

CENTRAL CALIFORNIA
TRACTION COMPANY

TIME **20** TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, AUGUST 26, 1934

For the government and information of
employees only.

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

Have the book of rules of the Trans-
portation Department at hand for reference at
all times.

GEO. H. HARRIS,
General Manager

C. E. RANDELL,
Train Master

CENTRAL CALIFORNIA TRACTION CO.

TIME TABLE No. 20

**EASTWARD
SECOND CLASS**

Taking Effect Aug. 26, 1934

**WESTWARD
SECOND CLASS**

	20					21		
	Lv. Daily Except Sunday	Distance From Stockton			Distance From Sacto.	Ar. Daily Except Sunday	Capacity of Side Track	
	1:30 AM	.00	R.K.B.	STOCKTON	52.86	11:30 PM		
		2.65		^{2.65} CAR BARN	50.21		Yard	
		4.60		^{1.95} CHEROKEE	48.26		12 Sid.	
		6.70		^{2.10} FOPPIANO	46.16		13 Sid.	
		8.10		^{1.40} ASHLEY	44.76		7 Sid.	
		9.00		^{0.90} BLACKLANDS	43.86		23 Sid.	
		10.50		^{1.50} NORTON	42.36		15 Sid.	
		10.80		^{0.30} BEAR CREEK	42.06		8 Spr.	
		12:00		^{1.20} AMPERE	40.86		23 Sid.	
		13.01		^{1.01} KETTLEMAN	39.85		16 Sid.	
		13.81	R.	^{0.80} LODI JUNCTION	39.05		19 Sid.	
		14.41		^{0.60} GOODWIN S. P. R. R.	38.45		16 Sid.	
		15.41		^{1.00} WOODLAKE	37.45		23 Spr.	
		17.01		^{1.60} YOUNGSTOWN	35.85		Yard	
		18.01		^{1.00} PELTIER	34.85		15 Sid.	
		21.01		^{3.00} KENEFICK	31.85		9 Spr.	
		23.01		^{2.00} TERRY	29.85		11 Sid.	
		25.11		^{2.10} HERALD S. P. R. R.	27.75		9 Spr.	
		26.11		^{1.00} CENTRALIA	26.75		12 Sid.	
		28.01		^{1.90} VALENSIN	24.85		4 Spr.	
		29.61		^{1.60} WALMORT	23.25		7 Sid.	
		32.21		^{2.60} DILLARD	20.65		18 Sid.	
		33.21		^{1.00} WILTON	19.65		4 Spr.	
		35.21		^{2.00} SHELDON	17.65		30 Sid.	
		37.71		^{2.50} COFFING	15.15		79 Spr.	
		38.51		^{0.80} KOSOVA	14.35		3 Spr.	
		40.91		^{2.40} FLORIN ROAD	11.95		23 Sid.	
		44.61		^{3.20} POLK	8.25		42 Spr.	
		45.56		^{0.95} COLONIAL ACRES	7.30		19 Sid.	
		46.51		^{0.95} COLONIAL HEIGHTS	6:35		7 Sid.	
		48.11		^{1.60} FAIR GROUNDS	4.75			
		49.49		^{1.38} THIRTY-FIRST and X STREETS	3.37			
		51.35		^{1.86} W.P.R.R. EIGHTH and X STREETS	1.51			
	5:00 AM	52.86	R.K.	S.P.R.R. 1.51 W.P.R.R. SACRAMENTO	.00	7:30 PM	Yard	
	Ar. Daily Except Sunday		Nos. 20 and 21 have no time table superiority.				Lv. Daily Except Sunday	

**EASTWARD
SECOND CLASS**

Lodi and Lodi Junction

**WESTWARD
SECOND CLASS**

	Distance From Lodi Junc.				Distance From Lodi		
	.00	R.	LODI JUNCTION		2.00		
	2.00	R.K.	LODI S.P.R.R.X.Yard		.00		

[As information, CCT ended all passenger service the afternoon of Feb. 3, 1933]

STREET CAR CROSSINGS

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
Sacramento Northern.....	8th and M Sts.	Sacramento
P. G. & E.	8th and J Sts.	Sacramento

INTERCHANGE TRACKS

STOCKTON—A. T. & S. F. Ry., S. P. Co., W. P. R. R. Co., S. T. & E. R. R., T. S. Ry., through W. P. R. R. Co.
 LODI—S. P. Co.
 POLK—S. P. Co.
 SACRAMENTO—S. P. Co., W. P. R. R. Co., S. N. R. R.

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

SPECIAL RULES

	Speed	Restriction General
Southern Pacific and Standard Oil Co.		STOP—FLAG
On curve between 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	
Southern Pacific, Goodwin.....		STOP—Flag Westbound
Youngstown.....	4 miles per hour	
Southern Pacific, Herald.....		STOP
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 Cemetery 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

Crossings at Standard Oil works and Lodi Ave. 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, and single track curve at 8th and M Streets, Sacramento, and from Southern Pacific Transfer, Stockton, to point 1000 feet east of Car Barn.

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; O. L. Gray.

Register Stations—Stockton and Sacramento.

Bulletin Stations—Stockton and Sacramento.

Company Surgeons—Dr. J. D. 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.

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.

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.

Motormen making repairs on cars or when going beneath a motor car for any purpose must take care that all switches are on off position and trolley down. If on 3rd rail, paddles must be inserted between 3rd rail shoes and 3rd rail.

FLAGGING RULES FOR BRIDGE AND TRACK FOREMAN

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 NORTHERN—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. Signal track curve at 8th and M Street is protected by block signals operated by trolley contact. The block signals are located on poles in advance of the curve. 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.

MISCELLANEOUS

Rule 1011. Modified as follows: When wigwags or bells are found inoperative, train, engine or motor must stop and be preceded over the crossing by a flagman. When a reverse movement is made on main track or on siding or spur which is not in wigwag circuit a flagman must protect the crossing before the movement is made. Wigwags, crossing bells or other protective device found to be working improperly must be reported by wire from the first available point of communication.

Engineers operating electric trains or locomotive must shut off power at all circuit breaks, and at breaks in the third rail.

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

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.

Back-up hose must be used by crews in Sacramento, Lodi and Stockton yards when shoving more than 3 cars ahead of motor in city streets, on movements of 3 cars or less conductor or brakeman must ride forward car, and at night display white light.

Rule 1072 must be observed, air cut in all cars on yard or train movements, over city streets.

Engineers and motormen must give strict observance to Rules 987 to 1018 both inclusive and 1083.