

CENTRAL CALIFORNIA TRACTION COMPANY

EMPLOYEES'

TIME **28** TABLE

—In Effect—

SUNDAY, MAY 27, 1951

AT 12:01 O'CLOCK P. M.

Pacific Standard Time

For use and information of employes only.

C.E. McDONALD
~~W. W. WHITE,~~

General Manager

C.E. DURGAN
~~J.C. McNALLY~~
Act.
Chief Dispatcher

J.C. McNally
~~R. W. DUGGAN,~~
Act. Trainmaster

DESTROY ALL PREVIOUS TIME TABLES.

SPECIAL RULES — SAFETY FIRST

1. All train movements will be governed by the train rules of this company, the same being the standard rules for single track of the Association of American Railroads. Every employee whose duties are in any way prescribed thereby will provide himself with a copy of these rules and must be familiar therewith.

2. Conductors on all trains will register arrival and departure at Stockton, Lodi Junction and Sacramento and at each register station furnish engineer with register check properly filled out.

3. Eastbound trains have right over westbound trains of the same class.

4. Yard limits are located as follows:

Stockton.....	West M.P. 0.0 to East M.P. 1.8
Norton.....	West M.P. 9.3 to East M.P. 10.0
Ampere.....	West M.P. 10.3 to East M.P. 11.3
Kettleman - Guild.....	West M.P. 11.7 to East M.P. 14.4
Dougherty.....	West M.P. 14.8 to East M.P. 15.4
Youngstown.....	West M.P. 15.7 to East M.P. 16.4
Sheldon.....	West M.P. 34.9 to East M.P. 35.4
Sacramento.....	West M.P. 46.3 to East M.P. 52.1
Lodi.....	to Lodi Junction

5. (a) All trains will not exceed speed of thirty miles per hour between Stockton and Sacramento.

(b) All trains will reduce speed to fifteen miles per hour over bridges 15A, 21B, 26A, 34A and to speed indicated over track protected by permanent slow boards.

(c) All trains must not exceed speed limit of ten miles per hour within city limits of Lodi and Sacramento, and within yard limits of Stockton.

6. All trains will approach yard limits under full control, prepared to stop within limit of vision.

7. All trains will obtain clearance card before leaving terminal station.

8. Conductors must connect up portable telephone and advise Dispatcher whenever train is going to be delayed more than fifteen minutes.

9. Engineers must read aloud to conductors all train orders delivered to them by conductor, and see that same are understood before acted on.

10. Trains or engines shall be run to, but not beyond, a signal indicating "Stop".

11. (a) All trains and engines must come to a complete stop before crossing Wilson Way in Stockton, Lockford Road crossing at Eastside and when shoving cars ahead of engine at the Cherokee Lane crossing in Lodi, and proceed with trainmen flagging movement using red flag during daylight hours and red lantern at night to stop highway traffic.

(b) All trains and engines must come to a complete stop at grade crossings with the Southern Pacific Company at B Street and Weber Avenue in Stockton, at Eastside, and at Front and "R" streets in Sacramento and proceed with trainmen flagging movement, using red flag during daylight hours and red lantern at night.

(c) All trains and engines must come to a complete stop at Southern Pacific Company grade crossing at Herald.

(d) All trains and engines will be governed as follows in movement over the Western Pacific Railroad Crossing at X Street in Sacramento:—Home signals governing movement of trains over crossing are 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.

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 operation of release are posted inside box. The instructions follow:

To operate clockwork time release, turn knob to right about one-quarter (1/4) turn, hold knob to right about two (2) seconds and then let go of knob allowing release mechanism to run down, which will require forty-five (45) seconds at 'X' Street.

After release has run down a red pilot light, located inside of release box, should light up. This pilot light indicates home signals on intersecting tracks are in STOP position. C. C. T. signal should then change 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.

(e) All trains and engines must stop at all arterial stop signs in Sacramento.

(f) All eastbound trains and all switching movements over Hazelton Ave. at "B" Street on Santa Fe lead in Stockton must be protected with trainmen flagging movement using red signals to stop highway traffic.

(g) All trains will reduce speed to 5 miles per hour at grade crossing with the Stockton, Terminal and Eastern R. R. in Stockton.

(h) All eastbound trains and engines must approach joint double track with Sacramento Northern Ry. at 31st and "X" streets, Sacramento under full control and be prepared to stop within limits of vision in the event crossover to double track is occupied by Sacramento Northern train.

12. The tracks on X Street in Sacramento are operated jointly with the Sacramento Northern Ry.

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

14. Headlight must be dimmed while moving within city limits of Stockton, Lodi and Sacramento.

15. At meeting point when it is necessary for train which takes siding to back in, train will be brought to a complete stop at the switch and when conditions require proceed under full protection of flagman.

16. City Ordinances in Stockton, Lodi and Sacramento require all trains and 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 stop made.

17. When wigwag or bells are found inoperative, train or engine must stop and be preceded over crossing by a flagman.

Wigwags, crossing bells or other protective device found to be working improperly must be reported by wire from the first available point of communication.

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

19. Cars of gasoline when spotted for unloading at any oil spur, must be left between the insulated joints or between the insulated joint and end of spur, where the spot is at the end of a spur, as the case may be, no cars are to be left over the insulated joints or coupled to cars spotted between the insulated joint and end of spur.

20. Back-up hose must be used by crews in Sacramento, Lodi and Stockton yards when shoving more than three cars ahead of engine in city streets, and through the Harris Mfg. Co. plant at Wilson Way in Stockton, on movement of 3 cars or less conductor or brakeman must ride forward car, and at night display a white light.

21. Location of Side Structures Not Standard Clearance:—Employees are warned that it is dangerous to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Mile Post	At or Near	Description	
Yard.	Lodi	W. J. Robinson Co.	Side
Yard.	Fair Grounds	American Fuel & Mt. Co.	Side

EASTBOUND TRAINS HAVE RIGHT OVER WESTBOUND TRAINS OF SAME CLASS.
CENTRAL CALIFORNIA TRACTION COMPANY

EASTWARD		MILES FROM STOCKTON	Ruling Grade Ascending	TIME TABLE		MILES FROM SACRAMENTO	CAPACITY OF SIDINGS CARS	WESTWARD		PHONES AND JACKS		
SECOND CLASS	No. 2 FREIGHT			NO. 28 MAY 27, 1951	STATIONS			Ruling Grade Ascending	SECOND CLASS		No. 3 FREIGHT	ARRIVE DAILY Except Monday
	5:30 PM	0.0		R	S. T. & E. XING STOCKTON S. P. XING.	0.0 %	52.1	Yard	12:55 AM	P.		
		1.0	0.05%		1.0 FLORA	0.1	51.1	19 Sid.		P.		
	5:35	1.6	0.28		0.6 SHOPS	0.5	50.5	Yard	12:50	P.		
		4.0	0.7		2.4 LANE	0.0	48.1	12 Sid.		J.		
		4.7	0.16		0.7 WELCH	0.18	47.4	6 Spr.				
	5:43	5.7	0.18		1.0 FOPPIANO	0.0	46.4	13 Sid.	12:38	J.		
	5:48	8.0	0.16		2.3 BLACKLANDS	0.0	44.1	23 Sid.	12:32	P.		
		9.5	0.1		1.5 NORTON	0.0	42.6	15 Sid.		P.		
		9.8	0.2		0.3 BEAR CREEK	0.0	42.3	8 Spr.				
	5:53	10.4	0.0		0.6 HAIGHT	0.0	41.7	12 Sid.	12:26			
		11.0	0.1		0.6 AMPERE	0.0	41.1	23 Sid.		P.		
		12.0	0.1		1.0 KETTLEMAN	0.0	40.1	Yard		P.		
	6:05 PM 6:10 PM	12.8	0.08	R	0.8 LODI JUNCTION	0.0	39.3	19 Sid.	12:20 AM 12:15 AM	P.		
	6:12	13.4	0.0		0.6 EASTSIDE S. P. XING.	0.0	38.7	16 Sid.	12:13	J.		
		13.8	0.0		0.4 POPE	0.0	38.3	40 Sid.				
		14.2	0.0		0.4 GUILD	0.0	37.9	50 Spr.		P.		
		14.4	0.2		0.2 WOODLAKE	0.15	37.7	23 Spr.		J.		
		14.9	0.1		0.5 CHEROKEE	0.15	37.2	9 Spr.				
		15.1	0.0		0.2 DOUGHERTY	0.1	37.0	18 Sid.		J.		
	6:18	16.0	0.15		0.9 YOUNGSTOWN	0.3	36.1	Yard	12:06 AM	P.		
		17.0	0.07		1.0 PELTIER	0.1	35.1	8 Spr.		J.		
		20.0	0.2		3.0 KENEFICK	0.2	32.1	9 Spr.		J.		
	6:35	24.1	0.35		4.1 HERALD S. P. XING.	0.4	28.0	9 Spr.	11:50 PM	P.		
		26.1	0.35		2.0 CENTRALIA	0.3	26.0	12 Sid.		J.		
	6:47	30.3	0.4		4.2 WALMORT	0.2	21.8	7 Sid.	11:35	J.		
		33.2	0.0		2.9 WILTON	0.43	18.9	4 Spr.		J.		
	7:00	35.2	0.14		2.0 SHELDON	0.36	16.9	30 Sid.	11:25	P.		
		37.6	0.42		2.4 COFFING	0.3	14.5	10 Spr.		J.		
	7:11	40.7	0.0		3.1 FLORIN ROAD	0.17	11.4	23 Sid.	11:10	J.		
		44.3	0.2		3.6 POLK	3.0	7.8	42 Sid.		P.		
	7:25	45.5	3.0		1.2 COLONIAL ACRES	0.25	6.6	19 Sid.	11:00	J.		
		46.5	0.0		1.0 COLONIAL HEIGHTS	1.5	5.6	7 Sid.		J.		
		47.7	1.5		1.2 FAIR GROUNDS	0.8	4.4	Yard		P.		
		49.1	0.6		1.4 THIRTY-FIRST-X STS.	1.25	3.0	3 Spr.				
		50.8	1.05		1.7 W. P. XING. EIGHTH AND X STS.	0.0	1.3					
	8:25 PM	52.1	1.05	R	1.3 SACRAMENTO		0.0	Yard	9:30 PM	P.		
	ARRIVE DAILY Except Sunday								LEAVE DAILY Except Sunday			
		MILES FROM LODI JUNCTION			Lodi and Lodi Junction		MILES FROM LODI					
		.0			LODI JUNCTION	0.18	1.6	19 Sid.		P.		
		.6	0.0		0.6 PEARSON	0.18	1.0	Yard		P.		
		1.6	0.0		1.0 LODI		0.0	Yard		P.		

ENGINE TONNAGE RATINGS

BETWEEN	AND	ENGINE NO.	EAST BOUND TONS	WEST BOUND TONS
Stockton	Lodi	25-26	950	950
Lodi	Sheldon	25-26	800	800
Sheldon	Polk	25-26	800	800
Polk	Col. Acres	25-26	450	450
Col. Acres	Sacramento	25-26	800	800
Stockton	Lodi	30-31-32	2000	2000
Lodi	Sheldon	30-31-32	2000	2000
Sheldon	Polk	30-31-32	2000	2000
Polk	Col. Acres	30-31-32	1200	1200
Col. Acres	Sacramento	30-31-32	1500	1500

COMPANY SURGEONS

Dr. Leo D. Smith, Surgeon
California Bldg., Stockton
Office Phone 2-5796
Res. Phone 6-6496

Dr. Arthur C. Boehmer, Surgeon
Masonic Bldg., Lodi
Office Phone 410-W
Res. Phone 410-R.

Dr. W. W. Cress, Surgeon
California State Life Bldg.
Sacramento. Office GI 3-7856
Res. Phone HI 6-1720

Standard Clocks — Located at
Stockton and Lodi

Watch Inspectors

H. J. Harger Company
1026 K St., Sacramento

C. Mantele
129 N. Sutter St., Stockton

TELEPHONE CALLS

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

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	

SAFETY FIRST