# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# STOCKTON DIVISION



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

PACIFIC STANDARD TIME (120th MERIDIAN)

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

J. H. DYER, General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

W. WILSON,
Superintendent.

2		*	EAS1	<b>TWARD</b>		/	Tracy a	nd Brigl	nton /Su	bdivisio	n /			1		ĺ			_
		THIRD CL	ASS			<b>√</b>	1		4	FIRST CL	455	<del></del>		$= \downarrow =$				<del>                                     </del>	Time Table No. 39
	294	286	254	256	306	80	38	50	68	8	82	32	84	36	64	24	86	8 0 E	
Capacity of Sidings in Car Lengths	Local Freight	Local Freight	Ogden Manifest	Sunset Manifest	Local Freight	Stockton Flyer	San Francisco Sacramento Passenger	San Francisco Fresno Passenger	Fresno Sacramento Passenger	LOS Angeles	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	San Francisc		1 -	1	San Francisco Los Angeles Express	Distance from San Francisco Via Niles	April 4, 1926
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	A&   -	STATIONS
erm, Yard BKWFTY <b>P</b>			6.15 AM		2.00AM	8.00	6.53PM	6.50PM		2.08PM	2.05PW	11.07AM	11.054	10.20AN	R	4.20AM	2.45AM	70.8	TO-R TRACY
95 <b>P</b>						8.06	f 6.59	6.56		2.14	2.11	f11.13	11.11	f 10.26		4.26	2.51	73.9	BANTA
																	****	76.8	WINSHIP (Spur)
I P														f				78.7	SAN JOAQUIN BRIDGE (No siding)
Castward 82 Westward 85 Fresno 64 BWY P	1.30PM			2.10AM		8.17	s7.15	s 7.08PM	6.07PM	s <b>2.26</b> PM	2.22	s11.27	s 11.23AN	s 10.50	7.104	s 4.42	s 3.03AM		23
97 <b>P</b>						8.23	f 7.22		f6.25	····	2.28	s 11.35		s 10.58	7.22	4.49		86,1	FRENCH CAMP
1														- 10.00	1.22	1.10		87.7	T. S. Ry. Crossing
Yard KWFITYP	2.00PM	8.30AM			3.15AM	s 8.30	s 7.32 7.45		s 6.35 6.50		s <b>2.35</b> PM	s 11.43 11.53		811.06AM	s 7.32 7.42	s <b>5.1</b> 5		90.9	A. T. & S. F. Crossing S. E. R. R. Crossing TO-R. STOCKTON C. C. T. Co. Crossing
I P		8.37	<b>7.2</b> 0	3.55		8.44	7.50		6.58			11.58AM			7.47	5.20		92.8	W. P. Crossing End of Double Track
.06											· · · · · · · · · · · · · · · · · · ·							92.7	
										<del></del>					-			93.5	EL PIÑAL 0.8 JARN (Spi
87 P		8.47	7.33	4.15		8.50	7.56		f7.04			f 12.04PM		-	7.53	5.26		96.6	CASTLE
30 <b>P</b>		8.54	7.40	4.30		8.55	8.00		f 7.08			f 12.08			7.58	5.31		100.2	ARMSTRONG
KWFT P		10.30	7.48	4.55		s 9.05PM	s8.10		s 7.15			s 12.18			s 8.07	s 5.43		108.3	ARMSTRONG 3.1 C. C. T. Co. Crossing TO-R LODI
						See Note			f									105.1	1.8
5 <b>p</b>	ļ	11.00	<u>8.14</u>	5.10			s 8.16		f7.21			s 12.24			8.14	5.50		106.2	URGON (8)
6 P		11.20	8.30	5.20			8.20		f7.25			f 12.29			8.19	5.55		109.5	3.3
stward 123 estward 87 KWFT <b>P</b>		11.35AM 1.15PM	8.42	5.40			s 8.27		s7.30			s 12.39			s 8.25	-		111.7	FOREST LAKE
6 <b>P</b>		1.30	9.05	5.50			8.33		f7.36							86.06			TO GALT
		1.40	9.10	5.55			0.33		17.30			f 12.44	· ·		8.30	6.12		115.5	NEED
0 P		2.00	9.15	6.00			8.39		f7.41			1 10 50						117.5	ARNO 
37 <b>P</b>		2.40	9.35	6.25			s 8.45		s 7.47			f 12.50			8.35	6.19	VPARAMAN TO THE TOTAL TO THE TAXABLE PARAMAN THE TAXABLE PARAMAN TO	119.5	McCONNELL 8.4
90 <b>P</b>		2.55	9.45	6.50			8.50		f7.51			s 12.56 1.01			8.40	s 6.25		122.9	TO ELK GROVE
88 W <b>P</b>		3.32	10.00	7.33											8.45	6.30			MEA.
							f 8.55		f7.56			s 1.07			8.50	f6.36		129.0	TO FLORIN
																		132.0	POLK
78 WP		3.50PM	10.25AM	7.45AM			s 9.05PM		s 8.05PM			a 1 1500						133.1	TO-R BRIGHTON
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		Arrive Dails		s 1.15PM		Arrive Daily	s 9.00AM	·[	A survive The El-	136.2	TO-R BRIGHTON
								-		mine Dany	ATTIVE DAILY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Artive Daily		Ų 9
اء	(0.30) 18.80	( <b>7 20</b> ) 9.58	(4.10) 16.35	(5.35) 9.26	(1.15) 16.08	(1.05) 30.00	(2.12) 31.46	(0.18) 35.66	(1.58) 30.11	(0.18) 35.66	(0.30) 40.20	(2.08) 31.72	(0.18) 35.66	(0.46) 26.22	(1.50) 31.02	(2.25) 25.82	(0.18) 35.66		Time over District. Average Speed per hour.

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

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

Eastward main track between A.T.&.S.F.R.R., crossing Stockton, and End of Double Track, Stockton, is not protected by Block Signals.

The schedule of No. 80 at Lodi terminates at cross-over at Signal 1028.

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

ADDITION	AL FLAG STOPS TO F	RECEIVE PASSENGERS
Train	At	Passengers To
64	Any Station	Any Point beyond Sacramento

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

'ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Any Station

Manteca

Train

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	A	Time over Dist.

Time 7

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

Table No. 39 pril 4, 1926 TATIONS TRACY BANTA INSHIP (Spur) N JOAQUIN (DGE (No siding) LATHROP ENCH CAMP S. Ry. Crossing
3.2
& S. F. Crossing
E. R. R. Crossing
STOOKTON
T. Co. Crossing
1.4
W. P. Crossing
of Double Track EL PINAL JARN ---3.1---(Spur) CASTLE 3.6 LMSTRONG , C. T. Co. Crossing LODI URGON (Spur ACAMPO --- 3.3 --REST LAKE GALT ARNO IcCONNELL ----8.4 LK GROVE MEA . FLORIN 8.0 POLK ef Double Track BRIGHTON 62.4

ime over District. verage Speed per hour. trains between

yond

**WESTWARD** 3 Tracy and Brighton Subdivision Time Table No. 39 FIRST CLASS THIRD CLASS 231 293 233 83 37 63 35 257 87 79 31 51 285 253 235 237 305 65 April 4, 1926 Sacramento Stockton San Francisco Stockton Southern California Fresno n Francis Los Angeles San Francisco Express Local Freight Stockton Flyer Local Freight Tehachapi an Francisc Fresno Passenger Passenger Express STATIONS Arrive Daily Arrive Daily Arrive Dail: Arrive Daily EX. SUNDAY Arrive Daily Arrive Daily Arrive Dail Arrive Daily TRACY 4.40AM 7.35AM s 11.10AM s 11.45AM 3.25PM 4.30PM 7.32PM s 7.35PM 4.55AM 10.40AM 2.00PM 6.00PM 10.50PM 11.20PM 59.3 BANTA 7.29 3.17 4.244.32 11.01 11.37 f 7.26 7.23 WINSHIP (Spur) 56.4 SAN JOAQUIN BRIDGE (No sking) 54.5 TO-R LATHROP 51.7  $\frac{7.15}{7.03}$ 4.20AM 7.18 10.50AM s 11.23 3.05PM 4.13 7.37PM 7.12PM s 2.45AM 4.20 6.30AM s 9.05AM 10.45 47.1 FRENCH CAMP 7.12 f 8.58 11.11 4.07 7.30 6.54 45.5 T. S. Ry. Crossing A. T. & S. F. Crossing S. E. R. R. Crossing 42,3 10.15PM 7.05  $\frac{7.20}{7.03}$ 6.00AM 3.05™ 8.50 11.03 10.46 4.00PM 6.45PW ossing ible Track 40.9 6.58 12.45 4.50 6.55 8.37 1.45 9.26 9.40 3.30 10.41 EL PINAL 40.5 JARN (Spur) 39.7 CASTLE 36,6 6.52 12.30 4.40 9.30 6.50 f 8.31 1.35 3.20 9.16 2.40 f 10.35 ARMSTRONG 4.33 33.0 6.45 8.26 6.48 1.28 3.13 9.09 2.25 12.08PM 9.23 f 10.29 C. C. T. Co. Crossing 4.2529.9 6.40AM 8.21 s 10.24 s **6.43** 1.20 3.05 9.02 2.00 11.45M 9.1528,1 URGON 12.24PM 11.35 4.18 9.07 27.0 f 6.33 8.55 ACAMPO s <u>8.14</u> s 10.11 1.13 2.58 4.11 23.7 8.05 f 10.05 f 6.28 2.51 8.48 11.45AM 11.20 9.00 FOREST LAKE 1.06 8.42 4.05 21,5 s 6.23 11.00 8.54 GALT 8.00 s 10.00 1.00 2.45 8.30 3.57 17.7 10.10 10.35 8.46 7.546.16 12.52 2.37 NĚĚD f 9.48 10.20 15.7 f 6.13 9.55 f 7.51 f 9.44 ARNO 8.15 10.10 9.45 3.50 8.39 13.7 f 6.10 2.30 McCONNELL f 7.48 f 9.40 12.45 9.35 9.00 8.09 10.00 3.44 8.29 ELK GROVE 10,3 s 7.43 6.05 2.24 9.35 12.39 8.45 2.18 8.03 7.5 12.33 9.45 3.38 8.23 MEADOWS 7.38 9.28 5.59 7.57 8.30 12.27 2.12 9.23 3.32 8.17 FLORIN 4.2 s 7.33 9.23 s 5.54 POLK 1.2 0.1 End of Double Track 7.45AM 8.05 12.15AM 2.00AM 9.00AM 8.05PM 0.0 s 7.254M 8 5.45PM 3.20PM TO-R BRIGHTON 9.15AM Leave Dail 62.4 ∡esve Daily Leave Daily (1.05)Time over District..... (2.55)(5.00)(2.40)(2.45)(0.55)(1.40)(0.20)(2 30) (0.20)(0.30)(1.52)(0.20)(0.50)(2.30)(2,55) 21.38 (0.30)(7.00)18.80 21.38 9.23 12.48 23.40 31.74 35.45 31.02 32.10 28.15 32 10 40 20 32.10 Average speed per hour. 32.10 39.41 20.68

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. 63 will not stop at station at Lathrop but will pull directly around east leg of wye to the Lathrop-Fresno main track. The schedule of No. 79 at Lodi originates at cross-over at Signal 1028.

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

Schedule time and train orders at Brighton will apply at the end of double track. Westward trains will apply Rule 14-K when passing eastward trains between End of Double Track, Stockton, and Stockton Register Station.

ADDITIONA	L FLAGSTOPS TO I	DISCHARGE PASSENGERS	П
Train	At	Passengers From, or Beyond	
63	French Camp	Lodi	

			WARD		-	sno Subdivision.		FIRST	CLASS					Time Table No. 39
	THIRD	1	000		SECOND CLASS	168	60	50	8	84	66	86	ance from Francisco Autioch	April 4, 1926
pacity of	300	298	296	252		Mixed	Southern California	San Francisco	San Francisco	San Francisco Fresno		San Francisco Los Angeles	unoe Fran Autic	
pacity of dings in lengths.	Local Freight	Local Freight	Local Freight	Sunset Manifest		1	Express	Passenger	Passenger	Passenger	Passenger	Express	Diets San Via	STATIONS
	Leave Daily EX. SUNDAY		Leave Daily EX. SUNDAY	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
stward 82			6.45AM	3.06AM			7.37PM	7.13PM	2.31PM	11.28	9.06AM	3.06AM	92.9	TO-R LATHROP
sno 64 BWYP													93.8	W. P. Crossing
							7.49	s 7.23	s 2.42	11.34	s 9.23	3.14	96.8	TO MANTECA
4 P			7.01	3.55					2.48		9.25	3.16	98.6	MORRANO
5			7.25	4.05									100.6	WESTON
P  _							7.57	f 7.34	s 2.57	11.41	s 9.32	3.21	103.3	TO RIPON
P			8.00	4.20			8.02	f 7.41	f 3.03		s 9.38	3.27	106.4	TO SALIDA
P			8.35	4.40			8.02	1 7.31	1 3.03	11.10	8 8.30		108.1	OOVELL 5.0
								. 7.50	s 3.22	s 11.57AM	° 0.53	s 3.48	113.1	TO-R MODESTO
BKWP		10.30AM	9.00AM	5.00			s 8.16	s 7.56	8 3.22	5 1 1 . O 7 AIM	3 8.03	5 3.40	114.7	T. S. Ry. Crossing
r										12.04PM	e 1 0 05	3.55	117.4	TO CERES
2 P		11.20AM		5.20			8.23	f 8.04	s 3.30	12.041		3.00	119.3	1.9
										10.00	f10.12	3.59	120.8	TO KEYES
5 <b>P</b>		1 <u>2.08</u> PM		5.30			8.27	f 8.10	f 3.37	12.08		-	126.2	TO TURLOCK
0 <b>P</b>		1.54		6.09			s 8.35	s 8.20	s 3.52	s 12.17	s 10.21	s 4.11	131.9	5.7
) P		2.15		6.40			8.43	f 8.28	f 4.00	12.24	f 10.29	4.18	136.4	4.5
8 WP		3.15		7.00			8.50	s 8.36	s 4.10	12.30	s 10.36	4.25		2.0
		3.30							f 4.17		f 10.40		138.9	ARENA 4.3
P		3.45 4.45		7.15			8.58	s 8.47	s 4.25	12.37	s 10.49	4.33	143.2	TO ATWATER
											f		144.8	BUHACH
													147.4	FERGUS
9 SKWFT <b>P</b>	10.30AM	5.20°M		8.00			s 9.14	s 9.03	s 4.45	s 12.51	s 11.05	s 4.55	150.5	TO-R MERCED
MALIP	10.00												151.9	OREEGAN
													155.9	OLUSTER 0.7
10 P	11.00	·····	-	8.25			9.24	9.13	4.54	1.01	f 11.15	5.05	156.6	LINGARD 3.9
0 P	11.20AM		-	8.35			9.29	9.17	f 4.59	1.06	f 11.20	5.17	160.5	ATHLONE 2.8
~ <u> </u>	11.20												163.3	LABRANZA (Sp
			-	_							f		165.8	SIERRA VISTA (Sp
	10.4508			9.01			9.37	9.25	5.07	1.14	f 11.28	5.28	166,9	MINTURN 1.2
8 P	12.45PM		-					s 9.29	s 5.11	1.16	s11.33	s 5.33	168.1	TO CHOWCHILLA
WP	12.55 1.30		_	9.30			9.45	f 9.36	f 5.19	1.21	f 11.40	5.40	173.0	FAIRMEAD 3.5
3 <b>P</b>	2.00					11.20AM	9,49	f 9.42	f 5.27	1.25	f 11.46	5.45	176.5	TO-R BERENDA
8 WFTP	2.35			10.00		11.25	9.52	9.46	5.32	1.28	11.51A	5.49	179.2	NOTARB 4.7
00 P	2.52	***************************************	-	10.10				s 9.55	s 5.42		s 12.17	s 6.00	183.9	TO-R MADERA
158 BKP	3.45		-	10.35		s11.35AM		2 0.00	-		f <b>12.2</b> 3	_	186.7	BORDEN 3.5
	4.00		-	10.45			10.08	10.03	f 5.52	1.45	f 12.30	6.10	190.2	IRRIGOSA 
80 P	4.20		_	11.05			10.08	10.03	f 0.02			-	193.5	3.3 THARSA (Sp
			_				10.15	10.10	f 5.59	1.51	f 12.38	f 6.16	195.6	TO HERNDON
88 WP	4.51			11.25			10.15	10.10	f 0.09				199.3	BIOLA JCT. (No Sid
P			_					10.16	6.06	1 50	f 12.45	6.22	200,2	MUSCATEL
80 P	5.20			11.51			10.21	10.16	0.00	1.50	- 12.30	J.22	203.2	F. T. Co. Crossing
		4-11-11-11						J			M a 1 000	M a 8 254	-11	TO-R FRESNO
rm. Yard KWFTY <b>P</b>	5.45PM			12.20PM		A				s 2.10PM				(112.6)
	\rrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily			Arrive Daily				Time over District
		(6.50) 5.47	(2.15) 8.98	(9.14) 12.19		(0.15) 29.60	(2.58) 37.9)	(3.17) 34.29	(3.49) 29.50	$\begin{array}{c} (2.42) \\ 41.70 \end{array}$	(3.54) 23.87	$(3.29) \\ 32.34$		******* TIME ALCT DIBATION

60 Any Station

Time Tabl April 4, STATE TO-R LATHI 0.9 W. P. Cro 3.0 TO MANT

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TO SALII

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TO-R MODES

L.S. RV. Ct. T. S. Ry. Cr 2.7 -OER1 TO NEED

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MODESTO

1.6

S. Ry. Crossing

-2.7

OERES

-1.9

ESMAR (Spur)

-1.5

KEYES

-5.4

URLOOK

-6.7

DELHI

-4.5

VINGSTON

AENA

ATWATER

BUHAOH

FERGUS

3-1

MERCED

OLUSTER

-0.7

LINGARD

ATHLONE

-2.8

LABRANZA (Spur)

MINTURN

-1.2

HOWCHILLA

FAIRMEAD

BERENDA

-2.7

NOTARB

MADERA

2.8

BORDEN

MADERA

BORDEN

3.0 IRRIGOSA

THARSA

HERNDON

3.7 (Spur) 3.7
IOLA JOT. (No Siding)
0.9
MUSCATEL
3.0
F. T. Co. Crossing
2.3 FRESNO (112.6) over District....e speed per hour.....

Time Table No. 39		II		rine	r 01 460			Lathrop	and Fresno S			W	ESTWA				5
	E O	87	59	83	CLASS 7	67	51		105	SECOND CLAS	BS	055	00=	1	IRD CLASS	1	
April 4, 1926	nce fro	Los Angeles	Puget Sound	1		Freeno	Fresno		165			255	297	299	295	251	
	)istar Fr	San Francisco Express	Express	San Francisc Passenger		Sacramento Passenger			Mixed			Lathrop Freight	Local Freight	Local Freight	Local Freight	Sunset Freight	
STATIONS	q	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail	Arrive Dail	y Arrive Daily		Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R LATHROP	112.6	s 4.05AM	<b>★ 7.10</b> AM	s 10.45A	8 3.00P	M s 5.57P	M s 7.08PM					5.30AM	LA. GORDAT	EA. SUNDAY	1.15PM	2.00AM	
W. P. Crossing	111.7														1.10	2.00AM	
TO MANTEOA	108.7	f 3.55	f 7.01	10.37	s 2.52	s 5.49	7.00					5.11			1.00	1.46	
MORRANO	106.9	3.48	6.58	10.35	2.48	f 5.43						5.05			12.10PM	1.41	
WESTON	104.9					f									12.10.	1.11	
TO RIPON	102.2	f 3.40	6.52	10.30	s 2.42	s 5.37	6.53					4.55			11.41AM	1.32	
TO SALIDA	99.1	f 3.27	6.48	10.26	s 2.35	f 5.28	6.49					4.40			10.50	1.25	
OOVELL 5.0	97.4														10.00	1.20	
TO-R MODESTO	92.4	s 3.05	s 6.35	s 10.16	s 2.23	в 5.14	s 6.40					4.22	1.15PM		10.16AM	1.05	
T. S. Ry. Crossing	90.8					-											
TO CERES	88.1	f 2.47	6.21	10.05	s 2.08	s 4.55	6.30					4.10	1.00			12.22	
	86.2												1.00			10.22	
TO KEYES	84.7	f 2.41	6.17	10.01	f 2.02	f 4.47	6.26					3.59	12 000			10 15	
TO TURLOOK	79.8	s 2.33	s <b>6.09</b>	s 9.54	s 1.54	s 4.39	8 6.19					3.40	12.08PM 11.40AM 9.10			12.15 12.05AM	
TO DELHI	78.6	f 2.23	f 6.00	9.46	f 1.44	s 4.19	6.11					3.26	9.10 8.50			12.05AM	
TO LIVINGSTON	69.1	f 2.16	f 5.54	9.40	s 1.37	s 4.10	6.05					3.15					
ARENA	66.6					f 4.03						3.10	8.00			11.45	
TO ATWATER	62.8	f 2.07	f 5.45	9.33	s 1.26	s 3.57	5.58					2.55	7.5			11.20	
BUHAOH	60.7					f						2.00	7.15			11.30	
FERGUS	58.1			7.12													
TO-R MEROED	55.0	s 1.55	s 5.35	s 9.24	s 1.15	s 3.42	8 5.49					0.40	6 00111	0.450			
OREEGAN	53.6		*******									2.40	6.00AM	2.45PM		11.10	
OLUSTER	49.6		^ <u> </u>														
LINGARD	48.9	1.41	5.22	9.12	1.01	f 3.24	5.37					0.00					
ATHLONE	45.0	f 1.36	5.17	9.08	f 12.53	f 3.19	5.33					2.28		2.15		10.37	
LABRANZA (Spur)	42.2		*****									2.20		2.00	-	10.28	
SIERRA VISTA (Spur)	89.7																
MINTURN	38.6	1.28	5.08	9.01	12.45	3.11	5.26										
TO OHOWOHILLA	37.4	s 1.26	f 5.06		s 12.43	s 3.09						2.08		1.14 12.55 12.01PM		10.16	· · ·
FAIRMEAD	32.5	f 1.18	5.00	8.54	f 12.36	f 3.01	5.19					1 55					
TO-R BERENDA	29.0	f 1.12	4.56	8.50	s 12.30	f 2.56	5.15		s 7.15AM			1.55		11.40AM		10.04	
NOTARB	26,3	1.08	4.52	8.47	12.24	2.52	5.12		7.08			1.45		11.15		9.49 9.37	
TO-R MADERA	21.6	8 1.00	s 4.45			s 2.45	s 5.06		7.00AM			1.30		10.50 10.35 8.30		9.17	
BORDEN 3.5	18.8	f				f			7.001			1.20				9.00	
IRRIGOSA	15.8	f 12.50	4.35	8.32	12.04PM	f 2.33	4.57					1.07		8.20			
3.3 ———————————————————————————————————	12.0				_							1.07		8.05		8.37	
TO HERNDON	9.9	f 12.43	4.28	8.26	f 11.57AM	f 2.27	4.51					12.56		7.50			
BIOLA JCT. (No Siding)	6.2											12.00		7.50		8.28	
MUSCATEL	5.3	f 12.37	4.22	8.21	11.51	f 2.21	4.46					12.46		7.25			
F. T. Co. Crossing	2.3											12.40		7.35		8.20	
TO-R FRESNO	0.0	12.25AM	4.10AM	8.10AM	11.40AM	2.10PM	4.35PM					12.30AM		7 15			
(112.6)		Leave Daily		Leave Daily	Leave Daily	Leave Daily			Leave Darly				eave Daily 1	7.15AM	eave Daily	8.00PM	
Time over District		(3.40) 30.71	(3.00) 37,53	(2.35) 43.58				.	EX. SUNDAY		1 1		·	Leave Daily     EX. SUNDAY	<u>'</u>	eave Daily	
Westward trains are	Sime	30.71	37.53	43.58	(3.20) 33.78	(3.47) 27.77	(2.33) 44.15		(0.15) 29.60			(5.00) 22 52	(7.15) 5.14	(7.30) 7.33	(2.59) 6.77	(6.00) 18.92	
Westward trains are	st leg	of wye at	Lathron i	ic same is not prof	tected by	the oppo	SITE CITECTIO	will buil a	not stop at Station at irectly around east leg o	of ways to the	ADDITIONAL FLAG STOPS TO	RECEIVE PA	SSENGERS	ADDITIO		PS TO DISCHARG	
		, o at		- not bro		nince sign	uals.	Tracy-Brig	hton main track.	1 118	Any Station		gers to o or Beyond	Train	At Any Station		ers from or Beyond
													20,0114	. 30 '	TTT NESTION	r resno	

0			EASTWARD			T	racy ar	nd Fresno Subdivision	11	1	FIRST	CLASS			IRD CLAS		
6 	THIRD CLAS		SECOND CLASS	FIRST 26	GLASS 92	40	from cisco ch	Time Table No. 39.	from no	25	91	39 Fresno-Tracy	245 Tracy	249 Local	247 Local	241 Tracy Freight	
pacity of ngs in	250 Local	248 Local	242 Fresno	Owl	Tracy-Los	Tracy-Fresno Passenger	tance from Francisco Antioch	April 4, 1926	tance fro	Owl	Los Banos- TracyMotor	Passenger	Freight	Freight	Freight Arrive Daily	Freight Arrive Daily	
lengths.	Freight	Freight	Mdse. Freight	Leave Daily		Leave Daily	Dist. San via	STATIONS	ig i	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily		8.02PM		82.2	TO-R TRACY	126.2	s <b>6.10</b> AM	s 7.30AM	s 6.35PM	7.45AM		2.20PM	11.30PM	
rm Yard WFTY <b>P</b>		7.45AM	1.05AM	8.40PM	8.021			W. P Crossing	123.5	6.04	f 7.22	f 6.27	7.30		2.05	11.18	
6 I P		7.55	1.20	8.46	f 8.08	f 12.02PM	84.9	LYOTH	-	5.59	f 7.17	f 6.22	7.22		1.55	11.10	
59 <b>P</b>		8.05	1.27	8.50	f 8.13	f 12.07	87.9	YARMOUTH 4.7	120.5	5.53	f 7.10	s 6.14	7.10		1.20	11.00	
7 P		8.20	1.38	8.56	f 8.20	s12.14	92.6	VERNALIS 0.9	115.8	0.03	f	5 0.11					
					f		93.5	OHM (Spur)	-	.	<u>f</u>	f					
					f	f	94.9	ROMAIN (Spur)	-[	5.48	f 7.04	6.07	6.50		12.40	10.50	
18		8.30	1.46		f 8.26	12.19	96.4	HALLY 4.0	112.0	.	f 6.57	s 6.01	6.40		12-26PM	10.42	
57 WP		9.00	1.55	9.06	f 8.33	s 12.26	100.4	WESTLEY	108.0	5.43	2 0.07	8 0.01		·			
					f	f	104.8	VANORMER (Spur)	-1			- 5 50	6.17		11.35AM	10.25	
57 P		10.00	2.10	9.15	f 8.44	s 12.39	107.4	TO PATTERSON	101.0	5.33	s 6.46	s 5.50	6.05		10.40	10.10	
		10.40AM	2.22	9.22	f 8.53	s 12.49	118.2	TO CROWS LANDING	95.2	5.25	s 6.37	s 5.35					
58 <b>P</b>					f	f	116.0	STOMAR (Spur	92.4		1	I		-			
		-			f	f 12.55	117.3	TIMBA	91.1	_	f	<u> </u>	5.50	-	10.00	9.30 8.55	
52 P		12.01PM	2.37	9.30	s 9.03	в 1.06	119.5	TO NEWMAN	88.9	5.17	s 6.27	s 5.22	5.40	-	8.35	8.55 8.45	
60 WP		1.17	2.47	9.35	s 9.11	s 1.17	123.5	TO GUSTINE	84.9	5.12	s 6.19	s 5.05		-	7.35	8.32	
56 <b>P</b>		1.40	2.55		f	f 1.23	126.9	LINORA	81.5	_	f	- <b>f</b>	5.32		7.20	8.25	
44		2.00	3.01	9.42	f 9.21	f 1.27	129.3	INGOMAR	79.1	5.04	f 6.09	f 4.53	5.26			8.10	
74 P			3.12	9,50	f 9.31	s 1.36	135.6	VOLTA	72.8	4.55	f 5.59	8 4.43	5.10		7.00	8.10	
59 P		2.30	3.12		f	f	138.3	TRENT (Spu	70.1		f					7.50	
		0.500	3.40	f 9.57	s 9.40F	M s 1.53	140.4	TO-R LOS BANOS	68.0	s 4.49	5.504	s 4.35	4.49	3.00	6.30AN	7.50	
86 BKWFY P	9.004	M 2.50PM	3.40	1 9.57	_	7	141.6	ABATTO (Spu	66.8		See Note	f					
			4.00	10.10	See Note	f 2.05	148.3	AGATHA	60.1	4.36	14010	f 4.15	4.00	2.05	_	7.09	
58 <b>P</b>	9.25	_	4.00	10.10		f	149.6	BRITO (Spu	r) 58.8			f			_		
		_	4 20	10.17	_	s 2.18	158.0	TO DOS PALOS	55.4	4.30		s 4.08	3.35	1.45		7.00	
58 <b>P</b>	10.30		4.30	10.17		f 2.28	159.8	OXALIS	48.6	4.21		f 3.55	3.18	12.45		6.45	
45 P	11.00	<u>                                     </u>	5.00	10.26		1 2:20	161.6	SILAXO (Spu	г) 46.8	3		f		_			
						s 2.40	166.2	TO FIREBAUGH	42.2	4.13		s 3.44	3.00	_		6.30	
55 W P	12.20		5.20	10.36		f 2.46	170.8	CROMIR	87.6	4.07		f 3.36	2.32	11.40	M	6.17	<del></del>
45	12.35		5.29	10.43		,	172.8	ARBIOS (Spu	r) 35.0	3		f					
						s 2.54	_	TO MENDOTA	83.	4.02		s 3.31	2.25			6.10	
98 F <b>P</b>	1.00		5.38 5.5 <b>5</b>	10.48		f 3.06	_	7.4 INGLE	26.	5		f 3.19	2.05		_	5.55	
53 YP	1.20		6.01	10.58		f 3.15		JAMESAN 0.5	23.	3.50		f 3.15	2.00	10.15		5.50	
49 P	1.30						185.0	BUTTON (Spu	r) 23.	!	_			9.40	_	5.30	
48	3.03	_	6.45	11.12		s 3.30	193.0	TO KERMAN	15.		_	s 3.03	1.40	9.40	_		
BKWFY P	3.03		0.20			f	196.2	RUGG (Spi				f		8.35		-	
	3.15		6.53			f 3.35		FLOYD	11.			f 2.56	1.22			4.52	
48 P	3.25		7.00	11.19	9	f 3.38		ROLINDA 2.3 KEARNEY (Sp	9. ur) 7.								
							200.8	KEARNEY (Sp. 1.0 NEVILLS (Sp. NEVILLS				f					
Y			- <u></u> -	11.25		f 3.45		- REVITION	5.			f 2.50	1.18	8.00	<u> </u>	4.45	
49 P	3.45		7.10	11.26	<u></u>		203.7	_	ur) 4.	7							
							205,3	CRAYOLD (Sp	ur) 3,	1				_		_	
							206.5	WESBY (Sp	I					7.4C	) AM	4.30PM	
Term.Yard BKWFTY <b>P</b>	4.30	) PM	7.30	s11.40	OPM	s 4.00	PM 208.4		O			2.35PM	l	- 1	ilv Leave Dai		
BKWFTYP		ily Arrive Daily	Arrive Dail	Arrive Da	ily Arrive D	aily Arrive Da	ily	(126.2)		31	Leave D		Leave D (6.45)			(7.00) 18.03	
	(7.30) 9.07	(7.05) 8,21	(6.25) 19.67	(3.00) 42.06	(1.38 35.63	) (4.05) 30.90	******			(3.00) 42.06	(1.40) 34.92	(4.00) 31.50	(6.45) 18.69				
Weet	ward trains are	superior to	trains of the same	class in the opposi	te directio	n.		DDITIONAL FLAG STOPS TO RECEIVE	OR DISCH	RGE PASSENG	ERS	East leg of wy At Los Banos	re at Tracy is no No. 91 may occi	i procected b ipy main tra	ck ten minut	es before sche	duled
	D M- 00 m	~ ^ ^ ^ ^ ^	ain track ten minutes	after scheduled arriving	or time as s	thown	I	Train At	Į P	Any Station Any Station	VIII	leaving time a	No. 91 may occi is shown above,	but Rule 99 :	must de com	htten arm.	

30 WYP 25 23 31 BWTP 47 WP 49 BKWFTP Capacity of sidings in car lengths.

WYP

тP

West

Yard BKWFITYP

241 Tracy Freight rrive Daily 11.30PM 11.18 11.10 11.00 10.50 10.42 10.25 10.10 9:30 8:55 8.45 8.32 8.25 8.10 7.50 7.09 7.00 6.45 6.30 6.17 6.10 5.55 5.50 5.30 4.52 4.45 4.30PM eave Daily fore scheduled with.

		EASTWARD					Stockt	on ar	ıd Mer	ced S	ubdivi	sion.				V	/ESTWA	RD	 	
		THIRD GLA	<b>55</b>	F	IRST CLA	<b>SS</b>	8 8		ime Tal	-1- M-	20	В	Fy	ŔST CLAS	55	TH	IRD CLASS	5		
Capacity of sidings in car lengths.			306 Local Freight	158 Passenger	154 Mixed	152 Passenger	ance from Francisco	1:	ime 1 ar April 4		อย	Distance fron Merced	151 Passenger	157 Passenger	153 Mixed	305 Local Freight				
			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Dista San		STAT	TIONS		Dist	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	_			
Yard BKWFITYP			4.00AM	11.55AM	12.05PM	11.55AM	90.9	TO-R	STOO: W. P. C C. C. T. C	Crossing o. Crossings		72.0	s 10.45AM	s 10.45AM	s 3.10PM	9.30PM				
8				f	f	f	96.0		-	'QRD	(Spur)	66.9	f	f	f					
8			4.18	f 12.10PM	f 12.20	f 12.10PM	96.7		CHARL	ESTON	(Spur)	66.2	f 10.30	f 10.30	f 2.50	9.10				
3							97.7		_	LEY	(Spur)	65.2								
14				f	f	f	98.3			HALL	(Spur)	64,6	f	f	f					
8			4.33	f 12.16	f 12.30	f 12.16	100.6			DEN	(Spur)	62.3	f 10.24	f 10.24	f 2.40	8.55				
30 WYP			4.46	s 12.21	s 12.40PM	s 12.21	103.8	R	PET	ERS		59.1	s 10.19	s 10.19	2.30PM	8.40				
14 P			5.10	s 12.28		s 12.28	108.2	TO	FARMI	NGTON		54.7	s 10.12	s 10.12	***************************************	8.10				
11	3			f		f	111.5		GO'	TRI .6	(Spur)	51.4	f	f						
24			5.30	f 12.38		f 12.38	114.1		COM			48.8	f 10.02	f 10.02		7.45				
25 <b>P</b>			5.50	s 12.43		s 12.43	116.7			HOME		46.2	s 9.57	s <b>9.57</b>		7.30				
23				f		f	120,6		_	ĘLA	(Spur)	42.3	f	f						
51 BWTP			6.15AM	s 1.05		s 12.55 1.20	122,4	TO-R	OAK A.T. & S.	F. Crossing		40.5	9.45 8 9.20	s 9.45		7.00PM				
52				f 1.15		f 1.35	126,3		CLAF	RIBEL		36.6	f 9.10	f 9.22					 	
57 <b>P</b>				s 1.30		s 2.00	132.4	то		RFORD		30.5	s 8.50	s 9.07					 	
7 <b>P</b>				s 1.35		8 2.10	134.0		HICE	MAN		28.9	8 8.30	s 9.02						
40 WP				s 1.50		s 2.40	139.8		MONTP			23.1	s 8.10	s 8.48						
49 <b>P</b>				f 2.05		f 3.05	146.0		RY	ER		16,9	f 7.42	f 8.32			_		 	<u> </u>
10 <b>P</b>			,	f 2.11		f 3.15	148.8			NDEL		14.1	f 7.35	f 8.26					 	
49 <b>P</b>				f 2.20		f 3.30	152.5		AMST	RDAM		10.4	f 7.25	f 8.18						
				f		f	157.2			IRN	(Spur)	5.7	f	f				****		
16 <b>P</b>				f		f	158.2			RIN		4.7	f	ſ						
				f		f	159.9			TURS	(Spur)	3.0	f	f	***************************************					
ı			-				161.1			. F. Crossing		1.8								
BKWFTP				s 2.45PM	1	s 4.05PM	11	TO-R		CED		0.0	7.00AM	7.55		¥			_	
			Arrive Daily EX. SUNDAY	SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			(7:	2.0)			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY				
)		Westward trains a	(2,15) 14.00	(2.50) 25.41	(0.35) 22.10	(4.10) 17.28	-1		. Time over Average spe				(3.20) 21.60	(2.50) 25,41	(0.40) 14.35	(2,30) 12,60	Crains betwe	0.1.3.1	 	

EASTWARD	Stockton	and Merced Subdivisi	on.	WESTWARD		EASTWARD	Lathrop	and Fresno Subdivision	<b>n</b>	WESTWARD
FIRST CLASS				SECOND CLASS			isco isco	Time Table No. 39	ano	
154	from	Time Table No. 39	a diori	153	Capacity of sidings in		nce fi	April 4, 1926	nce for	
Mixed	tance	April 4, 1926	Miltor	Mixed	car lengths		Dista San F	STATIONS	Dista I	
	San San		_   Dis		P		199.3	R BIOLA JUNCTION (No Siding)	8.4	
EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY			200.5	CHIMNTI (No Siding)	7.2	
12.40PM	103.8	R PETERS	11.5	s 2.30PM	5		201.9	WEST ACRES	5.8	
f 12.59	109,5	WAVERLY	5.8	f 2.10	5		203.9	EVERTS	3.8	
s 1.20PM	115.3	TO-R MILTON	0.0	1.50PM	3		205.9	TRUMAN	1.8	
Arrive Daily EX. SUNDAY		(11.5)		Leave Daily EX. SUNDAY	8- <b>P</b>		207.7	TO-R BIOLA	0.0	
(0.40 17.25	· · · · · · · · · · · · · · · · · · ·	Time over District	•	(0.40) 17.25				(8.4)		
	TIRST CLASS  154  Mixed  Leave Daily EX. SUNDAY  12.40PM  f 12.59  s 1.20PM  Arrive Daily EX. SUNDAY	154	Time Table No. 39	Time Table No. 39   Section   Time Table No. 39   April 4, 1926   Section   Time Table No. 39   April 4, 1926   Section   Time Table No. 39   Section   Time Table No. 39   April 4, 1926   Section   Time Table No. 39   Apri	Time Table No. 39   SECOND CLASS     154   Mixed	Time Table No. 39   Second Class   Time Table No. 39   Time Table No. 39   Second Class   Time Table No. 39   Time Tabl	Time Table No. 39	Time Table No. 39	Time Table No. 39	Time Table No. 39

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

Service performed by Extra Trains only.

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

8	<b>EASTWARD</b>	7	Tracy a	and Brighton Subdiv	vision	V	VESTWARD		EASTV	MAKD	11	icy an	d Brighton Subdiv			ESTWARD	-
	OZONE OLASS						ECOND CLASS		SEC	OND GLASS	яо		Րime Table No. 39	8 2	<u> </u>	RD GLASS	
	SECOND CLASS	170	8 8	Time Table No. 39	र्ष व	173		Capacity of sidings		170	Distance from			Distance from Woodbridge	171		
pacity		172	e fro		ce frc Bran			in car lengths.		Mixed	stanc n Fry	1 2	April 4, 1926	Nood	Mixed		
pacity sidings n car ngths.		Mixed	Distance from San Francisco via Niles	April 4, 1926	Distance from North Branch	Mixed				Leave D	aily		STATIONS		Arrive Daily		
		Leave Daily EX.SUNDAY	122	STATIONS		Arrive Daily EX. SUNDAY		BKWTFP			5AM 103	.3 TO-R	LODI C. C. T. Co. Crossing	2.5	s 11.05AM		
		12.25PM	103.3	TO-R LODI	35.0	s 10.10AM				810.4	OAM 108	. 8 R	WOODBRIDGE	0.0	10.50AM		
KWTFP		12.20	105.1		33.2					Arrive D		-	(2.5)		Leave Daily EX. SUNDAY		
			105.3	0.2	33.0					l l	11	<u>  -</u>		- 11	(0.15)		
0 <b>P</b>		f	107.1	VIOTOR	31.2	f				10.00		Ave	Time over Districterage speed per hour		10.00	<b></b>	
2 P		s 1.00	110.7	36	27.6	s 9.20		_   7	Westwa	rd trains are si	aperior	to trai	ns of the same clas	s in the	opposite o	direction.	
7 WP		s 1.20	114.7	-	23,6	s 9.05											
30		s 1.40	120,8		17.5	s <b>8.4</b> 3							1 D Cub dimi	aion	W	ESTWARI	ח
4		s 2.05	126.4	56	11.9	s 8.18			EAST	WARD	Lat	rop a	nd Fresno Subdivi	SIOII	44 :	LOIMAN	
		f 2.55	129,8		9.0	f					1	1			TH	IRD CLASS	
19 WTP		s 2.25PM	_	TO-R VALLEY SPRING	8.1	8.00AM			SEC	OND CLASS	яo	T	ime Table No. 39	a		1	
			134.7	4.5	3,6			Capacity		166	Distance from San Francisco via Antioch			Distance from Raymond	167		
10 P				3.6 R NORTH BRANCH	0.0			Capacity of sidings in car		Mixed	France		April 4, 1926	tane	Mixed		
		Arrive Daily	,	(35.0)		Leave Daily EX. SUNDAY		lengths.		Leave Daily EX, SUNDAY	Dist San via		STATIONS	Dia	Arrive Daily EX. SUNDAY		
		EX. SUNDAY	IJ		1)	1)				EX, SUNDAY		_					
		(2.00) 13.45		Time over District  Average speed per hour.	••••••			WTF P		7.30AM	176,5	TO-R	BERENDA 3.3	20.9	s 11.10AM		<del></del> -
											179.8	11	A. T. & S. F. Crossing	17.6			
						45	-it- dimention	1			11	-	4.0	<del> </del>	4.10 4.57	1 1	
	Westward trains	are supe	rior to	trains of the same of	class in	the oppo	site direction.	17		f7.50	183.8		4.0 TALBOT 4.1	18.6	f 10.47		
	Westward trains	are supe	rior to	trains of the same of	class in	the oppo	site direction.	17 22		f7.50 f8.05	187.9		4.0 TALBOT 4.1 DAULTON 2.0	9.5	f 10.47 f 10.30		
					1000		site direction.  WESTWARD			f8.05 f	187.9		1.0 TALBOT 4.1 DAULTON 2.0 JESBEL (Spur)	9.5 6.6	f 10.30		
	Westward trains			trains of the same of	1000						187.9 190.8 195.0	_	4.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2	9.5 6.6 2.4	f 10.30 f f		
<del></del>	EASTWARD				1000			22		f 8.05 f f 8.30 f	187.9 190.8 195.0 196.2	IR I	4.0 TALBOT 4.1 DAULTON 2.0 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding)	9.5 6.6 2.4 1.2	f 10.30 f f f f 10.00		
	EASTWARD SECOND CLASS	T:	racy a		ision		WESTWARD	22		f8.05 f f8.30 f s8.45AN	187.9 190.8 195.0 196.2 197.4	IR I	4.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2	9.5 6.6 2.4	f 10.30 f f f f10.00 9.15AM		
pacity	EASTWARD  SECOND CLASS  136	T:	racy a	nd Brighton Subdivi	ision	131	WESTWARD	22		f 8.05 f f 8.30 f	187.9 190.8 195.0 196.2 197.4	TO-R	4.0 TALBOT 4.1 DAULTON 2.0 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JCT. (No Siding) 12 RAYMOND (20.0)	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f 9.15AM Leave Daily EX.SUNDAY		
pacity	EASTWARD SECOND CLASS	T:	racy a	nd Brighton Subdivi	ision		WESTWARD	22		f 8.05  f f 8.30  f s 8.45AM  Arrive Dail EX. SUNDAY  (1.15)	187.9 190.8 195.0 196.2 197.4	TO-R	4.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) 12 RAYMOND (20.9) Time over District	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f f10.00 9.15AM		
pacity	EASTWARD  SECOND CLASS  130  Mixe	Distance from San Francisco via Niles	racy a	nd Brighton Subdivi	ision	131	WESTWARD	22 13 22 WT P		f 8.05  f f 8.30  f s 8.45AM  Arrive Dail EX. SUNDAY	187.9 190.8 195.0 196.2 197.4	TO-R	4.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) RAYMOND (20.9) Time over District Average speed per hour	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY	(0)	
apacity sidings in car engths.	EASTWARD  SECOND CLASS  130  Mixe  Leave I EX,SUN	Distance from San Francisco via Nies	racy an	nd Brighton Subdivi	ision	131 Mixed	WESTWARD SECOND CLASS	22 13 22 WT P		f 8.05  f f 8.30  f s 8.45AM  Arrive Dail EX. SUNDAY	187.9 190.8 195.0 196.2 197.4	TO-R	4.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) 12 RAYMOND (20.9) Time over District	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY	(0)	
apacity sidings in car engths.	EASTWARD  SECOND CLASS  130  Mixe  Leave I  EX.SUN  12.4	To Distance from San Francisco Arios	racy and	nd Brighton Subdivi	ision  Distance from mon pool from 27.1	131 Mixed  Arrive Daily EX. SUNDAY  8 9.45AM	WESTWARD SECOND CLASS	22 13 22 WT P	Westwa	f 8.05  f f 8.30 f s 8.45AN Arrive Dail; EX. SUNDAY (1.15) 16.72 ard trains are	187.9 190.8 195.0 196.2 197.4 superio	TO-R	A.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) 1.2 RAYMOND (20.0) Time over District Average speed per hour ains of the same cla	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite	direction.	RD
Sapacity sidings in car engths.	EASTWARD  SECOND CLASS  130 Mixe Leave I EX. SUM 12.4 f 1.	To an analysis of the state of	racy and	nd Brighton Subdiving Time Table No. 39  April 4, 1926  STATIONS  GALT  5.0  C. C. T. Co. Crossing VANSTOW  6.3	ision  Distance from 17.1  22.3	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15	WESTWARD SECOND CLASS	22 13 22 WT P	Westwa	f 8.05  f f 8.30  f s 8.45AM  Arrive Dail EX. SUNDAY	187.9 190.8 195.0 196.2 197.4 superio	TO-R	4.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) RAYMOND (20.9) Time over District Average speed per hour	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite	(0)	RD
Capacity sidings in car engths.	EASTWARD  SECOND CLASS  130 Mixe Leave I EX.SUN 12.4 f 1. f 1.	To ally part of the part of th	TO-R	nd Brighton Subdiving Time Table No. 39  April 4, 1926  STATIONS  GALT  5.0  C. C. T. Co. Crossing VANSTOW  6.3  CLAY  10.3	ision  unot series (100	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15  f 8.50	WESTWARD SECOND CLASS	22 13 22 WT P	Westwa	f 8.05  f f 8.30  f s 8.45AM  Arrive Dail EX. SUNDAY  (1.15) 16.72  ard trains are	187.9 190.8 195.0 196.2 197.4 superio	TO-R	A.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) 1.2 RAYMOND (20.0) Time over District Average speed per hour ains of the same cla	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite	direction.	
Capacity fisidings in car lengths.  BKWFT P  16  18 P  34 P	EASTWARD  SECOND CLASS  130 Mixe Leave I EX. SUM 12.4 f 1.	To consider the constant of th	TO-R	nd Brighton Subdiving Time Table No. 39  April 4, 1926  STATIONS  GALT  5.0  C. C. T. Co. Crossing VANSTOW  6.13  CARBONDALE  0.7	ision  Distance from 17.1  22.3	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15	WESTWARD SECOND CLASS	22 13 22 WT P	Westwa	f 8.05  f f 8.30  f s 8.45AM  Arrive Dail; EX. SUNDAY  (1.15) 16.72  ard trains are	187.9 190.8 195.0 196.2 197.4 superio	r to tr	A.0 TALBOT 4.1 DAULTON 2.9 JESBEL (Spur) 4.2 HERBERT 1.2 KNOWLES JOT. (No Siding) 1.2 RAYMOND (20.0) Time over District Average speed per hour ains of the same cla	9.5 6.6 2.4 1.2 0.0 ss in th	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite	direction.	
Capacity sidings in car engths.	EASTWARD  SECOND CLASS  130 Mixe Leave I EX.SUN 12.4 f 1. f 1.	Times operation of the property of the propert	TO-R	rime Table No. 39 April 4, 1926  STATIONS  GALT 5.0 C. C. T. Co. Crossing VANSTOW -5.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE 1.8	ision  we specificate the specification of the spec	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15  f 8.50	WESTWARD SECOND CLASS	22 13 22 WT P	Westwa	f 8.05  f f 8.30 f s 8.45AN Arrive Dail; EX. SUNDAY (1.15) 18.72 ard trains are	187.9 190.8 195.0 196.2 197.4 superio	r to tr	TALBOT  4.1  DAULTON 2.9  JESBEL (Spur) 4.2  HERBERT 1.2  KNOWLES JOT. (No Siding) (20.0)  Time over District	9.5 6.6 2.4 1.2 0.0 ss in th	f 10.30 f f f f 10.00 9.15AM Leave Daily EX.SUNDAY (1.55) 10.90 e opposite	direction.	
apacity sidings in car engths.  KWFTP  18  18  P  34  P	EASTWARD  SECOND CLASS  130 Mixe Leave I EX.SUN 12.4 f 1. f 1.	To ally part of the part of th	TO-R	rime Table No. 39  April 4, 1926  STATIONS  GALT  -5.0 C. C. T. Co. Crossing VANSTOW -6.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE -1.8 EDWIN (Spur)	27.1 22.3 16.8 6.5 5.8	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AN  f 9.15  f 8.50  8 8.15  f	WESTWARD SECOND CLASS	22  13  22 WTP  Capacity of sidings	Westwa	f 8.05  f f 8.30  f s 8.45AM  Arrive Dail; EX. SUNDAY  (1.15) 16.72  ard trains are	187.9 190.8 195.0 196.2 197.4 superio	r to tr	TALBOT 4.1  DAULTON 2.9  JESBEL (Spur) 4.2  HERBERT 1.2  KNOWLES JOT. (No Siding) (20.9)  Time over District Average speed per hour ains of the same cla	9.5 6.6 2.4 1.2 0.0 ss in th	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite	direction.	
apacity sidings in car engths.  KWFTP  18  18  P  34  P	EASTWARD  SECOND CLASS  130 Mixe Leave I EX.SUN 12.4 f 1. f 1.	To consoling the constant of t	TO-R	rime Table No. 39  April 4, 1926  STATIONS  GALT  5.0  C. C. T. Co. Crossing VANSTOW  5.3  CLAY  10.3  CARBONDALE  0.7  LIGNITE  1.8  EDWIN (Spur)  0.4  CLARKSONA (Spur)	27.1 22.3 16.8 6.5 5.8 4.0	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15 f 8.50 s 8.15 f	WESTWARD SECOND CLASS	22 13 22 WT P	Westwa	f 8.05  f f 8.30  f s 8.45 AM  Arrive Dail; EX. SUNDAY  (1.15) 16.72  ard trains are  FWARD  GOND GLASS	187.9 190.8 195.0 196.2 197.4 superio	TO-R	TALBOT  4.1  DAULTON 2.9  JESBEL (Spur) 4.2  HERBERT 1.2  KNOWLES JOT. (No Siding) (20.9)  Time over District Average speed per hour ains of the same cla	9.5 6.6 2.4 1.2 0.0	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite  T 163 Freight	direction.	
apacity sidings in car engths.  KWFTP  16  18 P  34 P	EASTWARD  SECOND CLASS  130 Mixe  Leave I EX.SUN 12.4  f 1. f 1. f 1. f 1. f f	To serior solidario de la composition della comp	TO-R	rime Table No. 39 April 4, 1926  STATIONS  GALT -5.0 C. C. T. Co. Crossing VANSTOW -5.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE -1.8 EDWIN (Spur) CLARKSONA (Spur) -2.5 DAGON (Spur)	27.1 22.3 16.8 6.5 5.8	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15  f 8.50  8 8.15  f	WESTWARD  SECOND CLASS	22  13  22 WTP  Capacity of sidings	Westwa	f 8.05  f f 8.30 f s 8.45AN Arrive Dail; EX. SUNDAY (1.15) 18.72 ard trains are	187.9 190.8 195.0 196.2 197.4 Superio	r to tr	TALBOT  4.1  DAULTON 2.9  JESBEL (Spur) 4.2  HERBERT 1.2  KNOWLES JOT. (No Siding) (20.9)  Time over District Average speed per hour ains of the same cla	9.5 6.6 2.4 1.2 0.0 ss in th	f 10.30 f f f f 10.00 9.15AM Leave Daily EX.SUNDAY (1.55) 10.90 e opposite  T 163 Freight Arrive Daily	direction.	
apacity sidings in car engths.  KWFTP  16  18 P  34 P	EASTWARD  SECOND CLASS  13( Mixe  Leave I EX.SUN  12.4  f 1.  f 1.  f 1.  f f f f s 2.4	To see see see see see see see see see se	TO-R	rime Table No. 39  April 4, 1926  STATIONS  GALT  - 5.0  C. C. T. C. Crossing VANSTOW  - 6.3  CLAY 10.8  CARBONDALE - 0.7  LIGNITE - 1.8  EDWIN (Spur)  CLARKSONA (Spur) 2.5  DAGON (Spur) 3.11 3.10 3.10 3.10 3.10 3.10 3.10 3.10	27.1 22.3 16.8 6.5 5.8 4.0 3.6	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15  f 8.50  s 8.15  f	WESTWARD SECOND CLASS	22  13  22 WTP  Capacity of sidings	Westwa	f 8.05  f f 8.30  f s 8.45 AM  Arrive Dail EX. SUNDAY  (1.15) 16.72  ard trains are  FWARD  GOND CLASS  Frei  Leave EX. SU	187.9 190.8 195.0 196.2 197.4  Superior  Superior  Daily NDAY 20AM 16	tR I TO-R  r to tr  Lathro  costourly via  6.2 R	TALBOT  TALBOT  4.1  DAULTON  2.9  JESBEL (Spur)  4.2  HERBERT  1.2  KNOWLES JOT. (No Siding)  (20.9)  Time over District  Average speed per hour  ains of the same cla  p and Fresno Sub  Time Table No. 39  April 4, 1926  STATIONS  KNOWLES JOT. (No Sid	9.5 6.8 2.4 1.2 0.0 ss in th division	f 10.30 f f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite  T 163 Freight Arrive Daily EX. SUNDAY	direction.	
capacity sidings in car engths.  KWFTP  16  18 P  13	EASTWARD  SECOND CLASS  130 Mixe  Leave I EX.SUN 12.4  f 1. f 1. f 1. f 1. f f	To see see see see see see see see see se	TO-R  TO-R  TO-R  TO-R  TO-R  TO-R	rime Table No. 39 April 4, 1926  STATIONS  GALT -5.0 C. C. T. Co. Crossing VANSTOW -5.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE -1.8 EDWIN (Spur) -0.4 CLARKSONA (Spur) -2.5 DAGON (Spur) 1.1 IONE (27.1)	27.1 22.3 16.8 6.5 5.8 4.0 3.6 1.1	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15  f 8.50  8 8.15  f  f  Leave Daily EX.SUNDAY	WESTWARD SECOND CLASS	22  13  22 WTP  Capacity of sidings	Westwa	f 8.05  f f 8.30  f s 8.45 Am  Arrive Dail; EX. SUNDAY  (1.15) 16.72  ard trains are  FWARD  COND CLASS  Leave EX. St.  9.	187.9 190.8 195.0 196.2 197.4  Superior  Daily NDAY 20AM 16	TO-R TO tr Cosporary rest	TALBOT  TALBOT  4.1  DAULTON  2.9  JESBEL (Spur)  4.2  HERBERT  1.2  KNOWLES JOT. (No Siding)  (20.9)  Time over District  Average speed per hour  ains of the same cla  op and Fresno Sub  Time Table No. 39  April 4, 1926  STATIONS  KNOWLES JOT. (No Siding)  2.1  HILLSIDE (Spur)	9.5 6.6 2.4 1.2 0.0 ss in th	f 10.30 f f f f 10.00 9.15 AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite  T 163 Freight Arrive Daily EX. SUNDAY	direction. VESTWAR	
Dapacity fieldings in car lengths.  BKWFT P  16  18 P	EASTWARD  SECOND CLASS  130  Mixe  Leave I EX.SUM  12.4  f 1.  f 1.  f 1.  f f f s 2.4  Arrive EX.SU  (2.00	To series solidary so	TO-R TO-R TO-R TO-R TO-R TO-R TO-R	rime Table No. 39 April 4, 1926  STATIONS  GALT 5.0 C. C. T. Co. Crossing VANSTOW -6.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE -1.8 EDWIN (Spur) -0.4 CLARKSONA (Spur) -1.1 IONE (27.1) Time over District.	ision  under the second	131 Mixed  Arrive Daily EX.SUNDAY  8 9.45AM  f 9.15  f 8.50  s 8.15  f	WESTWARD SECOND CLASS	22  13  22 WTP  Capacity of sidings	Westwa	f 8.05  f f 8.30  f s 8.45 Am  Arrive Dail; EX. SUNDAY  (1.15) 16.72  ard trains are  FWARD  COND CLASS  Leave EX. St.  9.	187.9 190.8 195.0 196.2 197.4  Superior  Superior  Daily NDAY 20AM 16	TO-R TO tr Cosporary rest	TALBOT  TALBOT  4.1  DAULTON  2.9  JESBEL (Spur)  4.2  HERBERT  1.2  KNOWLES JOT. (No Siding)  (20.9)  Time over District  Average speed per hour  ains of the same cla  op and Fresno Sub  Time Table No. 39  April 4, 1926  STATIONS  KNOWLES JOT. (No Siding)  2.1  HILLSIDE (Spur)	9.5 6.8 2.4 1.2 0.0 ss in th division	f 10.30 f f f f f 10.00 9.15AM Leave Daily EX. SUNDAY (1.55) 10.90 e opposite  T 163 Freight Arrive Daily EX. SUNDAY 3 10.00A	direction. VESTWAR	
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RULE 2.

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Lodi.....
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RULE 14 (may return fro Galt...
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# SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

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

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco 

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Merced..... Trains on Stockton and Merced Subdivision Fresno......Trains on Tracy and Fresno Subdivision Ingle..... Trains on Riverdale Branch

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

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

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

Signal should be repeated as indicated above for:

All outlying public highway grade crossings by all trains;

In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

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

RULE 83 (A). At the following stations, only the trains indicated will register:

Madera.... Los Banos......

Peters...... Nos. 153 and 154.

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

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

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

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 Lathron.

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

Brighton Oakdale Lathrop Modesto Valley Spring FresnoStockton Turlock Los Banos Ione Lodi Merced Kerman Raymond

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

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

RULE 97 (A). On double track between Tracy and Stockton, trains may run extra, moving with the current of traffic without running orders.

RULE. 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

Tracy...... West end for Martinez line.

East end for Tracy and Brighton Subdivision. Lathrop......Junction switches for both ends of yard for Tracy and Brighton Subdivision.

> East end of east and west legs of wye on Lathrop and Fresno Subdivision, for west leg of wye.
>
> Outside wye, east leg for Tracy and Brighton Subdivision;

east and west legs to be used as main tracks for Lathrop and Fresno Subdivision.

End of Double Track

Stockton.....For westward trains.

Lodi...... Woodbridge Branch, for Tracy and Brighton Subdivision. Valley Spring Branch, for siding on Tracy and Brighton Subdivision.

Ingle....... Riverdale Branch, for siding on Tracy and Fresno Subdivision. Kerman.....Armona Branch, for main track Tracy and Fresno Subdivision. Merced...... Stockton and Merced Subdivision for main track Lathrop and

Fresno Subdivision. Berenda............Raymond Branch, for main track Lathrop and Fresno Subdivision.

Biola Junction...... Biola Branch, for main track Lathrop and Fresno Subdivision. Peters ...... Milton Branch, for main track Stockton and Merced Subdivision.

#### RAILROAD CROSSINGS AT GRADE—NOT INTERLOCKED: Oakdale-A. T. & S. F. R. R.

RULE 221. That portion of Rule 221 reading "Train order office hours will be shown in the time table" is cancelled.

When a train-order signal indicates proceed in both directions, by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAPS are located at

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

#### AUTOMATIC BLOCK SYSTEM

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

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

#### INTERLOCKING

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

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

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

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

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

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

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

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

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

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

STOCKTON TOWER No. 2.—A. T.& S. F. 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 800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Towerman on duty 9:00 A. M. to 6:00 P. M., daily except Sunday. No towerman on duty on Sunday and between 6:00 P. M. and 9:00 A. M. on other days.

Signals will be left in "proceed" position when towerman is off duty.

LATHROP TOWER.-Western Pacific R. R. Crossing .9 mile east of Lathrop on Lathrop and Fresno Subdivision Limits extend from home signal 450 feet east of crossing to home signal 450 feet

west of crossing. Eastward or westward movements will be governed by respective signals located 

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 est 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 est 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.

#### 1.—SIDINGS.

#### MISCELLANEOUS

LATHROP sidings are designated as follows:

Westward siding is the siding leading from the westward main track 1,500 feet east of corral and re-entering main track just east of water tank.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

will not proceed beyond the fouling point of crossover until they have been authorized to do so by proceed signal given by switch tender with a green flag or a green light. These signals will be in addition to the interlocking signal indication of clear route.

Switching movements eastward via both of these tracks into or through the interlocking plant must be authorized in the same manner.

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

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

under full control, expecting to find main track obstructed. This does not give switching engines right over any train.' Every precaution for safety must be observed, flagging if conditions require. 15. When crossing flagmen find it necessary to leave their post of duty for a short time, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, istemporarily without protection, and train and enginemen will be governed accordingly.

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

#### SPEED RESTRICTIONS

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

Page	Trains must not exceed the speed in me per hour shown below: BETWEEN	iles Passenger	Motor Car	Freight
		50	40	35
$\frac{2}{3}$	Tracy and Castle		40	35
2, 3	Castle and Mile Post 132		40	35
2, 0	Mile Post 132 and Brighton	ou	10	"
2, 3, 0	Over Double Slip Switch at Junction of Tracy	ons 10	10	10
006	Brighton and Tracy and Fresno Subdivisi		10	10
2, 3, 0	From the road crossing east of junction swi	icii		
	on Tracy and Fresno Subdivision, and end	u 01		
	double track on Tracy and Brighton S	of		
	division; to the road crossings west	ine. 10	10	10
0.2	station on Niles line, and on Martinez l		10	10
2, 3	San Joaquin River Draw Bridge		10	10
2, 3, 7	Within the City Limits of: Stockton	8	. 8	8
2, 3, 1	Lodi	1 1	10	10
2, 3, 8	Lathrop and Fresno		40	35
$\frac{4}{4}, \frac{5}{5}$	West Leg of Wye leading to Fresno main tra		10	00
4, 5	Lathrop	30	30	20
4 5	East Leg outer Wye Lathrop		15	15
4, 5	Within the City Limits of:		10	10
4, 5, 6		8	8	8
4, 5, 0	Fresno	and		
4, 5	Fresno River Bridge	20	20	20
15	Sugar Pine and Winery Spurs at Madera.	10	•••	10
$\frac{4}{5}$	Over Highway Crossing and Street Cross	sing	• •	1
4, 0	just west of station at Livingston	30	30	30
4, 5	Over Trestle Approach 134-C Merced Ri		00	
1, 0	west of Livingston		40	35
	Within the City Limits of:	10		
4, 5, 7	Modesto, Turlock and Merced	15	15	15
4 5	Spreckels Sugar Spur Manteca		••	10
4, 5 4, 5	Over Highway Crossing just east of station	n at		
1, 0	Manteca	30	30	30
6	Tracy and Fresno		40	35
6	Kearney and Timba Spurs			10
7	Stockton and Merced via Oakdale		40	30
7 7	Peters and Milton		20	20
7	Peters and Milton cars in excess of 110,	000		
•	pounds net weight			12
7	Between switches at Peters		10	10
778888888888888888888888888888888888888	Over "A" St. Crossing Oakdale yard	20	20	20
8	Galt and Ione, except as follows		35	30
8	Mile Post 125.5 to Mile Post 125.7	25	25	25
8	Mile Post 126.5 to Mile Post 126.7	25	25	25
8	Mile Post 127.0 to Mile Post 127.1	20	20	20
8	Mile Post 131.1 to Mile Post 131.3	25	25	25
8	Mile Post 132.2 to Mile Post 132.4	25	25	25
8	Lodi and Woodbridge	20	20	15
8	Lodi and WoodbridgeLodi & Woodbridge, 1600 & 1700 Class Engi	nes 10	• •	10
8	Lodi and Mile Post 121.1	30	25	20
8	Mile Post 121.1 and Valley Spring	12	12	12
8	Valley Spring and North Branch	20	20	15
8	Mile Post 132.3 to 132.6 (14° curve)	$\dots$ 12	12	12
8	Mile Post 135.4 to 135.5 (14° curve)	$\dots$ 12	12	12
8	Mile Post 135.9 to 136.1 (15° curve)	$\dots$	12	12
8	Mile Post 137.4 to 137.5 (14° curve)	$\dots$ 12	12	12
8	Mile Post 138.0 to 138.3 (15° curve)	12	12	12
8 8 8 8 8 7	Berenda and Daulton	30	30	25
8	Daulton and Raymond	20	20	20
8	Knowles and Knowles Jct		15	15
7	Biola Jet. and Biola		25	20
	Consolidation and Mikado Engines		• •	35
	2-10-2 Type Engines on Tangent Track	45	10	10
	Through Crossovers, Turnouts and Siding	ss 10	10	10
	Trains with engine backing up, Main Line		••	25 15
	Trains with engine backing up, Branches.		••	10
·	J			<u> </u>
	LIGHT ENGINES R	unning Forwar	d Running	Backward

	LIGHT ENGINES	Running Forward	Running Backward	
Switch Engine, 6-wheel connected       20       10         Mallet Consolidated       25       25         Other Engines on Main Track       35       20         Other Engines on Oakdale Branch       30       20         Other Engines on Other Branches       20       12	Other Engines on Main TrackOther Engines on Oakdale Branch	25 35 30	20 20	

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

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

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

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

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

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

SPEED TABLE

SPEED INDEE							
Speed	1 Mile	Speed	1 Mile	Speed	1 Mile	Speed	1 Mile
per	in	per	in	per	in	per	in in
Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	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 SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED
All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to
number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1		63 53	45120 lbs. 42760
MC-1 MC-2		53	42760 *
MC <del>-</del> 4		53	43130 "
иС-6		53	43230 "
ЙС-6		53	42680
ЙК-2	3200 to 3202, 3205, 3206, 3210, 3211	<b>4</b> 9	46140
ИК-4		49	45560
ИМ-2	4200 to 4211	56	46300
Γ-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740
Γ-6	2197, 2208	45	24110
Γ-28		54	46220 *
Γ <b>W</b> -2	2946, 2948 to 2953	43	25860 4
rw-4	2926 to 2931	44	26000 "

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

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

MAIN TRACKS						
Mile Post	Between	Description	Height Above Top of Rail	Clea	de rance	
82.0	Tracy	West Water Tank		6 ft.		in. '
82.2	Tracy	East Water Tank		6 "	$\frac{6}{2}$	4 /
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 *		• /
81.5	Lathrop	Water Tank		6 "	6	•
103.3	Lodi	Station Train Order Signal	21 ft. 2 in.	6 "		
103.3	Lodi	East Water Tank		6 °	6	-
104.3	Lodi-Urgon	Mokelumne River Bridge		7 4	6	•
104.3	Ripon-Salida	Stanislaus River Bridge		7 "	6	-
134.9	Delhi-Livingston	Stanislaus River Bridge Merced River Bridge	21 ft. 10 in.	7 *	6	•
136.4	Livingston	Water Tank	21 ft. 10 in.	6 4	6	•
176.5	Berenda	Water Tank		6 "	6	•
195.6	Herndon	Water Tank		6 "	6	•
100.4	Westley	Water Tank		6 "	6	•
119.5	Newman	Water Tank		6 "	6	•
193.0	Kerman	Water Tank		6 *	6	: 1
100.7	Holden-Peters	Mormon Slough Bridge		7 *	4	-
122.4	Oakdale	Water Tank		6 *	6	:
148.5	Ryer-Arundel	Merced River Bridge		7 *	6	-
136.7	Clarksona-Dagon	Sutter Creek Bridge	20 ft. 6 in.	7 *	41/4	-
114.7	Clements			6 "	6	•
		SIDE TRACKS AND SPURS				
81.5	Lathrop	Water Tank		6 4	6	•
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 "		
103.3	Lodi	R. H. Water Tank		6 4	6	•
119.5	Newman	Water Tank		6 4	6	•
175.0	Mendota	Water Tank		6 "	6	•
193.0	Kerman	Water Tank		6 *	6	•
201.8	Nevill's Spur	Packing House		7 "	1	•
$\frac{201.8}{112.7}$	Modesto Ice Plant and Icing				_	_
112.6	Platform	Ice Houses		6 *	8	•
126.2	Turlock	Water Tank		6 4	6	•
183 9	Madera Sugar Pine Mill	Warehouses and Platforms	18 ft.	5 "	7	•
		The state of the s		ausa la	noted	at.

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

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

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

The c blocked in Bridge loaded gon ing on this Platfo man on to Sugar Brick yar

men while

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Baggage  $\mathbf{Baggage}$ Baggage

Club (Dy Business Chair... Coaches Dining.. Horse Ex Observat Postal. Pullman

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GN. Express

LOCATIO San Franc Sacrament Elk Grove Galt. Stockton.
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Stockton.
Lodi.
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Oakdale.
Waterford
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Modesto.
Ceres.
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Livingston
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CLEARANCE les of cars while pass-

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cars should not be

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

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

Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear

man on top or side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by train-

men 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

	AVERAGE WEIGHT-POUNDS			
KIND OF CAR	Wood	Steel	Steel Underframe	
Baggage	75,800	96,200		
Baggage (Dynamo)		101,400		
Baggage and Mail	78,800 {	124,900-69 ft. 97,800-60 ft.	86,100	
Baggage and Passenger	66,800 `		,	
Club		135,300	121,400	
Club (Dynamo)		145,700		
Business	114,200	178,500	141,600	
Chair	84,300	99,200	111,000	
Coaches	75,300	101,200		
Dining	130,600	150,400	143,400	
Horse Express	96,200	1 1	•	
Observation	121,700	144,000	128,100	
	121,100	113,800-60 ft.	120,100	
Postal	{	71,800-40 ft.	}	
Pullman Observation	124,000	148,000	142,000	
Pullman Parlor	115,000	149,000	142,000	
Pullman Standard Sleepers	125,000	152,000	145,000	
Pullman Standard Sleepers—Cape and Fort	120,000	102,000	140,000	
Sorios		150,000		
SeriesPullman Tourist Sleepers	94,000	156,000	100.000	
Top and Sills		· · · · · ·	133,000	
Tea and Silk	48,000		70,000	
Am. Ry. Express Refrs., 40 to 154	• • • • • •		78,000	
" " 155 to 224	• • • • • •		89,000	
" 500 to 506	• • • • • •		110,000	
" " 1101 to 1175			85,000	
" " " " " " " " " " " " " " " " " " " "	• • • • •			
N D 4 4			11,1111	
N. F	60,000		74,000	
GN. "	70,000			
Express Refrs., P.F.E. x 500 to 799			83,000	

#### **COMPANY SURGEONS**

LOCATION	NAME	TITLE
San Francisco.	Dr. F. K. Ainsworth	Chief Surgeon and Manager
Sacramento.	Dr. A. M. Henderson	Division Surgeon
Sacramento.	Dr. G. L. Stevenson	District Surgeon
Sacramento.	Dr. W. E. Briggs	Oculist and Aurist
Elk Grove.	Dr. H. Beattle	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. McKibbon	District Surgeon
Waterford.	Dr. J. J. Knowlton	District Surgeon
Manteca.	Dr. L. E. Tretheway	Emergency Surgeon
Manteca.	Dr. O. H. Garrison	Emergency Surgeon
Ripon.	Dr. N. B. Gould	Emergency Surgeon
Modesto.	Dr. E. R. McPheeters.	District Surgeon
Modesto.	Dr. Hugh E. Smith	Assistant District Surgeon
Ceres.	Dr. F. K. Lord	Emergency Surgeon
Turlock.	Dr. J. L. Collins	District Surgeon
Livingston.	Dr. Chas. L. Garvin	Emergency Surgeon
Atwater.	Dr. W. C. Cotton	Emergency Surgeon
Merced.	Dr. E. R. Fountain.	District Surgeon
Chowchilla.	Dr. H. G. Martin	Emergency Surgeon
Madera.	Dr. D. H. Ransome	District Surgeon
Madera.	Dr. R. R. Dearborn	District Surgeon
Fresno	Dr. J. D. Morgan	District Surgeon
Fresno.	Dr. Chas. A. James	Assistant District Surgeon
Fresno.	Dr. D. H. Trowbridge	Oculist and Aurist
Kerman	Dr. J. C. Drake	District Surgeon
Tracy.	Dr. A. R. Powers	District Surgeon
Tracy.	Dr. J. A. Smithers.	Assistant District Surgeon.
Patterson.	Dr. A. M. Field	District Surgeon
Newman.	Dr. H. V. Armistead	District Surgeon
Gustine.	Dr. A. W. Gustafson	Emergency Surgeon
Los Banos.	Dr. B. H. Bush	District Surgeon
Dos Palos.	Dr. T. R. Trick	Emergency Surgeon

Emergency surgeons should only be summoned for temporary treatment when prompt attention is required, and when patients cannot be sent to or await arrival of Division or District Surgeon.

## SPECIAL INSTRUCTIONS—Concluded

Stretchers

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

HOSPITALS

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

TDACV and

#### RATINGS OF ENGINES—STOCKTON DIVISION

For Through and Local Trains in M's of 1,000 pounds back of Tender. Revised April, 1920.

-	Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCK- TON and MERCED via OAKDALE
1	E-2	TF 60 10/04 61	1974 1976 4 2 1991	150		1540
	£-2	E-69 18/24 61	1374, 1376 to 1381	150	2150	1540
Į	E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390 to	105	0450	1000
ĺ	E-6		1394, 1396, 1397	165	2450	1690
	E-23	E-69 18/24 68 E-73 20/24 89	1402 to 1411	100)		
- 1	E-23	E-73 20/24 99 E-73 20/24 92	1434, 1438, 1443	190}	3310	2320
	E-24	E-69 18/26 74	1464 to 1467, 1469, 1471, 1482	190∫ 165	2590	1780
	E-27	E-73 20/26 113-S	1526 to 1540, Superheated	210	4030	2800
	M-4	M-63 20/28 126	1615 to 1719	190	4280	2950 2950
			∫1720 to 1724, 1726, 1770 to	) !		
	M-8	M-63 21/28 159-S	1779, Superheated	200	5250	<b>3</b> 630
	ме	M 62 at too 150 G	1725, 1727 to 1769, 1780 to	000	5000	0000
	M-6	M-63 21/28 150-S	1803, Superheated	200	5260	3630
	M-6	M 69 01 /00 144	1725, 1727 to 1769, 1780 to	105	4000	0000
i	141-0	M-63 21/28 144	1803, Saturated	195	4880	3360
	M-9	M-63 21/28 150-S	1804 to 1822, Superheated	210	5590	2010
- 1	M-9	M-63 21/28 156-S	$\mid 1826 \text{ to } 1827$ , Superheated $\mid$	210	<b>5</b> 520	<b>384</b> 0
	M-9	M-63 21/28 147	1804 to 1822, Saturated	200	4880	3450
	T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	)	
	T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	2790	1920
-	T-10	T-57 18/24 86	2134 to 2154	160	12.00	1020
1	T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	)	
	T-5	T-69 19/24 101	2209	180	2990	2100
	T-2	T-63 19/24 105	2221 to 2234	160	2840	1960
	T-1 T-25	T-63 20/26 112	2235 to 2273	180	3820	2640
		T-69 20/28 134	2274 to 2281	200	4230	2930
	T-26	T-69 21/28 152-S	2283 to 2300, Superheated 2301 to 2308, 2310, Super-	200	4850	<b>3</b> 370
	T-23	T-63 21/28 144-S	heated	<b>210</b> {	5550	3830
	T-23	T-63 21/28 144	2301 to 2308, 2310, Saturated	200	5000	3450
	T-28	T-63 22/28 162-S		210	6060	4190
	T-31	T-63 22/28 162-S		200	5870	3970
-	T-32	T-69 23/28 174-S	2363 to 2370, Superheated	200	5840	4080
	$\mathbf{T}$ -32	T-69 23/28 174-S	2371 to 2378, Superheated	210	6180	4280
·	<b>P</b> -1, 3	P-77 22/28 141-S	2400 to 2437, Superheated	210	5010	3460
	P-5	P-77 22/28 141-S		200	4710	3220
	C-12	C-50 20/28 164	2503	180	4520	3100
	C-4	C-57 22/34 176	2612 to 2623, Saturated	185	5750	3960
	C-9	C-57 22/30 194-S	$\begin{cases} 2513 \text{ to } 2599, 2752 \text{ to } 2830, \end{cases}$	210	1	
			(Superneated	j i	6670	4580
	C-5 C-8	C-57 22/30 185-S	2624 to 2693, Superheated	210	"""	2000
		C-57 22/30 192-S		210	)	
ĺ	C-9	C-57 22/30 187	\[ \frac{2513}{52513} \] to 2599, 2752 to 2830, \[ \frac{2513}{52513} \]			
	C-5	C-57 22/30 178	Saturated	200	5940	4080
1	Č-8	C-57 22/30 184	2698 to 2751, Saturated	1	9940	±000
- {	TW-1	TW-54 22/26 147	2900 to 2913	180	5090	3500
	À-1	A-84 15-25/28 110	3000 to 3009	200	3420	2250
İ	A-3	A-81 20/28 112-S		210	3980	2780
	A-3	A-81 20/28 105	3025 to 3071 Saturated	200	3620	2500
	MK-4	MK-57 231/30 206-S	3216 to 3236, Superheated 3237 to 3271, Superheated	200	7350	5110
	MK-5, 6	MK-63 26/28 210-S	3237 to 3271, Superheated	200	8080	5580
	F-1	F-63 271/32 273-S	3600 to 3652, Superheated	200	9700	6700
			Less that	40 Ms		
ļ	Allowand	e for Empty and		0 Ms		
i	${ m Ms}$			han 50 Ms.		
			he total weight of train, excl			
J	which th	e different class of	of locomotives will haul in e	ach direc	tion hote	een the
}	stations		- 1000-1001 Will Hauf III C	aon unter	OTOH DOUM	con me
		SS "C"-Consolid	ation engine (M). M	omila.	((N/E1-22	Milada

CLASS "C"—Consolidation engine
"E"—Eight-wheelers
"TW"—Twelve-wheelers

"Mk"—Mikado

"T"—Moguls
"T"—Ten-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:

#### RULING GRADES

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

# MILEAGE

MAIN	N	LINES	
Tracy to Brighton		Ry	62
Lathron to Fresno C. P.	. !	Ro Ro	$\frac{127}{111}$

Laurop to rresno			1.07
Total Main	Line	•••••	301.01
		BRANCHES	
one	S. P. R. R		3.90
odi	S. P. R. R	Woodbridge to North Branch 37	.64
Madera Spur	S. P. R. R	Madera to Italian Swiss Colony 3	3.89
Milton	S. P. R. R	Peters to Milton	78
Dakdale	S. P. R. R	Stockton to Merced 72	.05
Raymond	S. P. R. R	Berenda to Raymond	.10
3iola	S. P. R. R	Biola Jet. to Biola 8	3.69
ngle	S. P. R. R	Ingle easterly	1.25
Knowles	S. P. R. R	Knowles Jct. to Knowles	2.40

# **TRAINMASTERS**

Total Branches....

Total Stockton Division.....

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

## CHIEF TRAIN DISPATCHER

M. A.	MICHELSON		. Stockton
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# ASSISTANT CHIEF TRAIN DISPATCHERS

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

# ROAD FOREMAN OF ENGINES

G. B. JEFFERISTi	acy
------------------	-----

L. R. SMITH, Assistant Superintendent.

