

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

# STOCKTON DIVISION

To Take Effect Sunday, April 4, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

J. H. DYER,  
*General Manager.*  
F. L. BURCKHALTER,  
*First Assistant General Manager.*

R. L. RUBY,  
*Superintendent of Transportation.*

T. AHERN,  
*Assistant General Manager.*

W. WILSON,  
*Superintendent.*



EASTWARD

Tracy and Brighton Subdivision

Time Table No. 39

April 4, 1926

Capacity of Sidings in Car Lengths	THIRD CLASS					FIRST CLASS												Distance from San Francisco Via Niles
	294 Local Freight	286 Local Freight	254 Ogden Manifest	256 Sunset Manifest	306 Local Freight	80 Stockton Flyer	38 San Francisco Sacramento Passenger	50 San Francisco Fresno Passenger	68 Fresno Sacramento Passenger	8 San Francisco Los Angeles Passenger	82 San Francisco Stockton Passenger	32 San Francisco Sacramento Passenger	84 San Francisco Fresno Passenger	36 San Francisco Stockton Passenger	64 Puget Sound Express	24 Tonopah Express	86 San Francisco Los Angeles Express	
Term, Yard BKWFTYP	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
95 P			6.15 AM		2.00AM	8.00PM	6.53PM	6.50PM		2.08PM	2.05PM	11.07AM	11.05AM	10.20AM		4.20AM	2.45AM	
						8.06	f 6.59	6.58		2.14	2.11	f 11.13	11.11	f 10.26		4.26	2.51	
I P																		
Eastward 82 Westward 85 Fresno 64 BWY P	1.30PM			2.10AM		8.17	s 7.15	s 7.08PM	6.07PM	s 2.26PM	2.22	s 11.27	s 11.23AM	s 10.50	7.10AM	s 4.42	s 3.03AM	
97 P						8.23	f 7.22		f 6.25		2.28	s 11.35		s 10.58	7.22	4.49		
I																		
I Yard BKWFTYP	2.00PM	8.30AM			3.15AM	s 8.30	s 7.32 7.45		s 6.35 6.50		s 2.35PM	s 11.43 11.53		s 11.06AM	s 7.32 7.42	s 5.15		
I P		8.37	7.20	3.55		8.44	7.50		6.58			11.58AM			7.47	5.20		
106																		
87 P		8.47	7.33	4.15		8.50	7.56		f 7.04			f 12.04PM			7.53	5.26		
80 P		8.54	7.40	4.30		8.55	8.00		f 7.08			f 12.08			7.58	5.31		
BKWFT P 173		9.00 10.30	7.48	4.55		s 9.05PM	s 8.10		s 7.15			s 12.18			s 8.07	s 5.43		
						See Note			f									
95 P		11.00	8.14	5.10			s 8.16		f 7.21			s 12.24			8.14	5.50		
86 P		11.20	8.30	5.20			8.20		f 7.25			f 12.29			8.19	5.55		
Eastward 123 Westward 87 BKWFT P		11.35AM 1.15PM	8.42	5.40			s 8.27		s 7.30			s 12.39			s 8.25	s 6.06		
86 P		1.30	9.05	5.50			8.33		f 7.36			f 12.44			8.30	6.12		
		1.40	9.10	5.55					f			f						
80 P		2.00	9.15	6.00			8.39		f 7.41			f 12.50			8.35	6.19		
87 P		2.40	9.35	6.25			s 8.45		s 7.47			s 12.56			8.40	s 6.25		
100 P		2.55	9.45	6.50			8.50		f 7.51			1.01			8.45	6.30		
88 WP		3.32	10.00	7.33			f 8.55		f 7.56			s 1.07			8.50	f 6.36		
78 WP		3.50PM	10.25AM	7.45AM			s 9.05PM		s 8.05PM			s 1.15PM			s 9.00AM	s 6.45AM		
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30) 18.80	(7.20) 9.58	(4.10) 16.35	(5.35) 9.26	(1.15) 16.08	(1.05) 30.00	(2.12) 31.46	(0.18) 35.66	(1.58) 30.11	(0.18) 35.66	(0.30) 40.20	(2.08) 31.72	(0.18) 35.66	(0.46) 26.22	(1.50) 31.02	(2.25) 25.82	(0.18) 35.66	

STATIONS	
TO-R TRACY	3.1
BANTA	2.9
WINSHIP (Spur)	1.9
SAN JOAQUIN BRIDGE (No siding)	2.8
TO-R LATHROP	4.6
FRENCH CAMP	1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing	2.2
S. E. R. F. Crossing	2.1
TO-R STOCKTON	1.4
C. C. T. Co. Crossing	1.4
W. P. Crossing	0.4
End of Double Track	0.4
EL PINAL	0.8
JARN (Spur)	3.1
CASTLE	3.6
ARMSTRONG	3.1
C. C. T. Co. Crossing	3.1
TO-R LODI	1.8
URGON (Spur)	1.1
TO ACAMPO	3.3
FOREST LAKE	2.2
TO GALT	3.8
NEED	2.0
ARNO	2.0
McCONNELL	3.4
TO ELK GROVE	2.8
MEAD	3.3
TO FLORIN	3.0
POLK	1.1
End of Double Track	0.1
TO-R BRIGHTON	62.4

62.4  
 .....Time over District.  
 .....Average Speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. Single track over San Joaquin Bridge; Trains will be governed by interlocking signals. Eastward main track between A.T.&S.F.R.R., crossing Stockton, and End of Double Track, Stockton, is not protected by Block Signals. The schedule of No. 80 at Lodi terminates at cross-over at Signal 1028. Schedule time and train orders at Brighton will apply at the end of double track.

Westward trains will apply Rule 14-K when passing eastward trains between End of Double Track Stockton and Stockton Register Station.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers To
64	Any Station	Any Point beyond Sacramento

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From or Beyond
64	Any Station	Manteca

Westward Single track Westward 1 Disc signal middle; r \*No. 63 will n The schedule At Stockton N

Table No. 39

April 4, 1926

STATIONS

TRACY	3.1
BANTA	2.9
WINSHIP (Spur)	1.9
SAN JOAQUIN BRIDGE (No siding)	2.8
LATHROP	4.6
FRENCH CAMP	1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing	3.2
S. E. R. R. Crossing	3.2
STOCKTON	1.4
C. T. Co. Crossing	1.4
W. P. Crossing	0.4
End of Double Track	0.4
EL PINAL	0.8
JARN (Spur)	3.1
CASTLE	3.6
ARMSTRONG	3.1
C. C. T. Co. Crossing	3.1
LODI	1.8
URGON (Spur)	1.1
ACAMPO	3.3
FOREST LAKE	2.2
GALT	3.8
NEED	2.0
ARNO	2.0
McCONNELL	3.4
ELK GROVE	2.8
MEADOWS	3.3
FLORIN	3.0
POLK	1.1
End of Double Track	0.1
BRIGHTON	62.4

Tracy and Brighton Subdivision

WESTWARD

3

Time Table No. 39

April 4, 1926

STATIONS

TO-R TRACY	3.1
BANTA	2.9
WINSHIP (Spur)	1.9
SAN JOAQUIN BRIDGE (No siding)	2.8
TO-R LATHROP	4.6
FRENCH CAMP	1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing	3.2
S. E. R. R. Crossing	3.2
TO-R STOCKTON	1.4
C. C. T. Co. Crossing	1.4
W. P. Crossing	0.4
End of Double Track	0.4
EL PINAL	0.8
JARN (Spur)	3.1
CASTLE	3.6
ARMSTRONG	3.1
C. C. T. Co. Crossing	3.1
LODI	1.8
URGON (Spur)	1.1
TO ACAMPO	3.3
FOREST LAKE	2.2
GALT	3.8
NEED	2.0
ARNO	2.0
McCONNELL	3.4
TO ELK GROVE	2.8
MEADOWS	3.3
TO FLORIN	3.0
POLK	1.1
End of Double Track	0.1
TO-R BRIGHTON	62.4

Distance from Brighton	FIRST CLASS										THIRD CLASS									
	87 Los Angeles San Francisco Express	79 Stockton Flyer	65 Sacramento Fresno Passenger	83 Fresno San Francisco Passenger	31 Sacramento Stockton San Francisco Passenger	7 Tehachapi	37 Stockton San Francisco Passenger	63 Southern California Express	51 Fresno San Francisco Passenger	35 Stockton San Francisco Passenger	257 Sunset Manifest	231 Tracy Freight	293 Local Freight	233 Tracy Freight	285 Local Freight	253 Ogden Manifest	235 Tracy Freight	237 Tracy Freight	305 Local Freight	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R TRACY	s 4.40AM	s 7.35AM		s 11.10AM	s 11.45AM	s 3.25PM	s 4.30PM		s 7.32PM	s 7.35PM			4.55AM		10.40AM		2.00PM	6.00PM	10.50PM	11.20PM
BANTA	4.32	7.29		11.01	11.37	3.17	4.24		7.23	f 7.26										
WINSHIP (Spur)																				
SAN JOAQUIN BRIDGE (No siding)										f										
TO-R LATHROP	4.20AM	7.18	s 9.05AM	10.50AM	s 11.23	3.05PM	f 4.13	★ 7.37PM	7.12PM	s 7.15 7.03	2.45AM	4.20	6.30AM							10.45
FRENCH CAMP		7.12	f 8.58		11.11		4.07	7.30		s 6.54										
T. S. Ry. Crossing																				
A. T. & S. F. Crossing																				
S. E. R. R. Crossing																				
TO-R STOCKTON		s 7.05	s 8.50		11.03 10.46		4.00PM	7.20 7.03		6.45PM			6.00AM	3.05PM						10.15PM
C. C. T. Co. Crossing																				
W. P. Crossing																				
End of Double Track		6.55	8.37		10.41		See Note	6.58		See Note	1.45	3.30		9.26		12.45	4.50	9.40		
EL PINAL																				
JARN (Spur)					f															
CASTLE		6.50	f 8.31		f 10.35			6.52			1.35	3.20		9.16	2.40	12.30	4.40	9.30		
ARMSTRONG		6.45	8.26		f 10.29			6.48			1.28	3.13		9.09	2.25	12.08PM	4.33	9.23		
C. C. T. Co. Crossing																				
TO-R LODI		6.40AM	s 8.21		s 10.24			s 6.43			1.20	3.05		9.02	2.00	11.45AM	4.25	9.15		
LODI		See Note																		
URGON (Spur)					f															
TO ACAMPO			s 8.14		s 10.11			f 6.33			1.13	2.58		8.55	12.24PM	11.35	4.18	9.07		
ACAMPO																				
FOREST LAKE			8.05		f 10.05			f 6.28			1.06	2.51		8.48	11.45AM	11.20	4.11	9.00		
GALT			s 8.00		s 10.00			s 6.23			1.00	2.45		8.42	11.35 10.25	11.00	4.05	8.54		
NEED											12.52	2.37		8.30	10.10	10.35	3.57	8.46		
ARNO			f 7.51		f 9.44			f 6.13							9.55	10.20				
McCONNELL			f 7.48		f 9.40			f 6.10			12.45	2.30		8.15	9.45	10.10	3.50	8.39		
TO ELK GROVE			s 7.43		s 9.35			s 6.05			12.39	2.24		8.09	9.35 9.00	10.00	3.44	8.29		
ELK GROVE											12.33	2.18		8.03	8.45	9.45	3.38	8.23		
MEADOWS			7.38		f 9.28			5.59			12.27	2.12		7.57	8.30	9.23	3.32	8.17		
TO FLORIN			s 7.33		s 9.23			s 5.54												
FLORIN																				
POLK																				
End of Double Track																				
TO-R BRIGHTON			s 7.25AM		s 9.15AM			s 5.45PM			12.15AM	2.00AM		7.45AM	8.05AM	9.00AM	3.20PM	8.05PM		
BRIGHTON																				
62.4	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District	(0.20)	(0.55)	(1.40)	(0.20)	(2.30)	(0.20)	(0.30)	(1.52)	(0.20)	(0.50)	(2.30)	(2.55)	(0.30)	(2.55)	(7.00)	(5.00)	(2.40)	(2.45)	(1.05)	
Average speed per hour	32.10	35.45	31.02	32.10	28.15	32.10	40.20	39.41	32.10	31.74	20.68	21.38	18.80	21.38	9.23	12.48	23.40	22.69	18.55	

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

Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.

Westward main track between Weber Ave., and AT&SFRR crossing Stockton, is not protected by Block Signals.

Disc signal on east in front of Telegraph office, Stockton, is switch target, governing switch from main track to east middle; normal position white disc and green light; signal will show red disc or red light when lined for siding.

\*No. 63 will not stop at station at Lathrop but will pull directly around east leg of wye to the Lathrop-Fresno main track.

The schedule of No. 79 at Lodi originates at cross-over at Signal 1028.

At Stockton Nos. 37 and 35 may occupy main track ten minutes before scheduled leaving time as shown above, but Rule 99 must be complied with.

Schedule time and train orders at Brighton will apply at the end of double track.

Westward trains will apply Rule 14-K when passing eastward trains between End of Double Track, Stockton, and Stockton Register Station.

ADDITIONAL FLAGSTOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From, or Beyond
63	French Camp	Lodi

EASTWARD

Lathrop and Fresno Subdivision.

Time Table No. 39

April 4, 1926

Capacity of sidings in car lengths.	THIRD CLASS				SECOND CLASS				FIRST CLASS						Distance from San Francisco Via Autohook	
	300	298	296	252	168				60	50	8	84	66	86		
	Local Freight Leave Daily EX. SUNDAY	Local Freight Leave Daily EX. SUNDAY	Local Freight Leave Daily EX. SUNDAY	Sunset Manifest Leave Daily	Mixed Leave Daily EX. SUNDAY				Southern California Express Leave Daily	San Francisco Fresno Passenger Leave Daily	San Francisco Los Angeles Passenger Leave Daily	San Francisco Fresno Passenger Leave Daily	Sacramento Fresno Passenger Leave Daily	San Francisco Los Angeles Express Leave Daily		
Eastward 82 Fresno 04 BWYP			6.45AM	3.06AM						7.37PM	7.13PM	2.31PM	11.28AM	9.06AM	3.06AM	92.9
I																93.8
84 P			7.01	3.55						7.49	s 7.23	s 2.42	11.34	s 9.23	3.14	96.8
45 P			7.25	4.05								2.48		9.25	3.16	98.6
80 P			8.00	4.20						7.57	f 7.34	s 2.57	11.41	s 9.32	3.21	103.3
87 P			8.35	4.40						8.02	f 7.41	f 3.03	11.45	s 9.38	3.27	106.4
160 BKWP		10.30AM	9.00AM	5.00						s 8.16	s 7.56	s 3.22	s 11.57AM	s 9.53	s 3.48	108.1
I																109.7
82 P			11.20AM	5.20						8.23	f 8.04	s 3.30	12.04PM	s 10.05	3.55	114.7
75 P			12.08PM	5.30						8.27	f 8.10	f 3.37	12.08	f 10.12	3.59	119.3
80 P			1.54	6.09						s 8.35	s 8.20	s 3.52	s 12.17	s 10.21	4.11	120.8
99 P			2.15	6.40						8.43	f 8.28	f 4.00	12.24	f 10.29	4.18	126.2
88 WP			3.15	7.00						8.50	s 8.36	s 4.10	12.30	s 10.36	4.25	131.9
80 P			3.45 4.45	7.15						8.58	s 8.47	s 4.25	12.37	s 10.49	4.33	136.4
89 BKWFTP	10.30AM	5.20PM	8.00							s 9.14	s 9.03	s 4.45	s 12.51	s 11.05	s 4.55	138.9
80 P			11.00	8.25						9.24	9.13	4.54	1.01	f 11.15	5.05	143.2
80 P			11.20AM	8.35						9.29	9.17	f 4.59	1.06	f 11.20	5.17	144.8
88 P			12.45PM	9.01						9.37	9.25	5.07	1.14	f 11.28	5.28	147.4
WP			12.55 1.30	9.30							s 9.29	s 5.11	1.16	s 11.33	s 5.33	150.5
83 P			2.00	10.00						9.45	f 9.36	f 5.19	1.21	f 11.40	5.40	151.9
78 WFTP			2.35	10.10						9.49	f 9.42	f 5.27	1.25	f 11.46	5.45	155.9
100 P			2.52	10.35						9.52	9.46	5.32	1.28	11.51AM	5.49	156.6
158 BKP			3.45	10.45						s 10.00	s 9.55	s 5.42	s 1.37	s 12.17PM	s 6.00	160.5
80 P			4.00	11.05						10.08	10.03	f 5.52	1.45	f 12.30	6.10	163.3
88 WP			4.51	11.25						10.15	10.10	f 5.59	1.51	f 12.38	f 6.16	165.8
P			5.20	11.51						10.21	10.16	6.06	1.56	f 12.45	6.22	166.9
Term. Yard BKWFTP			5.45PM	12.20PM						s 10.35PM	s 10.30PM	s 6.20PM	s 2.10PM	s 1.00PM	s 6.35AM	168.1
			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	168.9

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

Block Signals

STATIONS		Distance from San Francisco Via Autohook
TO-R LATHROP	0.9	92.9
W. P. Crossing	3.0	93.8
TO MANTECA	1.8	96.8
MORRANO	2.0	98.6
WESTON	2.7	100.6
TO RIPON	3.1	103.3
TO SALIDA	1.7	106.4
COVELL	5.0	108.1
TO-R MODESTO	1.6	113.1
T. S. Ry. Crossing	2.7	114.7
TO OERES	1.9	117.4
ESMAR (Spur)	1.9	119.3
TO KEYES	5.4	120.8
TO TURLOCK	5.7	126.2
TO DELHI	4.5	131.9
TO LIVINGSTON	2.5	136.4
ARENA	4.3	138.9
TO ATWATER	1.6	143.2
BUHACH	2.6	144.8
FERGUS	3.1	147.4
TO-R MERCED	1.4	150.5
OREGON	4.0	151.9
OLUSTER	0.7	155.9
LINGARD	3.9	156.6
ATHLONE	2.8	160.5
LABRANZA (Spur)	2.5	163.3
SIERRA VISTA (Spur)	1.1	165.8
MINTURN	1.2	166.9
TO OHOWCHILLA	4.0	168.1
FAIRMEAD	3.5	168.9
TO-R BERENDA	2.7	173.0
NOTARB	4.7	176.5
TO-R MADERA	2.8	177.2
BORDEN	3.5	179.2
IRRIGOSA	3.3	183.9
THARSA (Spur)	2.1	186.7
TO HERNDON	3.7	188.7
BIOLA JCT. (No Siding)	0.9	190.2
MUSCATEL	3.0	193.5
F. T. Co. Crossing	2.3	195.6
TO-R FRESNO	(112.6)	199.3
		200.2
		203.2
		205.5

Time over District

Average speed per hour

Time over D

Average speed

Train	At	Passengers from, or beyond
60	Any Station	Lodi

Westward trains are superior to trains of the same class in the opposite direction.  
 East leg of wye at Lathrop is not protected by block signals.

LATHROP	0.9
P. Crossing	3.0
MANTEOA	1.8
MORRANO	2.0
WESTON	2.7
RIPON	3.1
SALIDA	1.7
COVELL	5.0
MODESTO	1.6
S. Ry. Crossing	2.7
ERES	1.9
ESMAR (Spur)	1.5
KEYES	5.4
TURLOOK	6.7
DELHI	4.5
LIVINGSTON	2.5
ARENA	4.3
ATWATER	1.6
BUHAOH	2.6
FERGUS	3.1
MERCED	1.4
OREGON	4.0
OLUSTER	0.7
LINGARD	3.9
ATHLONE	2.8
LABRANZA (Spur)	2.5
SERRA VISTA (Spur)	1.1
MINTURN	1.2
HOWCHILLA	4.9
FAIRMEAD	3.5
BERENDA	2.7
NOTARB	4.7
MADERA	2.8
BORDEN	3.5
IRRIGOSA	3.3
THARSA (Spur)	2.1
HERNDON	3.7
IOLA JCT. (No Siding)	0.9
MUSCATEL	3.0
F. T. Co. Crossing	2.3
FRESNO	(112.6)

Time Table No. 39

April 4, 1926

STATIONS

TO-R LATHROP	112.6
W. P. Crossing	111.7
TO MANTEOA	108.7
MORRANO	106.9
WESTON	104.9
TO RIPON	102.2
SALIDA	99.1
COVELL	97.4
TO-R MODESTO	92.4
T. S. Ry. Crossing	90.8
TO ERES	88.1
ESMAR (Spur)	86.2
TO KEYES	84.7
TURLOOK	79.8
TO DELHI	78.6
LIVINGSTON	69.1
ARENA	66.6
TO ATWATER	62.8
BUHAOH	60.7
FERGUS	58.1
TO-R MERCED	55.0
OREGON	53.6
OLUSTER	49.6
LINGARD	48.9
ATHLONE	45.0
LABRANZA (Spur)	42.2
SIERRA VISTA (Spur)	39.7
MINTURN	38.6
TO CHOWCHILLA	37.4
FAIRMEAD	32.5
TO-R BERENDA	29.0
NOTARB	26.8
TO-R MADERA	21.6
BORDEN	18.8
IRRIGOSA	15.8
THARSA (Spur)	12.0
TO HERNDON	9.9
BIOLA JCT. (No Siding)	6.2
MUSCATEL	5.3
F. T. Co. Crossing	2.3
TO-R FRESNO	0.0

Lathrop and Fresno Subdivision.

WESTWARD

Distance from Fresno.	FIRST CLASS						SECOND CLASS				THIRD CLASS				
	87	59	83	71	67	51	165				255	297	299	295	251
	Los Angeles San Francisco Express	Puget Sound Express	Fresno San Francisco Passenger	Tehachapi	Fresno Sacramento Passenger	Fresno San Francisco Passenger	Mixed				Lathrop Freight	Local Freight	Local Freight	Local Freight	Sunset Freight
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY				Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
LATHROP	s 4.05AM	* 7.10AM	s 10.45AM	s 3.00PM	s 5.57PM	s 7.08PM					5.30AM			1.15PM	2.00AM
MANTEOA	f 3.55	f 7.01	10.37	s 2.52	s 5.49	7.00					5.11			1.00	1.46
MORRANO	3.48	6.58	10.35	2.48	f 5.43						5.05			12.10PM	1.41
WESTON					f										
RIPON	f 3.40	6.52	10.30	s 2.42	s 5.37	6.53					4.55			11.41AM	1.32
SALIDA	f 3.27	6.48	10.26	s 2.35	f 5.28	6.49					4.40			10.50	1.25
COVELL															
MODESTO	s 3.05	s 6.35	s 10.16	s 2.23	s 5.14	s 6.40					4.22	1.15PM		10.16AM	1.05
ERES	f 2.47	6.21	10.05	s 2.08	s 4.55	6.30					4.10	1.00			12.22
ESMAR (Spur)															
KEYES	f 2.41	6.17	10.01	f 2.02	f 4.47	6.26					3.59	12.08PM			12.15
TURLOOK	s 2.33	s 6.09	s 9.54	s 1.54	s 4.39	s 6.19					3.40	11.40AM			12.05AM
DELHI	f 2.23	f 6.00	9.46	f 1.44	s 4.19	6.11					3.26	8.50			11.55PM
LIVINGSTON	f 2.16	f 5.54	9.40	s 1.37	s 4.10	6.05					3.15	8.00			11.45
ARENA					f 4.03										
ATWATER	f 2.07	f 5.45	9.33	s 1.26	s 3.57	5.58					2.55	7.15			11.30
BUHAOH					f										
FERGUS															
MERCED	s 1.55	s 5.35	s 9.24	s 1.15	s 3.42	s 5.49					2.40	6.00AM	2.45PM		11.10
OREGON															
OLUSTER															
LINGARD	1.41	5.22	9.12	1.01	f 3.24	5.37					2.28		2.15		10.37
ATHLONE	f 1.36	5.17	9.08	f 12.53	f 3.19	5.33					2.20		2.00		10.28
LABRANZA (Spur)															
SIERRA VISTA (Spur)															
MINTURN	1.28	5.08	9.01	12.45	3.11	5.26					2.08		1.14		10.16
CHOWCHILLA	s 1.26	f 5.06		s 12.43	s 3.09								1.14		
FAIRMEAD	f 1.18	5.00	8.54	f 12.36	f 3.01	5.19					1.55		11.40AM		10.04
BERENDA	f 1.12	4.56	8.50	s 12.30	f 2.56	5.15	s 7.15AM				1.45		11.15		9.49
NOTARB	1.08	4.52	8.47	12.24	2.52	5.12	7.08				1.30		10.50		9.37
MADERA	s 1.00	s 4.45	s 8.41	s 12.17	s 2.45	s 5.06	7.00AM				1.20		10.35		9.17
BORDEN	f				f								8.20		9.00
IRRIGOSA	f 12.50	4.35	8.32	12.04PM	f 2.33	4.57					1.07		8.05		8.37
THARSA (Spur)															
HERNDON	f 12.43	4.28	8.26	f 11.57AM	f 2.27	4.51					12.56		7.50		8.28
BIOLA JCT. (No Siding)															
MUSCATEL	f 12.37	4.22	8.21	11.51	f 2.21	4.46					12.46		7.35		8.20
F. T. Co. Crossing															
FRESNO	12.25AM	4.10AM	8.10AM	11.40AM	2.10PM	4.35PM					12.30AM		7.15AM		8.00PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY				Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily

Time over District..... (3.40) (3.00) (2.35) (3.20) (3.47) (2.33)

Average speed per hour..... 30.71 37.53 43.58 33.78 27.77 44.15

Westward trains are superior to trains of the same class in the opposite direction. East leg of wye at Lathrop is not protected by block signals.

\* No. 59 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Tracy-Brighton main track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS			ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers to	Train	At	Passengers from or Beyond
59	Any Station	Sacramento or Beyond	59	Any Station	Fresno





EASTWARD

Tracy and Brighton Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Niles	Time Table No. 39 April 4, 1926		Distance from North Branch	SECOND CLASS	
	172 Mixed	Leave Daily EX. SUNDAY		173 Mixed	Arrive Daily EX. SUNDAY			
BKWTFP		12.25 PM	103.3	TO-R LODI 1.8	35.0	s 10.10 AM		
			105.1	C. C. T. Co. Crossing 0.2	33.2			
			105.3	FRANKLYN (Spur) 1.8	33.0			
30 P	f		107.1	VICTOR 3.8	31.2	f		
22 P	s 1.00		110.7	TO LOOKEFORD 4.0	27.6	s 9.20		
27 WP	s 1.20		114.7	TO CLEMENTS 6.1	23.6	s 9.05		
30	s 1.40		120.8	WALLAOE 5.6	17.5	s 8.43		
14	s 2.05		126.4	HELISMA 2.9	11.9	s 8.18		
	f		129.3	NORVAL (Spur) 0.9	9.0	f		
19 WTP	s 2.25 PM		130.2	TO-R VALLEY SPRING 4.5	8.1	8.00 AM		
10 P			134.7	TOYON 3.6	3.6			
P			138.3	R NORTH BRANCH	0.0			
		Arrive Daily EX. SUNDAY		(35.0)		Leave Daily EX. SUNDAY		

(2.00) ..... Time over District ..... (2.10)  
13.45 ..... Average speed per hour ..... 12.41

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

EASTWARD

Tracy and Brighton Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Niles	Time Table No. 39 April 4, 1926		Distance from Ione	SECOND CLASS	
	130 Mixed	Leave Daily EX. SUNDAY		131 Mixed	Arrive Daily EX. SUNDAY			
BKWTFP		12.45 PM	111.7	TO-R GALT 5.0	27.1	s 9.45 AM		
16	f 1.05		116.7	C. C. T. Co. Crossing VANSTOW 5.3	22.3	f 9.15		
18 P	f 1.25		122.0	CLAY 10.3	16.8	f 8.50		
34 P	s 1.55		132.3	CARBONDALE 0.7	6.5	s 8.15		
13	f		133.0	LIGNITE 1.8	5.8	f		
	f		134.8	EDWIN (Spur) 0.4	4.0	f		
	f		135.2	CLARKSONA (Spur) 2.5	3.6	f		
	f		137.7	DAGON (Spur) 1.1	1.1	f		
31WTFP	s 2.45 PM		138.8	TO-R IONE	0.0	7.45 AM		
		Arrive Daily EX. SUNDAY		(27.1)		Leave Daily EX. SUNDAY		

(2.00) ..... Time over District ..... (2.00)  
13.55 ..... Average speed per hour ..... 13.55

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

EASTWARD

Tracy and Brighton Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Niles	Time Table No. 39 April 4, 1926		Distance from Woodbridge	THIRD CLASS	
	170 Mixed	Leave Daily EX. SUNDAY		171 Mixed	Arrive Daily EX. SUNDAY			
BKWTFP		10.25 AM	103.3	TO-R LODI C. C. T. Co. Crossing 2.5	2.5	s 11.05 AM		
8		s 10.40 AM	105.8	R WOODBRIDGE	0.0	10.50 AM		
		Arrive Daily EX. SUNDAY		(2.5)		Leave Daily EX. SUNDAY		

(0.15) ..... Time over District ..... (0.15)  
10.00 ..... Average speed per hour ..... 10.00

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

EASTWARD

Lathrop and Fresno Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Antioch	Time Table No. 39 April 4, 1926		Distance from Raymond	THIRD CLASS	
	166 Mixed	Leave Daily EX. SUNDAY		167 Mixed	Arrive Daily EX. SUNDAY			
WTF P		7.30 AM	176.5	TO-R BERENDA 3.3	20.9	s 11.10 AM		
I			179.8	A. T. & S. F. Crossing TALBOT 4.0	17.6	f 10.47		
17	f 7.50		183.8	DAULTON 4.1	13.6	f 10.30		
22	f 8.05		187.9	JESBEL (Spur) 2.0	9.5	f		
	f		190.8	HERBERT 4.2	6.6	f		
13	f 8.30		195.0	R KNOWLES JCT. (No Siding) 1.2	2.4	f 10.00		
	f		196.2	TO-R RAYMOND	0.0	9.15 AM		
22 WTP	s 8.45 AM		197.4			Leave Daily EX. SUNDAY		
		Arrive Daily EX. SUNDAY		(20.9)				

(1.15) ..... Time over District ..... (1.55)  
16.72 ..... Average speed per hour ..... 10.90

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

EASTWARD

Lathrop and Fresno Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Antioch	Time Table No. 39 April 4, 1926		Distance from Knowles	THIRD CLASS	
	162 Freight	Leave Daily EX. SUNDAY		163 Freight	Arrive Daily EX. SUNDAY			
		9.20 AM	196.2	R KNOWLES JCT. (No Siding) 2.1	2.3	10.00 AM		
			198.3	HILLSIDE (Spur) 0.2	0.2			
4		9.30 AM	198.5	R KNOWLES	0.0	9.50 AM		
		Arrive Daily EX. SUNDAY		(2.3)		Leave Daily EX. SUNDAY		

(0.10) ..... Time over District ..... (0.10)  
13.80 ..... Average speed per hour ..... 13.80

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

THE FOLLOW

**RULE 2.**  
S. A. Po  
Tracy.....  
Stockton, C. M  
Lodi.....  
Galt.....  
Sacramento...  
Roseville.....

**RULE 10** ( will not apply t of an adjoining

**RULE 14** ( tion that flagm Merce Fresno Ingle.

**RULE 14** ( may return fro Galt.. Lodi.. Stock Peters Lathr Tracy Beren Biola Ingle.

**RULE 14** ( blast of the w to signal as sp Signal shc (a) All (b) In p r

When a t will govern, e hour, if a trai Signals Signals

At all int will be sound ISAN J Limits of switch to dw home signal 4 junction switc Eastwar located 450 f main track w switch. Westwar located 450 f main track wi

**FRE**  
Limits of dwarf signal of crossing to Eastwar located 500 f be governed. Westwar located 500 f governed by Enginem they wish to STO  
Limits of Light signal feet east of c Eastwar and suspens



# 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	
Tracy..... Von Dack and Son	Los Banos..... J. F. Muth
Stockton, C. Mantele.. 129 N. Sutter St.	Fresno..... Bert Fuller, 2031 Fresno St.
Lodi..... L. G. Leavitt	Madera..... R. A. Bay
Galt..... G. R. Romaine	Merced..... R. C. Haun
Sacramento... H. T. Harger, 1008 K St.	Modesto..... W. P. Shoemaker
Roseville..... H. T. Harger	Turlock..... D. F. Hall

**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.

Merced..... Trains on Stockton and Merced Subdivision
Fresno..... Trains on Tracy and Fresno Subdivision
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.

Galt..... Trains on Ione Branch
Lodi..... Trains on Valley Spring and Woodbridge Branches
Stockton..... Trains on Stockton and Merced Subdivision
Peters..... Trains on Milton Branch
Lathrop..... Trains on Lathrop and Fresno Subdivision
Tracy..... Trains on Tracy and Fresno Subdivision
Berenda..... Trains on Raymond Branch
Biola Junction... Trains on Biola Branch
Ingle..... Trains on Riverdale Branch

**RULE 14 (L).** In sounding steam whistle, signal must be so given that the last blast of the whistle will end as engine almost reaches the crossing. This in addition to signal as specified by Rule 14-L.

Signal should be repeated as indicated above for:

- All outlying public highway grade crossings by all trains;
- 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.

### AUTOMATIC BLOCK SYSTEM

When a train is stopped by any of the following home block signals, Rule 509 will govern, except that train may proceed with caution not to exceed six miles per hour, if a train in the same direction is seen occupying the block.

Signals 1126 and 1131..... Modesto	Signals 1498 and 1515..... Merced
Signals 1252 and 1271..... Turlock	Signals 1832 and 1839..... Madera

### INTERLOCKING

At all interlocking plants, when route lined up is not to be used, following signal will be sounded by enginemen: o o — o o.

**ISAN JOAQUIN RIVER BRIDGE TOWER.**—San Joaquin River Bridge between Banta and Lathrop

Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

Eastward movements on eastward main track will be governed by two-arm signal located 450 feet west of west junction switch. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of west junction switch.

Westward movements on westward main track will be governed by two-arm signal located 450 feet east of east junction switch. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of east junction switch.

**FRENCH CAMP TOWER.**—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

Limits on eastward track extend from home signal 500 feet west of crossing to dwarf signal 350 feet east of crossing; on westward track from home signal 500 feet east of crossing to dwarf signal 350 feet west of crossing.

Eastward movements on eastward main track will be governed by two-arm signal located 500 feet west of crossing. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by two-arm signal located 500 feet east of crossing. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of crossing.

Enginemen on westward movements will sound whistle signal as follows when they wish to enter or pass through this plant: — o.

**STOCKTON TOWER No. 2.**—A. T. & S. F. R. Crossing, Sacramento and Taylor Streets, Stockton

Limits on double track extend from signal bridge 800 feet west of crossing to the Light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal located directly over eastward main track on signal bridge

**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:

Lodi.....	} Trains originating and terminating.
Modesto.....	
Berenda.....	
Madera.....	
Los Banos.....	
Peters.....	

Nos. 153 and 154.

**RULE 83 (B).** At open train order offices, trains may register by ticket as follows: Lathrop..... All trains on Tracy and Brighton Subdivision.

**RULE 83 (C).** Extra trains will register at Stockton, Lathrop and Merced.

**RULE 83 (D).** Trains must obtain a clearance card before leaving Stockton and Merced.

Trains from the Lathrop and Fresno Subdivision entering eastward track on Tracy and Brighton Subdivision, may obtain authority to move eastward from Lathrop by calling train dispatcher on telephone located near junction switch east end of east leg of wye, and after receiving such authority, it will not be necessary to obtain clearance card or register at Lathrop.

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

Tracy	Brighton	Madera	Oakdale
Lathrop	Fresno	Fresno	Valley Spring
Stockton	Turlock	Los Banos	Ione
Lodi	Merced	Kerman	Raymond
Galt			

Eastward passenger trains arriving TRACY via Port Costa have right to the main track to signal No. 820, located just west of C Street crossing, and will be governed by Rule 846 from this point.

Eastward passenger trains arriving TRACY via Niles have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing, and will be governed by Rule 846 from this point.

**RULE 97 (A).** On double track between Tracy and Stockton, 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 AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Tracy.....	West end for Martinez line.
	East end for Tracy and Brighton Subdivision.
Lathrop.....	Junction switches for both ends of yard for Tracy and Brighton Subdivision.
	East end of east and west legs of wye on Lathrop and Fresno Subdivision, for west leg of wye.
	Outside wye, east leg for Tracy and Brighton Subdivision; east and west legs to be used as main tracks for Lathrop and Fresno Subdivision.

### End of Double Track

Stockton.....	For westward trains.
Lodi.....	Woodbridge Branch, for Tracy and Brighton Subdivision.
	Valley Spring Branch, for siding on Tracy and Brighton Subdivision.
Galt.....	Ione Branch, for new siding, Tracy and Brighton Subdivision.
Ingle.....	Riverdale Branch, for siding on Tracy and Fresno Subdivision.
Kerman.....	Armona Branch, for main track Tracy and Fresno Subdivision.
Merced.....	Stockton and Merced Subdivision for main track Lathrop and Fresno Subdivision.
Berenda.....	Raymond Branch, for main track Lathrop and Fresno Subdivision.
Biola Junction.....	Biola Branch, for main track Lathrop and Fresno Subdivision.
Peters.....	Milton Branch, for main track Stockton and Merced Subdivision.

### RAILROAD CROSSINGS AT GRADE—NOT INTERLOCKED:

Oakdale—A. T. & S. F. R. R.

**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.

**RULE 516.** OVERLAPS are located at

Manteca.....	Eastward trains, 2,300 feet west of east switch.
Floyd.....	Eastward trains, 1,500 feet west of east switch.

Enginemen will sound whistle signal as follows when they wish switches lined: Eastward trains for siding, — o.

**MODESTO TOWER.**—Tidewater Southern Railway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

Eastward and westward movements will be governed by respective signals located 500 feet from crossing.

Towerman on duty 9:00 A. M. to 6:00 P. M., daily except Sunday. No towerman on duty on Sunday and between 6:00 P. M. and 9:00 A. M. on other days. Signals will be left in “proceed” position when towerman is off duty.

**LATHROP TOWER.**—Western Pacific R. R. Crossing .9 mile east of Lathrop on Lathrop and Fresno Subdivision

Limits extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing.

Eastward or westward movements will be governed by respective signals located 450 feet from crossing. Enginemen of eastward trains will sound whistle signal, — o, when they wish to enter or pass through this plant.

**LYOTH TOWER.**—Western Pacific R. R. Crossing, Lyoth

Limits on main track extend from home signal 450 feet east of crossing to home signal 700 feet west of crossing.

Eastward movements will be governed by two-arm stub bracket signal located about 700 feet west of crossing.

Westward movements will be governed by three-arm signal located 450 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through crossover to interchange track.

Enginemen of westward trains will sound whistle signal, — o, before passing eastward signal No. 862 between Yarmouth and Lyoth if they wish to enter siding.

Enginemen of trains on siding will sound whistle signal, o — o, when they wish to move to main track.

**MERCED TOWER No. 1.**—A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Stockton and Merced Subdivision

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

Eastward and westward movements will be governed by respective signals. No towerman on duty from 6:00 P. M. to Mid-night.

**KISMET TOWER.**—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

Eastward and westward movements will be governed by their respective signals.

### MANUAL CONTROL SIGNALS

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant. Other train movements at this tower will be governed by dwarf signals.

Enginemen will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o —
Eastward main track, — o
Middle track, — o —
Siding, — o o —
Gauns track, o — o
Houser-Haines track, o o —

One short sound of tower siren (o) will be signal for all train movements to stop. Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

**STOCKTON TOWER No. 3.**—Western Pacific R. R. Crossing, Weber Avenue and Union Street, Stockton

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

Westward movements from Stockton and Merced Subdivision will be governed by two-arm bracket signal on left-hand side of track; upper arm governs to passenger station, lower arm for either leg of wye.

Eastward movements from passenger station will be governed by one-arm stub bracket signal.

Movements from roundhouse will be governed by one-arm signal. Other train movements will be governed by dwarf signals.

**STOCKTON TOWER No. 4.**—Western Pacific R. R. Crossing at end of double track, Stockton

Limits on main track extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing on eastward track, and to dwarf signal 200 feet west of crossing on westward track.

Westward movements on main track will be governed by three-arm signal located 450 feet east of crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movements through crossover to eastward main track.

Westward movements on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward movements on eastward main track will be governed by three-arm signal located 450 feet west of crossing; upper arm will govern movements through crossover to main track; lower arm will govern movement into El Pinal siding.

Eastward movements on westward main track will be governed by dwarf signal located 200 feet west of crossing.

ESTWARD

IRD CLASS

irection.

ESTWARD

IRD CLASS

irection.

ESTWARD

IRD CLASS

irection.

SPECIAL INSTRUCTIONS—Continued.

1.—SIDINGS.

MISCELLANEOUS

LATHROP sidings are designated as follows: Westward siding is the siding leading from the westward main track 1,500 feet east of corral and re-entering main track just east of water tank.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Fresno main track just east of west junction switch.

Straight leg of wye is the track which parallels eastward main track, connecting with wye track just west of east junction switch, and with Fresno main track just east of west junction switch. This track to be left clear of cars, except upon specific instructions from Chief Train Dispatcher covering its use.

2. Disc signal located on mast of distant signal 1316 at Polk has two indications which are controlled by operator at Brighton. Normal indication will be white disc or green light. Should signal show yellow disc or yellow light, trains will take siding.

3. Eastward trains using siding at Hislop or stopped on main track to do work, must clear crossover west of South Street.

4. Between the hours of 7 A. M. and 9 A. M., 11 A. M. and 1:30 P. M., 5 P. M. and 7 P. M., eastward freight trains when instructed by Dispatcher to do so, will stop clear of South Street, and communicate with Dispatcher's Office to ascertain if they will have clear passage through the City of Stockton before proceeding.

5. Westward freight trains taking water at Merced between 7:00 A. M. and 6:00 P. M. will stop east of east crossing.

6. Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 Noon and 1:00 P. M. All switching between these hours must be performed from west end of melon and house tracks.

7. By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

8. Trains entering yard at Fresno will be governed by signal from herder as follows:

Trains via Merced, Green Signal. Trains via Kerman, Yellow Signal.

9. Trains will take water at Chowchilla and Florin only when absolutely necessary and fuel oil will be taken at Mendota only in cases of emergency.

10. Cars must not be shoved across Highway at Madera on winery spur unless preceded by trainman on the ground to protect movement over the Highway.

11. Trains entering and leaving Tracy yard will be governed as follows:

Port Costa side, tracks 7, 8, 9, 11, 12 and 13. On incoming westward trains sufficient number of handbrakes must be set on head end and on incoming eastward trains sufficient number of handbrakes must be set on rear end to insure against train running out west end. On outgoing westward trains, after caboose is coupled to train, brakes scattered throughout train may be released but a sufficient number must be left set on head end and will not be released until engine is coupled to train. On eastward outgoing trains after the caboose is on train a sufficient number of hand brakes will be left set on rear end which will be released only after air gauge shows that engine is on and air is coupled through.

Niles side, tracks 14, 15, 16, 17 and 18. On incoming westward trains a sufficient number of hand brakes must be set on rear of train. When train is cut and head end is pulled into either 14, 15, 16 high, sufficient number of hand brakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of hand brakes must be set on head end of train. When rear of train is cut off or left standing in tracks 14, 15 or 16 high, sufficient number of hand brakes must be set on rear of train in addition to those on head end. On westward outgoing trains after caboose is on train a sufficient number of hand brakes must be left set on rear end, to be released only after air gauge shows that engine is on and air is coupled through train. If made up on track 14, 15 or 16 high, head end of train should be secured with hand brakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of hand brakes must be left set on head end to be released only after engine is coupled to train. If made up on 14, 15 or 16 high, sufficient number of hand brakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

12. Eastward trains leaving Tracy Yard via main track will not proceed beyond fouling point with crossover from No. 1 track to main track until authorized to do so by proceed signal given by switch tender with a yellow flag or yellow light.

Trains leaving the yard from Track No. 1 through the crossover to main track will not proceed beyond the fouling point of crossover until they have been authorized to do so by proceed signal given by switch tender with a green flag or a green light.

These signals will be in addition to the interlocking signal indication of clear route. Switching movements eastward via both of these tracks into or through the interlocking plant must be authorized in the same manner.

13. Only engines of following classes can be turned on turntables at Galt, Valley Spring, Milton, Oakdale and Berenda: E5, E6, E23, E24, T9, T10, T11 and T12.

14. Engines which cannot be turned on turntable at Oakdale, may be turned on Santa Fe Wye. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

"All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Every precaution for safety must be observed, flagging if conditions require.

15. When crossing flagmen find it necessary to leave their post of duty for a short time, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, istemporarily without protection, and train and enginemen will be governed accordingly.

16. Oil cars of greater capacity than 6,500 gallons must not be moved between Peters and Milton.

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 60 MILES PER HOUR. SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR

Table with columns: Page, Trains must not exceed the speed in miles per hour shown below: BETWEEN, Passenger, Motor Car, Freight. Lists various routes and speed limits.

LIGHT ENGINES

Table with columns: Running Forward, Running Backward. Lists engine types and their respective speeds.

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

Relief outfit must not exceed 30 miles per hour main line or 20 miles per hour on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward.

Nos. 86 and 87 reduce speed to 6 miles per hour passing stations at Manteca and Ripon, to dispatch mail. No. 86 reduce speed to 20 miles per hour passing stations at Salida Ceres, Livingston and Atwater to dispatch papers. No. 25 reduce speed to 25 miles per hour at Los Banos to dispatch papers.

Trains must not exceed 6 miles per hour over Mormon Slough Drawbridge at Stockton, and yardmen must watch cars passing over bridge, especially at end latches, being prepared to stop.

Engines must not work over clay unloading trestles on Brickyard spur at Crayold.

SPEED TABLE

Table with columns: Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec.

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Table with columns: Class of Engine, Engine Numbers, Maximum Speed in Miles per Hour, Maximum Wheel Pressure. Lists engine classes and their specifications.

The above table is for the information of enginemen and must not be considered in any way to authorize exceeding speed limits specified above.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE. Employees are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

MAIN TRACKS

Table with columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance. Lists main track locations and clearances.

SIDE TRACKS AND SPURS

Table with columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance. Lists side tracks and spurs.

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazelton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co.'s Buildings on water front track Weber Ave.

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

The car blocked in Bridge loaded gon ing on this Platform on to Sugar Brick yard men while Gravel not move l

Baggage. Baggage. Baggage.

Baggage. Club. Club (Dy Business. Chair. Coaches. Dining. Horse Ex Observat.

Postal...

Pullman. Pullman. Pullman. Pullman. Series. Pullman and Am. Ry.

N. P. GN. Express I

LOCATIOI

San Francis Sacramento Sacramento Elk Grove. Galt. Stockton. Stockton. Stockton. Stockton. Lodi. Lodi. Woodbridge. Lockeford. Oakdale. Waterford. Manteca. Manteca. Ripon. Modesto. Modesto. Ceres. Turlock. Livingston. Atwater. Merced. Chowchilla. Madera. Madera. Fresno. Fresno. Fresno. Kerman. Tracy. Tracy. Patterson. Newman. Gustine. Los Banos. Dos Palos. Emerg attention l District S

**SPECIAL INSTRUCTIONS—Concluded**

The crossover located 150 feet east of freight station at Lathrop must not be blocked in spotting cars on either track within the limits of the crossover.

Bridge for loading clay at Cluster will not clear high cars or man standing on loaded gondola when in loading position and trainmen must exercise care while working on this track.

Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear man on top or side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

**AVERAGE WEIGHT OF PASSENGER TRAIN CARS**

KIND OF CAR	AVERAGE WEIGHT—POUNDS		
	Wood	Steel	Steel Underframe
Baggage.....	75,800	96,200	.....
Baggage (Dynamo).....	.....	101,400	.....
Baggage and Mail.....	78,800	{ 124,900-69 ft. 97,800-60 ft. }	86,100
Baggage and Passenger.....	66,800	.....	121,400
Club.....	.....	135,300	.....
Club (Dynamo).....	.....	145,700	.....
Business.....	114,200	178,500	141,600
Chair.....	84,300	99,200	.....
Coaches.....	75,300	101,200	.....
Dining.....	130,600	150,400	143,400
Horse Express.....	96,200	.....	.....
Observation.....	121,700	144,000	128,100
Postal.....	.....	{ 113,800-60 ft. 71,800-40 ft. }	.....
Pullman Observation.....	124,000	148,000	142,000
Pullman Parlor.....	115,000	149,000	142,000
Pullman Standard Sleepers.....	125,000	152,000	145,000
Pullman Standard Sleepers—Cape and Fort Series.....	.....	156,000	.....
Pullman Tourist Sleepers.....	94,000	.....	133,000
Tea and Silk.....	48,000	.....	.....
Am. Ry. Express Refrs., 40 to 154.....	.....	.....	78,000
“ “ “ 155 to 224.....	.....	.....	89,000
“ “ “ 500 to 506.....	.....	.....	110,000
“ “ “ 1101 to 1175.....	.....	.....	85,000
“ “ “.....	.....	.....	.....
“ “ “.....	.....	.....	.....
N. P. “ “.....	60,000	.....	74,000
GN. “ “.....	70,000	.....	.....
Express Refrs., P.F.E. x 500 to 799.....	.....	.....	83,000

**COMPANY SURGEONS**

LOCATION	NAME	TITLE
San Francisco.	Dr. F. K. Ainsworth.....	Chief Surgeon and Manager.....
Sacramento.	Dr. A. M. Henderson.....	Division Surgeon.....
Sacramento.	Dr. G. L. Stevenson.....	District Surgeon.....
Sacramento.	Dr. W. E. Briggs.....	Oculist and Aurist.....
Elk Grove.	Dr. H. Beattie.....	District Surgeon.....
Galt.	Dr. J. T. Christian.....	District Surgeon.....
Ione.	Dr. Leonard Woods.....	District Surgeon.....
Stockton.	Dr. B. J. Powell.....	Oculist and Aurist.....
Stockton.	Dr. D. R. Powell.....	Assistant Oculist and Aurist.....
Stockton.	Dr. James P. Hull.....	District Surgeon.....
Stockton.	Dr. Ellis Harbert.....	District Surgeon.....
Lodi.	Dr. R. A. Buchanan.....	District Surgeon.....
Lodi.	Dr. H. A. Morsel.....	Assistant District Surgeon.....
Woodbridge.	Dr. S. R. Arthur.....	Emergency Surgeon.....
Lockeford.	Dr. N. R. Barbour.....	Emergency Surgeon.....
Oakdale.	Dr. F. W. McKibbin.....	District Surgeon.....
Waterford.	Dr. J. J. Knowlton.....	District Surgeon.....
Manteca.	Dr. L. E. Tretheway.....	Emergency Surgeon.....
Manteca.	Dr. O. H. Garrison.....	Emergency Surgeon.....
Ripon.	Dr. N. B. Gould.....	Emergency Surgeon.....
Modesto.	Dr. E. R. McPheeters.....	District Surgeon.....
Modesto.	Dr. Hugh E. Smith.....	Assistant District Surgeon.....
Ceres.	Dr. F. K. Lord.....	Emergency Surgeon.....
Turlock.	Dr. J. L. Collins.....	District Surgeon.....
Livingston.	Dr. Chas. L. Garvin.....	Emergency Surgeon.....
Atwater.	Dr. W. C. Cotton.....	Emergency Surgeon.....
Merced.	Dr. E. R. Fountain.....	District Surgeon.....
Chowchilla.	Dr. H. G. Martin.....	Emergency Surgeon.....
Madera.	Dr. D. H. Ransome.....	District Surgeon.....
Madera.	Dr. R. R. Dearborn.....	District Surgeon.....
Fresno.	Dr. J. D. Morgan.....	District Surgeon.....
Fresno.	Dr. Chas. A. James.....	Assistant District Surgeon.....
Fresno.	Dr. D. H. Trowbridge.....	Oculist and Aurist.....
Kerman.	Dr. J. C. Drake.....	District Surgeon.....
Tracy.	Dr. A. R. Powers.....	District Surgeon.....
Tracy.	Dr. J. A. Smithers.....	Assistant District Surgeon.....
Patterson.	Dr. A. M. Field.....	District Surgeon.....
Newman.	Dr. H. V. Armistead.....	District Surgeon.....
Gustine.	Dr. A. W. Gustafson.....	Emergency Surgeon.....
Los Banos.	Dr. B. H. Bush.....	District Surgeon.....
Dos Palos.	Dr. T. R. Trick.....	Emergency Surgeon.....

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.

**Stretchers**  
Tracy, Stockton, Lodi, Galt, Berenda, Merced, Kerman, Los Banos  
Tracy Relief Outfit. Tracy Club House.

**HOSPITALS**  
General Hospital.....San Francisco.  
Southern Pacific Hospital.....Sacramento.  
Southern Pacific Hospital.....West Oakland.

**RATINGS OF ENGINES—STOCKTON DIVISION**  
For Through and Local Trains in M's of 1,000 pounds back of Tender.  
Revised April, 1920.

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCKTON and MERCED via OAKDALE
E-2	E-69 18/24 61	1374, 1376 to 1381.....	150	2150	1540
E-5	E-69 18/24 69	{ 1383, 1386, 1387, 1389, 1390 to 1394, 1396, 1397.....	165	2450	1690
E-6	E-69 18/24 68	1402 to 1411.....	190	3310	2320
E-23	E-73 20/24 89	1434, 1438, 1443.....			
E-23	E-73 20/24 92	1445 to 1458.....	165	2590	1780
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471, 1482			
E-27	E-73 20/26 113-S	1526 to 1540, Superheated...	210	4030	2800
M-4	M-63 20/28 126	1615 to 1719.....	190	4280	2950
M-8	M-63 21/28 159-S	{ 1720 to 1724, 1726, 1770 to 1779, Superheated.....	200	5250	3630
M-6	M-63 21/28 150-S	{ 1725, 1727 to 1769, 1780 to 1803, Superheated.....	200	5260	3630
M-6	M-63 21/28 144	{ 1725, 1727 to 1769, 1780 to 1803, Saturated.....	195	4880	3360
M-9	M-63 21/28 150-S	1804 to 1822, Superheated...	210	5520	3840
M-9	M-63 21/28 156-S	1826 to 1827, Superheated...	210	5520	3840
M-9	M-63 21/28 147	1804 to 1822, Saturated.....	200	4880	3450
T-12	T-57 18/24 73	2114, 2118, 2121, 2123.....	160	2790	1920
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133			
T-10	T-57 18/24 86	2134 to 2154.....	160	2990	2100
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173.....			
T-5	T-69 19/24 101	2209.....	180	2990	2100
T-2	T-63 19/24 105	2221 to 2234.....	160	2840	1960
T-1	T-63 20/26 112	2235 to 2273.....	180	3820	2640
T-25	T-69 20/28 134	2274 to 2281.....	200	4230	2930
T-26	T-69 21/28 152-S	2283 to 2300, Superheated...	200	4850	3370
T-23	T-63 21/28 144-S	{ 2301 to 2308, 2310, Super- heated.....	210	5550	3830
T-23	T-63 21/28 144	2301 to 2308, 2310, Saturated	200	5000	3450
T-28	T-63 22/28 162-S	2311 to 2352, Superheated...	210	6060	4190
T-31	T-63 22/28 162-S	2353 to 2362, Superheated...	200	5870	3970
T-32	T-69 23/28 174-S	2363 to 2370, Superheated...	200	5840	4080
T-32	T-69 23/28 174-S	2371 to 2378, Superheated...	210	6180	4280
P-1, 3	P-77 22/28 141-S	2400 to 2437, Superheated...	210	5010	3460
P-5	P-77 22/28 141-S	2438 to 2452, Superheated...	200	4710	3220
C-12	C-50 20/28 164	2503.....	180	4520	3100
C-4	C-57 22/34 176	2612 to 2623, Saturated.....	185	5750	3960
C-9	C-57 22/30 194-S	{ 2513 to 2599, 2752 to 2830, Superheated.....	210	6670	4580
C-5	C-57 22/30 185-S	2624 to 2693, Superheated...			
C-8	C-57 22/30 192-S	2698 to 2751, Superheated...	210	5940	4080
C-9	C-57 22/30 187	{ 2513 to 2599, 2752 to 2830, Saturated.....			
C-5	C-57 22/30 178	2624 to 2693, Saturated.....	200	5940	4080
C-8	C-57 22/30 184	2698 to 2751, Saturated.....	200	5940	4080
TW-1	TW-54 22/26 147	2900 to 2913.....	180	5090	3500
A-1	A-84 15-25/28 110	3000 to 3009.....	200	3420	2250
A-3	A-81 20/28 112-S	3025 to 3071, Superheated...	210	3980	2780
A-3	A-81 20/28 105	3025 to 3071, Saturated.....	200	3620	2500
MK-4	MK-57 23 1/30 206-S	3216 to 3236, Superheated...	200	7350	5110
MK-5, 6	MK-63 20/28 210-S	3237 to 3271, Superheated...	200	8080	5580
F-1	F-63 27 1/32 273-S	3600 to 3652, Superheated...	200	9700	6700

Allowance for Empty and Underloaded Cars—	Less than 40 Ms....	6 Ms.
Ms.....	40 to 50 Ms....	3 Ms.
	More than 50 Ms....	0 Ms.

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-wheelers "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—187  
30

**RULING GRADES**

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Lathrop-Fresno.....	.21	.0	.21%
Tracy-Fresno.....	.3	.0	.3%
Tracy-Brighton.....	.52	.1	.56%
Stockton-Merced.....	.82	.4	.98%

**MILEAGE**

MAIN LINES		
Tracy to Brighton.....	C. P. Ry.....	62.80
Tracy to Fresno via Mendota.....	S. P. R. R.....	127.14
Lathrop to Fresno.....	C. P. Ry.....	111.07
Total Main Line.....		301.01

**BRANCHES**

Ione.....	S. P. R. R.....	26.90
Lodi.....	S. P. R. R.....	37.64
Madera Spur.....	S. P. R. R.....	3.89
Milton.....	S. P. R. R.....	11.78
Oakdale.....	S. P. R. R.....	72.05
Raymond.....	S. P. R. R.....	21.10
Biola.....	S. P. R. R.....	8.69
Ingle.....	S. P. R. R.....	0.25
Knowles.....	S. P. R. R.....	2.40
Total Branches.....		184.70
Total Stockton Division.....		485.71

**TRAINMASTERS**

C. H. REDINGTON.....Tracy  
W. S. JOY.....Merced  
J. M. TREFREN (Asst. Trainmaster).....Tracy

**CHIEF TRAIN DISPATCHER**

M. A. MICHELSON.....Stockton

**ASSISTANT CHIEF TRAIN DISPATCHERS**

C. W. KAY.....Stockton  
C. R. RICE.....Stockton

**ROAD FOREMAN OF ENGINES**

G. B. JEFFERIS.....Tracy

L. R. SMITH,  
Assistant Superintendent.

