

Safety First

CENTRAL CALIFORNIA TRACTION COMPANY

TIMETABLE

35

EFFECTIVE SUNDAY, JANUARY 11, 1981
AT 12:01 A.M.,
PACIFIC STANDARD TIME



FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

K. J. TINKER
General Manager

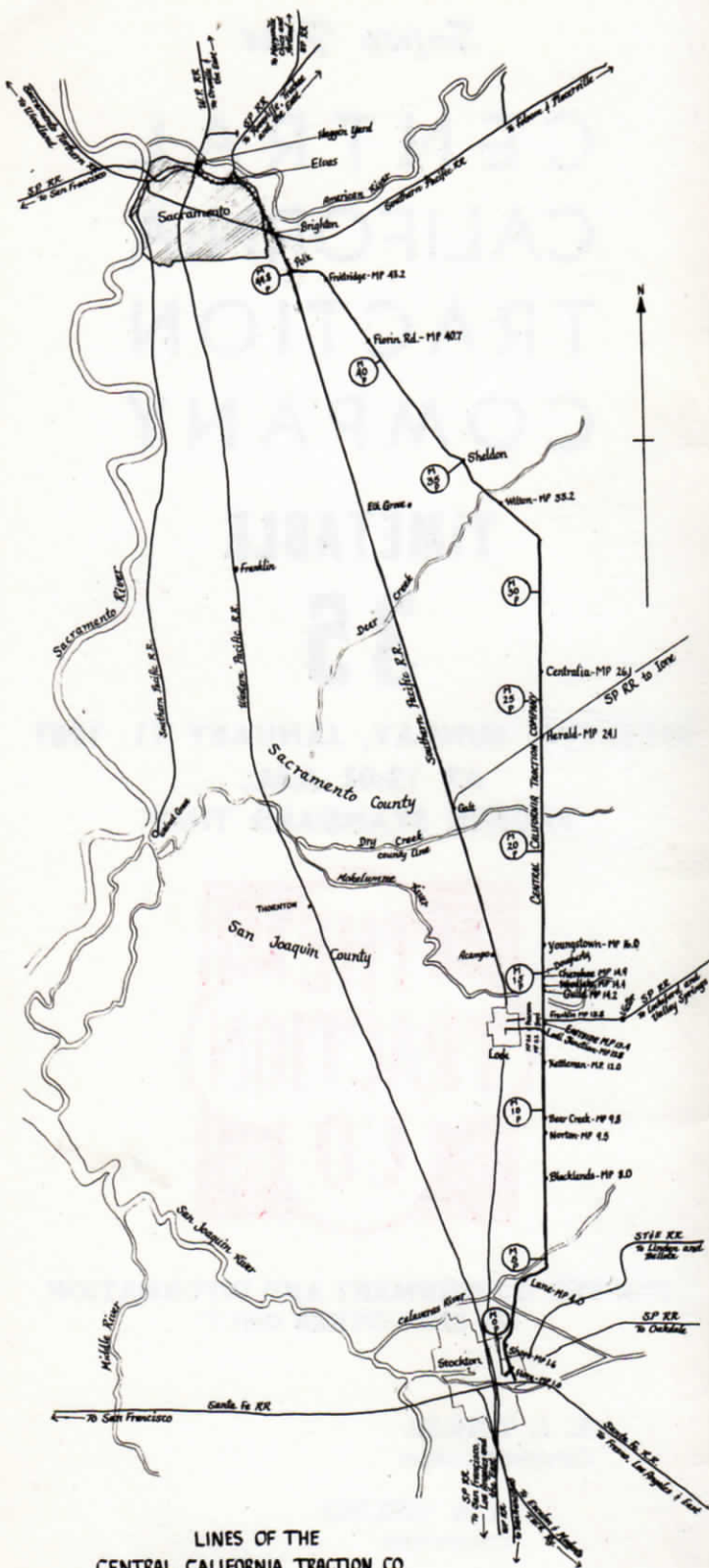
M. A. MELISH
Trainmaster

H. J. MENKING
Roadmaster

R. E. STOKES
Supervisor Signals
and Locomotives

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

SAFE EMPLOYEES MAKE
A SAFE RAILROAD



**LINE OF THE
CENTRAL CALIFORNIA TRACTION CO.**

Sacramento and San Joaquin Counties, Calif.

Scale 1 2 3 4 miles

EAST-WARD ↓		CENTRAL CALIFORNIA TRACTION COMPANY		WEST-WARD	3
Distance from Stockton		TIMETABLE NO. 35 January 11, 1981		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	BKPQR
2.4					
4.0	Yard Limits	LANE		530	
8.0		BLACKLANDS			
9.3					
9.5		NORTON		525	
9.8		BEAR CREEK		8-C Spur	
12.0		KETTLEMAN		735	
12.8		LODI JUNCTION		2089	PR
13.5		EASTSIDE - S.P. Xing (Stop)		344 Spur	
13.6		FRANKLIN		924	
14.2		GUILD	4-Tracks	Spurs	
14.9	CHEROKEE		888 Spur		
15.1	DOUGHERTY		735		
16.4					
24.3	HERALD - S.P. Xing (Stop)				
26.1	CENTRALIA		1000		
33.2	WILTON				
35.2	SHELDON (Grant Line Rd.)		1360		
40.7	Yard Limits	FLORIN ROAD		1065	
43.6		FRUITRIDGE		Tie-Up Track	BKPQR
43.7		MENKING	2-Tracks	Yard	
44.3		POLK	2-Tracks	Yard	P
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			KPQ

SPECIAL INSTRUCTIONS

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

TEAM TRACK LOCATIONS**CENTRAL CALIFORNIA TRACTION COMPANY**

*Burney Team Shops, Calif.
 Sanguinetti Team Shops, Calif.
 Pearson No. 2 Team Lodi, Calif.
 *Comstock Team Fruitridge, 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.

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 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 movement across Cherokee Lane and 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 flagman.
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 83. Train registers are located at Shops, Lodi Junction, and Fruitridge. All engines must register at these points.

RULE 93. Is revised as follows:

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

SPECIAL INSTRUCTIONS

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 per CCT Rule 815

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.

*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 99. FLAG PROTECTION OUTSIDE OF BLOCK SYSTEM LIMITS: AMENDED

- (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 fuse.

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 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.

Do not exceed 2 MPH over the following switches in Lodi:

Fruit Lead, Pac. Coast Producers, SP Transfer, Beckman, Tokay 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 ¼ 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.

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	

Location Restriction, MPH
Maximum speed, all trains, 30 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	30
M.P. 9.3 to 16.4	15
M.P. 16.4 to 40.7	30
M.P. 40.7 to 44.8	15
M.P. 44.8 to 50.5 SP Time Table Speed, Not to Exceed	30 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.

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 position-

ed, 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.

TRANSMISSION OF TRAIN ORDERS

1. Train orders may be transmitted via the following method:
 1. Radio
 2. Telephone
 3. Written messages

COORDINATING OF MEETS

1. Coordinating of meets may only be made by qualified officer. Qualified officers are noted in General Manager's Bulletin GM-2.
 - (a) Train and Engine crews will be advised of maintenance crews working on the mainline in these areas.
 - (b) Conductor (or Engineer on light engines) shall make a record of meets on time and delay report.
2. Territory where meets will be in effect:
 - Mile Post 2.4 9.3
 - Mile Post 16.4 40.7
3. Transmission of train orders by radio.
 - (a) Train orders may be transmitted only when authorized by proper officer and must be transmitted in accordance with the railroad's operating rules.
 - (b) The procedures for transmission of train orders by radio are as follows:
 - (1) Designated officer shall call the addressees of the train order and state his intention to transmit the train order.
 - (2) 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.

- (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 orders 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 8:00 A.M. -- 5:00 P.M.

Wayside-Station Channels
 Fruitridge - Freight Office - 8 A.M. - 5 P.M. 1-2
 Elk Grove - Packset No. 1 - 5 P.M. - 8 A.M. 1-2
 Lodi Freight Office 8 A.M.- 5 P.M. 1-2
 Lodi Packset No. 2 5 P.M. - 8 A.M. 1-2
 Stockton Packset No. 3 5 P.M. - 8 A.M. 1-2

Mobil Units Channels
 Mobil No. 1 General Manager 1-2
 Mobil No. 2 Trainmaster 1-2
 Mobil No. 3 Roadmaster 1-2
 Mobil No. 4 Signal Super 1-2
 Mobil No. 5 Gen Mech 1-2
 Mobil No. 6 Section Gang 1-2
 Mobil No. 7 B & B Gang 1-2
 Mobil No. 8 Fruitridge Industry-Clerk 1-2

Trains/Cabooses Channel
 *Loco 42 / Stand-By Engine 1-2-3
 Loco 60 / Caboose 24 1-2
 Loco 70 / Caboose 25 1-2
 *Loco 80 / Caboose 26 1-2-3

*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. 1 160.335 MHZ
 Channel No. 2 161.415 MHZ
 Channel No. 3 160.320 MHZ

RADIO PROCEDURES

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

CALIFORNIA HIGHWAY PATROL

Ask Operator for Zenith 1-2000

San Joaquin County Sheriff 944-2121
 Sacramento County Sheriff 441-3441

STOCKTON, CALIFORNIA

Freight Office 463-2312
 1645 Cherokee Road
 Stockton, CA 95205
 Police 943-9111

Ambulance:
 All City Ambulance 464-4846
 Stockton 948-6056
 Delta 464-4611
 A-1 Ambulance 466-0223
 St. Joseph's Hospital 943-2000
 Dameron Hospital 944-5550
 San Joaquin General 982-1800
 Fire: Eastside District 466-3533
 Stockton Fire Dept. 464-4646

LODI, CALIFORNIA

Freight Office 369-3823
 17 E. Lodi Avenue
 Lodi, CA 95240
 Police 369-0212
 Ambulance 368-4935
 Community Hospital 368-8861
 Memorial Hospital 334-3411
 Fire 369-3531

FRUITRIDGE, CALIFORNIA (SACRAMENTO)

Freight Office 381-4250
 5001 Florin-Perkins Road
 Sacramento, CA 95826
 Police 449-5151
 Ambulance Dispatch 440-5911
 Sacramento Medical Center 453-2011
 Emergency Room 453-3797
 City of Sacramento Emergency
 Fire Number 449-5252

RURAL FIRE DISTRICTS

Waterloo-Morada 931-2343
 Woodbridge 369-8222
 Victor 369-3124
 Mokelumne 369-3124
 Liberty 368-1315
 Herald 748-2361
 If no answer call 748-2417

STANDARD CLOCKS

Located at Shops and Lodi
 Watch Inspectors:
 W. K. BANKS and SON
 114 North Sutter Street
 Stockton, California
 209/465-1201