

CENTRAL CALIFORNIA TRACTION COMPANY

EMPLOYEES'

TIME 30 TABLE

—In Effect—

SUNDAY, AUGUST 13, 1961

AT 12:01 O'CLOCK P. M.

Pacific Standard Time

For use and information of employes only.

G. M. LORENZ
General Manager

A. E. COLLEN, JR.
Chief Dispatcher

DESTROY ALL PREVIOUS TIME TABLES

SPECIAL INSTRUCTIONS

1. Train movements will be governed by the Book of Rules and Regulations of this company effective December 8, 1947, same being based on the standard rules for single track of the Association of American Railroads. Employees whose duties are in any way prescribed thereby must obtain a copy of these rules and be familiar with them.

2. Register stations are Stockton (Shops) and Sacramento (Front and X Sts). Conductors must register arrival and departure and furnish engineer with register check.

Lodi Junction is register station for No. 2 only.

3. Trains will obtain clearance before leaving Stockton or Sacramento.

4. Engineers must read aloud to conductors train orders delivered to them by conductors and be sure orders are understood before executed.

5. All trains and engines will approach and move within yard limits under control prepared to stop within range of vision.

6. Double tracks on X Street, Sacramento, are operated jointly with the Sacramento Northern Railway. Eastbound trains or engines must approach beginning of double track at 31st and X Sts. prepared to stop if crossover is occupied.

7. Railroad crossings at grade.

*(a) Stockton, B St. and Weber Ave.—Southern Pacific RR.
Hand throw derails on each side of crossing must be kept in derailing position except when movement actually being made.

(b) Stockton—Stockton, Terminal and Eastern RR.
If way is seen to be clear, trains or engines need not stop but must not exceed 5 m.p.h. over crossing.

*(c) Eastside—Southern Pacific RR.

(d) Herald—Southern Pacific RR.
Trains or engines must stop and ascertain way is clear before proceeding over crossing.

(e) Sacramento, 19th and X Sts.—Western Pacific RR.
Automatic interlocked. See instructions next column.

*(f) Sacramento, Front and R Sts.—Southern Pacific RR.

*—Trains or engines must stop and be preceded over crossing by trainman with red flag by day or red light by night to protect against movements on the intersecting track.

8. Street or highway crossings.

(a) Stockton—Hazelton Ave. and B St.—eastward movements.

(b) Stockton Wilson Way.

(c) Eastside—Lockeford Road.
Trains or engines must stop and be preceded over these crossings by trainman using red signals to stop highway traffic.

(d) Polk—Power Inn Road.
On S. P. Transfer under viaduct. When switching over this crossing protection must be provided against highway traffic by placing burning fuses on each side of track in the approaching traffic lane before first movement is made over crossing.

9. Trains or engines must stop at all arterial stop signs in Sacramento.

10. When shoving cars to Western Pacific transfer, Stockton, trains must stop before crossing Union Street.

11. City ordinances in Stockton, Lodi and Sacramento require all trains and engines with 100 feet of an intersection to stop immediately on the approach of any fire apparatus sounding siren, except they be at the time on or crossing an intersection, in which event crossing must be cleared and stop made.

12. Headlights must be dimmed while moving within city limits of Stockton, Lodi and Sacramento.

13. Whistling posts are located ¼ mile in advance of crossings. Whistle signal 14(e) must be started at this distance and repeated if necessary so that whistle will be sounded as engine enters crossing.

SPEED RESTRICTIONS

Location	Restriction, m.p.h.
Maximum speed, all trains, 30 m.p.h.	
Stockton — within yard limits.....	10
Linden Road, from 150 feet either side over crossing, head end of train.....	4
over Stockton, Terminal & Eastern RR.....	5
between J. I. Case switch and Shops office, westward trains.....	5
on roundhouse lead, Shops.....	4
Lodi — within city limits.....	10
Cherokee Lane, from 200 feet either side over crossing, head end of train.....	4
Bridges 15-A, 21-B, 26-A and 34-A, over structure.....	15
Sacramento — within city limits.....	10
around curve, 2nd Ave.....	5
"Y" St. box lot track, through switch.....	4

ENGINE TONNAGE RATINGS

Between (Either Direction)	Engs. 25-26	Engs. 30-31-32
Stockton—Lodi	950	2000
Lodi—Polk	800	2000
Polk—Colonial Acres	450	1200
Colonial Acres—Sacramento	800	1500

TRANSPORTATION RULES

Rule 19: is changed to read as follows:

19. The following signals will be displayed at the rear of every train, as markers to indicate the rear of the train: By day, marker lamps (not lighted); By night, yellow lights to the front and red lights to the rear.

Rule 21: is modified to the extent that extra trains need not display two white flags on the front of the engine. Two white lights will continue to be displayed by night and on engines equipped with indicators designation of the train must be shown.

Rule 104: is changed to read as follows:

104. Trainmen are responsible for proper setting of switches and derails to be used by their train, and for their return to proper position after use, except where switch tenders are stationed, and, when practicable, engine-men must see that the switches and derails nearest the engine are properly set.

14. When wigwags or bells are found inoperative, trains or engines must stop and crossings be flagged by member of crew. When crossing protective devices are found not working properly it must be reported from the first available point of communication.

15. Conductors must keep dispatcher advised when train will be delayed more than 15 minutes, connecting portable telephone for the purpose if necessary.

16. Doubleheading of engines over Bridges 15-A, 21-B, 26-A, 34-A and Polk Overpass is prohibited. If necessary to handle two engines in one train, second engine should be handled just ahead of caboose.

17. When shoving cars ahead of engine in city streets or through Harris Manufacturing Co. plant, Stockton, back up hose must be used unless signals can be seen or promptly conveyed to motorman from leading car at all times. On such moves conductor or trainman must ride leading car and at night display a white light in addition to such other protective measures as the situation requires.

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

19. Express refrigerator cars must not be handled coupled with other equipment except express refrigerators of the same general type around sharp curves at Lodi.

20. Southern Pacific interchange—Stockton. Switches are equipped with both SP and CCT switch locks. They must be left lined and locked in normal position except when cars to be delivered or received exceed capacity of the interchange track, in which case all cars must be left coupled through the switch or switches. CCT main track extending eastward 1200 feet from connecting switch is designated for accommodation of cars exceeding capacity of the interchange track.

21. Employees must not ride the leading footboard of engine in the direction of movement at any time.

22. Side Structures not Standard Clearance.

Location	Description
Lodi	W. J. Robinson Co. spur
Fair Grounds (2nd Ave.)	American Fuel & Material Co. spur

Employees are warned that it is dangerous to ride on sides of cars on these spurs and that they must protect themselves from injury.

23. At Haight, Costa shed, cars must not be spotted at, east door, east end of shed.

24. At Lodi, Pacific Fruit Exchange shed, cars must not be spotted at Door 1, Track 1. Look out for close clearance at west end of loading tracks.

25. At Lodi, traffic lights at Central Ave. and Lodi Ave. are not connected with track. Trains must comply with their indications.

26. At Sacramento, around curve at 2nd Ave. special care should be used to avoid derailment and to stop promptly if necessary. If train consist warrants, brakeman must be stationed near switch point to watch movement.

YARD LIMITS

West Milepost	East Milepost
0.0.....	Stockton..... 1.8
9.3.....	Norton-Youngstown..... 16.4
34.9.....	Sheldon..... 35.4
46.3.....	Sacramento..... 52.1
Lodi Jct.....	Lodi..... End of branch

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

CENTRAL CALIFORNIA TRACTION COMPANY

EASTWARD		MILES FROM STOCKTON	TIME TABLE			CAPACITY OF SIDINGS CARS	WESTWARD		
SECOND CLASS	Ruling Grade Ascending		NO. 30 AUGUST 13, 1961		Ruling Grade Ascending		SECOND CLASS	PHONES AND JACKS	
No. 2 FREIGHT LEAVE DAILY Except Saturday			STATIONS				No. 3 FREIGHT ARRIVE DAILY Except Sunday		
		0.0	R	S. T. & E. XING. STOCKTON S. P. XING.	0.0 %	Yard		P.	
		1.0	0.05%	^{1.0} FLORA	0.1	19 Sid.		P.	
7:30 PM		1.6	0.28	^{0.6} SHOPS	0.5	Yard	3:24 AM	P.	
		4.0	0.7	^{2.4} LANE	0.0	12 Sid.		J.	
		4.7	0.16	^{0.7} WELCH	0.18	6 Spr.			
7:42		5.7	0.18	^{1.0} FOPPIANO	0.0	13 Sid.	3:12	J.	
7:47		8.0	0.16	^{2.3} BLACKLANDS	0.0	23 Sid.	3:07	P.	
7:49		9.5	0.1	^{1.5} NORTON	0.0	15 Sid.	3:05	P.	
		9.8	0.2	^{0.3} BEAR CREEK	0.0	8 Spr.			
		10.4	0.0	^{0.6} HAIGHT	0.0	12 Sid.			
		11.0	0.1	^{0.6} AMPERE	0.0	23 Sid.		P.	
		12.0	0.1	^{1.0} KETTLEMAN	0.0	Yard		P.	
7:59 PM 8:01 PM		12.8	0.08	R ^{0.8} LODI JUNCTION	0.0	19 Sid.	2:55 AM 2:53 AM	P.	
8:03		13.4	0.0	^{0.6} EASTSIDE S. P. XING.	0.0	10 Sid.	2:51	J.	
		13.8	0.0	^{0.4} POPE	0.0	40 Sid.			
		14.2	0.0	^{0.4} GUILD	0.0	50 Spr.		P.	
		14.4	0.2	^{0.2} WOODLAKE	0.15	23 Spr.		J.	
		14.9	0.1	^{0.5} CHEROKEE	0.15	15 Spr.		P.	
		15.1	0.0	^{0.2} DOUGHERTY	0.1	18 Sid.		J.	
8:14		16.0	0.15	^{0.9} YOUNGSTOWN	0.3	Yard	2:40	P.	
		17.0	0.07	^{1.0} PELTIER	0.1	8 Spr.		J.	
		20.0	0.2	^{3.0} KENEFICK	0.2	9 Spr.		J.	
8:31		24.1	0.35	^{4.1} HERALD S. P. XING.	0.4	9 Spr.	2:24	P.	
		26.1	0.35	^{2.0} CENTRALIA	0.3	12 Sid.		J.	
		30.3	0.4	^{4.2} WALMORT	0.2	7 Sid.		J.	
		33.2	0.0	^{2.9} WILTON	0.43	4 Spr.		J.	
9:04		35.2	0.14	^{2.0} SHELDON	0.36	30 Sid.	1:50	P.	
9:15		40.7	0.0	^{5.5} FLORIN ROAD	0.17	23 Sid.	1:39	J.	
		43.2	0.0	^{2.5} FRUITRIDGE	0.0	7 Spr.			
9:32		44.3	0.2	^{1.1} POLK	3.0	42 Sid.		P.	
9:34		45.5	3.0	^{1.2} COLONIAL ACRES	0.25	19 Sid.	1:20		
		46.5	0.0	^{1.0} COLONIAL HEIGHTS	1.5	7 Sid.			
		47.7	1.5	^{1.2} FAIR GROUNDS	0.8	Yard			
		49.1	0.6	^{1.4} THIRTY-FIRST-X STS.	1.25	3 Spr.			
10:52 PM		51.5	1.05	R ^{2.4} FRONT AND X STS. W. P. XING.	0.0	Yard	12:01 AM	P.	
		52.1	1.05	^{0.6} SACRAMENTO S. P. XING		Yard			
ARRIVE DAILY Except Saturday							LEAVE DAILY Except Sunday		
		MILES FROM Lodi JUNCTION	Lodi and Lodi Junction						
		.0		LODI JUNCTION	0.18	19 Sid.		P.	
		.6	0.0	^{0.6} PEARSON	0.18	Yard		P.	
		1.6	0.0	^{1.0} LODI		Yard		P.	

SAFETY FIRST

19th and X Sts. Sacramento — Western Pacific RR crossing — automatic interlocked.

Home signals 76 feet each side of crossing. Signals governing reverse movements over crossing located at curb line 76 feet each side. No distant signals. Trains or cars must stop before passing these signals when in STOP position.

Western Pacific dispatchers' telephone located in instrument house adjacent to crossing; door double locked with bar and CCT switch lock. In order to contact W.P. dispatcher press down talk button on handle of telephone instrument and blow steadily into mouthpiece for two seconds. White call light located on top of instrument house, when lit is an indication that W.P. dispatcher wishes to contact crews working in the vicinity.

When signals are in STOP position and reason is not apparent, contact W. P. dispatcher by telephone. If he advises no W.P. train is closely approaching operate CCT (SN) time release located in wooden box attached to signal governing reverse movements (one release for each track).

Train or engine must be standing within 100 feet of signal governing movement before release will operate.

To operate time release, push button in release box until red indicator lamp is illuminated. Thereafter yellow indicator lamp in release box will be illuminated either immediately or after lapse of 4½ minutes and is an indication that release has functioned and Western Pacific signals are in STOP position.

CCT signal should change to PROCEED. If it does not do so, car or train will move to a point clear of and about 15 feet from the crossing and stop. Member of crew will walk to center of crossing and make sure no Western Pacific train is approaching, after which movement over crossing may be completed.

If yellow indicator lamp is not illuminated after time release is operated and CCT signal does not clear permission must be obtained from W.P. dispatcher before movement is made outlined in preceding paragraph.

White indicator lamp mounted on time release housing adjacent to instrument house, when illuminated, is an indication that W.P. dispatcher has lined the route for a movement on the Western Pacific.

When this lamp is illuminated and there is switching to be done at this point W.P. dispatcher must be contacted and, if necessary to avoid delay to W.P. train, crossing must be cleared until such train has passed.

If crossing is cleared to let W.P. train by, following will govern return movement over crossing:

1. If entire CCT train has pulled clear return movement will be in accordance with indication of signal governing reverse movement. This signal should change to PROCEED within a reasonable time if CCT train is occupying release circuit within 100 feet of signal. If it does not clear, time release must be operated and movement made in accordance with time table instructions (as modified by Bulletin No.7).
2. If portion of CCT train has been left west of crossing, signal governing reverse movement on eastward main track will not clear. If W.P. dispatcher has given permission for the movement, time release must be operated with release circuit occupied and yellow indicator lamp in release box illuminated to indicate that Western Pacific signals are in STOP position. Thereafter movement may be made in accordance with time table instructions (as modified by Bulletin No. 7).

ROAD TRAIN AIR BRAKE TESTS

At points where a train is originally made up or train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged:

1. After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, indicated by gauge in caboose, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.
2. Brake pipe leakage must not exceed 5 pounds per minute.
3. During standing test, brakes must not be applied or released until proper signal is given.

At other points, before motive power is detached or angle cocks are closed, brakes must be applied with not less than a 20 pound brake pipe reduction. After recoupling and angle cocks are opened, air brake test must be made and it must be known that brakes apply and release on any cars added to the train and the rear car before proceeding.

STANDARD CLOCKS

Located at Shops and Lodi

Watch Inspectors:

W. K. Banks and Son
111 N. San Joaquin St., Stockton

COMPANY SURGEONS:

Dr. Leo D. Smith
California Bldg., Stockton
Office Phone HO 6-9663
Res. Phone HO 6-6496

Dr. R. O. Spittler
301 E. Oak St., Lodi
Phone EN 9-2757

Dr. Arthur F. Wallace
917 Forum Bldg., Sacramento
Office Phone GI 1-0259
Night Phone GI 3-7461

SPEED TABLE

Miles per Hour	1 Mile in	
	Min.	Sec.
6	10	
8	7	30
10	6	
12	5	
15	4	
18	3	20
20	3	
25	2	24
30	2	

TELEPHONE CALLS

General Manager's Office	_____
Dispatcher	_____
Stockton Freight House	_____
Stockton Shops	_____
Lodi Freight House	_____
Sacramento Freight Office	_____
Sacramento Traffic Office	_____