



**SANTA FE SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his Supervisor.

**ASSISTANT SUPERINTENDENT**

C. F. LILLEY ..... Richmond, Calif.

**TRAINMASTERS**

K. R. HATFIELD ..... Bakersfield, Calif.  
G. C. DADO ..... Fresno, Calif.  
S. P. GEORGE ..... Stockton, Calif.  
R. J. ST. JOHN ..... Richmond, Calif.

**RULES EXAMINER**

R. C. VAN AUSDALL ..... Fresno, Calif.

**ASSISTANT TRAINMASTERS**

L. D. BURT ..... Bakersfield, Calif.  
D. R. FARFAN ..... Fresno, Calif.  
L. B. HARTMAN ..... Pittsburg, Calif.

**ROAD FOREMEN OF ENGINES**

B. T. JOHNSTON ..... Bakersfield, Calif.  
J. O. ELWOOD ..... Fresno, Calif.

**SAFETY SUPERVISOR**

G. C. COHORST ..... Fresno, Calif.

**COAST LINES**

J. E. THORNTON ..... Los Angeles, Calif.  
*Supervisor of Air Brakes and General Road  
Foreman of Engines*

A. C. HENDERSON ..... Los Angeles, Calif.  
*Road Foreman of Engines (AMTRAK)*

**CHIEF TRAIN DISPATCHERS' OFFICE—FRESNO**

J. E. SIKES, Chief Dispatcher

**ASSISTANT CHIEF DISPATCHERS**

D. R. MACIEL, JR.    J. B. BONESTEEL    C. C. GRAHAM

**TRAIN DISPATCHERS**

R. D. RILEY                      M. S. BYRNE  
M. L. POTTER                    B. J. FLEMING  
B. E. WALDRUM                G. E. BOWMAN  
D. F. PAULS                      T. B. ROSAL  
D. M. ILER                        G. L. RICHARDSON

The  
Atchison, Topeka and Santa Fe  
Railway Co.



COAST **Santa Fe** LINES

**VALLEY DIVISION  
SUPPLEMENT "A"  
TIME TABLE No.**

**8**

IN EFFECT

**Sunday, November 1, 1981**

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

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

**H. D. FISH  
General Manager  
LOS ANGELES, CALIF.**

**J. T. GROUNDWATER - W. W. TOLIVER  
R. T. DENNISON  
Assistant General Managers  
LOS ANGELES, CALIF.**

**J. M. MARTIN  
Superintendent  
FRESNO, CALIF.**

# 6 SECOND DISTRICT

# VALLEY DIVISION

WESTWARD		Ruling Grade Descending Feet Per Mile	SUPPLEMENT "A" TIME TABLE		Mile Post	Ruling Grade Descending Feet Per Mile	Capacity of Sidings in Feet	EASTWARD	
FIRST CLASS			NO. 8	STATIONS				FIRST CLASS	
709	711							708	710
Leave Daily	Leave Daily		November 1, 1981					Arrive Daily	Arrive Daily
PM 5.58	AM 8.13	2.6	CALWA	995.2	Yard	PM 12.12	PM 8.57		
		2.6	1.6 S. P. Crossing	996.8					
s 6.05 6.10	s 8.20 8.25	5.3	FRESNO	998.1	Yard	12.05 s 12.01 PM	s 8.50 8.46		
		5.3	2.0 HAMMOND	1000.1	1900				
		15.8	4.9 FIGARDEN	1005.0	8514				
		15.8	6.3 GREGG	1011.3	8950				
s 6.40	s 8.55	15.8	8.3 MADERA	1019.6	8984	s 11.31	s 8.16		
		0.0	5.8 KISMET	1025.5	9083				
		15.8	5.7 SHARON	1031.1	13900				
		15.8	10.4 LE GRAND	1041.5	8978				
		15.8	5.8 PLANADA	1047.3	9668				
s 7.13	s 9.28	12.7	8.8 MERCED	1056.1	10315	s 10.58	s 7.43		
		17.4	6.8 FLUHR	1062.9	8989				
		20.0	8.8 BALLICO	1071.7	8999				
		15.8	7.9 DENAIR	1079.6	8964				
		15.3	9.6 MODESTO-EMPIRE JCT.	1089.2	8971				
s 7.45	s 10.00	0.0	6.4 RIVERBANK	1095.6	7231	s 10.26	s 7.11		
		15.8	6.0 ESCALON	1101.6	9254				
		15.8	8.0 DUFFY	1109.6	8968				
		5.3	10.4 MORMON	1120.0	7914				
		10.3	0.7 W. P. Crossing STOCKTON TOWER	1120.7					
		10.3	0.7 S. P. Crossing STOCKTON YL	1121.4	0.0	6794	s 9.56 s 6.41		
s 8.15	s 10.30	1.8	5.2 GILLIS	1126.6	1.8	4881	9.49 6.34		
8.22	10.37	0.5	2.7 HOLT	1129.3	0.0	3674			
		0.0	3.7 TRULL	1133.0	0.8	4943	9.43 6.28		
8.28	10.43	5.3	1.8 MIDDLE RIVER	1134.8	11.6				
		10.6	2.0 ORWOOD	1136.8	0.0	3558	9.36 6.21		
8.35	10.50	10.6	3.0 BIXLER	1139.8	3.2	3781			
		0.0	3.2 KNIGHTSEN	1143.0	6.3	4826	9.30 6.15		
8.41	10.56	6.6	3.1 OAKLEY YL	1146.1	3.6				
		15.8	4.2 SANDO YL	1150.3	13.2	5580	9.23 6.08		
8.48	11.03	15.8	1.8 ANTIOCH YL	1152.1	0.0				
		6.6	3.7 PITTSBURG YL	1155.8	15.8	6380	9.15 6.00		
8.56	11.11	15.8	7.8 PORT CHICAGO	1163.3	15.8	5363	9.05 5.50 AM PM		
9.10 PM	11.25 AM	0.0	3.3 MALTBY	1168.9	0.0	3456			
		0.0	6.5 GLEN FRAZER YL	1173.4	52.8	3834			
		52.8	2.6 CHRISTIE YL	1176.0	52.8				
		52.8	3.1 COLLIER YL	1179.1	0.0	5184			
		52.8	2.4 PINOLE YL	1181.5	0.0				
		29.9	1.1 GATELEY YL	1182.6	49.6	5310			
		52.8	3.9 RHEEM	1186.5	52.8	5373			
		52.8	3.1 RICHMOND YL	1189.6	51.7				
Arrive Daily	Arrive Daily		(194.4)				Leave Daily	Leave Daily	
(52.5)	(52.5)	Average speed per hour				(53.9)	(53.9)		

Trains must get clearance card before leaving Calwa and Richmond, and westward trains must get clearance card before leaving Stockton Tower.

Trains originating must get clearance card before leaving Riverbank. No. 708 and No. 710 must get Santa Fe clearance card at Martinez Station on Southern Pacific.

At Port Chicago, only First Class trains will register. Both Santa Fe and Southern Pacific trains will register on Southern Pacific train register form 2561.

Conductor No. 709 and No. 711 leave message or form 903 with Operator Martinez, reporting arrival at Port Chicago on Santa Fe. Conductor No. 708 and No. 710 will leave message or form 903 at Pittsburg, reporting arrival at Port Chicago on Southern Pacific.

At Port Chicago, No. 708 and No. 710 will originate and No. 709 and No. 711 will terminate on the siding and schedule time will apply at the east siding switch, and trains and engines may use main track to clear the time of No. 708 and No. 710, and No. 709 and No. 711 as required by Rule 86(A).

Rule 5 (b): At Stockton, train order waiting time for Westward trains applies at West Switch to TCS Siding located 1550 feet west of MP 1122.

TCS in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 1550 feet west of MP 1122 Stockton.

Rule 93: Yard limits are located at:

Stockton,

Oakley to and including Pittsburg,

Glen Frazer to Gateley and

Richmond.

A.T. & S.F. trains will operate over Southern Pacific tracks between Richmond and Oakland and will be governed by A.T. & S.F. Rules and Instructions insofar as they are not in conflict with Southern Pacific Rules and Regulations, and by Southern Pacific Rules which are listed in bulletin instructions, and by Western Division Timetable and Timetable Bulletins, Special Notices and Instructions.

Rule 6(B): Calwa & Richmond C-R-T-Y; Riverbank, Stockton Tower, Orwood & Pittsburg C-R; Fresno C; Mormon R-Y; Madera, Gillis, Holt, Trull, Middle River, Bixler, Knightsen, Sando, Antioch, Port Chicago, Glen Frazer, Christie, Collier, Pinole, Gateley & Rheem B; Stockton Y.

Rule 321: At San Joaquin River Bridge when west signal located at MP 1123.7 or eastward signal located at MP 1124.0 or at Middle River Bridge westward signal located at MP 1134.6 or eastward signal located at MP 1134.9 indicate "stop," trains must stop, unless otherwise restricted, proceed with member of crew preceding movement over bridge and movement must be made at restricted speed to the next governing signal.

At Sando, westward train on main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train on siding must occupy spotting section two minutes with switch reversed, after which signal governing movement from west end of siding to main track will clear if main track is unoccupied.

At Glen Frazer, when Signal 11731 or signal governing movement from west end siding to main track is in stop position train may obtain proceed signal if route is clear by inserting switch key in governing signal box and turning to right. When westward train on auxiliary siding, signal governing movement from auxiliary track to main track is in stop position, may obtain proceed signal if route is clear by lining switch for main track.

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