

**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. 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. HAROLD L. SCHLOTTHAUER, Local Surgeon | Mojave |
| DR. MADGE SCHLOTTHAUER, Assistant 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. | W. A. ROEBUCK , D. G. RUEGG, 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 , E. C. STRETCH, G. M. YOUNG, R. L. SIMPSON, R. D. RILEY, | G. T. WHEELER , L. L. SAGE, J. E. SIKES, J. H. WEBBER, E. T. FOREMAN, |
| H. A. HARGIS , N. S. PETERSEN, Asst. Chief Dispatchers, Fresno, Calif. | B. E. WALDRUM , Dispatchers, Fresno, Calif. | |

The Atchison, Topeka and Santa Fe Railway Co.



VALLEY DIVISION AND SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No.

4

IN EFFECT

Tuesday, December 20, 1960

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 | Ruling Grade Ascending— Feet Per Mile | WESTWARD | | TIME TABLE NO. 4 December 20, 1960 | EASTWARD | | Mile Post | Ruling Grade Ascending— Feet Per Mile | Communications | | |
|---------------------------------------|-------------------------|---|--------------|---------------------------|--|-------------|---------------------------|-------------|---|----------------|---|-------|
| | | | FIRST CLASS | | | FIRST CLASS | | | | | | |
| | | | 7 | 1 | | 8 | 2 | | | | | |
| | | | Passenger | San Francisco Chief | | Passenger | San Francisco Chief | | | | | |
| | | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | | | | | | | |
| Yard | TY | | PM 4:05 | AM 3:25 | | AM 4:20 | PM 9:10 | 746.4 | | C | | |
| 233 | | 34.3 | | | TRAFFIC CONTROL SYSTEM | | | 748.6 | 0.0 | B | | |
| 162 | | 12.1 | | | | | | 757.2 | 7.7 | B | | |
| 161 | | 34.3 | 4:24 | 3:44 | | | | 766.1 | 24.5 | B | | |
| 165 | | 34.3 | | | | | | 772.9 | 12.2 | B | | |
| 161 | Y | 28.0 | 4:40 | 3:58 | | | | 784.0 | 26.9 | C | | |
| 162 | | 0.0 | | | | | | 789.6 | 34.3 | B | | |
| 161 | Y | 26.4 | 4:54 | 4:09 | | | | 797.1 | 19.0 | C | | |
| 160 | | 34.8 | | | | | | 803.6 | 0.0 | B | | |
| 175 | | 24.3 | | | | | | 810.1 | 26.4 | B | | |
| | | 52.8 | | | | | | 818.4 | 0.0 | C | | |
| Yard | TY | | 5:18 5:35 | 4:30 | | | 3:00 | 7:50 | 818.4 | | C | |
| | | 15.8 | 7:45 | 6:40 | | ABS | 12:58 | 5:38 | 885.2 | 0.0 | C | |
| Yard | T | | 7:55 PM | 6:50 AM | | | | 12:50 AM | 5:30 PM | | | 887.7 |
| | | | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | | | |
| | | | | | | | | | | | | |

(39.0) (40.5)Average speed per hour..... (39.0) (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 M.P. 817.5 at Mojave.

In TCS sidings, speed limit 40 MPH.

At Barstow between East and West Towers there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and 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 at restricted speed; between these points main track may be used not protecting against regular and 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 and Bakersfield.

ARVIN DISTRICT

| Capacity of Sidings in 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD ↓ | TIME TABLE NO. 4 December 20, 1960 | | EASTWARD ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---------------------------------------|---|---------------|--|--|---------------|-----------|---|
| | | | 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 | | 318.9 | 43.3 | |
| | 0.0 | | MAGUNDEN YL | | 316.6 | 43.3 | |
| | | | (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 | Ruling Grade Ascending— Feet Per Mile | WESTWARD ↓ | TIME TABLE NO. 4 December 20, 1960 | | EASTWARD ↑ | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---------------------------------------|---|---------------|--|--|---------------|-----------|---|
| | | | STATIONS | | | | |
| | | | | | | | |
| | | | | | | | |
| 38 | 21.1 | | OIL JUNCTION YL | | 308.6 | 0.0 | |
| 28 | 10.5 | | SEGURO YL | | 310.8 | 0.0 | |
| 24 | 52.8 | | MALTA YL | | 311.6 | 42.2 | |
| Yard | | | OIL CITY YL | | 313.7 | | |
| | | | (5.1) | | | | |

No switch lights on Oil City District.
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 | Rating Grade Ascending— Feet Per Mile | WESTWARD | | | TIME TABLE NO. 4 December 20, 1960 | EASTWARD | | | Mile Post | Rating Grade Ascending— Feet Per Mile | 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 | T | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| | | | PM 8.20 | PM 3.30 | AM 7.00 | | PM 2.10 | PM 5.25 | AM 12.30 | 887.7 | | O |
| E134 W122 | | | | | | | | | | 891.1 | 15.5 | |
| 180 | | | | | | | | | | 897.7 | 14.7 | |
| E98 W118 | | | s 8.40 | s 3.49 | f 7.20 | | s 1.43 | f 4.56 | 11.56 | 905.4 | 10.6 | O |
| 180 | | | s 8.50 | s 3.59 | f 7.30 | | s 1.35 | f 4.48 | 11.48 | 913.0 | 15.8 | O |
| 178 | | | | | | | | | | 919.2 | 15.8 | B |
| 180 | | | | | | | | | | 924.6 | 8.4 | B |
| 178 | | | f 9.04 | 4.13 | 7.43 | | 1.20 | 4.33 | 11.33 | 932.3 | 1.7 | B |
| 178 | | | f 9.12 | | | | | | | 942.1 | 2.6 | B |
| E116 W198 | Y | | s 9.22 | s 4.31 | s 8.01 | | s 1.07 | 4.17 | s 11.20 | 950.9 | 0.0 | O |
| 178 | | | | | | | | | | 960.3 | 0.0 | B |
| E176 W 92 | | | s 9.54 | s 4.48 | s 8.20 | | s 12.50 | s 4.03 | s 11.05 | 967.9 | 0.0 | O |
| 180 | | | | | | | | | | 973.2 | 15.8 | B |
| 70 | Y | | f 10.03 | | | | | | | 976.0 | 15.8 | B |
| 180 | | | | 5.00 | 8.32 | | | | | 982.2 | 0.0 | B |
| 178 | | | | | | | 12.32 | 3.47 | 10.47 | 982.2 | 0.0 | B |
| | | | | | | | | | | 988.3 | 0.0 | B |
| | | | | | | | | | | 994.4 | 4.2 | O |
| | Yard | TY | s 10.22 | f 5.15 | 8.47 | | 12.22 | 3.37 | 10.37 | 995.2 | | O |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | | | | (107.5) | | | | | | |

(52.8) (61.4) (60.0)Average speed per hour..... (59.7) (59.7) (57.1)

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 at restricted speed; between these points main track may be used not protecting against regular and 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 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.

LATON DISTRICT

| Capacity of Sidings In 50 ft. Cars | Rating Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Rating Grade Ascending— Feet Per Mile |
|---------------------------------------|---|----------|----------------------------|----------|-----------|---|
| | | ↓ | NO. 4 December 20, 1960 | ↑ | | |
| | | | STATIONS | | | |
| 67 | | | LATON YL | | 0.0 | 10.4 |
| 7 | 0.0 | | 5.8 CLINT YL | | 5.8 | 0.0 |
| 10 | 0.0 | | 4.0 GEPFORD YL | | 9.8 | 0.0 |
| 16 | 0.0 | | 6.0 SHILLING YL | | 15.6 | 0.0 |
| 11 | 0.0 | | 1.8 LANARE YL | | 17.4 | 0.0 |
| | | | (17.4) | | | |

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

| Capacity of Sidings In 50 ft. Cars | Turn Tables and Wyes | Rating Grade Ascending— Feet Per Mile | WESTWARD FIRST CLASS | | | TIME TABLE NO. 4 December 20, 1960 | EASTWARD FIRST CLASS | | | Mile Post | Rating Grade Ascending— Feet Per Mile | Communications |
|---------------------------------------|-------------------------|---|-------------------------|------------------------|---------------------------|--|--------------------------|---------------------------|--------------------------|-----------|---|----------------|
| | | | 7 | 63 | 1 | | 60 | 2 | 62 | | | |
| | | | Passenger | Golden Gate | San Francisco Chief | | Golden Gate | San Francisco Chief | Golden Gate | | | |
| Yard | TY | 15.8 | Leave Daily PM 10.22 | Leave Daily PM 5.15 | Leave Daily AM 8.47 | STATIONS | Arrive Daily PM 12.22 | Arrive Daily PM 3.37 | Arrive Daily PM 10.37 | 995.2 | O | |
| | | 15.8 | | | | CALWA YL | | | | 996.8 | O | |
| | | 6.3 | | | | 1.6 S. P. Crossing | | | | 997.7 | O | |
| Yard | | 15.8 | 10.55 | 5.30 | 9.00 | SUNMAID TOWER YL | | | | 998.1 | O | |
| 80 | | 15.8 | | | | 0.9 S. P. Crossing | | | | 1000.1 | B | |
| 172 | | 10.6 | | | | FRESNO TOWER YL | | | | 1005.0 | B | |
| 180 | | 15.8 | | | | 0.4 FRESNO | | | | 1011.3 | B | |
| 180 | | 15.8 | 11.25 | 5.54 | 9.24 | HAMMOND | | | | 1019.6 | B | |
| 180 | | 7.4 | | | | 4.9 FIGARDEN | | | | 1025.4 | B | |
| E134 W144 | | 15.8 | | | | 6.3 GREGG | | | | 1031.1 | B | |
| 180 | | 5.3 | 11.43 | 6.09 | 9.39 | 8.3 MADERA | | | | 1041.5 | O | |
| 194 | | 0.0 | AM | | | 5.8 KISMET | | | | 1047.3 | O | |
| 202 | | 5.3 | 12.05 | 6.25 | 9.52 | 10.4 SHARON | | | | 1056.1 | O | |
| 180 | | 18.0 | | | | 10.4 LE GRAND | | | | 1062.9 | B | |
| 180 | | 15.8 | | 6.37 | 10.04 | 5.8 PLANADA | | | | 1071.7 | B | |
| 180 | | 22.7 | 12.31 | | | 8.8 MERCED | | | | 1079.6 | B | |
| 180 | | 26.4 | 12.42 | 6.55 | 10.20 | 8.8 FLUHR | | | | 1089.2 | O | |
| Yard | Y | 15.8 | 12.55 | 7.02 | 10.25 | 7.9 BALLICO | | | | 1095.6 | O | |
| 186 | | 0.0 | f 1.01 | f 7.08 | 10.30 | 6.4 EMPIRE | | | | 1101.6 | O | |
| 180 | | 0.0 | | | | 6.0 RIVERBANK | | | | 1109.6 | B | |
| Yard | Y | 0.0 | f 1.18 | 7.23 | 10.45 | 8.0 ESCALON | | | | 1120.0 | O | |
| | | 0.0 | | | | 10.4 DUFFY | | | | 1120.7 | O | |
| | | 0.0 | | | | 0.7 MORMON | | | | 1121.4 | B | |
| Yard | Y | 1.6 | s 1.30 | s 7.31 | s 10.55 | W. P. Crossing | | | | 1126.6 | B | |
| 96 | | 0.0 | 1.36 | 7.37 | 11.01 | STOCKTON TOWER | | | | 1129.3 | O | |
| 72 | | 0.8 | f 1.40 | 7.40 | | S. P. Crossing | | | | 1133.0 | B | |
| 98 | | 11.6 | 1.44 | 7.43 | 11.07 | 0.7 STOCKTON | | | | 1134.8 | O | |
| | | 0.0 | | | | 5.2 GILLIS | | | | 1138.0 | B | |
| 71 | | 3.2 | 1.50 | 7.49 | 11.13 | 2.7 HOLT | | | | 1138.8 | O | |
| 74 | | 6.3 | 1.53 | | | 3.7 TRULL | | | | 1139.8 | B | |
| 96 | | 3.6 | f 1.57 | 7.56 ⁶² | 11.19 | 1.8 MIDDLE RIVER | | | | 1143.0 | O | |
| 64 | | 18.2 | f 2.04 | | | 2.0 ORWOOD | | | | 1146.1 | O | |
| 108 | | 0.0 | 2.09 | 8.02 | 11.26 | 3.0 BIXLER | | | | 1148.1 | B | |
| 104 | | 15.8 | f 2.15 | 8.04 | 11.28 | 3.2 KNIGHTSEN | | | | 1150.3 | O | |
| 134 | | 5.3 | s 2.25 | s 8.10 | 11.32 | 3.1 OAKLEY | | | | 1152.1 | O | |
| 70 | | 15.8 | 2.30 | 8.15 | 11.37 | 4.2 SANDO YL | | | | 1155.8 | B | |
| 108 | | 0.0 | f 2.36 | 8.19 | 11.42 | 1.8 ANTIOCH YL | | | | 1159.2 | B | |
| 67 | | 52.8 | 2.41 | 8.22 | 11.47 | 3.7 PITTSBURG YL | | | | 1163.6 | O | |
| 68 | | 52.8 | 2.49 | 8.30 | 11.55 | 3.4 BROSE | | | | 1166.9 | O | |
| 96 | | 0.0 | 2.53 | 8.34 | 12.01 | 4.4 PORT CHICAGO YL | | | | 1169.9 | B | |
| 102 | | 0.0 | 2.57 | 8.38 | 12.05 | 3.3 MALTBY | | | | 1173.4 | B | |
| | | 49.6 | f 3.01 | f 8.41 | f 12.10 | 6.5 GLEN FRAZER | | | | 1176.0 | B | |
| 104 | | 52.8 | 3.04 | 8.44 | 12.15 ² | 2.6 CHRISTIE | | | | 1179.1 | B | |
| 106 | | 51.7 | 3.09 | 8.48 | 12.19 | 3.1 COLLIER | | | | 1181.5 | O | |
| Yard | TY | | s 3.15 AM | s 8.55 PM | s 12.30 PM | 1.1 PINOLE | | | | 1182.6 | B | |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | 3.9 GATELEY | | | | 1186.5 | B | |
| | | | | | | 3.1 RHEEM | | | | 1189.6 | O | |
| | | | | | | RICHMOND YL | | | | | | |
| | | | | | | (194.4) | Leave Daily | Leave Daily | Leave Daily | | | |

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 and Orwood.

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

Rule 261 (TCS) in effect on main track and sidings, except on siding Hammond, between crossover just east of Fresno Tower and signal located 100 feet west of M.P. 1123.

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.

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 Collier. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Collier, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Malby 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 before leaving Calwa, except Southern Pacific trains and engines to Fresno Interurban District will secure numbered clearance card before leaving 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 | Rating Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE NO. 4 December 20, 1960 | EASTWARD | Mile Post | Rating Grade Ascending— Feet Per Mile |
|---------------------------------------|---|----------|--|----------|-----------|---|
| | | ↓ | | ↑ | | |
| | | | STATIONS | | | |
| 17 | 0.0 | | HAMMOND YL | | 0.0 | 0.0 |
| 7 | 0.0 | | OINOOTTA YL | | 2.0 | 0.0 |
| 6 | 0.0 | | BARTONETTE YL | | 2.4 | 0.0 |
| 24 | 0.0 | | CAMEO YL | | 5.0 | 0.0 |
| 10 | 0.0 | | FORTHOCAMP YL | | 6.6 | 0.0 |
| 8 | 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 | | 16.2 | 8.4 |
| 10 | 9.5 | | RIVERBEND YL | | 16.7 | 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.

OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION

| Capacity of Sidings In 50 ft. Cars | Turn Tables and Wyes | Rating Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE NO. 4 December 20, 1960 | EASTWARD | Mile Post | Rating Grade Ascending— Feet Per Mile | Communications |
|---------------------------------------|-------------------------|---|----------|--|----------|-----------|---|----------------|
| | | | ↓ | | ↑ | | | |
| | | | | STATIONS | | | | |
| Yard | TY | | | RICHMOND YL | | 0.0 | | 0 |
| 66 | | 64.4 | | EL CERRITO YL | | 4.5 | 39.6 | B |
| 20 | | 22.7 | | BERKELEY YL | | 8.0 | 31.7 | 0 |
| | | 0.0 | | S. P. Crossing YL | | 9.9 | 0.0 | |
| Yard | Y | 0.0 | | OAKLAND YL 40th and San Pablo | | 10.9 | 79.4 | 0 |
| | | | | SAN FRANCISCO | | | | |
| | | | | (17.9) | | | | |

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

OAKDALE DISTRICT

| Capacity of Sidings In 50 ft. Cars | Rating Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE NO. 4 December 20, 1960 | EASTWARD | Mile Post | Rating Grade Ascending— Feet Per Mile |
|---------------------------------------|---|----------|--|----------|-----------|---|
| | | ↓ | | ↑ | | |
| | | | STATIONS | | | |
| 42 | | | S. P. Crossing OAKDALE YL | | 6.5 | |
| Yard | 21.1 | | RIVERBANK YL | | 0.0 | 21.1 |
| | | | (6.5) | | | |

No switch lights on Oakdale District.

Office of Communication at Oakdale and Riverbank.

6 VALLEY DIVISION

VISALIA DISTRICT

| Capacity of Sidings in 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---------------------------------------|---|----------|-------------------------------------|----------|-----------|---|
| | | ↓ | NO. 4 December 20, 1960 | ↑ | | |
| Yard | | | STATIONS | | | |
| | | | CORCORAN YL | | 0.8 | |
| 16 | 28.6 | | 4.1 WAUKENA | | 4.4 | 0.0 |
| 32 | 13.2 | | 5.6 PAIGE | | 10.0 | 0.0 |
| 24 | 16.6 | | 5.0 S. P. Crossing TULARE YL | | 15.0 | 0.0 |
| 16 | 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 | | 1.5 S. P. Crossing | | 33.3 | 0.0 |
| | 11.6 | | 2.9 CALGRO | | 36.2 | 0.0 |
| 66 | 10.6 | | 2.3 CUTLER YL | | 38.6 | 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 | | 1.9 S. P. Crossing | | 50.7 | 0.0 |
| 22 | 14.6 | | 0.2 LAC JAC | | 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 | 8.6 |
| 20 | 0.0 | | 2.0 OCOLE | | 66.4 | 10.6 |
| Yard | 0.0 | | 2.5 CALWA YL | | 68.9 | 10.6 |
| | | | (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.

WAHTOKE DISTRICT

| Capacity of Sidings in 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---------------------------------------|---|----------|----------------------------|----------|-----------|---|
| | | ↓ | NO. 4 December 20, 1960 | ↑ | | |
| Yard | | | STATIONS | | | |
| 7 | 0.0 | | PIEDRA YL | | 16.9 | 58.3 |
| 32 | 0.0 | | 2.1 AVOCADO YL | | 14.8 | 57.0 |
| 22 | 0.0 | | 3.5 OAKHURST YL | | 11.3 | 52.8 |
| 76 | 0.0 | | 2.0 MINKLER YL | | 9.3 | 31.7 |
| 17 | 0.0 | | 2.2 OELLA YL | | 7.1 | 0.0 |
| 32 | 33.2 | | 1.2 WAHTOKE YL | | 5.9 | 0.0 |
| Yard | 0.0 | | 1.5 RADWIN YL | | 4.4 | 41.4 |
| | | | 4.4 REEDLEY YL | | 0.0 | |
| | | | (16.9) | | | |

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

PORTERVILLE-OROSI DISTRICT

| Capacity of Sidings in 50 ft. Cars | Ruling Grade Ascending— Feet Per Mile | WESTWARD | TIME TABLE | EASTWARD | Mile Post | Ruling Grade Ascending— Feet Per Mile |
|---------------------------------------|---|----------|---|----------|-----------|---|
| | | ↓ | NO. 4 December 20, 1960 | ↑ | | |
| Yard | | | STATIONS | | | |
| 29 | 13.3 | | BAKERSFIELD YL | | 116.0 | 0.0 |
| 28 | 0.0 | | 2.5 LANDCO YL | | 113.6 | 51.5 |
| 48 | 52.8 | | 2.8 OIL JUNCTION YL | | 110.7 | |
| 48 | 52.8 | | 38.8 DUCOR YL | | 71.9 | 52.8 |
| 42 | 0.0 | | 5.9 ULTRA | | 66.0 | 52.8 |
| 32 | 52.8 | | 7.0 PORTERVILLE JCT. YL | | 69.0 | 33.2 |
| 28 | 31.1 | | S. P. Crossing 0.8 PORTERVILLE YL | | 68.2 | 52.8 |
| 52 | 3.1 | | 6.3 STRATHMORE JCT. | | 61.9 | 0.0 |
| 16 | 5.0 | | 1.1 MIRADOR | | 60.8 | 31.4 |
| 12 | 15.8 | | 4.1 LINDSAY YL | | 46.7 | 34.8 |
| 40 | 16.8 | | 3.1 LUCCA | | 43.6 | 0.0 |
| 7 | 16.8 | | 0.6 SIDES | | 43.0 | 0.0 |
| 16 | 16.8 | | 3.2 EXETER YL | | 39.2 | 0.0 |
| 16 | 4.7 | | 0.2 Visalia Elect. Crossing | | 38.9 | 0.0 |
| 16 | 0.0 | | 0.6 ANTES | | 38.3 | 5.3 |
| 16 | 21.1 | | 1.6 VENIDA | | 36.7 | 5.3 |
| 20.8 | 0.0 | | 2.7 FANE | | 34.0 | 8.9 |
| 20.8 | 20.8 | | 2.3 HILLMAID | | 31.2 | 30.8 |
| 16 | 20.8 | | 0.1 Visalia Elect. Crossing | | 31.1 | 30.8 |
| 10 | 0.0 | | 1.0 REDBANKS | | 30.1 | 20.8 |
| 18 | 0.0 | | 1.3 CAIRNS | | 28.3 | 17.4 |
| 32 | 15.8 | | 1.4 RAYO | | 26.9 | 17.4 |
| 66 | 0.0 | | 3.1 SEVILLE | | 23.8 | 10.8 |
| 24 | 14.4 | | 3.2 WYETH YL | | 20.6 | 26.8 |
| 42 | 30.3 | | 1.6 CUTLER YL | | 20.6 | 0.0 |
| 23 | 16.2 | | 1.6 WYETH YL | | 20.6 | 0.0 |
| 22 | 25.8 | | 2.0 OROSI | | 18.6 | 15.2 |
| | | | 0.4 ORANGE COVE | | 12.2 | 10.6 |
| | | | 5.9 NAVALENCIA | | 6.3 | 31.7 |
| | | | 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.

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).

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 on Fresno Interurban District and between Ducor and Porterville Jct. and Sacramento Northern trains using joint track between Stockton Tower and Pittsburg will be governed by A.T.&S.F. time table 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 (Los Angeles Div. only) | Corcoran (Visalia District only) |
| Mojave (Southern Pacific tracks only) | Laton Dist. |
| Arvin Dist. | Tulare |
| Kern Junction to and including Bakersfield | Visalia |
| Bakersfield to and including Oil Junction | Cutler to and including Wyeth |
| Oil City Dist. | Reedley |
| Ducor (Santa Fe tracks only) | Wahtoke Dist. |
| Porterville to and including Porterville Junction | Calwa to Fresno Tower |
| Lindsay | Fresno Interurban Dist. |
| Exeter | Oakdale Dist. |
| | Sando to and including Pittsburg |
| | Port Chicago |
| | Oakland Dist. |

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 unattended on siding.

9. Rule 321 (C) is amended as follows:

"At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

"At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in 'hand' operation, spike other interlocked switches and derails, and fur-

nish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes and then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to 'motor' operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

"If necessary to roll switches by hand, be governed by instructions posted in phone box."

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 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 | SECOND DISTRICT (Cont'd) | | |
| Arvin District | 20 | 20 | Merced M.P. 1055.7 to 1057.0 | 30 | 30 |
| First District | | | 2 Curves M.P. 1069.1 to 1070.5 | 70 | 60 |
| Bakersfield to | | | Curve M.P. 1087.9 to 1088.1 | 50 | 50 |
| 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 | | | Track M.P. 1134.7 to 1136.4 | 30 | 30 |
| Calwa to Mormon | 90 | 60 | Curve M.P. 1139.5 to 1139.8 | 65 | 60 |
| Mormon to Richmond | 79 | 60 | Antioch M.P. 1151.3 to 1152.3 | 45 | 45 |
| Oakland District | 20 | 20 | Pittsburg M.P. 1155.4 to 1156.1 | 24 | 24 |
| Visalia District | | | 2 Curves M.P. 1161.3 to 1161.9 | 50 | 50 |
| Corcoran to Visalia | 30 | 30 | 4 Curves M.P. 1167.3 to 1168.6 | 50 | 50 |
| Visalia to Calwa | 40 | 40 | 2 Curves M.P. 1169.1 to 1170.2 | 60 | 60 |
| Porterville-Orosi District | 40 | 40 | 2 Curves M.P. 1170.5 to 1171.2 | 50 | 50 |
| Oil City District | 15 | 15 | 8 Curves M.P. 1171.3 to 1173.6 | 45 | 45 |
| Laton District | 15 | 15 | Tunnel No. 3 & 4 Curves M.P. | | |
| Wahtoek District | 25 | 25 | 1173.6 to 1175.9 | 50 | 50 |
| Fresno Interurban District | 15 | 15 | Curve M.P. 1176.0 to 1176.3 | 45 | 45 |
| Oakdale District | 20 | 20 | 3 Curves M.P. 1176.4 to 1177.1 | 50 | 50 |
| In freight and mixed service on descending grades of over one percent, the maximum is 30 MPH with dynamic brake not in use. 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 |
| | | | 3 Curves M.P. 1179.2 to 1180.2 | 45 | 45 |
| | | | 2 Curves M.P. 1180.2 to 1180.9 | 50 | 50 |
| | | | 4 Curves M.P. 1181.0 to 1182.5 | 55 | 55 |
| | | | Curve M.P. 1184.7 to 1185.0 | 65 | 60 |
| | | | Curve M.P. 1185.1 to 1185.4 | 50 | 50 |
| | | | 3 Curves & track M.P. 1185.8 to 1189.0 | 45 | 45 |
| | | | 2 Curves M.P. 1189.0 to 1189.6 | 20 | 20 |
| MOJAVE DISTRICT | | | OAKLAND DISTRICT | | |
| Curve M.P. 747.2 to 747.6 | 60 | 60 | Track M.P. 0.0 to 10.2 | 20 | 20 |
| 2 Curves M.P. 816.4 to 817.5 | 50 | 50 | Track M.P. 10.2 to 10.8 | 15 | 15 |
| Kern Jct. to Bakersfield | 20 | 20 | Track M.P. 10.8 to 10.9 | 5 | 5 |
| ARVIN DISTRICT | | | VISALIA DISTRICT | | |
| Curve M.P. 324.2 to 324.4 | 10 | 10 | Tulare M.P. 14.3 to 15.9 | 20 | 20 |
| Curve M.P. 329.7 to 329.9 | 10 | 10 | Visalia M.P. 24.5 to 26.0 | 15 | 15 |
| FIRST DISTRICT | | | Reedley M.P. 48.2 to 49.5 | 20 | 20 |
| Bakersfield M.P. 887.5 to 888.5 | 20 | 20 | Parlier M.P. 53.1 to 53.6 | 24 | 24 |
| 2 Curves M.P. 889.3 to 890.1 | 50 | 50 | Del Rey M.P. 58.4 to 58.8 | 24 | 24 |
| Curve M.P. 892.9 to 893.4 | 70 | 60 | Curve M.P. 62.2 to 62.7 | 30 | 30 |
| Alpaugh Spur | 10 | 10 | PORTERVILLE-OROSI DISTRICT | | |
| Corcoran M.P. 950.5 to 951.1 | 50 | 50 | Track M.P. 0.0 to 12.0 | 10 | 10 |
| Hanford M.P. 967.5 to 968.4 | 20 | 20 | Track M.P. 12.0 to Cutler | 25 | 25 |
| Curve M.P. 969.3 to 969.5 | 55 | 55 | Woodlake Spur | 10 | 10 |
| Curve M.P. 973.7 to 973.9 | 55 | 55 | Exeter M.P. 39.1 to 39.6 | 20 | 20 |
| 2 Curves M. P. 975.0 to 975.8 | 50 | 50 | Lindsay M.P. 46.1 to 47.1 | 20 | 20 |
| Calwa Tower to Calwa | 40 | 40 | Strathmore Spur | 15 | 15 |
| SECOND DISTRICT | | | Sunland Spur | 15 | 15 |
| Calwa to Sunmaid Tower | 40 | 40 | 2 Curves M.P. 61.5 to 62.1 | 30 | 30 |
| Sunmaid Tower to M.P. 1002 | 20 | 20 | Between Porterville and Ducor | 40 | 30 |
| West Ave. Crossing M.P. 1003.2 | 50 | 50 | Between Oil Junction and Landco | 40 | 35 |
| Curve M.P. 1024.0 to 1024.3 | 80 | 60 | | | |
| Curve M.P. 1047.4 to 1047.9 | 70 | 60 | | | |
| Curve M.P. 1053.8 to 1054.1 | 70 | 60 | | | |

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:

MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

| 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, 800-848, 2099-2162 | 3 | 5 | 5 |
| 51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019 | 4 | 5 | 5 |
| 460-468 | 4 1/2 | 5 | 5 |
| 16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 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 Bearings | 8 | 5 | 0 |
| Friction Bearings | 12 | 5 | 0 |

MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

| | Forward | Light | Backing or 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 |
| 600-611 | 65 | 65 | 45 | 60 |
| 99, 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 |
| 800-848, 900-979, 1100-1124 | 75 | 75 | 45 | 60 |
| RDC 191-192 (Coupled) | 80 | 80 | 70 | 70 |
| RDC 191-192 (Single Unit) | 80 | 80 | 50 | 70 |
| M115, 118, 119, 122, 126, 186 | 65 | 65 | 25 | 60 |
| M160 | 70 | 65 | 25 | 70 |
| M190 | 80 | 65 | 25 | 75 |
| Sacramento Northern Diesels | | | | |
| 301 | 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 |

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"/> | 2 1/4 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!

SPECIAL RULES

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

9

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 | I | EE and WE siding | 40 |
| Boron | I | EE and WE siding | 40 |
| Silt | I | EE and WE siding | 40 |
| Edwards | I | EE and WE siding | 40 |
| Bissell | I | EE and WE siding | 40 |
| Sanborn | I | EE and WE siding | 40 |
| FIRST DISTRICT | | | |
| Bakersfield | I | WE two tracks 1000 feet west of M.P. 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 | ESL | Industry track switches | 30 |
| Angiola | I | EE and WE siding | 40 |
| Blanco | ESL | Industry track switches | 30 |
| Corcoran | 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 | 30 |
| 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 |

| Station | Type | Location | MPH |
|------------------------------------|------|-------------------|-----|
| SECOND DISTRICT (Continued) | | | |
| 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 | 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 | 15 |
| | S | WE siding | 30 |
| Brose | S | EE and WE siding | 30 |
| Port Chicago | S | EE and WE siding | 30 |
| Maltby | S | EE and 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 |

18. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

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 Wahtoke District
 Hammond for Second District siding
 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. | 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 |
| Kern Junction | Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track. | Interlocking. | Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 — |
| FIRST DISTRICT | | | |
| Hanford | S. P. Coalinga Branch | TCS. | |
| Calwa Tower | S. P. main track and entrance to yard. | TCS. | |

(Continued on Page 10)

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS (Continued)

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 14 (Z) |
|------------------------|--|---|--|
| 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 — } 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 | Weber-Edison Street Lead over S. P. Lead to Standard Oil Plant. | Bulletin Instructions. | |
| 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) and Bulletin Instructions. | |
| Pittsburg 0.9 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

| | | | |
|----------------------|----------------------|-----------------|--|
| Hillmaid 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. | 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). | |
|---------|-----------------------|-----------------|--|

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 | HELEN WILSON SHOEMAKE 1323 Jay St., Modesto |
| ARLIE KNIGHT 1663 Chester Ave., Bakersfield | CON MANTELE 129 N. Sutter St., Stockton |
| J. N. CHENEY 1600 20th St., Bakersfield | WALTER K. BANKS, JR. 111 North San Joaquin St., Stockton |
| GEO. E. CRAIN 4221-B E. Shields Ave., Fresno | EUGENE MAYER 516 - 2nd St., Antioch |
| CHARLIE R. LEWIS 2044 Fresno St., Fresno | W. R. STRIBLEY 1013 MacDonal Ave., Richmond |
| GRAY'S-COLVIN'S 727 Olive Ave., Fresno | LOWELL O. DIXON 1809 Telegraph Ave., Oakland |
| W. A. SWANSON 4427 E. Jensen Ave., Calwa | ED S. BRILLON 3876 San Pablo Ave., Oakland |
| J. H. BOGUE 1714 "L" St., Merced | EDWARD F. WILLIAMS 210 Townsend St., San Francisco |

SPECIAL RULES

VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

11

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 |
| 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 |
| Stoil | 936.0 | 89 | East & West |
| Alpaugh | 941.8 | 5.4 miles | West |
| Blanco | 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 |
| Winton | 1065.4 | 18 | East & West |
| Cortez | 1074.6 | 15 | East & West |
| Hughson | 1085.8 | 38 | 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 |
| Muir | 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 |
| Mattei | 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 | West |
| 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 | Mine Spur | Oakland (Old) | 320 |
| Edwards | Army Spur | Oakland (New) | 1800 |
| Landco | 1300 | DiGiorgio | 500 |
| Corcoran | Visalia District | Lanare | 505 |
| Laton | 337 | Reedley | Wahtoke District |
| Calwa | Visalia District | Minkler | Porterville-Orosi District |
| 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 | Grants | North of Barstow | Clovis and beyond |
| | 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 | Grants | Clovis and beyond | North of Barstow |
| | Flagstaff | Pasadena and Los Angeles | |
| | Williams Jct. | Barstow and beyond | Albuquerque and beyond |
| 18 | Pomona | | Williams Jct. and beyond |
| | Williams Jct. | Albuquerque and beyond | Barstow and beyond |
| 19 | Flagstaff | Kansas City and beyond | Los Angeles |
| | Grants | South of Barstow | La Junta and beyond |
| 20 | Flagstaff | Barstow and beyond | Albuquerque and beyond |
| | Williams Jct. | Barstow and beyond | Albuquerque and beyond |
| | Kingman | San Bernardino and beyond | Newton and beyond |
| | Victorville | | Albuquerque and beyond |
| | Pomona | | Williams Jct. and beyond |
| 123 | Victorville | Albuquerque and beyond | |
| | Kingman | Newton and beyond | San Bernardino and beyond |
| | Williams Jct. | Albuquerque and beyond | Barstow and beyond |
| | Flagstaff | Albuquerque and beyond | Barstow and beyond |
| 124 | Grants | La Junta and beyond | South of Barstow |
| | Laguna | | Albuquerque and beyond |
| 60 | Rivera | | Williams Jct. and beyond |
| | Rivera | Williams Jct. and beyond | |
| 62 | Escalon | Fresno and beyond | Stockton and beyond |
| | Empire | Fresno and beyond | Stockton and beyond |
| 63 | Wasco, Shafter | | Fresno and beyond |
| | Empire | Stockton and beyond | Fresno and beyond |
| 71, 73, 75, 77, 79, 81 | Rivera | | Oceanside, Del Mar, or San Diego |
| | Rivera | Los Angeles | |
| 73 | San Juan Capistrano | Los Angeles | |
| | Orange | Los Angeles | Oceanside, Del Mar, or San Diego |
| 77 | Orange | Los Angeles | |
| | San Clemente | | Los Angeles |
| 71, 75, 77 | Encinitas | Los Angeles | |
| | Rivera | Oceanside, Del Mar, or San Diego | |
| 72, 74, 76 | | | |
| | | | |
| 78 | San Juan Capistrano | | Los Angeles |
| | Irvine, El Toro | | Los Angeles |



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.)

