALKER (Oculist).....Fresno.
- DR. G. W. WALKER (Consulting Oculist and Aurist).....Fresno.
- DR. B. F. WALKER (Consulting Oculist).....Fresno.
- DR. W. E. LILLEY, Local Surgeon.....Merced.
- DR. A. S. PARKER, Assistant Local Surgeon.....Merced.
- DR. W. F. CHAMLEE, Local Surgeon.....Hanford.
- DR. E. C. FOSTER, Consulting Surgeon.....Hanford.
- DR. J. THOMAS PEERY, Local Surgeon.....Corcoran.
- DR. JOSEPH SMITH, Local Surgeon.....Bakersfield.
- DR. K. S. McKEE (Oculist).....Bakersfield.
- DR. J. M. KIRBY, Assistant Local Surgeon.....Bakersfield.
- DR. W. H. MOORE, Assistant Local Surgeon.....Bakersfield.
- DR. L. HEULER, Local Surgeon.....Fellows.
- DR. J. V. GILBERT, Local Surgeon.....Maricopa.
- DR. E. S. FOGG, Local Surgeon.....Wasco.
- DR. R. C. HILL, Local Surgeon.....Exeter.
- DR. RAY W. ROSSON, Local Surgeon.....Tulare.
- DR. ADDISON W. PRESTON, 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.

R. D. MONTGOMERY, General Watch Inspector, Topeka, Kan.

J. H. MACE, Assistant General Watch Inspector (Roadway and Station Service), Kansas City, Missouri.

LOCAL WATCH INSPECTORS

C. D. BROCKETT, Traveling Watch Inspector, Fresno.

- M. L. GROUSD.....San Francisco
- LOWELL DIXON.....Oakland.
- OTTO A. POULSEN.....Richmond.
- A. L. COLVIN.....Fresno.
- E. B. WARRINGTON.....Corcoran.
- J. N. CHENEY.....Bakersfield

- At Calwa, 1st, 2nd, 15th and 16th, 7:30 a.m. to 3:15 p.m.
- At Calwa, 3rd and 17th, 7:30 a.m. to 12:01 p.m.
- At Antioch, 4th and 18th, 7:00 a.m. to 12:10 p.m.
- At Riverbank, 4th and 18th, 2:00 p.m. to 5:00 p.m.

- At Mormon, 5th and 19th, 8:00 a.m. to 5:00 p.m.
- At Mormon, 6th and 20th, 8:00 a.m. to 12:01 p.m.
- At Bakersfield, 7th and 21st, 10:20 a.m. to 11:30 a.m., and 6:00 p.m. to 8:00 p.m.

When 4th and 18th are Sunday, the remainder of schedule will be one day later than shown above.

SUNSET RAILWAY COMPANY

This Time Table is for the Government and Information of Employees of this Company only.

WESTWARD				EASTWARD			
Capacity of Sidings	Fuel, Water, Turn Tables and Wyus	Distances from Bakersfield, Gosford or Pentland	Running Grade Ascending	TIME TABLE NO. 72 May 10, 1936	Running Grade Ascending	Telegraph and Telephone Offices	
No. Cars		Miles		STATIONS			
44	Y	17.0		SHALE 2.5	80.8		
Yard		14.5	26.4	FELLOWS 2.0	82.4		
50		12.5	20.1	MIDOLL 3.8	85.5		
Yard		8.7	21.1	TAFT 6.5	85.5	C	
		2.2	0.0	KERTO 2.2	80.2		
44	Y	0.0	21.7	PENTLAND		B	
Yard		31.9	0.0	MARICOPA 1.8	84.5	B	
71		30.1	0.0	HAZELTON 2.7	85.5		
44	Y	27.4	0.0	PENTLAND 6.5	68.6	B	
66		20.9	0.0	KYAN 6.7	37.0		
71	W	14.2	13.2	MILLUX 4.7	5.3	B	
92		9.5	10.6	CONNER 6.5	0.0	B	
8		3.0	10.6	BANNISTER 3.0	0.0		
54		11.6	26.4	GOSFORD 9.1	0.0		
Yard	FW Y	0.0	0.0	KERN JCT. 2.5	15.8	C	
				BAKERSFIELD		C	

.....Average speed per hour.....

JUNCTION SWITCHES

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

Bakersfield for Eastward Trains	Minkler for Wahotoke District
Corcoran for First District	Calwa for Westward trains from First District
Laton for First District	Fresno Tower Interlocker
Cutler for Visalia District	Hammond for Second District
Reedley for Visalia District	Bartonette for Fresno Interurban trains
Wyeth for Porterville District	Riverbank for Second and Third District trains
Landco for First District	Richmond-Oakland District for Oakland District trains

1. A copy of the book entitled, "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1927, and of the book, "Rules and Regulations for the Maintenance of Way and Structures," dated 1928, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Special rules of The Atchison, Topeka and 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.'s Valley Division timetable.

4. Rule 93: Yard limits are located at Gosford, Pentland and Taft.

5. SPEED LIMITATIONS

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

6. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.

7. There is a spring derailer in main track 900 feet West of West switch at Taft.

8. No train will leave Maricopa when there is an operator on duty without receiving clearance card Form 902.

ADDITIONAL STATIONS

	Distance from Gosford
Levee	16.5
	Distance from Pentland
Winoll	3.4
Signa	4.2
Lowry	7.1
Chanslor	11.2

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

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Mopeco	890.5	16	East & West	
Ivy	909.8	3	East	
Palmo (Two Spurs)	910.5	3-23	One East One West	
Petro	920.0	9	West	
Spa	938.3	16	East & West	
Alpaugh	941.8	5M	Branch from	Stoil
Pitco	970.1	4	East	
SECOND DISTRICT				
	Miles from Albuquerque			
Calpack	1048.6	61	East & West	
Carolyn	1052.1	12	West	
Hoff	1060.1	9	East & West	
Cortez	1074.6	18	East & West	
Fells	1083.7	34	East & West	
VISALIA DISTRICT				
	Miles from Corcoran			
Siete	6.5	4	West	
Imhoff	15.7	9	West	
Higby	21.8	10	East	
Tokay	42.3	30	East & West	25-30
Enson	43.9	16	East	
Grapegrowers	46.0	6	West	
Gilbert	46.7	7	East & West	
Mattei	64.2	Spur	West	
Homay	65.6	4	East	
Janjigian	65.7	7	East	
WAHOTOKE DISTRICT				
	Miles from Reedley			
Carmelita	8.2	6	East	
Woodrock	13.3	30	East	
PORTERVILLE DISTRICT				
	Miles from Minkler			
Twin Buttes	25.3	9	West	
Cyr	26.2	6	East	
Woodlake	33.5	25	Branch 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	Spur	East	
Denlin	52.6	30	West	
Adams	52.9	Spur	East	
Mosian	54.5	32	East	
Lumer	60.9	61	East	
Sunland	61.4	Spur	West	
Magnolia	61.9	28	East	
Lempom	63.7	5	East	
San Joaquin Cotton Compress	111.3	16	East & West	
OAKDALE DISTRICT				
	Miles from Riverbank			
Ladino	3.7	5	West	
THIRD DISTRICT				
	Miles from Albuquerque			
Harrold	1099.5	11	West	
Permela	1114.9	7	West	
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	
Cerrito	5.7	11	East	
Peoco	7.5	5	East	
Bruce	7.8	6	West	
Opaco	10.0	8	West	
Redo	10.2	12	West	
LENGTH OF WYE STEMS				
Blume	292 feet	Oakland (West Leg)	350 feet	
Laton	260 feet	Lanare	505 feet	
		Oakdale	300 feet	
Porterville	425 feet	Bakersfield	456 feet	

(Continued from Page 3)

28. Spring switches located as follows: Bakersfield, at west end of long lead; Fresno, Tulare St.; Riverbank, east end of ice house track; Glen Frazer, at west end of south siding. Trains trailing through spring switch must not exceed speed of ten miles per hour, and reverse movements must not be attempted until switch is properly lined.

Trains finding signals or point indicators, immediately in advance of facing point spring switches, in stop position, must examine points before passing over them.

29. Rule 460: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where fire might result.

30. Passenger trains backing between Calwa and Fresno will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night, a white light.

FIRST DISTRICT

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

32. Double track between Kern Jct. and Bakersfield, be governed by Rule D-151.

33. 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

34. Double track between Fresno, Tulare St., and Calwa, be governed by Rule D-151.

VISALIA DISTRICT

35. 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

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

37. Train No. 12 will back Cutler to Wyeth and turn on wye.

THIRD DISTRICT AND SAN FRANCISCO TERMINAL DIVISION

38. Rule 9. Headlight must be displayed and markers lighted through all tunnels between Vine Hill and Pinole, 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.

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

40. 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.

41. At Sando: Westward train holding main track when meeting eastward train must not pass preliminary board until signal 11503 assumes stop position.

At Christie, eastward train holding main track when meeting westward train must not pass preliminary board until signal 11742 assumes stop position.

42. Southern Pacific time table and rules govern between Wood Street and Oakland Pier.

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. Santa Fe main track to Sunset track.	Interlocker. Semi-automatic. Approach locking.	Crossover — 0 — 0 Main track to Sunset — 0 — West main to S. P. West main — 0
Hanford	S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track.	Interlocker. Semi-automatic. Approach locking.	Corral 000 — Ice House 00 — 0
Calwa 0.8 East	S. P. main track and entrance to yard.	Interlocker. Semi-automatic. Approach locking.	

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 0.8 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.	
Mirador 1.3 West	Visalia Elec.	10 M.P.H. Stop when fog.	
Strathmore Jct. 0.3 East	Visalia Elec.	15 M.P.H. Stop when fog.	
Porterville 0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B, and C.	

LATON DISTRICT

Laton 1.9 West	S. P. Goshen branch.	Stop. Rules 98, A, B, and C.	
Cornwell	H. S. L. R. R.	Stop. Rules 98, A, B, and C.	

SECOND DISTRICT

Sunmaid Tower 0.5 West	S. P. Porterville branch. Double track Crossover and yard lead.	Interlocker. Semi-automatic. Approach locking.	Pike lead — 00 — Crossovers — 0 — 0
Fresno Tower 0.4 East	S. P. Friant branch. Double track Crossovers, yard lead and Industry tracks.	Interlocker. Semi-automatic. Approach locking.	Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime No. 2 00 — 0 Hill tracks 000 — Yard track — 0 — 0
Kismet 0.3 West	S. P. Berenda branch and West switch to siding.	Interlocker. Semi-automatic. Approach locking.	
Merced, Tower No. 2	Y. V. R. R. and West switch to siding.	Interlocker. Semi-automatic. Approach locking.	
Merced, Tower No. 1 0.7 West	S. P. Oakdale branch	Interlocker. Semi-automatic. Approach locking.	

FRESNO INTERURBAN DISTRICT

Los Palmo	S. P. Friant branch.	Stop. Send flagman ahead. Hand throw derails.	
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OAKDALE DISTRICT

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

Stockton, Tower No. 2 0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocker. Semi-automatic. Approach locking.	S. P. transfer 000 — W. P. transfer — 0 — W. P. main track connection 0 —
Stockton 0.5 West	Wye Crossing.	Semi-automatic signals. Manual operation. When home signal in stop position and no train approaching from either direction on roundhouse or water front leads, and derails on that line are open, train may proceed over crossing when signaled by a member of its crew. This modifies Rule 782.	
Woodsbro 1.0 East	San Joaquin River Drawbridge.	Interlocker. Semi-automatic. Approach locking.	
Middle River 0.3 East	Drawbridge, siding and wharf track.	Interlocker. Semi-automatic. Approach locking.	Siding to main — 0 —

OAKLAND DISTRICT

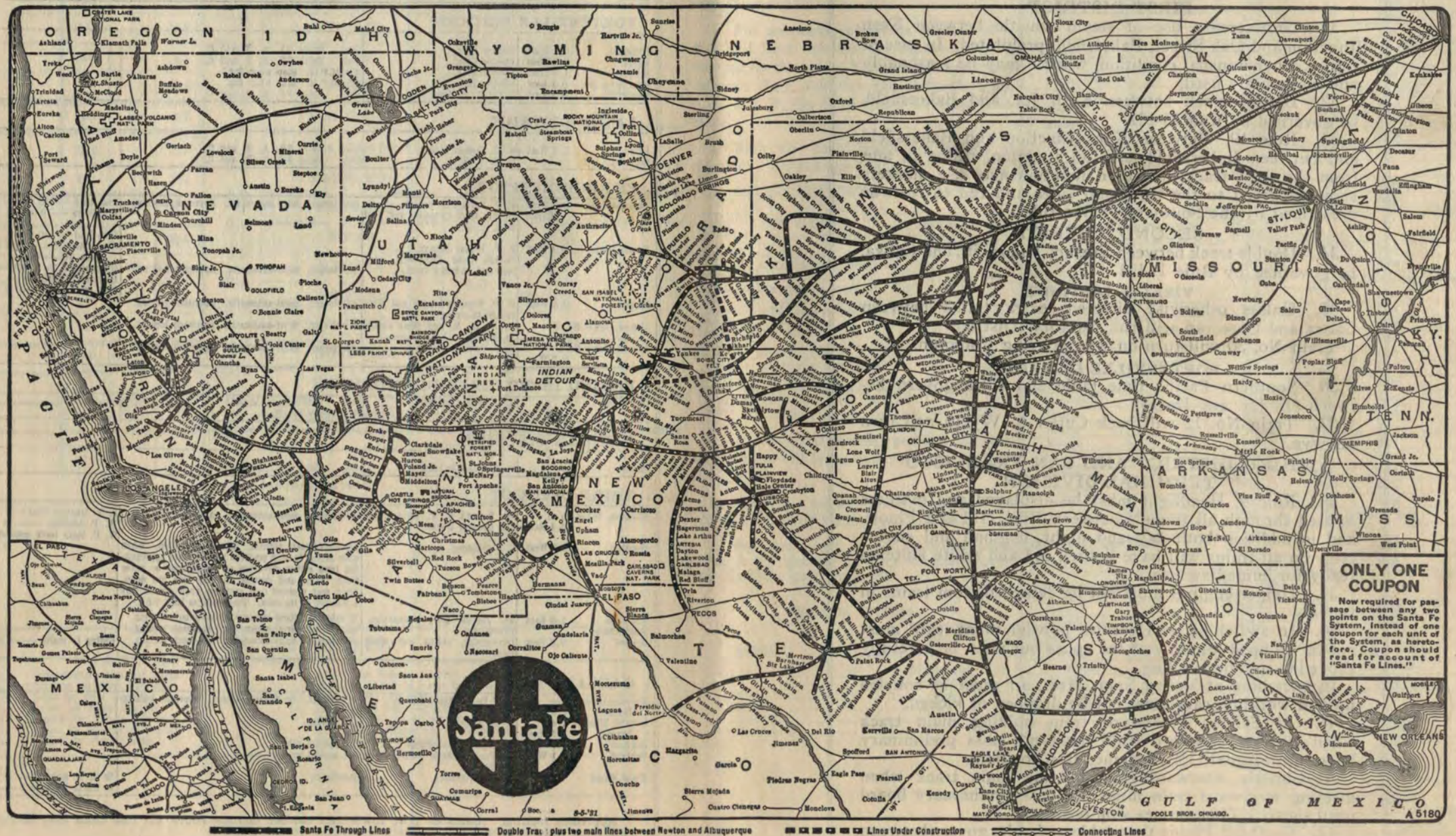
Berkeley, Golden Gate Tower 1.9 West	S. P. Co. Berkeley branch.	Interlocker. No distant signals. Approach locking.	
Dwight, Masonic Ave. Tower 1.7 West	S. P. Electric.	Interlocker.	
Oakland 0.7 West	Key System Interchange	See special rule.	
Oakland 1.1 West	S. P. Co. West Oakland connection.	See special rule.	
Wood Street	S. P. connection.	Interlocker.	To S. P. main — To Santa Fe main 0 —

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

SANTA FE SAFETY FIRST

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."