

SOUTHERN PACIFIC COMPANY.

NORTHERN DIVISION.

TIME TABLE

No. 60,

TO TAKE EFFECT

Sunday, November 25th, 1888.

5:00 O'CLOCK, A. M.

For the Government and Information of Employes Only.

W. H. HAYDOCK,
Asst. Superintendent.

A. C. BASSETT,
Superintendent.

ALMADEN LINE.—Between Hillsdale and Almaden.

From San Francisco.				STATIONS.	Toward San Francisco.			
37	35	33 Almaden Passenger. A	Distances from Hillsdale.		Distances to San Francisco.	34 Almaden Passenger. A	36	38
		P. M. 12.38	0	† Hillsdale.....	54.8	P. M. 3.05		
		12.52	3.5	..... Alamitos.....	58.3	2.49		
		1.10	5.9	..... Greystone.....	60.7	2.33		
		1.20 P. M.	7.7	† Almaden.....	62.5	2.15 P. M.		

On joint track between Almaden and crossing of Narrow Gauge on Almaden Line, South Pacific Coast Ry. trains will have equal rights. All trains must be run carefully and under control of Enginemen.

SANTA CRUZ LINE.—Between Pajaro and Santa Cruz.

From San Francisco.							STATIONS.	Toward San Francisco.						
57	55	53 Santa Cruz Express. B	51 Pajaro Passenger. A	49 Santa Cruz Passenger. A	47 Santa Cruz Freight. B	Distances from Pajaro.		Distances to San Francisco.	48 Santa Cruz Express. B	50 Santa Cruz Freight. A	52 Santa Cruz Passenger. A	54 Pajaro Passenger. B	56	58
		P. M. 6.34	P. M. 3.05	P. M. 12.15	A. M. 7.15	0	† Pajaro.....	99.4	A. M. 6.59	A. M. 11.40	P. M. 2.53	P. M. 6.16		
		6.39	3.15	12.21	7.25	1.7	† Watsonville.....	101.1	6.53	11.32	2.45	6.08		
		* 6.49	3.35	† 12.32	7.50	7.0	..... San Andres.....	106.4	* 6.41	11.10	† 2.34	5.50		
		7.06	4.00	12.47	8.27	12.5	† Aptos.....	111.9	6.29	10.45	2.18	5.30		
		7.17	4.10	12.58	8.48	15.7	† Soquel.....	115.1	6.19	10.19	2.07	5.13		
		7.32	4.22	1.08	9.06	20.1	..... Santa Cruz Beach..	119.5	6.06	10.01	1.56	4.56		
		7.38 P. M.	4.28 P. M.	1.15 P. M.	9.12 A. M.	21.2	† Santa Cruz.....	120.6	6.00 A. M.	9.55 A. M.	1.50 P. M.	4.50 P. M.		

Trains No. 49, No. 51, No. 52 and No. 54 will stop at New Brighton to take or leave passengers. All passenger trains will stop at Seabright to take or leave passengers.

A—Daily.
B—Daily, Sundays excepted.

*—Trains do not stop.
†—Trains stop only on signal or to leave passengers.
‡—Telegraph stations.

LOMA PRIETA LINE.—Trains will run on Special Order only.

TRES PINOS LINE.—Between Carnadero and Tres Pinos.

From San Francisco.					STATIONS.	Toward San Francisco.				
45	43	41	39	Distances from Carnadero.		Distances to San Francisco.	40	42	44	46
Tres Pinos Freight. B	Gilroy Sunday Passenger. C	Tres Pinos Passenger. A					Tres Pinos Passenger. B	Gilroy Sunday Passenger. C	Tres Pinos Freight. B	Tres Pinos Sunday Passenger. C
P. M. 6.17	P. M. 3.55	A. M. 11.51		0	..... Carnadero	82.5	A. M. 7.18	A. M. 10.55	P. M. 3.10	P. M. 3.15
..... 6.41	† 4.10	† 12.04		6.1	..... Bolsa	88.6	† 7.03	† 10.35	2.40	† 3.00
..... 7.15	4.26	12.18		11.8	† Hollister	94.3	6.50	10.20	2.15	2.47
..... 7.45 P. M.	4.41 P. M.	12.33 P. M.		18.0	† Tres Pinos	100.5	6.35 A. M.	10.00 A. M.	1.00 P. M.	2.30 P. M.

PASO ROBLES LINE.—Between Castroville and Templeton.

From San Francisco.					STATIONS.	Toward San Francisco.				
65	63	61	59	Distances from Castroville.		Distances to San Francisco.	60	62	64	66
Salinas Passenger. B	Paso Robles Passenger. A	Paso Robles Freight. B	Castroville Passenger. B				Castroville Passenger. B	Castroville Passenger. B	Paso Robles Passenger. A	Paso Robles Freight. B	Salinas Passenger. B
P. M. 6.55	P. M. 12.55	A. M. 7.00	A. M. 6.50	0	† Castroville	109.7	A. M. 6.40	P. M. 2.13	P. M. 3.30	P. M. 6.35
† 7.05	‡ 1.02	7.20	† 7.00	3.5	..... Coopers	113.2	† 6.30	† 2.06	3.10	† 6.25
..... 7.15 P. M.	1.12	7.55	7.10 A. M.	7.9	† Salinas	117.6	6.20 A. M.	1.58	2.50	6.15 P. M.
.....	† 1.26	8.25	.....	14.9	..... Spences	124.6	.....	† 1.44	2.05	.....
.....	1.36	8.50	.....	18.8	† Chualar	128.5	.....	1.36	1.36	.....
.....	1.48	9.20	.....	24.8	..... Gonzales	134.5	.....	1.23	12.40	.....
.....	2.05	10.10	.....	33.2	† Soledad	142.9	.....	1.06	P. M. 11.50	.....
.....	† 2.26	11.05	.....	42.0	..... Cholone	151.7	.....	† 12.45	11.05	.....
.....	† 2.41	11.31 P. M.	.....	48.5	..... Coburns	158.2	.....	† 12.30	10.39	.....
.....	2.51	12.20	.....	53.5	† Kings City	163.2	.....	12.20	10.14	.....
.....	3.10	1.08	.....	62.2	† San Lucas	171.9	.....	12.01 P. M.	9.20	.....
.....	3.31	2.05	.....	72.7	† San Ardo	182.4	.....	11.40	8.28	.....
.....	3.57	3.10	.....	85.8	† Bradley	195.5	.....	11.08	7.32	.....
.....	4.25	4.25	.....	97.1	† San Miguel	206.8	.....	10.40	6.38	.....
.....	4.46	5.25	.....	106.4	† Paso Robles	216.1	.....	10.15	5.43	.....
.....	5.00 P. M.	6.00 P. M.	.....	111.9	† Templeton	221.6	.....	10.00 A. M.	5.15 A. M.	.....

A—Daily.
 B—Daily, Sundays excepted.
 C—Sundays only.
 *—Trains do not stop.
 †—Trains stop only on signal or to leave passengers.
 ‡—Telegraph stations.
 Trains No. 62 and No. 63 will stop at Wells to take or leave passengers.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Main table with columns for stations (27-32), times, and freight/passenger rates. Includes sub-tables for stations 43-46 at the bottom.

A—Daily. B—Daily, Sundays excepted. C—Sundays only. D—Daily, Saturdays excepted. E—Saturdays only.

Train No. 6 will side-track at Eighth St. Train No. 14 will side-track at Belmont. Train No. 16 will side-track at Baden and Eighth St. Train No. 18 will side-track at Redwood and Baden. Train No. 20 will side-track at Santa Clara.

* Trains do not stop. † Trains stop only on signal or to leave passengers. ‡ Telegraph Stations.

Trains will stop on signal or to leave passengers at stations not named above as follows — No. 5, No. 9, No. 21, No. 4, No. 14, and No. 16 at Industrial School. No. 21 and No. 4 at Donalds. No. 9, No. 15, No. 8, and No. 18 at Castros and College Park. No. 7 and No. 20 at Millers.

ON SUNDAYS, Train No. 8 and No. 15 will stop to take or leave passengers at all way stations.

RULES AND REGULATIONS.

 **READ RULES CAREFULLY; IMPORTANT CHANGES HAVE BEEN MADE.** 

SPECIAL REGULATIONS.

- Yard Limits.** 1. San Francisco yard limits extend from Mission Bay to Nineteenth street; San Jose yard limits from Pottery Switch to Julian street; Castroville yard limits from North Switch to Switch on Paso Robles line; Monterey yard limits from Monterey Depot to Del Monte Station; Aptos yard limits between Station Whistling Posts. Within these limits all Trains must be under full control of Enginemen.
- Switches.** 2. Switch at Carnadero must be left turned for Monterey Line. Switch at Castroville must be left turned for Monterey Line.
- Railroad Crossing.** 3. All Trains and Engines must come to a full stop and sound the whistle before crossing the South Pacific Coast Railroad. S. P. Co's Trains will have right of way at crossings near Santa Clara and Santa Cruz. S. P. C. R. R. will have the right of way at crossing near Almaden.
- Speed through Cities and Towns.** 4. Trains equipped with air-brakes will not run faster in city or town limits than the speed allowed by law, namely: San Francisco, eight miles per hour; Redwood, ten miles per hour; San Jose, ten miles per hour; Gilroy, ten miles per hour; Hollister, six miles per hour; Salinas, eight miles per hour.
- Freight Trains and others controlled by hand-brakes will not run faster than five miles per hour within the limits of any city or town on the line.
- Switching at Gilroy.** 5. Engines must not be detached from cars while cars are moving between the north limit of the town of Gilroy and the south side of Old Gilroy street.

GENERAL REGULATIONS.

- Rights to Road.** 6. Regular Trains are those specified on the Time Table—all other Trains are irregular.
7. Trains bound toward San Francisco will have the right to the track against Trains of same class moving in the opposite direction, until they (the Trains toward San Francisco) are twenty-five minutes behind their Card leaving) time. Trains bound from San Francisco will wait twenty-five minutes for Trains of the same class moving in the opposite direction, after which they (the Trains from San Francisco) will have the right to the Track indefinitely as against Trains of the same class moving in the opposite direction, keeping twenty-five minutes behind their Card (leaving) time at each and every succeeding Station, until the expected Train is met; but speed must not exceed that allowed by their regular Card time. When arriving and leaving time is given at Stations for one or both trains, the LEAVING time of the train that HAS THE RIGHT TO THE TRACK WILL BE THE CARD TIME for both trains, in accordance with this Rule.
- Passenger Trains have Right of Way.** 8. Regular Passenger Trains will *not* wait for Freight Trains. Freight Trains will wait indefinitely for Passenger Trains, and must be kept at least ten (10) minutes out of their way, giving the road at all times.
- Meeting Points.** 9. Regular meeting and passing points are indicated by FULL FACED FIGURES, and trains will come to a full stop unless special orders to the contrary.

Variations in Watches.

10. For safety, when a train fails to make a meeting-point with a train of the same class, the train having the right to the road must always allow five (5) minutes for possible variation of watches, and run the first curve slowly, keeping five (5) minutes behind time until the delayed train is met; but no Conductor or Engineer will take advantage of, or presume upon, such delay.

Irregular Trains.

11. All Irregular Trains *must wait indefinitely* for all Regular Trains, and must in all cases keep out of the way of, and side track for them, full ten (10) minutes ahead of the Card time, except in extreme cases of emergency, When the weather is clear, and FREIGHT Trains are half an hour behind their regular Card time, Conductors of Work Trains may then be allowed to occupy the main track by protecting their trains by a man with a red signal, stationed nine hundred (900) yards in each direction if on a straight line, or twelve hundred (1200) yards if on a curve. In foggy weather, Work Trains must in no case occupy the main track until delayed trains have passed.

Work Train Orders.

12. Conductors of Work Trains will notify the Dispatcher, the night previous, of the limits within which they desire to work the following day, and get their orders. If it should become necessary to go outside of such limits, it must be done under the protection of a flag, to the next telegraph station, where orders must be obtained as provided in Rule 82. Work Trains will not use main track before 6 A. M. or after 7 P. M., except by special order.

Losing Rights.

13. Regular Trains, both Passenger and Freight, 24 hours or more behind Card time, *lose all their rights*, become irregular, and cannot move except under orders from the Train Dispatcher, or in accordance with Rule 14.

Trains held between Telegraph Stations.

14. Should a train, having lost its rights, be held by another between telegraph stations, the Conductor of the train so held may require the first train passing him, bound in the same direction, to flag him to the next telegraph station, on arrival at which he must report for orders. The Conductor of the train which carried such signals shall telegraph to Train Dispatcher, stating from what station he flagged the train. On receiving such report for transmission, the Operator will put out a red signal, and keep the same in view until the flagged train arrives.

Rules for Running. Standard of Time.

15. The clock in the office of the Train Dispatcher at San Francisco, is the standard of time by which trains will be run. Conductors and Enginemen will compare their watches with this clock daily, when practicable; also will compare time with each other before leaving terminal stations.

Uniform Speed.

16. Trains must be run uniformly and steadily between Stations, and delayed as little as possible for fuel and water, and for the transaction of regular business at Stations, under no circumstances leaving a Station earlier than the Card time, except on special order.

Responsibility for Accidents.

17. Conductors and Enginemen are held equally responsible for any violation of the rules governing the safety of their trains, and for failure to take every precaution for the protection of their trains, even if not provided for by the rules. *In all cases of doubt or uncertainty, take the safe course and run no risk.*

Trains Meeting.

18. Trains bound toward San Francisco will be entitled to the main track at meeting stations, except when special orders to the contrary are given.

Bell Cords.	19. Each Passenger Train, while running, must have a bell cord attached to the signal bell of the locomotive, passing through the entire length of the train and secured to the rear of the hind car. Bell cords must be tested from the rear coach before leaving terminal stations.	Approaching Stations.	32. Approach all stations slowly; pass all stations carefully, and be sure the switches, by their levers, are seen to be right. Trains taking the side track at meeting points will, when practicable, enter side track from nearest end. If necessary to pass a station to back in, it must be done under the protection of a red signal sent ahead a sufficient distance to insure safety.
Tail Lights and Flags.	20. Passenger Trains running at night will carry one tail light on the rear platform, and will have two red lanterns lighted inside of rear coach. Freight and Work Trains running by day shall display a red flag on each side of the last car in the train, and by night, two red lights, similarly placed.	Speed.	33. When behind time, regular Passenger Trains must not exceed the maximum speed allowed them by the Time Table. Irregular Trains and Engines alone will not run faster than one mile in four minutes, unless by special order.
Reporting to Despatcher.	21. Conductors of all Trains, immediately before starting out on their runs, will go in person to the Telegraph Office to enquire if any special orders are awaiting them, and report to the Train Despatcher the number of engine and number of cars in their Train. A report of the same nature must be made on arrival at destination, giving arriving time.	Passenger and Irregular Trains.	34. Under no circumstances will Freight Trains be run at a speed exceeding one mile in four minutes, unless by order of the Superintendent or Despatcher. Lost time must only be regained by making the stops at Stations as short as possible to do the required business. When more than thirty (30) minutes behind time, Freight Trains will run with great care, keeping a sharp look out for Work Trains and Section men.
Registering Trains, and Ascertaining Rights.	22. Conductors of all Trains, and Enginemen of Engines running without Trains, will register at Junction and Terminal Stations, the time of their arrival and departure, and, if irregular, the direction going; and before leaving will ascertain from the Train Register or Yardmaster (in case there is no Yardmaster, then from Agent) if all Trains having right to the track have arrived and departed. Yardmasters (or Agents) will be held alike responsible with Conductors for a violation of this rule. Conductors will note in register <i>whether or not</i> signals are carried by their Train, and the kind of signal.	Freight Trains.	35. When approaching Stations where other Trains are to be met or passed, Enginemen will reduce speed at a sufficient distance from the switch to give full control of their Train by hand-brakes, in case of failure of air-brakes.
Work of Rear Section.	23. When a Freight Train is composed of two or more sections, running on the same time, the rear section will do the local work, and is the only one on which passengers will be allowed to ride, except persons in charge of live stock.	Brakes.	36. When the Enginemen shut off steam at Stations where the Train is to stop, the Brakemen must apply their hand-brakes (if the Train is not equipped with air-brakes), and, using judgment, endeavor to stop at the Station without the necessity of the Enginemen sounding the whistle.
Following Trains Caution.	24. <i>Following Trains must proceed with great caution, keeping at least ten (10) minutes in the rear of the preceding Train, and must approach all Stations, water and coaling places, with Train under full control.</i>	Accident or Delay.	37. In case of accident or stoppage upon the main track, from any cause, Conductors must always, and immediately, send Flagmen in both directions with danger signals, not less than nine hundred (900) yards, and until they have reached a point where signals can be seen by an approaching train when one-quarter of a mile distant; and as an extra precaution, two torpedoes must be clapped to the rail near each signal, and not more than fifty (50) feet apart. It must never be assumed that trains are not approaching from either direction. The rear flagman, when recalled, will leave the torpedoes clapped to the rail as a warning to the following train. The Engineman of a following train exploding a torpedo, must bring his train to a full stop, and then proceed with great care to the place of obstruction, or next Station, or until he ascertains the meaning of the signal. Care must also be taken to guard against accident in case a train is delayed and liable to be overtaken by a following train.
Stopping in Obscure Places.	25. Carefulness is enjoined to prevent accidents when taking fuel and water in obscure places. A man with a red flag by day, or a red light by night, must be stationed a sufficient distance in the rear to warn approaching Trains, which may always be expected.	Stoppage on Main Track.	38. Exposure to rain or wet for thirty (30) minutes, destroys or impairs the explosive qualities of torpedoes, and in such cases too much reliance should not be placed upon them. The use of torpedoes is to be <i>in addition</i> to the regular day and night danger signals, which must, in all cases, be exhibited.
Conductor of Train carrying Signals.	26. Whenever an extra Train is to follow another, notice must be given the Conductor and Enginemen of the forward Train, and the Conductor must notify all Station Agents and Conductors and Enginemen of all Trains which he meets and passes, in addition to carrying the proper signals; he must, also, inform the Conductor and Enginemen of the following Train at what Stations he expects to do work.	Signals.	39. A red flag by day, a red light by night, a torpedo exploded, or any object violently waved on the track, is a signal of danger, on perceiving which Enginemen will immediately stop their train, and ascertain the reason for the signal being used.
Following Trains Orders.	27. When an order is given to a Train to carry signals for an extra Train or Engine, in no case will the extra Train or Engine be allowed to avail itself of the forward Train's order, but must obtain from the Despatcher an order to follow.	Danger Signal.	40. Two red flags by day, and at night two red lights in addition, displayed on the front of an engine, will indicate that another train is following which has <i>precisely the same rights</i> as the engine or train bearing the signals. When, in case of accident, two red flags and two red lights <i>cannot be obtained</i> , one red flag and one red light shall indicate the same thing.
Taking down Signals.	28. When signals, (red or white,) carried for a Train following, are taken down at a Station, the Conductor will notify the Agent, who will put out a red signal, and not let <i>any Train</i> pass toward the flag Train without first informing the Conductor and Enginemen that a flagged Train is expected to arrive.	Red Signals Carried on Engine, and Rights of Trains following.	41. Two white flags by day, and at night two white lights in addition, displayed on the front of an engine, indicate that another Train is following which will keep out of the way of all Regular Trains, but Work Trains and Track-men must keep entirely out of its way, and give it a clear track. When two white flags and two white lights <i>cannot be obtained</i> , one white flag and one white light shall indicate the same thing.
Backing Train.	29. When it is necessary to back a Train, a Brakeman must be stationed on the rear car, where he can have a full view of the track, and have a brake under his control; and the Enginemen must so station themselves that they can see any signal given to stop. Back up slowly, with Train under full control.	White Signals.	42. When two or more engines are coupled in a Train carrying signals for a following Train, <i>each engine</i> shall carry the signals.
Freight Trains keeping Main Track.	30. If Freight Trains are at any time obliged to keep the main track at a Station where they are to meet a Passenger Train, a Brakeman with a red signal must always be sent nine hundred (900) yards in the direction of the approaching Train, to give suitable warning.	Duplicating Signals.	43. Two green flags by day, and at night two green lights in addition, displayed on the front of an engine, denote that the train is a special. These signals must be displayed by all special Trains or Engines except Yard Engines within Yard limits.
Train Breaking Apart	31. If a Train should break apart while in motion, great care is required on the part of the Train-men to prevent the detached portions from coming into violent contact. Enginemen must keep the front part of the Train moving until the detached portion is stopped; the front portion will have the right to go back for the detached portion, <i>regardless of all Trains</i> , first sending a flagman with danger signals nine hundred (900) yards in advance, and running with great caution, and at a speed not exceeding four miles per hour. The last portion <i>must not be moved or passed around</i> until the front portion comes back. This rule applies to Trains of every class.	Green Signals.	A green flag displayed at a station is a signal for train to stop to take on passengers or freight.
		Day and Night Signals.	44. <i>To Stop</i> —Raise and lower the hand or lantern perpendicularly. <i>To Back</i> .—Swing the hand or lantern sideways. <i>To Go Ahead</i> .—Swing the hand or lantern over the head.

Whistle Signals. 45. One short blast of the whistle is a signal to apply the brakes—stop. (Thus, —.)
Two short blasts of the whistle is a signal to let off the brakes. (Thus, — —.)
Three short blasts of the whistle is a signal to back. (Thus, — — —.)
Four long blasts of the whistle is a signal to call in a flagman. (Thus, — — — —.)
Five short blasts of the whistle is a notice to men on top of freight cars that train is approaching a tunnel or overhead bridge. (Thus, — — — —.)
A succession of short blasts of the whistle is the alarm for cattle, and calls the attention of Train-men to danger ahead.

One short and one long blast of the whistle, repeated once, when meeting or passing trains, or engines alone, is notice to observe signals carried by engine. (Thus, — — — —.)

One long and two short blasts of the whistle is a signal for approaching railroad or road crossings. (Thus, — — —.)

A blast of the whistle of five seconds' duration is a signal for approaching stations.

Bell Signal. 46. One stroke of the Cab Bell is a signal to stop. The Cab Bell must not be used to start Trains.

All Employees. 47. No person employed on Trains, or at Stations, will leave his place, or change with another, without permission from the Superintendent.

Absence from Duty. 48. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of cars and engines cannot be uniform in style, size or strength, and is liable to be broken, all employes are enjoined, before coupling cars or engines, to examine so as to know the kind and condition of the draw-head, draw-bar, link and coupling apparatus; and are prohibited from placing in the trains any car with a defective coupling. Sufficient time is allowed and may be taken by employes, in all cases, to make the examination required.

Employes to use caution. Every employe is required to exercise the utmost caution to avoid injury to himself or to his fellows; and especially in the switching of cars and in all movements of trains; in doing which work each employe must look after and be responsible for his own safety.

Every employe is hereby warned that before exposing himself in working or in being on the tracks or grounds of the Company, or in working with or being in any manner on or with its cars, engines, machinery or tools, he must examine for his own safety the condition of all machinery, tools, tracks, cars, engines or whatever he may undertake to work upon or with, before he makes use of or exposes himself on or with the same, so as to ascertain, so far as he reasonably can, their condition and soundness; and he is required promptly to report, either to the Superintendent or to the Agent who may be his immediate superior officer, any defect in any track, machinery, tools or property of the Company affecting the safety of anyone in using or operating upon or with the same. The object of this rule is to protect employes from suffering personal injury from any cause. The Company will not be responsible to any employe for the consequences of his own fault or neglect, or of that of any other employes of the Company, whether they or either of them are superior to him in authority—as Conductor, Foreman or otherwise—or not;—it being the right and duty of every employe, under all circumstances, to take sufficient time, before exposing himself, to make such examination as is here required, and to refuse to obey any order which would expose him to danger. No person who is careless of others or of himself, will be continued in the service of this Company.

Property Found. 49. All property found on the road must be forwarded to the Superintendent, or notice given him of its being found.

Department while on Duty. 50. Boisterous, profane or vulgar language is prohibited, on or about the trains, or in the station buildings or grounds. Incivility to the patrons of the Road will in all cases be followed by immediate dismissal from the service. A gentlemanly and quiet business deportment is required of all employes in their intercourse with the public and with each other. It is the duty of every person employed by the Company to answer inquiries properly and fully, and to aid passengers and persons doing business with the Road in every reasonable manner. While on duty employes must abstain from entering into altercation with any person, whatever provocation may have been given. They will make a note of the facts, and report to their superior officer.

Intoxicating drinks forbidden. 51. The use of intoxicating drinks while on duty is prohibited. Persons known to be in the habitual use of them will not be retained in the service. Smoking in or about the shops, or while on duty at the Depots or on Passenger Trains, is prohibited.

Train Men. 52. All Train employes, while on duty, will wear badges as prescribed by law.

Badges.
Reporting for Duty. 53. All Train-men must be at their posts at least thirty (30) minutes before leaving time. Freight Conductors and their Brakemen must be on hand a sufficient time in advance to check their Trains, examine cars, and to see that the Train is properly coupled, the necessary signals out, and everything in order to start promptly on time.

Conductors' Duty. 54. Conductors must always give the signal for starting their trains from station platform or ground. They must be respectful and considerate in their intercourse with passengers, giving them politely any information desired, and use every endeavor to contribute to their pleasure and comfort, consistent with the rules of the Company and the rights of other passengers. They will notice the temperature of coaches, the condition of lamps and ventilators, and will see that Brakemen give the necessary attention to them.

Shortly before arriving at any Station at which the train is to stop, they will require their Brakemen to announce, as distinctly as possible, in each coach, twice in succession, and with the door closed, the name of the station. At junctions, the names of the principal stations at which connecting trains stop must also be announced.

They will require their Brakeman to assist ladies, children, and infirm persons to get on and off Trains, and insist upon their polite behavior to all passengers. They must not permit drunken or disorderly persons to get on their Trains. They will maintain good order among passengers, and will not permit vulgar talk or rude behavior to the discomfort of other passengers.

They are required to know that there is a good brake on the rear car, and to see that a Brakeman is kept at it while the Train is in motion. The rear Brakeman must always be provided with a red signal and torpedoes, and, should it be necessary for him to go back to protect train, the Conductor or another Brakeman must immediately take his place.

Approaching Stations. 55. Conductors and Brakemen, when approaching and passing Stations, must be out looking for signals, and be prepared to do anything required for safety or expedition of work.

Not Slip Wheels. 56. Conductors will see that Brakemen do not slip the wheels. In descending heavy grades, the brakes should be frequently changed to avoid heating the wheels. Clubs must not be used to set brakes.

Coupling Cars. 57. Train-men and others are cautioned to use great care in coupling and uncoupling cars. Do not go between cars to couple them, unless you know draw-bars are in good order. In coupling the Miller hook to other styles of draw-bars, first insert the link in the hook, using the pin chained to the Miller platform.

Switching at Stations. 58. Conductors of Freight and Work Trains, while waiting at Stations, will do such switching as may be reasonably required by the Agents, and will replace such cars as they have disturbed in switching, or leave them in a convenient position for loading or unloading.

Reporting Accidents. 59. Conductors will report in writing, to the Superintendent, all injuries to persons caused by their Trains, using the blanks provided for that purpose. In case of accident, resulting in injury to passengers or employes, or damage to rolling stock, or contents of cars, the Conductor (if Conductor is disabled, the head Brakeman,) will immediately notify the Superintendent by telegraph, giving full particulars of accident, and stating what assistance, if any, is required.

Switches. 60. Conductors will see that all main line switches, after being used, are left turned to the main track, and locked. When there is more than one Train to use a switch, Conductors must not leave the switch open for following Trains, unless the Conductor or a Brakeman of the following Train is at the switch and takes charge of it.

Bulletin Boards. 61. Conductors and Enginemen will consult bulletin boards daily.

Opening Crossings. 62. When Trains remain at Stations longer than ten (10) minutes, blocking public road-crossings, they must be cut to open a roadway for any person who may be waiting to cross. City street crossings must not be blocked by Trains for more than five (5) minutes. In placing cars on sidings, wagon roads in daily use by the public must be left open for their entire width.

Flying Switches. 63. Flying switches must not be made at double-end side tracks. When necessary to make a running switch, the Train must come to a full stop, a careful man placed at the switch, and the cars started at a sufficiently low rate of speed to be under the control of the Brakeman riding the cars.

Disabled Cars. 64. Disabled cars left at Stations must be reported, by telegraph, to the Superintendent.

Leaving Cars on Grade. 65. *In no case must a car be left on a grade without the brakes being set and the wheels blocked.*

Enginemen. 66. Enginemen will wait for signal from Conductor before starting Train, and will always start with *cars*—first ringing the engine bell—and must see that they have the whole of the Train before getting beyond the limits of the Station. Enginemen of Passenger Trains must always test their air-brakes before starting from Terminal Stations; also after any switching has been done to or by the Train.

Signals Approaching Stations and Crossings. 67. When within eighty (80) rods of a Station or public road-crossing, Enginemen must sound the whistle and keep the bell ringing until the Station is reached or crossing passed. A neglect of this precaution, required by law, will be sufficient cause for dismissal.

Riding on Engines. 68. Enginemen will not allow any person to ride on engines, except the Road Master, Foreman of Track or Bridges, and the Train-men, without an order from the Superintendent or Master Mechanic.

Warning Section-men. 69. Enginemen running Special Trains, or Engines without Trains, will sound the whistle repeatedly in obscure places, to warn Section-men. Enginemen of Night Trains, when behind time, and running after sunrise, or in a fog, will also warn Section-men in the same manner.

Killing Stock. 70. Great care must be taken to prevent the killing of stock. *Come to a full stop, if necessary:* If an Engineman kills stock when it is apparent that he could have avoided doing so, the value of the stock will be deducted from his pay. Enginemen will report to the Superintendent, on blanks provided for the purpose, all cases of stock struck or killed.

Head and Tail Lights. 71. Each engine, while running after sunset, must display a white head-light in front of the engine, and, if without a train, will also carry two red lights on rear end of tender.

Trackmen. 72. The Road Master will see that Section-men are on hand during stormy weather and time of flood, to properly guard the bridges and track from water and slides.

Guarding Track.

Hand Cars. 73. No Section or other Foreman will allow the hand-car in his care to be used on the track except in the service of the Company.

Keeping Road in Order. 74. Section Foremen must not allow old rail, cross-ties, etc., to be scattered along the road, but will have them gathered up promptly and piled. All scrap iron and other movable track material should be taken to their headquarters. They will remove all combustible material from the vicinity of the track, and not permit rubbish to accumulate near bridges and buildings.

Piling Material near Track. 75. No wood, freight, timber, or material of any kind, will be allowed to be piled within five feet of the track.

Repairing Track. 76. As Irregular Trains may be expected to pass over the line at any time, without notice, no rail, or frog, must be taken out of the track, or track obstructed in any other manner so as to endanger the safety of Trains, without first placing Flagmen, with red signals, at a sufficient distance in each direction, to prevent all possibility of accident. Section Foremen will, in addition to placing signals, see that two torpedoes are clasped to the rail near each signal, one on either side of signal, and not more than fifty (50) feet apart. In passing over the road with hand-cars, Section-men will keep a sharp look-out for Special as well as Regular Trains.

Placing Signals.

Station Agents. 77. Agents and Operators will be on hand to receive time, which will be given by telegraph at 12 o'clock, noon, each day, and will regulate their clocks by it.

Time.

Tickets. 78. Station Agents must not sell tickets for Stations at which Trains do not stop.

Care of Switches. 79. Station Agents will be held responsible for the proper security and position of the switches at their Stations, and must never allow main line switches turned

from the main track, except when a Train is to leave or enter a side-track. They will report to the Superintendent when switches are left in improper position, or when left unlocked.

Cars on Side-Tracks. 80. Station Agents are required to see that the doors of all loaded cars on side tracks are securely fastened, that the brakes are set and wheels properly blocked, and that cars are far enough from main track to clear passing trains. Cars must never be allowed to stand on the main track.

MOVEMENT OF TRAINS BY TELEGRAPH.

Dispatcher's Authority and Duty. 81. No more than one person shall be permitted to move Trains by special orders at the same time. The Superintendent, and such other person as he may designate as Train Dispatcher, shall be authorized to move Trains by telegraph or otherwise. The Train Dispatcher will closely watch all Trains, both on and off of time, and anticipate their wants, that no time may be lost at Telegraph Stations waiting for orders. The names of Conductors and numbers of engines must invariably be used in all orders for the movement of Trains.

Telegraph Orders. 82. No Special Engine or Train will be allowed to run on verbal orders outside of terminal or other yards, under any circumstances. Telegraphic messages directing movements of Trains, *must be in writing*, addressed to the Conductor and Engineman of the Train, and shall be made *positive and defined, using plain and unmistakable terms*. If an order is not fully understood by those to whom it is addressed, they must ask for and receive an explanation before signing the 13. The Conductor and Engineman addressed must read the order carefully, and if understood, each shall sign it; the order must then be repeated back to the Dispatcher's Office, over the *signatures* of Conductor and Engineman, and the Dispatcher, if the order is correctly understood, will telegraph back, "*Correct.*" All orders for the movement of Trains must be written in full by the receiving Operator, on yellow "manifold paper," so arranged that three impressions shall be taken—one each for Conductor, Engineman, and Operator—and no abbreviation shall be used, except 12 (for "How do you understand?") and 13 (for "I understand.") Operators will not let an order go out of their possession until they have received and endorsed upon the same "*Correct.*" in answer to the 13 message of the Conductor and Engineman, nor until they have signed the same.

Line Down. 83. Should the line, from any cause, fail to work before the Operator has received "*Correct*" from the Dispatcher, he will *not* deliver such order.

Signal to hold Train 84. A *Red Flag* by day or a *Red Light* by night will be used at stations to hold trains for telegraphic orders. When an Operator receives an order to *hold a Train*, or an order for an *Expected Train*, he will at once display a *Red Signal*, then reply to the Train Dispatcher, "*Signal is out,*" and proceed with the 13. The signal must not be relied upon exclusively to hold Trains; Operators are expected to watch closely for an expected Train, using all necessary means to stop it. In case the Train, or any part of it, has already passed the Telegraph Office, although still at the Station, Operators 13 *must not* be sent back until the Engineman and Conductor have *read and signed* the order that they are to be held.

Stop for Orders or Release. 85. No Train or Engine will pass a Telegraph Station where a *Red Signal* is displayed without telegraphic orders from proper authority in writing, properly endorsed, or a release from operator, in writing, or on printed form, specifying what train is held by *Red Signal*. A verbal release must not be accepted under any circumstances.

Reporting at Telegraph Offices. 86. Conductors will report in person immediately on arrival at every Day Telegraph Office, and at all Night Telegraph Offices, and ask if there are any orders awaiting them. This rule does not excuse the Operator from showing proper signals to stop Trains, or from neglect in the prompt delivery of messages, but is an additional safeguard. Should a Train be held at a Telegraph Station where there is no Night Operator, the Conductor must call the Day Operator into the office to get orders for him.

W. H. HAYDOCK,
Assistant Superintendent.

A. C. BASSETT,
Superintendent.

W. E. LANIGAN,
Train Dispatcher, San Francisco.

G. R. SMITH,
Assistant Train Dispatcher, Castroville.