

save

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Sunday, March 20, 1927, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only, and not intended for the use of the public.



J. H. DYER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

A. F. BOWLES,
Superintendent.

F. L. BURCKHALTER,
First Assistant General Manager.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Main train schedule table with columns for Capacity of Sidings, Second Class (300, 252), and First Class (26, 60, 96, 56, 10, 52, 92, 58) with departure and arrival times.

Time Table No. 145
March 20, 1927

STATIONS table listing stations from FRESNO to BAKERSFIELD with distances and block signals.

Block Signals

(Runs via Porterville)

Summary table with columns for class numbers and average speeds.

Westward trains are superior to trains of the same class in the opposite direction. Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS and ADDITIONAL STOPS TO DISCHARGE PASSENGERS tables.

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FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 145

March 20, 1927

ble No. 145

h 20, 1927

ATIONS

FRESNO	2.8
ALWA	0.8
A. T. TOWER	1.3
S. F. Crossing	1.3
LAGA	4.7
WLER	1.3
TAR	4.3
ELMA	4.9
GSBURG	1.5
MMNER	4.2
LAVER	2.4
ROSS	5.4
SHEN JCT.	6.5
AGUS	4.1
S. F. CROSSING	0.3
LARE	1.5
BURLING	4.3
OCTOL	4.6
PTON	1.9
LFAC	1.4
QUAIL	3.1
IXLEY	5.6
LIMART	3.4
STONE	0.7
DNOR	4.2
LANO	6.3
ARLAND	5.6
AMOSO	3.3
SLATER	3.7
DOW	0.9
ERDO	2.5
OSPERO	2.8
SACO	2.8
L JCT.	2.5
NOME	1.8
BAKERSFIELD	

Double Track

Block Signals

STATIONS	Distance from Bakersfield	FIRST CLASS								THIRD CLASS	
		25 Owl	59 Puget Sound Express	55 Tehachapi	95 Bakersfield Fresno Passenger	5 Santa Fe Passenger	51 San Joaquin Flyer	57 Los Angeles San Francisco Express	91 Bakersfield Lemoore Passenger	301 Local Freight	251 Sunset Manifest Freight
TO-R		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
FRESNO	107.4	s 3.00AM	s 3.30AM		s 10.45AM		s 4.20PM	s 11.10PM		3.55PM	5.30PM
CALWA	104.6										
CALWA TOWER A. T. & S. F. Crossing	103.8	2.47	3.18		10.32		4.07	10.58		3.35	5.00
MALAGA	102.5	2.44	3.15		f 10.29		4.04	10.55		3.30	4.57
FOWLER	97.8	2.37	3.07		s 10.20		3.56	f 10.45		3.15	4.40
STAR	96.5										
SELMA	92.2	2.29	f 2.59		s 10.09		3.48	s 10.33		2.54 2.00	4.15
KINGSBURG	87.3	2.22	2.50		s 9.58		3.40	s 10.21		1.45	3.40
SUMNER	85.8										
TRAVER	81.6	2.15	2.43		9.48		3.32	10.11		12.35	3.16
GROSS	79.2	2.12	2.40		9.45		3.29	10.08		12.30	3.11
GOSHEN JCT.	73.8	2.05	f 2.33		s 9.35		3.20	10.00PM	s 9.30PM	12.15PM	2.45
TAGUS	67.3	1.55	2.22		9.13		3.11		f 9.20	11.20AM	1.50
A. T. & S. F. CROSSING	63.2										
TULARE	62.9	f 1.47	f 2.14		s 9.05		s 3.05		s 9.10	11.00	1.30
BURLING	61.4										
OCTOL	57.1	1.39	2.04		8.46		2.56		f 8.45	9.45	12.55
TIPTON	52.5	1.33	1.58		s 8.40		2.50		s 8.35	9.28	12.35
ALFAC	50.6										
QUAIL	49.2								f		
PIXLEY	46.1	1.22	1.50		s 8.29		2.42		f 8.14	8.55	12.05PM
EARLIMART	40.5	1.15	1.43		f 8.19		2.35		f 8.04	8.40	11.50AM
STONE	37.1										
RADNOR	36.4	1.09	1.36		8.12		2.30		f 7.56	8.20	11.35
DELANO	32.2	1.03	1.27		s 8.05		2.24		s 7.48	8.05	11.20
McFARLAND	25.9	12.55	1.19		f 7.55		2.16		s 7.38	6.45	11.00
FAMOSO	20.3	12.48	1.08	s 7.30AM	f 7.47	s 12.06PM	2.09	s 7.15PM	s 7.28	5.25	10.31
SLATER	17.0	12.44	1.04	7.25	7.43	12.01PM	2.05	7.10	f 7.23	4.00	10.20
DOW	13.3										
LERDO	12.4	12.38	12.58	f 7.18	7.37	11.55AM	1.59	7.04	f 7.16	3.45	10.05
PROSPERO	9.9	12.35	12.55	7.14	7.34	11.52	1.56	7.01	7.13	3.38	9.56
SACO	7.1	12.31	12.51	7.10	7.30	11.48	1.52	6.57	f 7.09	3.30	9.45
OIL JCT.	4.8	12.27	12.47	f 7.06	7.26	11.43AM	1.48	6.53	f 7.05	3.20	9.35
NOME	1.8	12.23	12.43	7.02	7.22		1.44	6.49	7.01	3.12	9.15
BAKERSFIELD	0.0	12.17AM	12.37AM	6.55AM	7.15AM		1.38PM	6.43PM	6.55PM	3.00AM	8.55AM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

Time over District	(2.43)	(2.53)	(0.35)	(3.30)	(0.23)	(2.42)	(1.42)	(2.35)	(12.55)	(8.35)
Average speed per hour	39.53	37.24	34.80	30.68	41.73	39.75	31.70	28.56	8.31	12.51

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for eastward trains at Calwa Tower apply at end of double track, 360 feet west of the tower.
 Schedule time and train orders for No. 91 and No. 92 at Goshen Jct. apply at junction switch located about one thousand feet east of station.
 Schedule time and train orders for eastward trains at Famoso apply at junction switch of Porterville line.
 Schedule time and train orders for A. T. & S. F. trains at Oil Jct. apply at Santa Fe junction switch opposite section house.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
95	Any Station	Los Angeles

PASSENGERS
 Passengers from (or beyond)
 Any Station

BAKERSFIELD AND SAUGUS SUBDIVISION

EASTWARD

Table with columns for Second Class (258, 264, 320, 306, 262, 252, 322) and First Class (56, 22, 52, 58, 152, 2, 26, 60). Rows list train numbers and departure/arrival times.

Time Table No. 145

March 20, 1927

STATIONS list including TO-R BAKERSFIELD, TO-R KERN JOT, MAGUNDEN, EDISON, SIVERT, BENA, ILMON, TO-R CALIENTE, ALLARD, TO BEALVILLE, CLIFF, ROWEN, TO WOODFORD, WALONG, MAROEL, OABLE, TO-R TEHACHAPI, SUMMIT SWITCH, MONOLITH, ERIO, CAMERON, WARREN, TO-R MOJAVE, FLETA, GLOSTER, ANSEL, ROSAMOND, OBAN, TO-R LANCASTER, DENIS, TO-R PALMDALE, HAROLD, TO VINOENT, PARIS, ACTON, TO RAVENNA, RUSS, TO LANG, HUMPHREYS, HONBY, TO-R SAUGUS.

Distance from San Francisco, Block Signal, Double Track

ADDITIONAL STOPS TO DISCHARGE PASSENGERS table with columns for Train, At, Passengers from (or beyond), and time/average speed.

Westward trains are superior to trains of the same class in the opposite direction. Schedule time and train orders at Tehachapi apply at end of double track.

Partial view of another time table on the right edge of the page, showing station names and times.

BAKERSFIELD AND SAUGUS SUBDIVISION

ble No. 145

20, 1927

CTIONS

ERSFIELD	0.7
RN JOT.	3.4
UNDEN	3.1
DISON	4.9
ERT	2.9
ENA	3.4
MON	3.9
IENTE	3.0
LARD	2.3
LVILLE	1.8
LIFF	3.2
WEN	3.3
DFORD	3.0
LONG	2.3
ROEL	2.6
ABLE	3.9
ACHAPI	1.8
SWITCH	2.6
OLITH	3.0
RIO	1.9
ERON	4.4
RREN	6.4
JAVE	4.1
LETA	2.5
OSTER	3.1
ANSEL	3.9
AMOND	5.6
BAN	5.6
NOASTER	4.3
ENIS	4.0
ALMDALE	2.5
ROLD	4.2
NOENT	4.5
PARIS	1.1
OTON	2.9
VENNA	5.6
RUSS	4.2
LANG	4.3
PHREYS	3.8
ONBY	3.7
UGUS	137.7

Time Table No. 145
March 20, 1927

STATIONS

TO-R BAKERSFIELD	137.7
TO-R KERN JOT.	137.0
MAGUNDEN	133.6
EDISON	130.5
TO SIVERT	125.6
BENA	122.7
ILMON	119.3
TO-R CALIENTE	115.4
ALLARD	112.4
TO BEALVILLE	110.1
OLIFF	108.3
ROWEN	105.1
TO WOODFORD	101.8
WALONG	98.8
MAROEL	96.5
CABLE	93.9
TO-R TEHACHAPI	90.0
SUMMIT SWITOH	88.2
MONOLITH	85.6
ERIO	82.6
CAMERON	80.7
WARREN	76.3
TO-R MOJAVE	69.9
FLETA	65.8
GLOSTER	63.3
ANSEL	60.2
ROSAMOND	56.3
OBAN	50.7
TO-R LANCASTER	45.1
DENIS	40.8
TO-R PALMDALE	36.8
HAROLD	34.3
TO VINCENT	30.1
PARIS	25.6
ACTON	24.5
TO RAVENNA	21.6
RUSS	16.0
TO LANG	11.8
HUMPHREYS	7.5
HONBY	3.7
TO-R SAUGUS	0.0

Distance from Saugus

Double Track

Double Track

STATIONS	Distance from Saugus	FIRST CLASS							THIRD CLASS							
		55	9	51	57	21	25	59	263	321	261	323	307	151	251	255
		Tehachapi	Santa Fe Mail and Express	San Joaquin Flyer	Los Angeles San Francisco Express	Santa Fe Passenger	Owl	Puget Sound Express	Freight	Local Freight	Freight	Local Freight	Olig Bakersfield Mixed	Sunset Ry. Mixed	Sunset Manifest Freight	Freight
TO-R BAKERSFIELD	137.7	s 6.30AM		s 1.28PM	s 6.28PM		s 12.05AM	s 12.26AM								
TO-R KERN JOT.	137.0	6.26	9.05AM	1.25	6.25	6.59PM	12.02AM	12.23		11.25AM	1.00PM	2.21PM				
MAGUNDEN	133.6	6.20	8.59	1.19	6.19	6.51	11.56PM	12.17		11.17	12.45	2.13			1.13	4.31
EDISON	130.5	f 6.14	8.53	1.15	f 6.14	6.46	11.52	12.13		11.10	12.30	2.06			1.06	4.24
TO SIVERT	125.6	6.03	8.45	1.09	6.07	6.36	11.45	12.06		11.00	12.08PM	1.56			12.53	4.14
BENA	122.7	5.58	8.40	1.05	6.03	6.31	11.40	12.01AM		10.54	11.58AM	1.50			12.43	4.08
ILMON	119.3	5.51	8.33	12.59	5.56	6.23	11.33	11.54 PM		10.44	11.43	1.40			12.28	3.58
TO-R CALIENTE	115.4	s 5.42	s 8.23	12.51	s 5.47	s 6.14	11.25	11.46		10.31	11.30	1.27			12.05AM	3.46
ALLARD	112.4	5.31	8.15	12.45	5.36	6.06	11.18	11.39		10.21	11.05	1.17			11.45PM	3.36
TO BEALVILLE	110.1	5.26	8.10	12.40	5.31	6.00	11.13	11.34		10.13	10.46	1.08			11.34	3.29
OLIFF	108.3	5.22	8.06	12.36	5.27	5.56	11.09	11.30		9.57	10.30	12.56			11.18	3.12
ROWEN	105.1	5.15	7.59	12.29	5.20	5.49	11.02	11.23		9.46	10.15	12.46			11.07	3.02
TO WOODFORD	101.8	f 5.08	7.52	12.22	f 5.13	5.42	10.55	11.16		9.08	9.58	12.22			10.55	2.37
WALONG	98.8	4.59	7.45	12.16	5.06	5.35	10.49	11.10		8.58	9.33	12.06PM			10.35	2.23
MAROEL	96.5	4.53	7.40	12.11	5.01	5.30	10.44	11.05		8.50	9.25	11.59AM			10.27	2.16
CABLE	93.9	4.47	7.34	12.05PM	4.55	5.24	10.38	10.59		8.25	9.05	11.41			10.08	1.58
TO-R TEHACHAPI	90.0	s 4.37	s 7.26	11.57AM	s 4.47	s 5.16	10.30	10.51		8.09	8.30 7.35	11.29			9.55	1.41
SUMMIT SWITOH	88.2	4.29	7.22	11.54	4.42	5.11	10.27	10.48		8.05	7.30	11.25			9.48	1.37
MONOLITH	85.6	f 4.24	7.18	11.50	s 4.37	5.06	10.23	10.43		7.59	7.18	11.19			9.42	1.32
ERIO	82.6															
CAMERON	80.7	f 4.13	7.11	11.43	4.29	4.57	10.16	10.33		7.40	6.38	11.00			9.23	1.15
WARREN	76.3	3.57	6.59	11.31	4.17	4.44	10.04	10.20		7.25	6.15	10.45			9.00	1.00
TO-R MOJAVE	69.9	s 3.35 3.20	6.40AM	s 11.13	s 3.58	4.25PM	s 9.45	s 10.00		7.00	5.45AM	10.20	4.45PM		8.30 7.20	12.35AM
FLETA	65.8	3.11		11.01	3.44		9.21	9.43		6.19		9.38	4.25		7.05	11.59PM
GLOSTER	63.3	3.07		10.57	f 3.40		9.17	9.39		6.14		9.33	4.10		6.55	11.54
ANSEL	60.2	3.01		10.53	3.35		9.12	9.33		6.01		9.20	4.00		6.40	11.41
ROSAMOND	56.3	f 2.54		10.48	f 3.29		9.06	9.28		5.33		9.10	3.50		6.27	11.28
OBAN	50.7	2.45		10.41	3.21		8.59	9.21		5.09		8.59	3.21		6.16	11.18
TO-R LANCASTER	45.1	s 2.36		10.34	s 3.14		8.52	f 9.14		4.54		8.44	2.53		5.51	11.03
DENIS	40.8	2.25		10.28	3.03		8.46	9.08		4.45		8.35	2.38		5.42	10.54
TO-R PALMDALE	36.8	s 2.19		10.23	s 2.58		8.41	9.03		4.37		8.27	2.30		5.34	10.46
HAROLD	34.3	2.11		10.19	2.52		8.36	8.59		4.28		8.18	2.15		5.25	10.37
TO VINCENT	30.1	2.02		10.10	2.43		8.27	8.50		4.03		8.04	1.45		5.10	10.23
PARIS	25.6	1.46		9.56	2.29		8.11	8.30		3.33		7.34	12.58		4.28	9.56
ACTON	24.5	f 1.43		9.53	f 2.26		8.08	8.27		3.28		7.29	12.45		4.10	9.52
TO RAVENNA	21.6	f 1.35		9.46	f 2.19		8.01	8.19		3.18		7.19	12.35		3.53	9.43
RUSS	16.0	1.22		9.34	2.07		7.49	8.06		2.55		6.53 6.18	12.05PM		3.18	9.23
TO LANG	11.8	f 1.10		9.23	f 1.57		7.38	7.55		2.38		6.05	11.45AM		3.05	8.58
HUMPHREYS	7.5	f 12.56		9.11	1.45		7.26	7.41		2.13		5.49	11.15		2.30	8.42
HONBY	3.7	12.48		9.03	1.37		7.18	7.33		1.59		5.08	11.00		2.05	8.31
TO-R SAUGUS	0.0	12.40AM		8.55 AM	1.29 PM		7.10 PM	7.25 PM		1.45AM		4.53AM	10.45AM		1.29 PM	8.20 PM

Time over District	(5 50)	(2 25)	(4 33)	(4 59)	(2 34)	(4 55)	(5 01)	(9 40)	(7 15)	(9 28)	(6 00)	(0 05)	(0 10)	(11 52)	(8 19)
Average speed per hour	23 60	27 76	30 26	27 63	26 14	28 00	27 44	14 17	9 25	14 47	11 65	8 40	4 20	11 54	16 47

ADDITIONAL STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
25	Saugus	Fresno
59	Saugus	Fresno

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Tehachapi apply at end of double track.

EASTWARD

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 145 March 20, 1927	Distance from Famoso	FIRST CLASS				SECOND CLASS		THIRD CLASS	
Capacity of sidings in car lengths		304 Porterville Famoso Local Freight Leave Daily Ex. Sunday	312 Exeter Porterville Local Freight Leave Daily Ex. Sunday	328 Fresno Exeter Local Freight Leave Daily Ex. Sunday	96 Fresno Bakersfield Passenger Leave Daily	10 Santa Fe Passenger Leave Daily	58 San Francisco Los Angeles Express Leave Daily				90 Fresno Visalia Passenger Leave Daily	55 Tehachapi Arrive Daily	5 Santa Fe Passenger Arrive Daily	97 Visalia Fresno Passenger Arrive Daily	57 Los Angeles San Francisco Express Arrive Daily	313 Porterville Exeter Local Freight Arrive Daily Ex. Sunday		327 Fresno Exeter Local Freight Arrive Daily Ex. Sunday
BKWFYYP YARD				12.05AM	7.10PM			7.05AM	205.5	TO-R FRESNO 1.5	104.3	s 11.25AM					10.10AM	
I									207.0	A. T. & S. F. Crossing 1.5	102.8							
4				12.25	7.21			f 7.16	208.5	BLOSSOMA 2.1	101.3	f 11.11					9.50	
Spur								f	210.6	ESHEL 1.2	99.2							
19 P				12.35	7.26			f 7.21	211.8	BUTLER 1.2	98.0	f 11.06					9.40	
Y								f	213.0	LOCANS 1.5	96.8	f						
22				12.45	7.31			f 7.25	214.5	IVESTA 1.4	95.3	f 11.01					9.25	
82 P				12.50	f 7.34			f 7.28	216.9	CLOTHO 3.9	93.9	f 10.57					9.15	
81 WP				1.15	s 7.43			s 7.36	219.8	TO SANGER 3.0	90.0	s 10.50					8.50	
14				1.25	f 7.48			f 7.41	222.8	TARN 2.5	87.0	f 10.42					8.30	
P				1.30	f 7.52			f 7.45	225.8	FARGO 2.6	84.5	f 10.37					8.20	
6				1.40	f 7.56			f 7.49	227.9	LACJAC 0.1	81.9	f 10.33					8.10	
									228.0	A. T. & S. F. Crossing (Stop) 1.9	81.8							
49 P				1.55	s 8.04			s 7.57	229.9	TO REEDLEY 5.1	79.9	s 10.25					7.57	
68 WP				2.15	s 8.14			s 8.07	235.0	TO DINUBA 2.3	74.8	s 10.15					6.30	
P					f			f	237.2	SMYRNA 2.4	72.6	f						
70 P				2.30	f 8.21			f 8.14	239.6	MONSON 4.0	70.2	f 10.04					6.00	
									243.6	A. T. & S. F. Crossing (Stop) 2.8	66.2							
22 P				2.55	8.34			f 8.27	246.4	TAURUSA 3.0	63.4	f 9.51					5.45	
19					f 8.40			f 8.32	249.4	IVANHOE 2.8	60.4	f 9.46						
14 P				3.20	f 8.45			f 8.37	252.2	ROCHE 0.9	57.6	f 9.41					5.20	
22				3.25	8.47			f 8.39	253.1	CAPLIN 4.3	56.7	f 9.39					5.15	
79 BKWYP				5.00AM	4.00AM	s 9.00		8.58AM	257.4	TO-R EXETER 3.1	52.4	s 9.30	2.35PM	s 9.00PM	4.40AM		5.00AM	
11				5.10	f 9.05			9.03	260.6	BURR 3.8	49.3	9.19			8.52	4.30		
130 P				5.30	s 9.15			s 9.13	264.3	Auto. Block Signals TO LINDSAY 4.3	45.5	s 9.13			s 8.46	4.20		
40 P				5.45	s 9.23			s 9.21	268.6	TO STEATHMORE 2.3	41.2	s 8.59			f 8.37	3.55		
11				5.50	f 9.27			9.26	270.9	ZANTE 1.3	38.9	8.52			8.31	3.40		
Spur									272.2	LISKO 1.5	37.6							
Spur									273.7	KURTH 0.7	36.1							
17 P				6.00	s 9.38			s 9.35	274.4	PORTERVILLE 0.4	35.4	s 8.43			s 8.25	3.30		
46 BKWYP		7.00AM		6.10AM	9.42			9.39	274.8	TO-R PORTERVILLE-OLIVE ST. 1.7	35.0	8.37			8.20	3.20AM		
17		7.05			9.45			9.42	276.6	PONOA 1.5	33.3	8.32			8.15		12.10PM	
29		7.10			f 9.48			9.45	278.0	LOIS 4.6	31.8	f 8.29			8.12		12.05PM	
21 P		7.25			f 9.56			s 9.53	282.6	TO TERRA BELLA 4.5	27.2	s 8.21			f 8.04		11.55AM	
71 BKP		7.45			f 10.05	7.08PM		s 10.02	287.1	TO-R DUCOR 2.9	22.7	f 8.12	s 12.49PM		f 7.56		11.45	
21 P		8.05			f 10.10	7.13		10.08	290.0	ORRIS 1.5	19.8	f 8.05	12.43		7.50		11.30	
Spur					f	f			291.6	VESTAL 3.4	18.3	f	f				11.15	
72 YP		8.25			f 10.18	f 7.21		10.16	294.9	RIOGROVE 4.1	14.9	f 7.57	f 12.34		f 7.42		10.45	
24 P		8.40			f 10.25	f 7.35		10.23	299.0	JASMIN 10.8	10.8	f 7.50	f 12.27		f 7.35		10.23	
84 BKWTP		9.10AM			s 10.43PM	s 7.53PM		s 10.40AM	309.8	TO-R FAMOSO (104.3)	0.0	7.33AM	12.10PM		7.18PM		9.45AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

(2.10)	(1.10)	(3.55)	(3.33)	(0.45)	(1.42)	(1.45)	..... Time over District.....	(3.52)	(0.39)	(1.50)	(1.42)	(1.20)	(5.10)	(2.25)
16.15	14.91	13.25	29.38	30.26	30.82	29.65	..... Average speed per hour.....	26.97	34.92	28.30	30.82	13.05	10.04	13.79

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STATIONS:	Goldleaf..... 209.9	Uva..... 227.1	Musk..... 255.1
	Rusconi (Spur)..... 221.8	Efo..... 227.6	Vance..... 282.8
	Stout..... 265.8	Dorsey..... 250.8	Worthing..... 265.5
	Reka..... 221.0	Lort..... 254.0	Quality (Spur)..... 235.9

Capacity of sidings in car lengths
Spur
80 BKYP
42 FP
18 P
44 P
52 P
9 P
70 YP
Spur
61 BKP
Spur
East 44 } WYP
West 39 }
I
60 P
59
99 BKWFYP
Spur
17
45 P
P
Spur
8 P
P
79 BKWYP
Capacity of sidings in car lengths

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD				Distance from San Francisco	Time Table No. 145		Distance from Hardwick	WESTWARD			
SECOND CLASS					315			SECOND CLASS			
Capacity of sidings in car lengths	Yard	Tranquility Armona Mixed	316 Leave Daily Ex. Sunday		March 20, 1927	STATIONS		Arrive Daily Ex. Sunday	315 Hanford Tranquility Mixed	Leave Daily Ex. Sunday	315 Hanford Tranquility Mixed	Arrive Daily Ex. Sunday
				44							
41			s 12.23	187.2	TO TRANQUILITY	s 11.55 AM					
10			f 12.36	191.7	TO SAN JOAQUIN	s 11.43					
Spur				194.9	CALDWELL	f 11.33					
29	Spur		f 12.53	198.7	NARES						
13			s 1.22	199.0	TO HELM	f 11.23					
3			f 1.35	206.2	BURREL	s 11.03					
10			s 2.00	209.4	BENDER	f 10.53					
Spur			f 2.11	214.6	TO RIVERDALE	s 10.40					
Spur			f 2.19	217.2	ROBINSON	f 10.28					
Spur				219.2	HUB	f 10.22					
Spur			f 2.30	221.0	LATON & WESTERN RY. CROSSING (Stop)						
Spur				221.8	LYNN	f 10.13					
52			s 2.40 PM	223.6	HASSET						
			Arrive Daily Ex. Sunday	224.2	TO-R HARDWICK	10.05 AM					
					(42,3)	Leave Daily Ex. Sunday					

(2.35) Time over District..... (1.50)
 14.32 Average speed per hour..... 20.18

EASTWARD				Distance from San Francisco	Time Table No. 145		Distance from Friant	WESTWARD			
SECOND CLASS					308			FIRST CLASS			
Capacity of sidings in car lengths	Yard	Local Freight	308 Leave Daily Ex. Sunday		March 20, 1927	STATIONS		Arrive Daily Ex. Sunday	308 Local Freight	Leave Daily	309 Local Freight	Arrive Daily Ex. Sunday
				206.5							
				209.4	A. T. & S. F. CROSSING						
				211.6	BARTON	f 3.38					12.06 PM
				211.8	GRANZ						
				212.1	MALTERMORO	f 3.33					11.55 AM
				212.9	NAVIN						
14			6.35	212.9	LAS PALMAS	f 3.30					11.45
				213.2	FRESNO INTERURBAN RY. CROSSING						
Spur			6.41	213.6	EGGERS	f 3.28					11.40
8				213.9	VANRIS						
32			6.47	214.9	TARPEY	f 3.25					11.30
21			6.53	216.1	MELVIN	f 3.22					11.20
41 W			7.10	217.4	TO OLOVIS	s 3.19					11.12
11			7.18	218.5	GLORIETTA	f 3.16					10.45
72 K			7.28	220.9	TO-R PINEDALE JCT.	f 3.11					10.33
42			7.36	222.9	GORDON	f 3.07					10.25
35			7.45	223.6	EL PRADO	s 3.05					10.20
				224.8	BURKHEAD						
				225.7	ROCKFIELD						
				226.0	GAND						
68 BKT			8.15 AM	229.9	TO-R FRIANT	2.45 PM					9.45 AM
			Arrive Daily Ex. Sunday		(24,4)	Leave Daily Ex. Sunday					

(2.15) Time over District..... (1.05)
 10.84 Average speed per hour..... 22.36 (2.45) 8.87

EASTWARD				Distance from San Francisco	Time Table No. 145		Distance from Armona	WESTWARD			
SECOND CLASS					315			THIRD CLASS			
Capacity of sidings in car lengths	Yard	Tranquility Armona Mixed	316 Leave Daily Ex. Sunday		March 20, 1927	STATIONS		Arrive Daily Ex. Sunday	315 Hanford Tranquility Mixed	Arrive Daily Ex. Sunday	317 Armona Kerman Mixed	Arrive Daily Ex. Sunday
				48 BWYP							
63			f 7.00	199.7	MCMULLIN					f 4.45	
43			f 7.15	205.1	TO RAISIN CITY					f 4.30	
53			f 7.30	210.7	TO CARUTHERS					f 4.15	
43			f 7.45	216.8	CAN DO					f 4.00	
				220.3	LATON & WESTERN RY. CROSSING (Stop)						
46			f 7.55	220.6	LILLIS					f 3.50	
61			2.41 PM	223.0	TO-R HARDWICK	s 10.00 AM				f 3.45	
			f 2.48	225.8	KIMBLE	f 9.55				f 3.40	
44 WYP			s 3.00 PM	229.1	TO-R ARMONA	9.45 AM				3.30 PM	
			Arrive Daily Ex. Sunday		(36,1)	Leave Daily Ex. Sunday				Leave Daily Ex. Sunday	

(0.19) Time over District..... (0.15)
 19.26 Average speed per hour..... 24.40 (1.30) 24.06

EASTWARD				Distance from San Francisco	Time Table No. 145		Distance from Stratford	WESTWARD			
SECOND CLASS					318			SECOND CLASS			
Capacity of sidings in car lengths	Yard	Mixed	318 Leave Mon. Wed and Fri		March 20, 1927	STATIONS		Arrive Mon. Wed and Fri	319 Mixed	Arrive Mon. Wed and Fri	319 Mixed	Leave Mon. Wed and Fri
				45 Y							
56			f 12.05 AM	241.6	MARSALA	2.5				f 11.26	
43			f 12.15	239.9	CUNEO	4.2				f 11.20	
70 YP			s 12.25 AM	236.5	R ROSSI	7.6				11.10 PM	
			Arrive Tues., Thurs., Sat.		(7,6)	Leave Mon. Wed and Fri					

(0.35) Time over District..... (0.30)
 13.02 Average speed per hour..... 15.20

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 314 is superior to No. 315.

Capacity of sidings in car lengths.
KI
Spur
43 P
Spur
54 YP
46 WP
Spur
91 P
64 WP
30 YP
Capacity of sidings in car lengths.
46 BKWYP
Spur
Spur
30
23 Y

WARD	
SS	THIRD CLASS
	309
	Local Freight
	Arrive Daily Ex. Sunday
	12.30PM
	12.05PM
	11.55AM
	11.45
	11.40
	11.30
	11.20
	11.12
	10.45
	10.33
	10.25
	10.20
	9.45AM
	Leave Daily Ex. Sunday
	(2.45)
	8.87
WARD	
1 CLASS	

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD				Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 145				Distance from Olig	WESTWARD		
SECOND CLASS			FIRST CLASS			THIRD CLASS							
306 Bakersfield Olig Mixed	260 Sunset Ry Freight	152 Sunset Ry Passenger	259 Sunset Ry. Freight			307 Olig Bakersfield Mixed	151 Sunset Ry. Mixed	88 Mojave Owenyo Passenger					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Leave Daily						
8.05AM	4.50AM	9.35AM	9.35AM	12.30PM	3.30PM	4.20PM	4.15AM						
STATIONS													
KI				313.6	TO-R KERN JOT.	49.1							
				315.3	BAKERSFIELD CORRALS	47.4							
Spur				316.7	STRADER	46.0							
43 P	f 8.20	5.10	f 9.47	318.8	WIBLE ORCHARD	43.9	12.15	f 3.15	f 4.05				
Spur				320.5	VENOLA	42.2							
54 YP	s 8.35	5.25AM	s 9.55AM	322.6	TO-R GOSFORD	40.1	12.05PM	s 3.00	3.55PM				
46 WP	f 8.50			328.4	STEVENS	34.3		f 2.35					
Spur				330.7	STRAND	32.0		f					
	f 9.10			336.1	RIO BRAVO	27.6		f 2.15					
	f 9.30			342.8	BOWERBANK	19.9		f 1.55					
	f			345.4	KILOWATT	17.3		f					
91 P	s 9.45			346.3	TO BUTTONWILLOW	16.4		s 1.45					
64 WP	f 9.55			350.5	LOKERN	12.2		f 1.15					
	10.25			359.4	ASPHALTO	3.8		12.35					
30 YP	s 10.50			360.6	TO-R MCKITTRICK	2.1		s 12.30PM					
	s 11.05AM			362.7	R OLIG	0.0		11.20AM					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(49.1)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
	(3.00)	(0.35)	(0.20)		Time over District		(0.25)	(4.10)	(0.25)				
	16.37	15.43	27.00		Average speed per hour		21.60	11.78	21.60				

EASTWARD				Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 145				Distance from Springville	WESTWARD		
SECOND CLASS			FIRST CLASS			THIRD CLASS							
324 Mixed	325 Mixed	324 Mixed	325 Mixed			325 Mixed	325 Mixed	325 Mixed					
Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.						
6.00AM	6.00AM	6.00AM	6.00AM	10.05AM	10.05AM	10.05AM	10.05AM						
STATIONS													
46 BKWYP				274.8	TO-R PORTERVILLE-OLIVE ST.	15.9							
				275.6	A. T. & S. F. CROSSING (Stop)	15.1							
Spur				278.1	ADOBE	12.6	f 9.50						
				278.6	PERNU JOT.	12.1							
				280.0	WORTH	10.7	f 9.40						
Spur				281.6	MAGNESITE JOT.	9.1	f 9.30						
30				282.4	SUCCESS	8.3	f 8.25						
				288.1	OLAVIOLE	2.6	f 8.00						
23 Y				290.7	TO-R SPRINGVILLE	0.0	7.45AM						
					(15.9)		Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.				
					Time over District		(2.20)	(2.20)	(2.20)				
					Average speed per hour		6.81	6.81	6.81				

BAKERSFIELD AND SAUGUS SUBDIVISION.

EASTWARD				Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 145				Distance from Owenyo	WESTWARD		
FIRST CLASS			FIRST CLASS			THIRD CLASS							
88 Mojave Owenyo Passenger	88 Mojave Owenyo Passenger	88 Mojave Owenyo Passenger	88 Mojave Owenyo Passenger			88 Mojave Owenyo Passenger	88 Mojave Owenyo Passenger	88 Mojave Owenyo Passenger					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Leave Daily						
4.15AM	4.15AM	4.15AM	4.15AM	12.30PM	3.30PM	4.20PM	4.15AM						
STATIONS													
BKWFTYP Yard				380.7	TO-R MOJAVE	143.5	s 9.35PM						
51	f 4.20			380.8	CHAFFEE	142.2	f 9.30						
53	f 4.27			384.0	OAMBIO	139.0	f 9.21						
52	f 4.36			388.3	TRESCAPE	134.7	f 9.11						
53	f 4.46			392.9	NEURALIA	130.1	f 9.01						
52	f 4.55			397.3	OINOO	125.7	f 8.51						
East 53 West 53	s 5.06			402.5	OANTIL	120.5	s 8.40						
Spur	f			405.3	GYP SITE	117.7	f						
43	f 5.16			407.5	CENEDA	115.5	f 8.30						
6	f 5.18			408.5	SALTDAL	114.5	f 8.28						
	f			410.6	TOBY	112.4	f						
East 52 West 52	f 5.26			412.2	GARLOOK	110.8	f 8.20						
53	f 5.35			416.4	GOLER	106.6	f 8.11						
53	f 5.44			420.5	RAND	102.5	f 8.02						
53	f 5.54			424.6	TEAGLE	98.4	f 7.53						
53 Y	s 6.11			428.4	TO SEARLES	94.6	s 7.45						
53	f 6.20			432.8	RADEMACHER	90.2	f 7.35						
57	f 6.31			438.3	CODE	84.7	f 7.24						
53	f 6.39			442.4	TERESE	80.6	f 7.16						
53	s 6.48			447.2	TO INYOKERN	75.8	s 7.07						
53 W	s 6.57			451.7	LELITER	71.3	s 6.58						
53	s 7.06			456.3	BROWN	66.7	s 6.49						
53	f 7.15			460.7	LINNIE	62.3	f 6.40						
53	f 7.22			464.3	NARKA	58.7	f 6.33						
52	s 7.30			468.3	LITTLE LAKE	54.7	s 6.26						
52 Y	f 7.37			471.5	COSO	51.5	f 6.19						
53	f 7.45			475.6	SYKES	47.4	f 6.12						
53	f 7.53			479.9	TALUS	43.1	f 6.05						
52 W	f 8.04			484.1	HAIWEE	38.9	f 5.57						
58	f 8.12			488.6	LOCO	34.5	f 5.47						
53	f 8.21			493.3	OLANCHA	29.7	s 5.38						
58	f 8.31			497.7	TO CARTAGO	25.3	f 5.30						
57	f 8.40			502.3	MONACHEE	20.7	f 5.20						
57	f 8.47			506.3	BRIER	16.7	f 5.14						
	f			509.2	BARTLETT	13.8	f						
57	f 8.54			510.3	SKINNER	12.7	f 5.08						
57 W	f 9.01			514.3	DIAZ	8.7	f 5.02						
East 61 West 58	s 9.10			518.8	LONE PINE	4.2	s 4.55						
BKIFY	s 9.20AM			523.0	TO-R OWENYO	0.0	4.45PM						
	Arrive Daily				(143.5)		Leave Daily						
	(5.05)				Time over District		(4.50)	(4.50)	(4.50)				
	28.23				Average speed per hour		29.68	29.68	29.68				

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD				Distance from San Francisco	Time Table No. 145 March 20, 1927	Distance from Maricopa	WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS				THIRD CLASS	
	154 Mixed	260 Sunset Ry. Freight	152 Sunset Ry. Mixed				259 Sunset Ry. Freight	151 Sunset Ry. Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
54 YP		5.25 AM	9.55 AM	322.6	TO-R GOSFORD 3.0	31.9	12.05 PM	3.55 PM
8			f 10.01	325.6	BANNISTER 1.6	28.9		3.45
67		5.45	f 10.05	327.2	ARTWELL 4.9	27.3	11.40	3.40
92		6.05	f 10.15	332.1	CONNER 4.7	22.4	11.25	f 3.25
71 W		6.30	10.25	336.8	MILLUX 6.7	17.7	11.10	f 3.10
66		7.10	10.45	343.5	KYAN 6.5	11.0	10.45	f 2.49
66 Y	1.15 PM	7.30 AM	s 10.57 AM	350.0	R PENTLAND 2.7	4.5	10.00 AM	f 2.25
71 Y	f 1.25			352.7	HAZELTON 1.8	1.8		f 2.15
Yard	1.35 PM			354.5	TO-R MARICOPA (31.9)	0.0		2.05 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20) (13.5)	(2.05) (13.1)	(1.02) (26.5)		Time over District		(2.05) (13.1)	(1.50) (18.00)
					Average speed per hour			

EASTWARD				Distance from San Francisco	Time Table No. 145 March 20, 1927	Distance from Shale	WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS					SECOND CLASS	THIRD CLASS
	260 Sunset Ry. Freight	152 Mixed					153 Mixed	259 Sunset Ry. Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
66 Y	7.40 AM		10.58 AM	350.0	R PENTLAND 2.2	17.0	s 1.10 PM	9.35 AM
	7.50		f 11.05	352.2	KERTO 2.0	14.8	f 1.04	9.25
	8.00		f 11.14	354.2	SIGNA 4.5	12.8	f 12.58	9.15
Yard BK	8.15 AM		s 11.50 AM	358.7	TO-R TAFT 3.8	8.3	s 12.45	9.00 AM
50			f 12.01 PM	362.5	MIDOIL 2.0	4.5	f 12.35	
Yard			s 12.07	364.5	TO FELLOWS 0.7	2.5	f 12.30	
			f 12.10	365.2	VERNETTE 1.8	1.8	f 12.25	
44 Y			s 12.15 PM	367.0	R SHALE (17.0)	0.0	12.20 PM	
	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.35) (14.9)		(1.17) (13.2)		Time over District		(0.50) (20.4)	(0.35) (1.49)
					Average Speed per Hour			

ADDITIONAL STATIONS	Levee.....	339.1	Lowry.....	357.8
	Bronco Oil Co.....	351.1	Kelsey.....	359.4
	Anaconda.....	353.9	Equitable Petroleum Co.....	359.7
	Snooks.....	354.0	Sanben.....	360.0
	California National Supply Co.....	354.1	Milso.....	360.3
	New Center Oil Co.....	354.2	Chanslor.....	361.2
	Fulton Oil Co.....	354.3	Noal.....	362.0
	National Supply Co.....	354.4	Canfield.....	362.3
	Nibo.....	351.2	Walren.....	363.2
	El Dora.....	351.4	Premier.....	363.7
	Ranza.....	351.6	K. T. O. Co.....	364.0
	Welco.....	352.6	C. C. M. O. Co.....	364.3
	Lio.....	352.8	Monmouth.....	365.1
	Winoil.....	353.4	Supplico.....	365.5
	Copen.....	353.7	A. O. T. Co.....	365.9
E. E. Jones.....	355.1	Visalia Midway.....	366.1	
Richfield.....	357.2	Recovery.....	366.4	

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules and Special Instructions in San Joaquin Division Time Table govern on Sunset Ry.

Rule 2—Watch Inspector. H. Reader—Shamrock Jewelry Co., Taft.

Rule 83 (C)—Extras register at Pentland.

Rule 83 (D)—Trains must obtain a clearance card at Maricopa when operator on duty.

Rule 93—Yard Limits—Are defined by yard limit signs at the following stations:

Pentland Taft.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles per Hour.

Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

BETWEEN	Passenger	Freight	Running Backward
Gosford and Pentland.....	40	30	20
Except with large loaded oil cars.....	.....	25	.....
Pentland and Maricopa.....	30	25	20
Except with large loaded oil cars.....	.....	20	.....
Pentland and Shale.....	30	25	20
Except with large loaded oil cars.....	.....	20	.....
East Switch Long Siding at Taft and derailer in main track west of Taft.....	15	10	10

MISCELLANEOUS

- At Pentland, normal position of junction switch will be for Taft line.
- There is a spring derailer on main track 900 feet west of west switch at Taft.
- Nos. 153 and 152 will stop on flag at Winoil and K. T. O. Co., to receive and discharge passengers.

LIST OF SURGEONS

Name	Title	Location
Dr. J. V. Gilbert.....	District Surgeon.....	Maricopa, Calif.
Dr. L. Heuler.....	District Surgeon.....	Fellows, Calif.
Dr. A. R. Moodie.....	District Surgeon.....	Taft, Calif.

THE FO

RULE 2.
S. A. Po
Fresno, 2041 Fr
Porterville...
Hanford.....
Bakersfield, 90
Coalinga.....
Visalia.....
Palmdale.....

RULE 3.
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RULE 83 ()
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SPECIAL INSTRUCTIONS.

SAFETY FIRST

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:
 S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco
 Fresno, 2041 Fresno St. Bert Fuller Los Angeles, 445 So. Spring St.
 Porterville. E. J. Hepburn G. D. Davidson Co.
 Hanford. Hanford Jewelry Co. Los Angeles, 301 O. T. Johnson Bldg.
 Bakersfield, 902 Baker St. E. L. Reiding Newton Moore
 Coalinga. Henry Cassriel Los Angeles, 2628 No. Broadway
 Visalia. C. T. Kathe Walter Kursinski
 Palmdale. E. B. Melchor Los Angeles, 2635 Dayton Ave.
 E. E. Tompkins

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso	Trains on Fresno Branch.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia Branch.
Hardwick	Trains on Riverdale Branch.
Ingle	Trains on Riverdale Branch.

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Fresno and Friant Branches.
Porterville	Trains on Springville Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on N. & C. Branch.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Rossi	Third-class trains.
Oil Jct.	Trains originating and terminating.
Visalia	
Ducor	
Caliente	
Lancaster	
Palmdale	
Famoso	
Tehachapi	Trains to and from Porterville Branch.
	First and second class trains, and trains originating and terminating.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct.	Nos. 25, 26, 59 and 60.
Kern Jct.	Santa Fe trains and S. P. first class trains.
Tehachapi	First and second class trains.
Porterville Olive St.	First class trains.
Famoso	Trains to and from Porterville Branch.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (C). Extras register at Porterville Olive St., Exeter, Visalia, Goshen Jct., Armona, Hardwick, Mojave and Friant.

RULE 83 (D). Trains must obtain clearance card before leaving:

McKittrick	Westward trains
Coalinga	All trains when operator on duty
Hardwick	To and from Riverdale Branch when operator on duty
Goshen Jct.	All trains via Hanford and Visalia

RULE 93. Yard Limits: Are defined by yard limit signs at the following stations

FRESNO	EXETER	COALINGA
GOSHEN JCT.	LINDSAY	ARMONA
BAKERSFIELD	PORTERVILLE	HARDWICK
TEHACHAPI	VISALIA	HANFORD
MOJAVE	SAUGUS	

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:

Sivert	For westward track
RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED	

A. T. & S. F. Railway, 744 feet east of Lajac, STOP.
 A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
 A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
 Laton & Western Railway, 1743 feet west of Lillis, STOP.
 Laton & Western Railway, 4129 feet west of Lynn, STOP.
 A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
 Fresno Interurban Railway, 1771 feet east of Las Palmas. Unless clear view and crossing seen to be unobstructed, STOP.

RULE 221. That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

When block signals located at end of double track at Sivert or Tehachapi indicate stop, in addition to complying with rule 509, be governed by rules 623 and 663.

INTERLOCKING

FRESNO TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Friant Branch

For main track, one long whistle (—).

To or from spur track, one long and one short whistle (— o).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch

One long whistle (—).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (— o —).

Westward trains, one long whistle for crossing and for double track (—).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford

One long whistle (—).

TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare

One long whistle (—).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (—).

For movement over crossing on siding, one long, one short and one long whistle (— o —).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (— o).

Between main track and transfer track, one short, one long and one short whistle (o — o).

No. 1 track, two short, one long and one short whistles (o o — o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green..... Westward track to S. P. single track.

Yellow..... To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green..... Eastward main track.

Yellow..... Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

TEHACHAPI

Main track movements (to or from double track) one long whistle (—).
 No. 1 siding, one short, one long and one short whistle (o — o).

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o — —).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (— o o —).

STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

RULE 516. OVERLAP is located at

Acton..... Westward trains, 500 feet west of west switch.

RULE 820. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 867. On westward freight trains exceeding 75 cars, when conditions are favorable and in judgment of the conductor it is safe to do so, run may be made from Bakersfield to Tipton and from Tipton to Fresno without stopping for train inspection.

It must be distinctly understood that thorough train inspection will be made at any intermediate stops.

RULE 876. Running air brake test as per Rule 875 of Transportation Rules and Rule 17 of Air Brake Rules, will be made by all passenger trains at Summit Switch and between initial and crossover switches at Vincent.

Rear end test will be made on all freight trains at Vincent, and on westward passenger trains stopping at Tehachapi and all passenger trains stopping at Vincent.

Trains stopping at Summit Switch will make rear end air test as per Rule 17.

Westward freight trains not stopping at Summit Switch will make running air brake test between wye switches as follows:

While working steam, engineer will make a reduction of approximately 7 pounds, waiting for slack to adjust itself and then add about 3 pounds more so as to make a total reduction of 10 pounds before releasing.

Conductor will note reduction in brake pipe pressure on caboose gauge and following build up in pressure when brakes are released, then give proceed signal which will be relayed to head end by other trainmen from their portion of the train, providing they note release at the retainer of the car upon which they are riding.

If conductor is on the head end, rear brakeman is held responsible for such observance of the gauge as will insure against danger from closed angle cock or low pressure. When such observance indicates danger, take any needed precaution as the circumstances warrant.

If releasing of brakes cannot be made at a speed greater than 15 miles per hour, stop and make rear end air test as per Rule 17.

At any point where brake pipe has been separated, rear end test will be made in accordance with Rule 875 of Transportation Rules and Rule 17 of Air Brake Rules.

Leading enginemen will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one long blast of the steam whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake Rules.

RULE 887. Specific locations where exceptions shall apply are as follows:

Famoso	Eastward trains.	Ravenna	Westward trains.
Caliente	Eastward trains.	Lang	Westward trains.
Woodford	Eastward trains.		
Lancaster	Eastward trains.		

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTER-BALANCED

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPECIAL INSTRUCTIONS—Continued.

SPEED RESTRICTIONS

Speed of Passenger Trains Must Not Exceed 50 Miles Per Hour.
Speed of Freight and Mixed Trains Must Not Exceed 35 Miles Per Hour.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-4-5	Fresno and one mile west of Ilmon, except:	50	35	20
2-3	Fresno, within city limits	With Caution		
2-3	Fresno, within city limits, along or across street crossings	8	8	8
2-3	Fresno yard, outside city limits west of Calwa Tower	15	10	10
2-3	Fowler, within city limits	10	10	10
2-3	Selma, within city limits, between 5 a. m. to 11 p. m.	15	15	15
2-3	Kingsburg, within city limits, between 4 a. m. to 11 p. m.	20	20	20
2-3	Goshen Junction yard	25	25	20
2-3	Tulare, within city limits	15	15	15
2-3-4-5	Bakersfield, within city limits	6	6	6
2-3-4-5	Bakersfield Yard, outside city limits	35	20	20
4-5	1 mile west of Ilmon and 1 mile west of Tehachapi	30	20	15
4-5	1 mile west of Tehachapi and 1 mile east of Cameron	50	35	20
4-5	1 mile east of Cameron and Mojave, except: Mojave Yard	45	20	20
4-5-10	Mojave and 1 mile east of Cameron (Westward freight trains)	15	10	10
4-5	Mojave and Mile Post 417 (.7 mile east of Harold), except:	50	35	20
4-5	Mile Post 417 and Palmdale (Westward Freight Trains)		22	20
4-5	Mile Post 417 (.7 mile east of Harold) and Lang	30	20	15
4-5	Lang and Saugus	30	22	15
6	Fresno and Famoso via Sanger and Porterville, except:	40	30	20
6-8	Fresno, within city limits	With Caution		
6-8	Fresno, within city limits, along or across street crossings	8	8	8
6-8	Fresno Yard, outside city limits	15	10	10
6	Reedley, within city limits	15	15	15
6	Exeter, within city limits	10	10	10
6	Lindsay, within city limits	15	15	15
6	Porterville, within city limits	8	8	8
6	On curve west of Orris	30	20	20
10	Richgrove and Jovista, straight track	25	25	20
10	Richgrove and Jovista, curve track	15	15	10
8	Ingle and 1 mile west of Riverdale	35	25	15
8	1 mile west of Riverdale and Hardwick	20	20	15
7-8	Kerman and Exeter via Hanford and Visalia, except:	40	30	20
7	Hanford, within city limits	8	8	8
7	Visalia, within city limits	15	15	15
7	On curve at Ambler	30	20	20
7	Armona and Crump, except:	40	25	20
7	Huron and Turk, on curves	30	18	15
8	Fresno and Gordon, except:	30	25	20
8	Barton and Maltermoro, on curves	25	18	15
8	Clovis, within city limits	8	8	8
8	Gordon and Friant	25	18	15
9	Bakersfield and Gosford	40	25	20
9	Gosford and Mile Post 354½, except:	30	25	20
9	First Curve east of Lokern	30	20	15
9	Mile Post 354½ and Olig, except:	20	20	15
9	With large loaded oil cars		15	15
8	Rossi and Stratford	25	25	15
9	Porterville and Springville	20	15	10
10	Mojave and Rademacher	30	25	20
10	Rademacher and Owenyo	40	30	20
6-7	Visalia Branch and Fresno Branch, Junction switch, over east leg of wye at Exeter	10	10	10
	Through interlocking plants	With Caution		
	Through crossovers, and turnouts, except:	8	8	8
	To double track, Sivert	20	20	15

ON ALL CURVES OF 6 DEGREES OR OVER LISTED BELOW:

Maximum—except where less speed prescribed in Speed Restrictions, be governed thereby:

	Passenger	Freight	Running Backward
F-3, F-4 and F-5 type engines	25	20	15
Other engines, except Santa Fe 3800 type	30	20	15
Santa Fe 3800 type engines	20	20	15

Page	STATION	Mile Post	Curve
4-5	½ mile west of Ilmon to 1 mile west of Tehachapi	330.5—358.8	Various
4-5	Harold to Lang	416.3—438.8	Various
4-5	Lang to Saugus	438.8—450.6	Various
9	Lokern to Asphalt	350.7—350.8	7 Degrees
8	Barton	209.1—209.3	10 Degrees
8	Maltermoro	211.9—212.2	10 Degrees
9	Gordon to El Prado	223.2—223.7	10 Degrees
9	El Prado to Friant	224.9—225.3	10 Degrees
9	Worth to Magnesite Jct.	281.3—281.5	7 Deg. 30 Min.
9	Success to Springville	287.0—289.0	Various

OTHER MAXIMUM SPEEDS.
Subject to Speed Restrictions.

	M. P. H.
Mikado, F-1 type and Consolidation engines	45
F-3, F-4, F-5 and Santa Fe 3800 type engines	Freight Speed
F-3, F-4, F-5 and Santa Fe 3800 type engines, backward movement over switch turnouts	8
Mallet engine (except where freight speed is less, be governed thereby)	25
Yard engines (except where freight speed is less, be governed thereby)	20

Unless otherwise specified, maximum speed of 5000 class and F-5 type engines in passenger service is as follows:
Tangent Track 45 miles per hour.
Curves 7 to 10 degrees . . . 25 miles per hour.
On Lighter Curves Same restrictions as applicable to locomotives of lighter type.

Between one mile east of Cameron and Mojave Yard maximum speed of engines running light over eastward track will be 25 miles per hour.

Engines running light must not exceed freight speed, except Consolidation and lighter engines may run 25 miles per hour where freight speed is 20 or 22 miles per hour.

Trains handling relief outfit must not exceed 25 miles per hour on main track, Exeter and Kerman, Fresno and Famoso, via Sanger, 15 miles per hour over other lines and 15 miles per hour on curves of 5 degrees and over. Where freight speed is less, be governed thereby.

Nos. 25 and 59 will not make up any time on their schedules between Tehachapi and Ilmon.

When Locomotive Cranes, of the type of SPMW 3636, are placed in trains, they must be handled with the heavy end forward, except where it is impossible to turn them, in which case they must be turned at the first available point.

In isolated cases, where it becomes absolutely necessary to handle these cranes with the light end forward, extreme care must be exercised and speed of 25 miles per hour not exceeded.

MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection.

Marcel.—(Unless stop made as noted below.)
Rowen.—(Unless stop made as noted below.)

Cooling stations at Marcel and Rowen based on continuous run without interference.

In order to take care of short movements, one siding to another, be governed by the following:

At irregular stops when 10 minutes is allowed for purpose of cooling wheels and making train inspection, it must be understood that after the first stop, based on not to exceed seven miles as a continuous run, train must not proceed for greater distance than 8 miles before again stopping 10 minutes to allow wheels to cool and make train inspection. After the second stop, greater distance than 10 miles must not be made before again stopping 10 minutes to permit of cooling wheels and making train inspection. Particular care must be taken to see that continuous run is not made from Rowen to Caliente when a continuous run of not to exceed seven miles has not been made prior to arrival Rowen.

The following examples are cited to illustrate application of the above rule:

On westward trains descending the grade from Tehachapi where ten minutes is allowed to cool wheels and make train inspection at Cable, train may then proceed for distance not to exceed 8 miles, which would make Woodford the next point where ten minutes should be allowed for cooling wheels and making train inspection. Leaving Woodford, on a continuous run, the next stop for cooling wheels and train inspection would be Bealville. Under this example leaving Bealville it would not be necessary to make an additional stop for the purpose of cooling wheels.

On westward trains making stops at Cable, Marcel, Walong and Woodford; after ten minutes has been allowed to cool wheels and make inspection at Woodford, train may then proceed, on a continuous run, not to exceed distance of 8 miles, which would make Bealville the next point where ten minutes should be allowed to cool wheels and make train inspection. Under this example, leaving Bealville it would not be necessary to make another stop for purpose of cooling wheels.

On westward trains making stops at Cable, Marcel, Walong, Woodford and Rowen, after ten minutes has been allowed to cool wheels and make inspection at Rowen, train may then proceed to Bealville or Allard before again stopping to cool wheels and inspect train. Under this example, leaving Bealville or Allard it would not be necessary to make another stop for the purpose of cooling wheels.

Westward train complies with the rule at Marcel and then stops at Woodford where ten minutes is also allowed to cool wheels and make inspection. Under this example, leaving Woodford train may proceed to Bealville where stop should be made and ten minutes allowed to cool wheels and make inspection. Further stops unnecessary leaving Bealville.

Westward trains, on a continuous run, stopping at Marcel and Rowen to cool wheels and make train inspection, will not, under any circumstances, exceed the ten mile limit after leaving Rowen, but will stop at Caliente for train inspection and to allow wheels to cool on that portion of train on which retainers are used between Caliente and Ilmon.

East of Warren. Between mile posts 376 and 377 on tangent track.
Paris.

Russ.—(Unless stop at Ravenna.)
McKittrick Branch.—Between Mile Posts 357 and 358.
Owenyo Branch.—At Rand.

In event eastward freight train takes siding at Warren, where required time is allowed to cool wheels and make train inspection, train may proceed to Mojave without making another stop.

2. Freight trains taking siding where it is necessary for them to open their own switch, and where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conduc train by air bra of each car in train, as shown test of all retai

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5. Retaine Eastw Eastw Westw Westw

On trains l Cameron to Mc

Retainers v Eastw Eastw Westw Westw Westw

Westw Westw Westw

Retainers v deemed necessa

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7. Helpers Helpers cu train from Sum

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Westward t test.

8. Fresno. Herder as folle Trains Trains

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. **Retainers** will be used on passenger trains as follows:

Eastward trains..... Cameron to Mojave—All retainers
 Eastward trains..... Vincent to Acton—Available retainers
 Westward trains..... Vincent to Harold—Available retainers
 Westward trains..... Tehachapi to Caliente—All retainers

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

Eastward trains..... Cameron to Mojave
 Eastward trains..... Vincent to Lang
 Westward trains..... Vincent to Harold
 Westward trains..... Tehachapi to Caliente
 Westward trains..... Caliente to Ilmon; first ten available retainers from head end.
 Westward trains..... McKittrick to Lokern
 Westward trains..... Mabel to Linnie
 Westward trains..... Searles to Garlock

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.

Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

Westward freight trains will stop east of crossover Summit Switch to make plug test.

8. **Fresno**.—Eastward trains entering yard will be governed by signal from Herder as follows:

Trains via Merced, green signal.
 Trains via Kerman, yellow signal.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from Yardmen.

Main Line Depot No. 1.
 Depot No. 2.
 Depot No. 3.
 Depot No. 4.
 Back Lead.

Mojave.—Trains entering or leaving west end of yards be governed by following hand signals:

Westward..... Green signals.
 Eastward..... Yellow signals.

Trains entering or leaving east end of yard be governed by following hand signals:
 Southern Pacific..... Yellow signals.
 Santa Fe..... Green signals.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:

Passenger trains..... One long.
 Freight trains..... One short, one long, one short.

Santa Fe:

Passenger trains..... One long, one short.
 Freight trains..... One long, one short, one long.

9. **Fresno**.—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Porterville Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

12. At Caliente, Bealville, Marcel and Vincent siding next to main track will be known as eastward siding; back track will be known as westward siding.

13. At Rowen, siding between intermediate switches is designated as middle siding.

Siding east of middle siding is designated as westward siding.
 Siding west of middle siding is designated as eastward siding.
 Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding.

Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars.

15. Tracks at following stations must not be used by F-3, F-4, F-5 and Santa Fe 3800 type engines. Spurs at Bena, Caliente, Cable.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 1.

18. Train movements on Richgrove-Jovista Line will not be authorized by train orders. Trains using this line will do so under flag protection.

Flagman will be left at Richgrove with instructions to hold all other trains desiring to use this track until return of his train.

19. Night signals will be displayed through all tunnels.

20. West switch Ivanhoe is located 745 feet east of Ivanhoe station sign.

21. Trains will not proceed beyond a point 200 feet east of the east switch at Crump.

22. Engines larger than small Moguls will not be run between Hardwick and Riverdale.

23. Engines larger than Moguls will not use spur at Maltermoro.

24. Do not take water on Visalia Electric track at Exeter.

25. Conductors and Engineers from Riverdale Branch to Stockton Division, in addition to orders and Clearance Card signed by Chief Dispatcher of Stockton Division, authorizing movement from Ingle to Kerman on Tracy-Fresno subdivision of Stockton Division, will also in all cases procure from operator at the same point where such orders and clearance are issued, Clearance Card signed by Chief Dispatcher of the San Joaquin Division.

26. Conductors called for relief trains east of Bakersfield will report direct to Kern Jct. Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand.

Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

To expedite movement of relief trains out of terminals, report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

27. Engines other than those of 1000, 1100 and 1200 class will not be permitted on the following tracks in Fresno Yard:

Spur track originating Fresno Branch, 1,000 feet east of Santa Fe interlocking plant No. 2, serving the California Peach and Fig Growers, Malaga Packing Company and the Sun Maid Syrup Plant; Alley drill track between Van Ness and Fulton Avenues, originating Clovis Branch on San Diego Avenue; Stewart & Nuss spur originating on west leg of Wye and Pierce Lumber Co. spur originating on main line west of west wye switch.

28. On Terminal air brake test on passenger trains tied up at intermediate stations where no car inspectors are on duty, also on freight and mixed trains originating at Maricopa, Taft, McKittrick and Coalinga, the method of making air test as outlined in Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus, Question and Answer No. 300, pages 113 and 114, will be followed.

The purpose of this rule is to determine that brakes are cut in and operating on all cars in the train.

29. Water must not be taken at Palmdale by through engines, but by helpers only.

SPECIAL INSTRUCTIONS—Concluded

MISCELLANEOUS—Concluded

30. In addition to sounding whistle signal as per Rule 14-L, at the regulation whistling post approaching public crossings at grade, it should be repeated so that the last blast of the whistle will end as engine almost reaches crossing.

For—(a) All outlying public highway grade crossings by all trains.

(b) In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

This is being done in the hope that it may have its effect in reducing the number of grade crossing accidents.

31. It should be understood that Rule 866 requires that Conductors, when leaving cars on tracks designated as passing sidings, or principally used as such, and leaving the station because of making a side trip, or proceeding on their straight-away trip, or are released to avoid violation of the Hours-of-Service Law, or are otherwise released from duty, shall advise Chief Train Dispatcher promptly at first available train order office. Such requirements will not apply when train occupies siding while crew is switching at that station or at terminal yards.

Rule 866 does not supersede Rule 98-A requiring trains entering sidings to proceed with caution, or any special instructions in the time-table.

32. On engines equipped with rear foot-boards, where water connections are not in use, hose should be disconnected and placed on tender of engine in place provided. Engineer or fireman will see that this is done in all cases.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

Class	Average Weight—Pounds		
	All Steel	Steel Underframe	Wood
Baggage.....	96,200	.....	77,900
Baggage (Dynamo).....	101,800	.....	.....
Baggage and Mail 60 ft.....	97,800	.....	.....
" " 69 ft.....	124,900	.....	.....
Baggage and Mail.....	97,800	78,800	.....
Baggage and Passenger.....	.....	66,800	.....
Baggage (CM&StP).....	125,000	.....	.....
Express Refr. (NP RR).....	.....	74,000	60,000
" " (GN RR).....	.....	.....	70,000
" " (ARE) 40-154.....	.....	78,000	.....
" " " 155-224.....	.....	89,000	.....
" " " 500-506.....	.....	110,000	.....
" " " 1101-1175.....	.....	85,000	.....
" " (PFE) 500-799.....	.....	83,000	.....
Tea and Silk.....	.....	.....	48,000
Express, Horse.....	130,000	.....	96,200
Postal 40 ft.....	71,800	.....	.....
" 60 ft.....	113,800	.....	.....
Club.....	135,300	121,400	.....
Business.....	178,500	141,600	114,200
Business (CM&StP).....	141,000	.....	.....
Chair.....	99,200	.....	84,300
Coaches 60 ft.....	101,200	.....	.....
" 71 ft.....	138,200	.....	.....
" 72 ft.....	119,900	.....	.....
" (CM&StP).....	133,000	.....	.....
Coaches.....	.....	75,300	.....
Dining.....	150,400	143,400	130,600
Observation.....	144,000	128,100	121,700
Pullman Observation.....	148,000	142,000	.....
" Parlor.....	150,000	142,000	.....
" Standard Sleeper.....	158,000	145,000	.....
" Tourist.....	.....	133,000	.....
CM&StP Tourist Sleeper.....	141,000	.....	.....

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
Fresno-Saugus—Main Track		
205.5	Fresno Shop Yard.....	Water tank spout.....Side
205.5	Fresno.....	Pullman shed.....Side
208.3	Calwa.....	P. F. E. ice dock.....Side
220.7	Selma.....	Libby-McNeill & Libby.....Side
225.6	Kingsburg.....	Water tank spout.....Side
245.6	Tagus.....	Tagus Ranch.....Overhead and Side
260.4	Tipton.....	Water tank spout.....Side
313.2	Bakersfield, east end Round House lead.....	Water column.....Side
313.2	Bakersfield Emergency Column No. 4.....	Water column.....Side
313.2	Bakersfield, roundhouse turnout tracks.....	Sandhouse.....Side and Overhead
313.2	Bakersfield.....	P. F. E. ice dock.....Side
313.2	Bakersfield.....	Pullman shed.....Side
313.2	Bakersfield.....	Wheel unloading crane.....Overhead
313.2	Bakersfield.....	Coal house at store.....Side
313.2	Bakersfield.....	Air pump house.....Side
313.2	Bakersfield.....	Gravel Bunkers, Gravel Pit.....Side and Overhead
335.2	Caliente.....	Water tank spout.....Side
340.5	Bealville.....	Water tank spout.....Side
354.2	Mareel.....	Water tank spout.....Side
380.7	Mojave main track.....	Water column.....Side
399.9	Oban.....	Water tank spout.....Side
434.8	East of Russ.....	Tunnel 17 1/2.....Overhead
434.8	East of Russ.....	Water flume.....Overhead
435.5	East of Russ.....	1st bridge, Santa Clara river.....Side
435.9	East of Russ.....	3rd bridge, Santa Clara river.....Overhead
436.1	East of Russ.....	4th bridge, Santa Clara river.....Side and Overhead
436.3	East of Russ.....	5th bridge, Santa Clara river.....Side and Overhead
436.8	East of Russ.....	7th bridge, Santa Clara river.....Side and Overhead
436.9	East of Russ.....	8th bridge, Santa Clara river.....Side and Overhead
437.4	East of Russ.....	10th bridge, Santa Clara river.....Side and Overhead
437.0	East of Russ.....	Tunnel 18.....Overhead
439.5	East of Lang.....	Tunnel 20.....Overhead
440.1	East of Lang.....	Tunnel 21.....Overhead
441.5	East of Lang.....	Tunnel 22.....Overhead
445.3	East of Humphreys.....	Tunnel 23.....Overhead
449.7	East of Honby.....	Tunnel 24.....Overhead
Fresno-Famoso via Porterville		
219.8	Sanger.....	Steinhardt & Kelly.....Side
235.0	Dinuba.....	Water tank spout.....Side
257.4	Exeter.....	Water tank spout.....Side
295.9	Quality.....	Packing house.....Side
Goshen Jct.-Coalinga-Kerman		
229.1	Armona.....	Water tank spout.....Side
244.1	Stratford.....	Water tank spout.....Side
268.4	Coalinga.....	Water tank spout.....Side
216.8	Cando.....	Water tank spout.....Side
Fresno-Friant		
205.5	Fresno.....	Alley Drill Track, Fulton.....Side
217.4	Clovis.....	Water tank spout.....Side
Bakersfield-Olig		
350.5	Lokern.....	Water tank spout.....Side
328.4	Stevens.....	Water tank spout.....Side
Mojave-Owenyo		
402.5	Cantil.....	Water tank spout.....Side
426.8	East of Teagle.....	Tunnel 29.....Overhead
484.1	Haiwee.....	Water tank spout.....Side
523.0	Owenyo.....	Highline trestle on Calif. Alkali Co. Spur.....Overhead and Side

Employees are warned that it is dangerous to ride on top or sides of cars at above-mentioned points. Employees must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. W. B. Coffey.....	Manager and Chief Surgeon..	San Francisco, Cal.
Dr. J. D. Morgan.....	District Surgeon.....	Fresno, Cal.
Dr. Chas. A. James.....	Asst. District Surgeon.....	Fresno, Cal.
Dr. D. H. Trowbridge.....	Oculist and Aurist.....	Fresno, Cal.
Dr. J. D. Wagner.....	Emergency Surgeon.....	Selma, Cal.
Dr. W. H. Nielson.....	Emergency Surgeon.....	Fowler, Cal.
Dr. A. E. Skoonberg.....	District Surgeon.....	Sanger, Cal.
Dr. G. A. Hawkins.....	District Surgeon.....	Reedley, Cal.
Dr. J. C. Paine.....	District Surgeon.....	Exeter, Cal.
Dr. Paul R. Walters.....	District Surgeon.....	Dinuba, Cal.
Dr. W. L. Nuckolls.....	District Surgeon.....	Kingsburg, Cal.
Dr. M. S. McMurtry.....	Emergency Surgeon.....	Clovis, Cal.
Dr. R. N. Fuller.....	District Surgeon.....	Tulare, Cal.
Dr. Verdo B. Gregory.....	Emergency Surgeon.....	Pixley, Cal.
Dr. Henry A. Rivin.....	District Surgeon.....	Delano, Cal.
Dr. J. A. Copeland.....	District Surgeon.....	Delano, Cal.
Dr. C. M. White.....	District Surgeon.....	Visalia, Cal.
Dr. C. T. Rosson.....	District Surgeon.....	Hanford, Cal.
Dr. J. C. Drake.....	District Surgeon.....	Kerman, Cal.
Dr. Geo. A. Meracle.....	Emergency Surgeon.....	Caruthers, Cal.
Dr. E. S. Garrett.....	Emergency Surgeon.....	Riverdale, Cal.
Dr. W. W. Goodrich.....	District Surgeon.....	San Joaquin, Cal.
Dr. Wm. P. Byron.....	District Surgeon.....	Lemoore, Cal.
Dr. G. T. Mountford.....	District Surgeon.....	Coalinga, Cal.
Dr. S. A. Barber.....	District Surgeon.....	Porterville, Cal.
Dr. W. W. Tourtillott.....	Assoc. District Surgeon.....	Porterville, Cal.
Dr. H. D. R. Shoemaker.....	District Surgeon.....	Lindsay, Cal.
Dr. A. I. Fraser.....	District Surgeon.....	Bakersfield, Cal.
Dr. N. N. Brown.....	Consulting Surgeon.....	Bakersfield, Cal.
Dr. C. W. Kellogg.....	Consulting Surgeon.....	Bakersfield, Cal.
Dr. F. A. Hamlin.....	Oculist and Aurist.....	Bakersfield, Cal.
Dr. E. A. Shaper.....	District Surgeon.....	Woodford, Cal.
Dr. R. G. Doupe.....	District Surgeon.....	Tehachapi, Cal.
Dr. C. C. Warner.....	District Surgeon.....	Mojave, Cal.
Dr. M. A. Williamson.....	District Surgeon.....	Lone Pine, Cal.
Dr. J. A. Loundagin.....	District Surgeon.....	Independence, Cal.
Dr. William L. Denton.....	Emergency Surgeon.....	Randsburg, Cal.
Dr. S. H. Savage.....	District Surgeon.....	Lancaster, Cal.
Dr. W. G. Raber.....	District Surgeon.....	McKittrick, Cal.
Dr. E. C. Savage.....	Emergency Surgeon.....	Palmdale, Cal.
Dr. J. E. Wheat.....	District Surgeon.....	San Fernando, Cal.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITAL STRETCHERS

FRESNO	{ BAGGAGE ROOM STORE ROOM RELIEF TRAIN	MOJAVE	{ BAGGAGE ROOM RELIEF TRAIN CAR SHOPS
GOSHEN JUNCTION		SAUGUS	
BAKERSFIELD	{ BAGGAGE ROOM EMERGENCY HOSPITAL RELIEF TRAIN CAR SHOPS MACHINE SHOPS	EXETER	
TEHACHAPI		PORTERVILLE	
		COALINGA	
		HANFORD	
		OWENYO	

LOCATION OF HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
EMERGENCY HOSPITAL.....	BAKERSFIELD
WHITE MEMORIAL HOSPITAL.....	LOS ANGELES

NOTE—Ratings shown for Mo. at Rosamond. Ratings of t for Saugus to Lancaster.

These r and tender direction l

H. C. T.
R. G. P.
C. G. T.

End Stock
End Stock
Goshen Jet
Kerman to
Tot

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

LOCATION

Francisco, Cal.
 no, Cal.
 no, Cal.
 no, Cal.
 sa, Cal.
 ler, Cal.
 er, Cal.
 lley, Cal.
 er, Cal.
 ba, Cal.
 sburg, Cal.
 is, Cal.
 re, Cal.
 y, Cal.
 no, Cal.
 no, Cal.
 ia, Cal.
 ord, Cal.
 nan, Cal.
 thers, Cal.
 rdale, Cal.
 loaquin, Cal.
 ore, Cal.
 inga, Cal.
 erville, Cal.
 erville, Cal.
 say, Cal.
 rsfield, Cal.
 rsfield, Cal.
 rsfield, Cal.
 rsfield, Cal.
 lford, Cal.
 chapi, Cal.
 ve, Cal.
 Pine, Cal.
 endence, Cal.
 sburg, Cal.
 aster, Cal.
 ittrick, Cal.
 dale, Cal.
 ernando, Cal.

ary treatment
 r await arrival

GE ROOM
 F TRAIN
 IOPS

LE

FRANCISCO
 KERSFIELD
 S ANGELES

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kerman via Armona. Rosamond, Lancaster. See note.	Bakersfield to Mojave.	Mojave to Saugus.	Saugus to Bakersfield.
E-9	E-63 17/24 52	1309.....	140	1930	240	360	290
E-10	E-63 17/24 47	1320 to 1349.....	140	1950	270	390	320
E-5	E-69 18/24 69	1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401.....	165	2430	300	400	360
E-23	E-73 20/24 89	1433 to 1443.....	190	3310	430	570	510
E-23	E-73 20/24 92	1445 to 1458.....	190	3310	430	570	510
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471.....	165	2670	320	440	390
E-27	E-73 20/26 113-S	1526 to 1540.....	210	4030	540	710	640
M-4	M-63 20/28 126	1615 to 1719.....	190	4270	630	810	730
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779.....	200	5250	790	1020	920
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803 (Superheated).....	200	5250	790	1020	920
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803 (Saturated).....	195	4860	730	940	850
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated).....	210	5540	850	1090	990
M-9	M-63 21/28 147	1804 to 1822 (Saturated).....	200	4990	740	960	870
T-16	T-57 18/24 80	2039 to 2073, 2081, 2082, 2095.....	165	2880	400	530	480
T-16	T-57 18/24 76	2094.....	150	2600	350	470	420
T-10	T-57 18/24 86	2134 to 2152.....	160	2770	380	500	450
T-9	T-57 18/24 96	2155, 2175, 2180.....	170	2960	400	530	480
T-9	T-57 18/24 92	2170, 2172.....	170	3190	420	550	490
T-3	T-69 20/26 113	2212 to 2220.....	180	3510	470	620	550
T-2	T-63 19/24 105	2221 to 2234.....	160	2810	360	470	430
T-1	T-63 20/26 112	2235 to 2244, 2246 to 2273.....	180	3840	560	730	660
T-25	T-69 20/28 134	2274 to 2281.....	200	4230	590	770	690
T-27	T-69 20/26 124	2282.....	180	3490	440	600	530
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated).....	210	5560	870	1010	1000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated).....	200	4890	750	960	870
T-28	T-63 22/28 162-S	2311 to 2352.....	210	6060	930	1190	1080
T-31	T-63 22/28 162-S	2353 to 2362.....	200	5750	869	1110	1010
T-32	T-69 23/28 174-S	2363 to 2370.....	200	5850	870	1120	1010
P-1-3	P-77 22/28 141-S	2400 to 2437, 2459, 2460.....	210	5010	700	910	820
P-5	P-77 22/28 141-S	2438 to 2452.....	200	4750	650	850	760
P-10	P-73 25/30 181-S	2478 to 2483.....	200	6830	940	1240	1110
P-10	P-73 25/30 183-S	2484 to 2491.....	200	7140	960	1270	1130
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated).....	190	6010	950	1210	1100
C-2	C-57 22/34 172	2600 to 2611 (Saturated).....	185	5750	890	1140	1030
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated).....	190	5990	930	1190	1080
C-4	C-57 22/34 176	2612 to 2623 (Saturated).....	185	5750	880	1130	1020
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated).....	210	6680	1050	1340	1220
C-5	C-57 22/30 180	2624 to 2679 (Saturated).....	200	5950	910	1170	1060
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated).....	210	6660	1030	1320	1200
C-5	C-57 22/30 178	2680 to 2693 (Saturated).....	200	5960	920	1180	1070
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated).....	210	6660	1030	1320	1200
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated).....	210	6660	1030	1320	1200
C-10	C-57 22/30 194-S	2831 to 2836, 2839 to 2857 (Superheated).....	210	6660	1030	1320	1200
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated).....	200	5930	890	1150	1040
C-8	C-57 22/30 184	2698 to 2751 (Saturated).....	200	5930	890	1150	1040
TW-8	TW-54 21/32 155	2914 to 2923 (Saturated).....	180	4960	740	960	870
TW-3	TW-50 20/26 120	2932 to 2939, 2941 to 2945.....	170	4230	650	830	750
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated).....	210	3970	500	670	600
A-3	A-81 20/28 105	3025 to 3071 (Saturated).....	200	3610	430	590	520
Mk-5	Mk-63 26/28 210-S	3237 to 3249, 3270, 3271.....	200	8090	1300	1660	1500
Mk-6	Mk-63 26/28 210-S	3250 to 3269.....	200	8090	1300	1660	1500
F-1	F-63 27 1/2/32 273-S	3600 to 3652.....	200	9700	1530	1950	1770
F-3	F-63 29 1/2/32 297-S	3653 to 3667.....	200	9700	1530	1950	1770
F-4, F-5	F-63 29 1/2/32 306-S	3668 to 3768.....	200	9700	1530	1950	1770
Mt-1	Mt-73 28/30 246-S	4300 to 4327.....	210	9700	1530	1950	1770
Allowance for empty and underloaded cars.....			6	3	3	3	3
			3	0	0	0	0

NOTE--Ratings of thru trains east will be those shown for Mojave to Saugus to avoid filling out at Rosamond.

Ratings of thru trains west will be those shown for Saugus to Bakersfield to avoid filling out at Lancaster.

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per cent Equivalent Grade
Fresno to Bakersfield.	0.35	0° 50'	0.37
Bakersfield to Ilmon.	1.50	10°	1.90
Ilmon to Tehachapi.	2.20	10°	2.60
Saugus to Palmdale.	2.20	10° 33'	2.61
Palmdale to Mojave.	1.50	1° 30'	1.55
Mojave to Eric.....	2.20	4°	2.38
Eric to Tehachapi....	1.18	1° 50'	1.24
Fresno to Friant.....	1.00	10°	1.40

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"--Consolidation engine "M"--Moguls "Mk"--Mikado "E"--Eight-wheeler "T"--Ten-wheelers "TW"--Twelve-wheelers "P"--Pacific Type

Example:--Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$

TRAINMASTERS
 H. C. THOMPSON Fresno
 R. G. PROSOLE Bakersfield
 C. G. TANDY Mojave

E. F. WASEM, Chief Dispatcher,
 F. B. WARNER, Asst. Chief Dispatcher,
 O. D. DAY, Asst. Chief Dispatcher.

Division Examiner,
 H. R. MANNING

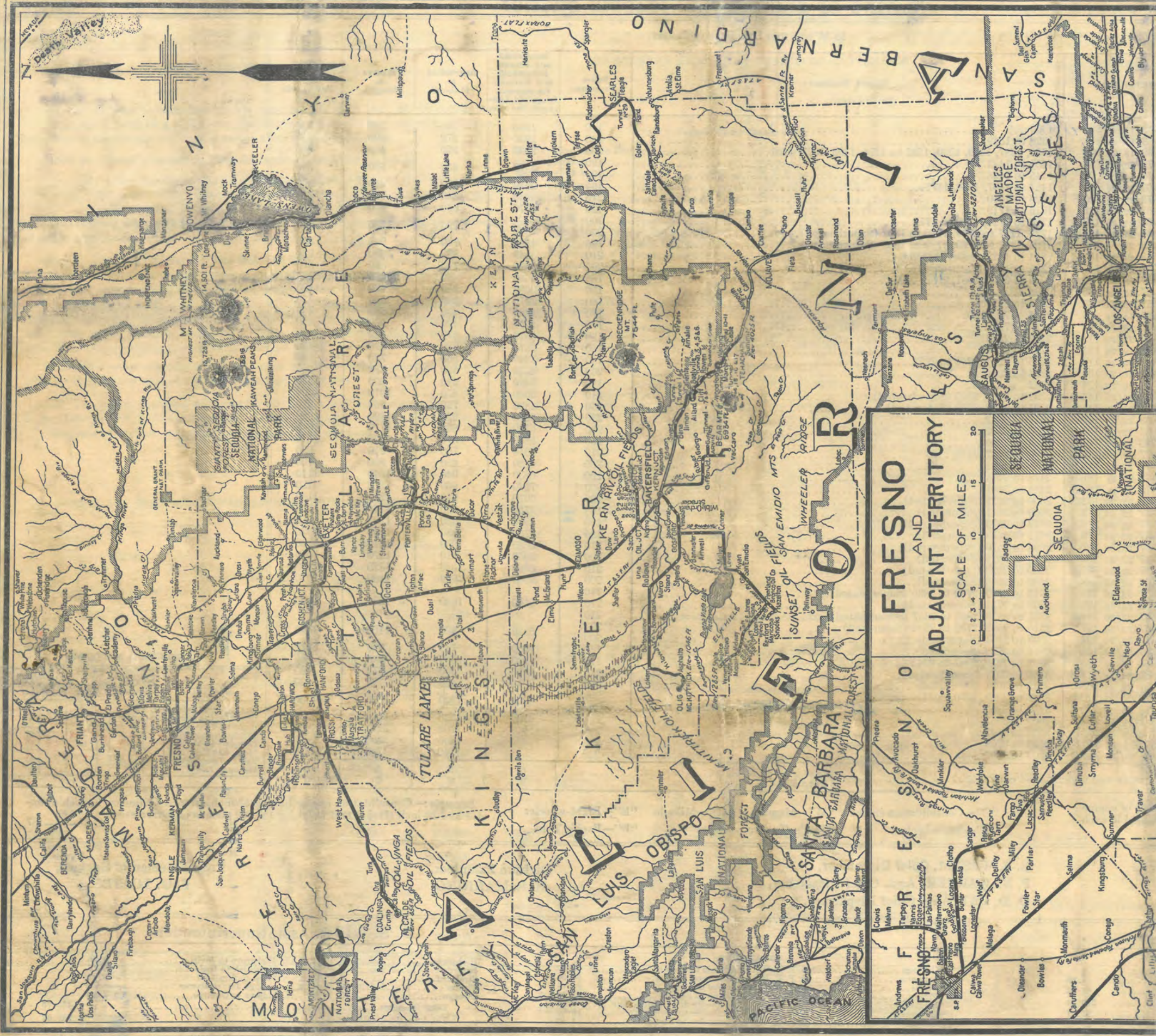
Road Foreman of Engines,
 F. G. TOATES

D. S. WEIR, Asst. Superintendent.

MILEAGE	
Main Lines	
End Stockton Division to Fresno..... S. P. R. R.....	56
End Stockton Division to Goshen Jct..... C. P. Ry.....	35.48
Goshen Jct. to Saugus..... S. P. R. R.....	210.51
Kerman to Goshen Jct... Via Armona..... S. P. R. R.....	51.37
Total Main Line.....	297.92

BRANCHES	
Coalinga..... S. P. R. R..... Armona to Crump.....	40.92
Asphalto..... S. P. R. R..... Bakersfield to Olig.....	50.06
Clovis..... S. P. R. R..... Fresno to Friant.....	24.14
Fresno..... S. P. R. R..... Fresno to Famoso.....	103.95
Magnesite..... P. N. E. Ry..... Magnesite Jct. to Magnesite.....	2.44
Springville..... P. N. E. Ry..... Porterville to Springville.....	15.83
Pernu..... P. N. E. Ry..... Pernu Jct. to Pernu.....	1.50

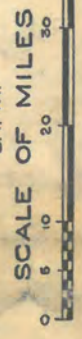
Richgrove..... S. P. R. R..... Richgrove to Jovista.....	4.16
Riverdale..... S. P. R. R..... Hardwick to Ingle.....	42.16
Stratford..... S. P. R. R..... Rossi to Stratford.....	8.93
Visalia..... S. P. R. R..... Goshen Jct. to Exeter.....	16.76
Owenyo..... C. P. Ry..... Mojave to Owenyo.....	142.90
Total Branches.....	453.75
Total San Joaquin Division.....	751.67



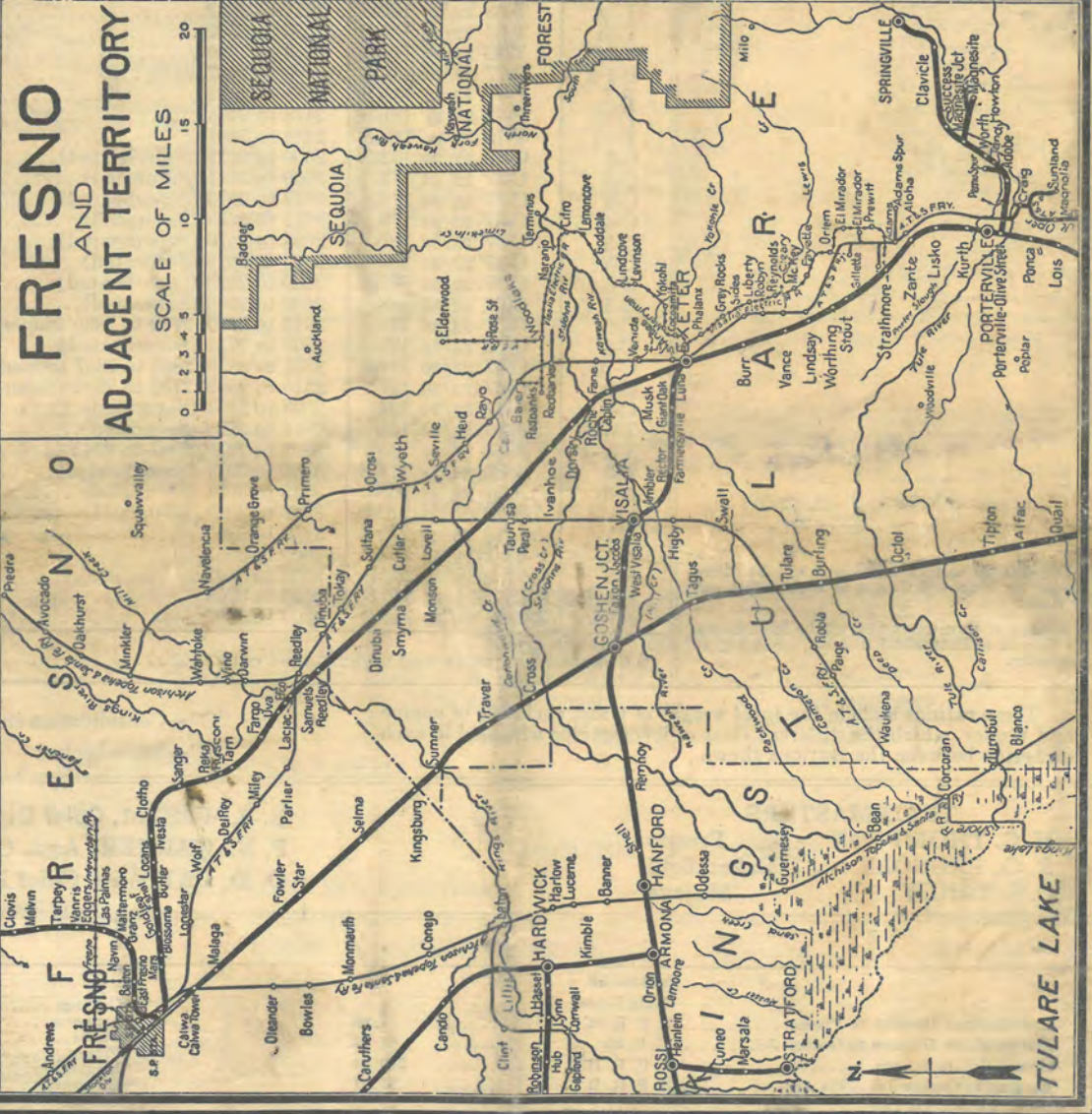
MAP OF THE SAN JOAQUIN DIVISION

SOUTHERN PACIFIC COMPANY

JUNE, 1918.
J. F. M.



Revised 11-12-24



FRESNO AND ADJACENT TERRITORY

