

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

# STOCKTON DIVISION

# 47

To Take Effect Sunday, December 28, 1930, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

F. L. BURCKHALTER,  
General Manager.

R. L. RUBY,  
Superintendent of Transportation.

T. AHERN,  
Assistant General Manager.

G. E. GAYLORD,  
Superintendent.

*Compliments of  
Bill Pennington P.  
Dist. Manager*



Background grid with faint text including 'STATIONS', 'FIRST CLASS', 'THIRD CLASS', and 'EASTWARD'. The grid contains various numerical values and station names, serving as a reference for the time table data.

EASTWARD

Lathrop Subdivision

Time Table No. 47

December 28, 1930

Capacity of Sidings in Car Lengths	THIRD CLASS				FIRST CLASS										Distance from San Francisco Via Route
		298 Local Freight	306 Local Freight		80 Stockton	38 San Francisco Sacramento Passenger	50 Fresno	56 Tehachapi	52 San Joaquin	32 San Francisco Sacramento Passenger	16 West Coast	84 Sacramento Passenger	210 Newaboy	58 Sequoia	
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Term. Yard BKWOTY P		7.00 AM	2.00 AM		8.05 PM	f 6.53 PM	6.50 PM	2.45 PM	10.32 AM	f 10.30 AM		5.55 AM	4.20 AM	2.38 AM	
9 Spur															
I P															
Eastward 77 Westward 82 Fresno 57 BWY P		7.30 AM			8.20	s 7.20	s 7.08 PM	s 3.05 PM	s 10.50 AM	s 10.55	8.12 AM	6.10	s 4.42	s 2.56 AM	
I						f 7.27				s 11.05	8.22		4.49		
I Yard BKWOITY P			3.15 AM		s 8.35	s 7.37 7.45				s 11.15 11.20	s 8.31 8.40	s 6.30	s 5.10		
I P															
63 Spur															
4 Spur															
W															
125 P						f				f					
125 P						f				f					
BKWOY P 125					s 9.00 PM	s 8.08				s 11.45	s 9.03		s 5.35		
42 Spur						f									
125 P						f				s 11.51 AM			s 5.41		
125 P						f				f					
BKWOY P 178						s 8.25				s 12.08 PM	9.16		s 5.55		
125 P						f				f					
15						f				f					
125 P						f				f					
133 P						f 8.42				s 12.25	9.35		s 6.15		
125 P						f									
135 WP						f 8.50				s 12.36			s 6.25		
10															
WP						f 9.00 PM				f 12.45 PM	10.00 AM	7.35 AM	f 6.35 AM		
		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		(0.30) 21.40	(1.15) 16.08		(0.55) 35.45	(2.07) 29.48	(0.18) 35.66	(0.20) 32.10	(0.18) 35.66	(2.15) 27.73	(1.48) 23.72	(1.40) 37.44	(2.15) 27.73	(0.18) 35.66	

STATIONS	
TO-R TRACY	3.1
BANTA	2.9
WINSHIP	1.9
SAN JOAQUIN BRIDGE	2.8
TO-R LATHROP	
FRENCH OAMP	4.6 1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing	3.2
S. E. R. R. Crossing	3.2
TO-R STOCKTON	
C. C. T. Co. Crossing	1.4
STOCKTON TOWER No. 4	
End of Double Track	
W. P. Crossing	0.4
EL PINAL	0.8
JARN	1.5
AKERS	1.6
CASTLE	3.6
ARMSTRONG	3.1
C. C. T. Co. Crossing	1.8
LODI	1.8
URGON	1.1
AOAMPO	3.3
FOREST LAKE	2.2
GALT	3.8
NEED	2.0
ARNO	2.0
McCONNELL	3.4
ELK GROVE	2.8
MEADOWS	3.3
FLORIN	3.0
POLK	1.2
BRIGHTON	

63.4  
 ..... Time over District.  
 ..... Average Speed per hour.

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 Stockton Tower No. 4, is not protected by Block Signals.  
 Trains must not leave place at which passengers are received and discharged in advance of time shown at stations in Signal Dispatching System between Brighton and Stockton Tower No. 4.

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

Time  
 Dece  
 S  
 TO-R  
 SA  
 TO-R  
 FRE  
 T.  
 A. T.  
 S. E.  
 TO-R  
 C. C.  
 STOCK  
 End  
 I  
 AF  
 C. C.  
 FO  
 M  
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EASTWARD

Merced Subdivision.

Capacity of sidings in car lengths.	THIRD CLASS						SECOND CLASS				FIRST CLASS					Distance from San Francisco Via Antioch
		300 Local Freight	298 Local Freight	252 Fresno Freight				168 Madera Freight			60 West Coast	50 Fresno	56 Tehachapi	52 San Joaquin	58 Sequoia	
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily				Leave Tuesday, Thurs., Sat.			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Eastward 77 Fresno 57 BWYP			7.40AM	12.15AM						7.42PM	7.13PM	3.15PM	11.00AM	2.59AM	92.9	
I															93.8	
80 P			8.03	12.35						7.55	s 7.22	s 3.23	11.06	3.06	96.8	
115 P			8.16	12.40						7.58	7.26	3.27	11.09	3.09	99.4	
26 P															100.6	
79 P			8.50	12.47						8.03	f 7.32	s 3.33	11.13	3.13	103.3	
85 P			9.15	12.53						8.08	f 7.37	s 3.40	11.17	3.17	106.4	
20															108.1	
No. 1, 106 No. 2, 100 No. 3, 100 BKWP			10.17	1.10						s 8.22	s 7.50	s 3.55	s 11.33	s 3.25	113.1	
I															114.7	
77 P			10.54	1.22						8.29	f 7.57	s 4.03	11.40	3.47	117.4	
74 P			11.15	1.28						8.33	f 8.02	f 4.08	11.44	3.51	120.8	
83 P			11.53AM	1.40						s 8.42	s 8.10	s 4.20	s 11.53AM	s 4.03	126.2	
4 Spur															129.3	
99 P			12.20PM	1.52						8.50	f 8.17	f 4.28	12.01PM	4.10	131.9	
84 WP			1.00	2.24						8.57	s 8.24	s 4.35	12.07	4.16	136.4	
30												f 4.40			138.9	
73 P			1.32	2.40						9.05	s 8.33	s 4.48	12.14	4.24	143.2	
42												f			144.8	
125 P			2.15	2.50						9.10	8.39	4.53	12.19	4.29	147.4	
70 BKWOTP			10.30AM	2.30PM	3.30					s 9.22	s 8.49	s 5.14	s 12.26	s 4.55	150.5	
24															151.9	
6															155.9	
75 P			11.00	3.50						9.31	8.58	f 5.30	12.34	5.04	156.6	
79 P			11.20	3.57						9.36	9.03	f 5.37	12.39	5.09	160.5	
9 Spur															163.3	
44 Spur												f			165.8	
85 P			11.53AM	4.12						9.44	9.11	f 5.46	12.47	5.17	166.9	
40 WP			12.05PM 1.30								s 9.14	s 5.50	12.49	s 5.20	168.2	
80 P			1.50	4.24						9.52	f 9.20	f 5.56	12.55	5.27	173.0	
76 WOTP			2.25	4.40				2.20PM		9.56	f 9.25	f 6.01	12.59	5.31	176.5	
106 P			2.35	4.48				2.27		9.59	f 9.28	6.05	1.02	5.34	179.2	
142 BKP			3.45	5.00				2.35PM		s 10.07	s 9.35	s 6.13	s 1.10	s 5.45	183.9	
31			4.00									f			186.7	
82 P			4.20	5.33						10.15	9.42	f 6.21	1.17	6.00	190.2	
12 Spur												f			193.5	
85 WP			4.46	5.50						10.22	9.47	f 6.28	1.24	f 6.09	195.6	
P												f			199.3	
Term. Yard P			5.20PM	6.10AM						10.30	9.56	f 6.37	1.32	6.20	201.8	
I															203.2	
Term. Yard BKWOTYP										s 10.43PM	s 10.10PM	s 6.50PM	s 1.45PM	s 6.35AM	205.5	
			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily			Arrive Tuesday, Thurs., Sat.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Time Table No. 47

December 28, 1930

STATIONS

TO-R LATHROP
0.9
W. P. Crossing
3.0
TO MANTEOA
2.6
CALLA
1.2
WESTON
2.7
TO RIPON
3.1
TO SALIDA
1.7
COVELL
5.0
TO MODESTO
1.6
T. S. Ry. Crossing
2.7
TO CERES
3.4
TO KEYES
5.4
TO TURLOCK
3.1
ALCANT
2.6
TO DELHI
4.5
TO LIVINGSTON
2.5
ARENA
4.3
TO ATWATER
1.6
BUHACH
2.6
FERGUS
3.1
TO-R MERCED
1.4
OREGAN
4.0
CLUSTER
0.7
LINGARD
3.9
ATHLONE
2.8
LABRANZA
2.5
SIERRA VISTA
1.1
MINTURN
1.3
TO OHOWCHILLA
4.8
FAIRMEAD
3.5
TO-R BERENDA
2.7
NOTARB
4.7
TO-R MADERA
2.8
BORDEN
3.5
IRRIGOSA
3.3
THARSA
2.1
HERNDON
3.7
BIOLA JCT
2.5
TO-R FRESNO YARD
1.4
F. T. Co. Crossing
2.3
TO-R FRESNO
2.3

(112.6)

Time over District

Average speed per hour

(6.50) (6.50) (5.55)

9.17 8.43 18.40

(0.15)

29.60

(3.01)

37.32

(2.57)

38.17

(3.35)

31.42

(2.45)

40.94

(3.86)

31.28

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
52	Any Station	Discharge		Sacto & Stockton Direct Rt.
60	Any Station	Discharge		Roseville
58	Berenda	Discharge	Talbot	

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

Time Table

December

STATIONS

TO-R LATE
0.
W. P. C
3.
TO MAN
2.
CAI
1.
WES
2.
TO RIP
3.
TO SAL
1.
COV
5.
TO MOD
1.
T. S. Ry.
2.
TO CEE
3.
TO KE
5.
TO TURI
3.
ALO
2.
TO DEI
4.
TO LIVINC
2.
ARE
4.
TO ATWA
1.
BUH
2.
FER
3.
TO-R MER
1.
CREE
4.
CLUS
0.
LING
3.
ATHI
2.
LABR
2.
SIERRA
1.
MINI
1.
TO CHOWC
4.
FAIR
3.
TO-R BERE
2.
NOT
4.
TO-R MAD
2.
BO
3.
IRRI
3.
THA
2.
HERN
3.
BIOLA
2.
TO-R FRESNO
1.
F. T. Co.
2.
TO-R FRE

(112.

Time over Dis

Average speed p

East leg of v

STATIONS

LATHROP

0.9

W. P. Crossing

3.0

MANTECA

2.6

CALLA

1.2

WESTON

2.7

RIPON

3.1

SALIDA

1.7

COVELL

5.0

MODESTO

1.6

S. Ry. Crossing

2.7

CERES

3.4

KEYES

5.4

TURLOCK

3.1

ALCANT

2.6

DELHI

4.5

LIVINGSTON

2.5

ARENA

4.3

ATWATER

1.6

BUHACH

2.6

FERGUS

3.1

MERCED

1.4

O'REEGAN

4.0

CLUSTER

0.7

LINGARD

3.9

ATHLONE

2.8

LABRANZA

2.5

SIERRA VISTA

1.1

MINTURN

1.3

CHOWOHILLA

4.8

FAIRMEAD

3.5

BERENDA

2.7

NOTARB

4.7

MADERA

2.8

BORDEN

3.5

IRRIGOSA

3.3

THARSA

2.1

HERNDON

3.7

BIOLA JCT.

2.5

FRESNO YARD

1.4

T. Co. Crossing

2.3

FRESNO

(112.6)

Double Track

Time Table No. 47

December 28, 1930

STATIONS

TO-R	LATHROP	112.6	s	4.10 AM	★ 8.12 AM	s	10.45 AM	s	3.15 PM	s	6.58 PM
	0.9										
	W. P. Crossing	111.7									
	3.0										
TO	MANTECA	108.7	f	4.00	8.03		10.39	s	3.05		6.53
	2.6										
	CALLA	106.1		3.52	7.59		10.36		3.01		6.50
	1.2										
	WESTON	104.9									
	2.7										
TO	RIPON	102.2	f	3.47	7.53		10.31	s	2.55		6.46
	3.1										
TO	SALIDA	99.1	f	3.40	7.48		10.27	s	2.48		6.42
	1.7										
	COVELL	97.4									
	5.0										
TO	MODESTO	92.4	s	3.25	7.35	s	10.17	s	2.35	s	6.33
	1.6										
	T. S. Ry. Crossing	90.8									
	2.7										
TO	CERES	88.1	f	2.57	7.20		10.05	s	2.18		6.23
	3.4										
TO	KEYES	84.7	f	2.52	7.15		10.01	f	2.12		6.19
	5.4										
TO	TURLOCK	79.3	s	2.43	7.06	s	9.54	s	2.04	s	6.12
	3.1										
	ALCANT	76.2									
	2.6										
TO	DELHI	73.6	f	2.31	6.56		9.46	s	1.53		6.04
	4.5										
TO	LIVINGSTON	69.1	f	2.24	6.50		9.40	s	1.45		5.59
	2.5										
	ARENA	66.6						f	1.38		
	4.3										
TO	ATWATER	62.3	f	2.14	6.42		9.33	s	1.32		5.52
	1.6										
	BUHACH	60.7									
	2.6										
	FERGUS	58.1		2.06	6.37		9.28		1.25		
	3.1										
TO-R	MERCED	55.0	s	2.00	6.32	s	9.24	s	1.20	s	5.43
	1.4										
	O'REEGAN	53.6									
	4.0										
	CLUSTER	49.6									
	0.7										
	LINGARD	48.9		1.41	6.17		9.11	f	1.03		5.30
	3.9										
	ATHLONE	45.0	f	1.36	6.13		9.07	f	12.58		5.26
	2.8										
	LABRANZA	42.2									
	2.5										
	SIERRA VISTA	39.7									
	1.1										
	MINTURN	38.6		1.28	6.06		9.00		12.47		5.19
	1.3										
TO	CHOWOHILLA	37.3	s	1.26				s	12.42		
	4.8										
	FAIRMEAD	32.5	f	1.18	5.59		8.53	f	12.35		
	3.5										
TO-R	BERENDA	29.0	f	1.12	5.55		8.49	s	12.29		5.09
	2.7										
	NOTARB	26.3		1.08	5.52		8.46		12.23		5.06
	4.7										
TO-R	MADERA	21.6	s	1.00	5.45	s	8.40	s	12.16	s	5.00
	2.8										
	BORDEN	18.8	f								
	3.5										
	IRRIGOSA	15.3	f	12.50	5.33		8.32	f	12.05 PM		4.52
	3.3										
	THARSA	12.0									
	2.1										
	HERNDON	9.9	f	12.43	5.27		8.26	f	11.58 AM		4.46
	3.7										
	BIOLA JCT.	6.2									
	2.5										
TO-R	FRESNO YARD	3.7	f	12.35	5.18		8.19	f	11.51		4.39
	1.4										
	T. Co. Crossing	2.3									
	2.3										
TO-R	FRESNO	0.0		12.25 AM	5.05 AM		8.10 AM		11.40 AM		4.30 PM

Distance from Fresno

FIRST CLASS

57	59	49	55	51
Sequoia	West Coast	Fresno	Tehachapi	San Joaquin
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

SECOND CLASS

165
Berenda Freight
Arrive Tuesday, Thurs. & Sat.

THIRD CLASS

255	297	299	251
Lathrop Freight	Local Freight	Local Freight	Lathrop Freight
Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily

Block Signals

Double Track

Time over District (3.45) (3.07) (2.35) (3.25) (2.28)

Average speed per hour 30.03 36.12 43.58 32.95 45.65

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

\*No. 59-16 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Lathrop Subdivision.

No. 55 stops on flag at Clinton Ave., Fresno, to receive or discharge Company Employees.

(4.45) (6.50) (7.15) (5.40)

22.55 8.43 7.09 18.91

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
59	Any Station	Receive	Sacramento	Fresno
59	Any Station	Discharge	Sacramento	Fresno
49	Any Station	Receive	Sacramento	Fresno

EASTWARD

Los Banos Subdivision

WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from San Francisco via Antioch	Time Table No. 47 December 28, 1930	Distance from Fresno	FIRST CLASS		THIRD CLASS				
	316 San Jos. Div. Local Freight	250 Local Freight	248 Local Freight	242 Fresno Mdse. Freight	26 Owl	40 Tracy-Fresno Passenger	25 Owl				39 Fresno-Tracy Passenger	245 Tracy Freight	249 Local Freight	247 Local Freight	241 Tracy Freight		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		
Term. Yard BKWOTYP			7.30AM	12.10AM		8.50PM	11.20AM	82.2	STATIONS								
48 I P			7.40	12.22		f 11.27		84.9	TO-R TRACY 2.7	126.2	s 5.43 AM	s 6.30 PM	11.15 AM		2.20 PM	11.45 PM	
54 P			7.50	12.27		8.59 f 11.32		87.9	W. P. Crossing LYOTH 3.0	123.5		f 6.23	11.00		2.05	11.30	
55 P			8.03	12.37		9.05 s 11.39		89.5	YARMOUTH 4.7	120.5	5.34	f 6.18	10.50		1.55	11.23	
13 Spur								93.5	VERNALIS 0.9	115.8	5.28	s 6.11	10.35		1.20	11.13	
24 Spur								94.9	OHM 1.4	114.9		f					
45 P			8.13	12.44		9.10 f 11.44		96.4	SOLYO 1.5	113.5		f					
100 WP			8.40	12.51		9.15 s 11.51 AM		100.4	HALLY 4.0	112.0		f 6.04	10.23		12.45	11.07	
13 Spur								104.8	TO WESTLEY 4.4	108.0	5.18	s 5.58	10.15		12.30	11.00	
56 P			10.00	1.04		9.23 s 12.04 PM		107.4	VANORMER 2.6	103.6		f					
54 P			10.40 AM	1.14		9.30 s 12.14		113.2	TO PATTERSON 5.8	101.0	5.10	s 5.48	10.00		12.04 PM	10.48	
13 Spur								116.0	TO CROWS LANDING 2.8	95.2	5.02	s 5.33	9.43		10.40 AM	10.39	
53 P								117.3	STOMAR 1.3	92.4		f					
57 WP			12.30 PM	1.26		9.38 s 12.30		119.5	TIMBA 2.2	91.1		f					
52 P			1.25	1.32		9.43 s 12.40		123.5	TO NEWMAN 4.0	88.9	4.55	s 5.20	9.30		10.00 8.45	10.29	
42			1.35	1.37		9.50 f 12.45		126.9	TO GUSTINE 3.4	84.9	4.50	s 5.05	9.20		8.35	10.21	
73 P			1.50	1.41		9.50 f 12.48		129.3	LINORA 2.4	81.5		f	9.13		7.35	10.15	
57 P			2.15	1.50		9.58 f 12.56		135.6	INGOMAR 6.3	79.1	4.43	f 4.53	9.07		7.20	10.10	
13 Spur								138.3	VOLTA 2.7	72.8	4.35	f 4.43	8.55		7.00	9.58	
86 BKWOY P		9.00 AM	2.35 PM	2.10		s 10.06	s 1.13	140.4	TRENT 2.1	70.1							
30 Spur								141.6	TO-R LOS BANOS 1.2	68.0	s 4.29	s 4.35	8.40	3.00 PM	6.30 AM	9.35	
56 P		9.25		2.25		10.16	f 1.23	148.3	ABATTO 6.7	66.8		f					
13 Spur								149.6	AGATHA 1.3	60.1		f 4.15	8.20	2.05		9.09	
100 P		10.30		2.34		10.22	s 1.33	153.0	BRITO 3.4	58.8		f					
43 P		11.00 AM		2.46		10.30	f 1.42	159.8	TO DOS PALOS 6.8	55.4	4.12	s 4.08	8.12	1.33		9.02	
12 Spur								161.6	OXALIS 1.8	48.6	4.04	f 3.55	8.00	12.45		8.51	
100 WP		12.20 PM		2.58		10.37	s 1.52	166.2	SILAXO 4.6	46.8		f					
46		12.35		3.05		10.43	f 1.58	170.8	TO FIREBAUGH 4.6	42.2	3.57	s 3.44	7.43	12.20 PM		8.41	
13 Spur								172.8	CROMIR 2.0	37.6		f 3.36	7.33	11.40 AM		8.34	
98 P		1.00		3.10		10.47	s 2.06	174.5	ARBOS 1.7	35.6		f					
52 YP	10.45 AM	1.20		3.39		10.56	f 2.16	181.9	TO MENDOTA 7.4	33.9	3.48	s 3.31	7.25	11.30		8.28	
49 P	10.50	1.30		3.48		10.59	f 2.20	184.5	R INGLE 2.6	26.5	3.39	f 3.19	7.10	10.25		8.15	
9 Spur								185.0	JAMESAN 0.5	23.9	3.36	f 3.15	7.05	10.15		8.10	
47 BKWOY P	11.05 AM	1.55 3.04		4.10 AM		11.09	s 2.35	193.0	BUTTON 8.0	23.4							
13 Spur								196.2	TO-R KERMAN 3.2	15.4	3.26	s 3.04	6.45 AM	9.50		7.50 PM	
55		3.20						196.7	RUGG 0.5	12.2		f					
47 P		3.28				11.15	f 2.43	198.5	FLOYD 1.8	11.7		f		8.35			
236 Spur P								200.8	ROLINDA 2.3	9.9	3.20	f 2.56		8.20			
23 Spur Y								201.8	KEARNEY 1.0	7.6		f					
47 P		3.45				11.20	f 2.50	202.5	NEVILLS 0.7	6.6		f					
9 Spur								203.7	PRATTON 1.2	5.9	3.15	f 2.50		8.00			
18 Spur								205.3	FORSY 1.6	4.7							
Term. Yard BKWOTYP		4.30 PM				11.35 PM	s 3.10 PM	208.4	ORAYOLD 3.1	3.1							
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		Arrive Daily	Arrive Daily		TO-R FRESNO (126.2)	0.0	3.00 AM	2.35 PM		7.40 AM			
	(0.20) 33.30	(7.30) 9.07	(7.05) 8.21	(4.00) 27.70		(2.45) 45.89	(3.50) 32.92				(2.43) 46.45	(3.55) 32.22	(4.30) 24.62	(7.20) 9.27	(7.50) 7.43	(3.55) 28.20	

Automatic Train Control

No. 249 originates at Fresno Yard.  
No. 250 terminates at Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
39	Gadwall	Receive and Discharge	Any Station	Any Station
40	Gadwall	Receive and Discharge	Any Station	Any Station
25	Gustine-Newman-Patterson	Discharge	Fresno	Fresno
26	Patterson-Newman-Gustine	Receive	Fresno	Fresno

Capacity of sidings in car lengths.	THI GLA	Local F
30	Local F	EX. SU
Yard BKWOITYP	4.0	
8 Spur		
8 Spur	4.0	
4 Spur		
13 Spur		
8 Spur	4.0	
30 WYP	4.4	
14 P	5.0	
10 Spur		
24	5.0	
25 P	5.0	
23 Spur		
51 WP	6.0	
52		
57 P		
47 P		
40 WP		
49 P		
3 Spur		
10 P		
49 P		
9 Spur		
16 P		
12 Spur		
I		
BKWOT P		
	Arrive I	EX. SUN
	(2.15)	14.00
	Nos. 151 and	

241
Tracy Freight
arrive Daily
11.45 PM
11.30
11.23
11.13
11.07
11.00
10.48
10.39
10.29
10.21
10.15
10.10
9.58
9.35
9.09
9.02
8.51
8.41
8.34
8.28
8.15
8.10
7.50 PM
arrive Daily
(3.55) 28.29
From (Or Beyond) Any Station Fresno

EASTWARD					Oakdale Subdivision.					WESTWARD				
Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS			Distance from San Francisco via Niles	Time Table No. 47 December 28, 1930	Distance from Merced	FIRST CLASS			THIRD CLASS			
	306 Local Freight	158 Passenger	154 Mixed	152 Passenger				151 Passenger	157 Passenger	153 Mixed	305 Local Freight			
	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY				
Yard BKWOITYP	4.00 AM	11.30 AM	11.40 AM	11.30 AM	90.9	TO-R STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0	s 10.05 AM	s 10.05 AM	s 2.50 PM	9.30 PM			
8 Spur			f	f	96.0	ORFORD 0.7	66.9	f	f	f				
8 Spur	4.18	f 11.44	f 11.55 AM	f 11.44	96.7	CHARLESTON 1.0	66.2	f 9.55	f 9.55	f 2.30	9.10			
4 Spur					97.7	SIBLEY 0.6	65.2							
13 Spur		f	f	f	98.3	WALTHALL 2.3	64.6	f	f	f				
8 Spur	4.33	f 11.49	f 12.05 PM	f 11.49	100.6	HOLDEN 3.2	62.3	f	f	f 2.20	8.55			
30 WYP	4.46	s 11.54 AM	s 12.15 PM	s 11.54 AM	103.8	R PETERS 4.4	59.1	f 9.45	f 9.45	2.10 PM	8.40			
14 P	5.10	s 12.01 PM		s 12.01 PM	108.2	TO FARMINGTON 3.3	54.7	s 9.38	s 9.38		8.10			
10 Spur		f		f	111.5	GOTRI 2.6	51.4	f	f					
24	5.30	f 12.10		f 12.10	114.1	COMETA 2.6	48.8	f	f		7.45			
25 P	5.50	s 12.15		s 12.15	116.7	VALLEY HOME 3.9	46.2	f 9.24	f 9.24		7.30			
23 Spur		f		f	120.6	ADELA 1.8	42.3	f	f					
51 WYP	6.15 AM	s 12.35		s 12.25 12.50	122.4	TO-R OAKDALE A. T. & S. F. Crossing 3.9	40.5	s 9.15 9.00	s 9.15		7.00 PM			
52		f 12.45		f 1.05	126.3	CLARIBEL 6.1	36.6	f 8.50	f 8.50					
57 P		s 12.55		s 1.30	132.4	TO WATERFORD 1.6	30.5	s 8.38	s 8.50					
47 P		s 1.00		s 1.40	134.0	HICKMAN 5.8	28.9	s 8.18	s 8.46					
40 WYP		s 1.13		s 2.10	139.8	MONTPELLIER 6.2	23.1	s 8.00	s 8.37					
49 P		f 1.22		f 2.35	146.0	RYER 1.5	18.9	f 7.36	f 8.27					
3 Spur					147.5	BASEL 1.3	15.4							
10 P		f 1.28		f 2.45	148.8	ARUNDEL 3.7	14.1	f 7.30	f 8.23					
49 P		f 1.36		f 3.00	152.5	AMSTERDAM 4.7	10.4	f 7.22	f 8.17					
9 Spur		f		f	157.2	NAIRN 1.0	5.7	f	f					
16 P		f		f	158.2	FERRIN 1.7	4.7	f	f					
12 Spur		f		f	159.9	BATTURS 1.2	3.0	f	f					
I					161.1	A. T. & S. F. Crossing 1.8	1.8							
BKWOT P		s 1.55 PM		s 3.30 PM	162.9	TO-R MERCED (72.0)	0.0	7.00 AM	8.00 AM					
	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY				
	(2.15) 14.00	(2.25) 29.80	(0.35) 22.10	(4.00) 18.00		.....Time over District.....	(3.05) 23.35	(2.05) 34.56	(0.40) 14.35	(2.30) 12.60				

Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

EASTWARD					Merced Subdivision					WESTWARD 7				
Capacity of sidings in car lengths.	Distance from San Francisco via Antioch	Time Table No. 47 December 28, 1930			Distance from Dairyland	Capacity of sidings in car lengths.	Distance from San Francisco via Antioch	Time Table No. 47 December 28, 1930			Distance from Dairyland			
		STATIONS	STATIONS	STATIONS				STATIONS						
40 WP	168.2	CHOWOHILLA 4.4		10.1	40 WP	168.2	CHOWOHILLA 4.4		10.1					
9	172.6	ASH 1.5		5.7	9	172.6	ASH 1.5		5.7					
3 Spur	174.1	OVEJA 1.2		4.2	3 Spur	174.1	OVEJA 1.2		4.2					
3	175.3	TILLMAN 1.9		3.0	3	175.3	TILLMAN 1.9		3.0					
5 Spur	177.2	PLAINS 1.1		1.1	5 Spur	177.2	PLAINS 1.1		1.1					
9	178.3	DAIRYLAND		0.0	9	178.3	DAIRYLAND		0.0					
Service performed by Extra Trains only.														
EASTWARD					Oakdale Subdivision.					WESTWARD				
Capacity of sidings in car lengths.	Distance from San Francisco via Niles	Time Table No. 47 December 28, 1930			Distance from Milton	Capacity of sidings in car lengths.	Distance from San Francisco via Niles	Time Table No. 47 December 28, 1930			Distance from Milton			
		FIRST CLASS	154 Mixed	153 Mixed				STATIONS	STATIONS	STATIONS				
30 WYP	103.8	12.15 PM		11.5	30 WYP	103.8	12.15 PM		11.5					
7	109.5	f 12.34		5.8	7	109.5	f 12.34		5.8					
4 TP	115.3	s 12.55 PM		0.0	4 TP	115.3	s 12.55 PM		0.0					
		Arrive Daily EX. SUNDAY		Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY		Leave Daily EX. SUNDAY					
	(0.40) 17.25		.....Time over District.....	(0.40) 17.25			.....Average speed per hour.....		(0.40) 17.25					

EASTWARD					Los Banos Subdivision					WESTWARD				
Capacity of sidings in car lengths.	SECOND CLASS	Distance from San Francisco via Antioch	Time Table No. 47 December 28, 1930			Distance from Biola Jct.	THIRD CLASS							
	242 Fresno Mdae. Freight		STATIONS	STATIONS	STATIONS		245 Tracy Freight	241 Tracy Freight						
	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
125BKWOYP	4.30 AM	193.0	TO-R KERMAN 7.5	15.6	6.30 AM	7.36 PM								
8 P	4.55	200.5	TO BIOLA 1.5	8.1	6.05	7.20								
3		202.0	TRUMAN 2.0	6.6										
5		204.0	EVERTS 2.0	4.6										
5		206.0	WEST ACRES 2.6	2.6										
P	5.15 AM	208.6	R BIOLA JUNCTION	0.0	5.45 AM	7.05 PM								
	Arrive Daily		15.6		Leave Daily	Leave Daily								
	(0.45) 20.80				(0.45) 20.80	(0.31) 30.19								

EASTWARD

Lathrop Subdivision

WESTWARD

No Protests Made On Lodi Train Plan

LODI, Jan. 22.—No protests were made here yesterday against abandonment of the Southern Pacific mixed train service between Lodi and Valley Springs and Lodi and Woodbridge, at the hearing before Albert Johnson of the State Railroad Commission. The company declared in a twenty-three-day period the Lodi-Valley Springs train carried only thirty-five passengers and the Lodi-Woodbridge line seven.

Table for Lathrop Subdivision, Eastward, Second Class, Time Table No. 47, December 28, 1930. Includes stations like Lodi, Franklyn, Victor, Lookford, Clements, Wallace, Helisma, Norval, Valley Spring, Toyon, Maonider, Kentucky House.

EASTWARD

Lathrop Subdivision

WESTWARD

Table for Lathrop Subdivision, Westward, Second Class, Time Table No. 47, December 28, 1930. Includes stations like Lodi, Woodbridge.

EASTWARD

Merced Subdivision

WESTWARD

Table for Merced Subdivision, Eastward, Second Class, Time Table No. 47, December 28, 1930. Includes stations like Berenda, Talbot, Daulton, Jesbel, Herbert, Knowles Jct, Raymond.

EASTWARD

Lathrop Subdivision

WESTWARD

Table for Lathrop Subdivision, Eastward, Second Class, Time Table No. 47, December 28, 1930. Includes stations like Galt, Vanstow, Olay, Carbondale, Lignite, Edwin, Clarksona, Dagon, Ione.

EASTWARD

Merced Subdivision

WESTWARD

Table for Merced Subdivision, Eastward, Second Class, Time Table No. 47, December 28, 1930. Includes stations like Knowles Jct, Hillside, Knowles.

RULE 1 Tracy... Stockton, C... Lodi... Sacramento Roseville

RULE 1 tion that fla... Me... Fre... Bio

RULE 1 may return

RULE 1 Gal... Lod... Sto... Pet... Lat... Tra... Ber... Ker... Ing

RULE 3 a short time and yellow usually prot men will be

RULE class in th

RULE 8 ton Station

RULE 8 At the f Berenda, K Peters-

RULE 8 Sto... Lat... Me

RULE 9 Tracy... Lathr... Stock... Lodi

Fresno—E with current avoid delay. Section controlled b Clinton Ave light by nig Trains e signal from Trains e not pass Me Main Tra A first e from its leav ahead of it,

RULE I trains may i

RULE 9 at Oakdale.

RULE : DOUBLE T Tracy...

Lathrop...



YARD

CLASS

YARD

CLASS

YARD

CLASS

# SPECIAL INSTRUCTIONS.



**RULE 2.** The following are designated Watch Inspectors:  
 S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco  
 Tracy..... Von Dack and Son  
 Stockton, C. Mantele. 129 N. Sutter St.  
 Lodi..... Ralph M. Thomas  
 Sacramento..... H. T. Harger, 1022 K St.  
 Roseville..... H. T. Harger  
 Los Banos..... J. F. Muth  
 Fresno..... Bert Fuller, 1241 Fulton St.  
 Madera..... R. A. Bay  
 Merced..... R. C. Haun  
 Modesto..... W. P. Shoemaker  
 Turlock..... D. F. Hall

**RULE 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 Oakdale Subdivision.  
 Fresno..... Trains on Los Banos Subdivision.  
 Biola Jct..... Trains on Los Banos Subdivision

**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 Oakdale Subdivision  
 Peters..... Trains on Milton Branch  
 Lathrop..... Trains on Merced Subdivision  
 Tracy..... Trains on Los Banos Subdivision  
 Berenda..... Trains on Raymond Branch  
 Kerman..... Trains on Biola Branch  
 Ingle..... Trains on Riverdale Branch

**RULE 33.** When crossing flagmen find it necessary to leave their post of duty for a short time and no special device is provided, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, is temporarily without protection, and train and enginemen will be governed accordingly.

**RULE S.-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 83.** Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of Time Table superiority moving with current of traffic.

**RULE 83 (A.)** Extra trains will register at Stockton, Lathrop and Merced. At the following stations, only trains indicated will register: Fresno Yard, Madera, Berenda, Kerman, Ingle and Los Banos—trains originating and terminating.  
 Peters—Nos. 153 and 154.

**RULE 83 (B.)** At open train order offices, trains may register by ticket as follows:  
 Stockton..... Extra trains except those originating and terminating.  
 Lathrop..... All trains on Lathrop Subdivision.  
 Merced..... All trains except those originating and terminating.

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

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

**Fresno**—Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of time table superiority, using every precaution to avoid delaying passenger trains.

Section of single track between Divisadero St. and Clinton Ave. is operated and controlled by manual block. Trains and yard engines must not pass Divisadero St. or Clinton Ave. until given proceed signal by switch tenders, green flag by day and green light by night.

Trains entering Yard from Merced and Kerman Lines will be governed by green signal from herder.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from yardman.

Main Track—Depot No. 1—Depot No. 2—Depot No. 3—Depot No. 4—Back Lead.  
 A first class westward train which does not reach Fresno Yard within 15 minutes from its leaving time as registered at Fresno, must run expecting to find a train moving ahead of it, Fresno Yard to Madera.

**RULE D-97 (A.)** On double track between Tracy and Stockton Tower No. 4, trains may run extra, moving with the current of traffic without running orders.

**RULE 98.** Trains must stop before proceeding over A. T. & S. F. R. R. crossing at Oakdale.

**RULE 104. 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 Lathrop Subdivision.  
 Lathrop..... Junction switches for both ends of yard for Lathrop Subdivision.  
 East end of east and west legs of wye on Merced Subdivision for west leg of wye.  
 Outside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.

Lodi..... Woodbridge Branch, for Lathrop Subdivision.  
 Valley Spring Branch, for siding on Lathrop Subdivision.  
 Galt..... Ione Branch, for non-controlled siding, Lathrop Subdivision.  
 Ingle..... Riverdale Branch, for siding on Los Banos Subdivision.  
 Kerman..... Armona Branch, for main track Los Banos Subdivision.  
 Merced..... Biola Branch for Kerman Fresno main track.  
 Berenda..... Oakdale Subdivision for main track Merced Subdivision.  
 Biola Junction..... Raymond Branch, for main track Merced Subdivision.  
 Peters..... Los Banos Subdivision, for main track Merced Subdivision.  
 Milton Branch, for Stockton Oakdale main track.

**RULE 221.** Trains must obtain a clearance before leaving Stockton, Merced and Valley Spring.

**RULE 509.** When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

**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.

## TRAIN AND AIR INSPECTION

**RULE 827. (1)** One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

(2) On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

(3) Air Brake Rule 16. On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton only and westward passenger trains leaving Akers, Stockton and Lathrop only.

## AUTOMATIC BLOCK SYSTEM

Switch at east end east siding at Lathrop is an oil buffer spring switch, normally lined for main track, trains leaving siding to split same.

Automatic three indication dwarf light signal 828 governs movement from east siding to eastward main track through spring switch.

Red (stop indication) will be displayed if main track is occupied between signal 818, about opposite the water tank, and signal 832, first eastward signal east of spring switch.

Yellow (caution indication) will be displayed when signal 832 displays stop indication.

When signal indicates stop, train must stop and, if movement to main track is to be made, must protect by flag on eastward main track between signal 822 and spring switch, not proceeding until it is known that there is no train between signal 822 and the spring switch, or if there be a train in that territory, that it is stopped to await the movement of train from siding. After ascertaining that movement is protected and signal still indicates stop, proceed as per Rule 509F.

## TRACY YARD

The Port Costa-Niles junction switch is protected by automatic dwarf light signals Nos. 708, 709 and 710. Westward automatic dwarf light signal 709 just east of junction switch, indication as follows:

Red, Stop. Yellow, to Niles line. Green, to Port Costa line.

All train movements over crossover and puzzle switch east end Tracy yard will be governed by manual operated signals under the control of the switch tender. Eastward movements from all routes will be governed by dwarf light signals.

Westward movements from the Lathrop Subdivision are governed by a three indication high and a two indication low type searchlight signal 300 feet east of the puzzle switch. High signal governs movement on main track, low signal governs movement to hill yard or local yard.

Westward dwarf light signal located on the right of eastward track 300 feet east of puzzle switch governs westward movement over puzzle switch and cross over to all routes.

Westward movements from the Los Banos Subdivision are governed by a three arm semaphore signal. Top arm governs movement to main track, diverging route arm governs moves to hill or local yard.

Westward freight trains stopped by signal 717 located just east of State Highway crossing east of Tracy will use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

## CROMIR COTTON GIN TRACK M. P. 170—KERMAN JUNCTION SWITCH—KERMAN EAST LEG OF WYE

Movements to main track will be governed by two indication dwarf signals located at derail or first switch. If no train in block switch indicator will show clear and switches may be lined to enter main track. When first switch or derail is lined signal will indicate green and movement may be made. When signals indicate block occupied after proper line up has been made Rule 512-A will govern movement to main track.

## INTERLOCKING

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

### SAN JOAQUIN RIVER BRIDGE TOWER. San Joaquin River Bridge between Banta and Lathrop

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

Eastward movements on Eastward main track will be governed by a three indication signal located 450 feet west of west junction switch. Eastward movement 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 a three indication signal located 450 feet east of east junction switch. Westward movement on eastward main track will be governed by dwarf signal located 350 feet east of east junction switch.

Both junction switches are oil buffer spring switches.

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

Limits on Eastward track extend from home signal 750 feet west of crossing to dwarf signal 600 feet east of crossing; on westward track from home signal 600 feet east of crossing to dwarf signal 350 feet west of crossing.

Eastward movements on eastward main track will be governed by a three indication high and a two indication low signal located 750 feet west of the crossing. High signal governs main track movement, low signal governs movement thru cross over.

Eastward movements on the westward main track will be governed by a dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by a three indication high and a two indication low signal located 600 feet east of the crossing. High signal governs main track movement, low signal governs movement through cross over.

Westward movements on eastward main track will be governed by dwarf signal located 600 feet east of the crossing.

Stock Yard track has a hand operated derail on which is an electric lock controlled by Signal Operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from the Signal Operator and will be given in accordance with rule 628 and may be called for by the use of whistle signal ——— o ———. Whistle signal for movement through cross over will be, ——— o ———.

Engineers will sound whistle signal 14M when they wish to enter or pass through this plant.

### 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.

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

Westward main track, o o ———.  
 Eastward main track, ——— o ———.  
 Middle track, o ———.  
 Siding, ——— o o.  
 Gauns track, o ——— o.  
 Houser-Haines track, o o ——— 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 Oakdale Subdivision will be governed by two-arm bracket signal on left-hand side of track; upper arm governs to passenger station, lower arm for either leg of wye.

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

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

### STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing .4 mile west of El Pinal

Limits on main tracks extend from the home signals 700 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 westward main track will be governed by a three indication high and a two indication low light signal 700 feet east of crossing; high signal will govern movements over crossing on westward main track, low signal will govern movement through the crossover to eastward main track.

SPECIAL INSTRUCTIONS—Continued.

Westward movements from the eastward main track to the westward main track will be made through the hand operated electrically locked crossover and will be governed by dwarf searchlight signal located 700 feet east of crossing on eastward track.

Trains desiring to use this line up will sound whistle signal, — o —. Westward movements on eastward main track through the plant will be governed by a semaphore dwarf signal located 450 feet east of the crossing.

Eastward movements on eastward main track will be governed by a three arm signal located 450 feet west of the crossing: Upper arm will govern movements on main track, lower arm will govern movements through the crossover to westward track.

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

Trains making westward movements out of Armbrust spur will be governed by a two indication dwarf light signal.

Gulf Red Cedar Products Company track within the tower limits has a hand operated derail on which is an electric lock controlled by the signal operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from signal operator and will be given in accordance with Rule 628 and may be called for by the use of whistle signal — o —.

When engineers wish tower operated crossover lined, they will sound whistle signal, — 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.

Signal operator on duty 9:00 A. M. to 6:00 P. M., daily except Sunday. No signal operator 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 signal operator is off duty. LATHROP TOWER Western Pacific R. R. Crossing .9 mile east of Lathrop on Merced Subdivision.

Limits extend from home signal 600 feet east of crossing to home signal 450 feet west of crossing.

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

LYOTH TOWER Western Pacific R. R. Crossing Lyoth Limits on main track extend from home signal 650 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 650 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through crossover to interchange track.

Engineers will sound whistle signal o — o when wish to enter or leave siding. MERCED TOWER No. 1. A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Oakdale Subdivision.

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

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

KISMET TOWER A. T. & S. F. R. R. Crossing Raymond Branch 3.3 miles east of Berenda Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

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

POLK

Switch and eastward signals at Polk are governed by Elvas Tower and their use is subject to Sacramento Division interlocking rules.

BIOLA JUNCTION

Switches, details and signals at Biola Junction are governed by remote control and their use is subject to San Joaquin Division rules.

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

3. 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.

4. 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.

5. 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 handbrakes 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 handbrakes 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 handbrakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of handbrakes 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 handbrakes 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 handbrakes 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 handbrakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of handbrakes 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 handbrakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

6. Engines will be turned on Santa Fe Wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

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

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

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

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. THE MAXIMUM SPEED MUST NOT EXCEED 30 MILES PER HOUR, BETWEEN TRACY AND CASTLE, AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 55 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT THAT BETWEEN CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR. NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES.

MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

- (a) Tangent track—45 miles per hour. (b) Type F1 (Nos. 3600 to 3652 Incl.), Restricted to same speeds on curves as applicable to other passenger power. (c) Type F3-F4-F5 (Nos. 3653 upward), Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW:

Table with columns: Page, BETWEEN, Passenger, Motor Car, Freight. Lists various locations like Tracy, Lathrop, San Joaquin River Draw Bridge, West Leg of Wye, etc.

Table with columns: Page, BETWEEN, Passenger, Motor Car, Freight. Lists various locations like Peters and Milton cars, Galt and Ione, Mile Post 125.5 to Mile Post 125.7, etc.

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

Table with columns: Page, STATION, Passenger, Freight, Engines Backing. Lists Stockton, Lodi, Madera, Fresno, etc.

LIGHT ENGINES

Table with columns: Running Forward, Running Backward. Lists Switch Engine, Mallet Consolidated, Passenger Engines, etc.

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

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

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

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

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward. (Rule 833)

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

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

No. 210 reduce speed on Sundays to 30 miles per hour passing French Camp station platform to dispatch papers. Engines must not work over clay unloading trestles on Brickyard spur at Crayold.

Wooden steel center s (a) Wo used, when e on head end and inspectio (b) Wo senger trains vided speed regular or ex wooden equip

Table with columns: Speed per Hour, 1 M. Lists speeds 6, 8, 10, 12, 15, 16, 17, 18, 19, 20, 21, 22, 23.

LOCATIO Employees a ing these points, i Bulletin nu

Table with columns: Mile Post, Lists various mile posts like 82.0, 82.2, 78.3, 81.5, 103.3, 104.3, 104.3, 134.9, 195.6, 100.4, 119.5, 100.7, 148.5, 196.7, 114.7.

Table with columns: Lists locations like Lathrop, El Pina, Looker, Lodi, Newman, Turlock, Madera, Stocktc, Stocktc, Stocktc.

Following westerly end of and Imp. Co.'s. To avoid h Lathrop Freight lengths east of v Also when moved through

Clay loa will not clear

Bridge fr loaded gondc

Electric warehouse at

Sugar be Brick yard s men while w

Gravel b not move be

Overhea Merced will :

SPECIAL INSTRUCTIONS—Concluded

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED TABLE

Table with 8 columns: Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec.

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

MAIN TRACKS

Table with 5 columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance

SIDE TRACKS AND SPURS

Table with 5 columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance

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.

Bridge for loading clay at Cluster will not clear high cars or man standing on loaded gondola when in loading position.

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

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

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

Overhead ice platform and loading platform on John R. Graham spur track at Merced will not clear man on top or side of car.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with 4 columns: CLASS, All Steel, Steel Underframe, Wood

COMPANY SURGEONS

Table with 3 columns: LOCATION, NAME, TITLE

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.

HOSPITALS

Table with 2 columns: Hospital Name, Location

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION In M's of 1,000 pounds back of Tender. Revised April 28, 1930.

Table with 6 columns: Nominal Class, Official Class, ENGINE NUMBERS, Boiler Pressure, TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO, STOCKTON and MERCED via OAKDALE LINE

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

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers "T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

TRAINMASTERS

Table with 2 columns: Name, Location

ASSISTANT CHIEF TRAIN DISPATCHERS

Table with 2 columns: Name, Location

CHIEF TRAIN DISPATCHER

Table with 2 columns: Name, Location

ROAD FOREMAN OF ENGINES

Table with 2 columns: Name, Location

L. R. SMITH, Assistant Superintendent

