

TIDEWATER SOUTHERN RAILWAY COMPANY

TIMETABLE

12

EFFECTIVE MAY 28, 1961

AT 12:01 A. M.

PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

R. T. KEARNEY
President and General Manager

P. E. RUTHERFORD, Trainmaster, Stockton
J. H. BROWN, Ass't. Trainmaster, Stockton
R. M. VERHAEGE, Ass't. Trainmaster, Stockton
J. C. LUSAR, Road Foreman of Engines, Stockton
F. R. JUSTIS, Chief Dispatcher, Sacramento

EASTWARD				WESTWARD				
	Symbols Rule 6 (A).	SECOND CLASS 2 Freight Train	Distance from Stockton	TIME TABLE NO. 12 May 28, 1961		Distance from Turlock	SECOND CLASS 1 Freight Train	Capacity of Tracks in Car Lengths
		Leave Daily		STATIONS			Arrive Daily	
Yard Limits	PRBKW FOT		0.0	STOCKTON YARD 1.7	Joint Track	47.9		Yard
	P	7:30 P.M.	1.7	ORTEGA Jct. WPRR Co. 1.6		46.2	8:00 A.M.	Yard
Yard Limits			3.3	SHARPS LANE 1.9		44.6		32 (Spur)
	P		5.2	MANTECA JUNCTION 1.0		42.7		46
	P		6.2	TURNER 6.3		41.7		16 (4 Spur)
	P		12.5	ATLANTA 1.7		35.4		33
Yard Limits	P		14.2	SIMMS 1.2		33.7		Yard
			15.4	CARROLTON 1.1		32.5		14 (Spur)
			16.5	VAN ALLEN 0.5		31.4		7 (Spur)
Yard Limits	P		17.0	ALBA 2.8		30.9		21
Yard Limits	P		19.8	ESCALON 3.4		28.1		Yard
			23.2	STANISLAUS PIT 2.4		24.7		2 (Spur)
Yard Limits	P		25.6	McHENRY 3.9		22.3		Yard
Yard Limits	P		29.5	AURORA 0.6		18.4		48 (9 Spur)
	P	10:30	30.1	NORTH YARD JUNCTION 1.5		17.8	5:00	Yard
	PRB		31.6	MODESTO 0.6	Joint Track	16.3		Yard
	P		32.2	BONNIEFAIR 0.5		15.2		4-8-19 (Spurs)
	PI		32.7	S. P. CROSSING 0.5		15.7		
				33.2	MOORE 2.0		14.7	
			35.2	HARP 6.4		12.7		9 (Spur)
Yard Limits	PY		41.6	HATCH 6.3		6.3		27 (13 Spur)
Yard Limits	PRBK	11:30 P.M.	47.9	TURLOCK		0.0	4:00 A.M.	Yard
		Arrive Daily		Nos. 1 & 2 have no time table superiority			Leave Daily	

EASTWARD				WESTWARD		EASTWARD				WESTWARD		
MANTECA BRANCH						CHEMURGIC BRANCH						
	Symbols Rule 6 (A)	Distance From Manteca Junction	Time Table No. 12 May 28, 1961	Distance From South Manteca	Capacity of Tracks in Car lengths		Symbols Rule 6 (A)	Distance From Hatch	Time Table No. 12 May 28, 1961	Distance Chemurgic From	Capacity of Tracks in Car lengths	
			STATIONS						STATIONS			
Yard Limits	P	0.0	MANTECA JCT. 5.1	6.6	46	Yard Limits	PY	0.0	HATCH 2.9	2.9	27 (13 Spur)	
Yard Limits	P	5.1	MANTECA 1.5	1.5	Yard	Yard Limits		2.9	Chemurgic	0.0	Yard	
		6.6	SOUTH MANTECA	0.0	Yard							
West MP			YARD LIMITS	East MP			West MP			YARD LIMITS	East MP	
0.0			Stockton	2.3			25.3			McHenry	26.3	
3.0			Manteca Junction	5.8			28.7			Modesto	33.7	
			Manteca Junction (Manteca Branch)	A0.3			41.3			Hatch	42.3	
A4.2			Manteca	End of Branch						Hatch (Chemurgic Branch)	80.5	
13.5			Simms	15.2			46.1			Turlock	47.9	
16.6			Alba	17.5								
19.3			Escalon	20.3								

"SAFETY FIRST"

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS in miles per hour apply as follows:

Maximum permissible speed, trains and engines.....	30 miles per hour
Maximum train speed through turnouts, crossovers, sidings and other inside tracks	10 miles per hour
On curves and where track conditions are unfavorable enginemen will reduce speed to a rate consistent with safety.	
M.P. 14.2 - Simms - Highway Crossing	10 miles per hour
M.P. 17.0 - Alba - Highway Crossing	Stop and Flag
M.P. 19.3 - Curve West of Escalon.....	15 miles per hour
M.P. 22.7 - Stanislaus River Bridge and first curve east and west.....	25 miles per hour

M.P. 27.2 - Highway Crossing - Eastward Trains	10 miles per hour
Westward Trains	20 miles per hour
Modesto - City Limits.....	10 miles per hour
Tully Road.....	Stop and Flag
Coldwell Avenue Lyng Spur.....	Flag
M.P. 31.65 - Tuolumne River Trestle.....	15 miles per hour
M.P. 32.7 - S. P. Crossing.....	15 miles per hour
M.P. 41.3 - Hatch - Highway Crossing and Yard.....	15 miles per hour
Turlock - City Limits.....	10 miles per hour
Lander Avenue.....	Stop and Flag
Broadway	Flag
Manteca Branch:	
Manteca City Limits.....	10 miles per hour
Highway No. 99 Spreckels Sugar Spur.....	10 miles per hour

GENERAL

RULE 11 (A). During the hours of darkness, or when visibility of motorists is impaired by weather conditions, the front brakeman on all trains entering or leaving the Modesto Yard at 9th and E Streets must drop a 5-minute lighted fusee to the pavement on the No. 99 Highway as near the center of the intersection of 9th and E Streets as possible. The rear brakeman will extinguish the fusee if it can be done with safety.

RULE 17 (C). Headlight must be dimmed while moving over 9th Street, Modesto.

RULE 17 (F). First line of this rule is extended to include the word "Amber" as well as the word "White". Reverse movements over grade crossings must be protected per the provisions of this rule by engineer operating the oscillating white (or amber) light, reversing handle located inside the locomotive cab roof as necessary so that this light is displayed in the direction of movement prior to entering the crossing.

RULE 21. Extra trains equipped with train indicators will not display two white flags.

RULE 30. The Engine bell must be sounded 1320 feet in advance of public Crossings at grade and kept ringing until engine has passed over the crossing.

RULE S-72. Westward trains are superior to eastward trains of the same class.

RULE 102 (A). Trains or freight cars must not be left standing on 9th Street, Modesto.

RULE 103 (B). When leaving cars on main track or passing tracks at Escalon or Aurora, all private crossings must be left open.

RULE 104. Main track switches in yards must be left lined and locked for the main track. Switch leading to S. P. transfer, Modesto, must be kept lined for transfer, except when using Lyng spur. Switches in joint M&ET-TS Yard, Modesto, must be kept locked and lined for lead tracks.

RULES 811-812. Permission of an Operating Department officer or the Chief Clerk, Modesto Office, is required for absences from or unavailability for duty except in cases of valid emergency.

RULE 900. Conductors will see that front brakeman rides on engine between all stations.

RULE 1019. Diesel locomotives must be brought to full stop prior to and during any inspection or maintenance of the locomotives.

Air Brake Rule 15 - Amended. Standard brake pipe pressure for freight trains will be ninety (90) pounds.

MISCELLANEOUS

STOCKTON: Tidewater Southern trains and engines use Western Pacific tracks in Stockton Yard.

STOCKTON YARD:

1. Normal position for switch between No. 2 and No. 3 leads at the west end of the leads is lined for No. 2 lead.
2. Normal position for switch between No. 1 and No. 2 leads at the west end of leads is lined for No. 2 lead.
3. Normal position for switch leading to Tidewater Southern main line off No. 1 lead is lined for No. 1 lead.

ORTEGA: Arrival time at Stockton Yard will be determined by the actual time of arrival at Ortega. This time will be used for:

1. Reporting arrival to the train dispatcher.
2. Wheel reports.
3. Delay reports and final terminal delay.

MANTECA JUNCTION: Before picking up or moving cars left at Manteca Junction for any period of time, inspect all journal boxes to know that brasses and fittings have not been removed.

MODESTO: Tracks in Modesto between E Street and Tuolumne River Bridge and Joint yard are operated jointly with the M&ET Co. Tracks designated for interchange of cars between Tidewater Southern Railway Co. and the Modesto & Empire Traction Company at Modesto are: MPA No. 1; MPA No. 2; Crowley Spur; Poultry Producers Spur and Motor Spur.

All movement on 9th Street, Modesto, will be governed by traffic signal indication except at 9th and B Streets where traffic lights are synchronized with track circuit and when trains enter circuit lights go red on both 9th and B Streets to stop vehicular traffic and allow trains to proceed through intersection. Trains must not stand in circuit but should proceed so as to reduce delay to vehicular traffic to a minimum. City ordinances require all street cars, trains and yard engines within one hundred feet of an intersection to stop immediately on the approach of any police, ambulance or fire apparatus sounding siren or signal gong, except they be at the time on, or crossing an intersection in which event crossing must be cleared and then stop. Civil, military or funeral processions must not be obstructed.

SPECIAL INSTRUCTIONS

GENERAL (Continued)

ROAD CROSSINGS: No train, engine or car shall be operated over any crossing where special signs appear reading: STOP — FLAG HIGHWAY TRAFFIC or CAUTION — FLAG HIGHWAY TRAFFIC unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employ acting as flagman.

MECHANICAL: Dead engines handled in trains must be placed next to caboose or engine. Prior to movement of diesel locomotives dead in train, the automatic brake valve must be cut out and handle placed in running position; distributing valve pop set to 10 pounds pressure; dead engine feature cut in; main battery switch pulled and reverser locked in neutral position. Flat spots on: 1. locomotive wheels which are not in excess of 2½ inches in length; 2. on loaded freight car wheels which are not in excess of 2½ inches in length; 3. on empty freight car wheels which are not in excess of 3½ inches in length; and 4. on passenger car wheels which are not in excess of 2½ inches in length; the locomotive or car may be moved without speed restrictions. If the flat spot exceeds these limitations, then the train or engine is to be operated at a speed not to exceed ten (10) MPH to the first terminal where the locomotive or car can be set out or repairs made.

TRAIN DELAYS: All delays at the stations listed below must be recorded in the space provided on the form entitled TIME RETURN AND DELAY REPORT:

Stockton Ortega	Manteca Junction Manteca	Escalon Modesto	Chemurgic Turlock
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Delays of 10 minutes or more at other stations must also be reported in the space provided.

INTERLOCKING PLANTS AND SIGNALS

M.P. 32.7 SP Crossing Automatic interlocked. Approach clearing interlocking Signals located 400 ft. each side of crossing, fixed signs 2,640 ft. east and west of interlocking signals.

Circuits for control of power operated derails and interlocking signals start 500 feet in approach to interlocking signals. Trains must proceed with caution within the approach circuits and will proceed on proper signal indication.

Light locomotive movements through automatic interlocker are prohibited. Diesel engine throttle must be placed in off position while locomotive moving over crossing frog.

If signals fail to indicate "proceed" after reasonable time, a member of the train crew must be sent to the crossing to operate time release in box marked T. S. Ry. and locked with switch padlock. Instructions for the operation of the time release is posted in the box.

Release must not be operated when trains are within interlocking limits as defined by interlocking signals or seen or heard approaching on intersecting track.

Five minutes after release has been operated a red indication light will be displayed over release, derails should close and interlocking signal should indicate proceed. If, for some reason, interlocking signal cannot indicate "proceed", red indication light in interlocking signal will be displayed and this will be authority to proceed through interlocking limits. If, for some reason, derails fail to close, a white indication light will be displayed indicating that electric lock on motor control lever has been released and authorizes a member of the train crew to release the motor control lever from the electric lock and throw it to the opposite or hand throw position. Derails may then be operated by hand throw lever in the same manner as a ground throw switch stand. Movement across the crossing may then be made on a signal indicating "proceed" or the display of the red indicator lights, as mentioned above.

If interlocking signal continues to indicate "stop" and red indicator light on interlocking signal is not displayed, train may proceed over crossing as provided by rule 663.

When derails have been operated by a member of the train crew, care must be taken to see that train has cleared the interlocking limits, as defined by the interlocking signals after which the derails must be restored to derailing position and selector lever restored to motor position and in the electric lock and padlocked.

Any defects in connection with derails must be reported immediately to the Southern Pacific Dispatcher that he may notify Signal Maintainer. SP Telephone line circuit switch is located inside the telephone booth above the door. Switch must be restored to "Open" position when finished.

Operators of motor cars must STOP at Southern Pacific crossing and when there is more than one man on car the crossing will be flagged. Operator must know there are no Southern Pacific trains approaching before going over crossing.

INTERCHANGE TRACKS

Stockton - W.P.R.R.Co. - and through W.P.R.R. to S.P.Co., A.T.&S. F.Ry., C.C.T.Co., S.T.&E.R.R. Modesto - S.P.Co., M.&E.T.Co. Turlock - S.P.Co.

TONNAGE RATING

Territory	735 Continuous	741-43 Continuous	741-43 5 Miles	WP 504-511 Continuous
M.P. 0.00 to M.P. 23.0	2200	3600	4000	4680
M.P. 23.0 to M.P. 23.5	1000	1600		2080
M.P. 23.5 to M.P. 47.9	2200	3600	4000	4680
Manteca Branch	2200	3600	4000	4680
Chemurgic Branch	2200	3600	4000	4680

SPEED TABLE

1'50"	32.7	2'45"	21.8	6'00"	10
1'55"	31.3	3'00"	20	7'00"	8.6
2'00"	30	3'30"	17.1	7'30"	8
2'15"	26.7	4'00"	15	8'00"	7.5
2'30"	24	5'00"	12	10'00"	6

RAILROAD SURGEONS

G. F. Cushman, M. D. Chief Surgeon	San Francisco, Calif.	G. B. Harter, M. D. Local Surgeon	Modesto, Calif.
E. G. Hermosillo, M. D. Local Surgeon	Stockton, Calif.	F. N. Hatch, M. D. Local Surgeon	Modesto, Calif.
P. H. McHugh, M. D. Local Surgeon	Stockton, Calif.	R. D. Husband, M. D. Local Surgeon	Modesto, Calif.
J. B. Pope, M. D. Local Surgeon	Stockton, Calif.	R. R. Treadwell, M. D. Local Surgeon	Modesto, Calif.
H. F. Quinn, M. D. Local Surgeon	Stockton, Calif.	P. von Hungen, M. D. Local Surgeon	Escalon, Calif.
V. S. Solis, M. D. Local Surgeon	Stockton, Calif.	M. C. Collins, M. D. Local Surgeon	Turlock, Calif.
O. R. Vannucci, M. D. Local Surgeon	Stockton, Calif.	E. H. Johnson, M. D. Local Surgeon	Turlock, Calif.
D. R. Powell, M. D. Oculist	Stockton, Calif.	R. C. Winter, M. D. Local Surgeon	Manteca, Calif.
W. H. Plageman, M. D. Oculist	Stockton, Calif.		

WATCH INSPECTORS

W. K. Banks & Son, Watch Inspector	Stockton, Calif.	C. D. Fabrin, Manager of Time Service, San Francisco.
		W. P. Shoemaker's, Watch Inspector
		Modesto, Calif.