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# CENTRAL CALIFORNIA TRACTION COMPANY

EMPLOYEES'

# TIME **29** TABLE

—In Effect—

SUNDAY, JUNE 27, 1954  
AT 12:01 O'CLOCK P. M.  
Pacific Standard Time

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For use and information of employes only.

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C. E. McDONALD  
*General Manager*

J. C. McNALLY  
*Chief Dispatcher*

DESTROY ALL PREVIOUS TIME TABLES

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## 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) Lodi—Cherokee Lane—when shoving cars.

(d) Eastside—Lockeford Road.

Trains or engines must stop and be preceded over these crossings by trainman using red signals to stop highway traffic.

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 within 100 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.

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

13. Engineers will sound crossing signal 14(1) so that last blast of whistle will be prolonged until train enters crossing. On slow movements, Signal 14(1) should be repeated if necessary.

14. When wigwags or bells are found inoperative, trains or engines must stop and crossing 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. At initial terminals and where continuity of train line has been broken, trainmen must observe that brake pipe pressure is being restored and that rear brakes have released before giving proceed signal.

18. Back up hose must be used in Stockton, Lodi and Sacramento yards when shoving more than five cars ahead of engine in city streets or through Harris Manufacturing Co. plant, Stockton. On movement of five cars or less conductor or trainman must ride leading car and at night display a white light.

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

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

21. 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.

22. Employees must not ride footboard between engine and car when coupling to car or movement is being made, nor on leading footboard of engine over public crossings or along city streets.

23. At Lodi, Mumbert shed doorway on west side of Main Street is used by trucks into and out of building. Care must be used when switching by doorway and trainmen must not ride front or west side of cars or engine immediately approaching doorway.

24. Side Structures not Standard Clearance.

Location	Description
Lodi	W. J. Robinson Co. spur
"	Heggblade & Marguleas 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.

### YARD LIMITS

West Milepost		East Milepost
0.0.....	Stockton.....	1.8
9.3.....	Norton.....	10.0
10.3.....	Ampere.....	11.3
11.7.....	Kettleman-Guild.....	14.4
14.8.....	Dougherty.....	15.4
15.7.....	Youngstown.....	16.4
34.9.....	Sheldon.....	35.4
46.3.....	Sacramento.....	52.1
Lodi Jct.....	Lodi.....	End of branch

### SPEED RESTRICTIONS

Location	Restriction, m.p.h.
Maximum speed, all trains, 30 m.p.h.	
Stockton — within yard limits.....	10
Stockton — Linden Road, from 150 feet either side over crossing, head end of train.....	4
Stockton — over Stockton, Terminal and Eastern RR.....	5
Lodi — within city limits.....	10
Lodi — 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

### 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

### 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).

To operate time release, turn knob to right, hold about two seconds, then let go, allowing mechanism to run down, which will require 3 minutes 25 seconds. After release has run down a red pilot light located inside release box should light. This indicates home signals on intersecting track are in STOP position and CCT signal should change to PROCEED.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

**CENTRAL CALIFORNIA TRACTION COMPANY**

EASTWARD		MILES FROM STOCKTON	TIME TABLE			MILES FROM SACRAMENTO	CAPACITY OF SIDINGS CARS	WESTWARD		PHONES AND JACKS	
SECOND CLASS	No. 2 FREIGHT		Ruling Grade Ascending	NO. 29 JUNE 27, 1954	Ruling Grade Ascending			STATIONS	SECOND CLASS		ARRIVE DAILY Except Monday
									No. 3 FREIGHT		
LEAVE DAILY Except Sunday											
		0.0		R	S. T. & E. XING. <b>STOCKTON</b> S. P. XING.	0.0 %	52.1	Yard		P.	
		1.0	0.05%		<sup>1.0</sup> <b>FLORA</b>	0.1	51.1	19 Sid.		P.	
5:35 PM		1.6	0.28		<sup>0.6</sup> <b>SHOPS</b>	0.5	50.5	Yard	12:50 AM	P.	
		4.0	0.7		<sup>2.4</sup> <b>LANE</b>	0.0	48.1	12 Sid.		J.	
		4.7	0.16		<sup>0.7</sup> <b>WELCH</b>	0.18	47.4	6 Spr.			
5:43		5.7	0.18		<sup>1.0</sup> <b>FOPPIANO</b>	0.0	46.4	13 Sid.	12:38	J.	
5:48		8.0	0.16		<sup>2.3</sup> <b>BLACKLANDS</b>	0.0	44.1	23 Sid.	12:32	P.	
		9.5	0.1		<sup>1.5</sup> <b>NORTON</b>	0.0	42.6	15 Sid.		P.	
		9.8	0.2		<sup>0.3</sup> <b>BEAR CREEK</b>	0.0	42.3	8 Spr.			
5:53		10.4	0.0		<sup>0.6</sup> <b>HAIGHT</b>	0.0	41.7	12 Sid.	12:26		
		11.0	0.1		<sup>0.6</sup> <b>AMPERE</b>	0.0	41.1	23 Sid.		P.	
		12.0	0.1		<sup>1.0</sup> <b>KETTLEMAN</b>	0.0	40.1	Yard		P.	
6:05 PM 6:10 PM		12.8	0.08	R	<sup>0.8</sup> <b>LODI JUNCTION</b>	0.0	39.3	19 Sid.	12:20 AM 12:15 AM	P.	
6:12		13.4	0.0		<sup>0.6</sup> <b>EASTSIDE</b> S. P. XING.	0.0	38.7	16 Sid.	12:13	J.	
		13.8	0.0		<sup>0.4</sup> <b>POPE</b>	0.0	38.3	40 Sid.			
		14.2	0.0		<sup>0.4</sup> <b>GUILD</b>	0.0	37.9	50 Spr.		P.	
		14.4	0.2		<sup>0.2</sup> <b>WOODLAKE</b>	0.15	37.7	23 Spr.		J.	
		14.9	0.1		<sup>0.5</sup> <b>CHEROKEE</b>	0.15	37.2	9 Spr.			
		15.1	0.0		<sup>0.2</sup> <b>DOUGHERTY</b>	0.1	37.0	18 Sid.		J.	
6:18		16.0	0.15		<sup>0.9</sup> <b>YOUNGSTOWN</b>	0.3	36.1	Yard	12:06 AM	P.	
		17.0	0.07		<sup>1.0</sup> <b>PELTIER</b>	0.1	35.1	8 Spr.		J.	
		20.0	0.2		<sup>3.0</sup> <b>KENEFICK</b>	0.2	32.1	9 Spr.		J.	
6:35		24.1	0.35		<sup>4.1</sup> <b>HERALD</b> S. P. XING.	0.4	28.0	9 Spr.	11:50 PM	P.	
		26.1	0.35		<sup>2.0</sup> <b>CENTRALIA</b>	0.3	26.0	12 Sid.		J.	
6:47		30.3	0.4		<sup>4.2</sup> <b>WALMORT</b>	0.2	21.8	7 Sid.	11:35	J.	
		33.2	0.0		<sup>2.9</sup> <b>WILTON</b>	0.43	18.9	4 Spr.		J.	
7:00		35.2	0.14		<sup>2.0</sup> <b>SHELDON</b>	0.36	16.9	30 Sid.	11:25	P.	
		37.6	0.42		<sup>2.4</sup> <b>COFFING</b>	0.3	14.5	10 Spr.		J.	
7:11		40.7	0.0		<sup>3.1</sup> <b>FLORIN ROAD</b>	0.17	11.4	23 Sid.	11:10	J.	
		44.3	0.2		<sup>3.6</sup> <b>POLK</b>	3.0	7.8	42 Sid.		P.	
7:25		45.5	3.0		<sup>1.2</sup> <b>COLONIAL ACRES</b>	0.25	6.6	19 Sid.	11:00	J.	
		46.5	0.0		<sup>1.0</sup> <b>COLONIAL HEIGHTS</b>	1.5	5.6	7 Sid.		P.	
		47.7	1.5		<sup>1.2</sup> <b>FAIR GROUNDS</b>	0.8	4.4	Yard			
		49.1	0.6		<sup>1.4</sup> <b>THIRTY-FIRST-X STS.</b>	1.25	3.0	3 Spr.			
8:25 PM		51.5	1.05		<sup>2.4</sup> <b>FRONT AND X STS.</b> W. P. XING.	0.0	0.6		9:30 PM	P.	
		52.1	1.05	R	<sup>0.6</sup> <b>SACRAMENTO</b>		0.0	Yard			
ARRIVE DAILY Except Sunday									LEAVE DAILY Except Sunday		
		MILES FROM LODI JUNCTION	<b>Lodi and Lodi Junction</b>			MILES FROM LODI					
		.0			<b>LODI JUNCTION</b>	0.18	1.6	19 Sid.		P.	
		.6	0.0		<sup>0.6</sup> <b>PEARSON</b>	0.18	1.0	Yard		P.	
		1.6	0.0		<sup>1.0</sup> <b>LODI</b>		0.0	Yard		P.	

# SAFETY FIRST

Standard Clocks — Located at  
Stockton and Lodi

*Watch Inspectors*

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

C. Mantele  
129 N. Sutter St., Stockton

## COMPANY SURGEONS

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

Dr. Arthur C. Boehmer  
Masonic Bldg., Lodi  
Office Phone 8-0302  
Res. Phone 9-2094

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

### 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	