

2	EASTW	/ARD		Lathrop	Subdiv	vision									
	THIRD CL	ASS				FIRE	ST CLASS								Time Table No. 47
Capacity of Sidings in CarLengths		298 Local Freight	306 Local Freight	80 Stockton	38 San Francisco Sacramento Passenger	50 Fresno	<b>56</b> Tehachapi	52 San Joaquin	32 San Francisco Sacramento Passenger	16 West Coast	84 Sacramento Passenger	210 Newsboy	58 Sequoia	Distance from San Francisco Via Niles	December 28, 1930
		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	Az	STATIONS
Ferm. Yard BKWOTY <b>P</b>		7.00AM	2.00AM	8.05PM	6.53PM	6.50PM	2.45 PM	10.32AM	10.30AM		5.55AM	4.20AM	2.38AM	70,8	TO-R TRACY
P					f 6.59	6.56	2.51	10.38	f 10.36			4.26	2.44	73.9	BANTA 2.9
9 Spur														76.8	WINSHIP 1.9
I P														78.7	SAN JOAQUIN BRIDGE 2.8
Castward 77 Westward 82 Fresno 57 BWY <b>P</b>		7.30AM		8.20	s 7.20	s 7.08PM	s 3.05PM	s 10.50 AM	s 10.55	8.12 AM	6.10	s4.42	s 2.56 AM	81.5	TO-R LATHROP
P					f 7.27				s 11.05	8.22		4.49		86,1	FRENCH CAMP
1							-							87.7	T. S. Ry. Crossing
I Yard BKWOITY			3.15AM	s 8.35	s7.37 7.45				s 11.15 11.20	s 8.31 8.40	s 6.30	s 5.10		90.9	A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOCKTON C. C. T. Co. Crossing
I P														92.3	STOCKTON TOWER No. 4 End of Double Track W. P. Crossing  0.4
63 Spur														92,7	EL PINAL
4 Spur														93.5	JARN 
w														95.0	AKERS
125 <b>P</b>					f				f					96.6	OASTLE
125 <b>P</b>					f				f					100.2	ARMSTRONG
BKWOY P				s 9.00 PM	s8.08				s 11.45	s 9.03		s5.35		103.3	C. C. T. Co. Crossing LODI
42 Spur					f									105.1	URGON
125 P					f				s11.51AM			s5.41		106,2	ACAMPO
125 P					f				f					109,5	FOREST LAKE
BKWOYP 178					s8.25				s 12.08 PM	9.16		s5.55		111.7	GALT
125 <b>P</b>					f				f			-		115.5	NEED
15					f				f					117.5	ARNO
125 P					f				f					119.5	McOONNELL
133 <b>P</b>					f 8.42				s 12.25	9.35		s <b>6.1</b> 5		122.9	ELK GROVE
125 <b>P</b>					f					'				125.7	MEADOWS
135 WP					f8.50			.	s 12.36			s6.25		129.0	FLORIN
10						-						-		132,0	POLK 1.2
WP		A! T?	Amino Dell		f 9.00PM				f 12.45 PM			f 6.35 AM		133.2	BRIGHTON
		Arrive Daily EX. SUNDAY	EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	<u></u>	62.4
		(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) 28.72	(1.40) 37.44	(2.15) 27.73	(0.18) 35.66	-	Time over DistrictAverage Speed per hor

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 I	FLAG STOPS TO RECEIVE	OR DISCHARGE PASS	SENGERS
Train	, At	Receive or Discharge	For Beyond	From (Or Beyond)
16	Any Station	Receive	Sacramento	
16	Any Station	Discharge		Manteca

Time Dece FRE

Time (

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Tra

e Table No. 47 ember 28, 1930 STATIONS BANTA

2.9

WINSHIP

1.9

IN JOAQUIN
BRIDGE

2.8 LATHROP 1.6
S. Ry. Crossing
3.2
T. & S. F. Crossing
E. R. R. Crossing
STOOKTON
C. T. Co. Crossing
1.4
KTON TOWER No. 4
d of Double Track
W. P. Crossing
EL PINAL
0.8
JARN
1.5
AKERS AKERS \_\_\_\_ 1.6---- 1.6
CASTLE
- 3.6
RMSTRONG
- 3.1
C.T. Co. Crossing
LODI
- 1.8
URGON
- 1.1
ACAMPO
- 3.3
PREST LAKE GALT ALT

3.8

NEED

2.0

ARNO

2.0

ICOONNELL

3.4

LK GROVE

2.8

MEADOWS

3.3

FLORIN

3.0

POLK

1.2

RIGHTON

62.4

me over District. verage Speed per hour.

SENGERS

From (Or Beyond)

Manteca

				Plan,				· · · · · · · · · · · · · · · · · · ·		Lathrop Subdiv	ision.		WEST	WARD	
Time Table No. 47	a					FI	RST CLAS	5				100000000000000000000000000000000000000	THIRD CLASS	5	
December 28, 1930	Distance from Brighton	57 Sequoia	79 Stockton	31 Sacramento San Francisco Passenger	49 Fresno	55 Tehachapi	37 Sacramento San Francisco Passenger	Tracy Passenger	15 West Coast	51 San Joaquin	297  Local Freight	305 Local Freight			
STATIONS	Di	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	l	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			
TO-R TRACY	62.4	s 4.35AM	s 7.33AM	s 11.05AM	s11.10AM	s 3.40PM	s <b>4.30</b> PM	s 7.35PM		s 7.30PM	1.30PM				
BANTA	59,3	4.27		f 10.55	11.01	3.32		f 7.26		7.23				-	
WINSHIP	56,4								-					-	
SAN JOAQUIN BRIDGE	54.5														
TO-R LATHROP	51.7	4.15AM	7.17	s 10.35	10.50AM	3.20PM	f 4.13	s 7:15	★ 7.42PM	7.12 PM	1.00PM	10.45			
FRENCH CAMP	47.1	-		f 10.21				s 6.54	7.35					-	 
T. S. Ry. Crossing	45.5												_	-	 
A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOOKTON C. C. T. Co. Cressing	42.3		s 7.05	s 10.12 s 10.00			4.00 s 3.45	s 6.45	s 7.25 s 7.10			10.15PM			
STOCKTON TO WER NO. 4 End of Double Track W. P. Crossing	40.9			**************************************											
EL PINAL	40.5	-												-	 _
JARN	39,7														
AKERS	38,2												-	-	
	36,6	-		f	·									_	 
ARMSTRONG	33.0			f			I F	Î e					-	_	 
C. C. T. Co. Crossing	29,9	-	6.40AM	s <b>9.4</b> 0			s 3.25	s 6.15	6.50		<u> </u>		-	_	
URGON	28.1	-												-	-
ACAMPO	27.0	-		s 9.27			s 3.13	f 6.07		-			-	_	 
FOREST LAKE	23.7	-		f			f	f 0.07						-	 
2.2 SALT	21.5	-		- 0.10			205	- 6.00						-	 
3.8————————————————————————————————————		-		s 9.16			s 3.05	s 6.00	6.35						 
ARNO	17.7	ļ		f 9.06			f	f							
McCONNELL	15.7	-		f C C C C	A - 44 - 44 - 44 - 44 - 44 - 44 - 44 -		f	f							  _
3.4 ELK GROVE	10.3			f 9.00			f o	I							_
MEADOWS	7.5			s 8.55			s 2.45	s 5.42	6.20					_	 
FLORIN	4.2			0.045			1 0 24	I							  _
	1.2	-		s 8.45			s 2.34	f 5.33						-	 
BRIGHTON	0,0			8.35AM	<del></del> -		2.25 PM	5.25PM	6.05PM				-	-	
62.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily EX. SUNDAY			
Time over District		(0.20)	(0.53)	(2.30)	(0.20)	(0.20)	(2.05)	(2.10)	(1.37)	(0.18)	(0.30)	(1.05)		=	

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.

\*No. 15-60 will not stop at station at Lathrop but will pull directly around east leg of wye to the Merced Subdivision.

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 Stock on Tower No. 4.

	ADDITIONAL	. FLAG STOPS TO RECEIV	VE OR DISCHARGE PA	SSENGERS
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
15 15	Any Station Any Station	Receive Discharge	Los Angeles	Rosev ille

4	EAS	TWAR	D		Merce	d Subdivision.								Time Table No. 47
	THIRD	CLASS			SECOND CLASS			FIRST	1	=0			rom 3co	Time Table No. 47
Capacity of		300	298	252		168		<b>6</b> 0	_50	56	52	58	tance from Francisco Antioch	December 28, 1930
sidings in car lengths.		Local Freight	Local Freight	Fresno Freight		Madera Freight Leave Tuesday,		West Coast	Fresno		San Joaquin Leave Daily	Sequoia	Distar San Fr Via Ar	STATIONS
Eastward 77		EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily		Thurs., Sat.								
Fresno 57 BWYP			7.40AM	12.15AM				7.42 PM	7.13PM	3.15PM	11.00AM	2.59AM	92.9	TO-R LATHROP
I													93.8	0.9 W. P. Crossing
80 P			8.03	12.35					s 7.22	s 3.23	11.06	3.06	96,8	TO MANTEOA
115 <b>P</b>			8.16	12.40				7.58	7.26	3.27	11.09	3.09	99.4	CALLA 1.2
26 P									4 7 00	- 2.22			100.6	WESTON 2.7
79 <b>P</b>			8.50	12.47					f 7.32	s 3.33	11.13	3.13	103,3	TO RIPON
85 <b>P</b>			9.15	12.53				8.08	f 7.37	s 3.40	11.17	3.17	106.4	TO SALIDA
20 No. 1, 109													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 1 1 .33	s 3.25	113,1	TO MODESTO
I													114.7	T. S. Ry. Crossing
77 <b>P</b>			10.54	1.22				8.29	f 7.57	s 4.03	11.40	3.47	117.4	TO CERES
74 <b>P</b>			11.15	1.28				8.33	f 8.02	f 4.08	11.44	3.51	120.8	TO KEYES
83 <b>P</b>			11.53AM	1.40			s	8.42	s 8.10	s 4.20	s 11.53 AM	s <b>4.03</b>	126.2	TO TURLOCK
4 Spur													129.3	ALCANT 2.6
99 <b>P</b>			12.20PM	1.52				8.50	f 8.17	f 4.28	12.01 PM	4.10	131.9	TO DELHI
84 WP			1.00	2.24				8.57	s 8.24	s 4.35	12.07	4.16	136.4	TO LIVINGSTON
30										f 4.40			138.9	ARENA 4.3
73 P			1.32	2.40				9.05	s 8.33	s 4.48	12.14	4.24	143.2	TO ATWATER
42										f			144.8	BUHACH 2.6
125 <b>P</b>			2.15	2.50				9.10	8.39	4.53	12.19	4.29	147.4	FERGUS 3.1
70 BKWOT <b>P</b>		10.30AM	2.30PM	3.30			s	9.22	s 8.49	s 5.14	s 12.26	s 4.55	150.5	TO-R MERCED
24													151,9	OREEGAN 4.0
6													155,9	OLUSTER 0.7
75 <b>P</b>		11.00		3.50				9.31	8.58	f 5.30	12.34		156,6	LINGARD 3.9
79 <b>P</b>		11.20		3.57				9.36	9.03	f 5.37	12.39	5.09	160,5	ATHLONE  -2.8  LABRANZA
9 Spur													163.3	LABRANZA 2.5 SIERRA VISTA
44 Spur					·					f 5.46	12.47	5.17	165,8 166,9	MINTURN
85 <b>P</b>		11.53AM		4.12				9.44	9.11 s 9.14		12.49	s 5.20	168.2	TO OHOWCHILLA
40 WP		12.05PM 1 <u>.30</u>												4.8
80 <b>P</b>		1.50		4.24				9.52	f 9.20	f 5.56	12.55	5.27	173.0	FAIRMEAD  3.5
76 WOTP		2.25		4.40		2.20PM		9.56	f 9.25	f 6.01	12.59	5.31	176.5	TO-R BERENDA
106 P		2.35		4.48		2.27		9.59	f 9.28	6.05	1.02		179.2	NOTARB
142 BKP	:	3.45		5.00		2.35PM	s	10.07	s 9.35	s 6.13	s 1.10	s <b>5.45</b>	183.9	TO-R MADERA
31		4.00								f	<u></u>		186,7	BORDEN  3.5 IRRIGOSA
82 <b>P</b>		4.20		5.33				10.15	9.42	f 6.21	1.17		190,2	IRRIGOSA  3.3  THARSA
12 Spur 85 WP		4.46						10.22	9.47	f 6.28	1.24		193,5 195,6	HERNDON
85 WP		7.70		5.50				10.00		f 0.26	1.24		199.3	BIOLA JCT
Term.Yard P		5.20PM		6.10AM				10.30	9.56	f 6.37	1.32		201.8	TO-R FRESNO YARD
ı													203,2	F. T. Co. Crossing
Term. Yard BKWOTY <b>P</b>							s	10.43PM	s 10.10 PM	s 6.50PM	s 1.45 PM	s <b>6.3</b> 5AM	205.5	TO-R FRESNO
		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tuesday, Thurs., Sat.	A	rrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)
	1	(6.50) 9.17	(6.50) 8.43	(5.55) 18.40		(0.15) 29.60		(3.01) 37.32	(2.57) 38.17	(3.35) 31.42	(2.45) 40.94	(3.36) 31.28		Time over District
	ADDITIONAL FLAG STOPS TO RECEI										40.94	31.28		Average speed per nour
Train	At Receive or Discharge	To (Or I	Beyond)	From (Or Beyon acto & Stockton I		East leg o	of wye at Lathrop is not prot	ected by	block sign	n <b>als.</b>				
52 60 58	Any Station   Discharge Any Station   Discharge Berenda   Discharge	יים ו	lbot	Roseville	COU ACT	*								

Time Table December STATIC TO-R LATE W, P, C 3.
MAN'
2.
CAI
1.
WES
2.
RIP
3.
SAL
-1.
COV TO то MOD: 

ARJ ATW/ то TO-R MER CREF CLUS

то

LING ATHI LABR SIERRA MINT TO CHOWC FAIR

TO-R BERE \_\_\_\_\_2. NOT TO-R MAD BOR IRRI

HERN BIOL TO-R FRESNO

THA

TO-R FRE (112.

F. T. Co.

.....Time over Dis

East leg of v

 
 Table No. 47
 ıber 28, 1930 TATIONS LATHROP 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
FURLOCK
-3.1
ALCANT
-2.6
DELHI
-4.5
VINGSTON
-2.5
ARENA
-4.3
ATWATER
-1.6
BUHAOH
-2.6
FERGUS
-3.1
MEROED
-1.4
DREEGAN
-4.0
CLUSTER
-0.7
LINGARD
-3.9
ATHLONE ABRANZA
2.5
RRA VISTA
1.1
MINTURN
1.3
IOWOHILLA -4.8 AIRMEAD -3.5 BERENDA BERENDA

2.7

NOTARB

4.7

MADERA

2.8

BORDEN

3.5

IRRIGOSA

3.3

THARSA

2.1

IERNDON

10LA JCT

2.5

ENO YARD

1.4

T. Co. Crossing

2.3

FRESNO (112.6) District....ed per hour....

		1			FIRST	OL'ACC	Merced Subdivision.  SECOND CLA		NESTWAF	THIRD CLASS	
Time Table No. 47	tance from Fresno	57	59	49	55	51 S	165	255	297	299 251	
December 28, 1930	nce fr	31					Berenda Freight	Lathrop Freight		Local Lathrop Freight Freight	
etations -	Distar	Sequoia	West Coast	Fresno	-	San Joaquin			1.		
STATIONS	H H	Arrive Daily	Arrive Tuesday, Thurs. & Sat.		Arrive Daily EX. SUNDAY						
TO-R LATHROP	112.6	s 4.10AM	★ 8.12AM	s 10.45 AM	s 3.15PM	s 6.58PM		5.30	M 12.50PM	2.00AM	
W, P. Crossing	111.7										
TO MANTECA	108.7	f 4.00	8.03	10.39	s 3.05	6.53		5.11	12.40	1.46	
CALLA 1,2	106,1	3.52	7.59	10.36	3.01	6.50		5.05	12.30	1.41	
WESTON 2.7	104.9										
TO RIPON	102.2	f 3.47	7.53	10.31	s <b>2.55</b>	6.46		4.55	_	1.32	
TO SALIDA	99.1	f 3.40	7.48	10.27	s 2.48	6.42		4.45	11.59 AM	1.25	
COVELL	97.4				_						
TO MODESTO	92.4	s 3.25	s 7.35	s 10.17	s 2.35	s 6.33		4.30	11.33	1.10	
T. S. Ry. Crossing	90.8										
TO CERES	88.1	f 2.57	7.20	10.05	s 2.18	6.23		4.05	10.54	12.22	
TO KEYES 5,4	84.7	f 2.52	7.15	10.01	f 2.12	6.19		3.51	10.01	12.15	
TO TURLOCK	79.3	s 2.43	s 7.06	s 9.54	s 2.04	s 6.12		3.37	9.30	12.05AM	
ALCANT	76 2										
TO DELHI	73,6	f 2.31	6.56	9.46	s 1.53	6.04		3.26	7.55	11.55PM	
TO LIVINGSTON	69.1	f 2.24	6.50	9.40	s 1.45	5.59		3.15	7.35	11.45	
ARENA	66,6				f 1.38						
TO ATWATER	62,3	f 2.14	6.42	9.33	s 1.32	5.52		2.58	6.42	11.32	
BUHACH	60.7										
2.6 FERGUS 3.1	58,1	2.06	6.37	9.28	1.25			2.50	6.10	11.22	
TO-R MERCED	55.0	s 2.00	s 6.32	s 9.24	s 1.20	s 5.43		2.40	6.00AM	2.45PM 11.15	
OREGAN	53,6										
CLUSTER	49.6										
LINGARD	48,9	1.41	6.17	9.11	f 1.03	5.30		2.28		2.15 10.43	
ATHLONE	45.0	f 1.36	6.13	9.07	f 12.58	5.26		2.20		2.00 10.35	
LABRANZA	42.2										·
SIERRA VISTA	39,7							2.08		1.15 10.22	_
MINTURN 1.3	38.6	1.28	6.06	9.00	12.47	5.19		2.08		1.00 PM 11.50 AM	
TO CHOWCHILLA	37.3	s 1.26			s <u>12.42</u>				_		
FAIRMEAD	32.5	f 1.18	5.59	8.53	f 12.35			1.55		11.35 10.10	
TO-R BERENDA 2.7	29.0	f 1.12	5.55	8.49	s 12.29	5.09	10.15 AM	1.45		11.15 9.56	
NOTARB	26.3	1.08	5.52	8.46	12.23	5.06	10.08	1.30	_	10.50 9.28	
TO-R MADERA	21.6	s 1.00	s 5.45	s <u>8.40</u>	s 12.16	s 5.00	10.00 AM	1.20	_	10.35 8.30 9.10	
BORDEN	18,8	f								8.10 8.00 8.40	
1RRIGOSA 3.3		f 12.50	5.33	8.32	f 12.05 PM	4.52		1.07	_	8.00 8.40	
THARSA  ——————————————————————————————————	12.0 9.9	f 12.43	5.27	9.08	f 11.58AM	4.46		12.56		7.45 8.30	
BIOLA JCT.	6,2	112.43	0.4	0.20	- 1 11.30 AM	7.70					
TO-R FRESNO YARD )		f 12.35	5.18	8.19	f 11.51	4.39		12.45	AM	7.30AM 8.20PM	
F, T. Co. Crossing	2.3										
TO-R FRESNO	0.0	12.25 AM	5.05AM	8.10AN	11.40AM	4.30PM			_		
(112.6)		Leave Daily	Leave Tuesday, Thurs. & Sat.	Leave Dai	y Leave Daily I		1				
Time over District		(3.45) 30.03	(3.07) 36.12	(2.35) 43.58	(3 25) 32.95	(2.28) 45.65	(0.15) 29.60	(4.45) 22.55	(6.50) 8.43	(7.15) (5.40) 7.09 18.91	
Average speed per hour East leg of wye at Lath						9-16 will not stop at Station at Lath		ADD	ITIONAL FLAG STO	OPS TO RECEIVE OR DISCHARGE ve or Discharge To (Or Beyo	
HOST IAM AT WITTA OF LOTS	rop is no	τ protected	n by block	signais.	but w	ill pull directly around east leg of wye	to ceive or discharge Company Employees.	I I I I I I I I I I I I I I I I I I I		Receive Sacramento	

6				EASTWARD	)		Lo	s Banos Subdivision			WES	TWARD			
	316	IRD CLAS		SECOND CLASS	FIRST CLASS	40	ost dis	Time Table No. 47	II a		FIRST CLASS	045		HIRD CLA	
Capacity of sidings in	an Ioa Div	Local	248 Local	242 Fresno	. 26	40 Tracy-Fresno	re fr ranci ntio		tancefro	25	39 Fresno-Tracy	245	249 Local	247 Local	241
car lengths.	ocal Freight Leave Daily	Freight Leave Daily EX. SUNDAY	Freight Leave Daily	Mdse. Freigh Leave Daily	<u> </u>	Passenger Leave Daily	atan B. F.	December 28, 1930	istan Fr	Owl	Passenger	Tracy Freight	Freight	Freight	Tracy Freight
Term. Yard	EX. SUNDAY	EX. SUNDAY				-		STATIONS	Dig.	Arrive Daily			Arrive Daily EX. SUNDAY		
BKWOTYP			7.30AM	12.10 AM	8.50PM	11.20	82.2	TO-R TRACY	126.2	s 5.43 AM	s 6.30PM	11.15 AM		2.20PM	11.45PM
48 I P			7.40	12.22		f 11.27	84.9	W. P. Crossing LYOTH 3.0	123,5		f 6.23	11.00		2.05	11.30
54 P			7.50	12.27	8.59	f 11.32	87.9	YARMOUTH	120.5	5.34	f 6.18	10.50		1.55	11.23
55 <b>P</b>			8.03	12.37	9.05	s 11.39	92,6	VERNALIS	115.8	5.28	s 6.11	10.35		1.20	11.13
13 Spur							93.5	0.9 OHM	114.9	1					
24 Spur						f	94.9	SOLYO	113,5		f				
45 P			8.13	12.44	9.10	f 11.44	96.4	HALLY	112.0		f 6.04	10.23		12.45	11.07
100 WP			8.40	12.51	9.15	s 11.51 AM	100.4	TO WESTLEY	108.0	5.18	s 5.58	10.15		12.30	11.00
13 Spur						f	104.8	VANORMER	103.6		f				
56 P			10.00	1.04	9.23	s 1 2 .04 PM	.	TO PATTERSON	101,0	5.10	s 5.48	10.00		12.04PM	10.48
54 P			10.40 AM	1.14	9.30	s 12.14	113.2	TO CROWS LANDING	95,2	5.02	s 5.33	9.43			
13 Spur						f	116.0	STOMAR	92,4	0.02	f			10.40AM	10.38
53 <b>P</b>						f 12.20	117.3	1.3 TIMBA	91,1		f				
57 WP			12.30PM	1.26	9.38	-		TO NEWMAN	╣	4.55	s 5.20			10.00	
52 P			1.25			s 12.30	119.5	4.0	88.9			9.30		10.00 8.45	10.29
42			1.35	1.32	9.43	s 12.40	123.5	TO GUSTINE	84.9	4.50	s 5.05	9.20		8.35	10.21
73 P			1.50	1.37		f 12.45	126,9	LINORA 2.4	81.5		<b>f</b>	9.13		7.35	10.15
57 P		· · · · · · · · · · · · · · · · · · ·		1.41	9.50	f 12.48	129.3	INGOMAR 6.3	79.1	4.43	f 4.53	9.07		7.20	10.10
			2.15	1.50	9.58	f 12.56	135,6	VOLTA	72.8	4.35	f 4.43	8.55		7.00	9.58
13 Spur						f	138.3	TRENT 2.1	70.1						
BKWOY P		9.00 AM	2.35PM	2.10	s 10.06	s 1.13	140.4	TO-R LOS BANOS	68.0	s 4.29	s 4.35	8.40	3.00 PM	6.30AM	9.35
30 Spur						f	141.6	ABATTO	66.8		f				
56 <b>P</b>		9.25		2.25	10.16	f 1.23	148,3	AGATHA	60.1		f 4.15	8.20	2.05		9.09
13 Spur						f	149.6	BRITO	58.8		f				
100 P		10.30		2.34	10.22	s 1.33	153.0	TO DOS PALOS	55,4	4.12	s 4.08	8.12	1.33		9.02
43 P		11.00 AM		2.46	10.30	f 1.42	159,8	OXALIS 1.8	48.6	4.04	f 3.55	8.00	12.45		8.51
12 Spur						f	161.6	SILAXO	46,8		f				
100 WP		12.20 PM		2.58	10.37	s 1.52	166,2	TO FIREBAUGH	42.2	3.57	s 3.44	7.43	12.20PM		8.41
46		12.35		3.05	10.43	f 1.58	170.8	OROMIR	37.6		f 3.36	7.33	11.40AM		8.34
13 Spur		·				f	172,8	ARBIOS	35,6		f				
98 P		1.00		3.10	10.47	s 2.06	174.5	TO MENDOTA	33.9	3.48	s 3.31	7.25	11.30		8.28
	10.45AM	1.20		3.39	10.56	f 2.16	181,9	R INGLE	26,5	3.39	f 3.19	7.10	10.25		8.15
<u>-</u> -	10.50	1.30		3.48	10.59	f 2.20	184.5	JAMESAN 0.5	28.9	3.36	f 3.15	7.05	10.15		8.10
9 Spur 47	11 05 14	1.55		4.104			185.0	BUTTON 8.0	23.4						
13 Spur	11.05AM	1.55 3.04		4.1UAM	11.09	s <u>2.35</u>	193.0	TO-R KERMAN 3.2 RUGG	15.4	3.26	8 3.04	6.45AM	9.50		7.50PM
55 Spur		3.20				f	196.2 196.7	RUGG 0.5 FLOYD	12.2						
47 P		3.28			11.15	f 2.40 f 2.43	198.5	ROLINDA	9.9	7.00	8 0 50	-	8.35		
36 Spur <b>P</b>					11.15	1 2.45	200.8	KEARNEY	7.6	3.20	f 2.56		8.20		
23 SpurY						f	201.8	NEVILLS	6.6		f				
47 P		3.45			11.20	f 2.50	202.5	PRATTON	5.9	3.15	f 2.50		8.00		
9 Spur							203.7	FORSEY	4.7						
18 Spur erm. Yard		4 2					205,3	CRAYOLD 3.1	3.1						
erm. Yard KWOTY <b>P</b>	Arrive Daily	4.30PM			<u> </u>	s 3.10PM		(TO-R FRESNO	0.0	3.00 AM	2.35PM		7.40AM		
l i	(0.20)	Arrive Daily EX. SUNDAY (7.30)				Arrive Daily		(126.2)	1	Leave Daily		Leave Daily	Leave Daily EX. SUNDAY		Leave Daily
	(0.20) 33,30	(7.30) 9.07	(7.05) 8.21	(4.00) 27.70	(2.45) 45.89	(3.50) 32.92	••••••	Time over District	•••••	(2.43) 46.45	(3.55) 32.22	(4.30) 24.62	(7.20) 9.27	(7.50) 7.43	(3.55) 28.29
No. 249	originates	s at Fresi	no Yard.								ADDITIONAL FLAG	STOPS TO RECE		ARGE PASSEN To (Or Beyo	
No. 250	terminate	es at Fres	sno Yard.	•							39 Gadwall Gadwall	Receive and D	ischarge	Any Statio	
											39 Gadwall 40 Gadwall 25 Gustine-Newman-Patterson 26 Patterson-Newman-Gustine	Discha Recei	rge ive	Fresno	Fresno
															1

Capacity of sidings in car lengths.

Capacity of Local F

Leave J

EX. SU 8 Spur Spur 30 WYP 5.: WP 47 WP Spur BKWOT P

> (2.15 14.0 Nos. **151 an**c

S	
241	
Tracy Freight	
rrive Daily	
11.45PM	
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	
7.50PM	
	······································
ve Daily	
(3,55) 28.29	
₹S	
	Or Beyond) Station
	Station
F	resno

		ASTWA	RD			Oakda	ale Subdivision.			WEST	VARD		EAS	STWARD		Merced Subdivision	V	VESTWARD
	THIRD	F	IRST CLAS	SS	E o	Tim	o Tobio No. 47	g g		FIRST CLA	ISS	THIRD CLASS			om Pco	Time Table No. 47	g	
Capacity of sidings in car lengths.	Leave Daily	158 Passenger	154 Mixed Leave Daily	152 Passenger	Distance from San Francisco via Niles	11	ne Table No. 47 cember 28, 1930	Distance from Merced	151 Passenger	157 Passenger	153 Mixed	305 Local Freight	Capacity of sidings in car lengths.		Distance from San Francisco via Antioch	December 28, 1930	Distance from Dairyland	
	EX. SUNDAY	SUNDAYONLY	Leave Daily EX. SUNDAY	EX. SUNDAY	Ü&	_	STATIONS	-    <del>-  </del>	EX. SUNDAY	Arrive SUNDAY ONL	Y EX. SUNDAY	Arrive Daily EX. SUNDAY			H 200	STATIONS	A	
Yard BKWOITY	4.00AM	11.30 AM	11.40 AM	11.30AM	90.9	li .	STOCKTON  W. P. Crossing C. C. T. Co. Crossing	72.0	s 10.05 A	M s 10.05 A	s 2.50P	9.30PM	40 W P		168,2	CHOWOHILLA 4.4	10.1	
8 Spur			f	f	96.0		ORFORD	66.9	f	f	f		3 Spur		172.6 174.1	ASH 1.5	5.7	
8 Spur	4.18	f 11.44	f 11.55AM	f 11.44	96.7		HARLESTON	66.2	f 9.55	f 9.55	f 2.30	9.10	3 Spur		175.3	OVEJA 1.2	3.0	
4 Spur					97.7		SIBLEY	65.2					5 Spur	·	177.2	TILLMAN 1.9 PLAINS	1.1	
13 Spur		f	f	f	98,3		WALTHALL	64.6	f	f	f		- Spai			DAIRYLAND	0.0	
8 Spur	4.33	f 11.49	f 12.05 PM	f 11.49	100.6		HOLDEN	62,3	f	f	f 2.20	8.55	9		178.3		-	
30 WYP	4.46	s11.54AM	s 12.15 PM	s 11.54AM	103,8	R	PETERS	59.1	f 9.45	f 9.45	2.10PM	8.40					11	и г
14 <b>P</b>	5.10	s 12.01 PM		s 12.01 PM	108,2	то г	ARMINGTON	54.7	s 9.38	s 9.38		8.10	Service	e performed by I	extra Ti	cains only.		
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	48,8	f	f		7.45						
25 P	5.50	s 12.15		s 12.15	116.7	V.	ALLEY HOME	46,2	f 9.24	f 9.24		7.30						
23 Spur		f		f	120,6		ADELA	42.3	f	f								
51 W <b>P</b>	6.15AM	s 12.35		s 12.25 12.50	122.4		OAKDALE T. & S. F. Crossing	40,5	s 9.15 s 9.00	s 9.15		7.00 PM		EASTWARD		Oakdale Subdivision.	W	ESTWARD
52		f 12.45		f 1.05	126,3		CLARIBEL 6.1	36.6	f 8.50	f 8.59				FIRST CLASS				SECOND CL
57 <b>P</b>		s 12.55		s 1.30	132.4	TO V	VATERFORD	30,5	s 8.38	s 8.50				154	from cisco es	Time Table No. 47	Distance from Milton	153
47 P		s 1.00		s 1.40	134.0		HICKMAN	28,9	s 8.18	s 8.46			Capacity of sidings in car lengths.		Distance from San Francisco via Niles	December 28, 1930	nce	
40 WP		s 1.13		s 2.10	139,8	M	ONTPELLIER	23.1	s 8.00	s 8.37			car lengths.	Mixed	Dista San vi		Dista M	Mixed
49 <b>P</b>		f 1.22		f 2.35	146.0		RYER 1.5	16,9	f 7.36	f 8.27				Leave Daily EX. SUNDAY		STATIONS	_	Arrive Daily EX. SUNDAY
3 Spur					147.5		BASEL	15.4					30 WYP	12.15PM	103.8	R PETERS	11.5	s 2.10PM
10 P		f 1.28		f 2.45	148.8		ARUNDEL 3.7	14.1	f 7.30	f 8.23			7	f 12.34	109,5	WAVERLY	5.8	f 1.50
9 P		f 1.36		f 3.00	152.5	A	MSTERDAM 4.7	10.4	f 7.22	f 8.17			4 TP	s 12.55 PM	115.3	TO-R MILTON	0.0	1.30 PM
9 Spur		f		f f	157.2		NAIRN 1.0	5.7	f	f				Arrive Daily EX. SUNDAY		(11.5)		Leave Daily EX. SUNDAY
2 Spur		- f		<u>.</u>	159.9		BATTURS	4.7 3.0	f	•			1	(0.40) 17.25	1	Time over District	<u>                                     </u>	(0.40) 17.25
		-		-	161,1		1.2	1.8	1	1				17.25		Average speed per hour		17.25
вкиот Р		s 1.55PM		s 3.30PM	162.9		1.8 ————————————————————————————————————	0,0	7.00 AM	8.00AM								
	Arrive Daily EX. SUNDAY	1	,				(72.0)		Leave Daily	Leave SUNDAYONLY	Leave Deiler	Leave Daily EX. SUNDAY						
	(2.15) 14.00	(2.25) 29.80	(0.35) 22.10	(4.00) 18.00		Ti	me over Districtage speed per hour		(3.05) 23.35	(2.05) 34.56	(0.40) 14.35	(2.30) 12.60						

EAS	TWARD		Los Banos Subdivisi	on	٧	VESTWA	RD
	SEC OND CLASS				Т	HIRD CLAS	5
Capacity of sidings in car lengths.	040	Distance from San Francisco via Antioch	Time Table No. 47 December 28, 1930	Distance from Biola Jet.	245 Tracy Freight	241 Tracy Freight	
	Leave Daily	1100	STATIONS		Arrive Daily	Arrive Daily	
25BKWOY <b>P</b>	4.30AM	193.0	TO-R KERMAN	15.6	6,30AM	7.36PM	
8 P	4.55	200.5	TO BIOLA	8,1	6.05	7.20	
3		202.0	TRUMAN	6.6			
5		204.0	EVERTS	4,6			
5		206.0	WEST ACRES	2.6			
P	5.15AM	208.6	R BIOLA JUNCTION	0.0	5.45AM	7.05PM	
	Arrive Daily		15.6		Leave Daily	Leave Daily	
	(0.45)				(0.45)	(0.31) 30 19	

	SE	COND CL	iss	RE-			SEC	COND	LODI, Jan. 2 made here yes	terday again	st aban- E	COND CL	ASS	and the sa	142 581	031	TH	IIRD CLASS
			172	3c0	Time Table No. 47	from House	173	n	donment of t mixed train s	ervice betwe	en Lodi		170	Distance from San, Francisco via Niles	Time Table No. 47	Distance from Woodbridge	171	
Capacity of sidings in				ancis Viles	December 28, 1930	ty He	110	a V	and Valley Sp Woodbridge, a	t the hearing	odi and		Mixed	Fran Fran a Nil	December 28, 1930	nce	Mixed	111-
ar lengths.		1.01	Mixed	Distance from San Francisco via Niles	Detember 20, 1930	Distance Kentucky	Mixed	A	Albert Johnson oad Commissi	n of the Sta	te Rail-		Mixeu	Dista	He la	Dista	MIACU	
		7.4	Leave Daily EX. SUNDAY	San	172.0	Di	Arrive Daily	c	lared in a two	enty-three-day	y period		Leave Daily EX. SUNDAY		STATIONS	OKIL	Arrive Daily EX. SUNDAY	MINO'S ALLE
		Es	EX. SUNDAY	A63.70	STATIONS		EX. SUNDAY	ri	ied only thirty	-five passens	ers and		9.55AM	103.3	TO-R LODI C. C. T. Co. Crossing	2.5	s 10.35 AM	
вкиочр		(1.8	11.55 AM	103.3	TO-R LODI	39.3	s 9.30 AM	ti	he Lodi-Wood	bridge line s	even.	2.00	7100	M. IFART	2.5	02.111	22 [1]	BLA LE
				105.1	C. C. T. Co. Crossing	37.5				8		1 2,08	s 10.10 AM	105.8	R WOODBRIDGE	0.0	10.20AM	
5 Spur		8.0	[2]	105.2	FRANKLYN	37.4						0.10	Arrive Daily EX. SUNDAY	HE THE	(2.5)		Leave Daily EX. SUNDAY	
80 P			f	107.1	VICTOR	35.5	f	-03-1	B 02.0			0.00	(0.15) 10.00				. (0.15)	
22 <b>P</b>			s 12.30 PM	110.7	TO LOCKEFORD	31,9	s 8.50	0.00	BULLE	Charle 1								
2 WP			s 12.55	114.7		27.9	s 8.25	101	B	WE.01								
30			s 1.15	120.8	WALLACE 5.6	21.8	s 8.03											
14			s 1.35	126,4	HELISMA	16.2	s 7.45			E	ASTWA	RD		M	erced Subdivision		WES	STWARD
			f	129.3	NORVAL 0.9	13.3	f	1.05			PE.0	74.00	* B)ECT	1 ASTITUTE	Yell doubt	11	51.974	N8 8 7
19 WTP	10101	-	s 1.55 PM	130,2	TO-R VALLEY SPRING	12.4	7.30AM			A STATE OF THE STA	SE	COND CL	ASS	50	China Co-11 at 45		TH	IRD CLASS
9 P	TOTAL E.		-=Otalvil	134.7	TOYON 4.3	7.9		M 00.	P	MI B ,	86.8	0,08	166	Distance from San Francisco via Antioch	Time Table No. 47	from	167	MELLO TO
12 P	RECORD			139.0	MACNIDER	3,6				Capacity of sidings in		6.00	Mixed	Fran Fran Anti	December 28, 1930	nnce	Mixed	
2	163		Amiro Doilu	142.6		0,0	T - D "	1		car lengths.	88.8	0.00	Mixed	Dista San via	117 0.000 CE.1 1	Distance	Mixed	
	- Constitution of the Cons		Arrive Daily EX. SUNDAY	St. reimer	(39.3)		Leave Daily EX. SUNDAY			QAB I		0 BIG	Leave Tues., Thurs., Sat.	ANTHE	STATIONS		Arrive Tues., Thurs., Sat.	
			(2.00) 13.45		Time over DistrictAverage speed per hour		(2.00)			WTO P	-	4,02.11	10.30AM	176.5	TO-R BERENDA	20.9	s 2.10PM	-
										I	Of 3	201	10.30 mm	179.8	A. T. & S. F. Crossing	17.6	3 2.101	
										17		201	f 10.50	183.8	4.0 TALBOT	13.6	f 1.47	
										22	UE-Y-	LPI	f 11.05	187.9	DAULTON	9.5	f 1.30	
		-										E.01	111.00	201,0	2.9	0.0	. 1.00	
				-		- W - F - F - F	-			2 Spur			I f	190.8	JESBET.	88	f	
				17.51	TOTAL STATE OF THE					2 Spur		200	f 11.30	190.8	JESBEL 4.2 HERBERT	6.6	f	
	ALAITOA	PD		17.11	Takhan Cah dinini		ME	CTIMA	DD	2 Spur 13		200	f 11.30	195.0	HERBERT	2.4	f f 1.00	
E	ASTWA	RD		1111	Lathrop Subdivision		WES	STWA	RD			7 CO	f	195.0 196.2	HERBERT 1.2 R KNOWLES JOT.	2.4	f f f 1.00	
E		ARD	LASS	17.11	Lathrop Subdivision			The state of		13		102	f s 11.45 AM Arrive Tues.,	195.0 196.2	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND	2.4	12.15 PM	
E				oom ssco	Lathrop Subdivision  Time Table No. 47	Lom	SE	STWA		13	MOO Y	5,1 0,0	f s 11.45 AM Arrive Tues., Thurs., Sat.	195.0 196.2 197.4	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND (20.9)	2.4 1.2 0.0	12.15PM Leave Tues., Thurs., Sat.	
			LASS 130	ce from rancisco Niles	Time Table No. 47	nee from one		The state of		13	MOO T	0,0	f s 11.45 AM Arrive Tues., Thurs., Sat.	195.0 196.2 197.4	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND	2.4 1.2 0.0	12.15PM Leave Tues., Thurs., Sat.	Vandani Maria
Capacity of sidings in				istance from n Francisco via Niles		distance from Jone	SE	The state of		13	MOO Y	8.1 0.0	f s 11.45 AM Arrive Tues., Thurs., Sat.	195.0 196.2 197.4	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND (20.9)	2.4 1.2 0.0	12.15PM Leave Tues., Thurs., Sat.	Variation and
Capacity of sidings in			130 Mixed	Distance from San Francisco via Niles	Time Table No. 47 December 28, 1930	Distance from Ione	131 Mixed	The state of		13	MOO Y	0,0	f s 11.45 AM Arrive Tues., Thurs., Sat.	195.0 196.2 197.4	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND (20.9)	2.4 1.2 0.0	12.15PM Leave Tues., Thurs., Sat.	
Capacity of sidings in ar lengths.			Mixed  Leave Daily EX. SUNDAY		Time Table No. 47 December 28, 1930 STATIONS	Dis	131 Mixed  Arrive Daily EX. SUNDAY	The state of		13 22 WTP	MONEY CO	0.0	f s 11.45 AM Arrive Tues. Thurs., Sat.	195.0 196.2 197.4	HERBERT 1.2  R KNOWLES JOT. 1.2  TO-R RAYMOND  (20.9)  Time over District. Average speed per hour	2.4 1.2 0.0	12.15 PM Leave Tues., Thurs., Sat. (1.55) 10.90	
Capacity of sidings in ear lengths.			130 Mixed	111.7	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT 50	Dis	131 Mixed	The state of		13 22 WTP	ASTWA	RD	f s 11.45 AM Arrive Tues., Thurs., Sat.	195.0 196.2 197.4	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND (20.9)	2.4 1.2 0.0	12.15 PM Leave Tues., Thurs., Sat. (1.55) 10.90	STWARD
Capacity of sidings in car lengths.			Mixed Leave Daily EX. SUNDAY 12.30 PM f 12.45	111.7	Time Table No. 47 December 28, 1930 STATIONS	Dis	131 Mixed  Arrive Daily EX. SUNDAY	The state of		13 22 WTP			f s 11.45 AM Arrive Tues., Thurs., Sat.  (1.15) 16.72	195.0 196.2 197.4	HERBERT 1.2  R KNOWLES JOT. 1.2  TO-R RAYMOND  (20.9)  Time over District. Average speed per hour	2.4 1.2 0.0	12.15PM Leave Tues., Thurs., Sat (1.55) . 10.90	
Capacity of sidings in car lengths.			130 Mixed Leave Daily EX. SUNDAY  12.30PM  f 12.45 f 1.00	111.7 116.7 122.0	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT  5.0  C. C. T. Co. Crossing VANSTOW	27.1	131 Mixed  Arrive Daily EX. SUNDAY  s 9.05 AM f 8.40 f 8.15	The state of		13 22 WTP		RD COND CL	s 11.45 AM Arrive Tues., Thurs., Sat.  (1.15) 16.72	195.0 196.2 197.4	HERBERT 1.2  R KNOWLES JOT. 1.2  TO-R RAYMOND  (20.9)  Time over District. Average speed per hour	2.4	Leave Tues., Thurs., Sat.	STWARD HIRD GLASS
Capacity of sidings in car lengths.			Mixed Leave Daily EX. SUNDAY 12.30 PM f 12.45	111.7	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT  C. C. T. Co. Crossing VANSTOW  5.3  CLAY	27.1 22.3	Arrive Daily EX. SUNDAY s 9.05 AM f 8.40	The state of		22 WTP			f s 11.45 AM Arrive Tues., Thurs., Sat.  (1.15) 16.72	195.0 196.2 197.4	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)	2.4 1.2 0.0	12.15 PM Leave Tues., Thurs., Sat. (1.55) 10.90  WES	
Capacity of sidings in ear lengths.  KWOY P  16  18 P  34 P			130 Mixed Leave Daily EX. SUNDAY  12.30PM  f 12.45 f 1.00	111.7 116.7 122.0	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT 5.0 C. C. T. Co. Crossing VANSTOW 5.3 CLAY 10.3 CARBONDALE	27.1 22.3 16.8	131 Mixed  Arrive Daily EX. SUNDAY  S 9.05AM  f 8.40  f 8.15  s 7.35	The state of		13 22 WTP			s 11.45 AM Arrive Tues., Thurs., Sat.  (1.15) 16.72	195.0 196.2 197.4	HERBERT 1.2 R KNOWLES JOT. 1.2 TO-R RAYMOND (20.9)	2.4 1.2 0.0	Leave Tues., Thurs., Sat.	
Capacity of sidings in car lengths.  EKWOY P  16  18 P  13  19 Spur			130 Mixed Leave Daily EX. SUNDAY  12.30PM  f 12.45 f 1.00	111.7 116.7 122.0 132.3	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT  C.C. T. Co. Crossing VANSTOW  5.3 CLAY 10.3 CARBONDALE 0.7 LIGNITE	27.1 22.3 16.8 6.5	131 Mixed  Arrive Daily EX. SUNDAY  S 9.05AM  f 8.40  f 8.15  s 7.35	The state of		22 WTP			s 11.45 AM Arrive Tues., Thurs., Sat.  (1.15) 16.72	195.0 196.2 197.4	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)	2.4	Leave Tues., Thurs., Sat.  (1.55) 10.90  WES	
Capacity of sidings in car lengths.  KWOY P  16  18 P  34 P  13  19 Spur			130 Mixed Leave Daily EX. SUNDAY  12.30PM  f 12.45 f 1.00	111.7 116.7 122.0 132.3 133.0	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT  C.C.T. 5.0 Crossing VANSTOW  -5.3 CLAY  -10.3 CARBONDALE  -0.7  LIGNITE  1.8  EDWIN	27.1 22.3 16.8 6.5 5.8 4.0	131 Mixed  Arrive Daily EX. SUNDAY  S 9.05AM  f 8.40  f 8.15  s 7.35  f	The state of		22 WTP			ASS  162 Freight  Leave Tues., Thurs., Sat.	Distance from San Francisco Via Antioch Via Antioch	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)  Time over District	Nistance from Knowles	Leave Tues., Thurs., Sat.  (1.55)  (1.55)  10.90  WES  TH  163 Freight  Arrive Tues., Thurs., Sat.	
Capacity of sidings in ear lengths.  KWOY P  16  18 P  34 P  19 Spur  19 Spur  19 Spur			130 Mixed Leave Daily EX. SUNDAY  12.30PM  f 12.45 f 1.00	111.7 116.7 122.0 132.3 133.0 134.8	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT 5.0 C. C. T. Co. Crossing VANSTOW -5.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE -1.8 EDWIN -0.4 CLARKSONA	27.1 22.3 16.8 6.5 5.8 4.0	131 Mixed  Arrive Daily EX. SUNDAY  S 9.05AM  f 8.40  f 8.15  s 7.35  f	The state of		22 WTP  Capacity of sidings in car lengths.		COND CL	s 11.45 AM Arrive Tues., Thurs., Sat.  (1.15) 16.72	Distance from San Francisco Air Antioch Air Antioch 196.2	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)  Time over District	2.4 1.2 0.0 Ruowles 2.3	Leave Tues., Thurs., Sat.  (1.55) 10.90  WES	
Capacity of sidings in car lengths.  SKWOY P  16  18 P  34 P  13  19 Spur  19 Spur  13 Spur			130 Mixed Leave Daily EX. SUNDAY 12.30 PM f 12.45 f 1.00 s 1.25 f f f s 2.00 PM	111.7 116.7 122.0 132.3 133.0 134.8 135.2 137.7	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT - 5.0 Crossing VANSTOW - 5.3 - CLAY - 10.3 - CARBONDALE - 0.7 - LIGNITE - 1.8 - EDWIN - 0.4 - CLARKSONA - 2.5 - DAGON	27.1 22.3 16.8 6.5 5.8 4.0	131 Mixed  Arrive Daily EX. SUNDAY  S 9.05 AM  f 8.40  f 8.15  s 7.35  f  f  f  7.05 AM	GOND		22 WTP		GOND GL	ASS  162 Freight  Leave Tues., Thurs., Sat.  12.20 PM	195.0 196.2 197.4 Na Varioch Na Antioch 196.2 198.3	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)	2.4 1.2 0.0 Wroowles 2.3 0.2	Leave Tues., Thurs., Sat.  (1.55)  10.90  WES  TH  Arrive Tues., Thurs., Sat.  1.00 PM	
Capacity of sidings in car lengths.  SKWOY P  16  18 P  34 P  13  19 Spur			130 Mixed  Leave Daily EX. SUNDAY  12.30 PM  f 12.45 f 1.00 s 1.25 f	111.7 116.7 122.0 132.3 133.0 134.8 135.2 137.7	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT 5.0 C. C. T. Co. Crossing VANSTOW -5.3 CLAY -10.3 CARBONDALE -0.7 LIGNITE 1.8 EDWIN -0.4 CLARKSONA -2.5 DAGON -1.1	27.1 22.3 16.8 6.5 5.8 4.0 3.6 1.1	131 Mixed  Arrive Daily EX. SUNDAY  s 9.05 AM  f 8.40 f 8.15 s 7.35 f  f	GOND		22 WTP  Capacity of sidings in car lengths.		COND CL	ASS  162 Freight  Leave Tues., Thurs., Sat.  12.20 PM	195.0 196.2 197.4 Na Varioch Na Antioch 196.2 198.3	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)  Time over District	2.4 1.2 0.0 Ruowles 2.3	Leave Tues., Thurs., Sat.  (1.55)  (1.55)  10.90  WES  Tall  163  Freight  Arrive Tues., Thurs., Sat.  1.00 PM  12.50 PM	
Capacity of sidings in car lengths.  EKWOY P  16  18 P  34 P  19 Spur  19 Spur  19 Spur			130 Mixed Leave Daily EX. SUNDAY  12.30 PM  f 12.45 f 1.00 s 1.25 f  f f s 2.00 PM  Arrive Daily EX. SUNDAY	111.7 116.7 122.0 132.3 133.0 134.8 135.2 137.7	Time Table No. 47  December 28, 1930  STATIONS  TO-R GALT -5.0 -5.0 -C. C. T. Co. Crossing VANSTOW -5.3 -CLAY -10.3 -CARBONDALE -0.7 -LIGNITE -1.8 -EDWIN -0.4 -CLARKSONA -2.5 -DAGON -1.1 -TO-R IONE	27.1 22.3 16.8 6.5 5.8 4.0 3.6 1.1	## 131    Mixed   Arrive Daily   EX. SUNDAY	GOND		22 WTP  Capacity of sidings in car lengths.		GOND GL	ASS  162 Freight  Leave Tues., Thurs., Sat.  12.20 PM	195.0 196.2 197.4 Na Varioch Na Antioch 196.2 198.3	HERBERT  1.2  R KNOWLES JOT.  1.2  TO-R RAYMOND  (20.9)	2.4 1.2 0.0 Wroowles 2.3 0.2	Leave Tues., Thurs., Sat.  (1.55)  10.90  WES  TH  Arrive Tues., Thurs., Sat.  1.00 PM	

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	SPECIAL INSTRUCTIONS.
RULE 2. The following are designated Watch Inspectors: S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco Tracy	Lodi
RULE 14 (e). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.	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.
Galt	RULE 516. OVERLAPS are located at  Manteca

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. -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 Lodi	Brighton Modesto Turlock	Madera Fresno	Oakdale	Raymond

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

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.

Junction switches for both ends of yard for Lathrop Subdivision. Lathrop.....

East end of east and west legs of wye on Merced Subdivision for west leg of wye.

Cutside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.

Todi	Woodbridge Branch, for Lathrop Subdivision.
Louis	woodbridge Branen, for Launtop 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.
	Biola Branch for Kerman Fresno main track.
Merced	Oakdale Subdivision for main track Merced Subdivision.
Berenda	Raymond Branch, for main track Merced Subdivision.
Biola Junction	Los Banos Subdivision, for main track Merced Subdivision.

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

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.

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:

Yellow, to Niles line. Red, Stop. 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

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

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

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 indica-

tion 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

## 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, -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 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.

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

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

nal, ——— 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

Eastward or westward movements will be governed by respective signals located each side of crossing. Engineers of eastward trains will sound whistle signal, -

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. 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

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.

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

# BIOLA IUNCTION

Switches, derails 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

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.

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 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.

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

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 60 MILES PER HOUR, BETWEEN TRACY AND CASTLE, AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 35 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 EXCEDED.

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 FREISNO 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 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 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 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.

(a) Tangent track—45 miles per hour.

(b) Type F1 (Nos. 3800 to 3852 incl.), Restricted to same speeds on curves as applicable to other passenger power.

(c) Type F3-F4-F5 (Nos. 3853 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:

DECRUTER

Dogganger | Motor Car | Freight

Page	BEIWEEN	Passenger	Motor Car	Lieight
, ,	Tracy, over double slip switch at Junction of Lathrop and Los Banos Subdivisions From the road crossing east of junction switch	10	10	10
	on Los Banos Subdivision, and end of double track on Lathrop Subdivision; to the road crossings west of station on Niles line, and		10	10
	on Martinez line	10	10	10
	San Joaquin River Draw Bridge	10	10	10
4, 5	West Leg of Wye leading to Fresno main track	90	90	oo.
	LathropEast Leg outer Wye Lathrop	30	30	20
4, 5	East Leg outer Wye Lathrop		15	15
4, 5	Biola Jct. to Clinton Ave., Fresno	50	50	35
4.5	F. T. Co. Crossing, Olive Ave., Fresno	20	20	20
4, 5	Biola Jct. to Clinton Ave., Fresno	20	20	20
4, 5	Sugar Pine and Winery Spurs at Madera	10		10
4, 5	Over Highway Crossing and Street Crossing			
Ξ, υ	just west of station at Livingston	30	30	30
4 =	Over Tidewater Southern R. R. Crossing		00	- 55
4, 5		40	40	35
	at Modesto Tower		40	10
	Spreckels Sugar Spur Manteca	30	àn	
4, 5	Over Highway Crossing east of station Manteca	30	30	30
	Over W. P. R. R. Crossing Lathrop Tower	30	30	20
6	Kearney and Timba Spurs	10		10
6 7	Stockton and Merced via Oakdale	45	45	30
7	Peters and Milton	20	20	20
• 1			•	

Page	BETWEEN	Passenger	Motor Car	Freight
7	Peters and Milton cars in excess of 110,000			
-	pounds net weight		••	12
7	pounds net weightBetween switches at Peters	10	10	10
8	Galt and Ione, except as follows	35	35	30
8	Galt and Ione, except as follows	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	<b>2</b> 0	20
8	Mile Post 131.1 to Mile Post 131.3	25	25	25
8	Mile Post 132.2 to Mile Post 132.4	<b>2</b> 5	25	25
8	Lodi and Woodbridge	20	20	15
88888888	Lodi and WoodbridgeLodi & Woodbridge, 1600 Class or larger			
-	Engines	10		10
8	EnginesLodi and Mile Post 121.4	30	30	25
8	Mile Post 121.4 to Mile Post 121.6	15	15	15
š.	Mile Post 121.6 to Mile Post 127.7	20	20	20
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Mile Post 127.7 to Mile Post 128.1	15	15	15
8	Mile Post 128.1 to Mile Post 132.3	20	20	20
š.	Mile Post 132.3 to Mile Post 132.6	12	12	12
8	Mile Post 132.6 to Mile Post 135.4	20	20	20
8	Mile Post 135.4 to Mile Post 136.1	12	12	12
š	Mile Post 136.1 to Mile Post 137.4		20	20
Ř	Mile Post 137.4 to Mile Post 139.7	12	12	12
š	Mile Post 139.7 to Kentucky House	20	20	20
8	Berenda and Daulton	30	30	25
š	Daulton and Raymond		20	20
š	Knowles and Knowles Jct	15	15	15
7	Biola Jct. and Kerman	40	40	35
•	Biola Jct. and KermanInto and Over Facing Point Oil Buffer Spring			
	Switches	15	15	15
	Out of Oil Buffer Spring Switches	25	25	25
	Through Crossovers, Turnouts and Sidings,			1
	Except Sidings in S. D. S	10	10	10
	Trains with engine backing up, Main Line	25		25
	Trains with engine backing up, Branches	15		15

# SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Engines Backing
2, 3, 7	Stockton	8	8	8
2, 3, 7 $2, 3, 7$ $4, 5$	Lodi	15	15	15
	Fresno River Bridge	20	20	20
4, 5, 7 $4, 5, 6$	Modesto, Turlock and Merced Fresno	15 15	15 15	15 15
4, 5, 7 4, 5, 6 4, 5, 6	Fresno, along or across street crossings		8 20	8 20

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	20
Mallet Consolidated	25	25
Passenger Engines (see Exception below)	45	20
Other Engines on Main Track	35	20
Other Engines on Oakdale Line	30	20
Other Engines on Other Lines	20	12
Engines with main rod removed	30 n	ailes per hour
Engines with side rods removed		niles per hour
Engines with both main and side rods re	moved20 n	niles per hour

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.

 $\mathbf{Wooden}$ steel center s

(a) Wo on head end and inspection

senger trains vided speed regular or ex wooden equi

Speed per Hour	1 M
6 8	
10	
12 15	
16 17	
18	
19 20	
21	
22 23	

LOCATIO

Tracy.
Tracy.
BantaLathro
Lodi-U
RiponDelhi-I
Herndc
Westle:
Newms
Holden
Ryer-A
Clarksc 81.5 92.7 110.7 103.3 119.5 201.8 126.2 183.9 Lathro El Pins Locketo Lodi... Newms Nevill's Turloel Maders Stockto Stockto Stockto Stockto

Following Following
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and Imp. Co.'s
To avoid I
Lathrop Freigh
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Also when
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Clay los will not clear Bridge f

loaded gonde Electric warehouse a

Sugar be Brick yard s men while w

Gravel l not move be

Overhea Merced will

25

comotives with ll be restricted

through yards

miles per hour

e, must not ex-

curves, and on nust be handled as at Manteca

ur passing stapapers. d Dos Palos to

h Camp station

pur at Crayold.

# 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

Speed per Hour	1 Mile in Min. Sec.						
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				_,,,,

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

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

#### MAIN TRACKS

Mile Post	Between	Between Description		
82.0	Tracy	West Water Tank		6 ft. 6 in.
82.2	Tracy	East Water Tank		6 6
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 2 4
81.5	Lathrop	Water Tank		8 8 4
103.3	Lodi	East Water Tank		Ř
104.3	Lodi-Urgon	Mokelumne River Bridge		7 · 8 ·
104.3	Ripon-Salida	Stanislaus River Bridge		7 8 .
134.9	Delhi-Livingston	Merced River Bridge	21 ft. 10 in.	7 8 .
195.6	Herndon	Merced River Bridge Water Tank		6 6 -
100.4	Westley	Water Tank		8 8 .
119.5	Newman	Water Tank	1	A
100.7	Holden-Peters	Mor mon Slough Bridge		7 4 4
148.5	Ryer-Arundel	Merced River Bridge		7 · A ·
136.7	Ciarksona-Dagon	Sutter Creek Bridge	20 ft 6 in	7 41/
114.7	Clements	Water Tank		6 6 6
		SIDE TRACKS AND SPURS		•
81.5	Lathrop	Water Tank		6 6 6
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 *
110.7	Lockeford	Corral Chute		7 * 10 *
103.3	Lodi	R. H. Water Tank		6 6 6
119.5	Newman	Water Tank		6 6 6
201.8	Nevill's Spur	Packing House		7 · i ·
126.2	Turlock	Water Tank		6 6
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 ft.	ř . 7 .
	Stockton	Delta Warehouse		8
	Stockton	Delta Platform		6 4
	Stockton	Murphy Wood Yard Gate		7 4 3 4
	Stockton	Murphy Wood Yard Shed		8 "
	Stockton	S. P. Co. Corral Platform		Ř 4

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.

Clay loading chutes on Edwin Spur when in position for loading into gondola cars will not clear high cars nor clear man on top or side of cars.

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

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

CLASS	All Steel	Steel Underframe	Wood
Baggage-60 ft	93,070		
—66 ft	127,610		•••••
—70 ft	122,620	1 1	*****
	122,020	87.120	81.120
" —(Dynamo)	98.730	0,,120	01,120
Baggage and Mail,—60 ft.	103,620		*****
—69 ft	124,760	1	• • • • • •
# -70 ft	129,700		• • • • • •
a a a	129,140	103,590	99,200
Baggage and Passenger	108.675		99,200
Baggage—C. M. & St. P.	125,000	112,640	76,320
Express Refr.—N. P. R. R.	120,000	1 77.666	******
-G. N. R. R.	• • • • •	74,000	60,000
" "—ARE No. 40-154	*****	1 20.000	70,000
" " 155-224		78,000	
# # # # # # # # # # # # # # # # # # #	• • • • • •	89,000	• • • • •
" " — " " 500-506	• • • • •	110,000	
1101-11/0		85,000	
"PFE No. 500-799		83,000	
Tea and Silk			48,180
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage—40 ft	74,530		
——————————————————————————————————————	105,120	1 1	
Club	146,210	122,300	
Official	170,700	155,370	109,370
Official. C. M. & St. P.	141,000		
Chair	100,620	1 1	84,740
Coaches—60 ft	98,130	1 1	
" —70 ft	137,640	1 1	
" —72 ft	139,660	1	
<b>6</b> −-73 ft	148,040	1	
-72 ft. Interurban	120,000	1	
" —С. М. & St. Р.	133,000	1	
<i>a</i>		1	81,210
All-Day Lunch—Chair.—Coach	105.970		
" -Coach	103.875		
Cafe-Coach			117,200
Diner—70 ft		135,930	131,040
" —72 ft	155,330	146,930	134,530
* −77 ft	157,240	165,530	202,000
" −79 ft	169,100	200,000	
Cafe-Observation	148,950		128,550
Observation	110,000	141.870	121,300
Pullman—Observation	163,600	153,000	121,000
-Parlor	155,600	147,500	•••••
-Standard Sleeper	164,600	144,000	
-Tourist	140,600	133,000	
C. M. & St. P.—Tourist Sleeper	141,000	100,000	
Rail Car—Gas and Electric	143,360	1	• • • • •
"—McKeen—55 ft.	64.140		•••••
- 70 ft	71,530		
Observation (Open Top)	71,000		62,000
ODDETERM (OPON & OP)		<u> </u>	02,000

## **COMPANY SURGEONS**

LOCATION	NAME	TITLE
San Francisco.	Dr. W. B. Coffey	Chief Surgeon
Sacramento.	Dr. A. M. Henderson	Division Surgeon
Sacramento.	Dr. G. L. Stevenson	District Surgeon
Sacramento.	Dr. J. Roy Jones	Aurist
Sacramento.	Dr. E. C. Turner	Oculiat
Elk Grove.	Dr. H. Beattie	District Surgeon
Galt.	Dr. J. T. Christian	District Surgeon
Ione	Dr. Hugo Childress	District Surgeon.
Stockton.	Dr. B. J. Powell	Oculist and Aurist
Stockton.	Dr. D. R. Powell	Assistant Oculist and Aurist
Stockton.	Dr. James P. Hull	Assistant Oculist and Aurist
Stockton.	Dr. Ellis Harbert.	District Surgeon
Lodi.	Dr. Ellis Darbert	District Surgeon
Loqi. Lodi.	Dr. R. A. Buchanan	District Surgeon
	Dr. H. A. Morel	Assistant District Surgeon
Woodbridge	Dr. S. R. Arthur	Emergency Surgeon
Lockeford.	Dr. N. R. Barbour	Emergency Surgeon
Oakdaie.	Dr. F. W. McKibbon	District Surgeon
Manteca.	Dr. H. W. Kidy	Emergency Surgeon
Manteca	Dr. L. E. Tretheway	Emergency Surgeon
Ripon.	Dr. H. B. Stewart	Emergency Surgeon
Modesto.	Dr. E. R. McPheeters	District Surgeon
Modesto.	Dr. Hugh E. Smith	Assistant District Surgeon
Ceres.	Dr. F. K. Lord	Emergency Surgeon
Turlock.	Dr. J. L. Collins	District Surgeon
Livingston.	Dr. Chas, L. Garvin	District Surgeon
Atwater.	Dr. W. C. Cotton	District Surgeon
Merced.	Dr. E. R. Fountain.	District Surgeon
Chowchilla.	Dr. H. G. Martin	Emergency Surgeon
Madera.	Dr. D. H. Ransome	District Surgeon
Madera.	Dr. R. R. Dearborn	District Surgeon
Fresno	Dr. J. D. Morgan	District Surgeon
Freeno.	Dr. Chas. A. James.	Assistant District Surgeon
Freeno.	Dr. D. H. Trowbridge	Oculist and Aurist
Kerman	Dr. J. C. Drake	District Surgeon
Tracy.	Dr. A. R. Powers.	District Surgeon
Patterson.	Dr. A. M. Field	District Surgeon
Newman.	Dr. H. V. Armistead	District Surgeon
Gustine.	Dr. A. W. Gustafson	District Surgeon
Los Banos.	Dr. L. R. Hillyer	Emergency Surgeon
Los Danos.	· Dr. D. R. Hillyer	District Surgeon

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

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

HOSPITALS

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

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

11

Nomina Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCK- TON and MERCED via OAKDALE LINE
E-23	E-73 20/24 101S	1433 to 1458	190	3300	2300
E-24	E-69 18/26 74	1459 to 1469, 1482	165	2600	1800
E-25	E-69 18/26 72	1472	160	2500	1700
E-27	E-73 20/26 113S	1526 to 1540	210	4050	2800
M-4	M-63 20/28 126	<b>\</b>	ì		
M-4	M-63 20/28 135S	1615 to 1719	190	4300	2950
M-8	M-63 21/28 159S	1720 to 1724, 1770 to 1779.			
M-6	M-63 21/28 1508	1725 to 1769, 1780 to 1803	200	5250	3650
M-9	M-63 2 /28 150S	1804 to 1822	6 000		00=0
M-9	M-63 21/28 156S	1826, 1827	<b>210</b>	5500	3850
T-2	T-63 19/24 105	2221 to 2230	160	2850	1950
T-1	T-63 20/26 112	2235 to 2273	180	3800	2650
T-25	T-69 20/28 134	2275 to 2280	200	4250	2950
T-26	T-69 21/28 152S	2283 to 2300	200	4850	3350
T-23	T-63 21/28 148S	2301 to 2310	910	FFFO	2050
T-23	T-63 21/28 145SF		210	5550	3850
T-28,31 T-32	T-63 22/28 162S T-69 23/28 174S	2311 to 2362	210	6050	4200
T-40	T-69 23/28 197SF	2384 2371	210	6200	4300
P-1-3-5 P-1	P-77 22/28 141S	$\{2400  ext{ to } 2452, 2459, 2460 \}$	210	4950	3400
P-1	P-77 22/28 152SF P-77 22/28 160/B-54S	}	{	5050	9050
P-1	P-77 22/28 163/B-54SF	{2400 to 2427	210	5250	3650
P-4	P-77 23/28 155/B-58SF	2400 to 2437	210	5750	4000
C-9, 10 C-8	C-57 22/30-194S	to 2860	010	2250	4000
C-5	C-57 22/30 192S	2698 to 2749, 2751	<b>210</b>	6650	4600
C-5	C-57 22/30 187S				
C-5	C-57 22/30 185S C-57 22/30 180		,		
C-5	C-57 22/30 178		200	5950	4100
A-6	A-81 22/28 127/B-64SF	3000 to 3003	<b>210</b>	4750	3250
A-3	A-81 20 28 112S	(3025 to 3040, 3042 to	210		2650
A-3	A-81 20/28 116SF	(3071	210	3950	2000
A-3 A-3	A-81 20/28 116/B-59S A-81 20/28 120/B-64SF	∫3025 to 3040, 3042 to	210	4200	2900
MK-2,4	MK-57 233/30206S	}3200 to 3240	210	7800	5400
	MK-57 23 / 30 206 SF	3200 10 3240	210	1000	9400
MK-5,6 MK-5,6	MK-63 26/28 210S MK-63 26/28 210SF	3241 to 3277	200	8000	5800
F-4, 5 F-5	F-63 29½/32 306/B-61SF F-63 29½/32 306/B-62SF	3668 to 3763	200	11000	8000
			J I		
Allowance for Empty and Underloaded Less than 40 Ms			6	6	
Car	-Ms.	40 to 50 Ms			3
		More than 50 l	VIS	0	0
These ratings include the total weight of train, exclusive of engine and tender.					

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
"E"—Eight-wheelers
"TW"—Twelve-wheelers

"M"—Moguls
"T"—Ten-wheelers
"P"—Pacific Type "Mk"-Mikado

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

TRAINMASTERS O. S. YORK.....Tracy B. S. BAUMANN.....Tracy A.J.FERRARA (Asst. Trainmaster). Tracy

ASSISTANT CHIEF TRAIN DISPATCHERS C. W. KAY.....Stockton

C. R. RICE.....Stockton

CHIEF TRAIN DISPATCHER

ROAD FOREMAN OF ENGINES M. A. MICHELSON......Stockton W. C. DAVIS......Tracy

L. R. SMITH, Assistant Superintendent

