

**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. WILLIAM A. HAGEN, Local Surgeon	Wasco
DR. HENRY W. VOTH, Local Surgeon	Shafter
DR. JOE SMITH, Division Surgeon	Bakersfield
DR. WAYLAND P. MATT, Local Surgeon	Bakersfield
DR. WARREN E. SIMON, Assistant Local Surgeon	Bakersfield
DR. C. M. MATHIAS, Local Surgeon	Tulare
DR. C. EUGENE MATHIAS, 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.

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

117

IN EFFECT

Sunday, September 27, 1959

At 12:01 A. M.
Pacific Standard Time

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

J. N. LANDRETH,
General Manager,
Los Angeles, Calif.

E. R. ROBERTSON,
Asst. General Manager,
Los Angeles, Calif.

S. ROGERS,
Superintendent,
Fresno, Calif.

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

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD		TIME TABLE NO. 117 September 27, 1959	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					
		34.8	PM 4.05	AM 3.55	AUTOMATIC BLOCK SYSTEM	BARSTOW YL	AM 3.45	PM 9.10	746.4	0.0	C
228		12.1	4.10	4.00		HUTT	3.38	8.56	749.6	0.0	B
92		5.3	4.12	4.02		MAOE	3.36	8.53	752.0	7.7	B
112		31.7	4.16	4.06		HINKLEY	3.32	8.48	757.0	24.6	B
71		34.3	4.20	4.10		EADS	3.28	8.43	762.0	0.0	B
100		34.3	4.24	4.14		HAWES	3.24	8.39	766.7	12.2	B
102		28.1	4.29	4.19		JIMGREY	3.19	8.34	772.3	12.2	B
118		24.3	4.35	4.25		KRAMER	3.12	8.27	780.2	29.0	B
72	Y	0.0	4.40	4.28		BORON	3.08	8.23	784.0	34.3	C
160		26.4	4.45	4.33		SILT	3.03	8.18	789.6	19.0	B
160	Y	34.3	4.54	4.39		EDWARDS	2.56	8.11	797.1	0.0	C
160		24.3	5.01	4.45		BISSELL	2.48	8.05	803.6	26.4	B
174		52.8	5.08	4.51		SANBORN	2.43	7.59	810.1	0.0	B
Yard	FW TY		5.18 5.35	5.00		MOJAVE (68.9) YL	2.35	7.50	818.4		C
		15.8	7.45	7.10		KERN JUNCTION YL	12.28	5.38	886.2	0.0	C
Yard	FW T		7.55 PM	7.20 AM			BAKERSFIELD YL	12.20 AM	5.30 PM	887.7	
			Arrive Daily	Arrive Daily		(138.3)	Leave Daily	Leave Daily			
		(39.0)	(40.5)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, except at Hutt, Signal System Two in effect east end of siding. Westward movement into siding will be governed by flashing red indication.

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	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 117	↑		
			September 27, 1959			
STATIONS						
100	42.2		ARVIN YL	333.1	37.0	
	0.0		DI GIORGIO YL	328.8	42.2	
67	0.0		RIBIER YL	326.8	43.3	
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, Algosos, and Magunden.

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 117	↑		
			September 27, 1959			
STATIONS						
38	21.1		OIL JUNCTION YL	308.6	0.0	
28	10.6		SEGURO YL	310.8	0.0	
24	52.8		MALPHA YL	311.6	42.2	
Yard			OIL CITY YL	313.7		
(5.1)						

Water at Seguro;
wye at Oil Junction.

Booth phone at Oil Junction.

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 117	↑		
			September 27, 1959			
STATIONS						
42	21.1		S. P. Crossing OAKDALE YL	6.5	21.1	
Yard			RIVERBANK YL	0.0		
(6.5)						

No switch lights on Oakdale District.

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. 117 September 27, 1959	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			
Yard	FW T		Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		13.8	PM 8.20	PM 3.30	AM 7.45	BAKERSFIELD YL	PM 2.10	PM 5.25	PM 11.59	887.7		
E184 W122		0.0				JASTRO 3.4				891.1	15.5	O
180		9.2				UNA 6.6				897.7	14.7	
E98 W118		0.0	8.40	3.49	8.05	SHAFTER 7.7	1.43	4.56	11.26	905.4	0.0	O
180		0.0	8.50	3.59	8.14	WASOO 7.6	1.35	4.48	11.18	913.0	10.6	O
178		0.0				ELMO 6.2				919.2	15.8	B
180		0.0				KERNEL 5.4				924.6	15.8	B
178		0.0	9.04	4.12	8.27	ALLENWORTH 7.7	1.20	4.33	11.03	932.3	8.4	B
178		9.5	9.12			ANGIOLA 9.8				942.1	1.7	B
E118 W108	Y	4.1	9.22	4.29	8.45	CORCORAN 8.8	1.07	4.17	10.50	950.9	2.6	O
178		4.1				GUERNSEY 9.4				960.3	0.0	B
E178 W92		5.8	9.54	4.46	9.02	S. P. Crossing HANFORD 7.6	12.50	4.03	10.35	967.9	0.0	O
180		10.6				SHIRLEY 5.3				973.2	0.0	B
70	Y	14.6	10.03			LATON 2.8				976.0	16.8	B
180		0.0		4.58	9.14	CONEJO 6.2	12.32	3.47	10.17	982.2	15.8	B
178		10.6				BOWLES 6.1				988.3	0.0	B
		10.6				S. P. Crossing CALWA TOWER 6.1				994.4	0.0	O
Yard	FW TY	0.0	10.22 PM	5.13 PM	9.33 AM	CALWA YL	12.22 PM	3.37 PM	10.07 PM	995.2	4.2	O
			Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily			

(52.8) (62.6) (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. 117 September 27, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
		57		7		
		LATON YL			0.0	
	0.0	OLINT YL			5.8	10.4
	0.0	GEFFORD YL			9.6	0.0
	0.0	SHILLING YL			15.6	0.0
	0.0	LANARE YL			17.4	
		(17.4)				

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

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 Sidings in 30 ft. Cars	Fuel, Water, Turn Tables and Wyes	Rating Grade Ascending	WESTWARD			TIME TABLE NO. 117 September 27, 1959	EASTWARD			Mile Post	Rating 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			
Yard	FW TY		Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
		16.8	PM 10.22	PM 5.13	AM 9.33	CALWA YL	PM 12.22	PM 3.37	PM 10.07	995.2		O
		15.8				1.6 S. P. Crossing				996.8	2.6	O
		5.8				SUNMAID TOWER YL				997.7	2.6	O
		15.8				0.9 S. P. Crossing				998.1	5.3	O
Yard	W	15.8	10.30 10.55	5.20 5.25	9.40 9.45	FRESNO	12.15 12.10 PM	3.30 3.25	10.00 9.55	1000.1	5.3	O
80		15.8				2.0 HAMMOND				1005.0	5.3	B
172		10.6				4.9 FIGARDEN				1011.3	15.8	B
180		16.8				6.3 GREGG				1019.6	15.8	B
180		16.8	11.25	5.49	10.09	8.3 MADERA	11.41	2.56	9.26	1025.4	15.8	B
180		7.4				5.8 KISMET				1031.1	0.0	B
E134 W144		15.8				5.7 SHARON				1041.5	15.8	B
180		5.3	11.43	6.04	10.24	10.4 LE GRAND	11.26	2.41	9.11	1047.3	15.8	O
194		0.0				5.8 PLANADA				1056.1	12.7	O
202		5.3	AM 12.05	6.20	10.40	8.8 MERCED	11.15	2.30	9.00	1062.9	17.4	O
180		15.8				6.8 FLUER				1065.4	15.8	B
18		15.8	12.16			2.5 WINTON				1071.7	15.8	O
180		15.8		6.32	10.52	6.3 BALLICO	10.55	2.07	8.36	1079.6	15.8	B
180		0.0	12.31			7.9 DENAIR				1085.8	0.0	B
38		17.4	12.38			6.2 HUGHSON				1089.2	15.8	O
180		26.4	12.42	6.50	11.10	3.4 EMPIRE	10.43	1.55	8.24	1096.6	15.8	O
Yard	FWY	16.8	12.55	6.57	11.17	6.4 RIVERBANK	10.37	1.49	8.18	1101.6	0.0	O
186		0.0	1.01	7.03	11.22	6.0 ESCALON	10.32			1109.6	15.8	O
180		0.0				8.0 DUFFY				1120.0	6.3	O
Yard	FY	0.0	1.18	7.18	11.38	10.4 MORMON	10.15	1.29	7.57	1120.7	10.3	O
		0.0				0.7 W. F. Crossing				1121.4	10.3	O
Yard	WY	0.0	1.30	7.26	11.50	STOCKTON TOWER S. P. Crossing	10.10	1.24	7.52	1126.6	1.8	B
96		1.8	1.36	7.32	11.59	0.7 STOCKTON YL	10.02	1.16	7.43	1129.3	0.5	B
72		0.0	1.40			5.2 GILLIS				1133.0	0.0	O
98		0.8	1.44	7.38 ⁸²	PM 12.05	2.7 HOLT	9.57	1.11	7.38 ⁶³	1134.8	5.3	B
		11.6				3.7 TRULL				1136.8	10.6	C
71		0.0	1.50	7.44	12.11	1.8 MIDDLE RIVER				1139.8	0.0	O
74		3.2	1.53			2.0 ORWOOD	9.51	1.05	7.31	1146.1	6.6	O
96		6.3	1.57	7.49	12.16	3.0 BIXLER				1150.2	11.6	B
84		3.6	2.04			3.2 KNIGHTSEN	9.46	1.00	7.26	1152.1	6.6	O
108		13.2	2.09	7.55	12.22	3.1 OAKLEY				1155.8	11.6	C
104		0.0	2.15	7.58	12.25	4.2 SANDO YL	9.40	12.54	7.20	1159.2	15.8	B
134	FW	15.8	2.25	8.05	12.31	1.8 ANTIOCH YL	9.38	12.52	7.18	1163.6	15.8	O
70		5.3	2.30	8.10	12.42	3.7 PITTSBURG YL	9.33	12.47	7.14	1166.9	0.0	B
108		15.8	2.36	8.15	12.47	3.4 BROSE	9.28	12.42	7.09	1173.4	52.8	B
87		0.0	2.41	8.20	12.52	4.4 PORT CHICAGO YL	9.24	12.38	7.05	1176.0	52.8	B
88		52.8	2.49	8.28	1.00	3.3 MALTBY	9.20	12.34	7.02	1179.1	52.8	O
98		52.8	2.53	8.32	1.05	6.5 GLEN FRAZER	9.12	12.26	6.54	1181.6	29.9	B
102		0.0	2.57	8.36	1.09	2.6 CHRISTIE	9.08	12.22	6.50	1182.6	52.8	B
		0.0	3.01	8.40	1.14	3.1 LUZON	9.04	12.18	6.46	1186.5	52.8	B
104		49.6	3.04	8.43	1.17	2.4 PINOLE	9.00	12.14	6.43	1188.5	52.8	B
106		52.8	3.09	8.48	1.23	1.1 GATELEY	8.56	12.11	6.40	1189.6	52.8	B
Yard	FW TY	51.7	3.15 AM	8.55 PM	1.30 PM	3.9 RHEEM	8.51	12.06 PM	6.36 PM		52.8	B
						3.1 RICHMOND YL	8.45 AM	11.59 AM	6.30 PM		52.8	O
			Arrive Daily	Arrive Daily	Arrive Daily	(104.4)	Leave Daily	Leave Daily	Leave Daily			
			(43.5)	(53.8)	(50.3)Average speed per hour.....	(53.8)	(54.8)	(56.3)			

(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 Maltby 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	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
		↓	NO. 117 September 27, 1959	↑		
STATIONS						
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		OINCOTTA YL		2.0	0.0
6	0.0		BARTONETTE YL		2.4	0.0
24	0.0		CAMEO YL S. P. Crossing		6.0	0.0
10	0.0		FORTHOAMP YL		6.5	0.0
6	0.0		BURNES YL		7.2	0.0
24	0.0		FAIRVIEW YL		13.0	0.0
7	42.2		BIG BUNCH YL		14.2	10.6
14	15.3		ZEDIKER YL		15.2	8.4
10	9.5		RIVERBEND YL		15.7	0.0
4	31.7		ELK YL		16.7	42.2
	10.6		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	Rolling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Rolling Grade Ascending
		↓	NO. 117 September 27, 1959	↑		
STATIONS						
Yard			PIEDRA YL		16.9	
7	0.0		AVOCADO		14.8	58.3
32	0.0		OAKHURST		11.3	57.0
22	0.0		MINKLER		9.3	62.8
76	0.0		CELLA		7.1	31.7
17	0.0		WAHTOKE		5.9	0.0
32	33.2		RADWIN		4.4	0.0
Yard	0.0		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 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 117 September 27, 1959	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
								
STATIONS								
Yard	FW TY	64.4		RICHMOND YL		0.0	89.6	C
66		22.7		4.5 EL CERRITO YL		4.5	81.7	B
20		0.0		3.5 BERKELEY YL		8.0	0.0	O
		0.0		1.9 S. P. Crossing YL		9.9	79.4	O
Yard	Y			1.0 OAKLAND YL 40th and San Pablo		10.9		
				7.0 SAN FRANCISCO				
				(17.9)				

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"/>	SAFE COUPLING SPEED
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. 117 September 27, 1959	↑		
		STATIONS				
Yard			CORCORAN YL		0.8	
16	28.5		4.1 WAUKENA		4.4	0.0
32	13.2		5.6 FAIGE		10.0	0.0
24	16.6		5.0 S. P. Crossing TULARE YL		15.0	0.0
15	13.9		4.1 SWALL		19.1	0.0
52	5.3		1.1 LOMA		20.2	0.0
46	5.3		5.0 VISALIA YL S. P. Crossing		25.2	0.0
28	0.0		6.6 PERAL		31.8	16.2
	11.6		1.6 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		1.6 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 OEOLE		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. 117 September 27, 1959	↑		
		STATIONS				
Yard			BAKERSFIELD YL		116.0	
20	13.3		2.5 LANDCO YL		113.5	0.0
28	0.0		2.8 OIL JUNCTION YL		110.7	51.5
			38.8 DUCOR YL		71.9	52.8
48	52.8		5.9 ULTRA		66.0	52.8
	52.8		7.0 PORTERVILLE JCT. YL		59.0	52.8
	0.0		P. N. E. Crossing 0.8			33.2
42	52.8		6.3 PORTERVILLE YL		58.2	52.8
32	31.1		1.1 STRATHMORE JCT.		51.9	0.0
28	3.1		4.1 MIRADOR		50.8	31.4
52	5.0		3.1 LINDSAY YL		46.7	34.8
16	0.0		0.6 LUCCA		43.6	0.0
12	15.8		3.8 SIDES		43.0	0.0
40	15.8		0.3 EXETER YL		39.2	0.0
	15.8		0.6 Visalia Elect. Crossing		38.9	0.0
7	4.7		1.6 ANTES		38.3	5.3
16	0.0		2.7 VENIDA		36.7	5.3
16	21.1		2.8 FANE		34.0	8.9
	20.8		0.1 HILLMAID		31.2	30.8
	20.8		1.0 Visalia Elect. Crossing		31.1	30.8
16	0.0		1.8 REDBANKS		30.1	20.8
10	0.0		1.4 OARNS		28.3	17.4
18	0.0		3.1 BAYO		26.9	17.4
32	15.3		3.2 SEVILLE		23.8	10.8
			1.6 WYETH YL		20.6	26.8
66	0.0		1.6 CUTLER YL			
	14.4		2.0 WYETH YL		20.6	0.0
24	30.3		6.4 OROSI		18.6	15.2
42	16.2		6.8 ORANGE COVE		12.2	10.6
23	25.3		6.3 NAVALENCIA		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, Wyeth, 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.

Rule 3: Crews of Southern Pacific and Sacramento Northern trains, having complied with their Companies' time regulations, may proceed over joint track.

Southern Pacific trains using joint track between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Port Chicago will be governed by A.T.&S.F. timetable and Rules, Operating Department.

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. First paragraph of Rule 103 (B) is amended: When practicable instructions or information respecting the movement of trains or the condition of track or bridges must be in writing.

9. Rule 104 (A): 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.

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

11. Rule 686 is amended: When the ATS device on an engine fails or is cut out enroute, within ATS territory, train may proceed according to signal indication, but not to exceed medium speed, to next office of communication where it will report to the train dispatcher.

If train order authority is received for further movement, train may proceed according to signal indication but not to exceed medium speed;

except, if absolute block is established in advance of the train, or manual block is established for the train, it may proceed in accordance with signal indication but not to exceed 79 miles per hour.

12. 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.

13. 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 Maltby 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

14. 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."

15. 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.

16.

17.

SPEED REGULATIONS

18. 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.		LOCATION	M.P.H.	
	Psg. and Light	Fr.		Psg. 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 890.1	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	Alpaugh Spur	10	10
Second District			Corcoran M.P. 950.5 to 951.1	50	50
Calwa to Mormon	90	60	Hanford M.P. 967.5 to 968.4	20	20
Mormon to Richmond	79	60	Curve M.P. 969.3 to 969.5	55	55
Oakland District	20	20	Curve M.P. 973.7 to 973.9	55	55
Visalia District			2 Curves M.P. 975.0 to 975.8	50	50
Corcoran to Visalia	30	30	Calwa Tower to Calwa	40	40
Visalia to Calwa	40	40	SECOND DISTRICT		
Porterville-Orosi District	40	40	Calwa to Sunmaid Tower	40	40
Oil City District	15	15	Sunmaid Tower to M.P. 1002	20	20
Laton District	15	15	West Ave. Crossing M.P. 1003.2	50	50
Wahtoke District	25	25	Curve M.P. 1024.0 to 1024.3	80	60
Fresno Interurban District	15	15	Curve M.P. 1047.4 to 1047.9	70	60
Oakdale District	20	20	Curve M.P. 1053.8 to 1054.1	70	60
			Merced M.P. 1055.7 to 1057.0	30	30
			2 Curves M.P. 1069.1 to 1070.5	70	60
			Curve M.P. 1087.9 to 1088.1	50	50
			Curve M.P. 1119.1 to 1119.5	60	60
			Stockton M.P. 1120.0 to 1122.0	20	20
			Bridge M.P. 1123.8 to 1123.9	30	30
			Track M.P. 1134.7 to 1136.4	30	30
			Curve M.P. 1139.5 to 1139.8	65	60
			Antioch M.P. 1151.3 to 1152.3	45	45
			Pittsburg M.P. 1155.4 to 1156.1	24	24
			2 Curves M.P. 1161.3 to 1161.9	50	50
			Port Chicago Crossing, west of station, M.P. 1163.4 (11 PM-7 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
MOJAVE DISTRICT					
Curve M.P. 747.2 to 747.6	60	60			
3 Curves M.P. 816.4 to 817.5	25	25			
Kern Jct. to Bakersfield	20	20			
ARVIN DISTRICT					
Curve M.P. 324.2 to 324.4	10	10			
Curve M.P. 329.7 to 329.9	10	10			

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION		M.P.H. Psgr. and Light	Frt.	LOCATION		M.P.H. Psgr. and Light	Frt.
SECOND DISTRICT (Continued)							
Curve M.P. 1176.0 to 1176.3	45	45		VISALIA DISTRICT			
3 Curves M.P. 1176.4 to 1177.1	50	50		Tulare M.P. 14.3 to 15.9	20	20	
2 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		PORTERVILLE-OROSI DISTRICT			
3 Curves & track M.P. 1185.8 to 1189.0	45	45		Track M.P. 0.0 to 12.0	10	10	
2 Curves M.P. 1189.0 to 1189.6	20	20		Track M.P. 12.0 to Cutler	25	25	
				Woodlake Spur	10	10	
				Exeter M.P. 39.1 to 39.6	20	20	
				Lindsay M.P. 46.1 to 47.1	20	20	
				Strathmore Spur	15	15	
				Sunland Spur	15	15	
				2 Curves M.P. 61.5 to 62.1	30	30	
				Between Porterville and Ducor	40	30	
				Between Oil Junction and Landco	40	35	
OAKLAND DISTRICT							
Track M.P. 0.0 to 10.2	20	20					
Track M.P. 10.2 to 10.8	15	15					
Track M.P. 10.8 to 10.9	5	5					

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)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-823, 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, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM SPEED OF ENGINES

	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	Miles Per Hour	
Diesel and Gas-Electric								
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				
800-823, 900-944	75	75	45	60				
M115-M151, M176-M186	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				
Sacramento Northern Diesels								
301-302	50	50	45	50				
701-732, 801-803, 913-924	65	65	45	60				

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	00	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	00	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	20	24.0
..	51	70.6	1	26	41.9	2	25	21.8
..	52	69.2	1	28	40.9	3	00	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	00	15.0
..	55	65.5	1	34	38.3	5	00	12.0
..	56	64.2	1	36	37.5	6	00	10.0
..	57	63.2	1	38	36.8	12	00	5.0

19. 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:

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

Station	Type	Location	MPH
MOJAVE DISTRICT			
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
Jimgrey	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
FIRST DISTRICT			
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	40
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
SECOND DISTRICT			
Fresno	CTC	End of two tracks	20
Figarden	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	I	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
Antioch	S	WE siding	30
Pittsburg	S	EE siding	30
	S	WE siding	15
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
PORTERVILLE-OROSI DISTRICT			
Landco	S	Stem of wye	10
	S	EE siding	15

20. 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
MOJAVE DISTRICT			
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 tall 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.	
FIRST DISTRICT			
Hanford	S. P. Coalinga Branch	CTC.	
Calwa Tower	S. P. main track and entrance to yard.	CTC.	
SECOND DISTRICT			
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 —
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.	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 —
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.	
OAKLAND DISTRICT			
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).	
PORTERVILLE-OROSI DISTRICT			
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).	
VISALIA DISTRICT			
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).	
FRESNO INTERURBAN DISTRICT			
Cameo	S. P. Friant branch.	98 (A), 98 (B), 98 (C) and 98 (D).	
OAKDALE DISTRICT			
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 Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
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
ARVIN DISTRICT			
Lonsmith	318.0	7	East & West
Harpertown	321.1	3	West
Patch	325.9	4	East
FIRST DISTRICT			
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	0.8 mile	East
Monmouth	985.6	26	East & West
SECOND DISTRICT			
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
Woodsbro	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
Mulr	1170.6	..	East
Herpoco	1180.4	..	West
San Pablo	1187.8	11	East & West
OAKLAND DISTRICT			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
OAKDALE DISTRICT			
Ladino	3.7	8	West
VISALIA DISTRICT			
Higby	21.8	12	East
Tokay	42.3	25	East & West
Enson	49.9	14	East
Mattel	65.2	2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2 miles	From Hillmaid
Winco	32.4	15	East & West
West Venida	36.1	11	West
Matchin	37.3	10	East
Llst	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
FRESNO INTERURBAN DISTRICT			
Hammer Field	4.9	1 mile	East

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Stockton	1450
Boron	1300	Oakland (Old)	320
Edwards	1300	Oakland (New)	1800
Landco	1300	DiGiorgio	500
Corcoran	1300	Lanare	505
Laton	1337	Reedley	505
Calwa	2300	Minkler	1.6 Miles
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143

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	Clovis and beyond
	Edwards		Belen and beyond
	Riverbank, Escalon	Stockton and beyond	Bakersfield and beyond
2	Pinole, Riverbank, Edwards	Belen and beyond	
	Kingman	Clovis and beyond	Bakersfield and beyond
	Flagstaff	Clovis and beyond	North of Barstow
	Holbrook	Clovis and beyond	
17	Flagstaff	Pasadena and Los Angeles	
	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Williams and beyond
18	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Williams	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Victorville		Albuquerque and beyond
20	Pomona		Williams and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Newton and beyond	San Bernardino and beyond
	Williams	Albuquerque and beyond	Barstow and beyond
123	Flagstaff	Albuquerque and beyond	Barstow and beyond
	Laguna		Albuquerque and beyond
	Ludlow	Los Angeles	
	Rivera		Williams and beyond
124	Rivera, Ludlow	Williams and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Empire	Fresno and beyond	Stockton and beyond
	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Rivera		Oceanside, Del Mar, or San Diego
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside, Del Mar, or San Diego
77	Orange	Los Angeles	
74	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
70, 72, 74	Rivera		Oceanside, Del Mar, or San Diego
76	San Juan Capistrano		Los Angeles
80	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
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
WALTER K. BANKS, JR. 111 North San Joaquin 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 3876 San Pablo Ave., Oakland



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.)