

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

**DR. LAWRENCE CHAFFIN**, Chief Surgeon, Los Angeles, Calif.  
**DR. R. J. FLAMSON**, Assistant Chief Surgeon, Los Angeles, Calif.  
**DR. A. L. KIEFER**, Assistant Chief Surgeon, Los Angeles, Calif.

DR. JOHN D. RELFE, Local Surgeon..... San Francisco  
 DR. CHESTER E. HERROD, Assistant Local Surgeon..... San Francisco  
 DR. R. A. CRUM, Local Surgeon..... Oakland  
 DR. C. L. ABBOTT, Division Surgeon..... Richmond-Oakland  
 DR. HANS BENEDICT, Shop Physician..... Richmond  
 DR. ALLEN MORROW, Local Surgeon..... Richmond  
 DR. LAWRENCE W. BROWN, Assistant Local Surgeon..... Richmond  
 DR. C. L. KERNS, Local Surgeon..... Pittsburg  
 DR. EDWIN E. BOYSEN, Assistant Local Surgeon..... Pittsburg  
 DR. ROBERT E. SANDLIN, Local Surgeon..... Antioch  
 DR. W. T. McNEIL, Local Surgeon..... Stockton  
 DR. JOHN McNALLY, Assistant Local Surgeon..... Stockton  
 DR. PHILIP VON HUNGEN, Local Surgeon..... Escalon  
 DR. E. E. CHOURET, Local Surgeon..... Oakdale  
 DR. F. JOHN HOGG, Assistant Local Surgeon..... Oakdale  
 DR. PAUL E. KLEIN, Local Surgeon..... Hughson  
 DR. E. M. SODERSTROM, Local Surgeon..... Merced  
 DR. GILBERT G. DAGGETT, Local Surgeon..... Madera  
 DR. R. W. DAHLGREN, Division Surgeon..... Fresno  
 DR. L. R. NIELSON, Local Surgeon..... Fresno  
 DR. F. R. FREETO, Assistant Local Surgeon..... Fresno  
 DR. W. F. CHAMLEE, Local Surgeon..... Hanford  
 DR. HAROLD JACOBS, Local Surgeon..... Corcoran  
 DR. JAMES A. SMITH, Assistant Local Surgeon..... Corcoran  
 DR. MAX D. HENDRICKS, Local Surgeon..... Wasco  
 DR. HENRY W. VOTH, Local Surgeon..... Shafter  
 DR. JOE SMITH, Division Surgeon..... Bakersfield  
 DR. WAYLAND P. MATT, Local Surgeon..... Bakersfield  
 DR. L. N. OSELL, Assistant Local Surgeon..... Bakersfield  
 DR. C. M. MATHIAS, Local Surgeon..... Tulare  
 DR. WILEY C. ZINK, Assistant Local Surgeon..... Tulare  
 DR. K. F. WEISS, Local Surgeon..... Visalia  
 DR. F. G. POWELL, Assistant Local Surgeon..... Visalia  
 DR. M. S. GAEDE, Local Surgeon..... Reedley  
 DR. JOHN S. GLENN, Local Surgeon..... Exeter  
 DR. HORACE G. CAMPBELL, Local Surgeon..... Lindsay  
 DR. F. L. WIENS, Local Surgeon..... Porterville  
 DR. R. D. KARSTAEDT, Assistant Local Surgeon..... Porterville  
 DR. ROBERT A. PATRICK, Local Surgeon..... Taft  
 DR. WILLIAM L. McEWEN, Assistant Local Surgeon..... Taft  
 DR. PAUL HWANG, Local Surgeon..... Mojave  
 DR. GEORGE K. FAULKNER, Local Surgeon..... Boron  
 DR. M. F. FINK, Local Surgeon..... Barstow  
 DR. WILLIAM M. CLOVER, Assistant Local Surgeon..... Barstow

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

<b>E. E. SANDERS,</b> Trainmaster, Bakersfield, Calif.		
<b>W. A. ROEBUCK,</b> Trainmaster, Fresno, Calif.	<b>NEIL WILSON,</b> Trainmaster, Fresno, Calif.	
<b>A. A. KENNEDY,</b> Trainmaster, Richmond, Calif.		
<b>J. B. WARD,</b> Chief Dispatcher, Fresno, Calif.	<b>S. A. WYSONG,</b> L. L. WEBSTER, N. S. PETERSEN, E. C. STRETCH, G. M. YOUNG, R. L. SIMPSON, R. D. RILEY, Dispatchers, Fresno, Calif.	<b>M. L. POTTER,</b> G. T. WHEELER, L. L. SAGE, J. R. SHIPLEY, J. E. SIKES, J. H. WEBBER, E. T. FOREMAN,
<b>P. W. ARCHIBALD,</b> H. A. HARGIS, Asst. Chief Dispatchers, Fresno, Calif.		

# The Atchison, Topeka and Santa Fe Railway Co.



## VALLEY DIVISION AND SAN FRANCISCO TERMINAL DIVISION

# TIME TABLE No.

# 115

IN EFFECT

## Sunday, September 28, 1958

At 12:01 A. M.  
Pacific Standard Time

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

**R. D. SHELTON,**  
General Manager,  
Los Angeles, Calif.

**F. N. STUPPI,**  
Asst. General Manager,  
Los Angeles, Calif.

**S. ROGERS,**  
Superintendent,  
Fresno, Calif.

**E. O. BAGENSTOS,**  
Superintendent,  
San Francisco, Calif.

## 2 VALLEY DIVISION

## MOJAVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 115 September 28, 1958	EASTWARD		Mile Post	Ruling Grade Ascending	Communications	
			FIRST CLASS			FIRST CLASS					
			7	1		8	2				
			Passenger	San Francisco Chief		Passenger	San Francisco Chief				
Yard	FW TY	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily					
		34.3	PM 4.05	AM 3.55	AUTOMATIC BLOCK SYSTEM	BARSTOW YL	AM 3.45	PM 9.10	746.4	0.0	C
223		12.1	4.10	4.00		HUTT	3.38	8.59	749.6	0.0	B
92		5.3	4.12	4.03		MACE	3.36	8.55	752.0	7.7	B
112		31.7	4.16	4.07		HINKLEY	3.32	8.50	757.0	24.5	B
71		34.3	4.20	4.11		EADS	3.28	8.45	762.0	0.0	B
100		34.3	4.24	4.15		HAWES	3.24	8.40	766.7	12.2	B
102		28.1	4.29	4.20		JIMGREY	3.19	8.35	772.3	12.2	B
113		24.3	4.35	4.27		KRAMER	3.12	8.28	780.2	29.0	B
72	Y	0.0	4.40	4.31		BORON	3.08	8.24	784.0	34.3	C
160		26.4	4.45	4.36		SILT	3.03	8.18	789.6	19.0	B
160	Y	34.3	4.54	4.43		EDWARDS	2.56	8.11	797.1	0.0	C
160		24.3	5.01	4.49		BISSELL	2.48	8.05	803.6	26.4	B
174		52.8	5.08	4.55		SANBORN	2.43	7.59	810.1	0.0	B
Yard	FW TY		5.18 5.35	5.10		MOJAVE YL (88.9)	2.35	7.50	818.4		C
		15.8	7.45	7.20	KERN JUNCTION YL } 2 TRNS. BAKERSFIELD YL }	12.28	5.38	885.2		C	
Yard	FW T		7.55 PM	7.30 AM			12.20 AM	5.30 PM	887.7	0.0	C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily				

(39.0)

(38.6)

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

(40.5)

(37.7)

Signal System One in effect between Barstow and Mojave and between Kern Jct. and M.P. 887.5.

Signal System Two in effect between M.P. 887.5 and Bakersfield.

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

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Southern Pacific time table and rules govern movement of trains between Kern Junction and M.P. 817.5 at east end of Mojave yard.

Rule 251 in effect between Kern Jct. and M.P. 887.5 at Bakersfield.

Rule 261 in effect between West Tower, Barstow, and signal at west end of siding at Hutt.

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

### ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 115 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
100	42.2			ARVIN YL	333.1	
				DI GIORGIO YL	328.8	37.0
67	0.0			RIBIER YL	326.8	42.2
54	0.0			LAMONT YL	324.6	43.3
	0.0			WEST LAMONT YL	323.5	43.3
	0.0			ALGOSO YL	316.9	43.3
	0.0			MAGUNDEN YL	316.6	43.3
				(16.5)		

No switch lights on Arvin District.  
Wye and water at Di Giorgio.  
Booth phone at Arvin, Di Giorgio,  
Lamont, Algoso, and Magunden.

### OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 115 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
38	21.1			OIL JUNCTION YL	308.6	0.0
28	10.6			SEGURO YL	310.8	0.0
24	62.8			MALTA YL	311.6	42.2
Yard				OIL CITY YL	313.7	
				(5.1)		

Water at Seguro;  
wye at Oil Junction.

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

### OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 115 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
Yard				S. P. Crossing OAKDALE YL	6.5	
Yard	21.1			RIVERBANK YL	0.0	21.1
				(6.5)		

No switch lights on Oakdale District.  
Wye at Oakdale.

Office of Communication at Oakdale and Riverbank.

**FIRST DISTRICT**

**VALLEY DIVISION**

**3**

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD			TIME TABLE NO. 115 September 28, 1958	EASTWARD			Mile Post	Ruling Grade Ascending	Communications
			FIRST CLASS				FIRST CLASS					
			7	63	1		60	2	62			
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate			
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard	FW T	13.8	PM 8.20	PM 3.30	AM 7.45	STATIONS	PM 2.10	PM 5.25	PM 11.59	887.7		O
E134 W122		0.0				BAKERSFIELD YL				891.1	15.5	B
180		9.2				3.4				897.7	14.7	B
E96 W118		0.0	s 8.40	s 3.48	f 8.05	JASTRO	s 1.43	f 4.56	11.26	905.4	10.6	O
130		0.0	s 8.50	s 3.57	f 8.14	6.8	s 1.35	f 4.48	11.18	913.0	15.8	O
178		0.0				7.7				919.2	15.8	B
180		0.0				UNA				924.6	8.4	B
178		0.0				7.6				932.3	1.7	B
178		9.6	f 9.04			SHAPTER				942.1	2.6	O
178		4.1	f 9.12			7.6				950.9	0.0	B
E116 W198	Y	4.1	s 9.23	s 4.26	s 8.45	WASCO	s 1.07	4.20	s 10.50	960.9	0.0	O
178		5.8				6.2				960.3	0.0	B
E176 W 92		10.6	s 9.55	s 4.42	s 9.02	ELMO	s 12.50	s 4.05	s 10.35	967.9	0.0	C
180		14.6				5.4				973.2	15.8	B
70	Y	0.0	s 10.05			KERNELL				976.0	15.8	B
180		10.6				7.7				982.2	0.0	B
178		10.6				ALLENSTWORTH				988.8	0.0	B
		0.0				8.8				994.4	4.2	O
Yard	FW TY		s 10.25 PM	f 5.08 PM	9.33 AM	ANGIOLA	12.22 PM	3.37 PM	10.07 PM	995.2		O
			Arrive Daily	Arrive Daily	Arrive Daily	CORCORAN	Leave Daily	Leave Daily	Leave Daily			
						9.4						
						GUERNSEY						
						7.6						
						S. P. Crossing						
						HANFORD						
						5.3						
						SHIRLEY						
						2.8						
						LATON						
						6.2						
						CONEJO						
						6.1						
						BOWLES						
						6.1						
						CALWA TOWER						
						S. P. Crossing						
						0.8						
						CALWA YL						
						(107.5)						

(51.6) (65.8) (59.7) ..... Average speed per hour ..... (59.7) (59.7) (57.6)

**LATON DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 115 September 28, 1958	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
57	0.0		STATIONS		0.0	10.4
7	0.0		LATON YL		5.6	0.0
10	0.0		5.6		9.6	0.0
16	0.0		OLINT YL		15.6	0.0
11	0.0		4.0		17.4	0.0
			GEFFORD YL			
			6.0			
			SHILLING YL			
			1.8			
			LANARE YL			
			(17.4)			

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

Signal System Two in effect between M.P. 887.5 at Bakersfield and end of two tracks Calwa.

Signal System One in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between M.P. 888 Bakersfield and end of two tracks Calwa.

In CTC sidings, speed limit 40 MPH.

At Laton, siding not signaled and switches not power-controlled but equipped with electric switch locks. Rule 105 applies in Laton siding.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward freight trains and light engines will secure numbered clearance card before leaving Calwa Tower.

Capacity of Stings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS			TIME TABLE NO. 115 September 28, 1958	EASTWARD FIRST CLASS			Mile Post	Ruling Grade Ascending	Comments		
			7	63	1		60	2	62					
			Passenger	Golden Gate	San Francisco Chief		Golden Gate	San Francisco Chief	Golden Gate					
			Leave Daily	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily			
Yard	FW TY	15.8	PM 10.25	PM 5.08	AM 9.33	CALWA	YL		PM 12.22	PM 3.37	PM 10.07	995.2		O
		15.8				SUNMAID TOWER	YL					996.8	2.6	O
		15.8				FRESNO TOWER	YL					997.7	2.6	O
Yard	W	5.3	10.35 11.00	5.15 5.20	9.40 9.45	FRESNO			12.15 12.10 PM	3.30 3.25	10.00 9.55	998.1	5.3	O
80		15.8				HAMMOND						1000.1	5.3	B
172		10.6				FIGARDEN						1005.0	15.8	B
180		15.8				GREGG						1011.3	15.8	B
180		15.8	11.26			MADERA						1019.6	15.8	B
180		7.4				KISMET						1025.4	0.0	B
E134 W144		15.8				SHARON						1031.1	15.8	B
180		5.3	11.44			LE GRAND						1041.5	15.8	O
194		0.0				PLANADA						1047.3	12.7	C
202		5.3	AM 12.12	6.15	10.40	MERCED			11.15	2.30	8.59	1056.1	17.4	O
180		15.8				FLUHR						1062.9	15.8	B
18		15.8	12.24			WINTON						1065.4	15.8	O
180		15.8				BALLOO						1071.7	15.8	B
180		0.0	12.41			DENAIR						1079.6	0.0	O
38		17.4	12.49			HUGHSON						1085.8	15.8	O
180		26.4	12.54	6.45	11.10	EMPIRE			10.43	1.55	8.28	1089.2	0.0	O
Yard	FWY	15.8	1.10	6.52	11.17	RIVERBANK			10.36	1.49	8.22	1095.6	15.8	O
186		0.0	1.17	6.58	11.22	ESCALON			10.31			1101.6	15.8	O
180		0.0				DUFFY						1109.6	5.3	O
Yard	FY	0.0	1.44	7.13	11.38	MORMON			10.13	1.29	8.01	1120.0	10.3	O
		0.0				STOCKTON TOWER						1120.7	10.3	O
Yard	WY	1.6	2.00	7.21	11.50	STOCKTON	YL		10.08	1.24	7.56	1121.4	1.8	B
98		0.0	2.06	7.27	11.59	GILLIS			10.00	1.16	7.47	1126.6	0.5	B
72		0.8	2.10			HOLT						1129.3	0.0	O
98		11.6	2.14	7.32	PM 12.05	TRULL			9.55	1.11	7.42	1138.0	5.3	B
		0.0				MIDDLE RIVER						1134.8	10.6	B
71		3.2	2.20	7.37 <sup>62</sup>	12.11	ORWOOD			9.49	1.05	7.37 <sup>63</sup>	1136.8	10.6	C
74		6.3	2.23			BIXLER						1139.8	0.0	B
96		3.6	2.27	7.42	12.16	KNIGHTSEN			9.44	1.00	7.30	1143.0	6.6	O
64		13.2	2.34			OAKLEY						1146.1	15.8	O
108		0.0	2.39	7.48	12.22	SANDO	YL		9.38	12.54	7.24	1160.3	16.8	B
104		15.8	2.45	7.51	12.25	ANTIOCH	YL		9.36	12.52	7.22	1152.1	6.6	O
134	FW	5.3	2.55	7.58	12.31	PITTSBURG	YL		9.31	12.47	7.18	1156.8	11.6	O
70		15.8	3.00	8.03	12.42 <sup>2</sup>	BROSE			9.26	12.42 <sup>1</sup>	7.13	1159.2	15.8	B
108		0.0	3.07	8.08	12.47	PORT CHICAGO	YL		9.22	12.38	7.09	1163.6	0.0	O
67		52.8	3.12	8.13	12.52	MALTBY			9.18	12.34	7.06	1166.9	0.0	B
68		52.8	3.20	8.21	1.00	GLEN FRAZER			9.10	12.26	6.58	1173.4	52.8	B
96		0.0	3.24	8.25	1.05	CHRISTIE			9.06	12.22	6.54	1176.0	52.8	B
102		0.0	3.29	8.29	1.09	LUZON			9.02	12.18	6.50	1179.1	52.8	B
		49.6	3.32	8.33	1.14	PINOLE			8.58	12.14	6.47	1181.5	29.9	O
104		52.8	3.35	8.36	1.17	GATELEY			8.54	12.11	6.44	1182.6	52.8	B
106		51.7	3.40	8.41	1.23	RHEEM			8.49	12.06	6.40	1186.5	52.8	B
Yard	FW TY		3.46 AM	8.48 PM	1.30 PM	RICHMOND	YL		8.43 AM	11.59 AM	6.34 PM	1189.6		O
			Arrive Daily	Arrive Daily	Arrive Daily	(194.4)			Leave Daily	Leave Daily	Leave Daily			
			(39.4)	(54.3)	(50.3)	..... Average speed per hour.....			(54.5)	(54.8)	(56.1)			

(Continued from page 4)

Signal System One in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District and between Stockton Tower and Richmond.

Signal System Two in effect between crossover just east of Fresno Tower and Stockton Tower.

Rule 251 in effect between end of two tracks Calwa on First District and crossover just east of Fresno Tower on Second District.

Rule 261 in effect on both main tracks between crossover just east of Fresno Tower and end of two tracks at Tulare Street, Fresno and on both main track and siding between Stockton Tower and west end of Stockton siding 818 feet west of M.P. 1122.

Centralized Traffic Control in effect on main track and sidings between end of two tracks Fresno and Stockton Tower.

In CTC sidings, speed limit 40 MPH.

At Hammond, Winton and Hughson, sidings are not signaled and switches not power-controlled. Rule 105 applies in Hammond, Winton and Hughson sidings.

At Winton and Hughson switches are equipped with electric switch locks.

At San Joaquin River drawbridge M.P. 1123.8—1123.9 between Stockton and Gillis, trains finding signals governing movement over bridge in stop position send flagman ahead to ascertain if track over bridge in safe condition, and observe provisions Rule 509.

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

At Glen Frazer, westward train on main track finding Signal 11731 in stop position may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes.

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

At Christie, eastward train occupying main track to meet westward train, must not pass preliminary board until westward train has entered siding.

Eastward train occupying siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Luzon. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Luzon, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Malthy and Christie.

Helper engines must not be detached from trains in tunnels.

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

Trains and engines to Fresno Interurban District will secure numbered clearance card at Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

Trains, on which crews go on duty at Riverbank, must get numbered clearance card before leaving Riverbank.

**FRESNO INTERURBAN DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 115 September 28, 1958	↑		
STATIONS						
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		2.0 CINCOTTA YL		2.0	0.0
6	0.0		0.4 BARTONETTE YL		2.4	0.0
24	0.0		2.0 OAMEO YL S. P. Crossing		5.0	0.0
10	0.0		1.5 FORTHAMP YL		6.5	0.0
6	0.0		0.7 BURNES YL		7.2	0.0
24	0.0		5.8 FAIRVIEW YL		13.0	0.0
7	42.2		1.2 BIG BUNCH YL		14.2	10.6
14	15.3		1.0 ZEDIKER YL		15.2	8.4
10	9.5		0.5 RIVERBEND YL		15.7	0.0
4	31.7		1.0 ELK YL		16.7	42.2
	10.6		0.2 BELMONT AVE. YL		16.9	0.0
(16.9)						

No switch lights on Fresno Interurban District. Booth phone at Hammond.

Trains and engines to Fresno Interurban District will secure numbered clearance card before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card at Fresno Tower.

**WAHTOKE DISTRICT**

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 115 September 28, 1958	↑		
STATIONS						
Yard			PIEDRA YL		16.9	
7	0.0		2.1 AVOCADO		14.8	58.3
32	0.0		3.5 OAKHURST		11.3	57.0
22	0.0		2.0 MINKLER		9.3	52.8
76	0.0		2.9 CELLA		7.1	31.7
17	0.0		1.5 WAHTOKE		5.9	0.0
32	33.2		1.5 BADWIN		4.4	0.0
Yard	0.0		4.4 REEDLEY YL		0.0	41.4
(16.9)						

No switch lights on Wahtoke District. Office of Communication at Reedley. Booth phone at Minkler. Wye at Minkler and Reedley.

Capacity of Sidings in 56 Ft. Cars	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD	TIME TABLE NO. 115 September 28, 1958	EASTWARD	Mile Post	Rolling Grade Ascending	Communications
			↓		↑			
				STATIONS				
Yard	FW TY	64.4		RICHMOND YL		0.0		C
66		22.7		4.5 EL CERRITO YL		4.5	39.6	B
20		0.0		3.5 BERKELEY YL		8.0	31.7	C
		0.0		1.9 S. P. Crossing YL		9.9	0.0	
Yard	Y			1.0 OAKLAND YL		10.9	79.4	C
				40th and San Pablo 7.0 SAN FRANCISCO				
				(17.9)				

Signal System One in effect between Richmond and Signal 32 and at SP Crossing MP 9.9.

Engine bell must ring continuously while moving between Richmond and Oakland.

Between Richmond, Berkeley, Oakland, and San Francisco passengers and hand baggage will be transported in buses; checked baggage, mail, and express in trucks.

### AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

#### OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe — Danger —

4 miles per hour	<input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour	<input type="checkbox"/>	Damage Begins
6 miles per hour	<input type="checkbox"/>	2¼ times as damaging as 4 MPH
7 miles per hour	<input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour	<input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour	<input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour	<input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

*Handle freight carefully and keep our customers.*

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**

## VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
		↓	NO. 115 September 28, 1958	↑		
Yard			STATIONS			
			<b>CORCORAN</b> YL		0.3	
16	28.5		4.1 WAUKENA		4.4	0.0
32	13.2		5.6 PAIGE		10.0	0.0
24	16.6		6.0 S. P. Crossing TULARE YL		15.0	0.0
15	13.9		1.1 SWALL		19.1	0.0
52	5.3		5.0 LOMA		20.2	0.0
46	5.8		5.0 VISALIA YL S. P. Crossing		25.2	0.0
28	0.0		PERAL		31.8	16.2
	11.6		1.5 S. P. Crossing		33.3	0.0
	11.6		2.9 CALGRO		36.2	0.0
66	10.6		2.3 CUTLER YL		38.5	15.9
32	0.0		3.2 SULTANA		41.7	0.0
52	0.0		3.4 DINUBA		45.1	13.2
Yard	9.3		3.7 REEDLEY YL		48.8	0.0
	14.6		1.0 S. P. Crossing		50.7	0.0
22	14.6		0.3 LAC JAO		51.0	0.0
68	0.0		2.4 PARLIER		53.4	0.0
23	5.3		1.4 MILEY		54.8	0.0
52	1.1		3.7 DEL REY		58.5	2.5
42	0.0		3.4 WOLF		61.9	7.9
32	0.0		2.5 LONE STAR		64.4	8.5
20	0.0		2.0 CEGILE		66.4	10.6
Yard	0.0		2.5 CALWA YL		68.9	10.6
			(68.9)			

Signal System One in effect at SP Crossing Tulare.  
Wye at Corcoran, Reedley, and Calwa.  
Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

## PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
		↓	NO. 115 September 28, 1958	↑		
Yard			STATIONS			
13.3			<b>BAKERSFIELD</b> YL		116.0	0.0
29	0.0		2.5 LANDCO YL		113.5	0.0
28			2.8 OIL JUNCTION YL		110.7	51.5
			38.8 DUCOR YL		71.9	52.8
48	52.8		5.9 ULTEA		66.0	52.8
	52.8		7.0 PORTERVILLE JCT. YL		59.0	52.8
	0.0		P. N. E. Crossing			
42	52.8		0.8 PORTERVILLE YL		68.2	33.2
32	31.1		0.3 STRATHMORE JCT.		51.9	52.8
28	3.1		1.1 MIRADOR		50.8	0.0
52	6.0		1.4 LINDSAY YL		46.7	31.4
16	0.0		3.1 LUCOA		43.6	34.8
12	15.8		0.6 SIDES		43.0	0.0
40	15.8		3.2 EXETER YL		39.2	0.0
	15.8		0.3 Visalia Elect. Crossing		38.9	0.0
7	4.7		0.0 ANTES		38.3	0.0
16	0.0		VENIDA		36.7	5.3
16	21.1		FANE		34.0	5.3
	20.8		2.8 HILLMAID		31.2	8.9
	20.8		1.1 Visalia Elect. Crossing		31.1	30.8
16	0.0		0.2 REDBANKS		30.1	30.8
10	0.0		0.2 CAIRNS		28.3	20.8
18	0.0		1.4 RAYO		26.9	17.4
32	15.3		3.2 SEVILLE		23.8	17.4
			1.1 WYETH YL		20.6	10.8
66	0.0		1.6 CUTLER YL		20.6	26.8
	14.4		2.0 WYETH YL		20.6	0.0
24	30.3		0.4 OROSI		18.6	15.2
42	16.2		0.4 ORANGE COVE		12.2	10.6
23	25.3		5.9 NAVALONCIA		6.3	31.7
22			6.3 MINKLER		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.  
No switch lights between Ducor and Minkler.  
Wye at Landco, Porterville, Wyeth and Minkler.  
Office of Communication at Bakersfield, Ducor, Porterville, Lindsay, Exeter, Cutler, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, Orosi, and Minkler.  
Southern Pacific time table and rules govern between Oil Jct. and Ducor.  
At Ducor, yard limits on Santa Fe tracks only.

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

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

3. . . . .

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

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

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

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

At Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. . . . .

7. Rule 93: Yard limits are located at:

Barstow	Visalia
Mojave	Cutler-Wyeth
Magunden-Arvin	Reedley
Kern Junction-Bakersfield	Piedra
Landco-Oil Junction-Oil City	Calwa-Fresno Tower
Ducor (Santa Fe tracks only)	Hammond-Belmont Ave.
Porterville-Porterville Junction	Riverbank-Oakdale
Lindsay	Stockton
Exeter	Sando-Antioch-Pittsburg
Corcoran (Visalia District only)	Port Chicago
Laton-Lanare	Richmond-Oakland
Tulare	

8. Rule 104 (A) is amended: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

9. Rule 221: Where a color-light train order signal is used at a train order office, the signal light will be left burning green when no operator is on duty.

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

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

11. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge 1096.719	Truss Bridge
1166.4	Bridge 1166.47	S. P. Bridge
1166.5	Bridge 1166.48	Highway Bridge
1169.3	Bridge 1169.3	Highway Bridge
1170.2	Between Malby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

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

Section 487 provides:

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

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

14. . . . .

15. . . . .

#### SPEED REGULATIONS

16. 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.

Trains handling Orton pile drivers AT 199452 and 199453 must not exceed forty-five MPH; other pile drivers, derricks, steam shovels, clamshells, ditchers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

#### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	M.P.H. Psgr. and Light	Fr.	LOCATION	M.P.H. Psgr. and Light	Fr.
Mojave District	79	60	FIRST DISTRICT		
Arvin District	20	20	Bakersfield M.P. 887.5 to 888.5	20	20
First District			2 Curves M.P. 889.3 to 890.3	50	50
Bakersfield to M.P. 891, Jastro	79	60	Curve M.P. 892.9 to 893.4	70	60
M.P. 891, Jastro, to Calwa	90	60	Corcoran M.P. 950.5 to 951.1	50	50
Second District			Hanford M.P. 967.5 to 968.4	20	20
Calwa to Mormon	90	60	Curve M.P. 969.3 to 969.5	55	55
Mormon to Richmond	79	60	Curve M.P. 973.7 to 973.9	55	55
Oakland District	45	45	2 Curves M.P. 975.0 to 975.8	50	50
Visalia District			Calwa Tower to Calwa	40	40
Corcoran to Visalia	30	30	SECOND DISTRICT		
Visalia to Calwa	40	40	Calwa to Sunmaid Tower	40	40
Porterville-Orosi District	40	40	Sunmaid Tower to M.P. 1002	20	20
Oil City District	15	15	West Ave. Crossing M.P. 1003.2	50	50
Alpaugh District	10	10	Curve M.P. 1024.0 to 1024.3	80	60
Laton District	20	20	Curve M.P. 1047.4 to 1047.9	70	60
Wahtoke District	25	25	Curve M.P. 1053.8 to 1054.1	70	60
Fresno Interurban District	15	15	Merced M.P. 1055.7 to 1057.0	30	30
Oakdale District	20	20	2 Curves M.P. 1069.1 to 1070.5	70	60
In freight and mixed service on descending grades of over one percent, the maximum is 30 miles per hour with dynamic brake not in use.			Curve M.P. 1087.9 to 1088.1	50	50
When street or highway crossings are shown speed applies only while head end of train is passing.			Curve M.P. 1119.1 to 1119.5	60	60
MOJAVE DISTRICT			Stockton M.P. 1120.0 to 1122.0	20	20
Curve M.P. 747.2 to 747.6	60	60	Bridge M.P. 1123.8 to 1123.9	30	30
3 Curves M.P. 816.4 to 817.5	25	25	Track M.P. 1134.7 to 1136.4	30	30
Kern Jct. to Bakersfield	20	20	Curve M.P. 1139.5 to 1139.8	65	60
ARVIN DISTRICT			Antloch M.P. 1151.3 to 1152.3	45	45
Curve M.P. 324.2 to 324.4	10	10	Pittsburg M.P. 1155.4 to 1156.1	24	24
Curve M.P. 329.7 to 329.9	10	10	2 Curves M.P. 1161.3 to 1161.9	50	50
			Port Chicago Crossing, west of station, M.P. 1163.4 (10 PM-6 AM)	30	30
			4 Curves M.P. 1167.3 to 1168.6	50	50
			2 Curves M.P. 1169.1 to 1170.2	60	60
			2 Curves M.P. 1170.5 to 1171.2	50	50
			8 Curves M.P. 1171.3 to 1173.6	45	45
			Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50



**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	M.P.H.		LOCATION	M.P.H.	
	Psg. and Light	Frt.		Psg. and Light	Frt.
<b>SECOND DISTRICT (Continued)</b>					
Curve M.P. 1176.0 to 1176.3	45	45	<b>VISALIA DISTRICT</b>		
3 Curves M.P. 1176.4 to 1177.1	50	50	Tulare M.P. 14.3 to 15.9	20	20
3 Curves M.P. 1178.0 to 1178.9	50	50	Visalia M.P. 24.5 to 26.0	15	15
3 Curves M.P. 1179.2 to 1180.2	45	45	Reedley M.P. 48.2 to 49.5	20	20
2 Curves M.P. 1180.2 to 1180.9	50	50	Parlier M.P. 53.1 to 53.6	24	24
4 Curves M.P. 1181.0 to 1182.5	55	55	Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 1184.7 to 1185.0	65	60	Curve M.P. 62.2 to 62.7	30	30
Curve M.P. 1185.1 to 1185.4	50	50			
3 Curves & track M.P. 1185.8 to 1189.0	45	45	<b>PORTERVILLE-OROSI DISTRICT</b>		
2 Curves M.P. 1189.0 to 1189.6	20	20	Track M.P. 0.0 to 12.0	10	10
			Track M.P. 12.0 to Cutler	25	25
<b>OAKLAND DISTRICT</b>					
Track M.P. 0.0 to 0.5	20	20	Exeter M.P. 39.1 to 39.6	20	20
Grade M.P. 1.2 to 1.8 Eastward	45	40	Lindsay M.P. 46.1 to 47.1	20	20
Track M.P. 3.0 to 10.2	20	20	2 Curves M.P. 61.5 to 62.1	30	30
Track M.P. 10.2 to 10.8	15	15	Between Porterville and Ducor	40	30
Track M.P. 10.8 to 10.9	5	5	Between Oil Junction and Landco	40	35

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
<b>Diesel Engines:</b>			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars:</b>			
Passenger Cars:	3	5	5
Roller Bearing	8	5	—
Friction Bearing	12	5	—

**MAXIMUM SPEED OF ENGINES**

Diesel and Gas-Electric	Forward		Light	Backing When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Miles Per Hour			
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour	
11-90, 300-314	100	80	45	90	
325-344	80	80	45	80	
100-289, 401-430	65	65	45	60	
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45	60	
450-451	30	30	30	20	
460-468	35	35	35	20	
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45	
650-653, 2300	40	40	40	30	
M115-M157, M175-M187	65	65	25	60	
M160-M162	70	65	25	70	
M190	80	65	25	75	
RDC 191-192 (Coupled)	80	80	70	70	
RDC 191-192 (Single Unit)	80	80	50	70	

**SPEED TABLE—FOR INFORMATION ONLY**

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

**17. SWITCHES—MAXIMUM AUTHORIZED SPEED.**

Maximum speed permitted through all yard and roundhouse turnouts and crossovers 10 MPH; all main track turnouts and crossovers 15 MPH except for spring and power controlled switches and crossovers at following locations:

- "T"—Interlocked Switch.
- "S"—Spring Switch.
- "CTC"—Dual Control.
- "ESL"—Electric Switch Lock.
- "EE"—East End.
- "WE"—West End.

Station	Type	Location	MPH
<b>MOJAVE DISTRICT</b>			
Hutt	I	EE Siding	15
	S	WE siding	15
Hinkley	S	EE and WE siding	30
Eads	S	EE and WE siding	30
Hawes	S	EE and WE siding	30
Jungrey	S	EE and WE siding	30
Kramer	S	EE and WE siding	30
Boron	S	EE and WE siding	30
Silt	S	EE and WE siding	30
Edwards	S	EE and WE siding	30
Bissell	S	EE and WE siding	30
Sanborn	S	EE and WE siding	30
<b>FIRST DISTRICT</b>			
Bakersfield	CTC	WE two tracks 1000 feet west of MP 888	20
Jastro	CTC	EE siding	30
	CTC	WE siding and crossover	40
	CTC	Porterville-Orosi Jct. switch	30
Una	CTC	EE and WE siding	40
Shafter	CTC	EE and WE siding and crossover	40
Wasco	CTC	EE and WE siding	40
Elmo	CTC	EE and WE siding	40
Kernell	CTC	EE and WE siding	40
Allensworth	CTC	EE and WE siding	40
Stoil	ESL	Industry track switches	30
Angiola	CTC	EE and WE siding	40
Blanco	ESL	Industry track switches	30
Corcoran	CTC	EE and WE east siding	40
	CTC	EE and WE west siding	40
Guernsey	CTC	EE and WE siding	40
Hanford	CTC	EE and WE east siding	40
	CTC	EE and WE west siding	40
Shirley	CTC	EE and WE siding	30
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	CTC	EE and WE siding	40
Bowles	CTC	EE and WE siding	40
Calwa	CTC	End of two tracks	30
<b>SECOND DISTRICT</b>			
Fresno	CTC	End of two tracks	20
Rigarden	CTC	EE and WE siding	40
Gregg	CTC	EE and WE siding	40
Madera	CTC	EE and WE siding	40
Kismet	CTC	EE and WE siding	40
Sharon	CTC	EE and WE siding and crossover	40
Legrand	CTC	EE and WE siding	40
Planada	CTC	EE and WE siding	40
Merced	CTC	EE siding	40
	CTC	WE siding	30
Fluhr	CTC	EE and WE siding	40
Ballico	CTC	EE and WE siding	40
Denair	CTC	EE and WE siding	40
Empire	CTC	EE and WE siding	40
Riverbank	CTC	EE and WE of lead	15
	CTC	EE and WE siding	40
Escalon	CTC	EE and WE siding	40
Duffy	CTC	EE and WE siding	40
Mormon	CTC	EE siding	40
	CTC	2 crossovers	30
Stockton	I	WE siding	30
Gillis	S	EE and WE siding	30
Holt	S	EE and WE siding	30
Trull	S	EE and WE siding	30
Orwood	S	EE siding	15
	S	WE siding	30
Bixler	S	EE and WE siding	30
Knightsen	S	EE and WE siding	30
Sando	S	EE siding	30
Antloch	S	WE siding	30
Pittsburg	S	EE siding	15
	S	WE siding	30
Brose	S	EE and WE siding	30
Port Chicago	S	EE and WE siding	30
Maltby	S	WE siding	30
Glen Frazer	S	EE and WE siding	30
Christie	S	EE and WE siding	30
Luzon	S	EE and WE siding	30
Gateley	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
<b>PORTERVILLE-OROSI DISTRICT</b>			
Landco	S	Stem of wye	10
	S	EE siding	15

**18. JUNCTION SWITCHES.**

Normal position of junction switches is as follows:

- Mojave, S.P. main track (see S.P. time table rules)
- Corcoran for First District
- Laton for First District
- Cutler for Visalia District
- Reedley for Visalia District
- Wyeth for Porterville-Orosi District
- Minkler for Wahtoke District
- Hammond for Second District
- Cameo for Fresno Interurban trains

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
<b>MOJAVE DISTRICT</b>			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching tail 0000 Tracks 1 to 17 Incl. 0 — 00 Tracks 18 to 30 Incl. — 0 — 0  Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	
<b>FIRST DISTRICT</b>			
Hanford	S. P. Coalinga Branch	CTC.	
Calwa Tower	S. P. main track and entrance to yard.	CTC.	
<b>SECOND DISTRICT</b>			
Sunmaid Tower	S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime No. 2 00 — 0 Hill tracks 000 — Yard track — 0 —  Main line to Town lead — 0 — S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 — Town lead thru plant — 0 —
Fresno Tower	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	
Stockton 1.0 West	Main track and siding.	Interlocking.	
Stockton 1.3 West	Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	98 (A), 98 (B), 98 (C) and 98 (D).	
Middle River	Drawbridge.	Interlocking.	
Orwood 0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B), 98 (C), 98 (D) and Bulletin Instructions.	
Pittsburg 0.90 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg 0.91 West	Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
<b>OAKLAND DISTRICT</b>			
Berkeley 1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98 (A), 98 (B), 98 (C) and 98 (D).	
Oakland 0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland 1.1 West	S. P. West Oakland connection.	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>PORTERVILLE-OROSI DISTRICT</b>			
Hillmaid 0.1 West	Visalia Elec.	98 (A), 98 (B), 98 (C) and 98 (D).	
Exeter 0.3 West	Visalia Elec.	98 (A), 98 (B), 98 (C) and 98 (D).	
Porterville 0.8 East	S. P. Success Branch	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>VISALIA DISTRICT</b>			
Tulare	S. P. main line.	Interlocking. Bulletin Instructions.	
Visalia	S. P. Visalia branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
Peral 1.5 West	S. P. Porterville branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
Lac Jac 0.3 East	S. P. Porterville branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>FRESNO INTERURBAN DISTRICT</b>			
Cameo	S. P. Friant branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
<b>OAKDALE DISTRICT</b>			
Oakdale	S. P. Oakdale branch.	98 (A), 98 (B), 98 (C) and 98 (D).	

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

**Other Tracks Not Shown on Face of Time Table**

Location	Mile Posts	Car Capacity	Switch Connection
<b>MOJAVE DISTRICT</b>			
Lockhart .....	764.9	26	East & West
P. C. Borax Co. ....	784.7	7.4 miles	East
Government Spur .....	785.0	3.7 miles	East
Government Spur .....	797.1	6.5 miles	East & West
<b>ARVIN DISTRICT</b>			
Lonsmith .....	318.0	7	East & West
Harpertown .....	321.1	3	West
Patch .....	325.9	4	East
<b>FIRST DISTRICT</b>			
Rosedale .....	895.7	49	East & West
Crome .....	899.5	34	West
Ivy .....	909.8	10	East
Palmo .....	910.5	28	West
Neufeld .....	914.7	6	East
Pond .....	921.2	40	East
Stoll .....	936.0	89	East & West
Alpaugh .....	941.8	5 miles	From Stoll
Blanco .....	945.9	68	East & West
Pitco .....	970.1	17	East
Lucerne .....	971.8	5	East & West
Monmouth .....	985.6	26	East & West
<b>SECOND DISTRICT</b>			
Trigo .....	1014.3	40	East & West
Tuttle .....	1050.7	54	East & West
Kadota .....	1052.1	75	East & West
Pritchard .....	1058.9	20	East
Cortez .....	1074.6	15	East & West
Claus .....	1092.8	42	East & West
Burnham .....	1112.5	34	East & West
Rockwell .....	1114.8	13	East & West
Woodstro .....	1125.5	54	East & West
Werner .....	1138.8	23	East & West
Du Pont .....	1147.6	58	East & West
Bridgehead .....	1148.4	16	East & West
East Antioch .....	1149.2	127	East & West
Zee .....	1149.7	64	East & West
Nichols .....	1161.3	15	East
Monsanto .....	1165.8	44	East & West
Muir .....	1170.6	..	East
Herpoco .....	1180.4	..	West
San Pablo .....	1187.8	11	East & West
<b>OAKLAND DISTRICT</b>			
Malott .....	4.0	8	East & West
Fairmount Avenue .....	5.7	11	East
<b>OAKDALE DISTRICT</b>			
Ladino .....	3.7	8	West
<b>VISALIA DISTRICT</b>			
Hgby .....	21.8	12	East
Tokay .....	42.3	25	East & West
Enson .....	43.9	14	East
Mattel .....	65.2	2 miles	West
<b>PORTERVILLE-OROSI DISTRICT</b>			
Wimp .....	22.2	5	East
Twin Buttes .....	25.3	9	West
Woodlake .....	33.5	2 miles	From Hillmaid
Winco .....	32.4	9	East
West Venida .....	36.1	11	West
Matchin .....	37.3	10	East
List .....	40.6	20	West
Sierra Heights .....	48.5	13	East
Gillette .....	50.4	52	East
Strathmore .....	52.0	2 miles	East
Mosian .....	54.5	23	East
Lumer .....	60.9	6	East
Sunland .....	61.4	1 mile	West
Magnolia .....	61.9	14	East
San Joaquin Cotton Compress .....	111.3	30	East & West
<b>FRESNO INTERURBAN DISTRICT</b>			
Hammer Field .....	4.9	1 mile	East

**LENGTH OF STEMS OF WYES**

Location	Feet	Location	Feet
Barstow (M.P. 747.3) .....	2796	Oakland (Old) .....	320
Boron .....	Mine Spur	Oakland (New) .....	1800
Edwards .....	Army Spur	DIGiorgio .....	500
Landco .....	1300	Lanare .....	505
Corcoran .....	Visalia District	Oakdale .....	391
Laton .....	337	Reedley .....	Wahtoke District
Calwa .....	Visalia District	Minkler .....	Porterville-Orosi District
Riverbank .....	2300	Wyeth .....	1.6 Miles
Mormon .....	2610	Porterville .....	1143
Stockton .....	1450		

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

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

Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond, Brownwood and beyond
	Kingman	Bakersfield and beyond	
	Edwards		Belen and beyond
2	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
	Kingman	Belen and beyond	Bakersfield and beyond
	Pinole, Riverbank, Edwards	Clovis and beyond	North of Barstow
17	Flagstaff	Clovis and beyond	
	Holbrook	Clovis and beyond	
	Williams	Barstow and beyond	Albuquerque and beyond
18	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Albuquerque and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
19	Flagstaff	Kansas City and beyond	Los Angeles
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
20	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville, Pomona		Albuquerque and beyond
	Victorville	Albuquerque and beyond	
123	Kingman	Kansas City and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
60	Pomona		Albuquerque and beyond
	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
62	Rivera		Williams and beyond
	Rivera, Ludlow	Williams and beyond	
	Escalon	Fresno and beyond	Stockton and beyond
63	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
	Encinitas, San Juan Capistrano	Los Angeles	
	Orange	Los Angeles	
73	San Clemente		Los Angeles
	Encinitas	Los Angeles	
	Rivera	Oceanside, Del Mar, or San Diego	
76	Anahelm, San Juan Capistrano		Los Angeles
	Irvine, El Toro		Los Angeles

**A. J. STROBEL, General Watch Inspector** ..... Topeka  
**R. W. WELLS, Asst. General Watch Inspector** ..... San Bernardino

**LOCAL TIME INSPECTORS**

**E. F. MANNERS** ..... 107 E. Main St., Barstow  
**WILLIAM M. COFFEE** ..... 47 Inyo St., Mojave  
**ARLIE KNIGHT** ..... 1663 Chester Ave., Bakersfield  
**J. N. CHENEY** ..... 1600 20th St., Bakersfield  
**CHARLIE R. LEWIS** ..... 2044 Fresno St., Fresno  
**W. A. SWANSON** ..... 4427 E. Jensen Ave., Calwa  
**J. H. BOGUE** ..... 1714 "L" St., Merced  
**HELEN WILSON SHOEMAKE** ..... 1323 Jay St., Modesto  
**CON MANTELE** ..... 129 N. Sutter St., Stockton  
**EUGENE MAYER** ..... 516 - 2nd St., Antioch  
**W. R. STRIBLEY** ..... 1013 MacDonald Ave., Richmond  
**LOWELL O. DIXON** ..... 1809 Telegraph Ave., Oakland  
**ED S. BRILLON** ..... 4344 San Pablo Ave., Emeryville  
**WM. H. ZIEGLER** ..... 210 Townsend St., San Francisco



# SANTA FE SAFETY FIRST



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

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

