

CENTRAL CALIFORNIA TRACTION COMPANY

TIMETABLE 33

EFFECTIVE SUNDAY, MAY 30, 1976
AT 12:01 A.M.,
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

K. J. TINKER
General Manager

R. D. COWGER
Road Foreman of Engines

H. J. MENKING
Roadmaster

C. H. KIZER
Signal Supervisor

EAST-WARD ↓		CENTRAL CALIFORNIA TRACTION COMPANY		WEST-WARD		
Distance from Stockton	TIMETABLE NO. 33 May 30, 1976		Capacity of Sidings and Spurs	Station Facilities		
Miles	STATIONS		No. Feet or Cars			
0.0	STOCKTON	2-Tracks	Yard	Y		
1.0	FLORA		858			
1.6	SHOPS	5-Tracks	Yard	BKPQR		
4.0	LANE		530			
8.0	BLACKLANDS		1054			
9.5	NORTON		525			
9.8	BEAR CREEK		8-C Spur			
12.0	KETTLEMAN		735			
12.8	LODI JUNCTION		2089	PR		
13.4	Yard Limits	EASTSIDE - S.P. Xing (Stop)	344 Spur			
13.8		FRANKLIN	1982			
14.2		GUILD	4-Tracks	Spurs		
14.4		WOODLAKE		1084 Spur		
14.9		CHEROKEE		888 Spur		
15.1	DOUGHERTY		735			
16.0	YOUNGSTOWN		963			
24.1	HERALD - S.P. Xing (Stop)					
26.1	CENTRALIA		570			
33.2	WILTON		3-C Spur			
35.2	SHELDON		1360			
40.7	FLORIN ROAD		1065			
43.2	FRUITRIDGE - (KIPP#2)		981	BKPQR		
44.3	POLK	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	R		
0.2		BOYD	2-Tracks	Yard		
0.6		PEARSON	3-Tracks	Yard		
1.6		LODI		KP		

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department effective December 8, 1947.

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

TEAM TRACK LOCATIONS

CENTRAL CALIFORNIA TRACTION COMPANY

- *Burney Team.....Shops, Calif.
- Sanguinetti Team.....Shops, Calif.
- Pearson No. 2 Team.....Lodi, Calif.
- Lodi House Team.....Lodi, Calif.
- *Comstock TeamFruitridge, Calif.

*Loading ramps at these locations.

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.

Rule 20 is deleted in its entirety.

Rule 21 is deleted in its entirety.

Rule 22 is deleted in its entirety.

Rule 23 is deleted in its entirety.

Headlights must be dimmed while moving within city limits of Stockton, Lodi, Sacramento by night. 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 crossings at grade both day and night under all conditions.

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

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 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 operators across Cherokee Lane and Stockton Street must be flagged by a member of the train crew or other competent employee of the Central California Traction Company acting as a flagman.
3. Air must be used when crews move cars between Pearson, Southern Pacific Transfer and industries located within Lodi.

RULE 83. Train registers located at Shops, Lodi Junction, and Fruitridge. All engines must register at these points.

RULE 93. Is revised as follows:

Within yard limits engines may use main track without train-order authority and without providing flag protection against other engines. Engines must move within yard limits at restricted speed according to conditions, prepared to stop short of a car, engine, misplaced switch, derail, or other obstruction, or before reaching a stop signal. Where circumstances require, engines must be preceded by a flagman.

Yard limits in which the provisions of this rule will apply are established at the following points:

SPECIAL INSTRUCTIONS

West MP	East MP
0.0	Stockton-Polk Jct. 44.8
Lodi Jct.	Lodi End of Branch
Polk Jct.	Sacramento Haggin Yard
Polk Jct. to Haggin Yard SP Rules will apply per CCT Rule 815.	

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 m.p.h. over crossing.

*Eastside—Southern Pacific R.R.

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 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 communication. 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.

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, except they be at the time on or crossing an intersection, in which event crossing must be cleared and stop made.

Whistling posts are located 1/4 mile in advance of crossings. Whistle signal 14(L) must be started at this distance and repeated if necessary so that whistle will be sounded as engine enters crossing.

RULE 104. Is revised as follows:

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.

Southern Pacific interchange—Stockton. Switches are equipped with SP 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.

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

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Location	Restriction, m.p.h.
Maximum speed, all trains, 25 m.p.h.	
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	4
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	4
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 43.0	25
M.P. 43.0 to 44.8	15
M.P. 44.8 to 50.5 SP Time Table Speed, Not to Exceed	25 M.P.H.

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
114 North Sutter Street
Stockton, California

SPECIAL INSTRUCTIONS

STANDARD INSTRUCTIONS

1. The purpose of this document is to provide a clear and concise set of instructions for the user of the system.

2. The user should read these instructions carefully before using the system.

3. The system is designed to be used by a single user at a time.

4. The system should be used in a well-ventilated area.

5. The system should be used in a dry area.

6. The system should be used in a clean area.

7. The system should be used in a safe area.

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