

*McParham.  
Please  
return when you  
are through with it M.P.M.*

# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)



## TIME TABLE

FOR THE

# STOCKTON DIVISION

To Take Effect Tuesday, June 15, 1915, 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.  
The Company reserves the right to vary from this time-table at pleasure.



W. R. SCOTT,  
*Vice-President and General Manager.*

H. V. PLATT,  
*Assistant General Manager.*

G. F. RICHARDSON,  
*Superintendent of Transportation.*





Capacity of Sidings in Cars, and Location of Seals, Fuel, Water and Turning Stations.	Term. Yard WFTYO P	THIRD CLASS					Distance from San Francisco Via Niles	Time Table No. 22 June 15, 1915
		298	286	254	256	288		
		Way Freight Leave Daily Ex. Sunday	Way Freight Leave Daily Ex. Sunday	Ogden Manifest Leave Daily	Sunset Manifest Leave Daily	Stockton Freight Leave Daily		
		6.30AM	6.00AM	5.45AM		4.00AM	70.8	
	89 P	6.40	6.20	5.55		4.15	73.9	
	P	6.52	6.35	6.05		4.30	78.2	
	85 WY P	7.05AM	7.00	6.15	5.30AM	4.45	81.5	
	91 P		7.25	6.27	5.45	5.05	86.1	
							87.7	
	Interm. Yard WFTYO P		7.45 8.45	6.45	6.20	5.30 5.55	90.9	
	P		8.55	6.50	6.25	6.05	92.3	
	73						92.7	
	5						93.5	
	82		9.15	7.00	6.35	6.17	95.5	
							96.6	
							98.0	
	43 P		9.30	7.10	6.45	6.30	98.8	
							100.2	
							101.1	
	85 WFT P		9.45 11.45AM	7.20	6.55	6.45	102.1	
	7						103.3	
	44						104.1	
	61		12.01 PM	7.28	7.05	7.00	105.1	
							106.2	
	86 P		12.13	7.37	7.15	7.15	107.2	
	37 WFT P		12.30	7.56	7.30	7.56	108.3	
							109.5	
	86 P		12.58	8.05	7.50	8.10	111.7	
	20		1.10	8.10	7.56	8.16	114.5	
	46 P		1.20	8.15	8.02	8.22	115.5	
	94		1.35	8.25	8.15	8.45	117.5	
	7						119.5	
	47 P		1.45	8.33	8.23	9.05	122.9	
	85		2.00	8.50	8.30	9.20	123.9	
	10						125.7	
							129.0	
							131.9	
							132.3	
	W P		2.25 PM	9.15 AM	8.40 AM	9.45 AM	133.2	
			2.45 PM				139.1	
							150.9	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		

STATIONS	
DNR	TRACY 3.1
	BANTA 4.3
	SAN JOAQUIN RIVER BRIDGE (No siding) 3.3
DNR	LATHROP 4.6
	FRENCH CAMP 1.6
	W. P. Crossing 3.2
	A. T. & S. F. Crossing S. E. R. R. Crossing
DNR	STOCKTON C. C. T. Co. Crossings 1.4
	W. P. Crossing End of Double Track 0.4
	EL PINAL 0.8
	JARN (Spur) 2.0
	HAMMER (No Siding) 1.1
	CASTLE 1.4
	RACIMO (No Siding) 0.8
	PEARSON (No Siding) 1.4
	ARMSTRONG 0.9
	METTLER (No Siding) 1.0
	BARNHART (No Siding) 1.2
	C. C. T. Co. Crossing LODI 0.8
DN	CIPRICO (Spur) 1.0
	URGON (Spur) 1.1
D	ACAMPO 1.0
	PIERRE (No Siding) 1.1
	JAHANT (No Siding) 1.2
	FOREST LAKE 2.2
DN	GALT 2.8
	TWIN CITY (No Siding) 1.0
	NEED 2.0
	ARNO 2.0
	McCONNELL 3.4
D	ELK GROVE 1.0
	BOND (Spur) 1.8
	MEADOWS 3.3
D	FLORIN 2.9
	POLK 0.4
	End of Double Track 0.9
DNR	BRIGHTON
	SACRAMENTO
	ROSEVILLE
	62.4

See pages 2, 3 and 5 for additional trains between Tracy and Brighton.  
 Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) 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 Automatic Signals.

(0.35)	(8.25)	(3.30)	(3.10)	(5.45)	.....	Time over District.
18.34	7.41	17.83	16.32	11.70	.....	Average speed per hour.



6 Eastward. FROM SAN FRANCISCO—Tracy and Fresno Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in Cars, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco via Antioch	Time Table No. 22 June 15, 1915	Distance from Fresno	FIRST CLASS			SECOND CLASS		THIRD CLASS	
	96 Mixed	248 Way Freight	242 Fresno Mdse. Freight	92 Los Banos Motor	94 Goshen Jct. Passenger	26 The Owl	88 Fresno Passenger	36 Fresno Passenger				25 The Owl	35 San Francisco Passenger	85 San Francisco Passenger	91 Los Banos Motor	93 Visalia Passenger	95 Mixed	247 Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Term Yard WFTYO P		6.30AM	1.00AM	s 4.40PM		s 8.25PM	s 7.35PM	s 10.25AM	82.2	DNR TRACY 2.7	126.2	s 6.15AM	f 11.59AM	s 7.20PM	s 7.40AM		4.30PM	
39 I		6.40	1.10	f 4.45		8.29	7.40	f 10.31	84.9	W. P. Crossing LYOTH 3.0	123.5	6.07	f 11.53	7.09	f 7.26		4.20	
58		6.50	1.20	f 4.51		8.33	f 7.46	f 10.36	87.9	YARMOUTH 4.7	120.5	6.01	f 11.48	f 7.03	f 7.20		4.10	
55		7.11	1.30	f 5.00		8.39	f 7.53	s 10.45	92.6	VERNALIS 0.9	115.8	5.54	s 11.40	f 6.54	f 7.11		3.50	
14									93.5	OHM (Spur) 1.4	114.9							
18				f			f	f	94.9	ROMAIN (Spur) 1.5	113.5		f	f	f			
48		7.25	1.40	f 5.07		8.44	7.59	10.51	96.4	HALLY 4.0	112.0	5.48	11.34	6.48	f 7.02		3.35	
57 W		7.55	1.50	s 5.14		8.49	f 8.05	s 10.58	100.4	D WESTLEY 4.4	108.0	5.42	s 11.27	s 6.41	s 6.55		3.20	
13				f			f	f	104.8	VANORMER (Spur) 2.6	103.6		f	f	f			
55		8.25	2.06	s 5.25		8.58	s 8.16	s 11.15	107.4	D PATTERSON 5.8	101.0	5.32	s 11.15	s 6.28	s 6.43		2.55	
50		8.50	2.22	s 5.38		9.05	s 8.25	s 11.34	113.2	D CROWS LANDING 2.8	95.2	5.23	s 10.59	s 6.16	s 6.32		2.35	
12									116.0	STOMAR (Spur) 1.3	92.4							
54		9.05		f 5.47				f	117.3	TIMBA 2.2	91.1		f	f 6.05			2.20	
45 W		9.25	2.40	s 6.00		9.13	s 8.34	s 11.50AM	119.5	D NEWMAN 4.0	88.9	5.14	s 10.44	s 6.00	s 6.18		2.10	
56		9.55	2.50	s 6.11		9.18	s 8.42	s 12.04PM	123.5	D GUSTINE 3.4	84.9	5.08	s 10.29	s 5.43	s 6.08		1.50	
48		10.05	2.59	f 6.19		9.23	f 8.48	f 12.12	126.9	LINORA 2.4	81.5	5.03	f 10.19	f 5.29	f 6.01		1.35	
71		10.14	3.04	f 6.24		9.26	f 8.52	s 12.18	129.3	INGOMAR 6.3	79.1	4.59	s 10.14	f 5.23	f 5.56		1.25	
59		10.35	3.33	f 6.35		9.34	f 9.01	s 12.30	135.6	D VOLTA 2.8	72.8	4.51	s 10.03	s 5.08	s 5.45		1.05	
12									138.4	TRENT (Spur) 2.0	70.0							
78 WY		11.00	4.00	s 6.45PM		9.40	s 9.09	s 12.45	140.4	DNR LOS BANOS 1.2	68.0	4.44	s 9.52	s 4.55	s 5.35AM		12.45	
10							f	f	141.6	ABATTO (Spur) 6.7	66.8		f	f				
55		11.25	4.30			9.50	f 9.20	f 1.00	148.3	AGATHA 1.3	60.1	4.30	f 9.34	f 4.33			12.10PM	
17							f	f	149.6	BRITO (Spur) 3.4	58.8		f	f				
58		11.50AM	4.45			9.56	s 9.27	s 1.16	153.0	D DOS PALOS 6.8	55.4	4.24	s 9.25	s 4.25			11.50AM	
35		12.15PM	5.02			10.05	f 9.37	f 1.30	159.8	OXALIS 1.8	48.6	4.15	f 9.08	f 4.09			11.10	
11							f		161.6	SILAXO (Spur) 4.6	46.8		f					
47 W		12.45	5.19			10.13	s 9.47	s 1.42	166.2	D FIREBAUGH 4.6	42.2	4.07	s 8.57	s 3.56			10.50	
48		1.05	5.30			10.19	9.57	1.50	170.8	CROMIR 2.0	37.6	4.01	8.49	3.45			10.25	
14							f	f	172.8	ARBIOS (Spur) 1.7	35.6		f	f				
96 WFT		1.30	5.40			10.24	s 10.04	s 1.58	174.5	D MENDOTA 7.4	33.9	3.56	s 8.42	s 3.38			10.10	
53 YP	4.20PM	1.50		s 7.30AM			10.17	s 2.12	181.9	R INGLE 2.6	26.5		s 8.28	f 3.24	s 8.00PM		9.30	
49	4.27	2.00	6.05	f 7.35		10.36	f 10.22	f 2.18	184.5	JAMESAN 8.5	23.9	3.44	f 8.23	f 3.17	f 7.55		8.58	
48 WYP	4.45PM	2.25 3.00	6.30	s 7.50 8.10		10.47	s 10.38	s 2.32 2.35	193.0	DNR KERMAN 3.2	15.4	3.33	s 8.10	s 3.00	s 7.41		8.40AM	
15				f			f	f	196.2	RUGG (Spur) 0.5	12.2		f	f				
61		3.25	6.45	f 8.17			10.45	f 2.48	196.7	FLOYD 1.8	11.7		f 7.56	2.48	s 7.31		7.25	
50		3.40	6.50	f 8.20		10.55	10.48	f 2.52	198.5	ROLINDA 2.3	9.9	3.23	f 7.52	f 2.45	s 7.28		7.15	
100				f					200.8	KEARNEY (Spur) 1.0	7.6				f			
46 Y				f				f	201.8	NEVILLS (Spur) 0.7	6.6		f		f			
49		4.10	7.01	f 8.27		11.00	10.55	f 3.00	202.5	PRATON 1.2	5.9	3.17	f 7.46	s 2.38	s 7.22		7.01	
10				f					203.7	FORSEY (Spur) 1.9	4.7				f			
14				f					205.6	CRAYOLD (Spur) 0.9	2.8				f			
16				f					206.5	WESBY (Spur) 1.9	1.9				f			
Term Yard WFTYO		4.30PM	7.30AM	s 8.40AM		s 11.15PM	s 11.10PM	s 3.15PM	208.4	DNR FRESNO	0.0	s 3.05AM	s 7.35AM	s 2.25PM	s 7.10PM		6.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) ADDITIONAL FLAG STOPS:—Nos. 35, 36 and 85 at Gadwall and Whites Bridge. No. 88 at Gadwall. No. 25 at any station to discharge passengers from Los Angeles or beyond.

Time over District: (3.10) (4.24) (4.55) (2.05) (0.50) (0.25) (10.00)  
Average speed per hour: 26.64 28.68 25.67 27.93 31.80 26.64 14.15

Eastward.

FROM SAN FRANCISCO—Lathrop and Fresno Sub-Division—TOWARD SAN FRANCISCO.

Westward. 7

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS						Distance from San Francisco Via Fort Cocker	Time Table No. 22 June 15, 1915	Distance from Fresno.	FIRST CLASS					SECOND CLASS	THIRD CLASS			
	300	298	252	52	50	8	84	196	86				87	49	83	7	51	195	299	297	251	
	Way Freight	Way Freight	Sunset Manifest	Fresno Passenger	San Joaquin Valley Flyer	Los Angeles Passenger	Bakersfield Passenger	Merced Passenger	Oil Fields Flyer				Oil Fields Flyer	San Joaquin Valley Flyer	Bakersfield Passenger	Los Angeles Passenger	Bakersfield Passenger	Stockton Passenger	Way Freight	Way Freight	Sunset Freight	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily					
WY		7.10AM	5.10AM	s 7.27PM	s 7.22PM	s 2.12PM	s 12.45PM	s 7.25AM	s 2.45AM	92.9	DNR LATHROP	112.6	s 4.28AM	s 9.00AM	s 12.40PM	s 4.00PM	s 7.07PM	s 6.50PM			4.20PM	5.00AM
I										93.8	0.9 W. P. Crossing	111.7										
84		7.34	5.25	s 7.33	7.27	s 2.21	12.50	s 7.34	2.50	96.7	D MANTECA	108.8	f 4.14	s 8.50	12.33	s 3.51	7.01	s 6.39			4.05	4.40
45		7.45	5.40	7.37	7.30	f 2.24	12.53	f 7.37	2.53	98.6	1.9 MORRANO	106.9	4.11	8.45	12.30	f 3.47	6.58	f 6.34			3.55	4.30
				f		f		f		99.6	1.0 CALLA (No Siding)	105.9				f		f				
16				f		f		f		100.6	1.0 WESTON (Spur)	104.9	f			f		f				
37		8.35	5.55	s 7.45	7.36	s 2.35	1.00	s 7.47	3.00	103.1	2.5 D RIPON	102.4	f 4.03	s 8.35	12.22	s 3.37	6.51	s 6.23			3.37	4.15
43		9.02	6.05	s 7.52		s 2.43	1.05	s 7.55	3.06	106.3	3.2 D SALIDA	99.2	s 3.55	s 8.25	12.17	s 3.28	6.46	s 6.13			2.43	4.05
5										108.1	1.8 COVELL (Spur)	97.4										
80 W		9.57	6.40	s 8.10	s 7.48	s 2.55	1.17	s 8.12	3.25	113.1	5.0 DN MODESTO	92.4	s 3.44	s 8.12	12.07PM	s 3.16	s 6.37	s 6.00			2.05	3.44 3.15
39		10.35	6.50	s 8.17	7.54	s 3.05	1.23	s 8.22	3.32	117.4	4.3 D CERES	88.1	f 3.32	s 7.59	11.58AM	s 3.05	6.28	s 5.42			1.23	3.05
6				f		f		f		119.3	1.9 ESMAR (Spur)	86.2				f		f				
42		10.50	7.00	f 8.23	7.59	f 3.12	1.28	s 8.28	3.38	120.8	1.5 KEYES	84.7	f 3.20	f 7.50	11.53	f 2.54	6.23	f 5.32			12.55	2.58
85		11.45AM	7.40	s 8.33	8.06	s 3.25	1.38	s 8.41	f 3.50	126.2	5.4 D TURLOCK	79.3	s 3.08	s 7.40	11.45	s 2.43	s 6.15	s 5.22			12.30PM 11.15AM	2.45
23		12.01PM	7.55	f 8.41	8.13	f 3.37	1.46	f 8.52	3.58	131.9	5.7 DELHI	73.6	2.55	f 7.25	11.36	f 2.30	6.05	f 5.06			10.58	2.30
88 W		12.15	8.10	s 8.48	8.19	s 3.45	1.52	s 9.00	4.04	136.4	4.5 D LIVINGSTON	69.1	s 2.45	s 7.17	11.30	s 2.23	5.59	s 4.59			10.40	2.18
30		12.30	8.20	f 8.54	8.22	f 3.50	1.56	f 9.05	4.08	138.9	2.5 ARENA	66.6	f 2.40	f 7.10	11.26	f 2.16	5.55	f 4.52			10.10	2.10
45		1.00	8.35	s 9.02	8.28	s 4.00	2.02	s 9.14	4.14	143.2	4.3 D ATWATER	62.3	f 2.30	s 7.03	11.20	s 2.02	5.49	s 4.45			9.40	2.00
42						f		f 9.17		144.8	1.6 BUHACH	60.7				f		f			9.17	
6						f		f		146.6	1.8 FERGUS (Spur)	58.9				f		f				
82 WFTP	12.55PM	1.30PM	9.00	s 9.20	s 8.39	s 4.20	2.19	s 9.30AM	4.35	150.5	3.9 DNR MERCED	55.0	s 2.10	s 6.50	11.10	s 1.50	s 5.40	s 4.30PM	11.55AM	9.00AM	1.40	
47	1.10		9.20	f 9.32	8.47	f 4.31	2.28		4.46	156.6	6.1 LINGARD	48.9	1.52	f 6.36	10.58	f 1.33	5.25			11.35		1.10
49	1.26		9.30	f 9.39	8.52	f 4.38	2.33		4.51	160.5	3.9 D ATHLONE	45.0	f 1.45	f 6.30	10.52	f 1.26	5.20			11.08		12.55
8										163.3	2.8 LABRANZA (Spur)	42.2										
22						f				165.8	2.5 SIERRA VISTA (Spur)	39.7				f						
88	1.50		9.55	f 9.50	9.00	f 4.50	2.41		4.59	166.9	1.1 MINTURN	38.6	1.35	6.21	10.44	f 1.16	5.12			10.44		12.35
33	2.10		10.00	s 9.54	9.02	s 4.52	f 2.44		f 5.01	168.1	1.2 D CHOWCHILLA	37.4	s 1.32	s 6.19	10.42	s 1.14	5.10			10.30		12.27
83	2.22		10.14	f 10.00	9.07	f 5.02	2.50		5.06	172.0	3.9 CALIFA	33.5	f 1.25	f 6.12	10.37	f 1.06	5.04			10.14		12.18
			10.35	f		f 5.04				173.0	1.0 FAIRMEAD	32.5	f	f	10.35	f	5.02			10.10		
39 WFT	2.58		11.10	f 10.08	9.13	s 5.15	2.58		5.12	176.5	3.5 D BERENDA	29.0	f 1.18	s 6.05	10.30	s 12.57	4.57			9.35		12.05AM
90 OP	3.40		11.30	s 10.20	s 9.23	s 5.30	3.10		f 5.23	183.9	7.4 DN MADERA	21.6	s 1.06	s 5.54	10.18	s 12.42	s 4.48			8.50		11.35PM
30	3.50		11.40	f 10.25	9.27	5.35	3.14		5.27	186.7	2.8 BORDEN	18.8	f 1.01	f 5.45	10.12	f 12.36	4.44			8.10		11.22
43	4.05		11.55AM	f 10.32	9.32	f 5.43	3.19		5.40	190.2	3.5 IRRIGOSA	15.3	f 12.55	f 5.40	10.06	f 12.30	4.39			7.50		11.12
13						f				193.5	3.3 THARSA (Spur)	12.0				f						
88 WP	4.32		12.21PM	f 10.40	9.39	f 5.52	3.26		5.48	195.6	2.1 HERNDON	9.9	f 12.47	f 5.32	9.58	f 12.21	4.32			7.30		11.00
						f 5.59				199.3	3.7 BIOLA JCT. (No Siding)	6.2				f 12.15						
42	4.55		12.40	f 10.46	9.45	6.01	3.32		5.54	200.2	0.9 MUSCATEL	5.3	f 12.39	f 5.24	9.51	f 12.13	4.25			7.15		10.46
										203.2	3.0 F. T. Co. Crossing	2.3										
Term. Yard WTYFO	5.20PM		1.15PM	s 11.00PM	s 9.55PM	s 6.15PM	s 3.45PM		s 6.05AM	205.5	2.3 DNR FRESNO	0.0	s 12.30AM	s 5.15AM	s 9.40AM	s 12.01PM	s 4.15PM			7.00AM		10.30PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	

Automatic Block.

(4.25)	(6.20)	(8.05)	(3.33)	(2.33)	(4.03)	(3.00)	(2.05)	(3.20)	.....Time over District.....	(3.58)	(3.45)	(3.00)	(3.50)	(2.52)	(2.20)	(4.55)	(7.20)	(6.30)
12.45	9.09	13.93	31.71	44.16	27.80	37.53	27.70	33.28	.....Average speed per hour.....	23.39	30.03	37.53	23.27	39.28	24.69	11.18	6.73	18.71

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).

East leg of wye at Lathrop is not protected by automatic signals.

Capacity of sidings in cars, and loca- tion of Scales, Fuel, Water and Turning Stations	THIRD CLASS				SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 22 June 15, 1915	Distance from Merced	FIRST CLASS		SECOND CLASS		THIRD CLASS		
	Way Freight	306	706	704	702	158	152	151	157				701	703	305	Way Freight	Way Freight	Way Freight	
		Leave Daily Ex. Sunday	Oakdale MOTOR	Oakdale MOTOR	Oakdale MOTOR	Passenger	Passenger	Passenger	Passenger				Stockton MOTOR	Stockton MOTOR	Arrive Daily Ex. Sunday				
Interm. Yard WFTY	7.00AM	5.30PM	4.30PM	10.55AM	1.15PM	1.15PM	90.9	DNR STOCKTON W. P. Crossing C. C. T. Co. Crossings 5.1	72.0	s 11.25AM	s 11.25AM	s 8.10AM	s 3.58PM	4.30PM					
9		f	f	f	f	f	96.0	ORFORD (Spur) 0.7	66.9	f 11.13	f 11.13	f	f						
8	7.30	f 5.44	f 4.44	f 11.11	f 1.26	f 1.26	96.7	CHARLESTON (Spur) 1.0	66.2	f 11.11	f 11.11	f 7.56	f 3.44	4.10					
3		f	f	f			97.7	SIBLEY (Spur) 0.6	65.2			f	f						
14		f	f	f	f 1.30	f 1.30	98.3	WALTHALL (Spur) 2.3	64.6	f	f	f	f						
8	7.46	f 5.53	f 4.53	f 11.23	f	f	100.6	HOLDEN (Spur) 3.2	62.3	f 11.03	f 11.03	f 7.46	f 3.34	3.53					
10 WY	8.20	s 6.00	s 5.00	s 11.30	s 1.43	s 1.43	103.8	DR PETERS 4.4	59.1	s 10.57	s 10.57	s 7.40	s 3.28	3.40 1.00					
14	9.00	s 6.08	s 5.08	s 11.39	s 1.58	s 1.55	108.2	D FARMINGTON 3.3	54.7	s 10.47	s 10.47	s 7.31	s 3.17	12.30					
11		f	f	f	f	f	111.5	GOTRI (Spur) 2.6	51.4	f	f	f	f						
27	9.25	f 6.21	f 5.21	f 11.53	f 2.10	f 2.10	114.1	COMETA 2.7	48.8	f 10.35	f 10.35	f 7.18	f 3.04	12.15PM					
29		f	f	f 11.58AM	s 2.18	s 2.18	116.8	THALHEIM 1.2	46.1	s 10.30	s 10.30	f	f	11.58AM					
		f	f	f			118.0	EL-REPOSA (No Siding) 2.6	44.9			f	f						
24		f	f	f 12.06PM	f 2.26	f 2.26	120.6	BURNETT (Spur) 1.8	42.3	f	f	f	f 2.50						
33 WT	9.50AM	s 6.40PM	s 5.40PM	s 12.10PM	s 2.35	s 2.35 2.50	122.4	DR OAKDALE A. T. & S. F. Crossing 3.9	40.5	s 10.15 s 10.00	s 10.15	7.00AM	2.45PM	11.30AM					
53					f 2.43	f 3.10	126.3	CLARIBEL 6.1	36.6	f 9.30	f 9.52								
24					s 2.58	s 3.50	132.4	D WATERFORD 1.6	30.5	s 9.12	s 9.37								
22					s 3.03	s 4.00	134.0	HICKMAN 5.8	28.9	s 9.00	s 9.32								
33 WT					s 3.18	s 4.40	139.8	D MONTELLIER 6.2	23.1	s 8.30	s 9.18								
24					f 3.33	f 5.05	146.0	RYER 2.8	16.9	f 8.00	f 9.02								
13					f 3.40	f 5.20	148.8	ARUNDEL 3.7	14.1	f 7.50	f 8.56								
28					f 3.50	f 5.35	152.5	AMSTERDAM 4.7	10.4	f 7.35	f 8.48								
10					f	f	157.2	NAIRN (Spur) 3.9	5.7	f	f								
I							161.1	A. T. & S. F. Crossing 1.8	1.8										
WFT					s 4.15PM	s 6.20PM	162.9	DNR MERCED (72.0)	0.0	7.00AM	8.25AM								
	Arrive Daily Ex. Sunday	Arrive Sat. and Sun. only	Arrive Daily Except Sat. and Sun.	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
	(2.50) 11.19	(1.10) 27.00	(1.10) 27.00	(1.15) 25.20	(3.00) 24.00	(5.05) 14.90		Time over District Average speed per hour		(4.25) 17.28	(3.00) 24.00	(1.10) 27.00	(1.13) 25.89	(5.00) 13.43					

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Nos 151 and 157 will wait at Oakdale until 10.45 a. m. for connection with Sierra Ry. Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

Capacity of sidings in cars, and loca- tion of Scales, Fuel, Water and Turning Stations	SECOND CLASS				Distance from San Francisco	Time Table No. 22 June 15, 1915	Distance from Milton	SECOND CLASS					
								154	153				
								Mixed	Mixed				
8 WY					103.8	DR PETERS 5.7	11.5	s 3.25PM					
11					109.5	WAVERLEY 5.8	5.8	f 3.06					
16 T					115.3	DR MILTON (11.5)	0.0	2.45PM					
					Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday					
					(0.40) 17.25			(0.40) 17.25					
						Time over District Average speed per hour							

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Exception:—No. 154 is superior to No. 153.



Eastward FROM SAN FRANCISCO—Valley Spring Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS			Distance from San Francisco	Time Table No. 22 June 15, 1915	Distance from Valley Spring	THIRD CLASS		
	174	172					171	173	175
	Passenger	Mixed					Passenger	Passenger	Mixed
	Leave Daily	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday
TFP	1.45PM	6.15AM	103.8	DNR	LODI 1.8	26.9	s 11.13AM	s 4.30PM	s 5.50PM
			105.1		C. C. T. Co. Crossing 2.0	25.1			
13	f	f	107.1		VICTOR 3.6	23.1	f	f	f
5 P	s 2.02	s 6.45	110.7		LOCKEFORD 4.0	19.5	s 10.52	s 4.12	s 5.10
30 WP	s 2.15	s 7.10	114.7		CLEMENTS 6.1	15.5	s 10.40	s 4.02	s 4.35
33 P	s 2.30	s 7.50	120.8		WALLACE 4.9	9.4	s 10.24	s 3.47	s 4.05
36			125.7		HALLOWAY (Spur) 0.7	4.5			
17	s 2.48	s 8.25	126.4		HELISMA 2.9	3.8	s 10.08	s 3.32	s 3.45
8	f	f	129.3		NORVAL (Spur) 0.9	0.9	f	f	f
20 WTP	s 3.00PM	s 9.20AM	130.2	DR	VALLEY SPRING (26.9)	0.0	9.55AM	3.20PM	3.30PM
	Arrive Daily	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily Ex. Sunday
	(1.15) 21.62	(3.05) 8.72			Time over District.....	(1.18)	(1.10)	(2.20)	
					Average speed per hour.....	20.69	23.06	11.53	

Trains will stop at Cemetery between Lockeford and Victor for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Ione Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS			Distance from San Francisco	Time Table No. 22 June 15, 1915	Distance from Ione	THIRD CLASS		
	132	130	134				131	133	139
	Passenger	Mixed	Passenger				Passenger	Mixed	Passenger
	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only
WTFP	12.01PM	8.00AM	8.00AM	111.7	DNR	GALT 4.8	s 11.10AM	s 5.00PM	s 5.10PM
	f	f	f	116.5		C. C. T. Co. Crossing HERALD (No Siding) 0.8	f	f	f
11	f	f	f	117.3		CONLEY (Spur) 3.3	f	f	f
19	f 12.18	f 8.20	f 8.18	120.6		CICERO 1.4	f 10.48	f 4.20	f 4.48
9	f	f	f	122.0		CLAY (Spur) 10.3	f	f	f
37	s 12.40	f 8.50	s 8.40	132.3		CARBONDALE 0.7	s 10.20	f 3.40	s 4.20
16	f	f	f	133.0		YARU 1.8	f	f	f
8				134.8		EDWIN (Spur) 0.4	f	f	f
	f	f	f	135.2		CLARKSONA (Spur) 2.5	f	f	f
7	f	f	f	137.7		DAGON (Spur) 1.1	f	f	f
28 WTY	s 1.05PM	s 9.30AM	s 9.05AM	138.8	DR	IONE (27.1)	10.00AM	3.00PM	4.00PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only				Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only
	(1.04) 25.41	(1.30) 18.07	(1.05) 25.01		Time over District.....	(1.10)	(2.00)	(1.10)	
					Average speed per hour.....	23.23	13.55	23.23	

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Raymond Branch—TOWARD SAN FRANCISCO Westward 9

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS			Distance from San Francisco via Antioch	Time Table No. 22 June 15, 1915	Distance from Raymond	SECOND CLASS	
	166	164					161	165
	Mixed	Freight					Freight	Mixed
	Leave Daily	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily
WTF	5.20PM		176.5	DR	BERENDA 3.3	20.9		s 10.25AM
			179.8		A. T. & S. F. Crossing 4.0	17.6		
21	f 5.47		183.8		TALBOT 4.1	13.6		f 10.00
25	f 6.08		187.9		DAULTON 2.9	9.5		f 9.43
3	f		190.8		JESBEL (Spur) 4.2	6.6		f
17	f 6.35		195.0		HERBERT 1.3	2.4		f 9.18
	f 6.45	8.45AM	196.3	R	KNOWLES JCT. 1.1	1.1	8.05AM	f 9.10
25 WT	s 6.55PM	8.50AM	197.4	DR	RAYMOND (20.9)	0.0	8.00AM	9.00AM
	Arrive Daily	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily
	(1.35) 13.20	(0.05) 13.20			Time over District.....	(0.05)	(1.25)	
					Average speed per hour.....	13.20	14.28	

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)  
Exception: No. 164 is superior to No. 165.

Eastward FROM SAN FRANCISCO—Knowles Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		Distance from San Francisco	Time Table No. 22 June 15, 1915	Distance from Knowles	THIRD CLASS	
	162					163	
	Freight					Freight	
	Leave Daily Ex. Sunday				STATIONS		Arrive Daily Ex. Sunday
	8.05AM	196.3	R	KNOWLES JCT. 2.0	2.3	8.40AM	
		198.3		HILLSIDE (Spur) 0.3	0.3		
6	8.15AM	198.6	R	KNOWLES (2.3)	0.0	8.30AM	
	Arrive Daily Ex. Sunday					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. (See Rule 72.)

Eastward FROM SAN FRANCISCO—Woodbridge Branch—TOWARD SAN FRANCISCO Westward

Capacity of sidings in Cars and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		Distance from San Francisco	Time Table No. 22 June 15, 1915	Distance from Woodbridge	THIRD CLASS	
	176					177	
	Mixed					Mixed	
	Leave Daily Ex. Sunday				STATIONS		Arrive Daily Ex. Sunday
WTFP	11.45AM	103.3	DNR	LODI C. C. T. Co. Crossing 2.5	2.5	s 12.30PM	
14 T	s 11.59AM	105.8	R	WOODBIDGE (2.5)	0.0	12.15PM	
	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	
	(0.14)			Time over District.....	(0.15)		
	10.71			Average speed per hour.....	10.00		

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

10 Eastward.

FROM SAN FRANCISCO—BIOLA BRANCH—TOWARD SAN FRANCISCO.

Westward.

Capacity of sidings in cars, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS						Distance from San Francisco	Time Table No. 22		Distance from Biola	SECOND CLASS								
	146			144				June 15, 1915			141			143			145		
	Mixed			Mixed							Mixed			Mixed			Mixed		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	
							199.3	R BIOLA JUNCTION (No Siding)	8.4	s 12.05PM	s 3.10PM	s 5.50PM							
							200.5	CHIMNTI (No Siding)	7.2	f 11.55AM	f 3.00	f 5.40							
8							201.9	WEST ACRES	5.8	f 11.50	f 2.55	f 5.35							
8							203.9	EVERTS	3.8	f 11.45	f 2.50	f 5.30							
6							205.9	DICKENSON	1.8	f 11.40	f 2.45	f 5.25							
8W							207.7	R BIOLA	0.0	s 11.35AM	s 2.40PM	s 5.20PM							
								(8.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily							
							(0.30)	.....Time over District.....	(0.30)	(0.30)	(0.30)								
							16.80	.....Average speed per hour.....	16.80	16.80	16.80								

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Exceptions:—No. 142 is superior to No. 143.

No. 144 is superior to No. 145.

All Branch trains approach Biola Junction under control expecting to find cars on Main Track.

**EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.**

**STANDARD CLOCKS.**

Tracy	Lodi	Merced
Stockton	Galt	Berenda
Kerman	Fresno	

**WATCH INSPECTORS.**

San Francisco.....	Webb C. Ball, General Time Inspector, Flood Bldg.
Tracy.....	Z. L. Van Dack & Son.
Stockton.....	C. G. Voege & Co., Room 404 Yosemite Theatre Bldg.
Stockton.....	H. J. Kuechler & Son, 445 E. Main St.
Merced.....	F. F. Daunt.
Fresno.....	The Warner Co.
Sacramento.....	H. T. Harger Co.
Roseville.....	H. T. Harger Co.

**BULLETIN BOARDS.**

Tracy	Lodi	Raymond
Stockton	Galt	Fresno

**CLEARANCES.**

All trains must receive clearance card at Stockton, and when operator is on duty at Raymond, Milton, Valley Spring and Ione.

On double track between Tracy and Stockton extras may run without running orders, but must obtain clearance card (Form 2643) before leaving Tracy or Stockton.

Extras from Lathrop and Fresno Sub-Division may run from Lathrop to Tracy or Stockton without running orders, but must obtain clearance card (Form 2643) at Lathrop.

Operators having orders for any train will fill out clearance, designating thereon numbers of all orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in space provided therefor (or in blank space following "Signal is out for," when old form 2643 is used). Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 83-A will not apply at stations not telegraph offices or where offices are closed for the day.

**TRAIN REGISTER EXCEPTIONS.**

Tracy and Brighton Sub-Division trains register at Lathrop by register ticket.

Trains on Tracy and Brighton Sub-Division receiving a proceed train order signal at Lathrop will accept same as a check on register that all superior trains due have left.

Los Banos will be register station for Nos. 91 and 92 only.

Ingle will be register station for all trains except Nos. 25 and 26.

Kerman will be register station for Nos. 95 and 96 only.

At registering stations on single track, or at the end of double track, when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

**TRAIN AND AIR INSPECTION.**

After a continuous run of 30 miles, freight trains must be stopped and inspected as per Rule 820.

Engines of freight trains with more than 20 cars must be cut off from train before taking water.

All trains must make test of air brakes and air whistle signal from rear of train at Daulton, Raymond, Herbert, Wallace, Norval and Valley Spring.

**USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.**

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

- (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
- (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
- (3) When issuing an order Form "G", Example 3.
- (4) When giving any train right over all trains.
- (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

**AUTOMATIC SIGNALS.**

On SINGLE TRACK, within Automatic Block System limits, last portion of Rule 86 will not apply.

On SINGLE TRACK trains will wait five minutes before following flagman.

On DOUBLE TRACK trains must come to a stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

When using cross-overs, trainmen must comply strictly with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over.

This regulation does not apply within the limits of established yards.

**AUTOMATIC SIGNALS—OVERLAPS.**

Tracy and Brighton Sub-Division:

Arno—Eastward trains, 3500 feet west of west switch.

Westward trains, 3500 feet east of east switch.

Lathrop and Fresno Sub-Division:

Manteca—Eastward trains, 2300 feet west of east switch.

Tracy and Fresno Sub-Division:

Floyd—Eastward trains, 1500 feet west of east switch.

Overlap posts are painted white at the top and black at the base and stand about six feet high. Trains holding main track at overlap stations must not pass overlap posts, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

**SPEED TABLE.**

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.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.	40	1.30	50	1.12

**MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.**

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

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28	320	4200 to 4211.....	40
A-84 15-25/28	110	3000 to 3009.....	77
A-79 15-25/28	102	3016 to 3024.....	67
A-81 20/28	105	3025 to 3071.....	77
T-69 21/28	149	{2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.....}	60
T-69 15 1/2-26/28	142	{2291, 2294, 2297.....}	62
T-63 18/30	78	{2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206.....}	52
M-63 21/28	155	{1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779.....}	58
M-63 21/28	144	{1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794, to 1797, 1799.....}	53
M-63 15 1/2-26-28	144	{1730, 1733, 1786, 1793, 1798, 1802.....}	56
E-69 18/24	69	{1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397.....}	55
E-73 18/24	63	{1430 and 1432.....}	61
MC-57 26-40/30	394	{4000 to 4016.....}	53
MC-57 26-40/30	398	{4017 to 4028.....}	53
MC-57 26-40/30	401-s	{4029 to 4043.....}	53
MC-57 26-40/30	395-s	{4044 to 4048.....}	53
C-57 22/30	180	{2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.....}	52

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

**SPEED RESTRICTIONS.**

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the following speed in miles per hour over distances as listed below:	Passenger	Motor Car	Freight
BETWEEN			
Tracy and Brighton.....	50	40	35
Tracy and Fresno.....	50	40	35
Lathrop and Fresno.....	50	40	35
Galt and Clay.....	35	35	25
Clay and Ione.....	30	30	25
Berenda and Daulton.....	30	30	25
Daulton and Raymond.....	20	20	20
Lodi and Mile Post 127 1/2.....	35	35	25
Mile Post 127 1/2 and Mile Post 128.....	8	8	8
Mile Post 128 and Valley Spring.....	12	12	12
Stockton and Oakdale.....	35	35	25
Oakdale and Merced.....	30	30	20
Peters and Milton.....	25	20	20
Biola Jct. and Biola.....	25	25	20
San Joaquin River Draw Bridge.....	12	12	12
Over Double Slip Switch at Junction of Tracy-Brighton and Tracy-Fresno Sub-Division.....	10	10	10
From the road crossing east of junction switch on Tracy-Fresno Sub-division, and end of double track on Tracy-Brighton Sub-division; to the road crossings west of depot on Niles line, and on Martinez line.....	10	10	10
Consolidation Engines.....	30	.....	35
Through Crossovers or Turnouts.....	15	15	15
Any train with engine backing up.....	25	.....	25
Within the City Limits of:			
Stockton.....	8	8	8
Lodi.....	10	10	10
Modesto.....	15	15	15
Turlock.....	15	15	15
Merced.....	15	15	15
Fresno.....	8	8	8

SPECIAL RULES—Continued.

SPEED RESTRICTIONS—Cont'd.

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected.....	20	10
Mallet Consolidated (straight track).....	25	25
Mallet Consolidated (curved track).....	25	25
Other Engines on Main Tracks.....	35	20
On Raymond Branch.....	20	12
On Ione, Valley Spring and Milton Branches	20	12

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

On the following descending grades of one per cent or over, the time consumed in traveling any one of the first five miles must be not less than three minutes:

Wallace to Norval.  
Daulton to Raymond.

Freight trains must not exceed a speed of 20 miles per hour on descending grade of one per cent or over between:

Daulton and Raymond.

Freight trains must not exceed a speed of 25 miles per hour on descending grades of one per cent or over between:

Wallace and Norval.  
Carbondale and Edwin.

Passenger trains will not use steam when crossing Merced River bridge west of Livingston; freight trains use steam only when necessary.

LOCATION OF OVERHEAD STRUCTURES

MAIN TRACKS

MILE POST	BETWEEN	DESCRIPTION	HEIGHT ABOVE TOP OF RAIL	SIDE CLEARANCE
78.3	Banta-Lathrop .....	San Joaquin River Bridge ..	19 ft. 9 in.	7 ft. 2 in.
104.3	Lodi-Urgon.....	Mokelumne River Bridge...		7 " 6 "
131.9	Florin-Brighton ...	Overhead Crossing C.C.T.Co	22 " 6 "	
104.3	Ripon-Salida .....	Stanislaus River Bridge....	21 " 10 "	7 " 6 "
134.9	Delhi-Livingston ...	Merced River Bridge.....	21 " 10 "	7 " 6 "
100.7	Holden-Peters .....	Mormon Slough Bridge.....		7 " 6 "
148.5	Ryer-Arundel.....	Merced River Bridge.....	22 "	7 " 6 "
148.9	Arundel-Amsterdam	Overhead Highway Bridge.	22 "	
136.7	Clarksona-Dagon ...	Sutter Creek Bridge.....	20 " 6 "	7 " 5 "

SIDE TRACKS

MILE POST	BETWEEN	DESCRIPTION	HEIGHT ABOVE TOP OF RAIL	SIDE CLEARANCE
92.7	El Pinal Winery.....	Trolley Wires and Poles.....	22 feet	8 feet

All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

JUNCTION SWITCHES.

Position of main track switches at Junctions.

**Tracy.**  
West end, for Martinez Line.  
East end, for Tracy and Brighton Sub-Division.

**Lathrop.**  
Junction switches for both ends of yard for Tracy and Brighton Sub-Division.  
The section of track between the east and the west legs of wye at Lathrop will be used only by passenger trains turning at Lathrop and must be kept clear of cars at all times. The inside wye switches will be set and locked for the wye.

Outside wye: East leg for Tracy and Brighton Sub-Division; west leg to be used as main track for Lathrop and Fresno Sub-Division.

Cross-over in track 3 to be used by passenger trains.

**End of Double Track, Stockton.**  
For westward trains.

**Lodi.**  
Woodbridge Branch for the Tracy and Brighton Sub-Division; Valley Spring Branch for siding on Tracy and Brighton Sub-Division.

**Galt.**  
Ione Branch for siding on Tracy and Brighton Sub-Division.

COMPANY SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surg. and Manager.....	San Francisco.....	
Dr. G. A. White, Consulting Surgeon.....	Sacramento.....	
Dr. A. M. Henderson, Division Surgeon.....	Sacramento.....	Between Brighton and Florin.
Dr. G. L. Stevenson.....	Sacramento.....	Between Brighton and Florin.
Dr. W. E. Briggs, Oculist and Aurist.....	Sacramento.....	
Dr. J. E. Frazer.....	Galt.....	Between Arno, Acampo and Cicero.
Dr. H. Beattie.....	Elk Grove.....	Between Florin and Arno.
Dr. A. L. Adams.....	Ione.....	Between Cicero and Ione.
Dr. B. J. Powell, Oculist and Aurist.....	Stockton.....	
Dr. W. W. Fitzgerald.....	Stockton.....	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke.....	Stockton.....	Between Castle, Lathrop and Peters.
Dr. A. W. Tower.....	Lodi.....	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon.....	Woodbridge.....	
Dr. J. G. Priestly, Emergency Surgeon.....	Lockeford.....	
Dr. J. A. Dawson, Emergency Surgeon.....	Milton.....	
Dr. B. B. Ward, Emergency Surgeon.....	Lathrop.....	
Dr. I. B. Thompson.....	Oakdale.....	Between Peters and Claribel.
Dr. J. L. Hennemuth.....	Waterford.....	Between Claribel and Montpellier.
Dr. R. H. Goodale, Emergency Surgeon.....	Manteca.....	
Dr. N. B. Gould, Emergency Surgeon.....	Ripon.....	
Dr. C. W. Evans.....	Modesto.....	Between Lathrop and Livingston.
Dr. S. W. Cartwright, Emergency Surgeon.....	Ceres.....	
Dr. P. N. Jacobsen, Emergency Surgeon.....	Turlock.....	
Dr. C. H. Castle.....	Merced.....	Between Livingston, Minturn and Montpellier.
Dr. C. W. Reid.....	Madera.....	Between Minturn and Borden.
Dr. E. L. Burch, District Surgeon.....	Raymond.....	Between Berenda and Raymond.
Dr. O. B. Doyle.....	Fresno.....	Between Borden, Rolinda and Fresno.
Dr. D. H. Trowbridge, Oculist and Aurist.....	Fresno.....	
Dr. D. E. Arnold, District Surgeon.....	Kerman.....	Between Mendota and Rolinda.
Dr. S. E. D. Pinniger.....	Tracy.....	Between Westley, Tracy and Lathrop.
Dr. H. V. Armistead.....	Newman.....	Between Westley and Ingomar.
Dr. C. F. Wade.....	Los Banos.....	Between Ingomar and Mendota.
Dr. R. W. Hartwell, Emergency Surgeon.....	Dos Palos.....	

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	TRACY WRECKING CAR	BERENDA	MERCED

HOSPITALS.

GENERAL HOSPITAL.....	SAN FRANCISCO
S. P. HOSPITAL.....	SACRAMENTO
S. P. HOSPITAL.....	WEST OAKLAND

TONNAGE OF PASSENGER CARS.

KIND OF CAR	AVERAGE WTS.—POUNDS			KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe		Wood	Steel	Steel Underframe
Baggage.....	78,000	88,000	.....	Dining.....	126,000	146,000	131,000
Baggage (Dynamo).....	.....	106,000	.....	Horse Express.....	81,000	.....	.....
Baggage and Mail.....	76,000	{ 121,900-69ft. 90,600-60ft. }	93,000	Observation.....	122,000	.....	.....
Baggage and Passenger.....	54,000	.....	.....	Postal.....	.....	{ 110,000-60ft. 77,000-40ft. }	.....
Buffet.....	114,000	.....	121,000	Pullman Observation.....	124,500	150,000	127,000
Buffet (Dynamo).....	.....	146,000	.....	Pullman Parlor.....	116,000	.....	.....
Business.....	107,000	178,000	135,000	Pullman Standard Sleepers.....	125,000	150,000	140,000
Chair.....	87,000	98,000	.....	Pullman Tourist Sleepers.....	94,000	.....	110,000
Coaches.....	80,000	92,000	.....	Tea and Silk.....	48,000	.....	.....

INTERLOCKING PLANTS.

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

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

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

**FRENCH CAMP TOWER.**—Western Pacific R. R. Crossing One Mile East of French Camp:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

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

Eastward trains on eastward main track will be governed by one-arm signal and suspended dwarf signal, located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm will govern route over crossing on eastward main track; suspended dwarf signal will govern route over cross-over just west of crossing.

Westward trains on westward main track will be governed by three-arm stub bracket pole located 500 feet east of crossing. Upper arm will govern route over crossing on westward main track. Lower arm will govern route over cross-over west of crossing.

Other train movements at this tower will be governed by dwarf signals. Engineers will sound whistle signals as follows when they wish switches lined:

- For westward main track, one long, ———.
- For eastward main track, one long, one short, ——— o.
- For passing track, long, two short, long, ——— o o ———.
- For middle track, one long, one short, one long, ——— o ———.
- For Gaun's track, one short, one long, o ———.
- For Houser and Haines track, two short, one long, o o ———.

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

Westward trains from Stockton and Merced Sub-Division will be governed by two-arm bracket pole on left-hand side of track: Upper arm governs to depot; lower arm for either leg of Wye.

Eastward trains from depot will be governed by one-arm stub bracket pole. Trains from roundhouse will be governed by one-arm pole. Other train movements will be governed by dwarf signals.

**STOCKTON TOWER No. 4.**—Western Pacific R. R. Crossing at End of Double Track, Stockton:

Westward trains on main track will be governed by three-arm pole located 450 feet east of W. P. Ry. crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movement through cross-over to eastward main track.

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

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

Eastward trains on westward main track will be governed by dwarf signal located 450 feet west of crossing.

**LATHROP TOWER.**—Western Pacific R. R. Crossing of Lathrop and Fresno Sub-Division One Mile East of Lathrop:

Eastward or Westward trains will be governed by respective signals located 450 feet from crossing.

**LYOTH TOWER.**—Western Pacific R. R. Crossing:

Eastward trains will be governed by two-arm stub bracket pole located about 700 feet from crossing.

Westward trains will be governed by three-arm pole located 450 feet from crossing; upper arm will govern movements on main track; lower arm will govern movements through cross-over switch to interchange track.

Engineers on westward trains will sound one long and one short blast of whistle before passing eastward intermediate signal between Yarmouth and Lyoth if they wish to enter siding.

Engineers of trains on siding will sound one short and one long blast of the whistle when they wish to move onto main track.

**MERCED TOWER No. 3.**—A. T. & S. F. R. R. Crossing 1.8 Miles West of Merced (Stockton and Merced Sub-Division):

(Towermen Not on Duty 8.00 P. M. to 4.00 A. M.)

Eastward and Westward trains will be governed by their respective signals.

**MILLER TOWER.**—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.4 Miles East of Berenda:

Eastward and Westward trains will be governed by their respective signals.

RAILROAD CROSSINGS NOT INTERLOCKED.

A. T. & S. F. R. R., Oakdale. (Be governed by Rule 98.)

YARD LIMITS.

**Tracy:** Between yard limit signs one mile west of west switch on Martinez Line, one mile west of west switch on Niles Line, one and one-half miles east of junction switch on Tracy and Brighton Sub-Division and 2500 feet east of Western Pacific crossing at Lyoth on the Tracy and Fresno Sub-Division.

**Stockton:** Between yard limit signs 1000 feet west of Hislop, and at west end of Calaveras River Bridge on the Tracy and Brighton Sub-Division and 1000 feet east of the east switch on the Stockton and Merced Sub-Division.

**Lodi:** Between yard limit signs 1000 feet west of west switch and 1000 feet east of east switch on the Tracy and Brighton Sub-Division and between yard limit sign 1800 feet east of east switch on the Valley Spring Branch and Woodbridge.

**Madera:** Between yard limit signs 1000 feet west of west switch and 1000 feet east of east switch.

**Oakdale:** Between yard limit signs 1000 feet west of west switch and 1000 feet east of A. T. & S. F. Ry. crossing.

MISCELLANEOUS.

Trains using sidings at Lodi east of station will avoid delaying branch trains. By ordinance of the Town of Newman it is a misdemeanor to switch the house track between Merced and Fresno Streets from 5 minutes before arrival until 5 minutes after departure of passenger trains.

Trains must not obstruct any street or road crossing more than 5 minutes.

No. 135 may occupy main track at Stockton after 8.35 A. M.

On double track, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION.

In M's of 1,000 pounds back of Tender. Revised April, 1913.

CLASS	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO and BRIGHTON LATHROP and FRESNO		
			Through	Local	
E-63 17/24	52	140	1950	2320	
E-63 17/24	54	140			
E-63 17/24	47	140	1765	2105	
E-63 17/24	48	140			
E-63 18/24	59	150	2270	2700	
E-69 18/24	59	150	2250	2670	
E-69 18/24	68	165	2460	2930	
E-69 18/24	60	150	2250	2670	
E-69 18/28	57	150	2310	2765	
E-69 18/28	62	150	2310	2765	
E-73 20/24	92	190	3230	3850	
E-69 18/26	73	165	2620	3190	
E-69 18/26	74	165			
E-63 18/26	65	145	2420	2890	
M-63 20/28	126	190	4310	5095	
M-63 20/28	147	200	4475	5290	
M-63 21/28	147	200	5020	5925	
M-63 21/28	155	200			
M-63 21/28	144	195	4890	5790	
M-63 15-26/28	144	200	4790	5700	
T-63 18/24	77	160	2570	3000	
T-63 18/24	81	160			
T-57 18/24	73	160	2805	3310	
T-57 18/24	81	160			
T-57 18/24	86	160	5490	6510	
T-57 18/24	83	160			
T-57 18/24	88	160	3010	3480	
T-63 22/28	160	200			
T-69 19/24	101	180	3575	4155	
T-69 20/26	113	180	2900	3400	
T-63 19/24	105	160	3860	4545	
T-63 20/26	112	180			
C-57 22/30	187	200	5980	7090	
C-57 22/30	184	200			
C-57 22/30	180	200	6000	7110	
C-57 22/30	179	200			
TW-51 20-29/26	118	170	3360	4000	
A-84 15-25/28	110	200	3275	3785	
A-79 15-25/28	102	200	3465	4000	
A-81 20/28	105	200	3625	4200	
Allowance for Empty and Underloaded Cars—			Less than 40 Ms.	6	6
Ms.....			40 to 50 Ms.	3	3
			More than 50 Ms.	0	0

V. S. BURNHAM, TRAINMASTER.  
 F. M. CLARKE, CHIEF TRAIN DISPATCHER.  
 W. C. BEAVER, ASSISTANT CHIEF TRAIN DISPATCHER.

Train Dispatchers { C. W. KAY  
 C. R. RICE  
 W. M. FLETCHER }  
 { W. J. MORRISON  
 J. C. DELMORE  
 R. B. NORCROSS } Stockton, Cal.

MILEAGE.

MAIN LINES.

Tracy to Brighton.....C. P. Ry..... 62.80  
 Tracy to Fresno via Mendota.....S. P. R. R..... 127.08  
 Lathrop to Fresno.....C. P. Ry..... 111.07

Total Main Line..... 300.95

BRANCHES.

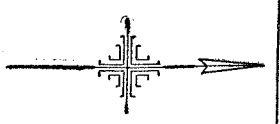
Ione.....S. P. R. R. Galt to Ione..... 27.05  
 Lodi.....S. P. R. R. Woodbridge to Valley Spring..... 29.54  
 Madera Spur.....S. P. R. R. Madera to Italian Swiss Colony..... 3.91  
 Milton.....S. P. R. R. Peters to Milton..... 11.78  
 Oakdale.....S. P. R. R. Stockton to Merced..... 72.05  
 Raymond.....S. P. R. R. Berenda to Raymond..... 21.10  
 Biola.....S. P. R. R. Biola Jct. to Biola..... 8.40

Total Branches..... 173.83

Total Stockton Division..... 474.78

C. H. KETCHAM,  
*Superintendent.*

W. M. STILLMAN,  
*Assistant Superintendent.*



# MAP OF THE

## STOCKTON DIVISION S.P.CO.

SCALE OF MILES  
0 1 2 3 4 5 6 7 8 9 10

NOV 1911  
Revised June 1914

