

The Atchison, Topeka & Santa Fe Railway Co.



Coast Lines



VALLEY DIVISION.

EMPLOYEES' TIME TABLE No. 55

IN EFFECT

SUNDAY, MARCH 15, 1925,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 54, Dated February 17, 1924, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

W. K. ETTER
GENERAL MANAGER
Los Angeles, Cal.

J. R. HITCHCOCK
ASST. GENERAL MANAGER,
Los Angeles, Cal.

J. W. WALKER,
SUPERINTENDENT,
Fresno, Cal.

G. W. SIMPSON,
A. R. WOODS
TRAINMASTERS,
Fresno, Cal.

V. J. IMHOFF,
CHIEF DISPATCHER,

W. A. BUCKNER,
NIGHT
CHIEF DISPATCHER,
Fresno, Cal.

J. D. SUTHERLAND
J. H. ZIESKE
J. L. HARTZELL
F. H. VANDERCOOK

Dispatchers, Fresno, Cal.

A. C. HARGIS
S. A. WYSONG
H. HOLDER
P. W. ARCHIBALD

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary trains for engines is based on the maximum grade; but between points where the grade and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine. Outfit cars in trains or being switched must have air coupled and working and must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engine must be detached before spotting to take water or fuel.

6. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Kern Junction—Bakersfield—Landco, Corcoran, Hanford, Visalia, Cutler—Wyeth, Lindsay, Porterville, Reedley, Piedra, Calwa—Fresno, Merced, Riverbank—Oakdale, Stockton—Mormon, Antioch, Bay Point, Richmond—Ferry Point and Oakland.

Richmond yard limits extend on the Oakland District to a point 750 feet west of the Pullman Company switch.

First-class trains when ten minutes or more late are required to move within yard limits at each Kern Junction—Bakersfield—Landco, Corcoran, Cutler—Wyeth, Reedley, Calwa—Fresno, Riverbank—Oakdale, Stockton—Mormon, Richmond—Ferry Point and Oakland, under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

At Bakersfield no train or engine, may exceed a speed of eight miles per hour in the zone between Chester Avenue crossing and Bridge B-889; within this zone there will be no superiority of trains. All movements must be under control, expecting to find track occupied.

At Fresno no train or engine may exceed a speed of eight miles per hour in the zone between Tulare Street and Ven-

tura Street. Within this zone there will be no superiority of trains. All movements must be under control expecting to find track occupied.

The following yard limits are applicable to second class and extra trains only: Hanford, Visalia, Piedra, Lindsay, Porterville, Merced, Antioch, and Bay Point.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

10. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

11. Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First class trains holding any of the orders described under examples 1, 2 and 4 of Form "E", must be governed by the requirements of Rule 92-A excepting as to the first station named in such orders and inferior trains will respect them accordingly.

An additional copy of all train orders and clearance cards shall be supplied for delivery to rear brakeman.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train, copies of all orders affecting movement of such train, at or beyond the station where helper is attached, must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Oil Junction, No. 10 will register by form 903.

At Calwa Nos. 2, 9, 10, 22 and 23 will register by form 903.

At Fresno and Stockton extra trains need not register (excepting those originating), but will check register for opposing trains, unless such trains have been met on single track or their arrival indicated on register previously checked.

In order to avoid delay and comply with S. P. Rule 83-C, Southern Pacific register will be maintained by the operators at Bakersfield, which will contain the same information as indicated on register at Kern Jct., but must not be used by trainmen for registration of trains.

At Richmond Nos. 310, 322, 332, 342, 302, 39, 43, 45, 47,

49, 21, 9, 5, 41, 2 and 22 will register by form 903 and will not check register, and Nos. 40, 44, 46, 48, 50, 321, 331, 341, 309 and 305 may register by form 903, but must check register for superior trains unless given check by train order.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels, and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Riverbank, Mormon, Richmond and Ferry Point.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

19. 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 of passenger trains thirty miles per hour, freight trains twenty miles per hour over switches and frogs entering or leaving turnouts at double track junctions not otherwise restricted. Maximum speed of all trains entering or leaving all other turnouts and crossovers ten miles per hour.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be

(Continued on page 3)

increased to 20 miles per hour or 3 minutes for each mile run.

| CLASS | MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE | | | | | |
|------------------------------------|---|------|-------------------|------|-------|------|
| | Passenger | | Freight and Mixed | | Light | |
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| 308-332..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 439-453..... | | | 1 | 43 | 1 | 43 |
| 464-467..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 468-497..... | | | 1 | 43 | 1 | 43 |
| 649-728..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 769-788..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 789-824..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 825-864 (Simple)..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 825-864 (Compound)..... | 2 | 00 | 2 | 30 | 2 | 30 |
| 900-989..... | 2 | 00 | 2 | 30 | 2 | 30 |
| 900-989 (Recounterbalanced)..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 990-999..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 1226-1266 (Except simple)..... | 1 | 12 | 1 | 43 | 1 | 30 |
| 1600-1673..... | 2 | 30 | 2 | 30 | 2 | 30 |
| 1600-1673 (Recounterbalanced)..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 1674-1693..... | 1 | 43 | 1 | 43 | 1 | 43 |
| 1798-1799..... | 2 | 30 | 2 | 30 | 2 | 30 |
| 1950-1991..... | 1 | 43 | 1 | 43 | 1 | 43 |
| Switch, no truck..... | | | | | 3 | 00 |
| All Other Classes..... | | | 1 | 43 | 1 | 30 |
| All Classes, backing up..... | | | | | 3 | 00 |

20. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station.

21. Trainmen, enginemen or other employes using fuses for protection on single track should place them outside of the rails on the engineer's side. On double track, fuses should be placed on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fuses so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district without receiving clearance card (Form 902) except westward trains at Kern Junction and at points where telegraph or telephone offices are not maintained or where operator not on duty.

No train will leave Oil Junction, or Ducor (except when operator not on duty) Corcoran or Richmond (except Nos. 2, 22, 39, 43, 45, 47, 49, 21, 31, 41, 9, 5, 321, 331, 341, 309 and 305 at Richmond) without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

At Calwa Nos. 2, 9, 10, 22 and 23 need not get clearance card (Form 902) if train order signal indicates clear.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given.

Rule 882. This test is required on passenger trains only. In making same, speed must be not less than 15 miles per hour and engine brake must be released so that it will be known that speed is reduced by application of brakes upon the train.

Test is necessary—

- (a) Leaving terminal.
- (b) Following any change in make-up of train.
- (c) Following change of crews.

Flagman must take position on retainer end of rear car and when he hears exhaust, caused by release of air, give engineman proceed signal; if brakes fail to release properly or proceed signal not received, train must be stopped.

25. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary precaution must be used to protect themselves against injury.

26. 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.

27. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.

PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block occupied, when light is seen block is clear.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, he should deliver such orders at the heading-in switch.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, normal speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

33. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

34

FLAG STOP TO PICK UP REVENUE PASSENGERS

| Train | STOPS | PASSENGERS DESTINED |
|--------|--|---------------------|
| No. 2 | Any station | East of Bakersfield |
| No. 22 | Any station between Fresno and Bakersfield | East of Bakersfield |

FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

| Train | STOPS | PASSENGERS FROM |
|--------|--|--|
| No. 2 | Any station east of Fresno | West of Fresno |
| No. 22 | Any station between Fresno and Bakersfield | Fresno and West Thereof |
| No. 22 | At Escalon | San Francisco, Oakland, Berkeley or Richmond |
| No. 5 | Any Station west of Cutler | East of Cutler |
| No. 9 | Any station | East of Bakersfield |
| No. 21 | Any station | East of Bakersfield |

35. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Stoil, westward trains use Crossover switch.

Corcoran, First District (Eastward first-class trains only),

Crossover switch west of water tank.

Hanford, trains taking siding use siding west of S. P. crossing.

Calwa, trains entering yard from Visalia district will use Eastward main track to first switch west of double track junction.

Merced (Westward first-class trains only), Cut-off switch East of depot.

Riverbank (Westward first-class trains only), Lead or passing track switch opposite car repair shed.

Stockton (Westward trains), Cut-off switch West of depot.

At Glen Frazer, Westward trains taking siding will use South passing track and Eastward trains the North passing track.

At Christie and Gateley, Westward trains taking siding will use the North passing track and Eastward trains the South passing track.

36. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

37. Empties should be handled in solid trains when practicable. When handled with loads in trains of 50 cars or more, empties in excess of 10 should be handled two thirds on the head end and one third on rear. In trains of less than 50 cars with empties in excess of ten, all empties should be placed as near center of train as possible. Local trains are exempted from the above and should be made up in station order.

38. Standard thermometers are located at Bakersfield, Calwa, Fresno, Riverbank, Stockton, Richmond and Oakland. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-H and special bulletins with respect to handling ventilators.

39. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and

| WESTWARD | | | | | | | Capacity of Sidings | Distance from Albuquerque | Fuel, Water Tables and Turn Ways | Ruling Grade Ascending | TIME TABLE NO. 55 March 15, 1925 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Places | EASTWARD | | | | | |
|----------------|-------------------------|----------------|-------------------------|--------------|--------------|----------------------|---------------------|---------------------------|----------------------------------|------------------------|--|------------------------|--|------------------------|-------------|----------------------|------------------------|---------------|---------|
| Second Class | | First Class | | | | | | | | | | | | First Class | | | Second Class | | |
| 33 | 259 | 21 | 51 | 23 | 5 | 9 | | | | | | | | 2 | 52 | 10 | 22 | 260 | 34 |
| FREIGHT | FREIGHT | The Missionary | PASSENGER | PASSENGER | PASSENGER | The Navajo | | | | | | | | The Navajo | PASSENGER | PASSENGER | The Missionary | FREIGHT | FREIGHT |
| Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | | | | | | | |
| PM 10.30 | PM 12.30 | PM 7.20 | PM 5.05 | | | AM 9.55 | 59 | 885.2 | | 0.0 | KERN JUNCTION | P | AM 8.40 | AM 10.20 | | PM 6.10 | AM 4.50 | PM 10.10 | |
| 10.45 AM 12.05 | 12.45 PM | 7.30 8.30 | 5.15 PM | | | 10.05 10.15 | YARD | 887.7 | | 13.3 | BAKERSFIELD | P | 8.30 8.00 | 10.10 AM | | 6.00 5.50 | 4.30 AM | 10.00 7.10 PM | |
| | | 8.34 | | | | 12.07 PM | | 889.8 | | 0.0 | 2.1 | | | | 5.10 PM | | | | |
| | | 8.37 | | | | 10.22 | 74 | 891.9 | | 0.0 | LANDCO | | 7.56 | | | 5.45 | | | |
| | | f 8.43 | | | | f 10.27 | 52 | 895.7 | | 0.0 | JASTRO | B | 7.52 | | | 5.42 | | | |
| | | 8.50 | | | | 10.33 | 85 | 900.6 | | 0.0 | ROSEDALE | B | 7.47 | | | f 5.37 | | | |
| | | f 8.58 | | | | f 10.40 | 46 | 905.5 | | 9.2 | UNA | B | 7.40 | | | 5.31 | | | |
| | | s 9.09 | | | | s 10.50 | 85 | 913.0 | W | 0.0 | SHAFTER | DP | f 7.33 | | | s 5.25 | | | |
| | | 9.17 | | | | 10.58 | 50 | 919.8 | | 0.0 | WASCO | P | s 7.23 | | | s 5.13 | | | |
| | | f 9.21 | | | | f 11.01 | 4 | 921.3 | | 0.0 | ELMO | B | 7.13 | | | 5.04 | | | |
| | | 9.26 | | | | 11.05 | 50 | 924.4 | | 0.0 | POND | | 7.09 | | | f 5.01 | | | |
| | | f 9.36 | | | | f 11.15 | 80 | 931.9 | W | 0.0 | KERNELL | B | 7.05 | | | 4.56 | | | |
| | | f 9.44 | | | | 11.21 | 56 | 936.5 | | 1.1 | ALLENSWORTH | DP | 6.55 | | | f 4.46 | | | |
| | | f 9.52 | | | | f 11.29 | 51 | 942.1 | | 9.5 | STOIL | B | 6.48 | | | f 4.40 | | | |
| | | 9.58 | | | | 11.34 | 83 | 946.0 | | 4.1 | ANGIOLA | DP | 6.41 | | | f 4.32 | | | |
| | | | | | | 11.35 | 15 | 946.8 | | 0.0 | BLANCO | B | 6.36 | | | 4.25 | | | |
| | | s 10.08 | | | | s 11.45 | YARD | 950.9 | WY | 0.0 | TURNBULL | | 6.35 | | | | | | |
| | | 10.14 | | | | f 3.25 | 85 | 953.9 | | 3.2 | CORCORAN | P | s 6.30 | | | s 4.18 4.08 | | | |
| | | f 10.22 | | | | f 3.32 | 60 | 960.1 | | 4.1 | BEAN | B | 6.23 | | | 4.03 | | | |
| | | 10.27 | | | | 3.37 | 25 | 964.1 | | 5.8 | GUERNSEY | DP | 6.16 | | | f 3.56 | | | |
| | | s 10.35 | | | | s 3.44 ²² | 105 | 967.9 | W | 5.2 | ODESSA | | 6.11 | | | 3.50 | | | |
| | | 10.40 | | | | 12.10 | 24 | 971.1 | | 9.0 | S. P. Co. Goshen Branch Crossing | P | s 6.05 | | | s 3.44 ²³ | | | |
| | | 10.43 | | | | 12.15 | 5 | 971.7 | | 10.6 | HANFORD | | 5.53 | | | 3.32 | | | |
| | | f 10.47 | | | | 12.18 | 46 | 973.2 | | 0.0 | BANNER | B | 5.50 | | | 3.28 | | | |
| | | f 10.56 | | | | f 12.23 | 83 | 976.0 | Y | 14.6 | LUCERNE | DP | f 5.47 | | | f 3.24 | | | |
| | | f 11.02 | | | | 12.30 | 61 | 981.8 | W | 0.0 | SHIRLEY | DP | f 5.39 | | | f 3.17 | | | |
| | | f 11.07 | | | | 12.35 | 16 | 985.5 | B | 10.6 | LATON | | 5.34 | | | 3.12 | | | |
| | | 11.12 | | | | f 12.39 | 31 | 988.2 | | 10.6 | CONEJO | DP | f 5.30 | | | f 3.07 | | | |
| | | | | | | 12.42 | 80 | 991.0 | | 10.6 | MONMOUTH | B | f 5.24 | | | f 3.02 | | | |
| | | | | | | | | 994.4 | | 0.0 | BOWLES | | | | | | | | |
| | | | | | | | | 995.2 | | 0.0 | OLEANDER | B | | | | | | | |
| | | | | | | | | | | 0.0 | S. P. Co. Main Line Crossing | | | | | | | | |
| 6.05 AM | | 11.20 PM | | | | 12.50 PM | YARD | 995.2 | FW TY | 0.0 | CALWA | P | f 5.17 AM | | | 2.57 PM | | 1.00 PM | |
| Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (110.0) | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | |
| (17.6) | (10.0) | (38.7) | (15.0) | (42.9) | (21.0) | (40.0) | | | | | Average speed per hour..... | | (38.2) | (15.0) | (25.2) | (38.2) | (7.5) | (17.4) | |

No. 33 has no Time Table superiority.

No. 34 has no Time Table superiority.

VISALIA DISTRICT

| WESTWARD | | | Capacity of Sidings | Fuel, Water, and Turn Tables, and Wyes | Distance from Corcoran | Ruling Grade Ascending | TIME TABLE NO. 55 March 15, 1925 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD | | |
|--------------|--------------|--------------|---------------------|--|------------------------|--|--|------------------------|--|--------------|--------------|-----------|
| First Class | | | | | | | | | | First Class | | |
| 25 | 5 | 27 | | | | | | | | 30 | 10 | 28 |
| PASSENGER | PASSENGER | PASSENGER | | | | | | | | PASSENGER | PASSENGER | PASSENGER |
| Leave Daily | Leave Daily | Leave Daily | No Cars | | Miles | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| | | | YARD | FW Y | | CORCORAN | | P | AM 9.25 | | PM 3.15 | |
| f10.22 | | f12.09 | 22 | | 4.1 | 4.1 | 0.0 | | | | | |
| f10.30 | | f12.19 | 42 | | 9.7 | Waukena 5.6 | 0.0 | DP | s 9.15 | | f 3.05 | |
| 10.33 | | f12.22 | 17 | | 11.6 | Paige 1.9 | 0.0 | | f 9.02 | | f 2.58 | |
| s10.39 | | s12.29 | 27 | | 14.7 | Robla 3.1 | 0.0 | | f 8.58 | | 2.55 | |
| f10.46 | | f12.37 | 21 | | 18.8 | S. P. Co. Main Line Crossing Tulare 4.1 | 0.0 | DP | s 8.52 | | s 2.50 | |
| s10.56 | | s12.49 | 54 | W | 24.9 | Swall 6.1 | 0.0 | | f 8.44 | | 2.42 | |
| 11.07 | | f 1.03 | 36 | | 31.5 | Visalia S. P. Co. Visalia Branch Crossing 6.6 | 16.2 | P | s 8.35 | | s 2.33 | |
| | | | | | 33.4 | Peral 1.9 | 0.0 | | f 8.21 | | 2.21 | |
| f11.13 | | f 1.11 | 36 | | 35.9 | S. P. Co. Porterville Branch Crossing 2.5 | 0.0 | | | | | |
| s11.18 | PM 3.10 | 1.18 PM | 39 | W F | 38.3 | Yettem 2.4 | 10.6 | DP | s 8.14 | | f 2.15 | |
| f11.24 | f 3.16 | | 32 | | 41.4 | Cutler 3.1 | 0.0 | DP | s 8.09 | PM 2.07 | 2.10 PM | |
| 11.26 | f 3.18 | | 27 | | 42.4 | Sultana 1.0 | 6.6 | DP | s 8.03 | f 2.01 | | |
| f11.31 | f 3.24 | | 36 | | 44.9 | Tokay 2.5 | 0.0 | | f 8.01 | 1.59 | | |
| s11.37 | s 3.31 | | 80 | WY F | 48.5 | North Dinuba 3.6 | 9.3 | DP | s 7.56 | f 1.55 | | |
| | | | | | 50.6 | Reedley 2.1 | 14.6 | DP | s 7.50 | s 1.49 | | |
| 11.43 | f 3.36 | | 20 | | 50.7 | S. P. Co. Porterville Branch Crossing 0.1 | 14.6 | | | | | |
| f11.47 | f 3.40 | | 74 | | 52.9 | Lacjac 2.2 | 0.0 | | f 7.42 | 1.41 | | |
| 11.49 | f 3.44 | | 29 | | 54.5 | Parlier 1.6 | 5.3 | DP | s 7.37 | f 1.38 | | |
| f11.55 | f 3.51 | | 66 | | 58.2 | Miley 3.7 | 1.1 | | f 7.34 | 1.36 | | |
| AM f12.01 | f 3.58 | | 33 | | 61.6 | Del Rey 3.4 | 0.0 | DP | s 7.28 | f 1.31 | | |
| f12.06 | f 4.04 | | 36 | | 64.2 | Wolf 2.6 | 0.0 | | f 7.21 | 1.26 | | |
| 12.09 | f 4.08 | | 25 | | 66.1 | Lone Star 1.9 | 0.0 | DP | s 7.16 | f 1.22 | | |
| 12.15 AM | 4.12 PM | | Yard | FW TY | 68.6 | Cecile 2.5 | 0.0 | | f 7.12 | 1.19 | | |
| Arrive Daily | Arrive Daily | Arrive Daily | | | | Calwa | | P | 7.08 AM | 1.14 PM | | |
| (33.2) | (29.3) | (29.8) | | | | (68.6) | | | Leave Daily | Leave Daily | Leave Daily | |

----- Average speed per hour -----

(30.0) (35.4) (35.8)

| WESTWARD | | | | | | | | Capacity of Stings | Distance from Albuquerque | Fuel, Water, Turn Tables and Wyes | Ruling Grade Ascending | TIME TABLE NO. 55 March 15, 1925 |
|-------------|-------------------|-------------|-------------|---------------|-------------|-------------|-------------|-----------------------|------------------------------|---|---------------------------|--|
| First Class | | | | | | | | | | | | |
| 33 | 21 | 23 | 5 | 9 | 41 | 15 | 25 | | | | | |
| FREIGHT | The Missionary | PASSENGER | PASSENGER | The Navajo | PASSENGER | PASSENGER | PASSENGER | No. Cars | Miles | | | STATIONS |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | |
| AM 7.05 | PM 11.21 | PM 4.22 | PM 4.13 | PM 12.50 | AM 7.45 | AM 6.35 | AM 12.16 | Yard | 995.2 | | | CALWA |
| | | | | | | | | | 996.7 | | 15.8 | 1.5 |
| | | | | | | | | | | | 15.8 | S. P. Co. Porterville Branch Crossing |
| | | | | | | | | | | | | 1.4 |
| | | | | | | | | | | | | S. P. Co. Pollasky Branch Crossing |
| | | | | | | | | | | | | FRESNO |
| | | | | | | | | | | | | 7.6 |
| | | | | | | | | | | | | FIGARDEN |
| | | | | | | | | | | | | 5.9 |
| | | | | | | | | | | | | GREGG |
| | | | | | | | | | | | | 2.4 |
| | | | | | | | | | | | | TRIGO |
| | | | | | | | | | | | | 5.6 |
| | | | | | | | | | | | | STOREY |
| | | | | | | | | | | | | 6.5 |
| | | | | | | | | | | | | KISMET |
| | | | | | | | | | | | | 0.3 |
| | | | | | | | | | | | | S. P. Co. Berenda Branch Crossing |
| | | | | | | | | | | | | 3.8 |
| | | | | | | | | | | | | SHARON |
| | | | | | | | | | | | | 2.3 |
| | | | | | | | | | | | | MEDANO |
| | | | | | | | | | | | | 3.2 |
| | | | | | | | | | | | | MARGUERITE |
| | | | | | | | | | | | | 2.6 |
| | | | | | | | | | | | | DICKINSON |
| | | | | | | | | | | | | 3.1 |
| | | | | | | | | | | | | LEGRAND |
| | | | | | | | | | | | | 3.0 |
| | | | | | | | | | | | | BURCHELL |
| | | | | | | | | | | | | 2.8 |
| | | | | | | | | | | | | PLANADA |
| | | | | | | | | | | | | 3.3 |
| | | | | | | | | | | | | TUTTLE |
| | | | | | | | | | | | | 5.5 |
| | | | | | | | | | | | | MERCED |
| | | | | | | | | | | | | Yosemite Valley B. B. Crossing |
| | | | | | | | | | | | | 1.7 |
| | | | | | | | | | | | | S. P. Co. Oakdale Branch Crossing |
| | | | | | | | | | | | | 2.4 |
| | | | | | | | | | | | | HOFF |
| | | | | | | | | | | | | 2.1 |
| | | | | | | | | | | | | CUBA |
| | | | | | | | | | | | | 1.8 |
| | | | | | | | | | | | | YAM |
| | | | | | | | | | | | | 1.3 |
| | | | | | | | | | | | | WINTON |
| | | | | | | | | | | | | 3.7 |
| | | | | | | | | | | | | CRESSY |
| | | | | | | | | | | | | 2.9 |
| | | | | | | | | | | | | BALLICO |
| | | | | | | | | | | | | 7.6 |
| | | | | | | | | | | | | DENAIR |
| | | | | | | | | | | | | 6.3 |
| | | | | | | | | | | | | HUGHSON |
| | | | | | | | | | | | | 3.4 |
| | | | | | | | | | | | | EMPIRE |
| | | | | | | | | | | | | 3.5 |
| | | | | | | | | | | | | CLAUS |
| | | | | | | | | | | | | 3.5 |
| | | | | | | | | | | | | RIVERBANK |
| | | | | | | | | | | | | (101.0) |

No. 33 has no Time Table superiority.

(16.8) (31.2) (24.9) (46.6) (41.8) (42.9) (17.4) (24.9) -----Average speed per hour-----

SECOND DISTRICT

| TIME TABLE NO. 55 March 15, 1925 | | Ruling Grade Ascending | EASTWARD | | | | | | | |
|--|--|---------------------------|--------------|--------------------|--------------|--------------|-------------------|--------------|--------------|-------------|
| | | | First Class | | | | | | | |
| | | | 26 | 2 | 30 | 10 | 22 | 18 | 42 | 34 |
| | | | PASSENGER | The Navajo | PASSENGER | PASSENGER | The Missionary | PASSENGER | PASSENGER | FREIGHT |
| STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| CALWA | | P | AM 12.45 | AM 5.17 | AM 7.07 | PM 1.12 | PM 2.57 | PM 4.50 | PM 11.12 | AM 10.30 |
| 1.5 S. P. Co. Porterville Branch Crossing | | | | | | | | | | |
| 1.4 S. P. Co. Pollock Branch Crossing | | | | | | | | | | |
| FRESNO | | P | 12.35 AM | 5.10 AM | 7.00 AM | 1.05 PM | 2.50 | 4.40 PM | 11.05 | |
| 7.6 FIGARDEN | | B | | 4.49 | | 12.45 | 2.35 | | 10.51 | |
| 5.9 GREGG | | | | 4.41 | | 12.37 | 2.28 | | 10.43 | |
| 2.4 TRIGO | | B | | 4.38 | | 12.32 | 2.25 | | 10.40 | |
| 5.6 STOREY | | DF | | 4.31 | | 12.24 | 2.19 | | 10.34 | |
| 6.5 KISMET | | P | | 4.23 | | 12.15 | 2.12 | | 10.26 | |
| 0.3 S. P. Co. Borenda Branch Crossing | | | | | | | | | | |
| 3.8 SHARON | | DP | | 4.17 | | 12.09 | 2.07 | | 10.21 | |
| 2.3 MEDANO | | | | 4.14 | | 12.06 | 2.05 | | 10.18 | |
| 3.2 MARGUERITE | | B | | 4.09 | | 12.01 PM | 2.01 ⁹ | | 10.14 | |
| 2.6 DICKINSON | | | | 4.05 | | 11.58 | 1.58 | | 10.11 | |
| 3.1 LEGRAND | | DP | | 4.01 | | 11.54 | 1.54 | | 10.07 | |
| 3.0 BURCHELL | | | | 3.57 | | 11.49 | 1.50 | | 10.03 | |
| 2.8 PLANADA | | DP | | 3.54 | | 11.46 | 1.47 | | 9.59 | |
| 3.3 TUTTLE | | B | | 3.49 | | 11.41 | 1.43 | | 9.55 | |
| 5.5 MERCED | | P | | 3.40 | | 11.32 | 1.35 | | 9.48 | |
| 1.7 S. P. Co. Oakdale Branch Crossing | | | | | | | | | | |
| 2.4 HOFF | | | | 3.29 | | 11.21 | 1.26 | | 9.39 | |
| 2.1 CUBA | | B | | 3.26 | | 11.18 | 1.23 | | 9.37 | |
| 1.8 YAM | | | | 3.24 | | 11.16 | 1.21 | | 9.35 | |
| 1.3 WINTON | | DP | | 3.22 | | 11.14 | 1.19 | | 9.33 | |
| 3.7 CRESSY | | B | | 3.17 | | 11.08 | 1.15 | | 9.29 | |
| 2.9 BALLICO | | B | | 3.13 | | 11.03 | 1.12 | | 9.25 | |
| 7.6 DENAIR | | DP | | 3.03 ²¹ | | 10.52 | 1.03 | | 9.16 | |
| 6.3 HUGHSON | | DP | | 2.55 | | 10.42 | 12.56 | | 9.07 | |
| 3.4 EMPIRE | | DP | | 2.50 | | 10.35 | 12.52 | | 9.01 | |
| 3.5 CLAUS | | B | | 2.45 | | 10.29 | 12.48 | | 8.56 | |
| 3.5 RIVERBANK | | P | | 2.40 AM | | 10.23 AM | 12.42 PM | | 8.50 PM | 4.30 AM |
| (101.0) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |

No. 34 has no Time Table superiority.

Average speed per hour..... (17.4) (41.2) (24.8) (37.0) (44.8) (17.4) (42.7) (18.8)

| WESTWARD | | | | | | | | | | | Capacity of Sidings | Distance from Albuquerque | Fuel, Water, Tables and Turn Wyes | Railing Grade Ascending. | TIME TABLE NO. 55 March 15, 1925 |
|--------------|--------------|----------------------|--------------|--------------------|--------------|---------------------|----------------------|----------------|----------------|--------------|---------------------|---------------------------|-----------------------------------|--------------------------|---|
| First Class | | | | | | | | | | | | | | | |
| 33 | 49 | 5 | 39 | 9 | 47 | 41 | 31 | 45 | 21 | 43 | No. Cars | Miles | Fuel, Water, Tables and Turn Wyes | Railing Grade Ascending. | STATIONS |
| Freight | The Navajo | Passenger | Passenger | The Navajo | Passenger | Passenger | Passenger | The Missionary | The Missionary | Passenger | | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | |
| PM 2.05 | | PM 6.43 | | PM 3.33 | | AM 10.19 | | | AM 4.00 | | YARD | 1096.2 | FW TY | 15.8 | RIVERBANK |
| | | s 6.51 | | f 3.42 | | s 10.26 | | | f 4.12 | | 47 | 1101.4 | W | 0.0 | 5.2 ESCALON |
| | | 6.59 | | 3.49 | | f 10.33 | | | f 4.22 | | 47 | 1106.8 | | 0.0 | 5.4 AVENA |
| | | 7.06 | | 3.56 | | 10.40 | | | f 4.32 | | 59 | 1112.8 | | 0.0 | 5.5 BURNHAM |
| | | 7.11 | | 4.02 | | 10.45 | | | 4.40 | | 83 | 1116.7 | | 0.0 | 4.4 LARSON |
| | | 7.14 | | 4.07 | | 10.48 | | | 4.46 | | Yard | 1119.6 | W | 0.0 | 2.9 MORMON |
| | | s 7.23 | | s 4.09 4.17 | | s 10.55 | AM 8.00 | | s 4.50 5.00 | | Yard | 1121.2 | FW TY | 0.0 | 1.6 S.P. and W.P. Main Line Crossing Stockton Western Pacific By. Crossing. |
| | | 7.33 | | 4.25 | | 11.02 | 8.07 | | f 5.09 | | 60 | 1125.7 | | 0.0 | 4.5 WOODSBRO |
| | | 7.35 | | 4.27 | | 11.04 | 8.09 | | 5.11 | | 49 | 1128.9 | | 0.0 | 1.2 GILLIS |
| | | 7.38 | | s 4.32 | | s 11.07 | s 8.13 | | s 5.18 | | 75 | 1128.9 | | 0.0 | 2.0 HOLT |
| | | 7.45 ⁴² | | 4.39 | | 11.13 | 8.19 | | 5.25 | | 74 | 1133.4 | | 0.8 | 4.5 TRULL |
| | | 7.47 | | f 4.42 | | f 11.16 | f 8.21 | | f 5.27 | | 12 | 1134.8 | | 11.6 | 1.4 MIDDLE RIVER |
| | | 7.50 | | f 4.46 | | f 11.21 | f 8.25 | | 5.32 | | 83 | 1136.2 | W | 0.0 | 1.4 ORWOOD |
| | | 7.54 | | 4.51 | | 11.27 ²² | 8.30 | | 5.37 | | 72 | 1139.7 | | 3.2 | 3.5 BIXLER |
| | | 7.58 | | s 4.57 | | f 11.32 | f 8.35 | | f 5.43 | | 51 | 1142.8 | | 6.3 | 3.1 KNIGHTSEN |
| | | 8.02 | | s 5.03 | | f 11.37 | f 8.40 ¹⁰ | | f 5.49 | | 82 | 1145.9 | | 3.6 | 3.1 OAKLEY |
| | | 8.07 | | 5.10 | | 11.43 | 8.48 | | 5.55 | | 83 | 1150.6 | | 13.2 | 4.7 SANDO |
| | | s 8.10 | | s 5.15 | | s 11.46 | s 8.52 | | s 6.00 | | Yard | 1151.9 | W | 0.0 | 1.3 ANTIOCH |
| | | 8.16 | | s 5.23 | | s 11.52 | f 9.00 | | f 6.07 | | 82 | 1155.8 | | 15.8 | 3.9 PITTSBURG |
| | | 8.21 | | 5.30 | | 11.58 | 9.06 | | 6.13 | | 82 | 1159.8 | | 5.3 | 3.5 BROSE |
| | | 8.27 | | f 5.36 | | PM 12.03 | f 9.12 | | f 6.20 | | YARD | 1169.7 | | 15.8 | 4.4 BAY POINT |
| | | | | | | | | | | | 20 | 1166.6 | Y | 0.0 | 1.9 BLUME |
| | | 8.32 | | 5.42 | | 12.08 | 9.17 | | 6.28 | | 83 | 1167.1 | | 0.0 | 1.5 MALTBY |
| | | 8.34 | | 5.45 | | 12.10 | f 9.19 | | 6.32 | | 83 | 1168.7 | | 52.8 | 1.8 VINE HILL |
| | | 8.37 | | 5.49 | | 12.13 | f 9.22 | | 6.36 | | 12 | 1170.6 | | 52.8 | 1.9 MUIR |
| | | 8.42 | | 5.55 | | 12.19 | f 9.28 | | 6.42 | | 100 | 1173.3 | W | 60.0 | 2.7 GLEN FRAZER |
| | | 8.46 | | 6.00 | | 12.23 | f 9.33 | | 6.47 | | 125 | 1176.1 | W | 52.8 | 1.8 CHRISTIE |
| | | 8.51 | | 6.06 | | f 12.30 | 9.39 | | 6.53 | | 76 | 1179.4 | | 0.0 | 4.3 LUZON |
| | | 8.53 | | 6.08 | | 12.32 | 9.41 | | 6.55 | | 39 | 1181.0 | | 0.0 | 1.6 HERPOCO |
| | | 8.54 | | 6.09 | | f 12.33 | f 9.42 | | f 6.56 | | 15 | 1181.4 | | 0.0 | 0.4 PINOLE |
| | | 8.56 | | 6.11 | | 12.36 | 9.45 | | 6.59 | | 150 | 1183.0 | | 49.6 | 1.6 GATELEY |
| | | 9.01 | | 6.16 ⁴² | | 12.42 | 9.51 | | 7.03 | | 71 | 1186.3 | | 52.8 | 3.3 RHEEM |
| | | 9.03 | | 6.20 | | 12.44 | 9.53 | | 7.06 | | 38 | 1187.3 | | 0.0 | 1.5 SAN PABLO |
| 8.40 PM | PM 11.25 | s 9.07 ³² | PM 8.41 | s 6.25 | PM 5.41 | s 12.49 | s 9.59 | AM 9.46 | s 7.13 | AM 6.56 | YARD | 1189.6 | FW TY | 51.7 | 1.8 RICHMOND |
| | 11.26 | f 9.08 | 8.42 | f 6.27 | 5.42 | f 12.51 | f 10.01 | 9.47 | f 7.15 | 6.57 | | 1190.2 | | 0.0 | 0.6 RICHMOND AVE. |
| | 11.32 PM | 9.12 PM 9.20 | 8.48 PM | 6.32 PM 6.45 | 5.49 PM | 12.55 PM 1.05 | 10.05 AM 10.10 | 9.54 AM | 7.20 AM 7.30 | 7.03 AM | YARD | 1191.7 | | | 1.5 FERRY POINT |
| | | 10.00 PM | | 7.30 PM | | 1.45 PM | 10.50 AM | | 8.15 AM | | | 1199.4 | | | 7.7 SAN FRANCISCO |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (95.5) |

No. 33 has no Time Table superiority.

THIRD DISTRICT

VALLEY DIVISION

| TIME TABLE NO. 55 March 15, 1925 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD | | | | | | | | | | |
|--|---------------------------|--|----------------------|-------------------|---------------------|--------------|--------------|--------------------|--------------|---------------------|--------------|----------------------|------------|
| | | | First Class | | | | | | | | | | |
| | | | 10 | 40 | 22 | 44 | 46 | 42 | 48 | 32 | 50 | 2 | 34 |
| | | | PASSENGER | The Missionary | The Missionary | PASSENGER | PASSENGER | PASSENGER | The Navajo | PASSENGER | PASSENGER | The Navajo | Freight |
| STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| RIVERBANK | 15.8 | P | AM 10.18 | | PM 12.37 | | | PM 8.45 | | | AM 2.35 | AM 3.30 | |
| 5.2 ESCALON | 15.0 | DP | s 10.09 | | 12.29 | | | f 8.36 | | | 2.27 | | |
| 5.4 AVENA | 9.8 | B | f 10.01 | | 12.22 | | | f 8.29 | | | 2.20 | | |
| 5.5 BURNHAM | 9.3 | NP | f 9.53 | | 12.14 | | | 8.22 | | | 2.12 | | |
| 4.4 LARSON | 10.3 | B | 9.46 | | 12.08 | | | 8.16 | | | 2.06 | | |
| 2.9 MORMON | 10.3 | P | 9.42 | | 12.04 | | | 8.12 | | | 2.02 | | |
| 1.6 S.P. and W.P. Main Line Crossings STOCKTON | 1.8 | B | 9.40 | | s 12.01 PM | | | 8.10 | | PM 11.00 | 2.00 | s 1.50 | |
| 4.5 WOODSBRO | 0.5 | | 9.25 | | 11.50 | | | 7.55 | | 10.50 | 1.43 | | |
| 1.2 GILLIS | 0.5 | B | 9.22 | | 11.48 | | | 7.53 | | 10.48 | 1.41 | | |
| 2.0 HOLT | 0.0 | DP | s 9.18 | | 11.45 | | | f 7.51 | | f 10.46 | 1.38 | | |
| 4.5 TRULL | 5.3 | B | 9.10 | | 11.38 | | | 7.45 ⁵ | | 10.40 | 1.31 | | |
| 1.4 MIDDLE RIVER | 10.6 | DP | s 9.07 | | 11.36 | | | f 7.42 | | f 10.38 | 1.28 | | |
| 1.4 ORWOOD | 10.6 | DP | s 9.02 | | 11.32 | | | f 7.38 | | f 10.34 | 1.25 | | |
| 3.5 BIXLER | 0.0 | B | f 8.54 | | 11.27 ⁴¹ | | | 7.32 | | 10.28 | 1.20 | | |
| 3.1 KNIGHTSEN | 6.6 | DP | s 8.48 | | 11.23 | | | f 7.28 | | f 10.23 | 1.15 | | |
| 3.1 OAKLEY | 15.8 | DP | s 8.40 ³¹ | | 11.18 | | | f 7.23 | | f 10.18 | 1.10 | | |
| 4.7 SANDO | 15.8 | B | 8.33 | | 11.12 | | | 7.17 | | 10.12 | 1.03 | | |
| 1.3 ANTIOCH | 6.6 | P | s 8.30 | | s 11.10 | | | s 7.14 | | s 10.10 | s 1.00 | | |
| 3.9 PITTSBURG | 11.6 | DP | s 8.23 | | 11.02 | | | s 7.04 | | s 10.03 | 12.52 | | |
| 3.5 BROSE | 15.8 | B | 8.17 | | 10.57 | | | 6.58 | | 9.58 | 12.47 | | |
| 4.4 BAY POINT | 0.0 | P | s 8.11 | | 10.51 | | | f 6.52 | | f 9.52 | f 12.41 | | |
| 1.9 BLUME | 0.0 | B | | | | | | | | | | | |
| 1.5 MALTBY | 0.0 | B | 8.05 | | 10.46 | | | 6.47 | | 9.47 | 12.36 | | |
| 1.6 VINE HILL | 0.0 | B | f 8.02 | | 10.43 | | | 6.45 | | 9.45 | 12.34 | | |
| 1.9 MUIR | 0.0 | DP | f 7.59 | | 10.40 | | | f 6.42 | | f 9.42 | 12.31 | | |
| 2.7 GLEN FRAZER | 52.8 | P | f 7.55 | | 10.35 | | | f 6.37 | | f 9.37 | 12.27 | | |
| 1.8 CHRISTIE | 52.8 | NP | f 7.50 | | 10.30 | | | 6.32 | | 9.33 | 12.23 | | |
| 4.3 LUZON | 52.8 | B | f 7.42 | | 10.23 | | | 6.26 | | 9.26 | 12.15 | | |
| 1.6 HERPOCO | 45.2 | B | 7.40 | | 10.21 | | | 6.24 | | 9.23 | 12.13 | | |
| 0.4 PINOLE | 29.9 | DP | s 7.39 | | 10.20 | | | s 6.23 | | f 9.22 | 12.12 | | |
| 1.6 GATELEY | 52.8 | B | 7.36 | | 10.18 | | | 6.21 | | 9.19 | 12.09 | | |
| 3.3 RHEEM | 0.0 | B | 7.30 | | 10.13 | | | 6.16 ⁹ | | 9.13 | 12.03 | | |
| 1.5 SAN PABLO | 52.8 | B | 7.27 | | 10.10 | | | 6.13 | | 9.11 | 12.01 AM | | |
| 1.8 RICHMOND | 0.0 | P | s 7.23 | AM 7.37 | s 10.07 | AM 10.17 | PM 1.10 | s 6.09 | PM 6.47 | s 9.07 ⁵ | PM 9.27 | s 11.58 | 9.45 PM |
| 0.6 RICHMOND AVE. | | | f 7.20 | 7.35 | f 10.06 | 10.15 | 1.08 | f 6.04 | 6.45 | f 9.04 | 9.25 | f 11.55 | |
| 1.5 FERRY POINT | | P | 7.15 AM 7.08 | 7.30 AM | 10.02 AM 9.57 | 10.10 AM | 1.03 PM | 6.00 PM 5.52 | 6.40 PM | 9.00 PM 8.52 | 9.20 PM | 11.50 PM 11.37 | |
| SAN FRANCISCO | | | 6.30 AM | 9.20 AM | | | | 5.15 PM | | 8.15 PM | | 11.00 PM | |
| (95.5) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |

No. 34 has no Time Table superiority.

Average speed per hour..... (32.2) (18.0) (37.0) (18.0) (18.0) (36.0) (18.0) (35.3) (18.0) (36.9) (16.6)

OAKLAND DISTRICT

VALLEY DIVISION

| WESTWARD | | | | | | Distance from Richmond | Ruling Grade Ascending | TIME TABLE NO. 55 March 15, 1925 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD | | | | | |
|--------------|--------------|--------------|--------------|----------------|--------------|------------------------|------------------------|--|------------------------|--|----------------|--------------|--------------|--------------|--------------|-------------|
| First Class | | | | | | | | | | | First Class | | | | | |
| 305 | 309 | 341 | 331 | 321 | 307 | | | | | | 310 | 322 | 308 | 342 | 332 | 302 |
| PASSENGER | The Navajo | PASSENGER | PASSENGER | The Missionary | PASSENGER | | | | | PASSENGER | The Missionary | PASSENGER | PASSENGER | PASSENGER | The Navajo | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| PM | PM | PM | AM | AM | AM | | | | | AM | AM | AM | PM | PM | PM | |
| 9.27 | 6.47 | 1.10 | 10.17 | 7.37 | 5.45 | | | | | 6.56 | 9.46 | 11.27 | 5.41 | 8.41 | 11.25 | |
| 9.37 | 6.57 | 1.20 | 10.27 | 7.47 | 5.53 | 3.9 | 64.4 | 3.9 | | 6.46 | 9.36 | 11.17 | 5.31 | 8.31 | 11.16 | |
| 9.38 | 6.58 | 1.21 | 10.28 | 7.48 | 5.54 | 4.8 | 23.5 | 0.9 | | 6.45 | 9.35 | 11.16 | 5.30 | 8.30 | 11.15 | |
| | | | | | | 6.5 | 22.7 | 1.7 | | | | | | | | |
| | | | | | | 8.0 | 0.0 | 1.5 | | | | | | | | |
| \$ 9.44 | \$ 7.05 | \$ 1.27 | \$ 10.34 | \$ 7.54 | 6.00 | 8.0 | 0.0 | 1.9 | | DP | \$ 6.38 | \$ 9.28 | \$ 11.08 | \$ 5.23 | \$ 8.23 | \$ 11.08 |
| | | | | | | 9.9 | 0.0 | 1.0 | | | | | | | | |
| 9.52 PM | 7.13 PM | 1.35 PM | 10.42 AM | 8.02 AM | 6.08 AM | 10.9 | 0.0 | 1.0 | | P | 6.30 AM | 9.20 AM | 11.00 AM | 5.15 PM | 8.15 PM | 11.00 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (26.1) | (25.1) | (26.1) | (26.1) | (26.1) | (28.4) | Average speed per hour | | | | | (25.1) | (25.1) | (24.2) | (25.1) | (25.1) | (25.1) |

OIL CITY DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Distance from Oil Junction | Ruling Grade Ascending | TIME TABLE NO. 55 March 15, 1925 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD |
|----------|---------------------|-----------------------------------|----------------------------|------------------------|--|------------------------|--|----------|
| No. Cars | | Miles | | | STATIONS | | | |
| 163 | Y | 0 | | | OIL JUNCTION | 0 | | |
| 51 | | 0.3 | 21.1 | | 0.3 | | | |
| 14 | | 1.4 | 21.1 | | STORAGE TRACKS | 0 | | |
| 44 | | 1.9 | 0 | | 1.1 | | | |
| 44 | | 2.5 | 0 | | BOAZ | 15.8 | | |
| 47 | | 3.0 | 0 | | 0.5 | | D | |
| 43 | | 3.4 | 0 | | WAITS | 26.4 | | |
| 7 | | 3.6 | 0 | | 0.6 | | | |
| 56 | | 3.8 | 0 | | SEGURO | 10.6 | | |
| 14 | | 4.1 | 0 | | 0.5 | | | |
| 14 | | 4.2 | 0 | | MALTHA | 0 | | |
| 16 | | 4.4 | 0 | | 0.4 | | | |
| 64 | | 4.8 | 0 | | VOLCAN | 39.6 | | |
| 11 | WY | 5.1 | 0 | | 0.2 | | | |
| | | 5.7 | 0 | | LA SOLAS | 0 | | |
| | | | 0 | | 0.2 | | | |
| | | | 0 | | OMENA | 42.2 | | |
| | | | 0 | | 0.3 | | | |
| | | | 0 | | ADIOS (Spur) | 42.2 | | |
| | | | 0 | | 0.1 | | | |
| | | | 0 | | CESARO (Spur) | 0 | | |
| | | | 0 | | 0.2 | | | |
| | | | 0 | | TREADWELL JUNC. | 21.1 | | |
| | | | 0 | | 0.1 | | | |
| | | | 0 | | EBIGMO (Spur) | 0 | | |
| | | | 0 | | 0.3 | | | |
| | | | 0 | | PENTOL | 0 | | |
| | | | 0 | | 0.3 | | | |
| | | | 0 | | OIL CITY | 0 | | |
| | | | 0 | | 0.6 | | | |
| | | | 0 | | AINROF (Spur) | 0 | | |
| | | | 0 | | (5.7) | | | |

TREADWELL DISTRICT

| WESTWARD | Capacity of Sidings | Fuel, Water, Turn Tables and Wyes | Distance from Treadwell Jct. | Ruling Grade Ascending | TIME TABLE NO. 55 March 15, 1925 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD |
|----------|---------------------|-----------------------------------|------------------------------|------------------------|--|------------------------|--|----------|
| No. Cars | | Miles | | | STATIONS | | | |
| | | 0 | | | TREADWELL JUNC. | 0 | | |
| | | 0.2 | 116.2 | | 0.2 | | | |
| | | 0.3 | 126.7 | | KINROSS (Spur) | 0 | | |
| | | 0.5 | 132.0 | | 0.3 | | | |
| | | 0.7 | 118.8 | | AMIGO (Spur) | 0 | | |
| | | 0.9 | 128.7 | | 0.2 | | | |
| | | 1.0 | 132.0 | | ARMIGUS | 0 | | |
| | | 1.2 | 108.2 | | 0.2 | | | |
| | | 1.7 | 140.8 | | KINSALE | 0 | | |
| | | 2.0 | 151.8 | | 0.1 | | | |
| | | 2.2 | 151.8 | | FORFAR | 0 | | |
| | | 2.3 | 151.8 | | 0.2 | | | |
| | | 2.4 | 151.8 | | DERWENT (Spur) | 0 | | |
| | | | | | 0.5 | | | |
| | | | | | CUANDO (Spur) | 0 | | |
| | | | | | 0.3 | | | |
| | | | | | TUBIG | 0 | | |
| | | | | | 0.2 | | | |
| | | | | | HAYNAN | 0 | | |
| | | | | | 0.1 | | | |
| | | | | | CERTINA (Spur) | 0 | | |
| | | | | | 0.1 | | | |
| | | | | | PORQUE (Spur) | 0 | | |
| | | | | | (2.4) | | | |

SUNSET RAILWAY COMPANY

EMPLOYEES' TIME TABLE No. 55

IN EFFECT SUNDAY, MARCH 15, 1925, AT 12:01 A. M., PACIFIC STANDARD TIME

Superseding Time Table No. 54 dated February 17, 1924

This Time Table is for the Government and Information of Employees of this Company only

| SIDINGS AND SPURS | | | WESTWARD | | | | | | | TIME TABLE | | | EASTWARD | | | | | | |
|-------------------------|--------------|----|------------------------|------------------------|----------|---------------------|-----------------------------------|------------------------|------------------------|-------------------------|----------------|-------------------------|------------------------|---------------------------------|-------------|--|--------------|--|--|
| | | | Second Class | | | Capacity of Sidings | Fuel, Water, Turn Tables and Ways | Distance from Pentland | Ruling Grade Ascending | NO. 55 | | | Ruling Grade Ascending | Telegraph and Telephone Offices | First Class | | Second Class | | |
| Distance from Gosford | Car Capacity | | 259 | 151 | Freight | | | | | Mixed | March 15, 1925 | 152 | | | 260 | | | | |
| Distance from Pentland | Car Capacity | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | No. Cars | | Miles | | STATIONS | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday | | | | | | | |
| Levee | 16.5 | .. | | | | | | | SHALE | | | | | | | | | | |
| Bronco Oil Co. | 23.5 | 6 | | | | | | 26.4 | 1.8 | | | | | | | | | | |
| Anaconda | 31.3 | 6 | | | | | | 0 | VERNETTE | | | | | | | | | | |
| Snooks | 31.4 | 11 | | | | | | 20.1 | 0.6 | | | | | | | | | | |
| Calif. Natl. Supply Co. | 31.5 | 8 | | | | | | 21.1 | FELLOWS | | | | | | | | | | |
| New Center Oil Co. | 31.6 | 16 | | | | | | 21.1 | 2.0 | | | | | | | | | | |
| Fulton Oil Co. | 31.7 | 70 | | | | | | 31.7 | MIDOIL | | | | | | | | | | |
| National Supply Co. | 31.8 | 11 | | | | | | | 3.9 | | | | | | | | | | |
| Nibo | 1.2 | .. | | | | | | | TAFT | | | | | | | | | | |
| El Dora | 1.4 | .. | | | | | | | 4.5 | | | | | | | | | | |
| Ranza | 1.6 | .. | | | | | | | SIGNA | | | | | | | | | | |
| Welco | 2.6 | 9 | | | | | | | 2.1 | | | | | | | | | | |
| Lio | 2.8 | 10 | | | | | | | KERTO | | | | | | | | | | |
| Winoil | 3.4 | 34 | | | | | | | 2.1 | | | | | | | | | | |
| Copen | 3.7 | 9 | | | | | | | PENTLAND | | | | | | | | | | |
| E. E. Jones | 5.1 | 12 | | | | | | | (17.0) | | | | | | | | | | |
| Milliff | 5.6 | .. | | | | | | | | | | | | | | | | | |
| Richfield | 7.2 | .. | | | | | | | | | | | | | | | | | |
| Lowry | 7.8 | 51 | | | | | | | | | | | | | | | | | |
| Kelsey | 9.4 | 8 | | | | | | | | | | | | | | | | | |
| Equitable Pet. Co. | 9.7 | 8 | | | | | | | | | | | | | | | | | |
| Sanben | 10.0 | 16 | | | | | | | | | | | | | | | | | |
| Milco | 10.3 | 15 | | | | | | | | | | | | | | | | | |
| Clanslor | 11.2 | .. | | | | | | | | | | | | | | | | | |
| Noal | 12.0 | 9 | | | | | | | | | | | | | | | | | |
| Canfield | 12.2 | 28 | | | | | | | | | | | | | | | | | |
| Walren | 13.2 | 7 | | | | | | | | | | | | | | | | | |
| Premier | 13.7 | .. | | | | | | | | | | | | | | | | | |
| K. T. O. Co. | 14.0 | .. | | | | | | | | | | | | | | | | | |
| C. C. M. O. Co. | 14.3 | .. | | | | | | | | | | | | | | | | | |
| Monmouth | 15.1 | .. | | | | | | | | | | | | | | | | | |
| Supplicco | 15.5 | .. | | | | | | | | | | | | | | | | | |
| A. O. T. Co. | 15.9 | .. | | | | | | | | | | | | | | | | | |
| Visalia Midway | 16.1 | .. | | | | | | | | | | | | | | | | | |
| Recovery | 16.4 | .. | | | | | | | | | | | | | | | | | |

SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.
2. Special rules of The Atchison, Topeka and Santa Fe Railway Company Valley Division timetable are applicable to Sunset Railway Company.
3. For movement of trains between Gosford and Kern Junction see Southern Pacific Company's timetable. For movement of trains between Kern Junction and Bakersfield see A. T. & S. F. Ry. Co.'s Valley Division timetable.
4. Rule 93: Yard limit boards are located at Pentland and Taft.
5. a. SPEED LIMITATIONS

| | Miles per Hour | | |
|-------------------------------|-----------------|---------|---------------------------------|
| | Passenger Train | Freight | Train with large loaded oil car |
| Between Gosford and Pentland. | 50 | 30 | 25 |
| Pentland and Maricopa..... | 40 | 25 | 20 |
| Pentland and Shale..... | 40 | 25 | 20 |

- b. Between East Switch Long Siding Taft and derailer in main track West of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains 10 miles per hour.
6. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.
7. There is a spring derailer in main track 900 feet West of West switch at Taft.
8. Nos. 151 and 152 will stop on flag at Winoil and K. T. O. Co. to receive or discharge passengers.
9. Rule 1-B: Standard clock at Taft.
10. No train will leave Maricopa except when operator not on duty without receiving clearance card (Form 902).

W. K. ETTER,
General Manager, Los Angeles, Cal.

J. W. WALKER,
Superintendent, Fresno, Cal.

N. E. SCOTT,
Trainmaster, Bakersfield, Cal.

J. R. HITCHCOCK,
Assistant Gen. Mgr., Los Angeles, Cal.

(Continued from page 3.)

Instructions for Operating and Maintaining Air Brakes.

40. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

41. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

- (a) In yards where switch engines are employed.
 - (b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
 - (c) Approaching another train in the act of receiving or discharging passengers.
 - (d) When standing at station.
 - (e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.
42. Rule 211-A is modified as follows: In automatic block territory and on double track when moving with current of traffic Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,
- (a) when block is out of service,
 - (b) when necessary to restrict a train which is at blind siding or closed office,
 - (c) when necessary to restrict a train which has been cleared, (see Rule 219)
 - (d) when issuing order, example 3 of Form "G," giving right over all trains,
 - (e) when reducing a time order,
 - (f) when order is to be delivered superior train at meeting point,
 - (g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
 - (h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out nor "O.K." given in advance of the approach of train.

43. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

44. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

Automatic signals upper quadrant type between Bakersfield and Jastro, and between Shirley and Richmond—Ferry Point. Trains finding signals 8881, 681, 9981, 10551, 10941, 10951, 10961, 11191, 11201, 11203, 11501, 11503, 11511, 11631, 11881, 11891, and 1 westward, and signals 8882, 9982, 10002, 10562, 10952, 10962, 10982, 11202, 11222, 11504, 11512, 11522, 11634, 11892, 11896, 12 and 2 eastward, in stop position will stop and then if signal does not clear, proceed under control through the block.

45. Maximum speed of passenger trains thirty miles per hour and freight trains twenty miles per hour over switches and frogs entering or leaving turn outs at double track junctions Richmond and Calwa and Visalia District, connection Calwa. Maximum speed of all trains entering or leaving all other turn outs and crossovers, ten miles per hour.

First District

SPEED LIMITATIONS.

- 46. 8 miles per hour through city limits of Hanford.
- 47. Movements of trains, light engines and switch cuts over double track between Kern Jct. and Bakersfield will be made in accordance with Rule D-151 and D-152.

Second and Oakdale Districts

SPEED LIMITATIONS.

- 48. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.
- 49. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

Third District

50. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Richmond and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel. Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night a white light.

Headlight on engines standing under train shed, Ferry Point, must be extinguished when steamers landing if reflection of same toward boat or slip.

51. 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 on all cars, under no circumstances will cars be "dropped" or "kicked."

52. Trains meeting at Vine Hill or Sando must observe the following:

At Vine Hill eastward train holding main track must not pass preliminary board until signal 11682 assumes "Stop" position.

At Sando westward train holding main track must not

pass preliminary board until signal 11503 assumes "Stop" position.

When stopped in compliance with above and track is seen and known to be clear trains may enter block under control. This modifies Rule 854.

53. Movements of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152.

SPEED LIMITATIONS.

- 54. 8 miles per hour, through city limits of Stockton, and Antioch.
- 10 miles per hour, all trains through crossover between main tracks west of depot Richmond.
- 20 miles per hour, all trains crossing Alhambra viaduct. All trains over San Joaquin drawbridge B-1124. All trains over Middle River and Orwood drawbridges Nos. A-1135 and A-1137.
- 25 miles per hour, all trains through city limits of Pittsburg. All trains through interlocking plant, Stockton tower No. 2.
- 30 miles per hour, all freight trains in either direction between Maltby and Pinole. All trains over first street crossing west of station Bay Point.
- 45 miles per hour, all passenger trains between Maltby and Pinole.
- 50 miles per hour, all passenger trains between Holt and Werner.

Visalia District

SPEED LIMITATIONS.

- 55. 15 miles per hour through city limits of Tulare.
15 miles per hour through city limits of Visalia.
- 56. No. 28 arriving at Corcoran will turn on wye and back to station on first district main track.

Wahotoke District

SPEED LIMITATIONS

- 57. 20 miles per hour all trains handling freight cars between Minkler and Piedra.

Oakland District

- 58. Number 307 is superior to Number 310.
Number 321 is superior to Number 322.
Number 331 is superior to Number 308.
Number 341 is superior to Number 342.
Number 309 is superior to Number 332.
Number 305 is superior to Number 302.

Numbers 40, 44, 46, 48 and 50 on arrival Richmond will head through west leg of wye and proceed as Numbers 321, 331, 341, 305 and 309, respectively.

59. No train or engine will exceed a speed of 15 miles per hour through the corporate limits of Albany and 20 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

Porterville District

60. Time Table and Rules and Regulations of the Operating Department, Southern Pacific Co., will govern between Oil Junction and Ducor.

SPEED LIMITATIONS.

- 61. 15 miles per hour through city limits Lindsay.
30 miles per hour all freight trains between Cutler and Ducor.

See pages 14 and 15 for additional rules, etc.

JUNCTION SWITCHES

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

| | |
|--------------------------------|---|
| Corcoran for First District | Minkler for Wahtoke District |
| Laton for First District | Calwa for Westward trains from First District |
| Cutler for Visalia District | Fresno for Eastward trains |
| Reedley for Visalia District | Riverbank for Second and Third District trains |
| Wyeth for Porterville District | Richmond for Westward Third District trains |
| Landco for First District | Richmond-Oakland District for Third District trains |

Railroad Crossings at Grade and Interlockers.

FIRST DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|----------|--|--|---|
| Hanford | S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track. | Interlocker. Lower quadrant signals. | For Round house lead — O Storehouse — O |
| Calwa | S. P. main track and entrance to yard. | Interlocker. Upper quadrant signals. Semi-Automatic. | From Round house store house or yard lead to Main track sound signal for track from which moving. |

VISALIA DISTRICT

| | | | |
|---------|-----------------------------------|--|--|
| Tulare | S. P. main line. | Interlocker, Lower quadrant. No distant signals. | |
| Visalia | S. P. Visalia branch. | Stop. Send flagman ahead. | |
| Peral | 1.9 West S. P. Porterville branch | Stop. Rules 98, A, B, and C. | |
| Lac Jac | S. P. Porterville branch | Stop. Rules 98, A, B and C. | |

PORTERVILLE DISTRICT

| | | | |
|-----------------|----------------------------|-----------------------------|--|
| Redbanks | Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Exeter | 0.3 West Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Mirador | 1.3 West Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Strathmore Jct. | 0.3 East 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

| | | | |
|----------|-------------------------------|-----------------------------|--|
| Laton | 1.9 West S. P. Goshen branch. | Stop. Rules 98, A, B and C. | |
| Cornwell | H. S. L. R. R. | Stop. Rules 98, A, B and C. | |

SECOND DISTRICT

| | | | |
|---------------------|--|--|--|
| Sunmaid Tower. | 1.4 East S. P. Porterville branch. Double track Crossover. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | Switch lead — O For Crossovers — O — |
| Fresno Tower | S. P. Pollasky branch. Double track Crossovers, yard lead and Industry tracks. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | For Crossovers — O — Pike lead — O Guggenlime No. 1 and Corral track OO — OO Guggenlime No. 2 OO — O Hill tracks OOO — Yard track O — |
| Kismet | S. P. Berenda branch. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | |
| Merced, Tower No. 2 | Y. V. R. R. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | |
| Merced, Tower No. 1 | 1.7 West S. P. Oakdale branch. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | |

OAKDALE DISTRICT

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

THIRD DISTRICT

| | | | |
|----------------------|---|--|---------------------------------|
| Stockton Tower No. 2 | 0.4 East W. P. and S. P. main tracks and transfer tracks. | Interlocker, Upper quadrant signals, semi-automatic. No distant signals. Approach locking. | S. P. transfer OOO — |
| Stockton, Hunter St. | W. P. branch and T. S. R. R. | Upper quad., Manual operated signals, no derails. | W. P. transfer — O |
| Stockton | 0.5 West Wye Crossing. | Upper quad., Semi-automatic, Manual operated signals, no derails. | W. P. main track connection O — |
| Woodabro | 1.0 East San Joaquin River Drawbridge | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | |
| Middle River | Drawbridge. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | |
| Orwood | 0.3 East Drawbridge. | Interlocker, Upper quadrant signals, semi-automatic. Approach locking. | |

OAKLAND DISTRICT

| | | | |
|-----------------------------|---------------------------------------|---|--|
| Berkeley, Golden Gate Tower | 1.9 West S. P. R. R. Berkeley branch. | Interlocker, No distant signals, Lower quadrant home signals. | |
| Albany, Masonic Ave. Tower | S. P. Electric. | Interlocker, Upper quadrant signals. | |

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block. Trains must not exceed forty miles per hour over any interlocked crossing not otherwise restricted.

Sidings, Spurs and Flag Stops not shown on face of Time Table

| LOCATION | Miles from Albuquerque | Car Capacity | Switch Connection | Flag Stops for Trains |
|-----------------------------|------------------------|--------------|----------------------|-------------------------|
| FIRST DISTRICT | | | | |
| Shattuck | 890.5 | 10 | West | Carload freight only |
| Ivy | 909.8 | 5 | East | Freight |
| Palmo | 910.4 | 4 | East | Carload freight only |
| Hoover | 910.4 | 23 | West | Carload freight only |
| Petro | 920.0 | 9 | West | Carload freight only |
| Spa | 938.5 | 16 | East & West | Freight |
| Alpaugh | 941.8 | Branch | East | Freight |
| SECOND DISTRICT | | | | |
| Miles from Albuquerque | | | | |
| Solo | 1017.1 | 39 | West | Freight |
| Cortez | 1074.6 | 3 | West | Carload freight only |
| Fells | 1083.7 | 8 | East | Carload freight only |
| VISALIA DISTRICT | | | | |
| Miles from Corcoran | | | | |
| Siete | 6.7 | 4 | West | Carload freight only |
| Imhoff | 16.0 | 10 | West | Carload freight only |
| Loma | 20.3 | 50 | West | Carload freight only |
| Higby | 22.0 | 10 | East | Carload freight only |
| Pasucco | 23.6 | 83 | East | Carload freight only |
| Enson | 43.9 | 3 | East | Freight |
| Grapegrowers | 46.3 | 6 | West | Carload freight only |
| Gilbert | 46.7 | 5 | East | Carload freight only |
| Mattei | 65.1 | 160 | West | Freight |
| Homsy | 65.6 | 4 | East | Carload freight only |
| Janjigian | 65.7 | 7 | East | Carload freight only |
| WAHTOKE DISTRICT | | | | |
| Miles from Reedley | | | | |
| Carmelita | 8.2 | 6 | East | Carload freight only |
| Woodrock | 12.5 | 61 | East | Freight |
| PORTERVILLE DISTRICT | | | | |
| Miles from Minkler | | | | |
| Spur | 26.2 | 5 | East | Carload freight only |
| Woodlake | 33.2 | 4 | Branch from Redbanks | Carload freight only |
| Matchin | 37.2 | 6 | East | Carload freight only |
| List | 40.6 | 11 | West | Carload freight only |
| Cleary | 44.3 | 16 | West | Carload freight only |
| Taylor | 45.2 | 10 | East | Carload freight only |
| Sierra Heights | 48.5 | 13 | East | Carload freight only |
| Gillette | 50.4 | 51 | East | Carload freight only |
| Strathmore | 52.0 | Branch | East | Carload freight only |
| Linden | 52.5 | 30 | West | Carload freight only |
| Adams | 52.9 | Branch | East | Carload freight only |
| Aloha | 54.5 | 23 | East | Carload freight only |
| Lumer | 60.9 | 70 | East | Carload freight only |
| Sunland | 61.4 | Branch | West | Carload freight only |
| Magnoha | 62.0 | 31 | East & West | Carload freight only |
| Lempom | 63.8 | 4 | East | Carload freight only |
| THIRD DISTRICT | | | | |
| Miles from Albuquerque | | | | |
| Harrold | 1099.5 | 5 | West | Freight |
| Permelia | 1114.8 | 7 | West | Carload freight only |
| Lacto | 1132.2 | 19 | East & West | 10, 41 & Freight |
| Werner | 1139.0 | 20 | Siding | 31, 41, 10, 42 & Fr'ght |
| Steel | 1155.0 | 37 | West | Carload freight only |
| Nichols | 1161.2 | 18 | East | Freight |
| OAKLAND DISTRICT | | | | |
| Miles from Richmond | | | | |
| Cerrito | 5.7 | 11 | East | Carload freight only |
| Peoco | 7.7 | 5 | East | Carload freight only |
| Bruce | 7.8 | 6 | West | Carload freight only |
| Alcatraz | 9.4 | 12 | East & West | Carload freight only |
| Opaco | 10.0 | 8 | West | Carload freight only |
| Redo | 10.1 | 12 | West | Carload freight only |

LENGTH OF WYE STEMS.

| | | | |
|-------------|----------|-------------|----------|
| Blume | 292 feet | Oakland | 350 feet |
| Laton | 260 feet | Lanare | 505 feet |
| Porterville | 425 feet | Oakdale | 300 feet |
| | | Bakersfield | 458 feet |

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES, SUNSET RAILWAY AND SANTA FE COAST LINES HOSPITAL ASSOCIATION—VALLEY DIVISION.

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles
DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles

DR. A. W. MORTON, 1055 Pine St.San Francisco
 DR. A. SCHLOSS.....San Francisco
 DR. A. HUNTINGTON, Consulting Surgeon.....San Francisco
 DR. A. J. REMMEL, Consulting Surgeon.....San Francisco
 DR. J. T. WATKINS, Consulting Surgeon.....San Francisco
 DR. A. A. NORTON, Asst. Surgeon.....San Francisco
 DR. H. D. BELL.....Oakland
 DR. E. E. BRINCKERHOFF (Oculist).....Oakland
 DR. CHAS. E. PETERS, Roentgenologist.....Oakland
 DR. C. L. ABBOTT.....Richmond-Oakland
 DR. R. G. BRODRICK, Consulting Surgeon.....Piedmont
 DR. U. S. ABBOTT.....Richmond
 DR. L. ST. JOHN HELY, Consulting Surgeon.....Richmond
 DR. W. S. GEORGE.....Antioch
 DR. W. T. McNEIL, Local SurgeonStockton
 DR. J. D. DAMERON, Consulting Surgeon.....Stockton
 DR. B. F. WALKER (Oculist).....Stockton
 DR. O. I. BEMIS.....Riverbank
 DR. H. D. SKINNER.....Hughson
 DR. RAY R. DEARBORN.....Madera
 DR. A. H. SWEENEY, Division Surgeon.....Fresno
 DR. C. F. DICKENSON.....Fresno
 DR. HOWARD H. HOPKINS, Assistant Surgeon.....Fresno

DR. G. H. AIKEN.....Fresno
 DR. J. R. WALKER, (Oculist).....Fresno
 DR. G. W. WALKER, (Consulting Oculist and Aurist).....Fresno
 DR. W. E. LILLEY.....Merced
 DR. A. S. PARKER.....Merced
 DR. E. C. FOSTER.....Hanford
 DR. J. THOMAS PEERY.....Corcoran
 DR. C. S. COMPTON, Consulting Surgeon.....Bakersfield
 DR. JOSEPH SMITH.....Bakersfield
 DR. F. A. HAMLIN, (Oculist).....Bakersfield
 DR. G. C. SABICHI, Consulting Surgeon.....Bakersfield
 DR. KEITH S. McKEE, Asst. Oculist and Aurist.....Bakersfield
 DR. J. H. KIRBY, Assistant Surgeon.....Bakersfield
 DR. L. HEULER.....Fellows
 DR. H. M. HAWKINS.....Taft
 DR. E. S. FOGG.....Wasco
 DR. R. C. HILL.....Exeter
 DR. J. B. ROSSON.....Tulare
 DR. T. O. McSWAIN.....Visalla
 DR. WM. G. CARSON.....Cutler
 DR. G. A. HAWKINS.....Reedley
 DR. J. AUDLEY YOUNG.....Oakdale
 DR. HORACE G. CAMPBELL.....Lindsay
 DR. S. A. BARBER.....Porterville

LOCAL WATCH INSPECTORS

E. W. MARTIN.....Oakland
OTTO A. POULSEN.....Richmond
AMERICAN JEWELRY CO.....Bakersfield
A. T. CONNARD.....Taft

C. D. BROCKETT, Traveling Watch Inspector...Fresno

At Calwa, 1st, 2nd, 15th and 16th, 7:15 a.m. to 4:00 p.m.
 At Calwa, 3rd and 17th, 7:15 a.m. to 12:01 p.m.
 At Cutler, 7th and 21st, 2:10 p.m. to 3 p.m.
 At Antioch, 4th and 18th, 11:45 a.m. to 7:00 p.m.
 At Stockton, 5th and 19th, 8:00 a.m. to 11:40 a.m.

At Riverbank, 5th and 19th, 1:30 p.m. to 7:00 p.m.
 At Riverbank, 6th and 20th, 8:30 a.m. to 7:00 p.m.
 When 4th and 18th fall on Sunday, Traveling Inspector will be at Antioch on 5th and 19th, and balance of schedule will be one day later than outlined above.

SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.”

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

