



**SANTA FE**  
**SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

**TRAINMASTERS**

E. E. SANDERS ..... Bakersfield, Calif.  
W. A. ROEBUCK ..... Fresno, Calif.  
J. T. GROUNDWATER ..... Stockton, Calif.  
A. A. KENNEDY ..... Richmond, Calif.

**ASSISTANT TRAINMASTER**

R. J. ST. JOHN ..... Richmond, Calif.

**ROAD FOREMEN OF ENGINES**

H. F. KNIGHT ..... Fresno, Calif.  
J. F. FRAME ..... Bakersfield, Calif.

**CHIEF DISPATCHER**

E. H. HAMIC ..... Fresno, Calif.

**ASST. CHIEF DISPATCHERS**

H. A. HARGIS ..... Fresno, Calif.  
N. S. PETERSEN ..... Fresno, Calif.

**DISPATCHERS - FRESNO**

L. L. WEBSTER	G. T. WHEELER
E. C. STRETCH	L. L. SAGE
G. M. YOUNG	J. E. SIKES
R. L. SIMPSON	J. H. WEBBER
R. D. RILEY	E. T. FOREMAN
M. L. POTTER	B. E. WALDRUM

The  
**Atchison, Topeka and Santa Fe**  
**Railway Co.**



**VALLEY DIVISION**  
AND  
**SAN FRANCISCO TERMINAL DIVISION**

**TIME TABLE No.**

**9**

IN EFFECT

**Sunday, April 28, 1963**

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

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

**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. 9 April 28, 1963	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			
Yard	TY		Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily			
233		34.3	PM 4.05	AM 3.25	BARSTOW	AM 3.45	PM 8.55	746.4	0.0	O
162		12.1			1.8 HUTT			748.6	7.7	B
181		34.3			8.6 HINKLEY			757.2	24.6	B
185		34.3	4-24	3-46	9.0 HAWES	3-12	8-29	766.1	12.2	B
181	Y	28.0	a 4-40	4-00	6.8 JIMGREY	f 2-57	8-13	772.9	26.9	O
182		0.0			11.0 BORON			784.0	34.3	B
181	Y	26.4	a 4-54	4-11	5.6 SILT	s 2-44	8-01	789.6	19.0	O
180		34.3			7.5 EDWARDS			797.1	0.0	B
175		24.3			6.4 BISSELL			803.6	26.4	B
Yard	TY	52.8	s 5.18 5.35	f 4.37	6.5 SANBORN	s 2.20	s 7.40	810.1	0.0	O
			7.45	6.40	5.6 MOJAVE (68.8)			818.4		
Yard	T	15.8	s 7.55 PM	s 6.50 AM	TRAFFIC CONTROL SYSTEM KERN JUNCTION YL } 2 TRKS. 2.5 BAKERSFIELD YL }	12.18	5.38	885.2	0.0	C
			Arrive Daily	Arrive Daily	(188.2)	12-10 AM	5-30 PM	887.7		C
						Leave Daily	Leave Daily			

(39.0) (40.5) ..... Average speed per hour..... (38.6) (40.5)

Signal System Two in effect between Barstow and Mojave, and between Kern Jct. interlocking and Bakersfield.

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.

Rule 85: Between Barstow and Mojave, exchange of train orders, signals and numbers, is not required.

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 end of two tracks 800 feet west of 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 Kern Junction interlocking to 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 clearance card before leaving Barstow and Bakersfield, except at Barstow clear train order signal indication at West Tower may be accepted in lieu of clearance card.

### ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 9 April 28, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
100	42.2		STATIONS			
			ARVIN		333.1	37.0
	0.0		4.3 DI GIORGIO		328.8	42.2
67	0.0		2.0 RIBIER		326.8	43.3
54	0.0		2.2 LAMONT		324.6	43.3
	0.0		1.1 WEST LAMONT		323.5	43.3
	0.0		0.6 ALGOSO		316.9	43.3
	0.0		0.3 MAGUNDEN		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.  
Yard limits Arvin to Magunden, inclusive.

### OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 9 April 28, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
38	21.1		STATIONS			
28	10.6		OIL JUNCTION		308.6	0.0
24	62.8		2.2 SEGURO		310.8	0.0
Yard			0.8 MALTHEA		311.6	42.2
			2.1 OIL CITY		313.7	
			(5.1)			

No switch lights on Oil City District.  
Wye at Oil Junction.  
Booth phone at Oil Junction.  
Yard limits Oil Junction to Oil City, inclusive.

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD			TIME TABLE NO. 9 April 28, 1963	EASTWARD			Mile Post	Ruling 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			
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard	T		PM 8.25	PM 1.45	AM 7.00		PM 1.10	PM 5.20	PM 11.40			
		18.3				BAKERSFIELD				887.7		O
E134 W122		0.0				3.4 JASTRO				891.1	15.5	
180		9.2				6.6 UNA				897.7	14.7	
E96 W118		0.0	8.46	2.04	7.20	7.7 SHAFTER	12.42	5.00	11.19	905.4	0.0	O
180		0.0	8.57	2.14	7.30	7.6 WASCO	12.31	4.50	11.10	913.0	10.6	O
178		0.0				6.2 ELMO				919.2	15.8	B
180		0.0				5.4 KERNELL				924.6	15.8	B
178		0.0	9.10	2.28	7.43	7.7 ALLENSWORTH	12.12	4.34	10.54	932.8	8.4	B
178		9.5				9.8 ANGIOLA	PM			942.1	1.7	B
E116 W198	Y	4.1	9.32	2.45	8.01	8.8 COCORAN	11.59	4.21	10.41	950.9	2.6	O
178		4.1				9.4 GUERNSEY				960.8	0.0	B
E176 W92		5.8	10.05	3.05	8.20	7.6 S.P. Crossing HANFORD	11.40	4.05	10.25	967.9	0.0	O
180		10.6				5.3 SHIRLEY				973.2	0.0	B
70	Y	14.6				2.8 LATON				976.0	15.8	B
180		0.0	10.20	3.17	8.33	6.2 CONEJO	11.18	3.47	10.04	982.2	15.8	B
178		10.6				6.1 BOWLES				988.3	0.0	B
		10.6				6.1 S.P. Crossing				994.4	0.0	
Yard	TY	0.0	10.35	3.32	8.48	0.8 CALWA	11.08	3.37	9.54	995.2	4.2	O
			Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily			
			(49.6)	(60.3)	(59.7)	..... Average speed per hour.....			(52.9)	(62.6)	(60.8)	

Signal System Two in effect between Bakersfield and Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and end of two tracks 800 feet west of 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 tracks and sidings, except on siding Laton, between end of two tracks Bakersfield and Calwa.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Bakersfield and Calwa, exchange of train orders, signals and numbers, is not required.

Trains must get clearance card before leaving Bakersfield and Calwa.

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD		TIME TABLE NO. 9 April 28, 1963	EASTWARD		Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓			↑			
		STATIONS			STATIONS			
		57	7		10	18		
				LATON			0.0	
	0.0			5.6 CLINT			5.6	10.4
	0.0			4.0 GEPFORD			9.6	0.0
	0.0			6.0 SHILLING			15.6	0.0
	0.0			1.8 LANARE			17.4	0.0
				(17.4)				

No switch lights on Laton District.  
Wye at Laton and Lanare.  
Booth phone at Laton.  
Yard limits Laton to Lanare, inclusive.

4 VALLEY DIVISION

SECOND DISTRICT

Capacity of Sidings in 50 ft. Cars	Turn Tables and Wyes	Rating Grade Ascending Feet Per Mile	WESTWARD FIRST CLASS			TIME TABLE NO. 9 April 28, 1963	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			
	TY		Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily			
Yard		15.8	PM 10.35	PM 3.32	AM 8.48	OALWA	AM 11.08	PM 3.37	PM 9.54	995.2		O
		15.8				1.6				996.8		
		5.3				S. P. Crossing				997.7		
Yard		15.8	11.10	3.45	9.00	FRESNO	11.01	3.30	9.47	998.1		O
80		15.8				2.0				1000.1		B
172		10.6				HAMMOND				1005.0		B
180		15.8				4.0				1011.3		B
180		15.8	11.38	4.09	9.22	FIGARDEN				1019.6		B
180		7.4				6.3				1026.4		B
E184 W144		15.8				GREGG				1031.1		B
180		5.3	11.55	4.24	9.39	8.3				1041.6		O
194		0.0				SHARON				1047.3		O
202		5.3	AM 12.13	4.40	9.55	10.4				1066.1		O
180		18.0				LE GRAND	9.58	2.30	8.41	1068.9		B
180		15.8	12.25	4.52	10.07	5.8				1071.7		B
180		22.7				PLANADA				1079.8		B
180		26.4	12.45	5.10	10.25	8.8				1089.2		O
180	Y	15.8	1.02	5.17	10.31	MERCED	9.22	1.55	8.04	1089.2		O
186		0.0	1.08	5.23	10.36	FLUHR	9.15	1.49	7.57	1095.6		O
180		0.0				8.8				1101.6		O
162	Y	0.0	1.24	5.38	10.54	BALICO	9.10			1109.6		O
		0.0				7.9				1120.0		O
		0.0				DENAIR	8.55	1.29	7.36	1120.0		O
		0.0				9.6				1120.7		O
137	Y	1.6	1.40	5.45	11.06	EMPIRE	8.50	1.24	7.30	1121.4		B
96		0.0	1.46	5.50	11.13	6.4				1121.4		B
72		0.8	1.49	5.53		RIVERBANK	8.42	1.16	7.22	1126.6		B
98		11.6	1.52	5.56	11.19	6.0				1129.3		O
		0.0				ESCALON	8.37	1.11	7.16	1138.0		B
71		3.2	1.58	6.03	11.25	8.0				1138.8		O
74		6.3				DUFFY				1138.8		O
96		3.6	2.03	6.08	11.31	MORMON	8.26	1.00	7.04	1139.8		B
64		13.2	2.07			0.7				1143.0		O
108		0.0	2.11	6.13	11.38	W. P. Crossing				1146.1		O
104		15.8	2.15	6.15	11.40	STOCKTON TOWER				1146.1		O
134		5.3	2.25	6.22	11.46	S. P. Crossing				1150.3		B
70		15.8	2.30	6.28	11.51	0.7				1150.3		B
108		0.0	2.36	6.35 <sup>62</sup>	11.56	5.2				1152.1		O
67		52.8	2.41	6.39	12.01	2.7				1155.8		O
68		52.8	2.49	6.47	12.09	3.7				1158.8		B
96		0.0	2.53	6.51	12.13	1.8				1159.2		B
102		0.0	2.57	6.55	12.18 <sup>2</sup>	MIDDLE RIVER	8.08	12.41	6.40	1159.2		B
		49.6	3.01	6.58	12.23	2.0				1163.6		O
104		52.8	3.04	7.00	12.30	3.0				1163.6		O
106		51.7	3.09	7.04	12.35	3.2				1168.9		B
Yard	TY		3.15 AM	7.10 PM	12.45 PM	ORWOOD	7.30 AM	12.01 PM	6.00 PM	1168.9		O
			Arrive Daily	Arrive Daily	Arrive Daily	BIXLER	7.35	12.07	6.05	1189.6		O

(41.7) (53.5) (49.2) ..... Average speed per hour. .... (53.5) (54.0) (49.8) (Continued on Page 5)

(Continued from page 4)

Signal System Two in effect between Calwa and Richmond.

Rule 261 (TCS) in effect on main tracks and sidings, except on siding Hammond, between Calwa and signal located 100 feet west of M.P. 1123.

In TCS sidings, speed limit 40 MPH.

Rule 85: Between Calwa and Stockton, exchange of train orders, signals and numbers, is not required.

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 Maltby and Christie.

Trains must get clearance card before leaving Calwa and Richmond.

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

**FRESNO INTERURBAN DISTRICT**

Capacity of Sidings In 50 ft. Cars	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 9 April 28, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile
		↓		↑		
			STATIONS			
			HAMMOND 2.0		0.0	0.0
7	0.0		CINGOTTA 0.4		2.0	0.0
6	0.0		BARTONETTE 2.6		2.4	0.0
24	0.0		GAMEO S. P. Crossing 2.2		5.0	0.0
6	0.0		BURNES 5.8		7.2	0.0
24	0.0		FAIRVIEW 1.2		13.0	0.0
7	42.2		BIG BUNCH 1.0		14.2	10.6
14	15.8		ZEDIKER 0.5		15.2	8.4
10	9.5		RIVERBEND 1.0		15.7	0.0
4	31.7		ELK 0.2		16.7	42.2
	10.6		BELMONT AVE.		16.9	0.0
			(16.9)			

No switch lights on Fresno Interurban District.  
Booth phone at Hammond.  
Yard limits Hammond to Belmont Ave., inclusive.

**OAKLAND DISTRICT SAN FRANCISCO TERMINAL DIVISION**

Capacity of Sidings In 50 ft. Cars	Turn Tables and Wyes	Ruling Grade Ascending— Feet Per Mile	WESTWARD	TIME TABLE NO. 9 April 28, 1963	EASTWARD	Mile Post	Ruling Grade Ascending— Feet Per Mile	Communications
			↓		↑			
				STATIONS				
Yard	TY	64.4		RICHMOND 4.5		0.0	39.6	0
66		22.7		EL OERRITO 3.5		4.5	31.7	B
20		0.0		BERKELEY 1.9		8.0	0.0	0
		0.0		S. P. Crossing 1.0		9.9	79.4	
Yard	Y			OAKLAND 40th and San Pablo (10.9)		10.9		0

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

Yard limits Richmond to Oakland, inclusive.

# 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. 9 April 28, 1963	↑		
		STATIONS				
Yard			<b>CORCORAN</b> YL		0.3	
16	28.5		4.1 WAUKENA		4.4	0.0
32	13.2		5.8 PAIGE		10.0	0.0
24	16.6		5.0 S. P. Crossing TULARE YL		15.0	0.0
52	13.9		5.2 LOMA		20.2	0.0
46	5.3		5.0 VISALIA YL		25.2	0.0
28	0.0		0.8 S. P. Crossing PERAL		31.8	16.2
	11.6		1.5 S. P. Crossing		38.3	0.0
	11.6		2.9 OALGRO		38.2	0.0
66	10.6		2.3 CUTLER YL		38.5	15.9
32	0.0		3.2 SULTANA		41.7	0.0
52	0.0		3.4 DINUBA		45.1	13.2
Yard	9.3		3.7 REEDLEY YL		48.8	0.0
	14.6		1.9 S. P. Crossing		50.7	0.0
22	14.6		0.3 LAC JAO		51.0	0.0
68	0.0		2.4 PARLIER YL		53.4	0.0
28	5.3		1.4 MILEY		54.8	0.0
52	1.1		3.7 DEL REY		58.5	2.5
42	0.0		3.4 WOLF		61.9	7.9
32	0.0		2.5 LONE STAR		64.4	8.5
20	0.0		2.0 OREOLE		66.4	10.6
Yard	0.0		2.5 CALWA YL		68.9	10.6
(68.6)						

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. 9 April 28, 1963	↑		
		STATIONS				
Yard	0.0		PIEDRA		16.9	58.3
7	0.0		2.1 AVOCADO		14.8	57.0
32	0.0		3.5 OAKHURST		11.3	52.8
22	0.0		2.0 MINKLER		9.3	31.7
78	0.0		3.2 CELLA		7.1	0.0
17	0.0		1.2 WAHTOKE		5.9	0.0
32	33.2		1.5 RADWIN		4.4	0.0
Yard	0.0		4.4 REEDLEY		0.0	41.4
(16.9)						

No switch lights on Wahtoke District. Booth phone at Minkler.  
Office of Communication at Reedley. Wye at Minkler and Reedley.  
Yard limits Piedra to Reedley, inclusive.

## 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. 9 April 28, 1963	↑		
		STATIONS				
Yard			TCS BAKERSFIELD		116.0	
28	13.3		2.5 LANDCO YL		118.5	0.0
28	0.0		2.8 OIL JUNCTION YL		110.7	51.5
			38.8 DUCOR YL		71.9	52.8
48	52.8		5.9 ULTRA		66.0	52.8
			7.0 PORTERVILLE JCT. YL		59.0	
42	0.0		S. P. Crossing PORTERVILLE YL		58.2	33.2
32	52.8		0.8 STRATHMORE JCT.		51.9	52.8
28	31.1		6.3 MIRADOR		60.8	0.0
52	3.1		1.1 LINDSAY YL		46.7	31.4
16	5.0		4.1 LUCOA		43.6	34.8
12	0.0		3.1 SIDES		48.0	0.0
40	15.8		0.6 EXETER YL		39.2	0.0
	15.8		3.8 Visalia Elect. Crossing		38.9	0.0
16	15.8		0.3 VENIDA		36.7	5.3
16	0.0		2.2 FANE		34.0	5.3
	21.1		2.7 HILLMAID		31.2	8.9
20.8	20.8		2.8 Visalia Elect. Crossing		31.1	30.8
16	20.8		0.1 REDBANKS		30.1	30.8
10	0.0		1.0 OATBNS		28.3	20.8
18	0.0		1.3 RAYO		26.9	17.4
32	0.0		1.4 SEVILLE		23.8	17.4
	15.3		3.1 WYETH YL		20.6	10.8
66	0.0		3.2 CUTLER YL		20.6	26.8
	14.4		1.6 WYETH YL		20.6	0.0
24	30.3		2.0 OROSI YL		18.6	15.2
42	16.2		6.4 ORANGE COVE YL		12.2	10.6
28	25.3		5.9 NAVALENIOIA YL		6.3	31.7
22			6.3 MINKLER YL		0.0	
(116.0)						

Signal System Two in effect between Bakersfield and Oil Jct.

Movements between Landco and Bakersfield will be made under Rule 261 (TCS) on First District.

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. Within traffic control system limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand-thrown switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

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 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. Rule 93: Yard limits are located at:

Arvin Dist.	Tulare
Bakersfield to Kern Junction	Visalia
Landco to Oil Junction	Cutler to and including Wyeth
Oil City Dist.	Wyeth to and including Minkler via Orosi
Ducor (Santa Fe tracks only)	Reedley
Porterville to and including Porterville Jct.	Wahtoke Dist.
Lindsay	Calwa (Visalia Dist. only)
Exeter	Fresno Interurban Dist.
Parlier	Sando to and including Pittsburg
Laton Dist.	Port Chicago
Corcoran (Visalia District only)	Oakland Dist.

7. Rule 97 is amended; extra trains must not be run without train orders, except where trains are operated under Rules 251 or 261, the train dispatcher may authorize extras by clearance card.

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. . . . .

10. 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

11. 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.

**SPEED REGULATIONS**

12. Trains handling pile drivers AT 199452, 199453, 199454 and 199455, 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 Districts; must not exceed 20 MPH on Oakland, 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.	
	Psgr.	Frnt.		Psgr.	Frnt.
Mojave District	79	60	Oil City District	20	20
Arvin District	25	25	Laton District	15	15
First District			Wahtoke District	25	25
Bakersfield to Jastro	79	60	Fresno Interurban District	15	15
Jastro to Calwa	90	60	In freight and mixed service with dynamic brake not in use the maximum speed on descending grades as follows:		
Second District			1.0 to 1.5% . . . . .	30	MPH
Calwa to Hammond	79	60	1.5 to 2.0% . . . . .	25	MPH
Hammond to Mormon	90	60	2.0 and over . . . . .	15	MPH
Mormon to Richmond	79	60	When street or highway crossings are shown speed applies only while head end of train is passing.		
Oakland District	20	20			
Visalia District					
Corcoran to Visalia	30	30			
Visalia to Calwa	40	40			
Porterville-Orosi District	40	40			

# 8 VALLEY AND SAN FRANCISCO TERMINAL DIVISIONS

# SPECIAL RULES

Between Barstow and Mojave, and Bakersfield and Stockton, where present speed is shown 60 MPH for freight trains, be governed as follows when controlling locomotive has operative dynamic brake and train consist is as listed below:

No. Units Operative	Dyn. Brake	Tons	Average Weight Per Car	M.P.H.
1 or more		1750 or less	46 to 50 tons	65
2 or more		3249 or less	45 tons or less	70
			46 to 50 tons	65
			45 tons or less	70
3 or more		3250 or less	Number of Cars	
			50 to 54	65
			55 or more	70
			55 to 59	65
			60 or more	70
			60 to 64	65
			65 or more	70
			70 to 74	65
			75 or more	70
			75 to 79	65
4001 to 4250		3251 to 3500	80 or more	70
			80 to 89	65
			90 or more	70
4251 to 4500		3501 to 3750	90 to 99	65
			100 or more	70
4501 to 4750		3751 to 4000	90 to 99	65
			100 or more	70

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION		M.P.H.	LOCATION		M.P.H.
	Psg. and Light	Fr.		Psg. and Light	Fr.
<b>MOJAVE DISTRICT</b>					
Curve M.P. 747.2 to 747.6	60	60	Pittsburg M.P. 1155.4 to 1156.1	24	24
2 Curves M.P. 816.4 to 817.5	50	50	2 Curves M.P. 1161.3 to 1161.9	50	50
Kern Jct. to Bakersfield	20	20	4 Curves M.P. 1167.3 to 1168.6	50	50
<b>ARVIN DISTRICT</b>					
Curve M.P. 316.7 to 317.1	10	10	2 Curves M.P. 1168.6 to 1170.5	60	60
Curve M.P. 329.7 to 329.9	10	10	10 Curves M.P. 1170.5 to 1173.6	45	45
<b>FIRST DISTRICT</b>					
Bakersfield M.P. 887.5 to 888.5	20	20	Tunnel No. 3 & 2		
2 Curves M.P. 889.3 to 890.1	50	50	Curves M.P. 1173.6 to 1175.5	50	50
Curve M.P. 892.9 to 893.4	70	70	14 Curves M.P. 1175.5 to 1180.9	45	45
Shafter Lerdo Road M.P. 905.1	70	70	4 Curves M.P. 1180.9 to 1182.5	55	55
Alpaugh Spur	10	10	4 Curves M.P. 1184.7 to 1187.8	50	50
Corcoran M.P. 950.5 to 951.1	50	50	1 Curve M.P. 1187.8 to 1189.0	45	45
Hanford M.P. 967.5 to 968.4	20	20	2 Curves M.P. 1189.0 to 1189.6	20	20
Curve M.P. 969.3 to 969.5	55	55	<b>OAKLAND DISTRICT</b>		
Curve M.P. 973.7 to 973.9	55	55	Track M.P. 0.0 to 10.2	20	20
2 Curves M.P. 975.0 to 975.8	50	50	Track M.P. 10.2 to 10.8	15	15
M.P. 994.4 to Calwa	40	40	Track M.P. 10.8 to 10.9	5	5
<b>SECOND DISTRICT</b>					
Calwa to M.P. 996.8	40	40	<b>VISALIA DISTRICT</b>		
M.P. 996.8 to 1002.0	20	20	Tulare M.P. 14.3 to 15.9	20	20
West Ave. Crossing M.P. 1003.2	50	50	Visalia M.P. 24.5 to 26.0	15	15
Curve M.P. 1047.4 to 1047.9	70	70	Reedley M.P. 48.2 to 49.5	20	20
Curve M.P. 1053.8 to 1054.1	70	70	Parlier M.P. 53.1 to 53.6	24	24
Merced M.P. 1055.7 to 1057.0	30	30	Del Rey M.P. 58.4 to 58.8	24	24
2 Curves M.P. 1069.1 to 1070.5	70	70	<b>PORTERVILLE-OROSI DISTRICT</b>		
Curve M.P. 1087.9 to 1088.1	50	50	Track M.P. 0.0 to 12.0	10	10
Oakdale Spur	20	20	Track M.P. 12.0 to Cutler	25	25
Escalon M.P. 1101.4 to 1102.0	60	60	Woodlake Spur	10	10
Curve M.P. 1119.1 to 1119.5	60	60	Exeter M.P. 39.1 to 39.6	20	20
Stockton M.P. 1120.0 to 1122.0	20	20	Lindsay M.P. 46.1 to 47.1	20	20
Track M.P. 1134.7 to 1136.4	40	40	Strathmore Spur	15	15
Curve M.P. 1139.5 to 1139.8	65	60	Sunland Spur	15	15
Antioch M.P. 1151.3 to 1152.3	45	45	2 Curves M.P. 61.5 to 62.1	30	30
			Between Porterville and Ducor	40	30
			Between Oil Junction and Landco	20	20

### 13. SWITCHES—MAXIMUM AUTHORIZED SPEED.

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

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

Station	Type	Location	MPH
<b>MOJAVE DISTRICT</b>			
Hutt	I	EE siding	15
	I	WE siding	40
Hinkley	I	EE and WE siding	40
Hawes	I	EE and WE siding	40
Jimgray	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
<b>FIRST DISTRICT</b>			
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
<b>SECOND DISTRICT</b>			
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	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
Collier	S	EE and WE siding	30
Gately	S	EE and WE siding	30
Rheem	S	EE and WE siding	30
<b>PORTERVILLE-OROSI DISTRICT</b>			
Landco	S	Stem of wye	10
	S	EE siding	15



# 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:

### 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)
<b>Diesel Engines:</b>			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 650-653, 2301-2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1500-1537, 1600-1615, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
<b>Diesel-Electric and Gas-Electric Motor Cars</b>	3	5	5
<b>Passenger Cars:</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

### MAXIMUM SPEED OF LOCOMOTIVES AND MOTOR CARS

	Forward		Backing or When Controlled From Rear Unit	Dead In Train
	Miles Per Hour	Light Miles Per Hour		
<b>Diesel and Gas-Electric</b>				
11-87, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	70	70	45	70
600-611	70	70	45	70
99, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45	70
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	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1174, 1200-1284, 1600-1615	75	75	45	70
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
<b>Sacramento Northern Diesels</b>				
301	50	50	45	50
701-732, 801-803, 913-924	65	65	45	60

### 14. 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

### 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

### Other Stations or Tracks Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection
<b>MOJAVE DISTRICT</b>			
P. C. Borax Co Spur	784.7	7.4 miles	East
Government Spur	785.0	3.7 miles	East
Government Spur	797.1	6.5 miles	East & West
<b>ARVIN DISTRICT</b>			
Lonsmith	318.0	7	East & West
Harpertown	321.1	20	East & West
Patch	325.9	15	East
<b>FIRST DISTRICT</b>			
Rosedale	895.7	49	East & West
Crome	899.5	34	West
Ivy	909.8	10	East
Palmo	910.5	28	West
Neufeld	914.7	6	East
Pond	921.2	40	East
Stoil	936.0	89	East & West
Alpaugh Spur	941.8	4.8 miles	West
Bianco	945.9	68	East & West
Kings Park	963.6	23	East & West
Pitco	970.1	17	East
Lucerne Spur	971.8	0.8 mile	West
Monmouth	985.6	26	East & West
<b>SECOND DISTRICT</b>			
Trigo	1014.3	40	East & West
Tuttle	1050.7	54	East & West
Kadota	1052.1	75	East & West
Pritchard	1058.9	20	East
Winton	1065.4	18	East & West
Cortez	1074.6	15	East & West
Hughson	1085.8	38	East & West
Claus	1092.8	42	East & West
Oakdale Spur	1095.6	6.5 miles	East
Ladino (Oakdale Spur)	3.7	8	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
<b>OAKLAND DISTRICT</b>			
Malott	4.0	8	East & West
Fairmount Avenue	5.7	11	East
<b>VISALIA DISTRICT</b>			
Higby	22.1	12	East & West
Tokay	42.3	25	East & West
Enson	43.9	14	East
Mattei Spur	65.2	2.2 miles	West
<b>PORTERVILLE-OROSI DISTRICT</b>			
Wimp	22.2	5	East
Twin Buttes	25.3	9	West
Woodlake Spur	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 Spur	52.0	1.2 miles	East
Euclid	54.3	22	West
Mosian	54.5	23	East
Lumer	60.9	6	East
Sunland Spur	61.4	1 mile	West
Magnolia	61.9	14	East
San Joaquin Cotton Compress	111.3	30	East & West
<b>FRESNO INTERURBAN DISTRICT</b>			
Hammer Field Spur	4.9	1 mile	East

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 14 (Z)
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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 Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	

FIRST DISTRICT

Hanford	S. P. Coalinga Branch	TCS.	
Calwa	0.8 East S. P. main track and entrance to yard.	TCS.	

SECOND DISTRICT

Calwa	1.6 West S. P. Porterville branch.	TCS.	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	0.4 East S. P. Friant branch.	TCS.	
Oakdale	S. P. Oakdale branch.	98 (A), 98 (B).	
Stockton Tower	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	
Stockton	1.0 West Main track and siding.	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.	

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).	
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**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.

**SAN FRANCISCO**

DR. JOHN D. RELFE, Local Surgeon  
DR. ROBERT B. GREEN,  
Assistant Local Surgeon

**OAKLAND**

DR. R. A. CRUM, Division Surgeon

**RICHMOND**

DR. DOUGLAS VOLLEN, Shop Physician  
DR. LAWRENCE W. BROWN,  
Assistant Local Surgeon

**PITTSBURG**

DR. C. L. KERNS, Local Surgeon  
DR. EDWIN E. BOYSEN,  
Assistant Local Surgeon

**ANTIOCH**

DR. ROBERT E. SANDLIN, Local Surgeon

**STOCKTON**

DR. W. T. McNEIL, Local Surgeon  
DR. JOHN McNALLY,  
Assistant Local Surgeon

**OAKDALE**

DR. E. E. CHOURET, Local Surgeon  
DR. F. JOHN HOGG,  
Assistant Local Surgeon

**MERCED**

DR. E. M. SODERSTROM, Local Surgeon

**MADERA**

DR. GILBERT G. DAGGETT, Local Surgeon

**FRESNO**

DR. L. R. NIELSON, Division Surgeon  
DR. F. R. FREETO, Assistant Local Surgeon  
DR. ROBERT H. KASS, Local Surgeon

**HANFORD**

DR. W. F. CHAMLEE, Local Surgeon

**CORCORAN**

DR. HAROLD JACOBS, Local Surgeon  
DR. JAMES A. SMITH,  
Assistant Local Surgeon

**WASCO**

DR. WILLIAM A. HAGEN, Local Surgeon

**SHAFTER**

DR. HENRY W. VOTH, Local Surgeon

**BAKERSFIELD**

DR. JOE SMITH, Division Surgeon  
DR. WAYLAND P. MATT, Local Surgeon  
DR. WARREN E. SIMON,  
Assistant Local Surgeon

**TULARE**

DR. C. M. MATHIAS, Local Surgeon  
DR. C. EUGENE MATHIAS,  
Assistant Local Surgeon

**VISALIA**

DR. ROBERT ROHN, Local Surgeon  
(Emergency)

**CUTLER**

DR. THOMAS E. WILEMAN, Local Surgeon

**REEDLEY**

DR. M. S. GAEDE, Local Surgeon

**EXETER**

DR. JOHN S. GLENN, Local Surgeon

**LINDSAY**

DR. HORACE G. CAMPBELL, Local Surgeon

**PORTERVILLE**

DR. F. L. WIENS, Local Surgeon  
DR. R. D. KARSTAEDT,  
Assistant Local Surgeon

**TAFT**

DR. ROBERT A. PATRICK, Local Surgeon

**BORON**

DR. GEORGE K. FAULKNER, Local Surgeon

**BARSTOW**

DR. M. F. FINK, Local Surgeon  
DR. A. P. VICENTE,  
Assistant Local Surgeon

**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	Ash Fork and beyond, Bakersfield and beyond	Clovis 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	Kansas City and beyond
	Kingman	San Bernardino and beyond	Newton and beyond
	Pomona		Williams Jct. and beyond
18	Kingman	Newton and beyond	San Bernardino and beyond
	Flagstaff	Kansas City and beyond	Los Angeles
19	Grants	South of Barstow	La Junta and beyond
	Flagstaff	Barstow and beyond	Albuquerque and beyond
	Kingman	San Bernardino and beyond	Albuquerque and beyond
	Victorville		Albuquerque and beyond
20	Pomona		Williams Jct. and beyond
	Victorville	Albuquerque and beyond	
	Kingman	Albuquerque and beyond	San Bernardino and beyond
	Flagstaff	Albuquerque and beyond	Barstow and beyond
123	Grants	La Junta and beyond	South of Barstow
	Laguna		Albuquerque and beyond
124	Pico Rivera		Williams Jct. and beyond
	Pico Rivera	Williams Jct. and beyond	
60	Escalon	Fresno and beyond	Stockton and beyond
62	Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 75, 77, 79, 81	Pico Rivera		Oceanside and beyond
71	San Juan Capistrano	Los Angeles	
73	Orange	Los Angeles	Oceanside and beyond
74	Orange, San Juan Capistrano and Encinitas		San Bernardino and beyond
77	Orange	Los Angeles	
76, 80	San Clemente		Los Angeles
71, 75, 77	Encinitas	Los Angeles	
72, 74, 76, 78	Pico Rivera	Oceanside and beyond	
76, 78	San Juan Capistrano		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	J. H. BOGUE . . . . . 1714 "L" St., Merced
BILL C. HOLMES . . . . . 219 E. Main St., Barstow	HELEN WILSON SHOEMAKE . . . . . 1323 Jay St., Modesto
ARLIE KNIGHT . . . . . 1663 Chester Ave., Bakersfield	WALTER K. BANKS JR. . . . . 111 North San Joaquin St., Stockton
J. N. CHENEY . . . . . 1600 20th St., Bakersfield	EUGENE MAYER . . . . . 516 - 2nd St., Antioch
GEO. E. CRAIN . . . . . 4221-B E. Shields Ave., Fresno	W. R. STRIBLEY . . . . . 1013 MacDonald Ave., Richmond
CHARLIE R. LEWIS . . . . . 3323 North Cedar, Fresno	C. G. HALLER . . . . . 1809 Telegraph Ave., Oakland
W. A. SWANSON . . . . . 4427 E. Jensen Ave., Calwa	ED S. BRILLON . . . . . 3876 San Pablo Ave., Oakland
	EDWARD F. WILLIAMS . . . . . 210 Townsend St., San Francisco

**SPEED TABLE—FOR INFORMATION ONLY**

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 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	□	<b>SAFE COUPLING SPEED</b>
5 miles per hour	□■	<b>Damage Begins</b>
6 miles per hour	□■■■	2¼ times as damaging as 4 MPH
7 miles per hour	□■■■■	3 times as damaging as 4 MPH
8 miles per hour	□■■■■■	4 times as damaging as 4 MPH
9 miles per hour	□■■■■■■	5 times as damaging as 4 MPH
10 miles per hour	□■■■■■■■	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!**

