

TIDEWATER SOUTHERN RAILWAY

TIME 5 TABLE

To Take Effect Sunday, May 31, 1925, 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

H. WADE,

Trainmaster.

E. L. GAMBLE,

Manager.

Capacity of Sidings and Spur Tracks	FIRST CLASS							Distances from Stockton	FIRST CLASS							SECOND CLASS	Water, Bulletin, Register, Wye, Standard Clock, Stockyard, Telephone.
	SECOND CLASS		FIRST CLASS						FIRST CLASS						SECOND CLASS		
	11	9	7	5	3	1	2		4	6	8	10	12				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Leave Sunday Only	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Sunday		Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily	Arrive Sunday Only				
Yard	8.00 AM	4.10 PM	1.25 PM	11.20 AM	8.40 AM	6.00 AM	.0										
No Siding	s 8.07	s 4.17	s 1.31	s 11.27	s 8.47	s 6.05	.8	STOCKTON Weber Ave. and Eldorado St. 0.8	52.2	s 8.35 AM	s 11.15 AM	s 1.55 PM	s 4.00 PM	s 6.45 PM	s 10.25 AM	W. B. R. Y. K. S. P.	
Spur 15	8.11	4.21	1.35	11.31	8.51	6.09	2.3	SANTA FE CROSSING Taylor Street 1.5	51.4	s 8.27	s 11.07	s 1.49	s 3.52	s 6.38	s 10.19		
Spur 8	f 8.12	f 4.22	f 1.36	f 11.32	f 8.52	f 6.10	2.9	GLASS 0.6	49.9	8.20	11.00	1.43	3.45	6.31	10.13		
Yard	s 8.15	s 4.26	s 1.40	s 11.36	s 8.56	s 6.13	3.8	BRICKYARD 0.9	49.3	f 8.19	f 10.59	f 1.42	f 3.44	f 6.30	f 10.12		
Siding 52	f 8.22	f 4.33	f 1.47	f 11.43	f 9.03	f 6.20	7.2	ORTEGA W. P. (Crossing) S. P. 3.4	48.4	s 8.16	s 10.56	s 1.40	s 3.41	s 6.27	s 10.10	R. P.	
Spur 10	f 8.24	f 4.35	f 1.49	f 11.45	f 9.05	f 6.22	8.1	MANTECA JUNCTION 0.9	45.0	f 8.09	f 10.49	f 1.33	f 3.34	f 6.20	f 10.03	P.	
Spur 22	f 8.27	f 4.39	f 1.54	f 11.49	f 9.09	f 6.27	10.3	TURNER 2.2	44.1	f 8.07	f 10.47	f 1.31	f 3.32	f 6.18	f 10.01	W. P.	
Spur 9	f 8.28	f 4.40	f 1.55	f 11.50	f 9.10	f 6.28	10.8	SUMMER HOME 0.5	41.9	f 8.03	f 10.43	f 1.28	f 3.28	f 6.14	f 9.57	P.	
Spur 7	f 8.31	f 4.44	f 1.59	f 11.54	f 9.14	f 6.33	12.9	OAK POINT 2.1	41.4	f 8.02	f 10.42	f 1.27	f 3.27	f 6.13	f 9.56		
Spurs 8 & 9 Siding 33	f 8.34	f 4.47	f 2.02	f 11.57	f 9.17	f 6.36	14.4	FIVE CORNERS 1.5	39.3	f 7.59	f 10.39	f 1.24	f 3.24	f 6.10	f 9.53		
Spur 14 Siding 27	f 8.37	f 4.50	f 2.05	f 12.00	f 9.20	f 6.39	16.2	ATLANTA 1.8	37.8	f 7.56	f 10.36	f 1.21	f 3.21	f 6.07	f 9.50	P.	
Spur 10	f 8.39	f 4.52	f 2.07	f 12.02	f 9.22	f 6.41	17.4	SIMMS 1.2	36.0	f 7.53	f 10.33	f 1.18	f 3.18	f 6.04	f 9.47	P.	
Spur 6	f 8.41	f 4.54	f 2.09	f 12.04	f 9.24	f 6.43	18.4	CARROLTON 1.0	34.8	f 7.51	f 10.31	f 1.16	f 3.16	f 6.02	f 9.45		
Spur 14	f 8.42	f 4.55	f 2.10	f 12.05	f 9.25	f 6.44	18.9	VAN ALLEN 0.5	33.8	f 7.49	f 10.29	f 1.14	f 3.14	f 6.00	f 9.43	P.	
Spur 6	f 8.43	f 4.56	f 2.11	f 12.06	f 9.26	f 6.45	19.4	WINETONDALE 0.5	33.3	f 7.48	f 10.28	f 1.13	f 3.13	f 5.59	f 9.42	P.	
Spur 12	f 8.44	f 4.57	f 2.12	f 12.07	f 9.27	f 6.46	19.6	SEXTON 0.2	32.8	f 7.47	f 10.27	f 1.12	f 3.12	f 5.58	f 9.41		
Spurs 6 & 13 Siding 33	s 8.48	s 5.01	s 2.16	s 12.11	s 9.31	s 6.51	21.6	VOLSTEAD 2.0	32.6	f 7.46	f 10.26	f 1.11	f 3.11	f 5.57	f 9.40		
Spur 8	f 8.52	f 5.05	f 2.20	f 12.15	f 9.35	f 6.55	24.2	ESCALON 2.6	30.6	s 7.43	s 10.23	s 1.08	s 3.08	s 5.54	s 9.37	W.P.	
Spur 22	f 8.53	f 5.06	f 2.21	f 12.16	f 9.36	f 6.56	24.6	MEYERS 0.4	28.0	f 7.38	f 10.18	f 1.03	f 3.03	f 5.49	f 9.32	P.	
Spur 10	f 8.56	f 5.10	f 2.25	f 12.20	f 9.40	f 7.00	26.1	GRAVEL PIT 1.5	27.6	f 7.37	f 10.17	f 1.02	f 3.02	f 5.48	f 9.31		
Spurs 7,8,13	f 8.58	f 5.13	f 2.28	f 12.23	f 9.43	f 7.03	27.6	STEWART 1.5	26.1	f 7.34	f 10.14	f 12.59	f 2.59	f 5.44	f 9.28	P.	
Spur 16	f 9.01	f 5.16	f 2.31	f 12.26	f 9.46	f 7.06	29.3	McHENRY 1.7	24.6	f 7.31	f 10.11	f 12.56	f 2.56	f 5.41	f 9.26	P.	
Spur Siding 2	9.04	5.19	2.34	12.29	9.49	7.09	31.4	STANDIFORD 2.1	22.9	f 7.28	f 10.08	f 12.53	f 2.53	f 5.38	f 9.23	P.	
Yard	9.05	5.20	2.35	12.30	9.50	7.10	32.0	AURORA 0.6	20.8	7.25	10.05	12.50	2.50	5.35	9.20	P.	
Yard	s 9.10 AM	s 5.25 PM	s 2.40 PM	s 12.35 PM	s 9.55 AM	s 7.15 AM	33.2	ICE PLANT JUNCTION 1.2	20.2	7.24	10.04	12.49	2.49	5.34	9.19		
No Siding							34.6	MODESTO 9th St. bet. J and K Sts. 1.4	19.0	7.20 AM	10.00 AM	12.45 PM	2.45 PM	5.30 PM	9.15 AM	W. R. Y. S. P.	
Spur 7		DAILY					35.4	S. P. CROSSING 0.8	17.6								
Spur 6							36.4	MOORE 1.0	16.8								
Spur 9							37.4	ROGERS 1.0	15.8								
Spur 15							38.4	HARP 1.0	14.8								
Spurs 7, 10, 21							39.4	GRANGE 1.0	13.8								
Spur 7							40.4	GILMAN 1.0	12.8							P.	
Yard							43.8	SHOEMAKE 3.4	11.8							W. Y. P.	
Spur 16							46.6	HATCH 2.8	8.4								
Spur 18							49.4	CHATOM 2.8	5.6								
Spur 15							50.8	TEGNER 1.4	2.8								
Yard							52.2	AHLEN 1.4	1.4							S. P.	
	Arrive Sunday Only	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday		HILMAR 1.4	.0	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Sunday Only		

Time Table Meeting Points are positive unless changed by Train Orders.

No. 2 wait at Modesto for No. 1.
No. 3 wait at Stockton for No. 2.
No. 4 wait at Modesto for No. 3.
No. 5 wait at Stockton for No. 4.
No. 6 wait at Modesto for No. 5.

No. 8 wait at Modesto for No. 7.
No. 9 wait at Stockton for No. 8.
No. 10 wait at Modesto for No. 9.
No. 12 wait at Modesto for No. 11.

Regular trains two hours behind either their schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by train order.

Note—Service between Modesto and Hilmar performed by extra trains only.

Additional Passenger Flag Stops: Stockton—Washington St., Hazelton Ave., South St., Mineral Baths—, Clark, Park View, Castle, Gustafsons, Meroux, Calais, Holstein, Fosters, Minges, Wagner, Sperry Farm, Brennan, Ullery Ave., Jones, Wigley, St. John, Bald Eagle, Bangs Ave., Chastine, Roseburg Ave, Orangeburg Ave., Coldwell Ave., Modesto—College Ave., Needham Ave., N. St.

Westward.		MANTECA BRANCH				Eastward.	
Capacity of Sidings and Spur Tracks	SECOND CLASS	FIRST CLASS	Distance from Stockton	Time Table No 5 May 31, 1925	Distance from South Manteca	FIRST CLASS	SECOND CLASS
	STATIONS						
Siding 22			7.2	MANTECA JUNCTION	7.0		P
Spur 7			11.6	NORTH MANTECA	2.6		
Yard			12.4	MANTECA	1.8		P
Yard			14.2	SOUTH MANTECA	.0		

Note.—Service between Manteca Junction and South Manteca performed by extra trains only.

Westward.		TURLOCK BRANCH.				Eastward.	
Capacity of Sidings and Spur Tracks	SECOND CLASS	FIRST CLASS	Distance from Stockton	Time Table No. 5 May 31, 1925	Distance from Turlock	FIRST CLASS	SECOND CLASS
	STATIONS						
Yard			43.8	HATCH	6.5		W. Y. P.
Spur 11			45.9	LEEDOM	4.4		
Spur 4			46.9	JOYCE	3.4		
Spur 8			47.9	McGILL	2.4		
Siding 36			48.9	COOPER	1.4		
Yard			50.3	TURLOCK	.0		W. R. P.

Note.—Service between Hatch and Turlock performed by extra trains only.

SPECIAL INSTRUCTIONS. "SAFETY FIRST"

SPEED RESTRICTIONS

Freight trains will not exceed twenty-five (25) miles per hour between Modesto, Hilmar and Turlock; nor fifteen (15) miles per hour between Ortega and Clark.

All trains reduce speed to ten (10) miles per hour in city limits of Stockton and between Needham Avenue and "B" St., Modesto.

All trains reduce speed to fifteen (15) miles per hour over Stanislaus River Bridge.

All trains reduce speed to ten (10) miles per hour over Tuolumne River Bridge.

In all cases lose all time necessary for safety.

WESTWARD

Reduce speed to ten (10) miles per hour over Public Road crossing at Turner.

Reduce speed to ten (10) miles per hour over Public Road crossing at Standiford.

Reduce speed to ten (10) miles per hour over Public Road crossing at Chastine.

Reduce speed to ten (10) miles per hour over Public Road crossing at Orangeburg Ave., nine poles south of Chastine.

All westward trains come to full stop before crossing Needham Ave., Modesto.

Reduce speed to five (5) miles per hour over ~~Lander~~ Avenue, Turlock.

EASTWARD

Reduce speed to ten (10) miles per hour over Public Road crossing at Turner.

Cross ~~Lander~~ Avenue, Turlock, under flag.

All trains must receive clearance cards from Train Dispatcher before leaving Stockton and Modesto. If, for any reason, Dispatcher cannot be reached trains may leave on timetable rights.

INTERLOCKING PLANTS AND SIGNALS

Stockton—Taylor St., A. T. & S. F. crossing. Governed by dwarf signals and derails on Tidewater Southern track. Operated by trainmen.

Ortega—Southern Pacific R. R. and Western Pacific R. R. crossings. Interlocked. Two-arm home signal one hundred feet west of Junction switch; upper arm governs eastward trains on Western Pacific main line, lower arm governs eastward Tidewater Southern trains over Western Pacific and Southern Pacific. Westward Tidewater Southern trains will be governed by signal located 450 feet east of crossing.

Southern Pacific Crossing 1.4 miles south of Modesto—Interlocked. Semaphore signals located on Tidewater Southern, 560 feet each side of crossing.

RAILROAD SURGEONS

Dr. Thos. W. Huntington, Chief Surgeon.....San Francisco
 Drs. Harbert and Hull, Local Surgeons.....Stockton
 Dr. Barton J. Powell, Oculist and Aurist.....Stockton
 Dr. Carl B. Benson, Local Surgeon.....Escalon
 Dr. J. L. Hennemuth, Local Surgeon.....Modesto
 Dr. E. A. Julien, Local Surgeon.....Turlock

Stretcher in each passenger car. Must be replaced after being used.

MILEAGE

Main Line

Stockton to Hilmar..... 52.2

Branches

Manteca—Manteca Junction to South Manteca..... 7.0
 Turlock—Hatch to Turlock..... 6.5

Total Branches..... 13.5

Total Tidewater Southern Railway..... 65.7