

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

# 4 STOCKTON DIVISION

To Take Effect Sunday, November 18, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

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

R. L. RUBY,  
Superintendent of Transportation.

T. AHERN,  
Assistant General Manager.

G. E. GAYLORD,  
Superintendent.





EASTWARD

Tracy and Brighton Subdivision

Time Table No. 45

November 18, 1928

Capacity of Sidings in CarLengths	THIRD CLASS					FIRST CLASS												Distance from San Francisco Via Niles
	286	298	330	256	306	80	38	50	56	32	52	36	62	210	58			
	Local Freight	Local Freight	Roseville Freight	Roseville Freight	Local Freight	Stockton	San Francisco Sacramento Passenger	Fresno	Tehachapi	San Francisco Sacramento Passenger	San Joaquin	San Francisco Stockton Passenger	West Coast	Newsboy	Sequoia			
Term. Yard BKWFTY P	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			
88 P		7.00AM	6.30AM		2.00AM	8.05PM	6.53PM	6.50PM	2.50PM	11.08AM	11.05AM	10.20AM		4.20AM	2.45AM	70.8		
							f 6.59	6.56	2.56	f 11.14	11.11	f 10.26		4.26	2.51	73.9		
																76.8		
I P												f				78.7		
Eastward 77 Westward 82 Fresno 57 BWY P		7.30AM		2.10AM		8.20	s 7.15	s 7.08PM	s 3.08PM	s 11.28	s 11.23AM	s 10.50	7.04AM	s 4.42	s 3.03AM	81.5		
90 P							f 7.22			s 11.36		s 10.57	7.16	4.49		86.1		
I																87.7		
I Yard BKWFTY P	7.00AM				3.15AM	s 8.35	s 7.32 7.40			s 11.45 11.55AM		s 11.06AM	s 7.25 7.35	s 5.15		90.9		
I W P																92.3		
																92.7		
																93.5		
	7.15		7.48	4.30		8.53	7.49			12.03PM			7.44	5.24		95.0		
84 P	7.20		7.53	4.35		8.55	f 7.51			f 12.06			7.47	5.26		96.6		
77 P	7.28		8.00	4.50		8.59	f 7.55			f 12.10			7.52	5.30		100.2		
BKWFTY P 165	7.35 11.00		8.10	5.10		s 9.10PM	s 8.08			s 12.20			s 8.03	s 5.43		103.3		
						See Note	f									105.1		
91 P	11.30		8.20	5.25			f 8.15			s 12.26			8.09	s 5.50		106.2		
80 P	11.45AM		8.30	5.35			f 8.20			f 12.30			8.14	5.55		109.5		
Eastward 117 Westward 73 BKWFTY P	12.43PM		9.00	6.06			s 8.29			s 12.43			8.18	s 6.06		111.7		
103 P	1.00		9.20	6.30			f 8.35			f 12.49			8.24	6.12		115.5		
							f			f						117.5		
75 P	1.13		9.38	6.45			f 8.40			f 12.54			8.29	6.19		119.5		
85 P	1.35		10.14	7.00			s 8.47			s 1.00			8.35	s 6.25		122.9		
104 P	1.43		10.35	7.10			f 8.52			1.05			8.40	6.30		125.7		
85 WP	1.55		10.50	7.20			f 9.00			s 1.11			8.45	s 6.36		129.0		
																132.0		
																133.1		
78 WP	2.10PM		11.10AM	7.45AM			s 9.10PM			s 1.20PM			s 8.55AM	s 6.45AM		133.2		
	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			
	(7.10) 5.90	(0.30) 21.40	(4.40) 13.37	(5.35) 9.26	(1.15) 16.08	(1.05) 30.00	(2.17) 27.32	(0.18) 35.66	(0.18) 35.66	(2.12) 28.36	(0.18) 35.66	(0.46) 26.22	(1.51) 27.95	(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	
FRENCH CAMP	1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing S. E. R. R. Crossing	
TO-R STOCKTON	1.4
C. C. T. Co. Crossing	
W. P. Crossing	0.4
EL PINAL (Spur)	0.8
JARN (Spur)	1.5
TO AKERS	1.6
End of Double Track	
CASTLE	3.6
ARMSTRONG	3.1
TO-R LODI	1.8
C. C. T. Co. Crossing	
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
MEADOWS	3.3
TO FLORIN	3.0
POLK	1.1
End of Double Track	0.1
TO-R BRIGHTON	

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 W. P. Crossing at El Pinal Tower, is not protected by Block Signals. Rule 83 may be applied on double track between Stockton "KN" office and Akers. 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 Akers and Stockton Register Station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	For Beyond	From (Or Beyond)
62	Any Station	Receive	Sacramento	
62	Any Station	Discharge		Manteca



Tracy and Brighton Subdivision.

WESTWARD

Time Table No. 45

November 18, 1928

Block Signals

Block Signals

Double Track

Double Track

STATIONS	Distance from Brighton	FIRST CLASS									THIRD CLASS								
		57	79	49	31	55	37	61	51	35	257	329	285	331	333	297	335	305	337
		Sequoia	Stockton	Fresno	Sacramento San Francisco Passenger	Tehachapi	Sacramento San Francisco Passenger	West Coast	San Joaquin	Stockton San Francisco Passenger	Fresno Freight	Tracy Freight	Local Freight	Tracy Freight	Tracy Freight	Local Freight	Tracy Freight	Local Freight	Tracy Freight
TO-R TRACY	62.4	s 4.40AM	s 7.35AM	s 11.10AM	s 11.45AM	s 3.30PM	s 4.30PM		s 7.32PM	f 7.35PM									
BANTA	59.8	4.32	7.29	11.01	11.35	3.22	4.24		7.23	f 7.26									
WINSHIP (Spur)	56.4																		
SAN JOAQUIN BRIDGE (No siding)	54.5									f									
TO-R LATHROP	51.7	4.15AM	7.18	10.50AM	s 11.23	3.10PM	f 4.13	★ 7.37PM	7.12PM	s 7.15	2.45AM				1.00PM			10.45	
FRENCH CAMP	47.1				f 11.02			7.30		s 6.54									
T. S. Ry. Crossing	45.5																		
A. T. & S. F. Crossing	42.3		s 7.05		s 10.53		s 4.00	s 7.20		s 6.45PM									10.15PM
TO-R STOCKTON	40.9				s 10.39		s 3.45	s 7.03											
W. P. Crossing	40.5									See Note									
EL PINAL (Spur)	39.7																		
JARN (Spur)	38.2																		
TO AKERS	36.6										1.40	3.25	12.55	10.55AM	11.20AM			4.45	10.40
CASTLE	33.0		6.50		f 10.29		f 3.31	6.52			1.35	3.20	12.50	10.50	11.14			4.40	10.35
ARMSTRONG	29.9		6.45		f 10.24		f 3.26	6.48			1.28	3.13	12.40	10.24	11.07			4.33	10.28
C. C. T. Co. Crossing	28.1		6.40AM		s 10.19		s 3.20	s 6.43			1.20	3.05	12.30PM	9.55	11.00			4.25	10.20
LODI	27.0		See Note																
URGON (Spur)	23.7				s 10.06		s 3.08	6.33			1.13	2.58	11.30	9.40	10.50			4.18	10.13
TO ACAMPO	21.5				f 10.00		f 3.02	6.28			1.06	2.51	11.10	9.25	10.41			4.11	10.06
FOREST LAKE	17.7				s 9.55		s 2.57	s 6.23			1.00	2.45	11.00	9.00	10.35			4.05	10.00
TO GALT	15.7				f 9.42		f 2.47	6.16			12.52	2.37	9.20	8.24	10.27			3.57	9.52
NEED	13.7				f		f												
ARNO	10.3				f 9.38		f 2.41	6.10			12.45	2.30	8.50	7.50	10.20			3.50	9.45
McCONNELL	7.5				s 9.33		s 2.35	s 6.06			12.39	2.24	8.35	7.40	10.14			3.44	9.39
TO ELK GROVE	4.2				f 9.28		f 2.29	5.59			12.33	2.18	7.40	7.30	10.08			3.38	9.33
MEADOWS	1.2				s 9.24		s 2.24	f 5.54			12.27	2.12	7.20	7.20	10.02			3.32	9.27
TO FLORIN	0.1																		
POLK	0.0																		
TO-R BRIGHTON	62.4				s 9.15AM		s 2.15PM	s 5.45PM			12.15AM	2.00AM	6.50AM	7.00AM	9.50AM			3.20PM	9.15PM
		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.....		(0.25)	(0.55)	(0.20)	(2.30)	(0.20)	(2.15)	(1.52)	(0.20)	(0.50)	(2.30)	(2.55)	(6.30)	(5.30)	(2.55)	(0.30)	(2.40)	(1.05)	(2.40)
Average speed per hour.....		25.68	35.45	32.10	24.96	32.10	27.73	27.69	32.10	24.12	20.68	21.38	6.51	11.35	21.38	21.40	23.40	18.55	23.40

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 mast 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. 61 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 No. 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, Akers, and Stockton Register Station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
61	Any Station	Receive	Manteca	







Lathrop and Fresno Subdivision.

WESTWARD

Time Table No. 45

November 18, 1928

Block Signals

STATIONS	Distance from Fresno	FIRST CLASS					SECOND CLASS				THIRD CLASS			
		57	59	49	55	51	165				255	297	299	251
		Sequoia	West Coast	Fresno	Tehachapi	San Joaquin	Berenda Freight				Lathrop Freight	Local Freight	Local Freight	Lathrop Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	
TO-R LATHROP	112.6	s 4.05AM	* 7.04AM	s 10.45AM	s 3.05PM	s 7.06PM					5.30AM	12.50PM		2.00AM
W. P. Crossing	111.7													
TO MANTECA	108.7	f 3.55	6.56	10.39	s 2.56	7.00				5.11	12.40		1.46	
MORRANO	106.9	3.48	6.53	10.37	2.49					5.05	12.22		1.41	
WESTON	104.9													
TO RIPON	102.2	f 3.40	6.46	10.31	s 2.43	6.53				4.55	12.10PM		1.32	
TO SALIDA	99.1	f 3.27	6.41	10.27	s 2.35	6.49				4.40	11.45AM		1.25	
COVELL	97.4													
TO MODESTO	92.4	s 3.05	s 6.29	s 10.17	s 2.23	s 6.40				4.22	11.25		1.05	
T. S. Ry. Crossing	90.8													
TO CERES	88.1	f 2.47	6.13	10.05	s 2.03	6.30				4.10	10.54		12.22	
ESMAR (Spur)	86.2													
TO KEYES	84.7	f 2.41	6.08	10.01	f 1.55	6.26				3.59	10.01		12.15	
TO TURLOCK	79.3	s 2.33	s 5.59	s 9.54	s 1.47	s 6.19				3.40	9.30		12.05AM	
ALCANT (Spur)	76.2													
TO DELHI	73.6	f 2.23	5.48	9.46	s 1.34	6.11				3.26	7.55		11.55PM	
TO LIVINGSTON	69.1	f 2.16	5.42	9.40	s 1.25	6.05				3.15	7.35		11.45	
ARENA	66.6				f 1.18									
TO ATWATER	62.3	f 2.07	5.33	9.33	s 1.12	5.58				2.55	6.50		11.30	
BUHACH	60.7													
FERGUS	58.1													
TO-R MERCED	55.0	s 1.55	s 5.23	s 9.24	s 12.54	s 5.49				2.40	6.00AM	2.45PM	11.10	
OREEGAN	53.6													
CLUSTER	49.6													
LINGARD	48.9	1.41	5.05	9.11	f 12.44	5.36				2.28		2.15	10.45	
ATHLONE	45.0	f 1.36	5.00	9.07	f 12.39	5.32				2.20		2.00	10.37	
LABRANZA (Spur)	42.2													
SIERRA VISTA (Spur)	39.7													
MINTURN	38.6	1.28	4.53	9.00	12.31	5.25				2.08		1.15	10.22	
TO CHOWCHILLA	37.4	s 1.26			s 12.29							1.00PM 11.50AM		
FAIRMEAD	32.5	f 1.18	4.45	8.53	f 12.22	5.18				1.55		11.35	10.04	
TO-R BERENDA	29.0	f 1.12	4.41	8.49	s 12.15	5.14	10.15AM			1.45		11.15	9.48 9.26	
NOTARB	26.3	1.08	4.37	8.46	12.09	5.11	10.08			1.30		10.50	9.15	
TO-R MADERA	21.6	s 1.00	s 4.30	s 8.40	s 12.03PM	s 5.05	10.00AM			1.20		10.35 8.30	9.00	
BORDEN	18.8	f										8.20		
IRRIGOSA	15.3	f 12.50	4.18	8.32	f 11.50AM	4.57				1.07		8.05	8.37	
THARSA (Spur)	12.0													
TO HERNDON	9.9	f 12.43	4.12	8.26	f 11.43	4.51				12.56		7.50	8.28	
BIOLA JCT. (No Siding)	6.2													
MUSCATEL	5.3	f 12.37	4.06	8.21	f 11.37	4.46				12.46		7.35	8.20	
F. T. Co. Crossing	2.3													
TO-R FRESNO	0.0	12.25AM	3.50AM	8.10AM	11.25AM	4.35PM				12.30AM		7.15AM	8.00PM	
(112.6)		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	

Time over District.....	(3.40)	(3.14)	(2.35)	(3.40)	(2.31)	(0.15)	(5.00)	(6.50)	(7.30)	(6.00)
Average speed per hour.....	30.71	34.83	43.58	30.71	44.74	29.60	22.52	8.43	7.33	18.92

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.

Train	ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
59	Any Station	Receive	Sacramento	
59	Any Station	Discharge		Fresno



EASTWARD

Tracy and Fresno Subdivision

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco via Antioch	Time Table No. 45 November 18, 1928	Distance from Fresno	FIRST CLASS			THIRD CLASS			
	250 Local Freight	248 Local Freight	242 Fresno Mds. Freight	26 Owl	92 Tracy-Los Banos Motor	40 Tracy-Fresno Passenger	25 Owl	91 Los Banos-Tracy Motor				39 Fresno-Tracy Passenger	245 Tracy Freight	249 Local Freight	247 Local Freight	241 Tracy Freight		
	Leave Tues., Thurs., Sat.	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily EX. SUNDAY	Arrive Daily		
Term. Yard BKWFTYP		7.30AM	12.10AM			8.40PM	8.05PM	11.55AM	82.2	TO-R TRACY	126.2	s 6.10AM	s 7.25AM	s 6.30PM	11.15AM		2.20PM	1.45AM
48 I P		7.40	12.22			8.46	f 8.11	f 12.02PM	84.9	W. P. Crossing LYOTH	123.5	6.04	f 7.17	f 6.23	11.00		2.05	1.30
54 P		7.50	12.27			8.50	f 8.16	f 12.07	87.9	YARMOUTH	120.5	5.59	f 7.12	f 6.18	10.50		1.55	1.22
55 P		8.03	12.37			8.56	f 8.23	s 12.14	92.6	VERNALIS	115.8	5.53	f 7.05	s 6.11	10.35		1.20	1.10
							f		93.5	OHM (Spur)	114.9		f					
							f	f	94.9	ROMAIN (Spur)	113.5		f	f				
45 P		8.13	12.44				f 8.29	f 12.19	96.4	HALLY	112.0	5.48	f 6.59	f 6.04	10.23		12.40	1.01
100 WP		8.40	12.51			9.06	f 8.36	s 12.26	100.4	WESTLEY	108.0	5.43	f 6.52	s 5.58	10.15		12.26PM	12.51
							f	f	104.8	VANORMER (Spur)	103.6		f	f				
56 P		10.00	1.04			9.15	f 8.47	s 12.39	107.4	TO PATTERSON	101.0	5.33	s 6.42	s 5.48	10.00		11.35AM	12.19
54 P		10.40AM	1.14			9.22	f 8.56	s 12.49	113.2	TO CROWS LANDING	95.2	5.25	s 6.33	s 5.33	9.43		10.40	12.08AM
							f	f	116.0	STOMAR (Spur)	92.4		f	f				
53 P							f	f 12.55	117.3	TIMBA	91.1		f	f				
57 WP		12.01PM	1.26			9.30	s 9.06	s 1.06	119.5	TO NEWMAN	88.9	5.17	s 6.23	s 5.20	9.30		10.00 8.45	11.56PM
52 P		1.17	1.33			9.35	f 9.14	s 1.17	123.5	TO GUSTINE	84.9	5.12	s 6.15	s 5.05	9.20		8.35	11.49
42		1.35	1.38				f	f 1.23	126.9	LINORA	81.5		f	f	9.13		7.35	11.43
73 P		1.50	1.43			9.42	f 9.24	f 1.27	129.3	INGOMAR	79.1	5.04	f 6.06	f 4.53	9.03		7.20	11.37
57 P		2.15	1.54			9.50	f 9.34	f 1.36	135.6	VOLTA	72.8	4.55	f 5.57	f 4.43	8.50		7.00	11.25
							f	f	138.3	TRENT (Spur)	70.1		f					
86 BKWFY P	9.00AM	2.35PM	2.20			s 9.57	s 9.43PM	s 1.53	140.4	TO-R LOS BANOS	68.0	s 4.49	5.50AM	s 4.35	8.35		3.00PM	6.30AM
								f	141.6	ABATTO (Spur)	66.8		See Note	f				
56 P	9.25		2.36			10.10	See Note	f 2.05	148.3	AGATHA	60.1	4.36		f 4.15	8.10		2.05	10.48
								f	149.6	BRITO (Spur)	58.8			f				
56 P	10.30		2.44			10.17		s 2.18	153.0	TO DOS PALOS	55.4	4.30		s 4.08	8.00		1.45	10.40
43 P	11.00AM		2.57			10.26		f 2.28	159.8	OXALIS	48.6	4.21		f 3.55	7.45		12.45	10.26
								f	161.6	SILAXO (Spur)	46.8			f				
55 WP	12.20PM		3.20			10.36		s 2.40	166.2	TO FIREBAUGH	42.2	4.13		s 3.44	7.20		12.20PM	9.50
46	12.35		3.28			10.43		f 2.46	170.8	CROMIR	37.6	4.07		f 3.36	7.03		11.40AM	9.33
								f	172.8	ARBIOUS (Spur)	35.6			f				
98 P	1.00		3.33			10.48		s 2.54	174.5	TO MENDOTA	33.9	4.02		s 3.31	6.55		11.30	9.25
52 YP	1.20		3.53			10.58		f 3.06	181.9	INGLE	26.5	3.53		f 3.19	6.40		10.25	9.10
49 P	1.30		4.03					f 3.15	184.5	JAMESAN	23.9	3.50		f 3.15	6.35		10.15	9.05
									185.0	BUTTON (Spur)	23.4							
47 BKWFY P	3.03		4.40			11.12		s 3.30	193.0	TO KERMAN	15.4	3.38		s 3.03	6.15		9.40	8.45
								f	196.2	RUGG (Spur)	12.2			f				
								f 3.35	196.7	FLOYD	11.7			f			8.35	
47 P	3.15		4.48			11.19		f 3.38	198.5	ROLINDA	9.9	3.31		f 2.53	5.52		8.20	8.22
P	3.25		4.55						200.8	KEARNEY (Spur)	7.6							
Y								f	201.8	NEVILLS (Spur)	6.6			f				
47 P	3.45		5.05			11.25		f 3.45	202.5	PRATTON	5.9	3.25		f 2.47	5.45		8.00	8.15
									203.7	FORSEY (Spur)	4.7							
									205.3	CRAYOLD (Spur)	3.1							
Term. Yard BKWFTYP	4.30PM		5.30AM			s 11.40PM		s 4.00PM	208.4	TO-R FRESNO	0.0	3.10AM		2.35PM	5.30AM		7.40AM	8.00PM
	Arrive Tues., Thurs., Sat.	Arrive Daily EX. SUNDAY	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily EX. SUNDAY	Leave Daily
	(7.30) 9.07	(7.05) 8.21	(5.20) 23.66			(3.00) 42.06	(1.38) 35.63	(4.05) 30.90		Time over District		(3.00) 42.06	(1.35) 36.65	(3.55) 32.22	(5.45) 21.95	(7.20) 9.27	(7.50) 7.43	(5.45) 21.95

Westward trains are superior to trains of the same class in the opposite direction. At Los Banos No. 92 may occupy main track ten minutes after scheduled arriving time as shown above, but Rule 99 must be complied with.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
39	Gadwall	Receive and Discharge	Any Station	Any Station
40	Gadwall	Receive and Discharge	Any Station	Any Station

At Los Banos No. 91 may occupy main track ten minutes before scheduled leaving time as shown above, but Rule 99 must be complied with. At Hally passengers will be received and discharged at highway crossing at openings 95-D and E, 1700 feet west of west switch.



**EASTWARD**

**Stockton and Merced Subdivision.**

**WESTWARD**

Capacity of sidings in car lengths.	Yard	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Niles	Time Table No. 45 November 18, 1928	Distance from Merced	FIRST CLASS			THIRD CLASS	
		306	158	154	152	151	157	153	305								
		Local Freight	Passenger	Mixed	Passenger	Passenger	Passenger	[Mixed]	Local Freight								
		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY				
		4.00AM	11.55AM	12.05PM	11.55AM	10.35AM	10.35AM	3.10PM	9.30PM								
	BKWFITYP									72.0							
	8		f	f	f					66.9	f	f	f				
	8	4.18	f 12.10PM	f 12.20	f 12.10PM					66.2	f 10.20	f 10.20	f 2.50	9.10			
	3									65.2							
	14		f	f	f					64.6	f	f	f				
	8	4.33	f 12.16	f 12.30	f 12.16					62.3	f 10.14	f 10.14	f 2.40	8.55			
	30 WYP	4.46	s 12.21	s 12.40PM	s 12.21					59.1	s 10.09	s 10.09	2.30PM	8.40			
	14 P	5.10	s 12.28		s 12.28					54.7	s 10.02	s 10.02		8.10			
	11		f		f					51.4	f	f					
	24	5.30	f 12.38		f 12.38					48.8	f 9.52	f 9.52		7.45			
	25 P	5.50	s 12.43		s 12.43					46.2	s 9.47	s 9.47		7.30			
	23		f		f					42.3	f	f					
	51 BWP	6.15AM	s 1.05		s 12.55 1.20					40.5	s 9.35 9.10	s 9.35		7.00PM			
	52		f 1.15		f 1.35					36.6	f 9.00	f 9.12					
	57 P		s 1.30		s 2.00					30.5	s 8.45	s 8.57					
	47 P		s 1.35		s 2.10					28.9	s 8.22	s 8.50					
	40 WP		s 1.50		s 2.40					23.1	s 8.05	s 8.36					
	49 P		f 2.05		f 3.05					16.9	f 7.41	f 8.22					
	10 P		f 2.11		f 3.15					15.4							
	49 P		f 2.20		f 3.30					14.1	f 7.34	f 8.16					
	16 P		f		f					10.4	f 7.25	f 8.08					
	I		f		f					5.7	f	f					
	BKWFT P		s 2.45PM		s 4.05PM					4.7	f	f					
		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY					3.0	f	f					
		(2.15) 14.00	(2.50) 25.41	(0.35) 22.10	(4.10) 17.28					1.8							
										0.0	7.00AM	7.45AM					
										(72.0)	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			

Westward trains are superior to trains of the same class in the opposite direction. Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

EASTWARD		Stockton and Merced Subdivision.		WESTWARD	
FIRST CLASS		Time Table No. 45 November 18, 1928		SECOND CLASS	
Capacity of sidings in car lengths.	154 Mixed	Distance from San Francisco via Niles	STATIONS	153 Mixed	Distance from Milton
	Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY	
WYP	12.40PM	103.8	R PETERS 5.7	s 2.30PM	11.5
7	f 12.59	109.5	WAVELY 5.8	f 2.10	5.8
4 TP	s 1.20PM	115.3	TO-R MILTON	1.50PM	0.0
	Arrive Daily EX. SUNDAY		(11.5)	Leave Daily EX. SUNDAY	
	(0.40) 17.25		.....Time over District.....	(0.40) 17.25	
			.....Average speed per hour.....		

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

EASTWARD		Lathrop and Fresno Subdivision		WESTWARD	
Time Table No. 45 November 18, 1928		Time Table No. 45 November 18, 1928		Time Table No. 45 November 18, 1928	
Capacity of sidings in car lengths.	STATIONS	Distance from San Francisco via Antioch	STATIONS	Distance from Biola	STATIONS
P		199.3	R BIOLA JUNCTION (No Siding) 2.6	8.4	
5		201.9	WEST ACRES 2.0	5.8	
5		203.9	EVERTS 2.0	3.8	
3		205.9	TRUMAN 1.8	1.8	
8-P		207.7	TO-R BIOLA	0.0	
			(8.4)		

Service performed by Extra Trains only. 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. 45 November 18, 1928		Distance from North Branch	SECOND CLASS	
		172 Mixed			173 Mixed			
		Leave Daily EX. SUNDAY		<b>STATIONS</b>		Arrive Daily EX. SUNDAY		
BKWTFYP		12.25 PM	103.3	TO-R LODI 1.8	35.0	s 10.00 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 3.6	31.2	f		
22 P	s 1.00		110.7	TO LOCKEFORD 4.0	27.6	f 9.10		
22 WP	s 1.20		114.7	TO CLEMENTS 6.1	23.6	s 8.40		
30	s 1.40		120.8	WALLACE 5.6	17.5	s 8.13		
14	s 2.05		126.4	HELISMA 2.9	11.9	s 7.48		
	f		129.3	NORVAL 0.9	9.0	f		
19 WTP	s 2.25 PM		130.2	TO-R VALLEY SPRING 4.5	8.1	7.30 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 ..... (2.30)  
13.45 ..... Average speed per hour ..... 10.76

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. 45 November 18, 1928		Distance from Ione	SECOND CLASS	
		130 Mixed			131 Mixed			
		Leave Daily EX. SUNDAY		<b>STATIONS</b>		Leave Daily EX. SUNDAY		
BKWTF P		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		
			134.8	EDWIN (Spur) 0.4	4.0			
	f		135.2	CLARKSONA (Spur) 2.5	3.6	f		
	f		137.7	DAGON (Spur) 1.1	1.1	f		
31 WTY P	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. 45 November 18, 1928		Distance from Woodbridge	THIRD CLASS	
		170 Mixed			171 Mixed			
		Leave Daily EX. SUNDAY		<b>STATIONS</b>		Arrive Daily EX. SUNDAY		
BKWTFYP		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. 45 November 18, 1928		Distance from Raymond	THIRD CLASS	
		166 Mixed			167 Mixed			
		Leave Daily EX. SUNDAY		<b>STATIONS</b>		Arrive Daily EX. SUNDAY		
WTF P		10.30 AM	176.5	TO-R BERENDA 3.3	20.9	s 2.10 PM		
I			179.8	A. T. & S. F. Crossing 4.0	17.6			
17	f 10.50		183.8	TALBOT 4.1	13.6	f 1.47		
22	f 11.05		187.9	DAULTON 2.9	9.5	f 1.30		
	f		190.8	JESBEL (Spur) 4.2	6.6	f		
13	f 11.30		195.0	HERBERT 1.2	2.4	f		
	f		196.2	R KNOWLES JOT. (No Siding) 1.2	1.2	f 1.00		
22 WTP	s 11.45 AM		197.4	TO-R RAYMOND	0.0	12.15 PM		
		Arrive Daily EX. SUNDAY		(20.9)		Leave Daily EX. SUNDAY		

(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. 45 November 18, 1928		Distance from Knowles	THIRD CLASS	
		162 Freight			163 Freight			
		Leave Daily EX. SUNDAY		<b>STATIONS</b>		Arrive Daily EX. SUNDAY		
		12.20 PM	196.2	R KNOWLES JOT. (No Siding) 2.1	2.3	1.00 PM		
			198.3	HILLSIDE (Spur) 0.2	0.2			
		12.30 PM	198.5	R KNOWLES	0.0	12.50 PM		
		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.



# SPECIAL INSTRUCTIONS.



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

### RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco  
 Tracy..... Von Daek and Son  
 Stockton, C. Mantele... 129 N. Sutter St.  
 Lodi..... H. A. Hulegard  
 Sacramento..... H. T. Harger, 1008 K St.  
 Roseville..... H. T. Harger  
 Los Banos..... J. F. Muth  
 Fresno..... Bert Fuller, 1241 Fulton St.  
 Madera..... R. A. Bay  
 Merced..... R. C. Haun  
 Modesto..... W. P. Shoemaker  
 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 10 (H).** Modified as follows: Yellow Signals and slow boards will be displayed one half mile each side of structure or track over which speed of trains must be restricted.

**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  
 Ingles..... 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  
 Ingles..... 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:

- (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.

## 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

## 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.

**SAN 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. 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, BERENDA, MADERA, TURLOCK, MODESTO and LOS BANOS—Trains originating and terminating.

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.  
 Merced..... All trains except those originating and terminating.

**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	Modesto	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 Akers, trains may run extra, moving with the current of traffic without 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.

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 o.
- Middle track, — o —.
- Siding, — o o o.
- Gauns track, o — o.
- Houser-Haines track, o 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 .4 mile west of El Pinal.

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 eastward main track 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 on main track; lower arm will govern movements through crossover to westward track.

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

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

Akers..... For westward trains. Eastward trains trail through spring switch.

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.

Ingles..... 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.

**RULE 99.** At Stockton and Tracy, Rule 99 will ordinarily be regarded as observed on first class trains standing at station platforms when flagman takes position 30 feet to rear of train, providing no first class schedule of same direction, or section thereof, is due by timetable.

If stop is longer than usual, or view is obscured by fog or storm, or other circumstances make it necessary to increase the distance to insure safety, flagman must go back a sufficient distance to insure full protection.

## RAILROAD CROSSINGS AT GRADE—NOT INTERLOCKED:

Oakdale—A. T. & S. F. R. R.

Trains must come to stop before proceeding over this crossing.

**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 crossover, — 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 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.



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 Charter Way.

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

5. 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.

6. 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.

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

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

8. 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.

9. 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.

10. 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.

11. All retainers must be turned up on west-bound freight and mixed trains between Toyon and point one half mile east of Valley Spring, and between Norval and Helisma.

12. Engines will be turned on Santa Fe Wye at Oakdale. 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.

13. 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, is temporarily without protection, and train and enginemen will be governed accordingly.

14. Westward trains entering Stockton via Oakdale Branch before crossing Wilson Way must stop and blow two blasts of steam whistle before proceeding.

15. 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 40 MILES PER HOUR

Trains must not exceed the speed in miles per hour shown below:

Table with columns: Page, BETWEEN, Passenger, Motor Car, Freight. Lists various locations like Tracy and Castle, Castle and Mile Post 132, etc., with corresponding speed restrictions.

LIGHT ENGINES Running Forward Running Backward. Lists engine types like Switch Engine, Mallet Consolidated, Passenger Engine, etc., with speed restrictions.

Where, because of curvature or other physical conditions, speed is restricted, passenger engines running light in forward motion will not exceed maximum speed allowed freight and mixed train within such limits.

Where speed restriction on curves is above 30 miles per hour, locomotives with tenders of 7000 gals. or less capacity, except 70-R-1 and 70-SC-1, will be restricted to 30 miles per hour.

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. 58 and 57 reduce speed to 6 miles per hour passing stations at Manteca and Ripon, to dispatch mail. No. 58 reduce speed to 20 miles per hour passing stations at Salida, Ceres, Delhi, Livingston and Atwater to dispatch papers.

No. 26 reduce speed Saturdays to 20 miles per hour at Gustine and Dos Palos to dispatch papers.

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.

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.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MAIN TRACKS. Table with columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance. Lists various points like Tracy, Lathrop, Lodi, etc., with clearance details.

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.

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.

Electric light brackets on sign boards paralleling team track extension to Sites warehouse at Modesto will not clear man on 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

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	92,100	.....	.....
"—66 ft.	127,400	.....	.....
"—70 ft.	121,300	.....	.....
"—(Dynamo)	102,700	.....	77,600
" and Mail—60 ft.	102,200	.....	.....
"—69 ft.	123,900	.....	.....
"—70 ft.	127,500	.....	.....
" and Passenger	117,250	.....	72,300
—CM&StP	125,000	.....	.....
Express Refr.—NP RR	.....	74,000	60,000
"—GN RR	.....	.....	70,000
"—ARE No. 40-154	.....	78,000	.....
"— " " 155-224	.....	89,000	.....
"— " " 500-506	.....	110,000	.....
"— " " 1101-1175	.....	85,000	.....
"—PFE " 500-799	.....	83,000	.....
Tea & Silk	.....	.....	48,100
Express, Horse	129,300	.....	79,400
Postal	112,000	.....	.....
" Storage—40 ft.	74,100	.....	.....
"—60 ft.	105,100	.....	.....
Club	146,300	121,800	.....
Official	170,500	137,300	101,700
—CM&StP	141,000	.....	.....
Chair	101,700	.....	84,800
Coaches—60 ft.	100,100	.....	.....
"—70 ft.	136,800	.....	.....
"—72 ft.	138,900	.....	.....
"—72 ft., Interurban	120,000	.....	.....
—CM&StP	133,000	.....	75,000
All-Day Lunch—Chair	100,500	.....	.....
—Coach	96,300	.....	.....
Cafe-Coach	.....	.....	117,200
Diner—70 ft.	.....	134,900	129,000
"—72 ft.	154,400	146,900	133,500
"—77 ft.	153,300	156,600	.....
"—79 ft.	167,500	.....	.....
Cafe-Observation	.....	.....	119,000
Observation	.....	137,700	122,000
Pullman—Observation	163,600	153,000	.....
"—Parlor	155,600	147,500	.....
"—Standard Sleeper	164,600	144,000	.....
"—Tourist	140,600	133,000	.....
CM&StP—Tourist Sleeper	141,000	.....	.....

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon
Sacramento	Dr. A. M. Henderson	Division Surgeon
Sacramento	Dr. G. L. Stevenson	District Surgeon
Sacramento	Dr. J. Roy Jones	Aurist
Sacramento	Dr. E. C. Turner	Oculist
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. Morel	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. H. W. Kidy	Emergency Surgeon
Ripon	Dr. H. B. Stewart	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	District Surgeon
Atwater	Dr. W. C. Cotton	District 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. E. A. Jackson	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, Modesto, 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 LOCOMOTIVES—STOCKTON DIVISION  
In M's of 1,000 pounds back of Tender. Revised September 10, 1928.

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCKTON and MERCED via OAKDALE LINE
E-23	E-73 20/24 101S	1433 to 1458	190	3300	2300
E-24	E-69 18/26 74	1459 to 1469, 1471, 1482	165	2600	1800
E-25	E-69 18/26 72	1472	160	2500	1700
E-27	E-73 20/26 113S	1526 to 1540	210	4050	2800
M-4	M-63 20/28 126	1615 to 1719	190	4300	2950
M-4	M-63 20/28 135S	1720 to 1724, 1770 to 1779	200	5250	3650
M-8	M-63 21/28 159S	1725 to 1769, 1780 to 1803	210	5500	3850
M-6	M-63 21/28 150S	1804 to 1822	210	5500	3850
M-9	M-63 21/28 150S	1826, 1827	210	5500	3850
M-9	M-63 21/28 156S	1826, 1827	210	5500	3850
T-10	T-57 18/24 86	2137 to 2151	160	2800	1900
T-2	T-63 19/24 105	2221 to 2234	160	2850	1950
T-1	T-63 20/26 112	2235 to 2273	180	3800	2650
T-25	T-69 20/28 134	2275 to 2280	200	4250	2950
T-26	T-69 21/28 152S	2283 to 2300	200	4850	3350
T-23	T-63 21/28 148S	2301 to 2310	210	5550	3850
T-23	T-63 21/28 145SF	2311 to 2362	210	6050	4200
T-28, 31	T-63 22/28 162S	2363 to 2370, 2372 to 2384	210	6200	4300
T-32	T-69 23/28 174S	2371	210	6200	4300
T-40	T-69 23/28 174SF	2371	210	6200	4300
P-1-3-5	P-77 22/28 141S	2400, 2401, 2403 to 2408, 2411 to 2413, 2415 to 2418, 2420, 2421, 2423, 2425 to 2435, 2437 to 2452, 2459, 2460	210	4950	3400
P-1	P-77 22/28 141SF	2400, 2401, 2403 to 2408, 2411 to 2413, 2415 to 2418, 2420, 2421, 2423, 2425 to 2427	210	5250	3650
P-1	P-77 22/28 163/B-54SF	2402, 2409, 2410, 2414, 2419, 2422, 2424, 2436	210	5750	4000
P-4	P-77 23/28 155/B-58SF	2513 to 2599, 2752 to 2860	210	6650	4600
C-9, 10	C-57 22/30-194S	2698 to 2751	210	6650	4600
C-8	C-57 22/30 192S	2624 to 2679	210	6650	4600
C-5	C-57 22/30 187S	2680 to 2693	210	6650	4600
C-5	C-57 22/30 185S	2624 to 2679	210	6650	4600
C-5	C-57 22/30 180	2680 to 2693	200	5950	4100
C-5	C-57 22/30 178	2612 to 2623	190	6250	4300
C-4	C-57 22/34 183S	2612 to 2623	185	5750	3950
C-4	C-57 22/34 176	2900 to 2913	180	5100	3500
TW-1	TW-54 22/26 147	3025 to 3040, 3042 to 3071	210	3950	2650
A-3	A-81 20/28 112S	3025 to 3040, 3042 to 3071	210	4200	2900
A-3	A-81 20/28 116SF	3025 to 3040, 3042 to 3071	210	4200	2900
A-3	A-81 20/28 120/B-64SF	3025 to 3040, 3042 to 3071	210	4200	2900
MK-2, 4	MK-57 23 1/2/30206S	3200 to 3240	210	7800	5400
MK-4	MK-57 23 1/2/30206SF	3200 to 3240	210	7800	5400
MK-5, 6	MK-63 26/28 210S	3241 to 3277	200	8000	5550
MK-5, 6	MK-63 26/28 210SF	3241 to 3277	200	8000	5550

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

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	0.21
Tracy-Fresno	.3	0	0.3
Tracy-Brighton	.52	1	0.56
Stockton-Merced	.82	4	0.98

TRAINMASTERS

W. S. JOY.....Tracy  
H. C. THOMPSON.....Tracy  
A. J. FERRARA, (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

W. C. DAVIS.....Tracy

L. R. SMITH,  
Assistant Superintendent.



