

Safety First

CENTRAL CALIFORNIA TRACTION COMPANY

TIMETABLE

37

EFFECTIVE SUNDAY, MAY 3, 1998
AT 12:01 A.M.,
PACIFIC STANDARD TIME



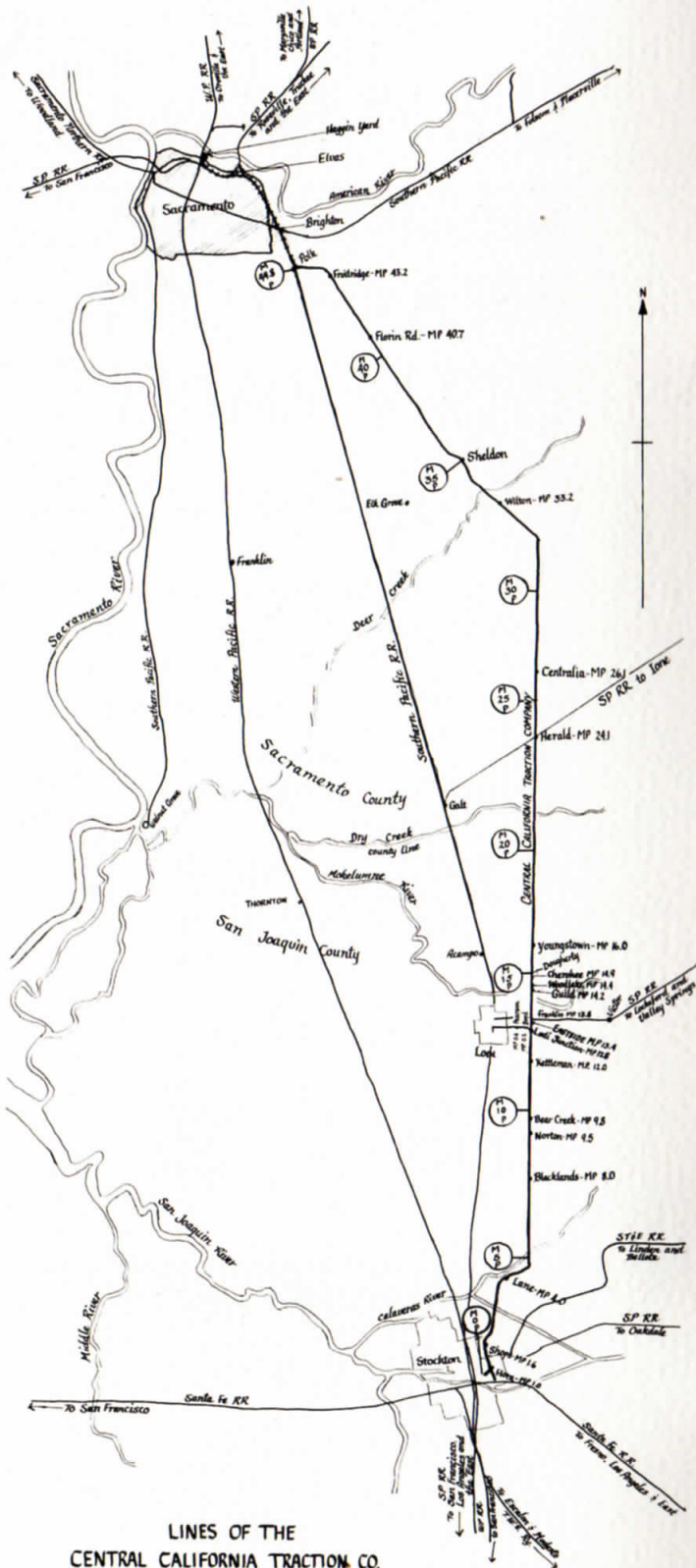
**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

To be operated SAFELY,
a railroad must be operated
by thoughtful men.

SAFE EMPLOYEES MAKE
A SAFE RAILROAD

P. E. COPPLE
Superintendent

R. E. STOKES
Supervisor, Signals
and Locomotives



LINES OF THE
CENTRAL CALIFORNIA TRACTION CO.

IN
Sacramento and San Joaquin Counties, Calif.



EAST-WARD ↓		CENTRAL CALIFORNIA TRACTION COMPANY		WEST-WARD		3	
Distance from Stockton		TIMETABLE NO. 37 May 1, 1998		Capacity of Sidings and Spurs		Station Facilities	
Miles		STATIONS		No. Feet or Cars			
0.0	Yard Limits	STOCKTON	2-Tracks	Yard		Y	
1.0		FLORA		858			
1.6		SHOPS	5-Tracks	Yard		BKPQ	
2.4							
4.0		LANE		530			
9.3							
9.5		NORTON	525				
9.8		BEAR CREEK		Spur			
12.0		KETTLEMAN		735			
12.8	Yard Limits	LODI JUNCTION		2089			
13.5							
13.6		FRANKLIN		924			
14.2		GUILD		1000 Spur			
14.9		CHEROKEE		888 Spur			
16.4							
24.3		HERALD - S.P. Xing (Stop)					
26.1		CENTRALIA		1000			
35.2		SHELDON (Grant Line Rd.)		1360			
40.7	Yard Limits	FLORIN ROAD		1065			
43.6		FRUITRIDGE					
43.7		MENKING	2-Tracks	Yard			
44.3		POLK (S.P.T. Trsfr.)	2-Tracks	Yard			
44.8		POLK JUNCTION				IP (S.P. Tower)	
Distance from Stockton		C.C.T. - S.P.T. Co. Joint Trackage		S.P. Mile Posts			
44.8	Yard Limits	POLK JUNCTION		131.8		IP (S.P. Tower)	
46.2		BRIGHTON		133.2		IP	
49.2		ELVAS TOWER		136.2		IYPQ	
50.5		HAGGIN YARD-Sacramento		90.3		Y-Talk Back	
Distance from Lodi Junction		LODI BRANCH					
0.0	Yard Limits	LODI JUNCTION		2089			
0.2		BOYD		1600			
0.6		PEARSON	3-Tracks	Yard			
1.6		LODI					

Following symbols when placed at right of station name indicate:

- B-Bulletin Station
- K-Standard Clock
- I-Interlocking
- Y-Wye or Turning TRK
- P-Telephone
- Q-Radio Station
- R-Train Register Station

RULE A. Employees must have copy of the General Code of Operating Rules.

Employees must also have copy of Safety Regulations for All Employees effective August 15, 1976.

TEAM TRACK LOCATIONS

CENTRAL CALIFORNIA TRACTION COMPANY

- Burney TeamShops, Calif.
- Sanguinetti TeamShops, Calif.
- Pearson No. 2 TeamLodi, Calif.
- *Comstock TeamFruitridge, Calif.
- *Loading ramp at this location.

RULE 19. Is revised as follows:

All cabooses are equipped, on each end, with a permanently mounted red light which must be lighted to protect rear of train.

Engine headlights must be dimmed at night while moving within city limits of Stockton, Lodi and Sacramento. Engines working during daylight hours will keep their headlights burning brightly on both ends. Oscillating headlights on engines so equipped must be operated during stormy and foggy weather day and night, and must be operating approaching road crossing at grade both day and night.

Trains and engines will be governed by the following instructions while moving across Cherokee Lane in the city of Lodi.

1. Train or engine operations across Cherokee Lane, Central Avenue, and Stockton Street shall be made in accordance with the FLASHING RED traffic signals pre-empted by rail movements.
2. If, for any reason, the traffic signals are not in operation, train or engine movement across Cherokee Lane, Central Avenue, or Stockton Street must be flagged by a member of the train crew or other competent employees of the Central California Traction Company acting as a flag man.
3. Air must be used when crews move cars between Pearson, Southern Pacific Transfer and industries located within Lodi.

RULE 70 EFFECTIVE JULY 2, 1978

RULE 70. Westward trains are superior to trains for the same class in the opposite direction.

RULE 93.

1. Within yard limits engines may use main track without train-order authority and without providing flag protection against other trains and engines.

2. Trains and engines, within yard limits, must move prepared to stop within one-half the range of vision but not to exceed 15 MPH prepared to stop short of cars, engine, misplaced switch, derail, or other obstruction, or before reaching a stop signal unless the main track is known to be clear by block signal indications.
3. Where circumstances require, engine must be preceded by a flagman.
4. Yard limits in which the provisions of this rule will apply are established at the following points:

West MP	Yard Limits	East MP
0.0		2.4
9.3		16.4
40.7		44.8
*Polk Jct.	Sacramento	Haggin Yard

*Polk Jct. to Haggin Yard SP Rules apply.

LODI BRANCH

- 12.8 Lodi Jct.End of Branch

RULE 98. Railroad crossings at grade:

*Stockton, B St. and Weber Ave. — Southern Pacific R.R.

Stockton—Stockton, Terminal and Eastern R.R.

If Way is seen to be clear, engines need not stop but must not exceed 5 MPH over crossing.

Herald—Southern Pacific R.R.

Engines must stop and ascertain way is clear before proceeding over crossing.

*—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.

RULE 99. FLAG PROTECTION OUTSIDE OF BLOCK SYSTEM LIMITS:

- (1) Except as provided in subparagraph (2) of this paragraph, flag protection shall be provided—

When a train is moving on the main track at less than one-half the maximum authorized speed (including slow order limits) in that territory, flag protection against following trains on the same track must be provided by a crew member by dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on the main track at more than one-half the maximum authorized speed (including slow order limits) in that territory under circumstances in which it may be overtaken, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance and relative speed of his train to following trains and will be governed accordingly in the use of fuses.

RULE 99. FLAG PROTECTION CONT.

When a train stops on main track, flag protection against following trains on the same track must be provided as follows: A crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for the territory, place at least two torpedoes on the rail at least 100 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped the approaching train or is recalled. When recalled, he must leave one lighted fusee and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When the train departs, a crew member must leave one lighted fusee and until the train resumes speed not less than one-half the maximum authorized speed (including slow order limits) in that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the railroad's operating rules, a forward crew member with flagman's signals must protect the front of his train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for the territory placing at least two torpedoes on the rail at least 100 feet apart, displaying one lighted fusee, and remaining at that location until recalled.

Whenever a crew member is providing flag protection, he must not permit other duties to interfere with the protection of his train.

- (2) Flag protection against following trains on the same track is not required if –
- The rear of the train is protected by at least two block signals;
 - The rear of the train is protected by an absolute block;
 - The rear of the train is within interlocking limits; or
 - A train order specifies that flag protection is not required.
- (3) When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance (see note) to insure protection.

If recalled from a point less than one-half mile from the rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart.

If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart.

RULE 99. FLAG PROTECTION CONT.

Note: SUFFICIENT DISTANCE. A distance from train, where a flagman will place or give signals to engineer of an approaching train to permit engineer to take immediate action consistent with good train handling techniques, without emergency brake application, where he can stop his train short of train, equipment, or obstruction being protected. In making decisions as to distance required, flagman is expected to exercise good judgment, taking into consideration the following:

- Maximum authorized speed in territory.
- Grade conditions.
- Weather conditions.
- Visibility.
- Curvature of track.

If conditions such as curves, foggy or stormy weather, or descending grade require, he must continue back a greater distance, placing two additional torpedoes.

RULE 103. When wigwags, flashers, gates, or bells are found inoperative, 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 communications. Engines or cars must not be left standing on signal circuits.

Lodi-Stockton—When shoving cars ahead of engine in city streets 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.

Do not exceed 5 MPH over the following switches in Lodi:

Fruit Lead, Pac. Coast Producers, SP Transfer, Beckman, M&R Cold Storage.

Members of crew must be on ground watching above switches when movements are being made against switch points.

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

Whistle boards are located $\frac{1}{4}$ mile in advance of crossings. Whistle signal 15(L) must be started at this distance and prolonged or repeated if necessary so that whistle signal 15(B) is sounded through the crossing.

RULE 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, enginemen must see that the switches and derails nearest the engine are properly set. All main track switches must be locked and lined for the main track after use.

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

Location Restriction, MPH
Maximum speed, all trains, 25 MPH

Stockton—within city limits	10
over Stockton, Terminal & Eastern R.R.	5
between Shop No. 4 switch and Shops office, westward trains	5
on roundhouse lead, Shops	5
over ST and E trackage to Flora St. Yard	5
Lodi—within city limits	10
Cherokee Lane, from 200 feet either side over crossing, head end of train	5
Bridge 34.2, over structure	10
M.P. 0.0 to 2.4	10
M.P. 2.4 to 9.3	25
M.P. 9.3 to 16.4	15
M.P. 16.4 to 40.7	25
M.P. 40.7 to 44.8	15
M.P. 44.8 to 50.5 SP Time Table Speed, Not to Exceed	25 M.P.H.

STANDARD AIR PRESSURE FOR MAIN RESERVOIRS

Locomotives should have the low pressure governor adjusted to 130 pounds and the high pressure governor adjusted to 140 pounds.

STANDARD AIR PRESSURE FOR BRAKE PIPE

Freight and mixed trains 90 pounds.

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.

- 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.

- Brake pipe leakage must not exceed 5 pounds per minute.
- 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.

TRANSMISSION OF TRAIN ORDERS

- Train orders may be transmitted via the following methods:
 - Radio
 - Telephone
 - Written messages

COORDINATING OF MEETS

- Coordinating of meets may only be made by qualified officer. Qualified officers are noted in General Manager's Bulletin GM-2.
 - Train and Engine crews will be advised of maintenance crews working on the mainline in these areas.
 - Conductor (or Engineer on light engines) shall make a record of meets on time and delay report.
- Territory where meets will be in effect:

Mile Post 2.4	9.3
Mile Post 16.4	40.7
- Transmission of train orders by radio.
 - Train orders may be transmitted only when authorized by proper officer and must be transmitted in accordance with the railroad's operating rules.
 - The procedures for transmission of train orders by radio are as follows:
 - Designated officer shall call the addressees of the train order and state his intention to transmit the train order.
 - Before the train order is transmitted, the addressee of the train order shall state his caboose and/or light engine identification location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train, when, in the judgment of either the conductor, the engineer, or the proper officer, the train order cannot be received and copied without impairing the safe operation of their train.

SPECIAL INSTRUCTIONS

- (3) Train orders shall be copied in writing by the receiving employee in the format prescribed in the railroad's operating rules.
- (4) After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, the officer shall then state "complete," the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "complete" and the time.
- (5) Before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
- (6) A train order which has not been completed or which does not comply with the requirements of the railroad's operating rules, may not be acted upon and must be treated as though not sent. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

RADIO-COMMUNICATIONS - INFORMATION

Base Station	In Operation
Stockton KGV-737	7:00 A.M. - 4:00 P.M.

Wayside-Station	Channels
Stockton Packset No. 3 5 P.M. - 7 A.M.	1-2

Mobil Units	Channels
Mobil No. 3	1-2
Mobil No. 4	Signal Super 1-2
Mobil No. 6	Section Gang 1-2

Locomotives/Cabooses	Channel
Locomotive 60	1-2-3
Locomotive 1790	1-2-3
Locomotive 1795	1-2-3
Caboose 24	1-2

Locomotives working in the Fruitridge (Sacramento) Area when required to run on SPT Co. Railroad tracks will operate on SPT Co. Channel No. 4, Frequency 160.320 MHZ (CCT Channel No. 3).

CCT Co. FREQUENCIES

Channel No. 1	160.305 MHZ
Channel No. 2	161.415 MHZ
Channel No. 3	160.320 MHZ

RADIO PROCEDURES

See GM Bulletins CM-19 Rev. 4/19/78

SPECIAL INSTRUCTIONS

STOCKTON, CALIFORNIA

FREIGHT OFFICE463-0798
 1645 CHEROKEE ROAD
 STOCKTON, CA 95205

IN THE EVENT OF AN EMERGENCY911