

**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 extra gangs.

E. E. SANDERS, Trainmaster, Bakersfield, Calif.	NEIL WILSON, W. A. ROEBUCK, Trainmasters, Fresno, Calif.	A. A. KENNEDY, Trainmaster, Richmond, Calif.
W. D. BLACK, Road Foreman of Engines, Bakersfield, Calif.	H. F. KNIGHT, Road Foreman of Engines, Fresno, 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.



COAST Santa Fe LINES

**VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION**

TIME TABLE No.

1

IN EFFECT

Sunday, December 6, 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.

2 VALLEY DIVISION

MOJAVE DISTRICT

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Rolling Grade Ascending	WESTWARD		TIME TABLE NO. 1 December 6, 1959	EASTWARD		Mile Post	Rolling Grade Ascending	Communications		
			FIRST CLASS			FIRST CLASS						
			7	1		8	2					
			Passenger	San Francisco Chief		Passenger	San Francisco Chief					
Yard	TY	34.3	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily					
			PM 4:05	AM 3:55	TCS AUTOMATIC BLOCK SYSTEM ABS	BARSTOW YL	AM 3:45	PM 9:10	746.4	0.0	O	
225		12.1				HUTT			748.6	7.7	B	
160		34.3	4:16	4:06		HINKLEY	3:32	8:48	757.2	24.5	B	
160		34.3	4:24	4:14		HAWES	3:24	8:39	766.2	12.2	B	
102		34.3	4:29	4:19		JIMGREY	3:19	8:34	772.8	12.2	B	
113		28.1	4:35	4:25		KRAMER	3:12	8:27	780.2	12.2	B	
72	Y	24.3	4:40	4:28		BORON	3:08	8:23	784.0	29.0	O	
160		0.0	4:45	4:33		SILT	3:03	8:18	789.6	34.3	O	
160	Y	28.4	4:54	4:39		EDWARDS	2:56	8:11	797.1	19.0	B	
160		34.3	5:01	4:45		BISSELL	2:48	8:05	803.6	0.0	O	
174		24.3	5:08	4:45		SANBORN	2:43	7:59	810.1	26.4	B	
Yard	TY	52.8	5:18 5:35	5:00		MOJAVE YL (68.9)	2:35	7:50	818.4	0.0	O	
			7:45	7:10		KERN JUNCTION YL } 2 TRKS. BAKERSFIELD YL }						
Yard	T	16.8	7:55 PM	7:20 AM				12:20 AM	5:30 PM	885.2 887.7	0.0	C C
			Arrive Daily	Arrive Daily		(138.3)	Leave Daily	Leave Daily				

(39.0) (40.5)Average speed per hour..... (40.5) (37.7)

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. and Bakersfield, except Signal System One in effect at interlockings Barstow and Kern Jct.

Rule 261 (TCS) in effect on main track and sidings between West Tower Barstow and Hawes.

In TCS sidings, speed limit 40 MPH. 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 20 MPH 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.

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

ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Rolling Grade Ascending	
		↓					↑
		STATIONS					
100	42.2		ARVIN YL		333.1	37.0	
			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		
			(16.5)				

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

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Rolling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Rolling Grade Ascending	
		↓					↑
		STATIONS					
38	21.1		OIL JUNCTION YL		308.6	0.0	
28	10.5		SEGURO YL		310.8	0.0	
24	52.8		MALTHA YL		311.6	42.2	
Yard			OIL CITY YL		318.7		
			(5.1)				

Wye at Oil Junction.
Booth phone at Oil Junction.

FIRST DISTRICT

VALLEY DIVISION

3

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD			TIME TABLE NO. 1 December 6, 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				
			Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard	T	13.3	PM 8.20	PM 3.30	AM 7.45	STATIONS	PM 2.10	PM 5.25	PM 11.59	887.7		O	
E134 W122					BAKERSFIELD YL						15.5		
180		0.0			3.4	JASTRO				891.1	14.7		
E96 W118		9.2			6.6	UNA				897.7	0.0		
180		0.0	s 8.40	s 3.49	f 8.05	7.7	SHAFTER	s 1.43	f 4.56	11.26	905.4	10.6	O
178		0.0	s 8.50	s 3.59	f 8.14	7.6	WASOO	s 1.35	f 4.48	11.18	913.0	15.8	O
180		0.0				6.2	ELMO				919.2	15.8	B
178		0.0				5.4	KERNELL				924.6	8.4	B
178		0.0	f 9.04	4.12	8.27	7.7	ALLENSTWORTH	1.20	4.33	11.03	932.3	1.7	B
178		9.5	f 9.12			9.8	ANGIOLA				942.1	2.6	B
E116 W198	Y	4.1	s 9.22	s 4.29	s 8.45	8.8	CORCORAN	s 1.07	4.17	s 10.50	950.9	0.0	O
178		4.1				9.4	GUERNSEY				960.3	0.0	B
E178 W 92		5.8	s 9.54	s 4.46	s 9.02	7.6	S. P. Crossing HANFORD	s 12.50	s 4.03	s 10.35	967.9	0.0	O
180		10.6				5.3	SHIBLEY				973.2	15.8	B
70	Y	14.6	f 10.03			2.8	LATON				976.0	15.8	B
180		0.0		4.58	9.14	6.2	OONEJO	12.32	3.47	10.17	982.2	0.0	B
178		10.6				6.1	BOWLES				988.3	0.0	B
		10.6				6.1	S. P. Crossing CALWA TOWER				994.4	4.2	O
Yard	TY	0.0	s 10.22 PM	f 5.13 PM	9.33 AM	CALWA YL	12.22 PM	3.37 PM	10.07 PM	995.2		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. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending
		↓		↑		
		STATIONS				
57		LATON YL		0.0	10.4	
7	0.0	5.8 CLINT YL		5.8	0.0	
10	0.0	4.0 GEFFORD YL		9.8	0.0	
16	0.0	6.0 SHILLING YL		15.8	0.0	
11	0.0	1.8 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 Calwa.

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.

Rule 261 (TCS) in effect on main track and sidings, except on siding Laton, between M.P. 888 Bakersfield and end of two tracks Calwa.

In TCS sidings, speed limit 40 MPH.

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 extra trains will secure numbered clearance card before leaving Calwa Tower.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD			TIME TABLE	EASTWARD			Mile Post	Ruling Grade Ascending	Communications	
			FIRST CLASS				NO. 1 December 6, 1959	FIRST CLASS					
			7	63	1			60	2				62
			Passenger	Golden Gate	San Francisco Chief	STATIONS	Golden Gate	San Francisco Chief	Golden Gate				
			Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily				
Yard	TY		PM 10.22	PM 5.13	AM 9.33		PM 12.22	PM 3.37	PM 10.07	995.2		O	
		15.8				CALWA YL					2.6	O	
		16.8				1.6 S. P. Crossing				996.8	2.6	O	
		5.3				SUNMAID TOWER YL				997.7	5.3	O	
Yard		15.8	10.30 10.55	5.20 5.25	9.40 9.45	S. P. Crossing FRESNO TOWER YL				998.1	5.8	O	
80		15.8				0.4 FRESNO	12.15 12.10 PM	3.30 3.25	10.00 9.55	1000.1	5.8	B	
172		10.6				2.0 HAMMOND				1005.0	15.8	B	
180		15.8				4.0 FIGARDEN				1011.3	15.8	B	
180		15.8	11.25	5.49	10.09	6.3 GREGG				1019.6	15.8	B	
180		7.4				8.3 MADERA	11.41	2.56	9.26	1025.4	0.0	B	
E134 W144		15.8				5.8 KISMET				1031.1	15.8	O	
180		5.3	11.43	6.04	10.24	5.7 SHARON				1041.5	15.8	O	
194		0.0	AM			10.4 LE GRAND	11.26	2.41	9.11	1047.3	12.7	O	
202		5.3	12.05	6.20	10.40	5.8 PLANADA				1056.1	17.4	O	
180		15.8				8.8 MERCED	11.15	2.30	9.00	1062.9	15.8	B	
18		15.8	12.16			6.8 FLUHR				1068.4	15.8	O	
180		15.8		6.32	10.52	2.5 WINTON				1071.7	15.8	B	
180		15.8				6.3 BALISCO	10.55	2.07	8.36	1079.6	15.8	B	
38		0.0	12.31			7.9 DENAIR				1085.8	15.8	O	
180		17.4	12.38			6.2 HUGHSON				1089.2	0.0	O	
Yard	Y	26.4	12.42	6.50	11.10	3.4 EMPIRE	10.43	1.55	8.24	1095.6	15.8	O	
186		15.8	12.55	6.57	11.17	6.4 RIVERBANK	10.37	1.49	8.18	1101.6	15.8	O	
180		0.0	1.01	7.03	11.22	6.0 ESCALON	10.32			1109.6	6.3	O	
Yard	Y	0.0	1.18	7.18	11.38	8.0 DUFFY				1120.0	10.3	O	
		0.0				10.4 MORMON	10.15	1.29	7.57	1120.7	10.3	O	
		0.0				0.7 W. P. Crossing STOCKTON TOWER S. P. Crossing				1121.4	1.8	B	
Yard	Y	1.6	1.30	7.26	11.50	0.7 STOCKTON YL	10.10	1.24	7.52	1126.6	0.6	O	
96		0.0	1.36	7.32	11.59	5.2 GILLIS	10.02	1.16	7.43	1129.3	0.0	B	
72		0.8	1.40			2.7 HOLT				1133.0	5.3	B	
98		11.6	1.44	7.38 ⁶²	12.05	3.7 TRULL	9.57	1.11	7.38 ⁶³	1134.8	10.6	O	
		0.0	1.50	7.44	12.11	1.8 MIDDLE RIVER				1136.8	10.6	B	
71		3.2	1.53			2.0 ORWOOD	9.51	1.05	7.31	1139.8	0.0	O	
74		6.3	1.57	7.49	12.16	3.0 BIXLER				1143.0	6.6	O	
96		3.6	2.04			3.2 KNIGHTSEN	9.46	1.00	7.26	1146.1	15.8	B	
64		13.2	2.09	7.55	12.22	3.1 OAKLEY				1150.3	15.8	O	
108		0.0	2.15	7.58	12.25	4.2 SANDO YL	9.40	12.54	7.20	1152.1	6.6	O	
104		15.8	2.25	8.05	12.31	1.8 ANTIOCH YL	9.38	12.52	7.18	1155.8	11.6	B	
134		5.3	2.30	8.10	12.42	3.7 PITTSBURG YL	9.33	12.47	7.14	1159.2	15.8	O	
70		15.8	2.36	8.15	12.47	3.4 BROSE	9.28	12.42	7.09	1163.6	0.0	B	
108		0.0	2.41	8.20	12.52	4.4 PORT OHIO YL	9.24	12.38	7.05	1166.9	0.0	B	
67		52.8	2.49	8.28	1.00	3.3 MALTBY	9.20	12.34	7.02	1173.4	52.8	B	
68		52.8	2.53	8.32	1.05	6.5 GLEN FRAZER	9.12	12.26	6.54	1176.0	52.8	B	
96		0.0	2.57	8.36	1.09	2.6 CHRISTIE	9.08	12.22	6.50	1178.1	52.8	B	
102		0.0	3.01	8.40	1.14	3.1 LUZON	9.04	12.18	6.46	1181.5	29.9	B	
104		49.6	3.04	8.43	1.17	2.4 PINOLE	8.56	12.14	6.43	1182.6	52.8	B	
106		52.8	3.09	8.48	1.23	1.1 GATLEY	8.51	12.06	6.36	1186.5	52.8	B	
Yard	TY	61.7	3.15 AM	8.55 PM	1.30 PM	3.9 RHEEM	8.45 AM	11.59 AM	6.30 PM	1189.6	52.8	O	
			Arrive Daily	Arrive Daily	Arrive Daily	RICHMOND YL							
			(43.5)	(53.8)	(50.3)	(194.4)	Leave Daily	Leave Daily	Leave Daily				
			..... Average speed per hour.				(53.8)	(54.8)	(56.3)			

SECOND DISTRICT

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond, except Signal System One in effect at interlockings Sunmaid Tower, Fresno Tower, Stockton Tower and Orwood.

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 (TCS) in effect on main tracks and sidings, except on sidings Hammond, Winton and Hughson, between crossover just east of Fresno Tower and west end of siding Stockton.

In TCS sidings, speed limit 40 MPH.

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

VALLEY DIVISION 5

At Christie, eastward train on main track to meet westward train, must not pass preliminary board until westward train has entered siding. Eastward train on 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	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 1 December 6, 1959	↑		
STATIONS						
17	0.0		HAMMOND YL		0.0	0.0
7	0.0		2.0 CINCOOTA YL		2.0	0.0
6	0.0		0.4 BARTONETTE YL		2.4	0.0
24	0.0		2.6 CAMEO YL		5.0	0.0
10	0.0		S. P. Crossing 1.5 FORTH CAMP 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. 1 December 6, 1959	↑		
STATIONS						
Yard	0.0		PIEDRA YL		16.9	58.3
7	0.0		2.1 AVOADO		14.8	57.0
82	0.0		3.5 OAKHUBST		11.8	52.8
22	0.0		2.0 MINKLER		9.3	31.7
76	0.0		2.2 OELLA		7.1	0.0
17	0.0		1.2 WAHTOKE		5.9	0.0
32	33.2		1.5 RADWIN		4.4	41.4
Yard	0.0		4.4 REEDLEY YL		0.0	
(16.9)						

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

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 1 December 6, 1959	↑		
STATIONS						
42			S. P. Crossing OAKDALE YL		6.5	
Yard	21.1		6.5 RIVERBANK YL		0.0	21.1
(6.5)						

No switch lights on Oakdale District.
Office of Communication at Oakdale and Riverbank.

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 1 December 6, 1959	EASTWARD	Mile Post	Ruling Grade Ascending	Communications
			↓		↑			
				STATIONS				
Yard	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	C
		0.0		1.9 S. P. Crossing YL		9.9	79.4	C
Yard	Y			1.0 OAKLAND YL		10.9		
				40th and San Pablo 7.0				
				SAN FRANCISCO				
				(17.9)				

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

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 30 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 1 December 6, 1959	↑		
		STATIONS				
Yard			CORCORAN YL		0.8	
	28.5		4.1			0.0
16	18.2		WAUKENA		4.4	0.0
			5.6			
32	16.6		PAIGE		10.0	0.0
			6.0			
24	13.9		S. P. Crossing TULARE YL		15.0	0.0
			4.1			
15	6.3		SWALL		19.1	0.0
			1.1			
52	6.3		LOMA		20.2	0.0
			5.0			
46	0.0		VISALIA YL S. P. Crossing		25.2	16.2
			6.6			
28	11.6		PERAL		31.8	0.0
			1.5			
	11.6		S. P. Crossing		38.3	0.0
			2.0			
	10.6		CALGRO		36.2	15.9
			2.3			
66	0.0		CUTLER YL		38.5	0.0
			3.2			
32	0.0		SULTANA		41.7	13.2
			3.4			
52	9.3		DINUBA		45.1	0.0
			3.7			
Yard	14.6		REEDLEY YL		48.8	0.0
			1.0			
	14.6		S. P. Crossing		50.7	0.0
			0.3			
22	0.0		LAO JAO		51.0	0.0
			2.4			
66	5.3		PARLIER		53.4	0.0
			1.4			
23	1.1		MILEY		54.8	2.5
			3.7			
52	0.0		DEL REY		58.5	7.9
			3.4			
42	0.0		WOLF		61.9	8.5
			2.5			
32	0.0		LONE STAR		64.4	10.8
			2.0			
20	0.0		CECILE		66.4	10.6
			2.5			
Yard			CALWA YL		68.9	
			(68.9)			

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 30 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Ruling Grade Ascending
		↓	NO. 1 December 6, 1959	↑		
		STATIONS				
Yard			BAKERSFIELD YL		116.0	
	13.3		2.5			0.0
29	0.0		LANDOO YL		113.5	51.5
			2.8			
			OIL JUNCTION YL		110.7	
			38.8			
	52.8		DUCCOR YL		71.9	52.8
			5.9			
48	52.8		ULTRA		66.0	52.8
			7.0			
			PORTERVILLE JCT. YL		59.0	
	0.0		S. P. Crossing			33.2
			0.8			
42	62.8		PORTERVILLE YL		58.2	62.8
			6.3			
32	31.1		STRATHMORE JCT.		51.9	0.0
			1.1			
28	3.1		MIRADOR		50.8	31.4
			4.1			
62	5.0		LINDSAY YL		46.7	34.8
			3.1			
16	0.0		LUCCA		43.6	0.0
			0.6			
12	15.8		SIDES		43.0	0.0
			3.8			
40	15.8		EXETER YL		39.2	0.0
			0.3			
	15.8		Visalia Elect. Crossing		38.9	0.0
			0.6			
7	4.7		ANTES		38.3	5.3
			1.6			
16	0.0		VENIDA		36.7	5.3
			2.7			
16	21.1		FANE		34.0	8.9
			2.8			
	20.8		HILLMAID		31.2	30.8
			0.1			
	20.8		Visalia Elect. Crossing		31.1	30.8
			1.0			
16	0.0		REDBANKS		30.1	20.8
			1.8			
10	0.0		CAIRNS		28.3	17.4
			1.4			
18	0.0		RAYO		26.9	17.4
			3.1			
32	15.3		SEVILLE		23.8	10.8
			3.2			
			WYETH YL		20.6	26.8
			1.6			
66	0.0		CUTLER YL			
			1.6			
	14.4		WYETH YL		20.6	0.0
			2.0			
24	30.3		OROSI		18.6	15.2
			6.4			
42	16.2		ORANGE COVE		12.2	10.6
			5.9			
23	25.3		NAVALENCIA		6.3	31.7
			6.3			
22			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 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 to and including
Arvin Dist.	Wyeth
Kern Junction to and including	Reedley
Bakersfield	Piedra
Bakersfield to and including	Calwa to Fresno Tower
Oil Junction	Fresno Interurban Dist.
Oil City Dist.	Oakdale Dist.
Ducor (Santa Fe tracks only)	Stockton
Porterville to and including	Sando to and including
Porterville Junction	Pittsburg
Lindsay	Port Chicago
Exeter	Oakland Dist.
Corcoran (Visalia District only)	
Laton Dist.	
Tulare	

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

9.

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 20 MPH.

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 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

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. 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	Frt.		Psg. and Light	Frt.
Mojave District	79	60	Merced M.P. 1055.7 to 1057.0	30	30
Arvin District	20	20	2 Curves M.P. 1069.1 to 1070.5	70	60
First District			Curve M.P. 1087.9 to 1088.1	50	50
Bakersfield to M.P. 891, Jastro	79	60	Curve M.P. 1119.1 to 1119.5	60	60
M.P. 891, Jastro, to Calwa	90	60	Stockton M.P. 1120.0 to 1122.0	20	20
Second District			Bridge M.P. 1123.8 to 1123.9	30	30
Calwa to Mormon	90	60	Track M.P. 1134.7 to 1136.4	30	30
Mormon to Richmond	79	60	Curve M.P. 1139.5 to 1139.8	65	60
Oakland District	20	20	Antioch M.P. 1151.3 to 1152.3	45	45
Visalia District			Pittsburg M.P. 1155.4 to 1156.1	24	24
Corcoran to Visalia	30	30	2 Curves M.P. 1161.3 to 1161.9	50	50
Visalia to Calwa	40	40	Port Chicago Crossing, west of station, M.P. 1163.4 (11 PM-7 AM)	30	30
Porterville-Orosi District	40	40	4 Curves M.P. 1167.3 to 1168.6	50	50
Oil City District	15	15	2 Curves M.P. 1169.1 to 1170.2	60	60
Laton District	15	15	2 Curves M.P. 1170.5 to 1171.2	50	50
Wahotoke District	25	25	8 Curves M.P. 1171.3 to 1173.6	45	45
Fresno Interurban District	15	15	Tunnel No. 3 & 4 Curves M.P. 1173.6 to 1175.9	50	50
Oakdale District	20	20	Curve M.P. 1176.0 to 1176.3	45	45
In freight and mixed service on descending grades of over one percent, the maximum is 30 MPH with dynamic brake not in use.			3 Curves M.P. 1176.4 to 1177.1	50	50
When street or highway crossings are shown speed applies only while head end of train is passing.			2 Curves M.P. 1178.0 to 1178.9	50	50
MOJAVE DISTRICT			3 Curves M.P. 1179.2 to 1180.2	45	45
Curve M.P. 747.2 to 747.6	60	60	2 Curves M.P. 1180.2 to 1180.9	50	50
3 Curves M.P. 816.4 to 817.5	25	25	4 Curves M.P. 1181.0 to 1182.5	55	55
Kern Jct. to Bakersfield	20	20	Curve M.P. 1184.7 to 1185.0	65	60
ARVIN DISTRICT			Curve M.P. 1185.1 to 1185.4	50	50
Curve M.P. 324.2 to 324.4	10	10	3 Curves & track M.P. 1185.8 to 1189.0	45	45
Curve M.P. 329.7 to 329.9	10	10	2 Curves M.P. 1189.0 to 1189.6	20	20
FIRST DISTRICT			OAKLAND DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20	Track M.P. 0.0 to 10.2	20	20
2 Curves M.P. 889.3 to 890.1	50	50	Track M.P. 10.2 to 10.8	15	15
Curve M.P. 892.9 to 893.4	70	60	Track M.P. 10.8 to 10.9	5	5
Alpaugh Spur	10	10	VISALIA DISTRICT		
Corcoran M.P. 950.5 to 951.1	50	50	Tulare M.P. 14.3 to 15.9	20	20
Hanford M.P. 967.5 to 968.4	20	20	Visalia M.P. 24.5 to 26.0	15	15
Curve M.P. 969.3 to 969.5	55	55	Reedley M.P. 48.2 to 49.5	20	20
Curve M.P. 973.7 to 973.9	55	55	Pavler M.P. 53.1 to 53.6	24	24
2 Curves M.P. 975.0 to 975.8	50	50	Del Rey M.P. 58.4 to 58.8	24	24
Calwa Tower to Calwa	40	40	Curve M.P. 62.2 to 62.7	30	30
SECOND DISTRICT			PORTERVILLE-OROSI DISTRICT		
Calwa to Sunmaid Tower	40	40	Track M.P. 0.0 to 12.0	10	10
Sunmaid Tower to M.P. 1002	20	20	Track M.P. 12.0 to Cutler	25	25
West Ave. Crossing M.P. 1003.2	50	50	Woodlake Spur	10	10
Curve M.P. 1024.0 to 1024.3	80	60	Exeter M.P. 39.1 to 39.6	20	20
Curve M.P. 1047.4 to 1047.9	70	60	Lindsay M.P. 46.1 to 47.1	20	20
Curve M.P. 1053.8 to 1054.1	70	60	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

SPECIAL RULES

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

9

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, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	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, 2403-2441, 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
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, 2403-2441, 2600-2606	45	45	45	45
650-653	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	..	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:

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

Station	Type	Location	MPH
MOJAVE DISTRICT			
Hutt	I	EE Siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
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	I	WE two tracks 1000 feet west of MP 888	20
Jastro	I	EE siding	30
	I	WE siding and crossover	40
	I	Porterville-Orosi Jct. switch	30
Una	I	EE and WE siding	40
Shafter	I	EE and WE siding and crossover	40
Wasco	I	EE and WE siding	40
Elmo	I	EE and WE siding	40
Kernell	I	EE and WE siding	40
Allensworth	I	EE and WE siding	40
Stoil	I	EE and WE siding	40
Angiola	ESL	Industry track switches	30
Blanco	I	EE and WE siding	40
Corcoran	ESL	Industry track switches	30
	I	EE and WE east siding	40
	I	EE and WE west siding	40
Guernsey	I	EE and WE siding	40
Hanford	I	EE and WE east siding	40
	I	EE and WE west siding	40
Shirley	I	EE and WE siding	40
Laton	ESL	EE and WE siding (not signaled)	30
Conejo	I	EE and WE siding	40
Bowles	I	EE and WE siding	40
Calwa	I	End of two tracks	30
SECOND DISTRICT			
Fresno	I	End of two tracks	20
Figarden	I	EE and WE siding	40
Gregg	I	EE and WE siding	40
Madera	I	EE and WE siding	40
Kismet	I	EE and WE siding	40
Sharon	I	EE and WE siding and crossover	40
Legrand	I	EE and WE siding	40
Planada	I	EE and WE siding	40
Merced	I	EE siding	40
	I	WE siding	30
Fluhr	I	EE and WE siding	40
Ballico	I	EE and WE siding	40
Denair	I	EE and WE siding	40
Empire	I	EE and WE siding	40
Riverbank	I	EE and WE of lead	15
	I	EE and WE siding	40
Escalon	I	EE and WE siding	40
Duffy	I	EE and WE siding	40
Mormon	I	EE siding	40
	I	2 crossovers	30
Stockton	I	WE siding	30
Gillis	I	EE and WE siding	30
Holt	I	EE and WE siding	30
Trull	I	EE and WE siding	30
Orwood	I	EE siding	15
	I	WE siding	30
Bixler	I	EE and WE siding	30
Knightsen	I	EE and WE siding	30
Sando	I	EE siding	30
Antioch	I	WE siding	30
Pittsburg	I	EE siding	15
	I	WE siding	30
Brose	I	EE and WE siding	30
Port Chicago	I	EE and WE siding	30
Malthy	I	WE siding	30
Glen Frazer	I	EE and WE siding	30
Christie	I	EE and WE siding	30
Luzon	I	EE and WE siding	30
Gateley	I	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

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 siding
 Laton for First District siding
 Cutler for Visalia District
 Reedley for Visalia District
 Wyeth for Porterville-Orosi District
 Minkler for Washtoke District
 Hammond for Second District
 Cameo for Fresno Interurban District

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
MOJAVE DISTRICT			
Barstow West Tower	Main track and connecting crossovers.	Interlocked-Interlocking. Ten miles per hour.	To Mojave District — 0 Against current of traffic — 0 Engine lead 00 — 0 Switching fall 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.	Interlocked-Interlocking.	
FIRST DISTRICT			
Hanford	S. P. Coalinga Branch	TCS.	
Calwa Tower	S. P. main track and entrance to yard.	TCS.	
SECOND DISTRICT			
Sumnald Tower	S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocked-Interlocking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenhirne No. 1 and Corral track 00 — 00 Guggenhirne 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.	Interlocked-Interlocking.	
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocked-Interlocking.	
Stockton 1.0 West	Main track and siding.	Interlocked-Interlocking.	
Stockton 1.3 West	Weber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Bulletin Instructions.	
Middle River	Drawbridge.	Interlocked-Interlocking.	
Orwood	Drawbridge and siding.	Interlocked-Interlocking.	
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	98 (A), 98 (B) 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).	
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).	
PORTERVILLE-OROSI DISTRICT			
Hillmald 0.1 West	Visalia Elec.	98 (A), 98 (B).	
Exeter 0.3 West	Visalia Elec.	98 (A), 98 (B).	
Porterville 0.8 East	S. P. Success Branch	98 (A), 98 (B).	
VISALIA DISTRICT			
Tulare	S. P. main track.	Interlocked-Interlocking. Bulletin Instructions.	
Visalia	S. P. Visalia branch.	98 (A), 98 (B).	
Peral 1.5 West	S. P. Porterville branch.	98 (A), 98 (B).	
Lac Jac 0.3 East	S. P. Porterville branch.	98 (A), 98 (B).	
FRESNO INTERURBAN DISTRICT			
Cameo	S. P. Friant branch.	98 (A), 98 (B).	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	98 (A), 98 (B).	

Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
MOJAVE DISTRICT			
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
Crone	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	5.4 miles	West
Bianco	945.9	68	East & West
Pitco	970.1	17	East
Lucerne	971.8	0.8 mile	West
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	43.9	14	East
Mattel	65.2	2.2 miles	West
PORTERVILLE-OROSI DISTRICT			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake	33.5	2.2 miles	East
Winco	32.4	15	East & West
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	1.2 miles	East
Euclid	54.3	22	West
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 .....	.....	Oakland (Old)	320
Edwards .....	.....	Oakland (New)	1800
Landco	1300	DIGIorgio	500
Corcoran .....	.....	Lanare	505
Laton	337	Reedley .....	.....
Calwa .....	.....	Minkler .....	.....
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
GEO. E. CRAIN 4221-B E. Shields Ave., Fresno
CHARLIE R. LEWIS 2044 Fresno St., Fresno
GRAY'S-COLVIN'S 727 Olive Ave., 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 MacDonal Ave., Richmond
LWELL 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, M and N, Book of Rules.)

