

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

DR. JOHN N. OSBURN, Chief Surgeon, Los Angeles, Cal.
 DR. LAWRENCE CHAFFIN, Assistant Chief Surgeon, Los Angeles, Cal.
 DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Cal.
 DR. GLENN F. CUSHMAN, Assistant to Chief Surgeon, San Francisco, Cal.

DR. RUTH FLEMING, Local Surgeon.....San Francisco
 DR. LEWIS F. MORRISON, Aurist.....San Francisco
 DR. O. F. MONTGOMERY, Dermatologist.....San Francisco
 DR. ROBERT SHAFFER, Consulting Oculist.....San Francisco
 DR. CHAS. E. PETERS, Roentgenologist.....Oakland
 DR. JAMES HILGESEN, Local Surgeon.....Berkeley
 DR. R. A. CRUM, Local Surgeon.....Oakland
 DR. HARRY P. KRUMMES, Assistant Local Surgeon.....Oakland
 DR. M. H. SHUTES, Eye, Ear, Nose and Throat.....Oakland
 DR. R. T. McMAHON, Local Surgeon.....Albany
 DR. C. L. ABBOTT, District Surgeon.....Richmond-Oakland
 DR. L. J. PETRUCCI, Shop Physician.....Richmond
 DR. ALLEN MORROW, Local Surgeon.....Richmond
 DR. R. J. P. HARMON, Eye, Ear, Nose and Throat.....Richmond
 DR. CHAS. F. McGREER, Local Surgeon.....Port Chicago
 DR. H. D. NEUFELD, Emergency Surgeon.....(Concord) Port Chicago
 DR. J. H. LIBBEY, Local Surgeon.....Antioch
 DR. PHILIP VON HUNGEN, Assistant Local Surgeon.....Escalon
 DR. W. T. McNEIL, Local Surgeon.....Stockton
 DR. E. WEYS, Assistant Local Surgeon.....Stockton
 DR. F. E. CHOURET, Local Surgeon.....Riversbank
 DR. W. S. DINSMORE, Local Surgeon.....Empire
 DR. R. W. DAHLGREN, Division Surgeon.....Fresno
 DR. L. R. NIELSON, Local Surgeon.....Fresno
 DR. F. R. FREETO, Assistant Local Surgeon.....Fresno
 DR. GERALD K. NIDER, Assistant Local Surgeon.....Fresno
 DR. HUGH AWTREY, Eye, Ear, Nose and Throat Specialist.....Fresno
 DR. W. J. SMITH, Oculist.....Fresno
 DR. C. T. SWIFT, Local Surgeon.....Madera
 DR. JAMES A. PARKER, Local Surgeon.....Merced
 DR. A. S. PARKER, Assistant Local Surgeon.....Merced
 DR. W. T. CHAMLEE, Local Surgeon.....Hanford
 DR. L. W. SORENSON, Local Surgeon.....Corcoran
 DR. JOE SMITH, Local Surgeon.....Bakersfield
 DR. GEORGE S. LAMBETH, Assistant Local Surgeon.....Bakersfield
 DR. S. O. HARRIS, Assistant Local Surgeon.....Bakersfield
 DR. R. M. JONES, Eye, Ear, Nose and Throat Specialist.....Bakersfield
 DR. K. S. McKEE, Oculist and Aurist.....Bakersfield
 DR. HENRY W. VOTH, Local Surgeon.....Shafter
 DR. MAX D. HENDRICKS, Local Surgeon.....Wasco
 DR. JOHN S. GLENN, Local Surgeon.....Exeter
 DR. RAY W. ROSSON, Local Surgeon.....Tulare
 DR. IRVIN H. BETTS, Local Surgeon.....Visalia
 DR. K. F. WEISS, Assistant Local Surgeon.....Visalia
 DR. G. A. HAWKINS, Local Surgeon.....Reedley
 DR. HORACE G. CAMPBELL, Local Surgeon.....Lindsay
 DR. F. L. WIENS, Local Surgeon.....Porterville
 DR. A. RUSSELL MOODIE, Local Surgeon.....Taft

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

E. E. SANDERS, Trainmaster, Bakersfield, Cal.		
A. K. JOHNSON, Trainmaster, Fresno, Cal.	NEIL WILSON, Trainmaster, Fresno, Cal.	
E. O. BAGENSTOS, Trainmaster, Richmond, Cal.		
J. B. WARD, Chief Dispatcher, Fresno, Cal.	S. A. WYSONG, L. L. WEBSTER, W. W. HAYS, T. J. MILLER, E. V. ROSS, J. P. MARBERRY,	N. S. PETERSON, E. C. STRETCH, R. D. RILEY, M. L. POTTER, G. T. WHEELER, L. L. SAGE,
H. A. HARGIS, P. W. ARCHIBALD, Asst. Chief Dispatchers, Fresno, Cal.	Dispatchers, Fresno, Cal.	

The Atchison, Topeka and Santa Fe Railway Co.



**VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION**

TIME TABLE No.

93

IN EFFECT

Sunday, June 8, 1947

At 12:01 A. M.
Pacific Standard Time

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

E. E. McCARTY,
General Manager
Los Angeles, Cal.

F. A. BAKER,
Asst. General Manager
Los Angeles, Cal.

E. B. HEBERT,
Superintendent
Fresno, Cal.

R. J. BRETON,
Superintendent
San Francisco, Cal.

Timetable 92 eff 26 January 1947
94 28 Nov 1948

WESTWARD								TIME TABLE	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
SECOND CLASS			FIRST CLASS									
95	93	91	7	63	23	61						
Freight	Freight	Freight	Passenger	Golden Gate	The Grand Canyon	Golden Gate						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
			PM 9.10		AM 10.40							
PM 11.00	PM 3.15	AM 7.00	s 9.20 9.35	PM 3.45	s 10.50 11.25	AM 11.20						
11.06	3.21	7.09	9.39	3.48	11.29	11.23						
11.11	3.26	7.18 ^s	9.43	3.50	11.32	11.25						
11.17	3.32	7.23	9.47	3.53	11.36	11.28						
11.23	3.38	7.30	9.52	3.57	11.41	11.32						
11.30	3.45	7.37	s 10.00	4.01	s 11.50	11.36						
11.37 ⁰²	3.49	7.41	10.04	4.03	11.53	11.38						
11.46	3.55	7.46	s 10.12	4.07	s 12.01	11.42						
11.53	4.02	7.53	10.19	4.11	12.07	11.46						
12.01	4.09	8.00	10.26	4.15	12.12	11.50						
12.09	4.21 ⁰³	8.09	f 10.35	4.21 ⁰³	12.19	11.56						
12.14	4.28	8.14	10.40	4.25	12.23	11.59						
12.20	4.32	8.20	f 10.47	4.29	12.28	12.04						
12.24	4.37	8.24	10.51	4.32	12.32	12.07						
12.30	4.43	8.30	s 10.59 ⁰²	4.37	s 12.40	12.12						
12.35	4.52 ²	8.35	11.05	4.40	12.44	12.15						
12.43	5.00	8.43	11.13	4.45 ²	12.53 ⁰⁰	12.20						
12.52	5.09	8.52	s 11.28	s 4.55	s 1.10	s 12.30						
			11.33	4.58	1.15	12.33						
1.00	5.17	9.00	11.37	5.00	1.17	12.35 ⁰⁰						
1.04	5.21	9.04	f 11.41	5.03	s 1.24	12.38						
1.11	5.28	9.11	11.48	5.08	1.30	12.43						
1.15	5.32	9.15	11.52	5.11	1.34	12.46						
1.18	5.35	9.18	11.56	5.13	1.38	12.48						
1.22	5.39	9.22	11.59	5.16	1.43	12.51						
			AM 12.05	5.21	1.50	12.56						
1.30	5.45	9.30	AM	PM	PM	PM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						

AUTOMATIC BLOCK SYSTEM

STATIONS		Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
KERN JUNCTION	2.5	885.2	0.0	C	
BAKERSFIELD	2.1	887.7	13.3	C	FW TY
LANDCO	2.1	889.8	0.0	B	Y
JASTRO	3.8	891.9	0.0	B	
ROSEDALE	4.9	895.7	0.0	B	
UNA	4.9	900.6	9.2	B	
SHAFTER	3.0	905.5	0.0	C	W
SANTHU	4.5	908.5	0.0	B	
WASCO	5.8	913.0	0.0	C	W
ELMO	5.7	918.8	0.0	B	
KERNEL	7.5	924.5	0.0	B	
ALLENSWORTH	4.4	932.0	1.1	C	W
STOIL	5.7	936.4	9.5	B	
ANGIOLA	3.8	942.1	4.1	B	
BLANCO	5.0	945.9	0.0	B	
CORCORAN	3.0	950.9	3.2	C	WY
BEAN	6.2	953.9	4.1	B	
GUERNSEY	7.8	960.1	5.8	B	
S. P. Crossing HANFORD	3.3	967.9	9.0	C	W
BANNER	0.6	971.2	10.6	B	
LUCERNE	1.5	971.8	0.0	B	
SHIRLEY	2.7	973.3	14.6	B	
LATON	5.9	976.0	0.0	C	Y
CONEJO	3.7	981.9	10.6	B	
MONMOUTH	2.7	985.6	10.6	B	
BOWLES	2.8	988.3	10.6	B	
OLEANDER	3.3	991.1	0.0	B	
CALWA TOWER S. P. Crossing	0.8	994.4	0.0	C	
CALWA		995.2		C	FW TY

(110.0)

(43.0) (43.0) (43.0) (41.2) (67.2) (42.6) (67.2) Average speed per hour

The use of engine whistle in making air test in Bakersfield yard is prohibited.

Rule 19: Between Kern Junction and Bakersfield, trains to and from the joint track, in either direction, may use markers showing green to the front and sides and red to rear, as prescribed by Southern Pacific rules.

At meeting points between Bakersfield and Calwa, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

FIRST DISTRICT

VALLEY DIVISION

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 93 June 8, 1947	EASTWARD				
			FIRST CLASS				
			6	60	24	2	62
			Passenger	Golden Gate	The Grand Canyon	The Scout	Golden Gate
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
77	15.8	KERN JUNCTION 2.5			PM 2.28	PM 6.55	
Yard		BAKERSFIELD 2.1	s 7.30 AM	PM 2.05	2.20 PM	s 6.45 AM 6.30 AM	12.05 AM
	0.0	LANDCO 2.1	7.23	1.59		6.23	11.57
72	15.5	JASTRO 3.8	7.18 ⁹¹	1.57		6.18	11.54
71	14.7	ROSEDALE 4.9	7.13	1.54		6.11	11.50
72	14.0	UNA 4.9	7.05	1.50		6.03	11.46
72	0.0	SHAFTER 3.0	s 6.58	1.46		s 5.57	11.41
100	10.6	SANTHU 4.5	6.50	1.43		5.50	11.37 ⁹⁵
119	10.6	WASCO 5.8	s 6.43	1.39		s 5.45	11.32
71	15.8	ELMO 5.7	6.33	1.34		5.34	11.26
72	15.8	KERNEL 7.5	6.27	1.28		5.29	11.21
71	8.4	ALLENSWORTH 4.4	f 6.19	1.21		5.22	11.15
92	1.7	STOIL 5.7	6.14	1.17		5.18	11.11
72	9.0	ANGIOLA 3.8	6.07	1.12		5.12	11.07
72	0.0	BLANCO 5.0	6.02	1.08		5.08	11.04
103	2.6	CORCORAN 3.0	s 5.55	1.03		s 5.00	10.59 ⁷
72	0.0	BEAN 6.2	5.46	12.59		4.52 ⁹³	10.55
91	0.0	GUERNSEY 7.8	5.40	12.53 ²³		4.45 ⁹³	10.50
106	0.0	S. P. Crossing HANFORD 3.3	s 5.30	s 12.45		s 4.30	s 10.41
19	0.0	BANNER 0.6	5.17	12.39		4.17	10.36
	0.0	LUCERNE 1.5					
75	15.8	SHIRLEY 2.7	5.14	12.35 ⁶¹		4.14	10.34
70	15.8	LATON 5.9	f 5.10	12.29		f 4.10	10.31
74	0.0	CONEJO 3.7	5.01	12.23		4.02	10.26
27	0.0	MONMOUTH 2.7	4.56	12.20		3.58	10.23
70	0.0	BOWLES 2.8	4.53	12.17		3.55	10.20
69	4.2	OLEANDER 3.3	4.50	12.15		3.52	10.18
	4.2	CALWA TOWER S. P. Crossing 0.8					
Yard		CALWA	4.45 AM	12.10 PM		3.47 PM	10.13 PM
		(110.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Averagespeed per hour.			(39.1)	(56.1)	(18.8)	(38.2)	(57.6)

The use of engine whistle in making air test in Bakersfield yard is prohibited.

Rule 19. Between Kern Junction and Bakersfield, trains to and from the joint track, in either direction, may use markers showing green to the front and sides and red to rear, as prescribed by Southern Pacific rules.

At meeting points between Bakersfield and Calwa, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

WESTWARD									TIME TABLE	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes		
SECOND CLASS			FIRST CLASS												
95	93	91	63	25	23	61	15	7	NO. 93						
Freight	Freight	Freight	Golden Gate	Motor	The Grand Canyon	Golden Gate	Motor	Passenger	June 8, 1947						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS						
PM 6:00	AM 10:00	AM 2:00	PM 5:21	PM 3:02	PM 1:50	PM 12:56	AM 5:40	AM 12:06							
									DOUBLE TRACK	CALWA	995.2		O	FW TY	
										SUNMAID TOWER S. P. Crossing	996.8	15.8		O	
										FRESNO TOWER S. P. Crossing	997.7	15.8		O	
										FRESNO	998.1		O	W	
										HAMMOND	1000.1	15.8	B		
										FIGARDEN	1005.7	15.8	B		
										GREGG	1011.6	10.6	C		
										TRIGO	1014.0	0.0	B		
										MADERA	1019.6	15.8	C	W	
										KISMET	1026.1	16.1			
									AUTOMATIC BLOCK SYSTEM	KISMET TOWER S. P. Crossing	1026.4		C		
										SHARON	1030.3	7.4	B		
										MARGUERITE	1035.8	15.8	B		
										LE GRAND	1041.5	0.0	C	W	
										PLANADA	1047.3	5.3	C		
										TUTTLE	1050.6	0.0	B		
										MERCED	1056.1	0.0	C	W	
										CUBA	1062.3	5.3	B		
										WINTON	1065.4	15.8	C		
										CRESSY	1068.3	0.0	B		
										BALICO	1072.0	19.8	B		
										DENAIR	1079.6	15.8	C	W	
										HUGHSON	1085.8	0.0	C		
										EMPIRE	1089.2	17.4	C		
										CLAUS	1092.8	7.9	B		
										RIVERBANK	1095.6	26.4	C	FW TY	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)						
(41.5)	(40.2)	(40.2)	(60.2)	(21.8)	(41.2)	(60.2)	(17.4)	(41.2)	..... Average speed per hour					

At meeting points between Fresno and Riverbank, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

SECOND DISTRICT

VALLEY DIVISION

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 93 June 8, 1947	EASTWARD					
			FIRST CLASS					
			6	30	60	26	2	62
			Passenger	Motor	Golden Gate	Motor	The Scout	Golden Gate
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		CALWA	AM 4.45	AM 6.24	PM 12.10	PM 3.27	PM 3.46	PM 10.13
	2.6	1.6 SUNMAID TOWER S. P. Crossing						
	2.6	0.9 FRESNO TOWER S. P. Crossing						
	5.3	0.4 FRESNO	AM 4.40	AM 6.15	PM 12.05	PM 3.20	PM 3.40	PM 10.07
Yard	5.3	2.0 HAMMOND	AM 4.25		PM 12.02	PM 3.30	PM 10.05	
78	5.3	5.6 FIGARDEN	4.18		11.56	3.22	9.59	
69	15.8	5.0 GREGG	4.09		11.51	3.14	9.53	
70	15.8	2.4 TRIGO	4.01		11.46	3.06	9.48	
76	15.8	5.6 MADERA	3.58		11.44	3.02	9.46	
69	12.7	8.5 KISMET	f 3.52		11.39	2.56	9.41	
69	15.8	3.0 KISMET TOWER S. P. Crossing	3.44		11.34	2.48²³	9.36	
	0.0	5.0 SHARON	3.39		11.30	2.42	9.32	
74	0.0	5.5 MARGUERITE	3.32		11.26	2.35	9.27	
73	15.8	5.7 LE GRAND	f 3.25		11.22	s 2.28	9.23	
75	15.8	5.8 PLANADA	3.17⁰¹		11.17⁰³	2.17	9.18	
72	14.6	5.3 TUTTLE	3.12		11.14	2.13	9.15	
111	10.6	5.2 MERCED	s 3.04		s 11.08	s 2.04⁰¹	s 9.09	
71	17.4	3.1 CUBA	2.48		11.01	1.51	9.02	
72	15.8	2.9 WINTON	2.44		10.58	f 1.47	8.59	
71	0.0	3.7 CRESSY	2.40		10.56	1.43	8.57	
72	19.8	7.6 BALICO	2.34		10.53	1.37	8.54	
76	15.8	8.2 DENAIR	f 2.23⁷		10.47	f 1.28	8.48	
70	0.0	3.4 HUGHSON	s 2.14		10.42	s 1.18	8.43	
104	15.8	3.6 EMPIRE	f 2.04		10.39	f 1.08	8.40	
43	0.0	2.8 CLAUS	1.59		10.36	1.04	8.37	
Yard	0.0	RIVERBANK	AM 1.55		AM 10.33	PM 1.00	PM 8.34	
		(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Average speed per hour..... (38.9) (19.3) (64.1) (24.8) (38.6) (62.1)

At meeting points between Fresno and Riverbank, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

WESTWARD								TIME TABLE	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
SECOND CLASS			FIRST CLASS				NO. 93					
95	93	91	63	23	61	7	June 8, 1947	STATIONS	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
Freight	Freight	Freight	Golden Gate	The Grand Canyon	Golden Gate	Passenger						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
PM 9.00	PM 1.10	AM 5.00	PM 7.04	PM 4.30	PM 2.39	AM 3.00						
9.12	1.22	5.12	7.09	f 4.38	2.44	f 3.08		RIVERBANK	1095.6	15.8	O	FW TY
9.20	1.30	5.20	7.13	4.43	2.48	3.14		6.0 ESCALON	1101.6	0.0	O	
9.28	1.38	5.28	7.18	4.48	2.53	3.20		5.4 AVENA	1107.0	0.0	B	
9.34	1.44	5.34	7.21	4.53	2.56	3.25		5.5 BURNHAM	1112.5	0.0	O	
9.40	1.50	5.40	7.25	4.57	3.00	3.29		4.4 LARSON	1116.9	0.0	B	
9.50	2.00	5.50	s 7.31	s 5.10	s 3.07	s 3.45		3.1 MORMON	1120.0	0.0	O	WFY
			7.36	5.17	3.12	3.52		1.4 S. P. and W. P. Crossings	1121.4	0.0	B	W Y
9.58	2.08	5.58	7.37	5.19	3.13	3.54		STOCKTON	1125.5	1.6		
10.01	2.11	6.01	7.39	5.23	3.15	f 3.57		1.6 WOODSBRO	1127.1	0.0	B	
10.06	2.16	6.06	7.43	5.28	3.19	4.02		2.2 GILLIS	1129.3	0.0	O	
			7.45	5.30	3.21	f 4.05		4.2 HOLT	1133.5	0.8	B	
10.13	2.23	6.13	7.50 ⁶²	5.34	3.25	4.09		4.2 TRULL	1134.8	11.6	O	
10.18	2.28	6.18	7.54	5.38	3.28	4.13		1.3 MIDDLE RIVER	1134.8	0.0	O	
10.22	2.32	6.22	7.56	5.44	3.30	f 4.19		2.0 ORWOOD	1136.8	3.2	O	W
10.26	2.36	6.26	7.59	5.51	3.33	f 4.25		3.1 BIXLER	1139.9	6.3	B	
10.32	2.42	6.32	8.03	5.57	3.37	4.31		3.1 KNIGHTSEN	1143.0	3.6	O	
10.37	2.47	6.37	8.05	s 6.05	3.39	s 4.38		3.1 OAKLEY	1146.1	13.2	O	
10.45	2.55	6.45	8.09	s 6.14	3.43	f 4.45		4.7 SANDO	1150.8	0.0	B	
10.51	3.01	6.51	8.13	6.21	3.47	4.52		1.3 ANTIOCH	1152.1	15.8	O	W
10.58	3.08	6.58	8.17	f 6.29	3.51	f 5.00		3.7 PITTSBURG	1155.8	5.3	O	
								4.1 BROSE	1159.5	15.8	B	
								2.2 PORT CHICAGO	1163.6	0.0	O	
								1.5 BLUME	1165.8	0.0	B	Y
								1.8 MALTBY	1167.3	52.8	B	
								1.7 VINE HILL	1169.1	52.8	B	
								1.7 MUIR	1170.8	60.0	B	
								2.6 GLEN FRAZER	1173.4	52.8	O	W
								1.9 CHRISTIE	1175.3	0.0	B	
								4.3 LUZON	1179.6	0.0	B	
								1.5 HERPOCO	1181.1	0.0	B	
								0.4 PINOLE	1181.5	0.0	O	
								1.7 GATELEY	1183.2	49.6	B	
								3.3 RHEEM	1186.5	52.8	B	
								1.3 SAN PABLO	1187.8	0.0		
								1.8 RICHMOND	1189.6	51.7		FW TY
								(94.0)				
(27.5)	(31.3)	(31.3)	(50.8)	(31.5)	(51.3)	(31.5)	..... Average speed per hour					

At meeting points between Riverbank and Richmond, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

At Sando, westward train holding main track meeting eastward train must not pass preliminary board until signal 11503 assumes stop position.

Rule 9: Headlight must be displayed and markers lighted through all tunnels between Vine Hill and Christie, and, in addition, both day and night, flagman and engine crew on all

trains will have lighted red and white lanterns ready for immediate use.

Helper engines must not be detached from trains in tunnels.

In switching at Hercules powder plant, cars must not be dropped into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working; cars must not be dropped or kicked.

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	TIME TABLE NO. 93 June 8, 1947	EASTWARD			
			FIRST CLASS			
			60	2	62	6
			Golden Gate	The Scout	Golden Gate	Passenger
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		RIVERBANK	AM 10.33	PM 12.55	PM 8.34	AM 1.50
71	15.8	6.0 ESCALON	10.28	f 12.47	8.29	f 1.42
74	15.0	5.4 AVENA	10.24	12.39	8.24	1.35
72	9.8	5.5 BURNHAM	10.20	12.33	8.20	1.29
69	9.3	4.4 LARSON	10.17	12.29	8.17	1.24
Yard	10.3	3.1 MORMON	10.14	12.25	8.14	1.20
Yard	10.3	1.4 S. P. and W. P. Crossings STOCKTON	s 10.12	s 12.20	s 8.10	s 1.15
60	1.8	4.1 WOODSBRO	10.03	12.06	8.03	12.52
100	0.5	1.6 GILLIS	10.01	12.04	8.01	12.50
72	0.5	2.2 HOLT	9.59	f 12.01	7.59	f 12.47
98	0.0	4.2 TRULL	9.55	PM 11.56	7.55	12.41
	5.3	1.3 MIDDLE RIVER	9.54	f 11.54	7.54	f 12.38
72	10.6	2.0 ORWOOD	9.50	11.50	7.50 ⁶³	12.34
76	10.6	3.1 BIXLER	9.47	11.47	7.47	12.30
94	0.0	3.1 KNIGHTSEN	9.44	f 11.43	7.44	f 12.26
71	6.6	3.1 OAKLEY	9.42	f 11.38	7.42	f 12.21
113	15.8	4.7 SANDO	9.38	11.32	7.38	12.15
79	15.8	1.3 ANTIOCH	9.36	s 11.29	7.36	s 12.12
94	6.6	3.7 PITTSBURG	9.32	s 11.21	7.32	s 12.03
71	11.6	3.7 BROSE	9.28	11.15	7.28	AM 11.57
112	15.8	4.1 PORT CHICAGO	9.24	s 11.10	7.24	s 11.52
	0.0	2.2 BLUME				
71	0.0	1.5 MALTBY	9.21	11.04	7.21	11.46
64	0.0	1.8 VINE HILL	9.19	11.01	7.19	11.43
12	0.0	1.7 MUIR	9.17	10.59	7.17	11.40
N 52 S 71	0.0	2.6 GLEN FRAZER	9.14	10.55	7.14	11.36
98	52.8	1.9 CHRISTIE	9.10	10.51	7.10	11.31 ⁹⁵
105	52.8	4.3 LUZON	9.05	10.45	7.05 ²³	11.25
32	52.8	1.5 HERPOCO				
	45.2	0.4 PINOLE	s 9.00	s 10.39	s 7.00	s 11.20
106	29.9	1.7 GATELEY	8.58	10.35	6.58	11.15
94	52.8	3.3 RHEEM	8.54	10.31	6.54	11.11
11	0.0	1.3 SAN PABLO	8.52	10.28	6.52	11.08
Yard	52.8	1.8 RICHMOND	8.50 AM	10.25 AM	6.50 PM	11.05 PM
		(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(54.8)	(37.6)	(54.2)	(34.2)

AUTOMATIC BLOCK SYSTEM

At meeting points between Riverbank and Richmond, train holding main track will not line switch for opposing train to enter siding, until such train has passed next opposing signal.

At Sando, westward train holding main track meeting eastward train must not pass preliminary board until signal 11503 assumes stop position.

Rule 9: Headlight must be displayed and markers lighted through all tunnels between Vine Hill and Christie, and, in addition, both day and night, flagman and engine crew on all

trains will have lighted red and white lanterns ready for immediate use.

Helper engines must not be detached from trains in tunnels.

In switching at Hercules powder plant, cars must not be dropped into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working; cars must not be dropped or kicked.

OAKLAND DISTRICT

		WESTWARD				TIME TABLE	Mile Posts	Ruling Grade Ascending	Communications	Fuel, Water, Turn Tables and Wyes
		FIRST CLASS								
		63	23	61	7					
		Golden Gate	The Grand Canyon	Golden Gate	Passenger	NO. 93				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	June 8, 1947				
		PM 8.56	PM 7.30	PM 4.30	AM 6.00	STATIONS				
		9.05	7.40	4.40	6.10	RICHMOND	0.0			FW TY
		s 9.15	s 7.50	s 4.50	s 6.20	EL CERRITO	4.5	64.4		B
						BERKELEY	8.0			O
						S. P. Crossing	9.9	0.0		
		9.25 9.30	8.00 8.10	5.00 5.05	6.30 6.40	OAKLAND 40th and San Pablo	10.9	0.0		O WY
		9.50 PM	8.30 PM	5.25 PM	7.00 AM	SAN FRANCISCO				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)				
		(22.6)	(21.8)	(21.8)	(21.8)	..... Average speed per hour				

No. 61 is superior to No. 62.
Engine bell must ring continuously while moving between Richmond and Oakland.

Between Oakland and San Francisco passengers and hand baggage will be transported in Buses—Checked baggage, mail and express in trucks.

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 93			
			June 8, 1947			
			STATIONS			
38	21.1		OIL JUNCTION		0.0	0.0
28	0.0		SEGURO		3.0	42.2
Yard			OIL CITY		5.6	
			(5.6)			

Water at Oil City; wye at Oil Junction.
Office of Communication at Seguro; booth phone at Oil Junction.

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 93			
			June 8, 1947			
			STATIONS			
Yard	21.1		S. P. Crossing OAKDALE		6.5	21.1
Yard			RIVERBANK		0.0	
			(6.5)			

No switch lights on Oakdale District.
Wye at Oakdale.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE	EASTWARD	Mile Posts	Ruling Grade Ascending
			NO. 93			
			June 8, 1947			
			STATIONS			
20	0.0		HAMMOND		0.0	0.0
8	0.0		CINCOTTA		2.0	0.0
	0.0		BARTONETTE		2.4	0.0
33	0.0		CAMEO S. P. Crossing		5.0	0.0
11	0.0		FORTH CAMP		6.5	0.0
9	0.0		BURNES		7.2	0.0
50	42.2		FAIRVIEW		18.0	10.6
18	9.5		ZEDIKER		15.2	0.0
18	31.7		RIVERBEND		15.7	42.2
4	10.6		ELK		16.7	0.0
			BELMONT AVE.		16.9	
			(16.9)			

No switch lights on Fresno Interurban District.
Booth phone at Hammond, Bartonette, Burness, Fairview and Zediker.

Trains to Fresno Interurban District will secure Clearance Card, Form 902, at Sunmaid Tower.

OAKLAND DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	TIME TABLE NO. 93 June 8, 1947	EASTWARD			
			FIRST CLASS			
			60	2	62	6
			Golden Gate	The Scout	Golden Gate	Passenger
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		RICHMOND	AM 8.49	AM 10.24	PM 6.49	PM 11.04
66	39.6	4.5 EL CERRITO	8.41	10.14	6.41	10.54
25	31.7	3.5 BERKELEY	8.32	10.05	6.32	10.45
	0.0	1.9 S. P. Crossing				
	79.4	1.0 OAKLAND 40th and San Pablo	8.22 8.20	9.55 9.50	6.22 6.20	10.35 10.20
Yard		7.0 SAN FRANCISCO	8.00 AM	9.30 AM	6.00 PM	10.00 PM
		(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(24.2)	(22.6)	(24.2)	(22.6)

No. 61 is superior to No. 62.
Engine bell must ring continuously while moving between Richmond and Oakland.

Between Oakland and San Francisco passengers and hand baggage will be transported in Buses—Checked baggage, mail and express in trucks.

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		STATIONS				
Yard					16.9	
8	0.0		PIEDRA		58.3	
			2.1 AVOCADO		14.8	57.0
34	0.0		3.5 OAKHURST		11.3	52.8
27	0.0		2.0 MINKLER		9.3	31.7
76	0.0		2.2 CELLA		7.1	0.0
15	0.0		1.2 WAHTOKE		5.9	0.0
34	33.2		1.5 RADWIN		4.4	41.4
Yard	0.0		4.4 REEDLEY		0.0	
(16.9)						

No switch lights on Wahtoke District.
Wye at Minkler.
Booth phone at Piedra, Minkler and Wahtoke.

LATON DISTRICT

Capacity of Sidings in 50 ft. cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		STATIONS				
73	0.0		LATON		0.0	10.4
10	0.0		5.6 CLINT		5.6	0.0
			2.2 S. P. Crossing		7.8	0.0
11	0.0		1.8 GEPFORD		9.6	0.0
			2.3 ROY		11.9	3.0
20	0.0		3.7 SHILLING		15.6	0.0
8	0.0		1.8 LANARE		17.4	
(17.4)						

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

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO 93 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
		FIRST CLASS		FIRST CLASS		
		25		30		
		Motor		Motor		
Leave Daily		STATIONS	Arrive Daily			
Yard		PM 1.00	CORCORAN	AM 8.45	0.0	
18	28.5	f 1.06	4.1 WAUKENA	f 8.35	4.1	0.0
34	13.2	f 1.15	5.6 PAIGE	f 8.24	9.7	0.0
14	8.9	1.18	1.9 ROBLA	f 8.20	11.6	0.0
26	16.6	s 1.25	3.1 S. P. Crossing TULARE	s 8.14	14.7	0.0
17	13.9	f 1.32	4.0 SWALL	f 8.02	18.7	0.0
54	5.3	1.34	1.3 LOMA	8.00	20.0	0.0
47	5.3	s 1.45	4.8 VISALIA S. P. Crossing	s 7.52	24.8	16.2
29	0.0	f 1.55	6.6 PERAL	f 7.39	31.4	0.0
	11.6		1.5 S. P. Crossing		32.9	0.0
	11.6	f 2.01	2.9 CALGRO	f 7.32	35.8	15.9
68	10.6	s 2.05	2.3 CUTLER	s 7.22	38.1	0.0
33	0.0	f 2.10	3.2 SULTANA	f 7.17	41.3	13.2
56	0.0	f 2.16	3.5 DINUBA	s 7.10	44.8	0.0
Yard	9.3	s 2.25	3.7 REEDLEY	s 7.03	48.5	0.0
	14.6		1.9 S. P. Crossing		50.4	0.0
23	14.6	f 2.30	0.3 LACJAC	f 6.55	50.7	0.0
68	0.0	s 2.35	2.4 PARLIER	s 6.51	53.1	0.0
23	5.3	f 2.37	1.5 MILEY	f 6.46	54.6	2.5
54	1.1	s 2.45	3.6 DEL REY	s 6.41	58.2	7.9
44	0.0	f 2.49	3.4 WOLF	f 6.36	61.6	8.5
34	0.0	f 2.52	2.5 LONE STAR	f 6.32	64.1	10.6
20	0.0	f 2.55	2.0 CECLE	f 6.29	66.1	10.6
Yard	0.0	s 3.00 PM	2.5 CALWA	6.25 AM	68.6	
		Arrive Daily	(68.6)	Leave Daily		

(34.3) Average speed per hour (29.4)

Water at Corcoran, Visalia, Cutler, Reedley; wye at Corcoran and Reedley.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey; booth phone at Waukena and Calgro.

Unless otherwise directed, extra trains between Calwa and Corcoran will run via First District.

Train No. 30 will turn on wye arriving Corcoran.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 93 June 8, 1947	EASTWARD	Mile Posts	Ruling Grade Ascending
Leave Daily		STATIONS	Arrive Daily			
Yard						
54	13.3		A. B. S. { BAKERSFIELD 2.1 LANDCO 3.2 OIL JUNCTION 38.8		116.0	0.0
29	0.0				113.9	51.5
					110.7	
			DUCOR		71.9	52.8
	52.8		5.9 ULTRA		66.0	52.8
	52.8		7.0 PORTERVILLE JCT. P. N. E. Crossing		59.0	33.2
	0.0		0.8 PORTERVILLE		58.2	52.8
44	52.8		6.3 STRATHMORE JCT.		51.9	0.0
33	31.1		1.1 MIRADOR		50.8	31.4
29	3.1		4.1 LINDSAY		46.7	34.8
53	5.0		3.1 LUCCA		43.6	0.0
20	0.0		0.6 SIDES		43.0	0.0
16	15.8		3.8 EXETER		39.2	0.0
53	15.8		0.3 Visalia Elect. Crossing		38.9	0.0
	15.8		0.6 ANTES		38.3	5.3
9	4.7		2.1 VENIDA		36.2	5.3
31	0.0		2.1 FANE		34.1	8.9
21	21.1		2.9 HILLMAID		31.2	30.8
23	20.8		0.1 Visalia Elect. Crossing		31.1	30.8
	20.8		1.0 REDBANKS		30.1	20.8
19	0.0		1.8 CAIRNS		28.3	17.4
11	0.0		1.4 RAYO		26.9	17.4
14	0.0		3.1 SEVILLE		23.8	10.8
34	15.3		3.2 WYETH		20.6	26.8
			1.6 CUTLER			
	0.0		1.6 WYETH		20.6	0.0
29	14.4		2.0 OROSI		18.6	15.2
39	30.3		6.4 ORANGE COVE		12.2	10.6
23	16.2		5.9 NAVALENCIA		6.3	31.7
27	25.3		6.3 MINKLER		0.0	
			(116.0)			

No switch lights between Ducor and Minkler.

Water at Porterville, Lindsay, Hillmaid, Cutler; wye at Porterville, Wyeth and Minkler.

Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Redbanks, Minkler and Piedra.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

Rule 19: Between Bakersfield and Oil Junction, trains to and from the joint track, in either direction, may use markers showing green to the front and sides and red to rear, as prescribed by Southern Pacific rules.

ALL DISTRICTS

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

2. Rule 1 (B): Standard clocks are located at Bakersfield (yard office and roundhouse), Calwa (station and roundhouse), Fresno, Riverbank, Mormon (station and roundhouse), Richmond (station and roundhouse), Oakland, and San Francisco (Boat Dispatcher's Office).

3. Rule 5: On single track, time applies at the siding switch where opposing trains enter siding. On double track, time applies at station sign. When a section of double track is used as single track, time and train orders apply at end of double track, or crossover. When more than one crossover, train order will specify which one to be used. Trains handling passengers or mail must not pass point where such traffic is received or discharged before scheduled time.

At following stations, designated switches are "heading-in" points:

Exeter	House track
Lindsay	House track
Visalia	House track
Parlier	Westward trains, crossover east of station
Riverbank	Westward trains, first crossover east of station
Mormon	Westward trains, crossover at Signal 11193
Stockton	Westward trains, interlocking plant east of station
Glen Frazer ...	Westward trains, south siding Eastward trains, north siding

4. Rule 10 (A): Temporary reduced speed signals (yellow flag, yellow disc, or yellow light), will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light), which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains.

Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of a green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

5. Rule 82 (A): Bulletin boards and books are located at Bakersfield, Calwa, Ducor, Cutler, Fresno, Riverbank, Mormon, Antioch, Richmond, Oakland, and China Basin, San Francisco.

6. Rule S-83 is amended to read: A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Rule 83 (A): The second paragraph is amended to read: Before leaving a register station at which it is necessary for the conductor to check the train register, he must fill out Form 1514 and deliver same personally to each engineman of his train.

At register stations, conductors must personally register their trains, unless relieved therefrom by Form T order, except as provided in the following:

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.

Cutler extra trains, except those originating or terminating, need not register.

Calwa, Riverbank and Richmond, first-class trains, except those originating or terminating, may register by Form 903.

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

7. Rule 86: In addition to the provisions thereof, where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

8. Rule 93: Yard limits are located at Kern Junction-Bakersfield-Mopeco-Oil Junction, Oil Junction-Oil City, Exeter,

Lindsay, Porterville, Corcoran, Hanford, Tulare, Visalia, Cutler-Wyeth, Reedley, Piedra, Calwa-Fresno-Hammond, Hammond-Belmont Ave., Merced, Riverbank-Oakdale, Stockton-Mormon, Sando-Antioch, Pittsburg, Port Chicago, Richmond, and Oakland.

First class trains moving against the current of traffic within yard limits must move at restricted speed.

9. At following locations, between limits described, all trains and engines will move governed by automatic and/or interlocking signals, whose indications are superior to class and direction:

Kern Junction-Bakersfield-Landco-Oil Junction: Between Kern Junction tower, Signal 8912 west of Mopeco on First District and Oil Junction on the Porterville District.

Calwa-Fresno-Hammond: Between Signal No. 9931 east of Calwa, Signal No. 681 on Visalia District, and Signal No. 9985 at Fresno station; and, governing yard engines and trains to or from Fresno Interurban District between Signal No. 9985 at Fresno station, and Signal No. 10002 west end of Hammond.

Richmond: Between Signal 11881 at east end of Richmond yard Third District and Signal No. 12 on Oakland District.

Westward trains finding Signal 11881, Third District, in "Stop" position must stop and may at once proceed at restricted speed. This modifies Rule 830 (a).

11. Rule 97: In addition to the provisions thereof, on double track, with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, Form 902.

12. Rule 104 (A): The first paragraph is amended as follows:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

13. Rule 204: In addition to the provisions thereof, additional copy of train orders and clearance cards shall be furnished for delivery to rear brakemen.

14. Rule 210: In addition to the provisions thereof, no train will leave its initial station on any district, except at Ducor, Nos. 30 and 26 at Fresno and westward trains at Kern Jct. or where office is closed or not maintained, without receiving clearance card, Form 902, numbered and OK'd by the train dispatcher.

Bakersfield is the initial and terminal station for all trains arriving and departing therefrom.

Enginemen must show train orders and clearance cards to firemen, and, when practicable, to head brakemen; conductors, when practicable, must show them to brakemen. Brakemen and firemen are required to read orders, see that the information on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

15. Rule 221: The second paragraph is abrogated.

Rule 221 (A) applies only to trains taking siding at stations where the train order signal is located between the siding switches.

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

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

17. Rule 310: Following is list of structures:

Mile Post	Location	Description
1096.7	Bridge A-1097	Truss Bridge
1166.4	Bridge Ab-1167	S. P. Bridge
1166.5	Bridge Ac-1167	Highway Bridge
1169.3	Bridge Ba-1170	Highway Bridge
1170.2	Between Vine Hill 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

18. Rule 313: The presence of more than two men on either footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man

on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

19. Rule 356: On passenger trains, conductor or brakeman shall pass through train not less frequently than once every forty-five minutes to safeguard the comfort of passengers.

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."

20. Rule 360 is modified as follows: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

21. Rule 382: 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.

22. Rule 632 is revised as follows: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

23. Rule 711 is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

24. Rule 872: The second and third paragraphs are amended to read:

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

Rule 876: In making this test before descending heavy grades be governed as follows: When trains are brought to stop by the use of automatic air brakes, the brakes shall be released and when fully released on rear car an application must then be made to know that brakes are working through train and applied on rear car, when they shall be again released and when fully released and recharged on rear car, train may proceed.

25. Rules 10 (f) and 701: Red lights will be used in dwarf signals to indicate "Stop."

Rules 705 and 706: Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve

train or enginemen from protecting their train as provided for by the rules.

Headout signals located at end of sidings on double track at certain non-interlocked stations are track controlled.

At certain non-continuous interlocked stations, signals are changed to track controlled during period interlocking plant is closed.

Under either such circumstances, if the indication of such signal is "Stop" when train is ready to leave siding, main track switch should be opened and after waiting five minutes, train may proceed, protecting as provided by Rule 99.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

SPEED REGULATIONS

26. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches.

Trains moving against the current of traffic on double track must not exceed twenty miles per hour around sharp curves, approaching and passing over spring switches, and where view is obscure and use whistle freely.

Trains handling wrecking derricks, steam shovels, pile drivers or hoists must not exceed twenty-four miles per hour, (one mile in two minutes, thirty seconds), on any portion of the First, Second, Third, Oakland, Porterville and Visalia Districts, and fifteen miles per hour, (one mile in four minutes), on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Trains having dead engines in tow must observe the following speed:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, ten miles per hour (six minutes for each mile);

With rods down or disconnected, but with all drivers on rail, fifteen miles per hour (four minutes for each mile);

With all rods up and connected, twenty miles per hour (three minutes for each mile).

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	
			Mountain Type Includes	All Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	4-8-2	4-4-0
0-6-0	2-8-0	2-10-2	4-8-4	4-4-2
0-8-0	2-8-2	2-10-4		4-6-0
2-6-0	2-8-4			4-6-2
				4-6-4

SPEED RESTRICTIONS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
First District	95	..	38	60	1	00
Second District	95	..	38	60	1	00
Third District	95	..	38	60	1	00
Oakland District	45	1	20	45	1	20
Visalia District	50	1	12	40	1	30
Porterville-Orosi District	50	1	12	35	1	43
Arvin District	25	2	24	25	2	24
Oil City District	..	..	..	15	4	..
Alpaugh District	..	..	..	10	6	..
Laton District	..	..	..	12	5	..
Wahtoke District	30	2	..	30	2	..
Fresno Interurban District	15	4	..	15	4	..
Oakdale District	20	3	..	20	3	..

Maximum speed for passenger trains handling one or more heavyweight cars is 90 miles per hour.

SPEED RESTRICTIONS

LOCATION	Passenger			Freight		
	Miles per Hr.	Time per Mile Min.	Sec.	Miles per Hr.	Time per Mile Min.	Sec.
FIRST DISTRICT						
Bakersfield M.P. 885.2 to 888.5	20	3	..	20	3	..
Curves M.P. 889.3 to 890.1	50	1	12	35	1	43
Curve M.P. 892.9 to 893.4	80	..	45	50	1	12
Corcoran M.P. 950.5 to 951.1	30	2	..	30	2	..
Hanford M.P. 967.0 to 968.3	20	3	..	20	3	..
Curves M.P. 968.3 to 969.5	50	1	12	35	1	43
Curve M.P. 973.7 to 973.9	50	1	12	40	1	30
Curves M.P. 975.0 to 975.8	50	1	12	40	1	30
S.P. Calwa Tower to Sun-Maid Tower	40	1	30	40	1	30
SECOND DISTRICT						
S.P. Sun-Maid Tower to M.P. 1001	20	3	..	20	3	..
Curve M.P. 1001.7 to 1002.1	75	..	48	45	1	20
Curve M.P. 1036.0 to 1036.3	70	..	51	50	1	12
Curve M.P. 1047.4 to 1047.9	75	..	51	50	1	12
Curve M.P. 1053.8 to 1054.1	70	..	48	45	1	20
Merced M.P. 1055.7 to 1057.1	20	3	..	20	3	..
Curves M.P. 1069.1 to 1070.5	80	..	45	50	1	12
Curve M.P. 1087.9 to 1088.1	50	1	12	40	1	30
THIRD DISTRICT						
Curve M.P. 1119.1 to 1119.6	55	1	05	40	1	30
M.P. 1119.6 to 1121.7	20	3	..	20	3	..
Br. B-1124 M.P. 1123.8 to 1123.9	30	2	..	30	2	..
Track M.P. 1124.0 to 1134.0	60	1	..	45	1	20
Track M.P. 1134.7 to 1136.4	30	2	..	30	2	..
Curve M.P. 1139.5 to 1139.8	60	1	..	50	1	12
Curve M.P. 1145.1 to 1145.4	80	..	45	50	1	12
Curve M.P. 1149.9 to 1150.1	75	..	48	50	1	12
Antioch M.P. 1151.8 to 1152.3	15	4	..	15	4	..
Pittsburgh M.P. 1155.4 to 1156.1	24	2	30	24	2	30
Curves M.P. 1156.1 to 1157.7	75	..	48	50	1	12
Curve M.P. 1161.6 to 1161.9	45	1	20	30	2	..
Port Chicago Crossing #2 west of depot, M.P. 1163.4 (11 PM-7 AM)	30	2	..	30	2	..
Curve M.P. 1162.8 to 1164.0	70	..	51	45	1	20
Curve M.P. 1166.6 to 1166.8	75	..	48	45	1	20
Curves M.P. 1167.3 to 1171.5	45	1	20	30	2	..
Curves M.P. 1171.6 to 1173.8	40	1	30	30	2	..
Tunnel #3 M.P. 1173.5 to 1174.6	35	1	43	30	2	..
Curves M.P. 1175.5 to 1176.4	40	1	30	30	2	..
Curves M.P. 1175.6 to 1174.6 Eastward	50	1	12	40	1	30
Curves M.P. 1176.4 to 1176.8 Westward	45	1	20	30	2	..
Curves M.P. 1177.0 to 1179.4	50	1	12	40	1	30
Curves M.P. 1179.7 to 1180.4	40	1	30	30	2	..
Curves M.P. 1180.7 to 1182.5	50	1	12	40	1	30
Curves M.P. 1182.8 to 1183.9	75	..	48	50	1	12
Curve M.P. 1184.7 to 1184.9 Westward	60	1	..	45	1	20
Curves M.P. 1185.1 to 1185.9 Westward	50	1	12	40	1	30
Curves M.P. 1185.4 to 1184.7 Eastward	50	1	12	40	1	30
Curve M.P. 1185.9 to 1185.8 Eastward	60	1	..	45	1	20
Curve & track M.P. 1187.9 to 1189.0	45	1	20	45	1	20
Track M.P. 1189.0 to 1189.6	30	2	..	30	2	..
OAKLAND DISTRICT						
Track M.P. 0.0 to 0.5	20	3	..	20	3	..
Track M.P. 0.5 to 3.0	45	1	20	45	1	20
Track M.P. 3.0 to 10.2	20	3	..	20	3	..
Track M.P. 10.2 to 10.8	15	4	..	15	4	..
Track M.P. 10.8 to 10.9	5	12	..	5	12	..
VISALIA DISTRICT						
Curve M.P. 5.8 to 6.0	30	2	..	25	2	24
Tulare M.P. 13.9 to 15.9	20	3	..	20	3	..
Curve M.P. 18.7 to 19.0	30	2	..	25	2	24
Visalia M.P. 24.5 to 26.0	20	3	..	20	3	..
Reedley M.P. 48.2 to 49.5	20	3	..	20	3	..
Parlier M.P. 53.1 to 53.6	24	2	30	24	2	30
Del Rey M.P. 58.4 to 58.8	24	2	30	24	2	30
Curve M.P. 62.2 to 62.7	30	2	..	25	2	24
PORTERVILLE-OROSI DISTRICT						
Between Minkler and Wyeth	25	2	24	25	2	24
Between Cutler and Wyeth	30	2	..	30	2	..
Between Wyeth and Lindsay	50	1	12	30	2	..
Lindsay, M.P. 45.9 to 47.1	20	3	..	20	3	..
Between Lindsay and Ducor	45	1	20	30	2	..
Between Oil Junction and Landco	45	1	20	35	1	43
WAHTOKE DISTRICT						
Between Reedley and Wahtoke	25	2	24	25	2	24
Between Wahtoke and Minkler	30	2	..	30	2	..
Between Minkler and Piedra	30	2	..	30	2	..

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
702, 797-813, 990, 900-1600	1	43	1	43	1	43
1211-1222, 1226-1266, 1301-1379	0	48	1	00	1	20
1413-1468	0	40	1	00	1	20
1800	1	12	1	12	1	30
1950-1991, 3129-3158	1	43	1	43	1	43
3160, 4000	1	06	1	06	1	43
3400, 3450	0	45	1	00	1	20
3520-3534	0	48	1	00	1	20
3700	0	51	1	00	1	20

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
Passenger Diesels 1-6, 8-9, 11-15	0	36	..	..	1	20
Passenger Diesel 7	0	40	..	..	1	20
Passenger Diesels 16-21, 51-53, 158-168	0	38	1	00	1	20
Freight Diesels 100-157, 169-179	0	55	1	00	1	20
Motors M-130, M-131, M-180, M-181	1	00	..	..	1	00
Switch, no truck	..	..	..	..	3	00
All Other Classes	..	..	1	43	1	43
All Classes, backing up	3	00	3	00	3	00

SPRING SWITCHES

27. In heading in or out over the following spring switches, trains or engines must not exceed indicated speed. Trailing movements through spring switches must not be reversed until switch has been properly lined. Trains finding signals, immediately in advance of facing point spring switches, in stop position, must examine points before proceeding.

SPEED LIMIT 10 MILES PER HOUR:

Landco Switch at stem of wye

SPEED LIMIT 15 MILES PER HOUR:

Bakersfield West end long lead
 Landco East end siding (Porterville-Orosi District)
 Hammond West end siding
 Merced West end crossover west of depot
 East end siding
 Planada West end siding
 Riverbank West end of lead
 Burnham East and west ends siding
 Larson East and west ends siding
 Mormon East end siding
 Orwood West end siding
 Sando East end siding
 Maltby West end siding
 Vine Hill East and west ends siding
 Glen Frazer West end south siding
 Christie East and west end siding
 East end auxiliary siding
 Luzon East end siding
 Gateley East and west ends siding
 Rheem East and west ends siding

SPEED LIMIT 25 MILES PER HOUR:

Jastro East and west ends siding
 Rosedale East and west ends siding
 Una East and west ends siding
 Shafter East and west ends siding
 Wasco East and west ends siding
 Elmo East and west ends siding
 Kernell East and west ends siding
 Allensworth East and west ends siding
 Stoil East and west ends siding
 Angiola East and west ends siding
 Blanco East and west ends siding
 Corcoran East and west ends siding
 East end "transfer track"
 Bean East and west ends siding
 Guernsey East and west ends siding
 Hanford West end siding
 East end storage track
 Shirley East and west ends siding
 Laton East and west ends siding
 Conejo East and west ends siding
 Bowles East and west ends siding
 Oleander East and west ends siding
 Calwa End of double track
 Fresno End of double track
 Figarden East and west ends siding
 Gregg East and west ends siding
 Trigo East and west ends siding
 Madera East and west ends siding
 Kismet East end siding
 Sharon East and west ends siding
 Riverbank East end of lead
 Mormon East end of lead

JUNCTION SWITCHES

28. Normal position of junction switches will leave unbroken rail as follows:

Bakersfield for Eastward trains
 Corcoran for First District.
 Laton for First District.
 Cutler for Visalia District.
 Reedley for Visalia District.
 Wyeth for Porterville District.
 Landco for First District.
 Minkler for Wahtoke District.
 Calwa for Westward trains from First District.
 Tulare Street, Fresno, for Eastward trains.
 Hammond for Second District.
 Bartonette for Fresno Interurban trains.
 Cameo for Fresno Interurban trains.
 Riverbank for Second and Third District trains.

RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

FIRST DISTRICT

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Kern Junction	Santa Fe double track connection to and from S. P. double track.	Interlocker. Semi-automatic. Approach locking.	Crosser — 0 — 0 Main track to Sunset — 0 — West main to S. P. West main 0 — — Corral 000 — Ice House 00 — 0
Hanford	Santa Fe main track to Sunset track. S. P. Goshen branch. East end West siding and West end storage track. Ice house track. Stock yard track.	Interlocker. Semi-automatic. Approach locking.	
Calwa 0.8 East	S. P. main track and entrance to yard.	Interlocker. Semi-automatic. Approach locking.	

VISALIA DISTRICT

Tulare	S. P. main line.	Interlocker. No distant signals. Approach locking.	
Visalia	S. P. Visalia branch.	Stop. Send flagman ahead.	
Peral 1.5 West	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
Lacjac 0.3 East	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	

PORTERVILLE DISTRICT

Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Porterville 0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B, and C.	

LATON DISTRICT

Cornwell	S. P. Riverdale Branch.	Stop. Rules 98, A, B, and C.	
----------	-------------------------	------------------------------	--

SECOND DISTRICT

Sunmaid Tower 0.5 West Calwa	S. P. Porterville branch. Double track Crossover and yard lead.	Interlocker. Semi-automatic. Approach locking.	Pike lead — 00 — Crossovers — 0 — 0 Crossover — 0 — 0 Pike lead — 00 — Guggenlime No. 1 and Corral track 00 — 00 Guggenlime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Fresno Tower 0.4 East	S. P. Friant branch. Double track Crossovers, yard lead and Industry tracks.	Interlocker. Semi-automatic. Approach locking.	
Kismet 0.3 West	S. P. Berenda branch and West switch to siding.	Interlocker. Semi-automatic. Approach locking.	

FRESNO INTERURBAN DISTRICT

Cameo	S. P. Friant branch.	Stop. Send flagman ahead. Hand throw derrails.	
-------	----------------------	---	--

OAKDALE DISTRICT

Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
---------	-----------------------	------------------------------	--

THIRD DISTRICT

Stockton 0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocker. Semi-automatic. Approach locking.	{ S. P. No. transfer 00 — S. P. So. transfer 000 — W. P. transfer — 0 W. P. main track connection 0 — —
Stockton 1.0 West	Main track and siding.	Interlocker. Dual operated. Semi-automatic. Approach locking. For hand operation, see instructions in box near switch.	
Woodsbro 1.0 East	San Joaquin River Drawbridge.	Interlocker. Semi-automatic. Approach locking.	
Middle River 0.8 East	Drawbridge, siding and wharf track.	Interlocker. Semi-automatic. Approach locking.	Wharf track — 00 —

OAKLAND DISTRICT

Berkeley 1.9 West	S. P. Berkeley branch.	When home signal indicates Stop be governed by Rules 98, 98A, B, C and D.	
Oakland 0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	See Item 308 of 1947 Reissue of Bulletins, Terminal Division.	
Oakland 1.1 West	S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block.

SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Mopeco	890.5	16	East & West	
Crome	899.5	32	West	
Ivy	909.8	3	East	
Palmo (Spur)	910.4	23	West	
	910.5	7	East & West	
Neufeld	914.6	6	East	
Pond	921.5	38	East	
Spa	938.3	16	East & West	
Alpaugh	941.8	5 miles	From Stoil	
Pitco	970.1	4	East	
SECOND DISTRICT				
Calpack	1048.6	61	East & West	
Kadota	1052.1	75	East & West	
Cortez	1074.6	18	East & West	
THIRD DISTRICT				
Lacto	1131.8	20	East & West	
Werner	1139.0	28	East & West	
Bridgehead	1148.4	18	East & West	
Nichols	1101.7	18	East	
OAKLAND DISTRICT				
Malott	4.0	10	East & West	
Fairmount Avenue	5.7	11	East	
OAKDALE DISTRICT				
Ladino	3.7	5	West	
VISALIA DISTRICT				
Petri	16.9	58	East	
Higby	21.8	10	East	
Tokay	42.3	30	East & West	25-30
Enson	43.9	16	East	
Gilbert	46.7	7	East & West	
Mattei	64.2	2 miles	West	
PORTERVILLE DISTRICT				
Twin Buttes	25.3	9	West	
Woodlake	33.5	2 miles	From Hillmaid	
Matchin	37.3	5	East	
List	40.6	20	West	
Cleary	44.5	14	West	
Evans	44.8	1	West	
Taylor	45.2	9	East	
Sierra Heights	48.5	16	East	
Gillette	50.4	16	East	
Strathmore	52.0	2 miles	East	
Denlin	52.6	30	West	
Adams	52.9	2 miles	East	
Mosian	54.5	32	East	
Lumer	60.9	61	East	
Sunland	61.4	1 mile	West	
Magnolia	61.9	28	East	
San Joaquin Cotton Compress	111.3	16	East & West	

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Bakersfield	456	Oakdale	391
Landco	1000	Blume	292
Laton	337	Oakland (old)	320
Lanare	505	Oakland (new)	1800
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	Seligman to Barstow	Bakersfield and beyond San Bernardino and beyond	Belen and beyond
	San Bernardino to Los Angeles		Barstow and beyond
2	Los Angeles to San Bernardino	Barstow and beyond	
	Madera	Beyond Bakersfield	Stockton; also Richmond and beyond
3	Bakersfield to Seligman		Bakersfield and beyond San Bernardino and beyond
	Wingate Thoreau Laguna	Belen and beyond	
	Seligman to Belen		Barstow and beyond
4	Albuquerque to Barstow		Albuquerque and beyond
	San Bernardino to Los Angeles		Williams or beyond Phoenix to Cadiz
17 El Capitan	Los Angeles to San Bernardino	Williams and beyond Cadiz to Phoenix	
	Williams to Albuquerque	Albuquerque and beyond	Seligman and beyond
18 El Capitan	Williams	Coach passengers only, Barstow and beyond	Coach passengers only, Albuquerque and beyond
	Ash Fork		Coach passengers only, for south of Ash Fork from Albuquerque and beyond
19	Ash Fork	Coach passengers only, from Prescott and South destined Albuquerque and beyond	
	Williams	Coach passengers only, Albuquerque and beyond	Coach passengers only, Barstow and beyond
20	Kingman		Newton and beyond
	San Bernardino to Los Angeles		Albuquerque and beyond
23	Monrovia Pomona Claremont Upland	Albuquerque and beyond	
	Kingman	Newton and beyond	
	Holbrook	Prescott and beyond	Clovis and beyond
24	Flagstaff	Barstow and beyond	Belen and beyond
	Bakersfield to Oakland		Bakersfield and beyond
	Victorville	Los Angeles	Williams, also Belen and beyond
62	Victorville	Williams and beyond	Los Angeles
	Flagstaff	Belen and beyond	Barstow and beyond
72	Holbrook	Clovis and beyond	Prescott and beyond
	Corcoran Shafter Wasco		Stockton and beyond
73	Fullerton		East of Barstow West of Bakersfield
	Fullerton		Fourth District points, destined Williams, also Belen and beyond
71-73 77-79	Del Mar	Santa Ana, also Los Angeles and beyond	
72-74 76-78	Del Mar		Los Angeles or Santa Ana
103	San Bernardino		To discharge passengers

A. J. STROBEL, General Watch Inspector, Topeka, Kansas

LOCAL WATCH INSPECTORS

WM. H. ZIEGLER, 210 Townsend St., San Francisco
 LOWELL O. DIXON, 1809 Telegraph Ave., Oakland
 OTTO A. POULSEN, 1317 MacDonald Ave., Richmond
 W. R. STRIBLEY, 917 MacDonald Ave., Richmond
 EUGENE MAYER, 605 - 2nd St., Antioch
 CON MANTELE, 129 N. Sutter St., Stockton
 MYRON M. HANEY, 911 Van Ness Ave., Fresno
 J. N. CHENEY, 408 Hopkins Bldg., Bakersfield
 J. T. WILLIAMS, Bakersfield

BYRON A. COLVIN, Traveling Watch Inspector, Fresno

At Calwa { 1st, 2nd, 7:30 a.m. to 3:00 p.m.
 { 3rd, 7:00 a.m. to 12:01 p.m.
 At Riverbank ... { 3rd, 5:00 p.m. to 7:00 p.m.
 { 4th, 7:00 a.m. to 5:00 p.m.



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 and F. Book of Rules.)

