

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

STOCKTON DIVISION



To Take Effect Sunday, September 25, 1927, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

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

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

W. WILSON,
Superintendent.

EASTWARD

Tracy and Brighton Subdivision

September 25, 1927

Capacity of Sidings in Car Lengths	THIRD CLASS					FIRST CLASS												Distance from San Francisco Via Miles
	286	298	254	256	306	80	50	38	82	56	52	32	36	62	210	58		
	Local Freight	Local Freight	Ogden Manifest	Sunset Manifest	Local Freight	Stockton	Fresno	San Francisco Sacramento Passenger	San Francisco Stockton Passenger	Tehachapi	San Joaquin	San Francisco Sacramento Passenger	San Francisco Stockton Passenger	West Coast	Newsboy	Sequoia		
Term. Yard BKWFTYP	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
95 P		7.00AM	6.30AM		2.00AM	8.05PM	7.40PM	6.53PM	6.45PM	2.50PM	11.08AM	11.05AM	10.20AM		4.20AM	2.45AM	70.8	
I P																	78.9	
Eastward 82 Westward 85 Fresno 84 BWY P		7.30AM		2.10AM		8.20	s 7.58PM	s 7.15	7.00	s 3.08PM	s 11.26AM	s 11.24	s 10.50	6.50AM	s 4.42	s 3.03AM	81.5	
97 P								f 7.22				s 11.32	s 10.57	7.02	4.49		86.1	
I																	87.7	
I Yard BKWFITYP					3.15AM	s 8.35		s 7.32 7.40	s 7.15PM			s 11.41 11.51	s 11.06AM	s 7.12 7.20	s 5.15		90.9	
I P																	92.3	
																	92.7	
																	93.5	
			7.48	4.30		8.53		7.49				11.59AM		7.29	5.24		95.0	
87 P			7.53	4.35		8.55		f 7.51				f 12.02PM		7.31	5.26		96.6	
80 P			8.00	4.50		8.59		f 7.56				f 12.06		7.35	5.30		100.2	
BKWFT P 173	11.00AM		8.10	5.10		s 9.10PM		s 8.10				s 12.18		s 7.45	s 5.43		103.3	
						See Note		f									105.1	
95 P	11.20		8.20	5.25				s 8.18				s 12.24		7.51	5.50		106.2	
86 P	11.30AM		8.30	5.35				f 8.23				f 12.28		7.56	5.55		109.5	
Eastward 123 Westward 87 BKWFT P	12.41 PM		9.00	6.06				s 8.32				s 12.41		s 8.04	s 6.06		111.7	
100 P	1.00		9.20	6.30				f 8.38				f 12.47		8.09	6.12		115.5	
	1.07			6.36				f				f					117.5	
80 P	1.13		9.41	6.45				f 8.44				f 12.52		8.14	6.19		119.5	
87 P	1.35		10.14	7.00				s 8.51				s 12.59		f 8.20	s 6.25		122.9	
100 P	1.43		10.35	7.10				f 8.57				1.04		8.25	6.30		125.7	
88 WP	1.55		10.50	7.20				f 9.05				s 1.11		8.30	f 6.36		129.0	
																	132.0	
																	133.1	
78 WP	2.10PM		11.10AM	7.45AM				s 9.15PM				s 1.20PM		s 8.40AM	s 6.45AM		133.2	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(3.10) 9.44	(0.30) 21.40	(4.40) 13.37	(5.35) 9.26	(1.15) 16.08			(1.05) 30.00	(0.18) 35.66	(2.14) 27.92	(0.30) 40.20	(0.18) 35.66	(0.18) 35.66	(2.05) 29.95	(0.46) 26.22	(1.42) 30.41	(2.25) 25.82	(0.18) 35.66

STATIONS		Block Signals
TO-R	TRACY 3.1		Block Signals
	BANTA 2.9	
	WINSHIP (Spur) 1.9	Block Signals
	SAN JOAQUIN BRIDGE (No siding) 2.8	
TO-R	LATHROP 4.6	Block Signals
	FRENCH CAMP 1.6	
	T. S. Ry. Crossing 3.2	Block Signals
	A. T. & S. F. Crossing 3.2	
	S. E. R. R. Crossing	Block Signals
TO-R	STOCKTON 1.4	
	C. C. T. Co. Crossing	Block Signals
	W. P. Crossing 0.4	
	EL PINAL (Spur) 0.8	Block Signals
	JARN (Spur) 1.5	
	AKERS End of Double Track 1.6	Block Signals
	CASTLE 3.6	
	ARMSTRONG 3.1	Block Signals
	C. C. T. Co. Crossing	
TO-R	LODI 1.8	Block Signals
	URGON (Spur) 1.1	
TO	ACAMPO 3.3	Block Signals
	FOREST LAKE 2.2	
TO	GALT 3.8	Block Signals
	NEED 2.0	
	ARNO 2.0	Block Signals
	McCONNELL 3.4	
TO	ELK GROVE 2.8	Block Signals
	MEADOWS 3.3	
TO	FLORIN 3.0	Block Signals
	POLK 1.1	
	End of Double Track 0.1	Block Signals
TO-R	BRIGHTON	

Westward trains are superior to trains of the same class in the opposite direction. Single track over San Joaquin Bridge; Trains will be governed by interlocking signals. Eastward main track between A.T.&S.F.R.R., crossing Stockton, and W. P. Crossing at El Pinal Tower, is not protected by Block Signals. The schedule of No. 80 at Lodi terminates at cross-over at Signal 1028. Schedule time and train orders at Brighton will apply at the end of double track.

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

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

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

September 25, 1927

FIRST CLASS

THIRD CLASS

Block Signals

Double Track

Block Signals

Double Track

STATIONS	Distance from Brighton
TO-R TRACY 3.1	62.4
BANTA 2.9	59.3
WINSHIP (Spur) 1.9	56.4
SAN JOAQUIN BRIDGE (No siding) 2.8	54.5
TO-R LATHROP 4.6	51.7
FRENCH CAMP 1.6	47.1
T. S. Ry. Crossing 3.2	45.5
A. T. & S. F. Crossing S. E. R. R. Crossing	42.3
TO-R STOCKTON C. C. T. Co. Crossing 1.4	40.9
W. P. Crossing 0.4	40.5
EL PINAL (Spur) 0.8	39.7
JARN (Spur) 1.5	38.2
AKERS End of Double Track 1.6	36.6
CASTLE 3.6	33.0
ARMSTRONG 3.1	29.9
TO-R C. C. T. Co. Crossing LODI 1.8	28.1
URGON (Spur) 1.1	27.0
TO ACAMPO 3.3	23.7
FOREST LAKE 2.2	21.5
TO GALT 3.8	17.7
NEED 2.0	15.7
ARNO 2.0	13.7
MCCONNELL 3.4	10.3
TO ELK GROVE 2.8	7.5
MEADOWS 3.3	4.2
TO FLORIN 3.0	1.2
POLK 1.1	0.1
End of Double Track 0.1	0.0
TO-R BRIGHTON	0.0

Distance from Brighton	FIRST CLASS										THIRD CLASS									
	57 Sequoia	79 Stockton	49 Fresno	31 Sacramento San Francisco Passenger	55 Tehachapi	37 Stockton San Francisco Passenger	61 West Coast	51 San Joaquin	35 Stockton San Francisco Passenger		257 Sunset Manifest	331 Tracy Freight	285 Local Freight	253 Ogden Manifest	333 Tracy Freight	297 Local Freight	335 Tracy Freight	305 Local Freight	337 Tracy Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	
s 4.40AM	s 7.35AM	s 11.10AM	s 11.45AM	s 3.40PM	s 4.30PM		s 7.32PM	s 7.35PM				4.55AM		12.30PM	12.45PM	1.30PM	6.00PM	11.20PM	11.55PM	
4.32	7.29	11.01	11.37	3.32	4.24		7.23	f 7.26												
4.15AM	7.18	10.50AM	s 11.24	3.20PM	f 4.13	★ 7.37PM	7.12PM	s 7.15 7.03		2.45AM					1.00PM			10.45		
			f 11.12			7.30		s 6.54												
	s 7.05		s 11.02 10.49		4.00PM	s 7.20 7.03		6.45PM										10.15PM		
					See Note			See Note												
										1.40	3.25		10.55AM	11.20AM		4.45		10.40		
	6.50		f 10.39			6.52				1.35	3.20		10.50	11.14		4.40		10.35		
	6.45		f 10.34			6.48				1.28	3.13		10.34	11.07		4.33		10.28		
	6.40AM		s 10.28			s 6.43				1.20	3.05	9.40AM	10.15	11.00		4.25		10.20		
	See Note																			
			s 10.12			6.33				1.13	2.58	9.25	10.00	10.50		4.18		10.13		
			f 10.06			6.28				1.06	2.51	9.10	9.50	10.41		4.11		10.06		
			s 10.01			s 6.23				1.00	2.45	9.00	9.40	10.35		4.05		10.00		
			f 9.47			6.16				12.52	2.37	8.09	9.20	10.27		3.57		9.52		
			f			6.13							8.35							
			f 9.41			6.10				12.45	2.30	7.55	8.14	10.20		3.50		9.45		
			s 9.35			s 6.05				12.39	2.24	7.45	7.55	10.14		3.44		9.39		
			f 9.29			5.59				12.33	2.18	7.30	7.40	10.08		3.38		9.33		
			s 9.24			s 5.54				12.27	2.12	7.20	7.20	10.02		3.32		9.27		
			s 9.15AM			s 5.45PM				12.15AM	2.00AM	6.50AM	7.00AM	9.50AM		3.20PM		9.15PM		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	
(0.25) 25.63	(0.55) 35.45	(0.20) 32.10	(2.17) 24.96	(0.20) 32.10	(0.30) 40.20	(1.35) 32.65	(0.20) 32.10	(0.38) 31.74		(2.30) 20.68	(2.55) 21.38	(2.50) 10.55	(5.30) 11.35	(2.55) 21.38	(0.30) 21.40	(2.40) 23.40	(1.05) 18.55	(2.40) 23.40		

Westward trains are superior to trains of the same class in the opposite direction. Single track over San Joaquin Bridge; Trains will be governed by interlocking signals. Westward main track between Weber Ave., and AT&SFRR crossing Stockton, is not protected by Block Signals. Disc signal on mast in front of Telegraph office, Stockton, is switch target, governing switch from main track to east middle; normal position white disc and green light; signal will show red disc or red light when lined for siding. *No. 61 will not stop at station at Lathrop but will pull directly around east leg of wye to the Lathrop-Fresno main track. The schedule of No. 79 at Lodi originates at cross-over at Signal 1028. At Stockton Nos. 37 and 35 may occupy main track ten minutes before scheduled leaving time as shown above, but Rule 99 must be complied with.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
61	French Camp	Discharge		Lodi

EASTWARD

Lathrop and Fresno 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 Sunset Manifest			168 Madera Freight			50 Fresno	60 West Coast	56 Tehachapi	52 San Joaquin	58 Sequoia	
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily			Leave Daily EX. SUNDAY			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Eastward 82 Fresno 64 BWY P			7.40 AM	3.06 AM						8.03 PM	7.37 PM	3.15 PM	11.31 AM	3.06 AM	92.9
I															93.8
84 P			8.10	3.55						s 8.13	7.49	s 3.24	11.37	3.14	96.8
45 P			8.16	4.05								3.27		3.16	98.6
P															100.6
80 P			8.50	4.20					f 8.24	7.57	s 3.35	11.44	3.21	103.3	
87 P			9.15	4.40					f 8.31	8.02	s 3.41	11.48	3.27	106.4	
															108.1
160 BKWP			10.17	5.00					s 8.46	s 8.16	s 4.00	s 11.59 AM	s 3.48	113.1	
I															114.7
82 P			10.54	5.20					f 8.54	8.23	s 4.09	12.06 PM	3.55	117.4	
															119.3
75 P			11.15 AM	5.30					f 9.00	8.27	f 4.15	12.10	3.59	120.8	
80 P			12.01 PM	5.49					s 9.10	s 8.35	s 4.30	s 12.19	s 4.11	126.2	
															129.3
99 P			12.26	6.05					f 9.18	8.43	f 4.38	12.26	4.18	131.9	
88 WP			1.05	6.25					s 9.26	8.50	s 4.46	12.33	4.25	136.4	
											f 4.51				138.9
80 P			1.15 2.00	6.50					s 9.37	8.58	s 5.00	12.40	4.33	143.2	
															144.8
89 BKWFT P			10.30 AM	2.30 PM	7.40				s 9.53	s 9.14	s 5.24	s 12.53	s 5.03	150.5	
															151.9
															155.9
80 P			11.00	8.15					10.03	9.24	f 5.36	1.03	5.14	156.6	
80 P			11.20	8.25					10.07	9.29	f 5.44	1.08	5.19	160.5	
															163.3
															165.8
88 P			11.53 AM	9.00					10.15	9.37	f 5.53	1.16	5.27	166.9	
WP			12.05 PM 1.18						s 10.19		s 5.58	1.18	f 5.32	168.1	
83 P			2.00	9.30					f 10.26	9.45	f 6.06	1.23	5.39	173.0	
78 WFT P			2.35	9.55					f 10.32	9.49	f 6.13	1.27	5.43	176.5	
100 P			2.52	10.08					10.36	9.52	6.18	1.30	5.47	179.2	
158 BK P			3.45	10.35					s 10.45	s 10.00	s 6.30	s 1.38	s 5.58	183.9	
											f 6.35				186.7
80 P			4.00	10.45					10.53	10.08	f 6.40	1.45	6.09	190.2	
			4.20	11.05							f				193.5
88 WP			4.51	11.25					11.00	10.15	f 6.48	1.51	f 6.16	195.6	
P											f				199.3
80 P			5.20	11.46 AM					11.06	10.21	f 6.55	1.56	6.22	200.2	
															203.2
Term. Yard BKWFT P			5.45 PM	12.20 PM					11.20 PM	s 10.35 PM	s 7.10 PM	s 2.10 PM	s 6.35 AM	205.5	
			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily				Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

STATIONS	
TO-R	LATHROP
	0.9
	W. P. Crossing
	3.0
TO	MANTECA
	1.8
	MORRANO
	2.0
	WESTON
	2.7
TO	RIPON
	3.1
TO	SALIDA
	1.7
	COVELL
	5.0
TO-R	MODESTO
	1.6
	T. S. Ry. Crossing
	2.7
TO	CERES
	1.9
	ESMAR (Spur)
	1.5
TO	KEYES
	5.4
TO-R	TURLOCK
	3.1
	ALCANT (Spur)
	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
	OLUSTER
	0.7
	LINGARD
	3.9
	ATHLONE
	2.8
	LABRANZA (Spur)
	2.5
	SIERRA VISTA (Spur)
	1.1
	MINTURN
	1.2
TO	CHOWHILLA
	4.9
	FAIRMEAD
	3.5
TO-R	BERENDA
	2.7
	NOTARB
	4.7
TO-R	MADERA
	2.8
	BORDEN
	3.5
	IRRIGOSA
	3.3
	THARSA (Spur)
	2.1
TO	HERNDON
	3.7
	BIOLA JCT. (No Siding)
	0.9
	MUSCATEL
	3.0
	F. T. Co. Crossing
	2.3
TO-R	FRESNO
	(112.6)

Block Signals

(7.15) (6.50) (9.14) (0.15) (3.17) (2.58) (3.55) (2.39) (3.20) Time over District.....

7.59 8.43 12.19 29.60 34.29 37.95 28.75 42.59 32.34 Average speed per hour.....

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
52	Any Station	Discharge		Stockton
60	Any Station	Discharge		Stockton
58	Berenda	Discharge	Talbot	

Westward trains are superior to trains of the same class in the opposite direction.
 East leg of wye at Lathrop is not protected by block signals.

Lathrop and Fresno Subdivision.

WESTWARD

Time Table No. 42

September 25, 1927

STATIONS	Distance from Fresno.	FIRST CLASS					SECOND CLASS					THIRD CLASS			
		57	59	49	55	51	165					255	297	299	251
		Sequoia	West Coast	Fresno	Tehachapi	San Joaquin	Berenda Freight					Lathrop Freight	Local Freight	Local Freight	Sunset Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY					Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		
TO-R LATHROP	112.6	s 4.05AM	* 6.50AM	s 10.45AM	s 3.15PM	s 7.08PM									
W. P. Crossing	111.7														
TO MANTECA	108.7	f 3.55	f 6.44	10.39	s 3.06	7.02					5.11	12.40		1.46	
MORRANO	106.9	3.48	6.40	10.37	3.01						5.05	12.22		1.41	
WESTON	104.9														
TO RIPON	102.2	f 3.40	6.34	10.31	s 2.55	6.54					4.55	12.10PM		1.32	
TO SALIDA	99.1	f 3.27	6.30	10.27	s 2.47	6.50					4.40	11.48AM		1.25	
COVELL	97.4														
TO MODESTO	92.4	s 3.05	s 6.18	s 10.17	s 2.35	s 6.40					4.22	11.25		1.05	
T. S. Ry. Crossing	90.8														
TO CERES	88.1	f 2.47	6.03	10.05	s 2.18	6.30					4.10	10.54		12.22	
ESMAR (Spur)	86.2														
TO KEYES	84.7	f 2.41	5.58	10.01	f 2.11	6.26					3.59	10.01		12.15	
TO TURLOOK	79.3	s 2.33	s 5.49	s 9.54	s 2.03	s 6.19					3.40	9.30		12.05AM	
ALCANT (Spur)	76.2														
TO DELHI	73.6	f 2.23	f 5.38	9.46	s 1.51	6.11					3.26	7.55		11.55PM	
TO LIVINGSTON	69.1	f 2.16	f 5.32	9.40	s 1.43	6.05					3.15	7.35		11.45	
ARENA	66.6				f 1.36										
TO ATWATER	62.3	f 2.07	f 5.22	9.33	s 1.30	5.58					2.55	6.50		11.30	
BUHAOH	60.7														
FERGUS	58.1														
TO-R MERCED	55.0	s 1.55	s 5.03	s 9.24	s 1.18	s 5.49					2.40	6.00AM	2.45PM	11.10	
OREEGAN	53.6														
CLUSTER	49.6														
LINGARD	48.9	1.41	4.55	9.11	f 1.03	5.36					2.28		2.15	10.39	
ATHLONE	45.0	f 1.36	4.51	9.07	f 12.50	5.32					2.20		2.00	10.30	
LABRANZA (Spur)	42.2														
SIERRA VISTA (Spur)	39.7														
MINTURN	38.6	1.28	4.43	9.00	12.42	5.25					2.08		1.16	10.15	
TO OHOWOHILLA	37.4	s 1.26	f 4.41		s 12.40								12.40 PM	11.50 AM	
FAIRMEAD	32.5	f 1.18	4.35	8.53	f 12.32	5.18					1.55		11.35	9.45	
TO-R BERENDA	29.0	f 1.12	4.31	8.49	s 12.25	5.14	10.15AM				1.45		11.15	9.25	
NOTARB	26.3	1.08	4.27	8.46	12.19	5.11	10.08				1.30		10.50	9.13	
TO-R MADERA	21.6	s 1.00	s 4.20	s 8.40	s 12.12PM	s 5.05	10.00AM				1.20		10.35	8.57	
BORDEN	18.8	f			f								8.20		
IRRIGOSA	15.3	f 12.50	4.10	8.32	f 11.59AM	4.57					1.07		8.05	8.37	
THARSA (Spur)	12.0														
TO HERNDON	9.9	f 12.43	4.03	8.26	f 11.52	4.51					12.56		7.50	8.28	
BIOLA JOT. (No Siding)	6.2														
MUSCATEL	5.3	f 12.37	3.57	8.21	f 11.46	4.46					12.46		7.35	8.20	
F. T. Co. Crossing	2.3														
TO-R FRESNO	0.0	12.25AM	3.45AM	8.10AM	11.35AM	4.35PM					12.30AM		7.15AM	8.00PM	
(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY				Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	

Block Signals

Time over District.....	(3.40)	(3.05)	(2.35)	(3.40)	(2.33)	(0.15)	(5.00)	(6.50)	(7.30)	(6.00)
Average speed per hour.....	30.71	36.52	43.58	30.71	44.15	29.60	22.52	8.43	7.33	18.92

Westward trains are superior to trains of the same class in the opposite direction. East leg of wye at Lathrop is not protected by block signals.

* No. 59 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Tracy-Brighton main track.

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	Ana Station	Discharge		
59	Berenda	Discharge	Talbot	

EASTWARD

Stockton and Merced Subdivision.

WESTWARD

Capacity of sidings in car lengths.	Yard	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Niles	Time Table No. 42 September 25, 1927	Distance from Merced	FIRST CLASS			THIRD CLASS	
		306	158	154	152	151	157	153	305								
		Local Freight	Passenger	Mixed	Passenger	Passenger	Passenger	Mixed	Local Freight								
		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
		4.00AM	11.55AM	12.05PM	11.55AM	10.45AM	10.45AM	3.10PM	9.30PM								
	BKWFITYP									72.0							
	8		f	f	f					66.9	f	f	f				
	8	4.18	f 12.10PM	f 12.20	f 12.10PM					66.2	f 10.30	f 10.30	f 2.50	9.10			
	3									65.2							
	14		f	f	f					64.6	f	f	f				
	8	4.33	f 12.16	f 12.30	f 12.16					62.3	f 10.24	f 10.24	f 2.40	8.55			
	30 WYP	4.46	s 12.21	s 12.40PM	s 12.21					59.1	s 10.19	s 10.19	2.30PM	8.40			
	14 P	5.10	s 12.28		s 12.28					54.7	s 10.12	s 10.12		8.10			
	11		f		f					51.4	f	f					
	24	5.30	f 12.38		f 12.38					48.8	f 10.02	f 10.02		7.45			
	25 P	5.50	s 12.43		s 12.43					46.2	s 9.57	s 9.57		7.30			
	23		f		f					42.3	f	f					
	51 BWP	6.15AM	s 1.05		s 12.55 1.20					40.5	s 9.45 9.20	s 9.45		7.00PM			
	52		f 1.15		f 1.35					36.6	f 9.10	f 9.22					
	57 P		s 1.30		s 2.00					30.5	s 8.50	s 9.07					
	47 P		s 1.35		s 2.10					28.9	s 8.30	s 9.02					
	40 WP		s 1.50		s 2.40					23.1	s 8.10	s 8.48					
	49 P		f 2.05		f 3.05					16.9	f 7.42	f 8.32					
	10 P		f 2.11		f 3.15					14.1	f 7.35	f 8.26					
	49 P		f 2.20		f 3.30					10.4	f 7.25	f 8.18					
			f		f					5.7	f	f					
	16 P		f		f					4.7	f	f					
			f		f					3.0	f	f					
	I									1.8							
	BKWFTP		s 2.45PM		s 4.05PM					0.0	7.00AM	7.55AM					
			Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY				(72.0)	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			
			(2.15) 14.00	(2.50) 25.41	(0.35) 22.10	(4.10) 17.28					(3.20) 21.60	(2.50) 25.41	(0.40) 14.35	(2.30) 12.60			

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

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

EASTWARD		Stockton and Merced Subdivision.		WESTWARD	
FIRST CLASS		Time Table No. 42 September 25, 1927		SECOND CLASS	
154 Mixed		STATIONS		153 Mixed	
Capacity of sidings in car lengths.		Distance from San Francisco via Niles		Distance from Milton	
	Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY	
WYP	12.40PM	103.8	R PETERS 5.7	11.5	s 2.30PM
7	f 12.59	109.5	WAWERLY 5.8	5.8	f 2.10
4 TP	s 1.20PM	115.3	TO-R MILTON	0.0	1.50PM
	Arrive Daily EX. SUNDAY		(11.5)		Leave Daily EX. SUNDAY
	(0.40) 17.25		..... Time over District	(0.40) 17.25	
			..... Average speed per hour		

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

EASTWARD		Lathrop and Fresno Subdivision		WESTWARD	
Time Table No. 42 September 25, 1927		STATIONS		Time Table No. 42 September 25, 1927	
Capacity of sidings in car lengths.		Distance from San Francisco via Antioch		Distance from Biola	
P		199.3	R BIOLA JUNCTION (No Siding) 2.6	8.4	
5		201.9	WEST ACRES 2.0	5.8	
5		203.9	EVERTS 2.0	3.8	
3		206.9	TRUMAN 1.8	1.8	
8-P		207.7	TO-R BIOLA	0.0	
			(8.4)		

Service performed by Extra Trains only.

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

EASTWARD

Tracy and Brighton Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Niles	Time Table No. 42 September 25, 1927		Distance from North Branch	SECOND CLASS	
		172 Mixed			173 Mixed			
		Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY		
BKWTFP		12.25PM	103.3	TO-R LODI 1.8	35.0	s 10.00AM		
			105.1	C. C. T. Co. Crossing 0.2	33.2			
			105.3	FRANKLYN (Spur) 1.8	33.0			
30 P	f		107.1	VICTOR 3.6	31.2	f		
22 P	s 1.00		110.7	TO LOOKEFORD 4.0	27.6	s 9.10		
27 WP	s 1.20		114.7	TO OLEMENTS 6.1	23.6	s 8.40		
30	s 1.40		120.8	WALLAOE 5.6	17.5	s 8.13		
14	s 2.05		126.4	HELISMA 2.9	11.9	s 7.48		
	f		129.3	NORVAL 0.9	9.0	f		
19 WTP	s 2.25PM		130.2	TO-R VALLEY SPRING 4.5	8.1	7.30AM		
10 P			134.7	TOYON 3.6	3.6			
P			138.3	R NORTH BRANCH (35.0)	0.0			
		Arrive Daily EX. SUNDAY				Leave Daily EX. SUNDAY		

(2.00) Time over District (2.30)
 13.45 Average speed per hour 10.76

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

EASTWARD

Tracy and Brighton Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Niles	Time Table No. 42 September 25, 1927		Distance from Ione	SECOND CLASS	
		130 Mixed			131 Mixed			
		Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY		
BKWTFP		12.45PM	111.7	TO-R GALT 5.0	27.1	s 9.45AM		
16	f 1.05		116.7	C. C. T. Co. Crossing VANSTOW 5.3	22.3	f 9.15		
18 P	f 1.25		122.0	CLAY 10.3	16.8	f 8.50		
34 P	s 1.55		132.3	CARBONDALE 0.7	6.5	s 8.15		
13	f		133.0	LIGNITE 1.8	5.8	f		
			134.8	EDWIN (Spur) 0.4	4.0	f		
	f		135.2	CLARKSONA (Spur) 2.5	3.6	f		
	f		137.7	DAGON (Spur) 1.1	1.1	f		
31WTYP	s 2.45PM		138.8	TO-R IONE (27.1)	0.0	7.45AM		
		Arrive Daily EX. SUNDAY				Leave Daily EX. SUNDAY		

(2.00) Time over District (2.00)
 13.55 Average speed per hour 13.55

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

EASTWARD

Tracy and Brighton Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Niles	Time Table No. 42 September 25, 1927		Distance from Woodbridge	THIRD CLASS	
		170 Mixed			171 Mixed			
		Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY		
BKWTFP		10.25AM	103.3	TO-R LODI C. C. T. Co. Crossing 2.5	2.5	s 11.05AM		
8	s 10.40AM		105.8	R WOODBRIDGE (2.5)	0.0	10.50AM		
		Arrive Daily EX. SUNDAY				Leave Daily EX. SUNDAY		

(0.15) Time over District (0.15)
 10.00 Average speed per hour 10.00

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

EASTWARD

Lathrop and Fresno Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Antioch	Time Table No. 42 September 25, 1927		Distance from Raymond	THIRD CLASS	
		166 Mixed			167 Mixed			
		Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY		
WTF P		10.30AM	176.5	TO-R BERENDA 3.3	20.9	s 2.10PM		
I			179.8	A. T. & S. F. Crossing 4.0	17.6			
17	f 10.50		183.8	TALBOT 4.1	13.6	f 1.47		
22	f 11.05		187.9	DAULTON 2.9	9.5	f 1.30		
	f		190.8	JESSEL (Spur) 4.2	6.6	f		
13	f 11.30		195.0	HERBERT 1.2	2.4	f		
	f		196.2	R KNOWLES JCT. (No Siding) 1.2	1.2	f 1.00		
22 WTP	s 11.45AM		197.4	TO-R RAYMOND (20.9)	0.0	12.15PM		
		Arrive Daily EX. SUNDAY				Leave Daily EX. SUNDAY		

(1.15) Time over District (1.55)
 16.72 Average speed per hour 10.90

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

EASTWARD

Lathrop and Fresno Subdivision

WESTWARD

Capacity of sidings in car lengths.	SECOND CLASS		Distance from San Francisco via Antioch	Time Table No. 42 September 25, 1927		Distance from Knowles	THIRD CLASS	
		162 Freight			163 Freight			
		Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY		
		12.20PM	196.2	R KNOWLES JCT. (No Siding) 2.1	2.3	1.00PM		
			198.3	HILLSIDE (Spur) 0.2	0.2			
4	12.30PM		198.5	R KNOWLES (2.3)	0.0	12.50PM		
		Arrive Daily EX. SUNDAY				Leave Daily EX. SUNDAY		

(0.10) Time over District (0.10)
 13.80 Average speed per hour 13.80

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

SPECIAL INSTRUCTIONS.



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

RULE 2. The following are designated Watch Inspectors:
 S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Tracy..... Von Dack and Son	Los Banos..... J. F. Muth
Stockton, C. Mantele... 129 N. Sutter St.	Fresno..... Bert Fuller, 1241 Fulton St.
Lodi..... H. A. Hulegard	Madera..... R. A. Bay
Galt..... G. R. Romaine	Merced..... R. C. Haun
Sacramento..... H. T. Harger, 1008 K St.	Modesto..... W. P. Shoemaker
Roseville..... H. T. Harger	Turlock..... D. F. Hall

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

RULE 10 (H). Modified as follows: Yellow Signals and slow boards will be displayed one half mile each side of structure or track over which speed of trains must be restricted.

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

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

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

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

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

Signal should be repeated as indicated above for:

- All outlying public highway grade crossings by all trains;
- In the smaller towns for crossings of dense travel or restricted vision not protected by flagman or gates and when train is not required to stop nor restricted by ordinance to run at slow speed.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

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

Lodi.....	} Trains originating and terminating.
Berenda.....	
Madera.....	
Turlock.....	
Modesto.....	
Los Banos.....	
Peters.....	

Nos. 153 and 154.

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

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

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

Trains from the Lathrop and Fresno Subdivision entering eastward track on Tracy and Brighton Subdivision, may obtain authority to move eastward from Lathrop by calling train dispatcher on telephone located near junction switch east end of east leg of wye, and after receiving such authority, it will not be necessary to obtain clearance card or register at Lathrop.

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

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

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

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

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

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

Tracy.....	West end for Martinez line.
	East end for Tracy and Brighton Subdivision.
Lathrop.....	Junction switches for both ends of yard for Tracy and Brighton Subdivision.
	East end of east and west legs of wye on Lathrop and Fresno Subdivision, for west leg of wye.
	Outside wye, east leg for Tracy and Brighton Subdivision; east and west legs to be used as main tracks for Lathrop and Fresno Subdivision.

End of Double Track

Akers.....	For westward trains.
Lodi.....	Woodbridge Branch, for Tracy and Brighton Subdivision.
	Valley Spring Branch, for siding on Tracy and Brighton Subdivision.
Galt.....	Ione Branch, for new siding, Tracy and Brighton Subdivision.
Ingle.....	Riverdale Branch, for siding on Tracy and Fresno Subdivision.
Kerman.....	Armona Branch, for main track Tracy and Fresno Subdivision.
Merced.....	Stockton and Merced Subdivision for main track Lathrop and Fresno Subdivision.
Berenda.....	Raymond Branch, for main track Lathrop and Fresno Subdivision.
Biola Junction.....	Biola Branch, for main track Lathrop and Fresno Subdivision.
Peters.....	Milton Branch, for main track Stockton and Merced Subdivision.

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

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

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

RULE 516. OVERLAPS are located at
 Manteca..... Eastward trains, 2,300 feet west of east switch.
 Floyd..... Eastward trains, 1,500 feet west of east switch.

AUTOMATIC BLOCK SYSTEM

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

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

INTERLOCKING

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

SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop
 Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

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

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

FRENCH CAMP TOWER.—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp
 Limits on eastward track extend from home signal 500 feet west of crossing to dwarf signal 350 feet east of crossing; on westward track from home signal 500 feet east of crossing to dwarf signal 350 feet west of crossing.

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

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

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

STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton
 Limits on double track extend from signal bridge 800 feet west of crossing to the light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal located directly over eastward main track on signal bridge

800 feet west of crossing. One-arm signal will govern route over crossing on eastward main track. Suspended dwarf signal will govern route over crossover just west of crossing.

Light signal 475 feet east of crossing will govern westward movements on westward main track up to crossover located 300 feet west of crossing. Three position light signal located 300 feet west of crossing governs movements through balance of plant. Other train movements at this tower will be governed by dwarf signals.

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

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

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

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing, Weber Avenue and Union Street, Stockton
 Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

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

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

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

STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing .4 mile west of El Pinal.
 Limits on main track extend from home signal 450 feet east of crossing to home signal 450 feet west of crossing on eastward track, and to dwarf signal 200 feet west of crossing on westward track.

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

Westward movements on eastward main track will be governed by dwarf signal located 450 feet east of crossing.

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

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

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

MODESTO TOWER.—Tidewater Southern Railway Crossing 1.6 miles east of Modesto
 Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

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

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

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

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

Eastward or westward movements will be governed by respective signals located 450 feet from crossing. Enginemen of eastward trains will sound whistle signal, ——— o, when they wish to enter or pass through this plant.

LYOTH TOWER.—Western Pacific R. R. Crossing, Lyoth
 Limits on main track extend from home signal 450 feet east of crossing to home signal 700 feet west of crossing.

Eastward movements will be governed by two-arm stub bracket signal located about 700 feet west of crossing.

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

Enginemen of westward trains will sound whistle signal, ——— o, before passing eastward signal No. 862 between Yarmouth and Lyoth if they wish to enter siding.

Enginemen of trains on siding will sound whistle signal, o ——— o, when they wish to move to main track.

MERCED TOWER No. 1.—A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Stockton and Merced Subdivision
 Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

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

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

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

MANUAL CONTROL SIGNALS

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

SPECIAL INSTRUCTIONS—Continued.

1.—SIDINGS.

MISCELLANEOUS

LATHROP sidings are designated as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

10. 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.

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

Trains leaving the yard from Track No. 1 through the crossover to main track will not proceed beyond the fouling point of crossover until they have been authorized to do so by proceed signal given by switch tender with a green flag or a green light.

These signals will be in addition to the interlocking signal indication of clear route. Switching movements eastward via both of these tracks into or through the interlocking plant must be authorized in the same manner.

12. All retainers must be turned up on west-bound freight trains of 400 M's or over between Toyon and point one half mile east of Valley Spring.

13. 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.

14. When crossing flagmen find it necessary to leave their post of duty for a short time, they will display a yellow flag by day and yellow light by night, which will in-

dicates to train and enginemen that crossing usually protected by flagman, istemporarily without protection, and train and enginemen will be governed accordingly.

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

SPEED RESTRICTIONS

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

Table with columns: Page, Trains must not exceed the speed in miles per hour shown below: BETWEEN, Passenger, Motor Car, Freight. Lists various routes and speed limits.

LIGHT ENGINES

Table with columns: Running Forward, Running Backward. Lists engine types and their speeds.

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

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

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

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

No. 26 reduce speed Saturdays to 30 miles per hour at Gustine and Dos Palos to dispatch papers.

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

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

SPEED TABLE

Table with columns: Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec. Lists speeds for various distances.

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 columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance. Lists main track structures and clearances.

SIDE TRACKS AND SPURS

Table with columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance. Lists side tracks and spurs.

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

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

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

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

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

Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear man on top or side of car.

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

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

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	92,100	.....	.....
" —66 ft.	127,400	.....	.....
" —70 ft.	121,300	.....	77,600
" —(Dynamo)	102,700	.....	.....
" and Mail—60 ft.	102,200	.....	.....
" " —69 ft.	123,900	.....	.....
" " —70 ft.	127,500	.....	.....
" and Passenger	117,250	97,800	78,600
" —CM&StP	125,000	.....	72,300
Express Refr.—NP RR.	.....	74,000	80,000
" —GN RR.	.....	.....	70,000
" —ARE No. 40-154.	.....	78,000	.....
" " —155-224.	.....	89,000	.....
" " —500-506.	.....	110,000	.....
" " —1101-1175.	.....	85,000	.....
" —PFE " 500-799.	.....	83,000	.....
Tea & Silk	.....	.....	48,100
Express, Horse	129,300	.....	79,400
Postal	112,000	.....	.....
" Storage—40 ft.	74,100	.....	.....
" —60 ft.	105,100	.....	.....
Club	146,300	121,800	.....
Official	170,500	137,300	101,700
" —CM&StP	141,000	.....	.....
Chair	101,700	.....	84,800
Coaches—60 ft.	100,100	.....	.....
" —70 ft.	136,800	.....	.....
" —72 ft.	138,900	.....	.....
" —72 ft. Interurban	120,000	.....	.....
" —CM&StP	133,000	.....	.....
All-Day Lunch—Chair	100,500	.....	75,000
" —Coach	96,300	.....	.....
Cafe-Coach	.....	.....	117,200
Diner—70 ft.	.....	134,900	129,000
" —72 ft.	154,400	146,900	133,500
" —77 ft.	153,300	156,600	.....
" —79 ft.	167,500	.....	.....
Cafe-Observation	.....	.....	119,000
Observation	.....	137,700	122,000
Pullman—Observation	163,600	153,000	.....
" —Parlor	155,600	147,500	.....
" —Standard Sleeper	164,600	144,000	.....
" —Tourist	140,600	133,000	.....
CM&StP—Tourist Sleeper	141,000	.....	.....

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. W. B. Coffey	Chief Surgeon
Sacramento.	Dr. A. M. Henderson	Division Surgeon
Sacramento.	Dr. G. L. Stevenson	District Surgeon
Sacramento.	Dr. J. Roy Jones	District Surgeon
Sacramento.	Dr. E. C. Turner	Oculist
Elk Grove.	Dr. H. Beattie	District Surgeon
Galt.	Dr. J. T. Christian	District Surgeon
Ione.	Dr. Leonard Woods	District Surgeon
Stockton.	Dr. B. J. Powell	Oculist and Aurist
Stockton.	Dr. D. R. Powell	Assistant Oculist and Aurist
Stockton.	Dr. James P. Hull	District Surgeon
Stockton.	Dr. Ellis Harbert	District Surgeon
Lodi.	Dr. R. A. Buchanan	District Surgeon
Lodi.	Dr. H. A. Morel	Assistant District Surgeon
Woodbridge.	Dr. S. R. Arthur	Emergency Surgeon
Oakdale.	Dr. F. W. McKibbin	District Surgeon
Waterford.	Dr. J. J. Knowlton	District Surgeon
Manteca.	Dr. L. E. Tretheway	Emergency Surgeon
Manteca.	Dr. O. H. Garrison	Emergency Surgeon
Ripon.	Dr. Hans Hartman	Emergency Surgeon
Modesto.	Dr. E. R. McPheeters	District Surgeon
Modesto.	Dr. Hugh E. Smith	Assistant District Surgeon
Ceres.	Dr. F. K. Lord	Emergency Surgeon
Turlock.	Dr. J. L. Collins	District Surgeon
Livingston.	Dr. Chas. L. Garvin	Emergency Surgeon
Atwater.	Dr. W. C. Cotton	District Surgeon
Merced.	Dr. E. R. Fountain	District Surgeon
Chowchilla.	Dr. H. G. Martin	Emergency Surgeon
Madera.	Dr. D. H. Ransome	District Surgeon
Madera.	Dr. R. R. Dearborn	District Surgeon
Fresno.	Dr. J. D. Morgan	District Surgeon
Fresno.	Dr. Chas. A. James	Assistant District Surgeon
Fresno.	Dr. D. H. Trowbridge	Oculist and Aurist
Kerman.	Dr. J. C. Drake	District Surgeon
Tracy.	Dr. A. R. Powers	District Surgeon
Tracy.	Dr. J. A. Smithers	Assistant District Surgeon
Patterson.	Dr. A. M. Field	District Surgeon
Newman.	Dr. H. V. Armistead	District Surgeon
Gustine.	Dr. A. W. Gustafson	Emergency Surgeon
Los Banos.	Dr. B. H. Bush	District Surgeon
Dos Palos.	Dr. E. A. Jackson	Emergency Surgeon

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

Stretchers

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

HOSPITALS

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

RATINGS OF ENGINES—STOCKTON DIVISION

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

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO	STOCKTON and MERCED via OAKDALE
E-2	E-69 18/24 61	1374, 1376 to 1381.....	150	2150	1540
E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390 to 1394, 1396, 1397.....	165	2450	1690
E-6	E-69 18/24 68	1402 to 1411.....	190	3310	2320
E-23	E-73 20/24 89	1434, 1438, 1443.....	190	2590	1780
E-23	E-73 20/24 92	1445 to 1458.....	210	4030	2800
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471, 1482	190	4280	2950
E-27	E-73 20/26 113-S	1526 to 1540, Superheated...	200	5250	3630
M-4	M-63 20/28 126	1615 to 1719.....	200	5260	3630
M-8	M-63 21/28 159-S	1720 to 1724, 1726, 1770 to 1779, Superheated.....	200	5260	3630
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803, Superheated.....	195	4880	3360
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803, Saturated.....	210	5520	3840
M-9	M-63 21/28 150-S	1804 to 1822, Superheated...	210	4880	3450
M-9	M-63 21/28 156-S	1826 to 1827, Superheated...	200	4880	3450
M-9	M-63 21/28 147	1804 to 1822, Saturated.....	160	2790	1920
T-12	T-57 18/24 73	2114, 2118, 2121, 2123.....	160	2990	2100
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	2840	1960
T-10	T-57 18/24 86	2134 to 2154.....	180	3820	2640
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173.....	200	4230	2930
T-5	T-69 19/24 101	2209.....	200	4850	3370
T-2	T-63 19/24 105	2221 to 2234.....	210	5550	3830
T-1	T-63 20/26 112	2235 to 2273.....	200	5000	3450
T-25	T-69 20/28 134	2274 to 2281.....	210	6060	4190
T-26	T-69 21/28 152-S	2283 to 2300, Superheated...	200	5870	3970
T-23	T-63 21/28 144-S	2301 to 2308, 2310, Superheated...	200	5840	4080
T-23	T-63 21/28 144	2301 to 2308, 2310, Saturated	210	6180	4280
T-28	T-63 22/28 162-S	2311 to 2352, Superheated...	210	5010	3460
T-31	T-63 22/28 162-S	2353 to 2362, Superheated...	200	4710	3220
T-32	T-69 23/28 174-S	2363 to 2370, Superheated...	180	4520	3100
T-32	T-69 23/28 174-S	2371 to 2384, Superheated...	185	5750	3960
P-1, 3	P-77 22/28 141-S	2400 to 2437, Superheated...	210	6670	4580
C-12	C-50 20/28 164	2438 to 2452, Superheated...	200	5940	4080
C-4	C-57 22/34 176	2503.....	180	5090	3500
C-9	C-57 22/30 194-S	2612 to 2623, Saturated.....	200	3420	2250
C-5	C-57 22/30 185-S	2513 to 2599, 2752 to 2830, Superheated.....	210	3980	2780
C-8	C-57 22/30 192-S	2624 to 2693, Superheated...	200	3620	2500
C-9	C-57 22/30 187	2698 to 2751, Superheated...	200	7350	5110
C-5	C-57 22/30 178	2513 to 2599, 2752 to 2830, Saturated.....	200	8080	5580
C-8	C-57 22/30 184	2624 to 2693, Saturated.....	200	9700	6700
TW-1	TW-54 22/26 147	2698 to 2751, Saturated.....	180	5090	3500
A-1	A-84 15-25/28 110	2900 to 2913.....	200	3420	2250
A-3	A-81 20/28 112-S	3000 to 3009.....	210	3980	2780
A-3	A-81 20/28 105	3025 to 3071, Superheated...	200	3620	2500
MK-4	MK-57 23 1/30 206-S	3025 to 3071, Saturated.....	200	7350	5110
MK-5, 6	MK-63 26/28 210-S	3216 to 3236, Superheated...	200	8080	5580
F-1	F-63 27 1/32 273-S	3237 to 3271, Superheated...	200	9700	6700
F-1	F-63 27 1/32 273-S	3600 to 3652, Superheated...	200	9700	6700

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

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

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

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

C-57—187
30

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Lathrop-Fresno.....	.21	0	0.21
Tracy-Fresno.....	.3	0	0.3
Tracy-Brighton.....	.52	1	0.56
Stockton-Merced.....	.82	4	0.98

TRAINMASTERS

W. S. JOY..... Tracy
C. G. TANDY..... Tracy
G. A. BAYS, (Asst. Trainmaster)..... Tracy

CHIEF TRAIN DISPATCHER

M. A. MICHELSON..... Stockton

ASSISTANT CHIEF TRAIN DISPATCHERS

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

ROAD FOREMAN OF ENGINES

W. C. DAVIS..... Tracy

L. R. SMITH,
Assistant Superintendent.

