

Petaluma and Santa Rosa Railroad Co.

TIME TABLE

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To Take Effect Friday, January 1, 1932, at 2:00 A. M.

For the Government and Information of Employees Only

E. H. MAGGARD, President and General Manager

....SPECIAL RULES....

These rules supersede any rules previously in effect with which they may conflict.

In case of doubt always take the side of safety.

Schedule meeting and passing points are indicated by figures in full-face type.

Not more than two times are given for a train at any station. Where one is given it is the leaving time, unless otherwise specified. Where two are shown they are the arriving and leaving time.

Where the arriving and leaving time of a train at a station are both shown

in full-faced figures, it indicates that both are meeting or passing times, or that one or more trains are to be met or passed, at, or between the times shown in full-face type.

All meeting or passing points between trains of the same class are absolute, that is, meets or passes between trains of the same class will be made at the point indicated, unless otherwise ordered by train order.

Trains of the first class are superior to trains of the second class. Regular trains are superior to extra trains.

At meeting points between trains of the same class the north or east bound

train will take the siding when practicable. If necessary to back in on a siding, the train must be protected according to rule.

At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected according to rule.

An inferior train must keep at least 5 minutes off the time of a superior train in the same direction. Trains running as sections of a train must

keep at least 2 minutes apart, except when closing up at meeting or terminal points, when extreme caution must be exercised.

An inferior train must not attempt to reach any meeting or passing point with a superior train unless it has ample time to reach such point and take siding at least 5 minutes before the arriving time of the superior train.

A superior train not finding an inferior train at the schedule meeting or passing point, must approach all sidings prepared to stop until the expected train is met or passed.

First class trains will report if run-

ning more than five minutes late. Second class trains will report if running more than 30 minutes late. This report does not deprive a train of timetable rights, but is meant for information of dispatcher.

Regular stops will be made at Sebastopol, Graton, Santa Rosa and Liberty. All other intermediate stations will be known as flag stations.

Motormen will have trains under full control within yard limits and at sidings, spurs and stations, expecting to find main line obstructed or flag out. By full control is meant ability to stop within range of vision.

When operating a double header the senior motorman will operate the leading motor car.

Motormen must not permit any person to ride in the motorman's cab, except officials and employes whose duties require them to be there, unless authorized by competent authority.

Crew numbers are shown at the bottom of column, and indicate the trains which crews run.

Conductors and Motormen may run their trains into terminal stations with right over themselves as running opposing trains originating at such terminals.

*Partly covered
by rule 57*

*Resection designated by
Bulletin
Time Table amended by
Bulletin and by Train Order*

R. W. 81.

...RUBRA... SPECIA...