The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

VALLEY
AND
SAN FRANCISCO TERMINAL DIVISIONS.

EMPLOYES' TIME TABLE

81

IN EFFECT

Sunday, June 2, 1940,

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

Superseding Time Table No. 80, Dated January 14, 1940, and any Supplements thereto.

81

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

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

F. J. MacKIE,
Assistant General Manager,
Los Angeles, Cal.

G. W. SIMPSON,
Superintendent,
Fresno, Cal.

E. B. HEBERT,
Trainmaster,
First, Visalia and Porterville Districts,
Fresno, Cal.

P. W. ARCHIBALD,
Trainmaster,
Bakersfield Yard,
Bakersfield, Cal.

R. J. BRETON,
Trainmaster,
Second and Third Districts,
Fresno, Cal.

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

V. J. IMHOFF,
J. W. ROBBINS,
Chief Dispatchers,
Fresno, Cal.

A. C. HARGIS,
S. A. WYSONG,
H. HOLDER,
E. M. TAYLOR,
W. W. HAYS,
L. L. WEBSTER,
H. A. HARGIS,
Dispatchers,
Fresno, Cal.

Timetable 82 eff 1 January 1942

ALL DISTRICTS

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 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 roundhouse), Cutler, Calwa (station and roundhouse), Fresno, Riverbank, Mormon, Richmond (station and roundhouse).

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 station.

6. Rule 88: At following stations the designated switches are "heading-in" points for trains which are required to take siding.

Exeter and Lindsay: House track.

Visalia, westward trains, east switch to house track.

Parlier: Westward trains, crossover switch east of station.

Hanford, 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 station. 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 station.

Glen Frazer, westward trains, south siding;
eastward trains, north siding.

Christie and Gateley, westward trains, north siding;
eastward trains, south siding.

7. 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 permanently 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.

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.

Headlight will be displayed through tunnels.

9. 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.

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): 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 below:

Bakersfield, a Southern Pacific register will be maintained by the operators which will contain the 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.

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

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.

Riverbank, Mormon and Richmond, first class trains may register by Form 903.

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

11. Rule 86 is amended to read: 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, 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: Between limits described below, 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 enginemen 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 orders; 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.

Rule 103 (A): The second paragraph is abrogated.

15. Rule 104 (A) 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.

16. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except 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.

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

Extra trains en route Fresno Interurban must secure clearance card before passing Fresno tower.

17. 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.

18. 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.

19. 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 Ave. and Ferry Point	Tunnel No. 5

20. Rule 313: The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

21. Rule 314: No freight train will run more than seventy-five miles without stopping for inspection.

22. 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 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."

23. 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.

24. 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.

25. 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.

SPEED LIMITATIONS

26. 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, forty 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 permitted through turnouts is as follows:

No. 8 turnout, 10 m.p.h., 1 mile in 6 minutes.
No. 10 turnout, 15 m.p.h., 1 mile in 4 minutes.
No. 14 turnout, 30 m.p.h., 1 mile in 2 minutes.
No. 20 turnout, 40 m.p.h., 1 mile in 1½ minutes.

On No. 14 turnouts freight trains must reduce speed to 20 m.p.h., and on No. 20 turnouts to 30 m.p.h.

No. 8 turnouts are located within yards.

No. 10 turnouts are located on passing sidings, crossovers and junctions.

No. 14 turnouts are located at Double Track Junction, Calwa.

No. 20 turnouts—None.

Maximum speed of all trains entering or leaving east siding switch Port Chicago ten miles per hour; all other turnouts and crossovers, fifteen miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty miles per hour around sharp curves and where view is obscured, 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

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	

25 MPH **35 MPH**

Passenger Locomotives

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

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
702-707	1	43	1	43	1	43
797-813	1	43	1	43	1	43
990-999	1	43	1	43	1	43
1211-1222	0	48	1	05	1	20
1226-1265	0	48	1	05	1	20
1297-1308	0	48	1	05	1	20
1322-1379	0	48	1	05	1	20
1413-1468	0	40	1	05	1	20
1950-1991	1	43	1	43	1	43
3129-3158	1	43	1	43	1	43
3520-3534	0	48	1	05	1	20
Diesel	0	36	.....		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 per cent is allowed on the above locomotives in "Freight and Mixed" service, or running light.

(Continued on Page 10)

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

PORTERVILLE–OROSI DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water Tank Tables and Wyes	Miles from Minkler	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
	No. Cars		Miles		STATIONS			
	Yard	FW TY	116.0		BAKERSFIELD			
				13.3	2.1	0.0		
	54		113.9		LANDCO		B	
				0.0	3.2	51.5		
	29		110.7		OIL JUNCTION		B	
					38.8			
			71.9		DUCOR		C	
				52.8	5.9	52.8		
	50		66.0		ULTRA		B	
				52.8	7.0	52.8		
			59.0		PORTERVILLE JCT. P. N. E. Railway Crossing			
				0.0	0.8	33.2		
	44	YW	58.2		PORTERVILLE		C	
				52.8	5.8	52.8		
			52.4		Visalia Electric Railway Crossing			
				0.0	0.5	3.8		
	33		51.9		STRATHMORE JCT.		B	
				31.1	1.1	0.0		
	29		50.8		MIRADOR			
				3.1	1.5	31.4		
			49.3		Visalia Electric Railway Crossing			
				0.0	2.6	26.4		
	53	W	46.7		LINDSAY		C	
				5.0	3.1	34.8		
	20		43.6		LUCCA			
				0.0	0.6	0.0		
	16		43.0		SIDES			
				15.8	3.8	0.0		
	53		39.2		EXETER		C	
				15.8	0.3	0.0		
			38.9		Visalia Electric Railway Crossing			
				15.8	0.6	0.0		
	9		38.3		ANTES			
				4.7	2.1	5.3		
	31		36.2		VENIDA			
				0.0	2.1	5.3		
	21		34.1		FANE			
				21.1	2.9	8.9		
	23	W	31.2		HILLMAID		B	
				20.8	0.1	30.8		
			31.1		Visalia Electric Railway Crossing			
				20.8	1.0	30.8		
	19		30.1		REDBANKS		B	
				0.0	1.8	20.8		
	11		28.3		CAIRNS			
				0.0	1.4	17.4		
	14		26.9		RAYO			
				0.0	3.1	17.4		
	34		23.8		SEVILLE			
				15.3	3.2	10.8		
		Y	20.6		WYETH			
					1.6	26.8		
	68	WF			CUTLER		C	
				0.0	1.6			
		Y	20.6		WYETH			
				14.4	2.0	0.0		
	29		18.6		OROSI		C	
				30.3	4.2	0.0		
	11		14.4		PRIMERO			
				19.0	2.2	15.2		
	39		12.2		ORANGE COVE		C	
				16.2	5.9	10.6		
	25		6.3		NAVALENCIA			
				25.3	6.3	31.7		
	27	WY	0.0		MINKLER		B	
					(116.0)			

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

WAHTOKE DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Reedley	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
	No. Cars		Miles		STATIONS			
	Yard		16.9		PIEDRA		B	
				0.0	2.1	58.3		
	8		14.8		AVOCADO			
				0.0	3.5	57.0		
	34		11.3		OAKHURST			
				0.0	2.0	52.8		
	27	WY	9.3		MINKLER		B	
				0.0	3.4	31.7		
	15		5.9		WAHTOKE		B	
				33.2	1.5	0.0		
	34		4.4		RADWIN			
				0.0	4.4	41.4		
	Yard	F WY	0.0		REEDLEY		C	
					(16.9)			

OAKDALE DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water Tank Tables and Wyes	Miles from Riverbank	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
	No. Cars		Miles		STATIONS			
	Yard	Y	6.5		S. P. Co. Crossing OAKDALE			
				21.1	6.5	21.1		
	Yard	Y FW T	0.0		RIVERBANK		C	
					(6.5)			

OIL CITY DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Oil Junction	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phones	EASTWARD
	No. Cars		Miles		STATIONS			
	40	Y	0.0		OIL JUNCTION		B	
				21.1	3.0	0.0		
	29		3.0		SEGURO		C	
				0.0	2.6	42.2		
	Yard	WY	5.6		OIL CITY			
					(5.6)			

VISALIA DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Miles from Corcoran	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
First Class 25 MOTOR								First Class 30 MOTOR
Leave Daily	No Cars		Miles		STATIONS			Arrive Daily
PM 1.05	Yard	WY	0.0		CORCORAN		C	AM 8.15
				28.5	4.1	0.0		
f 1.15	18		4.1		WAUKENA		B	f 8.05
				13.2	5.6	0.0		
f 1.23	34		9.7		PAIGE			f 7.54
				8.9	1.9	0.0		
1.26	14		11.6		ROBLA			f 7.50
				16.6	3.1	0.0		
s 1.35	25		14.7		S. P. Co. Crossing TULARE		C	s 7.44
				13.9	4.0	0.0		
f 1.43	17		18.7		SWALL			f 7.32
				5.3	1.3	0.0		
1.45	54		20.0		LOMA			7.30
				5.3	4.8	0.0		
s 1.55	47	W	24.8		VISALIA S. P. Co. Crossing		C	s 7.22
				0.0	6.6	16.2		
f 2.06	29		31.4		PERAL			f 7.09
				11.6	1.5	0.0		
			32.9		S. P. Co. Crossing			
				11.6	2.9	0.0		
f 2.12			35.8		CALGRO		B	f 7.02
				10.6	2.3	15.9		
s 2.20	68	WF	38.1		CUTLER		C	s 6.52
				0.0	3.2	0.0		
f 2.25	33		41.3		SULTANA		C	f 6.47
				0.0	3.5	13.2		
f 2.31	56		44.8		DINUBA		C	s 6.40
				9.3	3.7	0.0		
s 2.40	Yard	WY F	48.5		REEDLEY		C	s 6.33
				14.6	1.9	0.0		
			50.4		S. P. Co. Crossing			
				14.6	0.3	0.0		
f 2.44	23		50.7		LACJAC			f 6.25
				0.0	2.4	0.0		
s 2.50	140		53.1		PARLIER		C	s 6.21
				5.3	1.5	0.0		
f 2.52	23		54.6		MILEY			f 6.16
				1.1	3.6	2.5		
s 3.00	54		58.2		DEL REY		C	s 6.11
				0.0	3.4	7.9		
f 3.08	44		61.6		WOLF			f 6.06
				0.0	2.5	8.5		
f 3.12	34		64.1		LONE STAR			f 6.02
				0.0	2.0	10.6		
f 3.15	20		66.1		CECILE			f 5.59
				0.0	2.5	10.6		
s 3.20 PM	Yard	FW TY	68.6		CALWA		C	5.55 AM
Arrive Daily					(68.6)			Leave Daily
(30.0)			.....Average speed per hour.....					(29.4)

FRESNO INTERURBAN DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Hammond	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
	No. Cars		Miles		STATIONS			
	20		0.0		HAMMOND		B	
				0.0	2.0	0.0		
	8		2.0		CINCOTTA			
				0.0	0.4	0.0		
	5		2.4		BARTONETTE		B	
				0.0	0.8	0.0		
	5		3.2		ROESSLER			
				0.0	1.7	0.0		
	10		4.9		CAMEO S. P. Co. Crossing			
				0.0	1.1	0.0		
	11		6.0		BRONGE			
				0.0	0.5	0.0		
	11		6.5		FORTHCAMP			
				0.0	0.7	0.0		
	30		7.2		BURNESS		B	
				0.0	1.4	0.0		
	25		8.6		POSSON			
				0.0	1.0	0.0		
	12		9.6		BLASINGAME			
				0.0	0.5	0.0		
	16		10.1		HOPPER			
				0.0	0.8	0.0		
	9		10.9		SMITHVILLE			
				0.0	1.4	0.0		
	5		12.3		LINES			
				0.0	0.6	0.0		
	50		12.9		FAIRVIEW		B	
				42.2	1.4	10.6		
	13		14.3		HABER			
				0.0	0.1	0.0		
	8		14.4		BASHONE			
				15.8	0.6	0.0		
	18		15.0		ZEDIKER		B	
				9.5	0.7	0.0		
	13		15.7		RIVERBEND			
				31.7	1.0	42.2		
	6		16.7		ELK			
				10.6	0.2	0.0		
	0		16.9		BELMONT AVE.			
					(16.9)			

LATON DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Laton	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD
	No. Cars		Miles		STATIONS			
	84	Y	0.0		LATON		C	
				0.0	5.6	10.4		
	10		5.6		CLINT			
				0.0	2.2	0.0		
	15		7.8		H. & S. L. R. R. Crossing CORNWELL			
				0.0	1.8	0.0		
	11		9.6		GEPFORD			
				0.0	2.3	0.0		
	4		11.9		ROY			
				0.0	3.7	3.0		
	20		15.6		SHILLING			
				0.0	1.8	0.0		
	8	Y	17.4		LANARE			
					(17.4)			

WESTWARD First Class					Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending.	Office of Communication and Booth Phone	EASTWARD First Class				
23 Grand Canyon Limited	63 Golden Gate	1 The Scout	61 Golden Gate	59 Valley Flyer								24 Grand Canyon Limited	60 Golden Gate	2 The Scout	58 Valley Flyer	62 Golden Gate
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 9.50		AM 11.20			73		835.2	0.0	KERN JUNCTION		C	AM 8.25		PM 7.20		
									2.5	15.8						
s10.00 10.20	PM 4.15	s11.30 11.40	AM 11.10	AM 7.00	Yard	FW TY	837.7		BAKERSFIELD		C	s 8.15 m 7.55	PM 2.00	7.10 s 7.00	PM 8.25	PM 11.59
								13.3	2.1	0.0						
10.24	4.18	11.44	11.13	7.03			839.8	0.0	LANDCO		B	7.48	1.56	6.54	8.20	11.54
									2.1	15.5						
10.27	4.20	11.46	11.15	7.05	74		841.9	0.0	JASTRO		B	7.42	1.54	6.50	8.17	11.51
									3.8	14.7						
10.32	4.23	11.50	11.18	7.08	72		845.7	0.0	ROSEDALE		B	7.36	1.50	6.45	8.13	11.47
									4.9	14.0						
10.38	4.27	11.55	11.22	7.13	74		850.6	9.2	UNA		B	7.28	1.45	6.38	8.09	11.42
									4.9	0.0						
s10.46	4.32	PM s12.03	11.27	f 7.19[24]	144	W	855.5	0.0	SHAFTER		C	s 7.19[59]	1.41	s 6.32	f 8.04	11.37
									7.5	10.6						
s10.56	4.39	s12.13	11.34	f 7.27	120	W	863.0	0.0	WASCO		C	s 7.07	1.34	s 6.22	f 7.58	11.30
									5.8	15.8						
11.03	4.44	12.20	11.39	7.33	74		868.8	0.0	ELMO		B	6.59	1.29	6.13	7.51	11.24
									2.7	10.6						
11.07	4.46	f12.24	11.41	7.35	14		871.5	0.0	POND			6.56	1.27	6.10	7.48	11.21
									3.0	15.8						
11.17[62]	4.48	12.28	11.43	7.38	74		874.5	0.0	KERNELL		B	6.53	1.24	6.07	7.46	11.17[23]
									7.5	8.4						
11.24	4.54	12.36	11.49	7.45	74	W	882.0	1.1	ALLENSWORTH		B	6.45	1.18	5.59	7.39	11.11
									4.4	1.7						
11.28	4.58	12.41	11.53	7.49	94		886.4	9.5	STOIL		B	6.39	1.14	5.54	7.35	11.07
									5.7	9.0						
11.33	5.03	12.47	11.58	7.54	73		892.1	4.1	ANGIOLA		C	6.33	1.09	5.47	7.30	11.02
									3.8	0.0						
11.37	5.06	12.51	PM 12.01	7.58	74		895.9	0.0	BLANCO		B	6.27	1.06	5.43	7.26	10.59
									1.0	0.0						
					21		896.9	0.0	TURNBULL							
									4.0	2.6						
s11.45	5.10	s 1.02[60]	12.05	f 8.03	Yard	WY	900.9	3.2	CORCORAN		C	s 6.20	1.02[1]	s 5.36	f 7.21	10.54
									3.0	0.0						
11.50	5.13	1.06	12.08	8.06	76		903.9	4.1	BEAN		B	6.11	12.59	5.26	7.18	10.51
									6.2	0.0						
11.56	5.18[2]	1.12	12.13	8.12	83		910.1	5.8	GUERNSEY		B	6.05	12.54	5.18[63]	7.12	10.46
									4.0	0.0						
AM 12.01	5.22	1.16	12.17	8.16	23		914.1	5.2	ODESSA			6.01	12.51	5.12	7.08	10.42
									3.8	0.0						
									S. P. Co. Crossing							
s12.08	s 5.29	s 1.24	s12.24	s 8.23	E.123 W. 83	W	917.9	9.0	HANFORD		C	s 5.56	s12.48	s 5.08	s 7.04	s10.38
									3.3	0.0						
12.13	5.33	1.28	12.27	8.27	22		921.2	10.6	BANNER			5.44	12.43	5.00	7.00	10.32
									0.6	0.0						
					5		921.8	0.0	LUCERNE		B					
									1.5	0.0						
12.16	5.35	1.30	12.30	8.30	74		923.3	14.6	SHIRLEY		B	5.42	12.40	4.58	6.58	10.30
									2.7	15.8						
f12.21	5.37	s 1.35	12.34[60]	8.33	75	Y	926.0	0.0	LATON		C	s 5.38	12.34[61]	f 4.55	6.54	10.27
									5.9	15.8						
12.29	5.43	1.42	12.39	8.39	74		931.9	10.6	CONEJO		B	5.31	12.29	4.48	6.49	10.22
									3.7	0.0						
12.34	5.47	1.47	12.43	8.42	25		935.6	10.6	MONMOUTH		B	5.27	12.26	4.44	6.46	10.19
									2.7	0.0						
12.38	5.50	f 1.52	12.46	8.45	73		938.3	10.6	BOWLES		B	f 5.24	12.24	4.41	6.43	10.17
									2.8	0.0						
12.41	5.53	1.56	12.48	8.48	74		941.1	0.0	OLEANDER		B	5.21	12.21	4.38	6.40	10.14
									3.3	4.2						
							944.4		CALWA TOWER S. P. Co. Crossing		C					
								0.0	0.8	4.2						
s12.48 AM	5.57 PM	f 2.00 PM	12.53 PM	8 53 AM	Yard	FW TY	945.2		CALWA		C	5.16 AM	12.16 PM	4.33 PM	6.36 PM	10.09 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(41.7)	(63.2)	(44.0)	(62.6)	(57.1)					.....Average speed per hour.....			(39.0)	(62.0)	(42.0)	(59.2)	(58.6)

WESTWARD First Class							Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Office of Communication and Booth Phone	Ruling Grade Ascending	EASTWARD First Class						
63	25	1	61	59	15	23								24	30	60	26	2	58	62
Golden Gate	MOTOR	The †Scout	Golden Gate	Valley Flyer	MOTOR	Grand Canyon Limited								Grand Canyon Limited	MOTOR	Golden Gate	MOTOR	The Scout	Valley Flyer	Golden Gate
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 5.57	PM 3.20	PM 2.00	PM 12.53	AM 8.53	AM 5.15	AM 12.48	Yard	FW TY	995.2		CALWA	C		f AM 5.16	AM 5.54	PM 12.16	PM 3.50	f PM 4.33	PM 6.36	PM 10.09
									996.8	15.8	1.6		2.6							
											SUNMAID TOWER S.P.Co. Crossing	C								
									997.7	15.8	0.9		2.6							
											FRESNO TOWER S. P. Co. Crossing	C								
s 6.02	3.28	s 2.05	s12.57	s 8.58	5.25	s12.55					0.4		5.3							
6.04	PM	2.15	12.59	9.00	AM	1.15	Yard	W	998.1		FRESNO	C		5.10	5.45	12.12	3.40	4.25	6.30	10.05
														s 4.55	AM	s12.10	PM	s 4.15	s 6.27	s10.03
6.10		2.23	1.05	9.06		1.23	81		1000.1	15.8	2.0		5.3	4.47		12.04 PM		4.06	6.21	9.57
											HAMMOND	B								
6.15[58]		2.29	1.10	9.11		1.29	74		1005.7	15.8	5.6		5.3	4.41		11.59		f 3.58	6.15[63]	9.52
											FIGARDEN	B								
6.20		2.35	1.15	9.16		1.35	74		1011.6	10.6	5.9		15.8	4.35		11.54		3.51	6.05	9.47
											GREGG	B								
6.22		f 2.38	1.17	9.18		1.37	41		1014.0	0.0	2.4		15.8	4.33		11.52		f 3.48	6.03	9.45
											TRIGO	B								
6.27		f 2.46	1.22	9.23		1.43	74	W	1019.6	15.8	5.6		12.7	4.27		11.47		f 3.42	5.58	9.40
											MADERA	C								
6.33		2.53	1.28	9.29		1.50	74		1026.1	16.1	6.5		15.8	4.20		11.41		3.35	5.52	9.34
											KISMET		0.0							
									1026.4		0.3									
											KISMET TOWER S. P. Co. Crossing	C								
6.37		2.58	1.32	9.33		1.54	48		1030.3	7.4	3.9		0.0							
											SHARON	B								
6.42		3.04	1.37	9.38		1.59	75		1035.8	15.8	5.5		15.8	4.15		11.38		3.30	5.48	9.30
											MARGUERITE	B								
6.44		3.07	1.39	9.40			14		1038.4	0.0	2.6		15.8	4.10		11.33		3.24	5.43	9.25
											DICKINSON									
6.47		s 3.15[2]	1.42	9.43		f 2.05	76	W	1041.5	0.0	3.1		15.8	4.07		11.31		3.20	5.40	9.22
											LEGRAND	C								
6.50		3.19	1.45	9.46			18		1044.5	0.0	3.0		15.8	s 4.04		11.28		s 3.15[1]	5.37	9.20
											BURCHELL									
6.52		f 3.23	1.47	9.49		2.12	75		1047.3	5.3	2.8		10.6	3.58		11.25		3.10	5.34	9.18
											PLANADA	C								
6.55		3.27	1.50	9.52		2.15	76		1050.6	0.0	3.3		14.6	f 3.55		11.23		f 3.06	5.31	9.16
											TUTTLE	B								
s 7.02		s 3.36	s 1.56	s10.00		s 2.25	113	W	1056.1	0.0	5.5		10.6	3.51		11.20		3.01	5.28	9.13
											MERCED Yosemite Valley R. R. Crossing	C		s 3.45		s11.15		s 2.54	s 5.23	s 9.08
									1057.7	5.3	1.6		17.4							
											S. P. Co. Crossing									
7.09		3.42	2.03	10.07		2.31	73		1062.3	0.0	4.6		17.4							
											CUBA	B		3.34		11.07		2.44	5.13	9.00
									1064.1	15.8	1.8		15.8							
							17				YAM		0.0							
7.12		f 3.46	2.06	10.10		f 2.35	47		1065.4	10.6	1.3									
											WINTON	C		s 3.30		11.04		f 2.40	5.10	8.57
7.14		f 3.51	2.08	10.13		2.40	73		1068.3	0.0	2.9		0.0							
											CRESSY	B		3.25		11.01		f 2.35	5.07	8.55
7.17		f 3.56	2.12	10.17		2.44	74		1072.0	19.8	3.7		19.8							
											BALLICO	B		3.21		10.58		f 2.30	5.03	8.52
7.24		s 4.07	2.19[2]	10.24		f 2.54	78	W	1079.6	15.8	7.6		15.8							
											DENAIR	C		s 3.12		10.51		s 2.19[61]	4.56	8.45
7.29		s 4.19	2.24	10.30		f 3.04[24]	73		1085.8	0.0	6.2		0.0							
											HUGHSON	C		s 3.04[23]		10.45		s 2.10	4.50	8.40
7.32		f 4.25	2.27	10.34		3.08	107		1089.2	17.4	3.4		15.8							
											EMPIRE	C		2.51		10.42		s 2.04	4.47	8.37
7.35		4.30	2.30	10.39[60]		3.12	45		1092.8	7.9	3.6		0.0							
											CLAUS	B		2.46		10.39[59]		1.58	4.43	8.34
7.38 PM		s 4.35 PM	2.33 PM	10.44 AM		s 3.16 AM	Yard	FW TY	1096.3	26.4	3.5		0.0							
											RIVERBANK	C		2.42 AM		10.36 AM		1.53 PM	4.40 PM	8.31 PM
											(101.1)									
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(61.3)	(21.8)	(41.8)	(61.9)	(55.7)	(17.4)	(47.4)					.....Average speed per hour.....			(43.5)	(19.3)	(61.9)	(17.4)	(40.4)	(53.7)	(63.2)

WESTWARD First Class					Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Miles from Albuquerque	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940 STATIONS	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD First Class				
63 Golden Gate Leave Daily	1 The Scout Leave Daily	61 Golden Gate Leave Daily	59 Valley Flyer Leave Daily	23 Grand Canyon Limited Leave Daily								24 Grand Canyon Limited Arrive Daily	60 Golden Gate Arrive Daily	2 The Scout Arrive Daily	58 Valley Flyer Arrive Daily	62 Golden Gate Arrive Daily
PM 7.38	PM 4.40[58]	PM 2.33	AM 10.44	AM 3.21	Yard	FW TY	1096.3		**RIVERBANK**		C	AM s 2.35	AM 10.36	PM s 1.50	PM 4.40[1]	PM 8.31
								15.8	5.3	15.8						
7.43	f 4.48	2.38	10.49	f 3.29	73		1101.6		ESCALON		C	f 2.27	10.31	f 1.42	4.34	8.26
								0.0	5.4	15.0						
7.48	4.55	2.42	10.54	3.35	77		1107.0		AVENA		B	2.21	10.26	1.35	4.29	8.21
								0.0	5.5	9.8						
7.53	5.01	2.47	10.59	3.40	74		1112.5		BURNHAM		C	2.16	10.20	1.28	4.24	8.16
								0.0	4.4	9.3						
7.57	5.06	2.51	11.03	3.45	73		1116.9		LARSON		B	2.12	10.15	1.22	4.20	8.12
								0.0	3.1	10.3						
8.00	5.10	2.54	11.06	3.49	Yard	W F Y	1120.0		**MORMON**		C	2.08	10.12	1.18	4.17	8.08
								0.0	1.4	10.3						
s 8.06[62]	s 5.20	s 3.00	s11.10	s 4.01	Yard	W Y	1121.4		S.P. and W.P. Crossings STOCKTON		B	s 2.05	s10.10	s 1.15	s 4.15	s 8.06[63]
								1.6	4.1	1.8						
8.11	5.27	3.05	11.17	4.07	58		1125.5		WOODSBRO			1.46	10.01	12.59	4.07	7.58
								0.0	1.6	0.5						
8.13	5.30	3.07	11.19	4.09	43		1127.1		GILLIS		B	1.44	9.59	12.57	4.05	7.57
								0.0	2.2	0.5						
8.15	f 5.34	3.09	11.21	f 4.14	73		1129.3		HOLT		C	1.41	9.57	f12.54	4.02	7.55
								0.8	4.2	0.0						
8.19	5.39	3.13	11.25	4.19	63		1133.5		TRULL		B	1.36	9.53	12.49	3.57	7.51
								11.6	1.3	5.3						
8.21	f 5.42	3.15	11.28	f 4.22	14		1134.8		MIDDLE RIVER		C	1.34	9.52	f12.47	3.55	7.50
								0.0	2.0	10.6						
8.24	f 5.46	3.18	11.32	4.26	74	W	1136.8		ORWOOD		C	1.29	9.49	f12.43	3.52	7.47
								3.2	3.1	10.6						
8.27	5.50	3.21	11.36	4.30	63		1139.9		BIXLER		B	1.24	9.46	12.38	3.49	7.44
								6.3	3.1	0.0						
8.30	s 5.55	3.24	11.39	f 4.35	46		1143.0		KNIGHTSEN		C	1.20	9.43	f12.34	3.46	7.41
								3.6	3.1	6.6						
8.33	s 6.01	3.27	11.42	f 4.42	73		1146.1		OAKLEY		C	1.16	9.40	f12.29	3.43	7.38
								13.2	4.7	15.8						
8.37	6.06	3.31	11.47	4.48	74		1150.8		SANDO		B	1.10	9.35	12.23	3.37	7.34
								0.0	1.3	15.8						
8.39	s 6.11	3.33[58]	11.49	s 4.52	Yard	W	1152.1		ANTIOCH		C	s 1.08	9.33	s12.21	3.33[61]	7.32
								15.8	3.7	6.6						
8.43	f 6.17	3.37	11.54	f 4.59	74		1155.8		PITTSBURG		C	s 1.01	9.29	s12.14	3.26	7.28
								5.3	3.7	11.6						
8.47	6.22	3.41	11.58	5.04	73		1159.5		BROSE		B	12.56	9.25	12.08	3.23	7.25
								15.8	4.1	15.8						
8.51	f 6.27	3.45	PM 12.02[2]	5.10	Yard		1163.6		PORT CHICAGO		C	s12.51	9.21	s12.02[59] PM	3.19	7.21
								0.0	2.2	0.0						
					3	Y	1165.8		BLUME		B					
								0.0	1.5	0.0						
8.54	6.32	3.49	12.06	5.15	73		1167.3		MALTBY		B	12.46	9.17	11.52	3.16	7.17
								52.8	1.8	0.0						
8.57	6.36	3.52	12.09	5.20	67		1169.1		VINE HILL		B	12.43	9.15	11.49	3.14	7.15
								52.8	1.7	0.0						
9.00	6.40	3.55	12.12	5.25	14		1170.8		MUIR		C	12.40	9.13	f11.46	3.12	7.13
								60.0	2.6	0.0						
9.04	6.46	3.59	12.16	5.32	124	W	1173.4		GLEN FRAZER		C	12.36	9.10	11.42	3.09	7.10
								52.8	1.9	52.8						
9.07	6.51	4.02	12.19	5.36	131	W	1175.3		CHRISTIE		B	12.32	9.07	11.39	3.06	7.07
								0.0	4.3	52.8						
9.12	7.01[62]	4.07	12.24	5.42	62		1179.6		LUZON		B	12.26	9.01	11.33	3.00	7.01[1]
								0.0	1.5	52.8						
					34		1181.1		HERPOCO		B					
								0.0	0.4	45.2						
9.15	7.04	4.10	12.27	5.46	11		1181.5		PINOLE		C	12.23	8.58	f11.29	2.58	6.58
								49.6	1.7	29.9						
9.17	7.07	4.12	12.29	5.49	128		1183.2		GATELEY		B	12.20	8.56	11.25	2.56	6.56
								52.8	3.3	52.8						
9.20	7.12	4.15	12.34	5.53	63		1186.5		RHEEM		B	12.15	8.52	11.20	2.52	6.52
								0.0	1.3	0.0						
9.22	7.15	4.17	12.36	5.56	34		1187.8		SAN PABLO			12.13	8.50	11.18	2.50	6.50
								51.7	1.8	52.8						
s 9.26 PM	s 7.20 PM	s 4.20 PM	s12.39 PM	s 6.00 AM	Yard	FW TY	1189.6		**RICHMOND**		C	12.10 AM	8.48 AM	11.15 AM	2.48 PM	6.48 PM
									93.8							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(51.8)	(34.9)	(52.3)	(48.7)	(35.2)					.....Average speed per hour.....			(38.6)	(51.8)	(36.1)	(50.0)	(54.3)

WESTWARD First Class								Capacity of Sidings	Fuel, Water Turntables and Wyes	Miles from Richmond	Ruling Grade Ascending	TIME TABLE NO. 81 June 2, 1940	Ruling Grade Ascending	Office of Communication and Booth Phone	EASTWARD First Class							
63	113	1	61	59	107	105	23								106	60	2	58	62	108	112	24
Golden Gate	Passenger	The Scout	Golden Gate	Valley Flyer	Passenger	Passenger	Grand Canyon Limited								Passenger	Golden Gate	The Scout	Valley Flyer	Golden Gate	Passenger	Passenger	Grand Canyon Limited
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 9.26	PM 8.20	PM 7.21	PM 4.21	PM 12.42	AM 9.30	AM 7.00	AM 6.00	Yard	FW TY	0.0		RICHMOND		C	AM 7.40	AM s 8.48	AM s11.14	PM s 2.48	PM s 6.48	PM 9.00	PM 11.00	AM s12.09
9.35	8.29	7.30	4.30	12.51	9.39	7.10	6.10	66		4.5	64.4	4.5	39.6		7.30	8.39	11.05	2.39	6.39	8.50	10.50	11.59
										6.5	22.7	DWIGHT 2.0 S. P. Co. Electric Crossing	31.7	B								
s 9.45	8.40[108]	s 7.40	s 4.40	s 1.00	9.50	7.20[106]	s 6.20	25		8.0	0.0	1.5	0.0		7.20[105]	s 8.30	s10.55	s 2.30	s 6.30	8.40[113]	10.40	s11.50
										9.9	0.0	BERKELEY 1.9 S. P. Co. Crossing	0.0	C								
9.55 10.00	8.50 PM	7.50 7.55	4.50 4.55	1.10 1.15	10.00 AM	7.30 AM	6.30 6.40	Yard	WY	10.9	0.0	1.0 OAKLAND 40th and San Pablo	79.4	C	7.05 AM	8.20 8.15	10.45 10.35	2.20 2.15	6.20 6.15	8.30 PM	10.30 PM	11.40 11.20
10.15 PM		8.15 PM	5.10 PM	1.30 PM			7.00 AM					7.0 SAN FRANCISCO				8.00 AM	10.20 AM	2.00 PM	6.00 PM			11.00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(17.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(22.6)	(21.8)	(22.6)	(22.6)	(23.4)	(21.8)	(21.8)	(21.8)					.....Average speed per hour.....			(18.7)	(23.4)	(22.6)	(23.4)	(23.4)	(21.8)	(21.8)	(22.6)

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

No. 23 is superior to No. 106
No. 61 is superior to No. 62

No. 105 is superior to Nos. 106 and 60
No. 1 is superior to No. 108
No. 113 is superior to No. 108

No. 107 is superior to No. 2
No. 63 is superior to No. 108 and No. 112
No. 59 is superior to No. 58

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 Building, Los Angeles.
DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Medical Professional Bldg., 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. LEWIS F. MORRISON, (Aurist).....San Francisco.
DR. O. F. MONTGOMERY, Dermatologist.....San Francisco.
DR. W. D. HORNER, Consulting Oculist.....San Francisco.
DR. L. D. PRINCE, Consulting Surgeon.....San Francisco.
DR. J. R. DILLON, Consulting Surgeon.....San Francisco.
DR. R. A. CRUM, Local Surgeon.....Oakland.
DR. CHAS. E. PETERS, Reentgenologist.....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. HOWARD B. FLANDERS, Local Surgeon.....Port Chicago.
DR. DAVID WISE, Emergency Surgeon.....Pittsburg.
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. CARL H. SHUCK, Assistant Local Surgeon.....Fresno.
DR. L. R. NIELSON, 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. HUGH AWTREY, Eye, Ear, Nose and Throat Specialist.....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. L. W. SORENSON, Local Surgeon.....Corcoran.
DR. JOE SMITH, Local Surgeon.....Bakersfield.
DR. ROBERT E. BLAKE, Assistant Local Surgeon.....Bakersfield.
DR. K. S. McKEE (Oculist).....Bakersfield.
DR. J. M. KIRBY, Assistant Local Surgeon.....Bakersfield.
DR. PAUL HANSON, Assistant Local Surgeon.....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. ADDISON W. PRESTON, Local Surgeon.....Visalia.
DR. IRVIN H. BETTS, 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.

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

LOCAL WATCH INSPECTORS

M. S. Grousd.....210 Townsend St., San Francisco
Lowell O. Dixon.....1809 Telegraph Ave., Oakland
Otto A. Poulsen.....822 MacDonald Ave., Richmond
Eugene Mayer.....720 - 2nd St., Antioch
Con Mantele.....129 N. Sutter St., Stockton
A. L. Colvin.....1211 Fulton St., Fresno
E. B. Warrington.....Corcoran
J. N. Cheney.....1425 - 19th St., Bakersfield

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

At Calwa, 1st, 2nd, 15th and 16th, 7:00 a.m. to 3:00 p.m.

At Calwa, 3rd and 17th, 7:00 a.m. to 12:01 p.m.

At Riverbank, 3rd and 17th, 5:45 p.m. to 7:30 p.m.

At Bakersfield, 6th and 20th, 8:00 a.m. to 12:01 p.m.

(Continued from Page 3)

MAXIMUM SPEED FOR TRAINS IN MINUTES AND SECONDS PER MILE

LOCATION	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 Stoll and Alpaugh.....	3	0	3	0	3	0
Through city limits, Corcoran.....	2	0	2	0	2	0
Between Laton and Lanare	3	00	3	00	3	00
VISALIA DISTRICT						
Between Calwa and Visalia (Steam)	1	12	1	30	1	30
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
Betw'n Visalia & Corcoran (Steam)	1	30	1	43	1	43
Betw'n Visalia & Corcoran (Motor)	1	12				
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
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 Elk.....	4	00	4	00	4	00
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
OAKDALE DISTRICT						
Between Riverbank and Oakdale..	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 1134.	1	00	1	20	1	43
Through city limits, Antioch	4	00	4	00	4	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

OAKLAND DISTRICT

No train or engine will exceed a speed of fifteen miles per hour through corporate limits of El Cerrito and Albany, twenty miles per hour between the west corporate limits of Albany and San Pablo Avenue, Oakland, and ten 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

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

28. 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.

29. Rule 701: Red lights will be used in dwarf signals to indicate "Stop."

30. Flag Stops to Pick Up Revenue Passengers:

Train	Stops	Passengers Destined
No. 2	Any station	East of Bakersfield
No. 24	Any station	East of Bakersfield

Flag Stops to Discharge Revenue Passengers:

Train	Stops	Passengers From
No. 24	Any station east of Stockton	From connecting lines at Stockton
No. 24	Any station	Richmond or west thereof
No. 2	Any station between Fresno and Bakersfield	Fresno and west thereof
No. 1	Any station	Bakersfield or east thereof
No. 23	Any station	Bakersfield or east thereof
No. 62	Corcoran, Wasco and Shafter.....	Stockton or west thereof.

31. Automatic signals between Kern Junction and Richmond, and between Landco and Oil Junction.

At meeting points within these limits, train holding main track will not line switch for opposing train to enter siding until such train has passed next opposing signal.

SPRING SWITCHES

32. Spring switches located as follows: Bakersfield, at west end of long lead; Hanford, at west end of eastward siding; Fresno, Tulare St.; Riverbank, east end of ice house track; Glen Frazer, at west end of south siding; Richmond, opposite Scale House.

Maximum speed trailing through spring switches must not exceed 25 miles per hour.

Reverse movements must not be attempted until switches are properly lined by hand. If stop is made with train on spring switch, care must be taken to control slack action and avoid backward movement.

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

FIRST DISTRICT

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

34. 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.

35. 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

36. 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.

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

VISALIA DISTRICT

38. 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

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

THIRD DISTRICT

40. 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.

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

42. 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.

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

At Christie: Eastward train holding main track meeting westward train, required to use south siding must not pass preliminary board until signal 11742 assumes stop position.

OAKLAND DISTRICT

44. At crossing of Key System 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.

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 0.3 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.
Mirador 1.5 West	Visalia Elec.	10 M.P.H. Stop when fog.
Strathmore Jct. 0.5 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

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

SECOND DISTRICT

Sunmaid Tower 0.5 West Calwa	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.	Crossover — 0 — 0 Pike lead — 00 — Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 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

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, 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	Drawbridge.	Interlocker. Semi-automatic. Approach locking.	
Orwood 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.

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

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 Interburban trains
Riverbank for Second and Third District trains
Richmond-Oakland District for Oakland District trains

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 (Spur)	910.4	23	West	
Palmo	910.5	7	East & West	
Neufeld	914.6	6	East	
Spa	938.3	16	East & West	
Alpaugh	941.8	5M	Branch from	Stoll
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			
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	
Homsy	65.6	4	East	
Janjigian	65.7	7	East	
WAHTOKE 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	
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			
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 STEMS OF WYES

Blume	292 feet	Oakland	1800 feet
Laton	337 feet	Lanare	505 feet
		Oakdale	391 feet
Porterville	1143 feet	Bakersfield	456 feet

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.)

