

SAFETY FIRST

SPECIAL RULES	Speed	Restriction General
Scotts Ave. and Western Pacific.....		STOP
El Dorado Street and Scotts Ave.....		Arterial STOP
Southern Pacific, Center and Hazelton Ave.....		STOP FLAG
Southern Pacific, Sacramento and Weber Ave.....		STOP FLAG
Western Pacific and Weber Ave.....		STOP FLAG
Wilson Way and Weber Ave.....		Arterial STOP
Southern Pacific and Standard Oil Co.....		STOP FLAG
On curve bet. Wilson Way and Linden Road.....	15 miles per hour	
Linden Road.....	10 miles per hour	
Stockton Terminal Eastern R. R.....	5 miles per hour	
Cherokee Lane at Sunnyside.....	8 miles per hour	
Car Barn curve westbound.....	10 miles per hour	
Cherokee crossing.....	{ Eastbound, 10 miles per hour Westbound, 4 miles per hour	
Waterloo curve.....	25 miles per hour	
Cherokee Lane, Lodi.....		Arterial STOP
On curve at Lodi Ave. and Sacramento St., Lodi.....	5 miles per hour	
Pine Street crossing.....	10 miles per hour	
Youngstown.....	4 miles per hour	
Consumne River Bridge on curve.....	15 miles per hour	
Sheldon Road crossing.....	4 miles per hour	
Perkins Road crossing Eastbound.....	20 miles per hour	
Perkins Road crossing Westbound.....	15 miles per hour	
Colonial Acres Cemetary Crossing.....	20 miles per hour	
Colonial Heights curve, Sacramento.....	15 miles per hour	
P. G. E. 4th Ave., Sacramento.....	4 miles per hour	
2nd Ave. Sacramento Blvd., Sacramento.....		Arterial STOP
21st and X Street, Sacramento.....		Arterial STOP
19th and X Street, Sacramento.....		Block signals or flagman
16th and X Street, Sacramento.....		Arterial STOP
9th and X Street, Sacramento.....		Arterial STOP
Southern Pacific, 8th and R Street.....		STOP
Western Pacific, 8th, Q and R Street.....		STOP
8th and M Street, Sacramento.....		STOP
11th and I Street, Sacramento.....		STOP

Crossings at Standard Oil works, Lodi Ave., Valley Springs Branch and Ione Branch at Herald are protected by derails. All crossings must be flagged unless otherwise provided for by Bulletin.

Automatic blocks from Colonial Heights to end of double track at Stockton Blvd. and 2nd Ave., and from 34th and 2nd Ave. to 31st and X Street. Single track curve at 8th and M and 8th and I Streets, Sacramento, and from Pilgrim Street, Stockton, to point 1000 feet east of Car Barn.

STREET CAR CROSSINGS		
Stockton Electric.....	El Dorado St. and Weber Ave.....	Stockton
Stockton Electric.....	California St. and Weber Ave.....	Stockton
Stockton Electric.....	Ophir St. and Weber Ave.....	Stockton
Stockton Electric.....	Ophir and Park Sts.....	Stockton
Stockton Electric.....	Main and B Street.....	Stockton
P. G. & E.....	4th Ave.....	Sacramento
P. G. & E.....	28th and X Sts.....	Sacramento
P. G. & E.....	21st and X Sts.....	Sacramento
P. G. & E.....	10th and X Sts.....	Sacramento
P. G. & E.....	8th and T Sts.....	Sacramento
P. G. & E.....	8th and P Sts.....	Sacramento
P. G. & E.....	8th and K Sts.....	Sacramento
P. G. & E.....	8th and M Sts.....	Sacramento
Sacramento Northern.....	8th and J Sts.....	Sacramento

YARD LIMITS		
STOCKTON—Stockton to 1000 feet East of Car Barn.		
LODI—Lodi to 1000 feet West of Micke Spur.		
YOUNGSTOWN—1000 feet West of West Switch to 1000 feet East of East Switch.		
SACRAMENTO—Sacramento to 1000 feet West of Colonial Heights.		

SPEED TABLE					
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 50 sec.	72.00	1 min. 14 sec.	48.65	1 min. 38 sec.	36.73
0 " 51 "	70.56	1 " 15 "	48.00	1 " 39 "	36.36
0 " 52 "	69.24	1 " 16 "	47.37	1 " 40 "	36.00
0 " 53 "	67.92	1 " 17 "	46.75	1 " 41 "	35.64
0 " 54 "	66.60	1 " 18 "	46.15	1 " 42 "	35.29
0 " 55 "	65.40	1 " 19 "	45.57	1 " 43 "	34.95
0 " 56 "	64.20	1 " 20 "	45.00	1 " 44 "	34.62
0 " 57 "	63.12	1 " 21 "	44.44	1 " 45 "	34.29
0 " 58 "	62.04	1 " 22 "	43.90	1 " 46 "	33.96
0 " 59 "	60.96	1 " 23 "	43.37	1 " 47 "	33.64
1 " 0 "	60.00	1 " 24 "	42.86	1 " 48 "	33.33
1 " 1 "	59.02	1 " 25 "	42.35	1 " 49 "	33.03
1 " 2 "	58.06	1 " 26 "	41.86	1 " 50 "	32.73
1 " 3 "	57.14	1 " 27 "	41.38	1 " 51 "	32.43
1 " 4 "	56.25	1 " 28 "	40.91	1 " 52 "	32.14
1 " 5 "	55.38	1 " 29 "	40.45	1 " 53 "	31.86
1 " 6 "	54.55	1 " 30 "	40.00	1 " 54 "	31.58
1 " 7 "	53.73	1 " 31 "	39.56	1 " 55 "	31.30
1 " 8 "	52.94	1 " 32 "	39.13	1 " 56 "	31.03
1 " 9 "	52.17	1 " 33 "	38.71	1 " 57 "	30.77
1 " 10 "	51.43	1 " 34 "	38.30	1 " 58 "	30.51
1 " 11 "	50.70	1 " 35 "	37.89	1 " 59 "	30.25
1 " 12 "	50.00	1 " 36 "	37.50	2 " 0 "	30.00
1 " 13 "	49.31	1 " 37 "	37.11		

SPECIAL RULES

Conductors must make three copies of all orders taken on the road, one for yourself, one for the Motorman, and one to be turned in to Dispatcher. All orders must be repeated to the Dispatcher before completed.

Train Dispatchers—W. B. Evans; R. G. Robinson; A. E. Markley.
Register Stations—Stockton; Lodi Junction; Lodi and Sacramento.
Bulletin Stations—Stockton and Sacramento.
Company Surgeons—Dr. Dameron, Stockton; Drs. E. E. Chappel and J. B. Harris, Sacramento; Drs. H. J. Bolinger and J. E. Nelson, Lodi.

The tracks on "X" Street, Sacramento, are operated jointly with the S. N. Co. Passenger trains and street cars of the C. C. T. Company have preference over Sacramento Northern yard engines.

Rule 14-L—Motormen will sound signal 14 (L) in such a manner so as to prolong the last blast of the whistle until the train enters the road crossing. On slow movements the signal 14 (L) should be repeated if necessary.

Rule 17-C—Head lights must be dimmed while moving within city limits of Sacramento, Stockton and Lodi.

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 at least 350 feet, or a sufficient distance to insure full protection before going over the switch to back in.

The tracks at the Union Station and between 12th and I Streets and 8th and M Streets, Sacramento, are operated jointly with the S. N. Co.

All switches serving the Union Station are spring switches and must be lined as follows: Switch on 11th Street leading to I Street lined as last used. Switches on I Street leading to 12th Street lined for I Street. All inside yard switches lined as last used.

Trains of the S. N. Ry., C. C. T. Co., Yard Engines, Street Cars, and dead head equipment moving east on I Street, must come to a stop before crossing 11th Street. All trains and dead head equipment moving out of the Union Station and going east on I Street must stop before reaching I Street. Trains of the S. N. Ry. and C. C. T. Co., moving east on I Street have the preference at 11th Street junction. All trains and dead head equipment must stop before moving onto 12th Street from I except when a flagman is on duty. Westward S. N. trains have the preference at 12th Street junction. Eastward trains must not cross 12th Street junction while westward trains are moving over switch leading to 12th Street.

Should two trains, of the same or different companies, leave the Union Station simultaneously, the train on the right hand track will have the preference.

All switching movements at the Union Station, Sacramento, must be made in west end of yard. No switching movements are to be made from the yard on to 12th Street.

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 Fire Apparatus sounding 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.

FLAGGING RULES FOR BRIDGE AND TRACK FOREMAN

Motormen making repairs on cars must take care that all switches are on off position and trolley down. If on 3rd rail, paddles must be put under 3rd rail shoes.

Bridge and track foremen must be familiar with the use and meaning of all signals and see that they are clearly understood and rightly used by persons employed under them.

When necessary to protect a section of track that is not impassable, but over which speed should be reduced, the following rule will govern: A yellow flag by day or a yellow light at night should be placed, on the motorman's side in both directions, ten telegraph poles from the point where the slow track begins, and a green flag on the same side of track at a point where the slow track ends; the yellow flag to indicate to motorman the restrictions to be observed, green flag will indicate that he has passed over the slow track.

Track and bridge men will be held responsible for the strict compliance with these rules by their men and must report any violations on the part of train or motormen to observe same.

MOVEMENT OF TRAINS OVER W. P. "X" STREET CROSSING, SACRAMENTO

CENTRAL CALIFORNIA TRACTION COMPANY, SACRAMENTO NORTH-ERN—Home signals governing movement of trains over the crossing located at the curb line 76 feet on either side of crossing; back-up signals governing reverse train movements over the crossing are located at the curb line 76 feet on either side of crossing. No distant signals.

Cars or trains finding the home signals at "STOP," will stop clear of signal to permit it to change to PROCEED position when train on the Western Pacific has passed out of home signal limits.

CLOCK WORK TIME RELEASE

If no cause for signals being at "STOP" is seen, or if there is a train on the Western Pacific tracks standing outside of the home signals with no indication that it is to immediately proceed, operator must be sent ahead to operate a release located in a wooden box attached to the outside of signals governing reverse train movements, one release for each track. Box is provided with standard switch locks. Instructions for the operation of release are posted inside box. The instructions follow:

To operate release, turn knob to the right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require 90 seconds. Home signals should then clear for car or train to proceed.

The release must not be operated when Western Pacific trains or engines are between the home signals, or seen to be approaching.

In case the operation of the release does not clear the signal, the car or train will then proceed slowly to a point within fifteen (15) feet of the crossing, and, after stopping, operator must again proceed, on foot, to the center of the crossing, and, after making sure that no Western Pacific trains are approaching within the limits of the home signals, may then proceed over the crossing.

Speed of cars or trains over automatic interlocker must not exceed ten (10) miles per hour. Single track curves at 8th and I and 8th and M Streets are protected by block signals operated by trolley contacts. The block signals are located on poles in advance of the curves. The normal indication of the signals is dark. Trains entering the block limit will receive a yellow signal and will be protected by a red signal on the opposite end. Trains entering the block simultaneously will cause the signals to indicate both yellow and red in which case both trains must stop and the train or car moving in the westward direction will proceed.

CENTRAL CALIFORNIA TRACTION COMPANY

TIME TABLE

19

TO TAKE EFFECT SUNDAY, SEPTEMBER 20, 1931
12:01 A. M.

(PACIFIC STANDARD TIME 120TH MERIDIAN)

For the government and information of employees only.

The company reserves the right to vary from this time table at Pleasure.

F. W. WEBSTER, General Manager J. J. HOOPER, General Superintendent C. E. RANSDALL, Train Master

KJM
Coll

CENTRAL CALIFORNIA TRACTION CO.

TIME TABLE NO. 19

TAKING EFFECT SEPTEMBER 20, 1931

EASTWARD

WESTWARD

FIRST CLASS

FIRST CLASS

EASTWARD												WESTWARD														
FIRST CLASS												FIRST CLASS														
32	30	8	28	26	6	4	24	2	22	20	Distance From Stockton	21	23	1	3	25	27	5	29	31	7	33	Capacity of Side Track			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Distance From Sacto.	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
6.10PM	5.15PM	5.00PM	4.05PM	3.10PM	12.15PM	10.00AM	8.00AM	7.40AM	7.00AM	6.10AM	.00	R.K.B.	STOCKTON	52.86	7.40AM	8.35AM	9.15AM	11.30AM	3.35PM	4.35PM	5.00PM	5.55PM	6.45PM	7.05PM	7.35PM	
6.13	5.18	5.03	4.08	3.13	12.18	10.03	8.03	7.43	7.03	6.13	.67		AURORA STREET	52.19	7.36	8.32	9.12	11.26	3.32	4.32	4.56	5.52	6.42	7.01	7.31	
6.19	5.23	5.08	4.13	3.19	12.23	10.08	8.08	7.48	7.10	6.19	2.65		CAR BARN	50.21	7.30	8.26	9.06	11.20	3.26	4.26	4.50	5.46	6.36	6.55	7.25	Yard
6.22	5.26	5.11	4.16	3.23	12.26	10.12	8.11	7.52	7.14	6.22	4.60		CHEROKEE	48.26	7.27	8.23	9.03	11.16	3.23	4.23	4.47	5.42	6.33	6.51	7.22	12 Sid.
6.25	5.29	5.13	4.20	3.26	12.28	10.15	8.14	7.55	7.18	6.25	6.70		FOPIANO	46.16	7.24	8.20	9.00	11.13	3.19	4.20	4.44	5.40	6.30	6.48	7.19	13 Sid.
6.28	5.32	5.16	4.22	3.29	12.31	10.17	8.18	7.57	7.22	6.27	8.10		ASHLEY	44.76	7.22	8.18	8.58	11.11	3.16	4.17	4.41	5.37	6.28	6.46	7.17	7 Sid.
6.29	5.35	5.17	4.24	3.30	12.32	10.18	8.19	7.58	7.23	6.28	9.00		BLACKLANDS	43.86	7.18	8.15	8.57	11.10	3.15	4.16	4.40	5.35	6.26	6.45	7.16	23 Sid.
6.31	5.37	5.19	4.26	3.32	12.34	10.21	8.21	8.01	7.25	6.30	10.50		NORTON	42.36	7.15	8.13	8.55	11.07	3.13	4.13	4.38	5.32	6.24	6.42	7.13	15 Sid.
6.33	5.39	5.22	4.28	3.34	12.36	10.23	8.23	8.03	7.27	6.32	12.00		AMPERE	40.86	7.13	8.11	8.53	11.05	3.11	4.11	4.36	5.30	6.21	6.40	7.11	23 Sid.
6.34	5.40	5.25	4.30	3.36	12.38	10.24	8.25	8.04	7.29	6.33	13.01		KETTLEMAN	39.85	7.11	8.09	8.51	11.03	3.09	4.09	4.34	5.28	6.19	6.38	7.09	16 Sid.
6.37PM	5.42PM	5.27	4.33PM	3.39PM	12.42	10.27	8.27AM	8.08	7.30AM	6.35AM	13.81	R.	LODI JUNCTION	39.05	7.10AM	8.08AM	8.50	11.02	3.08PM	4.08PM	4.33	5.27PM	6.18PM	6.37	7.08PM	19 Sid.
		5.30			12.45	10.30		8.11			15.41		WOODLAKE	37.45		8.45	10.57				4.27			6.32	23 Spr.	
		5.33			12.48	10.33		8.14			17.01		YOUNGSTOWN	35.85		8.42	10.55				4.25			6.30	Yard	
		5.34			12.49	10.34		8.15			18.01		PELTIER	34.85		8.41	10.54				4.24			6.29	15 Sid.	
		5.38			12.53	10.38		8.19			21.01		KENEFICK	31.85		8.37	10.50				4.20			6.25	9 Spr.	
		5.40			12.55	10.40		8.22			23.01		TERRY	29.85		8.34	10.47				4.17			6.22	11 Sid.	
		5.44			12.59	10.45		8.25			25.11		HERALD S. P. R. R.	27.75		8.32	10.45				4.15			6.20	9 Spr.	
		5.46			1.01	10.48		8.28			26.11		CENTRALIA	26.75		8.28	10.40				4.11			6.16	12 Sid.	
		5.49			1.04	10.50		8.31			28.01		VALENSIN	24.85		8.23	10.38				4.09			6.14	4 Spr.	
		5.53			1.07	10.54		8.34			29.61		WALMORT	23.25		8.20	10.34				4.05			6.11	7 Sid.	
		5.55			1.10	10.56		8.37			32.21		DILLARD	20.65		8.16	10.31				4.02			6.07	18 Sid.	
		5.57			1.11	10.57		8.38			33.21		WILTON	19.65		8.15	10.30				4.01			6.06	4 Spr.	
		6.03			1.15	11.01		8.42			35.21		SHELDON	17.65		8.12	10.27				3.58			6.03	30 Sid.	
		6.07			1.19	11.05		8.46			37.71		COFFING	15.15		8.07	10.22				3.53			5.58	79 Spr.	
		6.08			1.20	11.06		8.47			38.51		KOSOVA	14.35		8.06	10.21				3.52			5.57	3 Spr.	
		6.11			1.24	11.10		8.50			40.91		FLORIN ROAD	11.95		8.02	10.17				3.48			5.53	23 Sid.	
		6.15			1.28	11.14		8.54			44.61		POLK	8.25		7.58	10.13				3.43			5.48	42 Spr.	
		6.17			1.30	11.17		8.57			45.56		COLONIAL ACRES	7.30		7.56	10.11				3.40			5.46	19 Sid.	
		6.18			1.33	11.18		8.59			46.51		COLONIAL HEIGHTS	6.35		7.54	10.09				3.39			5.44	7 Sid.	
		6.23			1.38	11.23		9.04			48.11		FAIR GROUNDS	4.75		7.48	10.03				3.33			5.39		
		6.28			1.43	11.28		9.09			49.49		THIRTY-FIRST and X STREETS	3.37		7.43	9.58				3.28			5.34		
		6.34			1.49	11.34		9.15			51.35		EIGHTH and X STREETS	1.51		7.38	9.53				3.23			5.28		
		6.45PM			2.00PM	11.45AM		9.25AM			52.86	R.K.	R.K. SACRAMENTO UNION STATION	.00		7.30AM	9.45AM				3.15PM			5.20PM	Yard	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Distance From Lodi Junc.	Ar. Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

No. 22 Take siding at Ashley for No. 21.
 No. 24 Take siding at Ashley for No. 23.
 No. 28 Take siding at Foppiano for No. 27.
 No. 4 Take siding at Herald for No. 3.
 No. 8 Take siding at Sheldon for No. 7.

No. 1 Take siding at Centralia for No. 2.
 No. 25 Take siding at Cherokee for No. 26.
 No. 29 Take siding at Blacklands for No. 30.
 No. 31 Take siding at Ashley for No. 32.
 No. 5 Stop East and clear of Lodi Branch for No. 28.
 No. 7 Stop East and clear of Lodi Branch for No. 32.

LODI AND LODI JUNCTION

EASTWARD

WESTWARD

FIRST CLASS

FIRST CLASS

EASTWARD												WESTWARD													
FIRST CLASS												FIRST CLASS													
32	30	28	26	58	56	54	52	24	22	20	Distance From Lodi Junc.	21	23	51	53	55	57	25	27	29	31	33	Capacity of Side Track		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Distance From Lodi	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
6.38PM	5.43PM	4.34PM	3.40PM	12.42PM	11.02AM	10.27AM	8.50AM	8.28AM	7.31AM	6.36AM	.00	R.	LODI JUNCTION	2.00	7.09AM	8.07AM	8.49AM	10.26AM	11.00AM	12.41PM	3.08PM	4.08PM	5.26PM	6.18PM	7.08PM
6.45PM	5.52PM	4.44PM	3.50PM	12.50PM	11.10AM	10.37AM	9.00AM	8.36AM	7.40AM	6.45AM	2.00	R.K.	LODI S.P.R.R. X Yard	.00	7.00AM	8.00AM	8.40AM	10.17AM	10.50AM	12.30PM	3.00PM	4.00PM	5.15PM	6.10PM	7.00PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Distance From Lodi	Lv. Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Depot Stockton, Lodi Junction, Youngstown, Sheldon and Oak Park are regular stops and all other stations are Flag stops for all scheduled trains.
 Meeting point at Folk-West Switch—at Youngstown, passing track West of Passenger Depot.
 Speed limit not to exceed Ten miles per hour within City Limits of Stockton—Lodi—Sacramento.
 Motorman and Conductor on westward trains must both check register at Lodi Junction.
 Train No. 2 will proceed to Aurora Street for Train No. 21.
 Train No. 8 will proceed to Aurora Street for Train No. 5.

All meeting points are designated by full-faced figures.
 Trains will not pass scheduled meeting point unless opposing train has arrived or authorized by train order to proceed.
 See rules 71—S-72—S-82—S-83—S-88—S-90-A—S-90-B.
 At Lodi Junction wait for connecting trains unless directed by proper authority to proceed.
 At initial stations obtain clearance from dispatcher but in event of wire failure and unable to do so scheduled trains may proceed as authorized by time table.
 Trains unable to reach meeting point on time must notify dispatcher in time to avoid delay to opposing trains. Regular trains running five or more minutes later than schedule must notify dispatcher cause of delay and be prepared to copy orders.
 Westbound trains on Center Street take crossover at Hazelton Ave., and run against current of traffic to Scotts Ave., without block protection. Before taking crossover it must be ascertained that no cars or trains are between the above points.
 Trains must proceed with caution when running against current traffic. Passenger trains have preference over street cars.