

GRAWYEW

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# TIDEWATER SOUTHERN RAILWAY COMPANY

# TIMETABLE

# 10

**EFFECTIVE SUNDAY, MARCH 18, 1951  
AT 12:01 A. M.  
PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

**R. T. KEARNEY,**  
PRESIDENT AND GENERAL MANAGER

**J. E. KENADY,**  
SUPERINTENDENT

**EASTWARD**

**WESTWARD**

Yard Limits	Symbols Rule 6 (A).	SECOND CLASS		Distance from Stockton	TIME TABLE No. 10		Distance from Hilmar	SECOND CLASS		Capacity of sidings in car lengths	
		102 Mixed Train			March 18, 1951			101 Mixed Train			
		Leave Daily	Ex. Sunday		STATIONS			Arrive Daily	Ex. Sunday		
Yard Limits	PRKY			0.0	STOCKTON		49.8			Yard	
	WFOT				1.7						
Yard Limits	P	7:30 AM		1.7	ORTEGA		48.1	8:00 PM		Yard	
					1.6						
Yard Limits	P			3.3	SHARPS LANE		46.5			32 (Spur)	
					1.9						
Yard Limits	WP			5.2	MANTECA JUNCTION		44.6			48	
					1.0						
Yard Limits				6.2	TURNER		43.6			22	
					2.1						
Yard Limits				8.3	SUMMER HOME		41.5			19	
					4.2						
Yard Limits	P			12.5	ATLANTA		37.3			34	
					1.7						
Yard Limits	P			14.2	SIMMS		35.6			Yard	
					0.6						
Yard Limits	P			14.8	WAGNER		35.0			48	
					0.6						
Yard Limits				15.4	CARROLTON		34.4			14 (Spur)	
					1.1						
Yard Limits				16.5	VAN ALLEN		33.3			7 (Spur)	
					0.5						
Yard Limits	P			17.0	ALBA		32.8			22	
					0.5						
Yard Limits				17.5	SEXTON		32.3			5 (Spur)	
					0.2						
Yard Limits	WP			17.7	VOLSTEAD		32.1			12 (Spur)	
					2.1						
Yard Limits				19.8	ESCALON		30.0			Yard	
					2.5						
Yard Limits				22.3	MEYERS		27.5			17 (Spur)	
					0.9						
Yard Limits				23.2	STANISLAUS PIT		26.6			2 (Spur)	
					0.8						
Yard Limits				24.0	STEWART		25.8			27	
					1.6						
Yard Limits	P			25.6	McHENRY		24.2			17	
					3.9						
Yard Limits	WP			29.5	AURORA		20.3			46 - 10 (Spur)	
					0.6						
Yard Limits				30.1	NORTH YARD JUNCTION		19.7			Yard	
					1.5						
Yard Limits	PRBY	10:30 AM		31.6	MODESTO		18.2	5:00 PM		Yard	
					0.6						
Yard Limits				32.2	BONNIEFAIR		17.6			5-8-21 (Spurs)	
					0.5						
Yard Limits	PI			32.7	S. P. CROSSING		17.1				
					0.5						
Yard Limits				33.2	MOORE		16.6			8 (Spur) Yard	
					1.0						
Yard Limits				34.2	ROGERS		15.6			7 (Spur)	
					1.0						
Yard Limits				35.2	HARP		14.6			12 (Spur)	
					0.9						
Yard Limits				36.1	GRANGE		13.7			14 (Spur)	
					1.1						
Yard Limits				37.2	GILMAN		12.6			16 (Spur)	
					1.2						
Yard Limits				38.4	SHOEMAKE		11.4			8 (Spur)	
					3.2						
Yard Limits	PY			41.6	HATCH		8.2			30-15 (Spur)	
					2.9						
Yard Limits	P			44.5	CHEMURGIC		5.3			Yard	
					2.7						
Yard Limits				47.2	TEGNER		2.6			2 (Spur)	
					2.6						
Yard Limits				49.8	HILMAR		0.0			Yard	
				Nos. 101 and 102 have no time table superiority.							
		Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday			

EASTWARD		MANTECA BRANCH		WESTWARD	
Yard Limits	Symbols Rule 6 (A)	Distance from Manteca Junction	Time Table No. 10 March 18, 1951	Distance from South Manteca	Capacity of sidings in car lengths
Yard Limits	P	0.0	MANTECA JCT.	6.6	48
			5.1		
Yard Limits	PB	5.1	MANTECA	1.5	Yard-24
			1.5		
		6.6	SOUTH MANTECA	0.0	Yard

EASTWARD		TURLOCK BRANCH		WESTWARD	
Yard Limits	Symbols Rule 6 (A)	Distance from Hatch	Time Table No. 10 March 18, 1951	Distance from Turlock	Capacity of sidings in car lengths
Yard Limits	PY	0.0	HATCH	6.3	30-15 (Spur)
			6.3		
Yard Limits	PBR	6.3	TURLOCK	0.0	Yard

West MP	YARD LIMITS	East MP
0.0	Stockton	2.2
3.0	Manteca Junction	5.8
	Manteca Junction (Manteca Branch)	A0.3
A4.2	Manteca	End of Branch
13.5	Simms	15.2
16.6	Alba	17.5
19.3	Escalon	20.3

West MP	YARD LIMITS	East MP
25.3	McHenry	26.3
28.7	Modesto	33.7
41.3	Hatch	42.3
	Hatch (Turlock Branch)	B0.5
B4.8	Turlock	End of Branch
49.4	Hilmar	End of Track

# "SAFETY FIRST"

## SPECIAL INSTRUCTIONS

### SPEED RESTRICTIONS

Simms - Highway Crossing .....	10 miles per hour	M.P. 31.65 - Tuolumne River Trestle .....	15 miles per hour
Alba - Highway Crossing .....	Stop and Flag	Hatch - Highway Crossing and Yard .....	15 miles per hour
Curve West of Escalon .....	15 miles per hour	Turlock - City Limits .....	10 miles per hour
M.P. 22.74 - Stanislaus River Bridge and first curve west .....	15 miles per hour	Lander Avenue .....	Stop and Flag
McHenry - Highway Crossing .....	10 miles per hour	Broadway .....	Flag
M.P. 27.4 - Highway Crossing .....	10 miles per hour	Manteca - City Limits .....	10 miles per hour
M.P. 28.7 - Highway Crossing - Eastward trains .....	10 miles per hour	Highway No. 99 Spreckels Sugar Spur .....	10 miles per hour
M.P. 28.9 - Highway Crossing - Eastward trains .....	10 miles per hour	Maximum train speed, except between Hatch and Hilmar .....	30 miles per hour
Modesto - City Limits .....	10 miles per hour	Maximum train speed between Hatch and Hilmar .....	15 miles per hour
Tully Road .....	Stop and Flag	Maximum train speed through turnouts, crossovers, sidings	
Coldwell Avenue Lyng Spur .....	Flag	and other inside tracks .....	10 miles per hour

On curves and where track conditions are unfavorable engineers will reduce speed to a rate consistent with safety.

Speed of steam engines backing up must not exceed 20 miles per hour on straight track.

Pacific Greyhound busses will not stop at the following crossings: No. 75-12.45-C Franzia Spur, Simms; No. 75-15.4-C Alba Spur; No. 75-30.1 Flotill Products Spur, 9th Street, Modesto; No. 75-B-5.1-C Lead to Shed No. 3 Manteca.

### GENERAL

**RULE 2.** Modified to the extent that certified watches will be presented to Authorized Watch Inspectors only once each year, during the month of November, for comparison, examination and reissuance of Watch Certificate form 2821.

**RULE 10 (H).** When a yellow signal is required, it will be displayed to the right of the track, in the direction of approach, one quarter mile from structure or track over which speed of trains must be restricted.

A green signal will be displayed similarly on each track immediately beyond the structure or track affected.

Trains must not exceed the speed specified by train order or bulletin, or 15 miles per hour if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the limit, which shall be indicated by a green signal

Slow boards, where used, will be similarly placed and observed.

**RULE 11 (B).** During the hours of darkness, or when visibility of motorists is impaired by weather conditions, the front brakeman on all trains entering or leaving the Modesto Yard at 9th & E Sts., must drop a 5 minute lighted fusee to the pavement of the No. 99 Highway as near the center of the intersection of 9th & E Sts., as possible. The rear brakeman will extinguish the fusee if it can be done with safety.

**RULE 14 (L).** Engineers will sound signal 14 (L) when approaching public crossings at grade in such a manner so as to prolong the last blast of the whistle until the engine has passed over the road crossing. Signal 14 (L) must be repeated if necessary to comply with this requirement. Signal 14 (L) must be sounded for movements over passing track crossing "D" Street, Modesto, only when crossing is not protected by flagman.

**RULE 17.** The headlight will be displayed at the front of every train, both by day and by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of two or more tracks or at junctions.

**RULE 17 (C).** Headlight must be dimmed while moving over 9th Street, Modesto.

**RULE 21.** Extra trains equipped with train indicators will not display two white flags.

**RULE 30.** Engineers must ring engine bell 1,320 feet in advance of public crossings at grade and engine bell must be kept ringing until engine has passed over road crossing.

**RULE 83-(A).** Only trains originating or terminating at Modesto or Turlock will register.

**RULE S-88.** Fourth paragraph modified as follows: At meeting point when it is necessary for train which takes siding to back in, train will be brought to a stop before it proceeds over the switch, and in obscure places, or when other conditions require, flagman must precede train a sufficient distance to insure full protection before going over the switch to back in.

**RULE 99-A.** The interpretation of this rule is that when a flagman is either sent to hold a train or is left at a point to hold a train, that his instructions must be in writing on Flagman's Hold Order, form 27.

**RULE 102 (A).** Trains or freight cars must not be left standing on 9th Street, Modesto.

**RULE 103 (A).** No train, engine or car shall be operated over any crossing where special signs appear reading: STOP - FLAG HIGHWAY TRAFFIC, or CAUTION - FLAG HIGHWAY TRAFFIC, unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employee acting as flagman.

**RULE 104.** Main track switches in yards must be left lined and locked for the main track. Switch leading to S. P. transfer, Modesto, must be kept lined for transfer, except when using Lyng spur. Switches in joint M&ET-TS Yard, Modesto, must be kept locked and lined for lead tracks.

**RULE 104 (A).** A Hayes type derail with operational switch stand has been installed at the entrance to the liquid sugar spur at McHenry Station. Conductors must see that this derail is in a derailing position, at the conclusion of switching operation on this track.

**RULE 104 (C).** Trainmen and other employees must not unlock derrails or main track switches to enter main track until the trains which are to be met or passed have cleared the switch, and must not place themselves in the vicinity of a main track switch or between fouling point and main track switch until expected trains have been met or passed.

When a superior train arrives at a meeting point in advance of the opposing train a member of the crew may proceed to and throw switch for opposing train to enter the siding but must immediately return to a position at the head end of his train where he must remain until the train to be met has passed the switch. Proceed signal must not be given to approaching train.

When a switch is thrown, the employee using it must see that both points have moved to proper position. A Switch must be fastened as soon as thrown either way and when locked, the chain pulled to insure that the lock is securely fastened.

Both switches of a cross-over to or from main track must be kept closed and secured when there is a car or engine on or immediately approaching either switch, except for a direct crossover movement.

**RULE 106 (A).** All movements on 9th St., Modesto, will be governed by traffic light signal indication except at 9th & "B" Sts., where traffic lights are synchronized with track circuit and when trains enter circuit lights go red on both 9th St. and "B" St. to stop vehicular traffic and allow trains to proceed through intersection. Trains must not stand in circuit but should proceed so as to reduce delay to vehicular traffic to a minimum.

Between City limit sign at Aurora and "E" Street, Modesto, steam locomotives must not operate under steam power.

City ordinances require all street cars, trains and yard engines within one hundred feet of an intersection to stop immediately on the approach of any Police, Ambulance or Fire Apparatus sounding siren or the signal gong, except they be at the time on, or crossing an intersection in which event crossing must be cleared and then stop. Civil, military or funeral processions must not be obstructed.

**RULE 821.** Employees are not permitted to ride on pilot or leading footboard of any engine in the direction of movement. If the type of engine makes it necessary to ride the rear footboard, care must be taken when getting off by doing so to one side after first making certain there are no obstructions or by waiting until the engine has stopped.

Employees must not ride footboards on Ninth Street, Modesto.

**RULE 832.** When leaving cars on main track or passing tracks at Escalon or Aurora, all private crossings must be left open.

**RULE 850.** When two or more engines are used in same train, engines must be at least six car lengths apart over steel span of Stanislaus River Bridge. Engines must not pass over this span coupled.

**RULE 890.** Conductors will see that front brakeman rides on engine between all stations.

**RULE 965.** Movements in Stockton Yard over Western Pacific tracks will be governed by current Western Pacific rules and regulations.

**RULE 1010.** Diesel locomotives must be brought to full stop prior to and during any inspection or maintenance to the locomotives.

## SPECIAL INSTRUCTIONS

### GENERAL (Continued)

**RULE 1011.** When wigwags or bells are found inoperative, train or engine must stop and be preceded over the crossing by a flagman. When a reverse movement is made on main track or on siding or spur which is not in wigwag circuit a flagman must protect the crossing before the movement is made.

Hogan Road at Turner is protected by a double wigwag signal. Two engineer's light indicators are installed on each side of the crossing, one at 900 feet from crossing and a second at 100 feet from crossing. When both wigwags are operating, these indicators display a flashing yellow light; when only one wigwag is operating they display a steady yellow light, and when neither wigwag is operating, the indicators are dark. When indicators display a steady light or are dark, stop before entering crossing and flag.

**RULE 1072.** Air must be cut in, on all yard cuts, and trains moving within the yards, when movements are made through towns or cities, or when moving over or along streets within city limits (except when switching).

### MISCELLANEOUS

Engineers must give strict observance to Rules 987 to 1018 inclusive and 1083.

Cars of gasoline when spotted for unloading at any oil spur must be left between the insulated joints and the end of the spur. No cars are to be left standing over the insulated joints or coupled to cars spotted between the insulated joints and end of spur.

Before coupling on to tank cars standing on spurs, trainmen must know that all unloading pipes have been disconnected.

Tracks in Modesto between "E" Street and Tuolumne River Bridge and joint yard are operated jointly with M.&E.T. Co.

Switching Modesto house track with more than 6 cars ahead of engine is prohibited.

Sugar beet dump at Spreckels Sugar Beet Factory, Manteca, uncovered and care should be exercised by trainmen while working thereon.

Dead engines handled in trains must be placed next to the caboose.

Prior to movement of diesel locomotives dead in train the automatic brake valve must be out and handle placed in running position; distributing valve pop set to 10 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position.

### INTERLOCKING PLANTS AND SIGNALS

M.P. 32.7 SP Crossing Automatic interlocked. Approach clearing interlocking signals located 400 ft. each side of crossing, fixed signs 2,640 ft. east and west of interlocking signals.

Circuits for control of power operated derails and interlocking signals start 500 feet in approach to interlocking signals. Trains must proceed with caution within the approach circuits and will proceed on proper signal indication.

Light locomotive movements through automatic interlocker are prohibited. Diesel engine throttle must be placed in off position while locomotive moving over crossing frog.

If signals fail to indicate "proceed" after reasonable time, a member of the train crew must be sent to the crossing to operate time release in box marked T. S. Ry. and locked with switch padlock. Instructions for the operation of the time release is posted in the box.

Release must not be operated when trains are within interlocking limits as defined by interlocking signals, or seen or heard approaching on intersecting track.

Five minutes after release has been operated, a red indication light will be displayed over release, derails should close and interlocking signal should indicate proceed. If, for some reason, interlocking signal cannot indicate "proceed", red indication light on interlocking signal will be displayed and this will be authority to proceed through interlocking limits. If, for some reason, derails fail to close, a white indication light will be displayed indicating that electric lock on motor control lever has been released and authorizes a member of the train crew to release the motor control lever from the electric lock and throw it to the opposite or hand throw position. Derails may then be operated by hand throw lever in the same manner as a ground throw switch stand. Movement across the crossing may then be made on signal indicating "proceed" or the display of the red indicator lights, as mentioned above.

If interlocking signal continues to indicate "stop" and red indicator light on interlocking signal is not displayed, train may proceed over crossing as provided by rule 663.

When derails have been operated by a member of the train crew, care must be taken to see that train has cleared the interlocking limits, as defined by the interlocking signals after which the derails must be restored to derailing position and selector lever restored to motor position and in the electric lock and padlocked.

Any defects in connection with derails must be reported immediately to the Southern Pacific Dispatcher that he may notify Signal Maintainer.

Operators of motor cars must STOP at Southern Pacific crossing and when there is more than one man on car the crossing will be flagged. Operator must know there are no Southern Pacific trains approaching before going over crossing.

### SIDE AND OVERHEAD OBSTRUCTION NOT STANDARD CLEARANCE

Bridge 22.74 steel span - Teltales 200' West and 870' East \_\_\_\_\_ Side and Overhead  
MPA track No. 2 Modesto Yard - Can conveyor tower 25' from end of spur \_\_\_\_\_ Side

### STOCK CORRALS

Stockton

Moore

Turlock

### INTERCHANGE TRACKS

Stockton - W.P.R.R.Co. - and through W.P.R.R. to S.P.Co., A.T.&S.F.Ry., C.C.T.Co., S.T.&E.R.R. Modesto - S.P.Co., M.&E.T.Co. Turlock - S.P.Co.

### TONNAGE RATING

Territory	132	135	141-142	141-142	WP 504-511
	Continuous	Continuous	Continuous	5 Miles	Continuous
M.P. 0.00 to M.P. 23.0	2000	2200	3600	4000	4680
M.P. 23.0 to M.P. 23.5	2000	1000	1600		2080
M.P. 23.5 to M.P. 49.8	2000	2200	3600	4000	4680
Manteca Branch	2000	2200	3600	4000	4680
Turlock Branch	2000	2200	3600	4000	4680

### SPEED TABLE

Time per mile Miles per Hour	1'11"	1'12"	1'13"	1'14"	1'15"	1'16"	1'17"	1'18"	1'19"	1'20"	1'25"	1'30"	1'35"	1'40"	1'45"
	50.7	50	49.3	48.6	48	47.4	46.8	46.2	45.6	45	42.4	40	37.9	36	34.3
Time per mile Miles per Hour	1'50"	1'55"	2'00"	2'15"	2'30"	2'45"	3'00"	3'30"	4'00"	5'00"	6'00"	7'00"	7'30"	8'00"	10'00"
	32.7	31.3	30	26.7	24	21.8	20	17.1	15	12	10	8.6	8	7.5	6

### RAILROAD SURGEONS

Glenn F. Cushman, M.D. _____ Chief Surgeon _____ San Francisco, Calif.	Julian Edmond, Jr., M.D. _____ Local Surgeon _____ Modesto, Calif.
E. G. Hermosillo, M.D. _____ Local Surgeon _____ Stockton, Calif.	R. R. Treadwell, M.D. _____ Local Surgeon _____ Modesto, Calif.
H. F. Quinn, M.D. _____ Local Surgeon _____ Stockton, Calif.	G. B. Harter, M.D. _____ Local Surgeon _____ Modesto, Calif.
D. R. Powell, M.D. _____ Oculist and Aurist _____ Stockton, Calif.	Philip von Hungen, M.D. _____ Local Surgeon _____ Escalon, Calif.
J. R. Powell, M.D. _____ Oculist and Aurist _____ Stockton, Calif.	E. A. Julien, M.D. _____ Local Surgeon _____ Turlock, Calif.
James B. Pope, M.D. _____ Internist _____ Stockton, Calif.	M. C. Collins, M.D. _____ Local Surgeon _____ Turlock, Calif.
R. D. Husband, M.D. _____ Local Surgeon _____ Modesto, Calif.	K. W. Hidy, M.D. _____ Local Surgeon _____ Manteca, Calif.

### WATCH INSPECTORS

C. D. Fabrin, Manager of Time Service, San Francisco.

C. Mantele \_\_\_\_\_ Stockton \_\_\_\_\_ W. P. Shoemake \_\_\_\_\_ Modesto \_\_\_\_\_