SAFETY FIRST

	SPECIAL RULES	Speed	Restric	ction Ge	neral
Ĭ	Scotts Ave. and Western Pacific	teach in their winds	STOP		
	El Dorado Street and Scotts Ave.		Arterial	STOP	
1	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	
	Southorn Dooific and Standard Oil (O		STOP	FLAG	
	On curve bet. Wilson Way and Linden Road	15 miles per hour		C += 777 +	
	Linden Road	10 miles per hour			200
	Stockton Terminal Eastern R. R.	5 miles per hour			
	Charolee I and at Sunnyside	8 miles per hour		1193 .	10.33
	Car Rarn curve westbound	10 mnes per nour			
Ą	Gai Bain Curve Westbourne	Eastbound, 10 miles per	hour		
	Cherokee crossing	Westbound, 4 miles per	hour	13/12	
ì	Waterloo curve	25 miles per hour			
	Charolese Lane Lodi		Arterial	STOP	
	On curve at Lodi Ave. and Sacramento St., Lodi	5 miles per hour	1 1 N	4 1/2/2	
	Pine Street crossing	10 mnes per nour			
	Youngstown	4 miles per hour			
	Consumne River Bridge on curve	15 miles per hour	1.45		
	Sheldon Road crossing	4 miles per hour			
	Perkins Road crossing Eastbound	.20 miles per nour			
	Darling Dond processor Westbound	15 miles per hour			
	Colonial Acres Cemetary Crossing	.20 miles per nour			
	Colonial Heights curve. Sacramento	.15 mnes per nour			
	P. G. E. 4th Ave., Sacramento	. 4 miles per nour	Arterial	STOP	
	2nd Ave. Sacramento Blvd., Sacramento		Arterial		
	21st and X Street, Sacramento		Block sig		Aaoma
	19th and X Street, Sacramento		Arterial		nagine
	16th and X Street, Sacramento		Arterial		
	9th and X Street, Sacramento		STOP	0101	
	Southern Pacific, 8th and R Street	•	STOP		
	Western Pacific, 8th, Q and R Street		STOP		
	8th and M Street, Sacramento	• 	STOP		
神師	Tith and 1 Street, Sacramento		*	Tono Pa	on ok
,	Crossings at Standard Oil works, Lodi Av	e., valley Springs Bra	ncn and s otherw	ise prov	ided f

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 Znd 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	
Cualitan Electric	California St. and Weber Ave	Stockton	
Stockton Electric	Ophir St and Weber Ave	Stockton	
Stockton Electric	Onlin and Park Ste	Stockton	
Stockton Electric	Opini and I ark Sts	Stoolston	
Ct = 11t = Floateia	Main and D Street	Stockton	
P C & F	4tn Ave	Daci ailiciico	
- a a -	78th and X STS	эастапценцо	
	21ct and X Ste	Sacramento	
P. G. & E	10th and X Sts	Sacramento	
P. G. & E	9th and T Ste	Sacramento	
P. G. & E	Ott and I Dis	Secremento	
P. G. & E	stn and P Sts	Sacramento	
	8th and K Sts	Sacramento	
C	8th and W StS	Saciamento	
P. G. & E.	8th and I Sts	Sacramento	
F. G. & E	Oth dird J Distance		

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

		4				251	CCL	IADLE								
imer	er Mi	16	Miles pe	er Hour	Time pe	r Mi	le	Miles pe	r Hour	T	ime per	· M	ile	Miles pe	r Hour	
									48.65	1			sec.		36.73	
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"	52	"			ī "	16	"			1	"	40	"		36.00	
"	53	"		67.02	ī "	17	"		46.75	1	"	41	"		35.64	
"	54	"		66.60	î "	18	- 46			. 1	**	42	"		35.29	
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				40.01												

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 Sacramen-

to, 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 equiprains of the S. N. Ry., C. C. I. 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 simultan-

eously, 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

Motormen making repairs on cars must take care that all switches are on on 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 periods, the vellow flag to indicate to metarman the restrictions to be obwhere 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

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

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.

Coll

CENTRAL CALIFORNIA TRACTION COMPANY

TIME TABLE

SUNDAY, SEPTEMBER 20, 1931 TAKE EFFECT 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. RANSDELL, Train Master

CENTRAL CALIFORNIA TRACTION CO.

TIME TABLE NO. 19

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Bepot Stockton, Lodi Junction, Youngstown, Sheldon and Ock-Park are regular stops and all other stations are Flag
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ad limit not to exceed Ten miles per hour within City Limits of Stockton—Lodi—Sacramento.
ormen and Conductor on westward trains must both check register at Lodi Junction.
n No. 2 will proceed to Aurora Street for Train No. 21.
n No. 8 will proceed to Aurora Street for Train No. 5.