

SOUTHERN PACIFIC COMPANY.

Santa Cruz Division

(S. P. C.)
NARROW GAUGE.

TIME TABLE

No. 45,

TO TAKE EFFECT

Saturday, April 4th, 1891.

—AT—

2:00 O'CLOCK, A. M.

For the Government and Information of Employes Only.

A. N. TOWNE, GENERAL MANAGER.

J. A. FILLMORE, GENERAL SUPT.

R. H. PRATT, ASSISTANT GENERAL SUPT.

L. FILLMORE, DIVISION SUPT.

CENTERVILLE LINE.—Between Newark and Centerville.

April 4, 1891.

From San Francisco.					STATIONS.	Toward San Francisco.				
45	43	41	39	Distance from San Francisco.		Distance from Newark.	40	42	44	46
Passenger. <i>Daily.</i>	Passenger. <i>Daily.</i>	Passenger. <i>Daily.</i>					Passenger. <i>Daily.</i>	Passenger. <i>Daily.</i>	Passenger. <i>Daily.</i>	
	P. M. 4.45	P. M. 2.45	A. M. 8.15	.0	Lv. † SAN FRANCISCO... Ar.	29.4	A. M. 9.50	P. M. 6.20	P. M. 6.20	
	4.45	2.45	8.15		Lv. † ... OAKLAND ... Ar.		9.44	6.14	6.14	
	5.19	3.19	8.51		Lv. † ... ALAMEDA ... Ar.		9.15	5.43	5.43	
	6.06	4.05	9.36	29.4	Lv. † ... NEWARK ... Ar.	.0	8.20	3.25	4.52	
	6.31	4.30	10.01	32.4	Ar. ... CENTERVILLE ... Lv.	3.0	7.55	3.00	4.30	
	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	

ALMADEN LINE.—Between Campbells and Almaden.

From San Francisco.									STATIONS.	Toward San Francisco.									
35	13	11	9	3	37	7	5	Distance from San Francisco.		Distance from Almaden.	36	12	10	4	8	6	14		
San Jose Pass. <i>Daily, Sun. Ex.</i>	San Jose Freight. <i>Daily, Sun. Ex.</i>	Los Gatos Pass. <i>Daily.</i>	Santa Cruz Pass. <i>Daily, Sun. Ex.</i>	Santa Cruz Freight. <i>Daily, Sun. Ex.</i>	San Jose Mixed. <i>Sundays only.</i>	Santa Cruz Pass. <i>Daily.</i>	Santa Cruz Pass. <i>Sundays only.</i>					San Jose Pass. <i>Daily.</i>	Los Gatos Pass. <i>Daily.</i>	Santa Cruz Pass. <i>Daily, Sun. Ex.</i>	Santa Cruz Freight. <i>Daily, Sun. Ex.</i>	San Jose Mixed. <i>Daily, Sun. Ex.</i>	Santa Cruz Pass. <i>Daily.</i>	Santa Cruz Pass. <i>Sundays only.</i>	San Jose Freight. <i>Daily, Sun. Ex.</i>
	P. M. 2.45	A. M.	P. M. 4.45	P. M. 2.45		4.45	A. M. 8.15	P. M. 7.45	.0	Lv. † SAN FRANCISCO... Ar.		A. M. 9.50	A. M. 9.50	A. M. 11.20			P. M. 6.20	P. M. 8.05	
	2.45		4.45	2.45		4.45	8.15	7.45		Lv. † ... OAKLAND ... Ar.		9.44	9.44	11.14			6.14	7.59	
	3.19		5.19	3.19	4.20	5.19	8.51	8.20		Lv. † ... ALAMEDA ... Ar.		9.15	9.15	10.43	7.58		5.43	7.26	
	5.00	8.50	6.47	4.46	9.50	6.50	10.20	9.37	46.2	Lv. † ... SAN JOSE ... Ar.	14.3	7.50	7.45	9.33	2.10		4.12	6.04	3.30
	5.14	9.20	7.00	4.58	10.31	7.04	10.31	9.49	50.9	... † ... CAMPBELLS ...	9.6	7.33	7.33	9.20	1.40		4.00	5.52	3.00
	* 5.19					* 7.09			52.3	... † L. G. & S. J. ROAD ...	8.2	* 7.28							
	* 5.21					* 7.11			53.2	... UNION AVENUE ...	7.3	* 7.24							
	* 5.29					* 7.19			55.5	... LE FRANCES ...	5.0	* 7.16							
	* 5.33					* 7.23			56.3	... GUADALOUPE ...	4.2	* 7.13							
	* 5.43					* 7.33			59.0	... ALMADEN CROSSING ...	1.5	* 7.05							
	5.50					7.40			60.5	Ar. † NEW ALMADEN ... Lv.	.0	7.00					P. M.	P. M.	P. M.
	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.		(Broad Gauge Station.)		A. M.	A. M.	A. M.	P. M.		P. M.	P. M.	P. M.

On joint track between Almaden Station and crossing of broad gauge, Southern Pacific Railway trains will have equal rights. All trains between those points must be run carefully and under full control.

*—Trains stop only on signal or to leave passengers.

†—Telegraph stations.

‡—No Side Track.

FELTON AND PESCADERO LINE.—Between Felton and Boulder Creek.															
From San Francisco.							STATIONS.	Toward San Francisco.							
33	31	29	27	25	23	Distance from San Francisco.		Distance from Felton.	24	26	28	30	32	34	38
	Freight. <i>Daily, Mon. Ex.</i>	Santa Cruz Passenger. <i>Sundays only.</i>	Mixed. <i>Daily, Sun. Ex.</i>	Mixed. <i>Daily.</i>	Santa Cruz Mixed. <i>Daily, Sun. Ex.</i>					Mixed. <i>Daily, Sun. and Mon. Ex.</i>	Mixed. <i>Daily, Sun. Ex.</i>	Passenger. <i>Daily.</i>	Santa Cruz Passenger. <i>Sundays only.</i>	Santa Cruz Passenger. <i>Sundays only.</i>	Freight. <i>Daily, Sun. Ex.</i>
	A. M.	P. M.	P. M.	A. M.	A. M.	.0	Lv. † .SAN FRANCISCO...Ar.	73.5	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	
			2.45	8.15			Lv. † ...OAKLAND...Ar.		11.14		6.14		7.59		
			3.19	8.51			Lv. † ...ALAMEDA...Ar.		10.43		5.43		7.26		
	4.15	7.02	6.09	11.41	8.20	73.5	Lv. † ...FELTON...Ar.	.0	8.09	11.30	2.42	8.35	4.47	8.00	
	4.35	7.19	6.26	11.58	8.37	77.2	... † ... ^{3.7} BEN LOMOND...Ar.	3.7	7.44	11.10	2.25	8.20	4.26	7.20	
	5.00	7.31	6.38	12.10	8.51	80.2	... † ... ^{3.0} FILBERT...Ar.	6.7	7.32	10.50	2.13	8.05	4.10	6.50	
	5.05	7.35	6.41	12.13	8.55	80.8	Ar. † ... ^{0.6} BOULDER CREEK...Lv.	7.3	7.28	10.45	2.10	8.00	4.05	6.45	
	A. M.	P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	

OLD FELTON LINE—Between Felton Junction and Old Felton.						
From San Francisco.			STATIONS.	Toward San Francisco.		
21	Distance from San Francisco.	Distance from Felton Jc.		22	Distance from Felton Jc.	Distance from San Francisco.
Mixed. <i>Daily, Sun. Ex.</i>				Mixed. <i>Daily, Sun. Ex.</i>		
P. M.			P. M.			
2.56	74.8	.0	3.17			
2.59	76.5	1.7	3.12			
		Lv. . FELTON JUNCTION Ar.				
		Ar. . . . OLD FELTON . . . Lv.				

Trains Nos. 27 and 25 connect with Trains Nos. 9, 5 and 7 from San Francisco to Boulder Creek.

Train No. 10 connects with No. 23 to Boulder Creek.

Train No. 34 will wait at Boulder Creek until Train No. 27 arrives there.

Trains 23, 27 and 28 will stop to take or leave passengers at Kent's Spur.

☞ Mixed trains will have freight train rights.

* Trains stop only on signal or to leave passengers.

‡ Telegraph Stations.

FROM SAN FRANCISCO.

	19	17	15	13	11	9	7	5	3	1	DISTANCES FROM SAN FRANCISCO.	STATIONS.
	Boulder Creek Passenger. <i>Sundays only.</i>	Boulder Creek Passenger. <i>Sundays only.</i>	Boulder Creek Mixed. <i>Daily, Sun. Ex.</i>	San Jose Freight. <i>Daily, Sun. Ex.</i>	Los Gatos Passenger. <i>Daily.</i>	Santa Cruz Passenger. <i>Daily, Sun. Ex.</i>	Santa Cruz Passenger. <i>Daily.</i>	Santa Cruz Passenger. <i>Sundays only.</i>	Santa Cruz Freight. <i>Daily, Sun. Ex.</i>	San Jose Freight. <i>Daily, Sundays Ex</i>		
					P. M.	P. M.	A. M.	A. M.	A. M.	A. M.		
					4.45	2.45	8.15	7.45			.0	Tr [†] SAN FRANCISCO
					5.00	3.00	8.30	8.00			3.0	.. † ALAMEDA MOLE
									4.00	2.00		.. † ALAMEDA POINT
					† 5.08	† 3.08	† 8.38	† 8.09	4.02	2.02	5.6	... ALAMEDA JUNCTION
					† 5.11	† 3.11	† 8.41	† 8.12	4.05	2.05	6.4	.. † PACIFIC AVENUE
					* 5.14	† 3.14	* 8.44	† 8.15	4.10		7.2	... WEBSTER STREET
					5.19	3.19	8.51	8.20	4.30	2.30	9.3	.. † PARK STREET
					† 5.22	† 3.22	† 8.54	† 8.23	4.35	2.35	10.2	... HIGH STREET
					5.32	† 3.32	9.04	† 8.33	4.55	2.55	14.5	... WEST SAN LEANDRO
					* 5.38	† 3.37	* 9.09	† 8.39	5.05	3.05	16.8	... WEST SAN LORENZO
					* 5.42	† 3.41	* 9.14	† 8.43	5.12	3.16	19.0	... RUSSELLS
					5.47	* 3.44	9.18	8.47	5.20	3.22	20.4	.. † MT. EDEN
					5.55	3.52	9.25	† 8.54	5.39	3.50	24.2	.. † ALVARADO
					5.57	† 3.54	* 9.27	† 8.56	5.45	4.10	25.1	... HALLS
					6.06	4.05	9.36	9.04	6.05 } 7.05 }	4.33 } 4.47 }	29.4	.. † NEWARK
					* 6.10	† 4.10	* 9.40	† 9.08	7.20	4.59	31.6	... MOWRYS
					6.25	4.24	9.55	† 9.20	8.07	5.38	37.9	.. † ALVISO
					6.32	4.29	10.00	† 9.25	8.21	6.00	40.5	.. † AGNEWS
					6.40	4.35	10.06	9.31	8.41	6.25	43.6	.. † SANTA CLARA
				A. M.	6.47	4.43 } 4.46 }	10.14 } 10.20 }	9.37	9.01 } 9.50 }	6.50	46.2	.. † SAN JOSE
				9.20	7.00	4.58	10.31	9.49	10.31	A. M.	50.9	.. † CAMPBELLS
					9.45	7.10	5.08	10.41	9.58	11.00 } 11.20 }	55.3	.. † LOS GATOS
					10.01		5.17	10.50	†10.06	11.45	58.1	.. † ALMA
					10.12		† 5.26	*10.59	†10.14	12.10	60.8	... FOREST GROVE
					10.22		5.30	11.03	†10.18	12.20	62.4	.. † WRIGHTS
					10.39		5.38	11.10	†10.25	12.45	64.4	.. † LAUREL
					10.50		5.44	11.16	†10.31	1.05	65.8	.. † GLENWOOD
				A. M.			† 5.49	*11.20	†10.35	* 1.15	67.6	... TANK SIDING
							* 5.57	*11.29	†10.43	1.35	70.0	... ZAYANTE
	P. M.	A. M.	P. M.			6.09	11.41	10.54	2.00 } 2.44 }		73.5	.. † FELTON
	4.52	8.35	2.44 } 2.50 }			* 6.11	11.43	10.58	2.48		74.3	... BIG TREES
	5.01	* 8.48	* 3.35			* 6.19	* 11.51	†11.06	3.08		76.8	... RINCON
	5.11	8.57	3.52			6.30	12.00	11.15	3.28		79.6	.. † SANTA CRUZ
	5.16	9.05	4.02			6.37	12.05	11.20	3.38		80.6	Ar† SANTA CRUZ BEACH
	P. M.	A. M.	P. M.			P. M.	P. M.	A. M.	P. M.			

*—Trains stop only on signal or to leave passengers.

†—Trains do not stop for passengers.

‡—Telegraph Stations.

☞ FULL FACE FIGURES denote meeting and passing places, and trains will in all cases stop.

☞ Trains Nos. 7 and 12, 11 and 8 will stop on signal at Alviso Drawbridge and University avenue.

☞ Engine and crew running Trains Nos. 31 and 34 will have the use of main track between Laurel and Felton between hours of 8.00 P. M. and 5.15 A. M., avoiding regular trains.

☞ All mixed trains will have freight train rights.

☞ Train No. 7 can have until 9.10 A. M. to meet No. 12 at San Leandro.

☞ Train No. 11 can have until 6.28 P. M. to meet and pass Train No. 6 at Alviso.

☞ Trains Nos. 7, 8, 9, 10, 11 and 12 stop on signal at Eccles.

☞ Through trains will be governed by same rules as local trains between Alameda Mole and Alameda Junction.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCES FROM SANTA CRUZ.	2	4	6	8	10	12	14	16	18	20
		San Jose Freight.	Santa Cruz Freight.	Santa Cruz Passenger.	Santa Cruz Passenger.	Santa Cruz Passenger.	Los Gatos Passenger.	San Jose Freight.	Boulder Creek Mixed.	Boulder Creek Mixed.	Boulder Creek Passenger.
		Daily, Saturdays Ex.	Daily, Sun. Ex.	Sundays only.	Daily.	Daily, Sun. Ex.	Daily.	Daily, Sun. Ex.	Sundays only.	Daily, Sun. Ex.	Sundays only.
SAN FRANCISCO † Ar.	80.6	1.00		8.05	6.20	11.20	9.50				
ALAMEDA MOLE †	77.6			7.46	6.01	11.01	9.31				
ALAMEDA POINT †		12.00	8.25								
ALAMEDA JUNCTION	75.0	11.58	8.21	† 7.39	† 5.54	† 10.55	† 9.25				
PACIFIC AVENUE †	74.2	11.55	8.18	† 7.36	† 5.51	† 10.53	† 9.21				
WEBSTER STREET	73.4		8.13	† 7.33	* 5.48	† 10.50	* 9.19				
PARK STREET †	71.3	11.35	7.58	7.26	5.43	10.43	9.15				
HIGH STREET	70.4	11.31	7.48	† 7.23	† 5.41	† 10.41	† 9.13				
WEST SAN LEANDRO	66.1	† 11.10	7.16	† 7.13	5.32	† 10.32	9.04				
WEST SAN LORENZO	63.8	† 11.00	7.03	† 7.09	* 5.25	† 10.29	* 8.57				
RUSSELLS	61.6	† 10.50	6.50	† 7.05	* 5.21	† 10.26	* 8.51				
MT. EDEN †	60.2	† 10.45	6.40	† 7.02	5.17	* 10.24	8.47				
ALVARADO †	56.4	10.30	{ 6.25 6.08	6.55	5.08	10.18	8.38				
HALLS	55.5	† 10.20	{ 5.57 5.45	† 6.53	* 5.05	† 10.16	* 8.35				
NEWARK †	51.2	{ 10.05 9.55	5.21	6.44	4.55	10.09	8.26				
MOWRYS	49.0	9.45	5.11	† 6.40	* 4.51	† 10.06	8.22				
ALVISO †	42.7	9.10	4.41	6.25	4.37	9.55	8.07				
AGNEWS †	40.1	8.45	{ 4.29 3.45	† 6.19	4.29	9.50	8.01				
SANTA CLARA †	37.0	8.15	3.20	6.12	4.22	9.42	7.53				
SAN JOSE †	34.4	7.45	{ 3.00 2.10	{ 6.04 6.02	{ 4.15 4.12	{ 9.35 9.33	{ 7.46 7.45	P. M. 3.30			
CAMPBELLS †	29.7	P. M.	1.40	5.52	4.00	9.20	7.33	3.00			
LOS GATOS †	25.3		12.50	5.42	3.49	9.09	7.23 A. M.	2.34			
ALMA †	22.5		12.30	† 5.34	3.39	9.00		2.14			
FOREST GROVE	19.8		12.10	† 5.26	* 3.30	† 8.52		1.54			
WRIGHTS †	18.2		11.59	5.23	3.26	8.48		1.45			
LAUREL †	16.2		11.33	† 5.16	3.18	8.41		1.25			
GLENWOOD	14.8		{ 11.16 10.55	† 5.10	3.12	8.35		1.05 P. M.			
TANK SIDING	13.0		* 10.35	† 5.06	* 3.06	† 8.30					
ZAYANTE	10.6		10.15	† 4.58	* 2.57	* 8.21					
FELTON †	7.1		{ 9.40 9.35	4.47	2.44	8.09		10.54 A. M.	P. M. 6.09 5.52	P. M. 7.02	
BIG TREES	6.3		9.30	4.42	2.40	* 8.06		10.30	5.42	6.59	
RINCON	3.8		9.15	† 4.34	* 2.30	* 7.58		10.20	5.26	6.50	
SANTA CRUZ †	1.0		9.00	4.25	2.20	7.50		10.10	5.08	6.40	
SANTA CRUZ BEACH † Lv.	.0		8.45 A. M.	4.20 P. M.	2.00 P. M.	7.35 A. M.		10.00 A. M.	5.00 P. M.	6.35 P. M.	

☞ All Trains will run to the Left between Alameda Junction and High St., and through Oakland.

☞ Train No. 12 will take siding for Train No. 7.

☞ Train No. 8 will take siding for Train No. 9.

☞ Train No. 11 can have until 5.35 P. M. to meet Train No. 8 at San Leandro.

☞ Trains and Engines C. P. and S. P. Railroads have preference to track at crossings. Engineers will come to a full stop and sound whistle before crossing.

☞ No two trains will pass each other at stations on double track through Alameda. All regular morning trains running north will have preference into stations. Regular trains in afternoon, going south, will have preference. All extra trains will avoid regular trains at stations.

☞ In case of delay, all main line trains will wait at Felton thirty minutes for connecting trains on F. and P. Branch, and run thirty minutes late, unless otherwise ordered.

Table with columns for STATIONS, MORNING-FROM SAN FRANCISCO, and AFTERNOON-FROM SAN FRANCISCO. Includes departure times for various stations like Alameda Mole, Alameda Junction, Pacific Avenue, etc.

Table with columns for STATIONS, MORNING-TOWARD SAN FRANCISCO, and AFTERNOON-TOWARD SAN FRANCISCO. Includes arrival times for various stations like Fourteenth Street, Seventh Street, First Street, etc.

A. H. WALKER, Train Dispatcher, is authorized to move trains and boats by telegraph or otherwise. OAKLAND BRANCH—All trains, or engines without trains, to and from Oakland and Alameda Point, will use left-hand track from Alameda Mole.

The two tracks between Alameda Point and the Mole will be run as single tracks for Oakland and Alameda trains. The cross-over track on wharf at curve will be known as Oakland Junction, and the switches must be left straight. ALAMEDA BRANCH—The tracks between Alameda Junction and High street will be run as double track.

Yard engine will have right to use local track between Alameda Point, High street and Franklin street, Oakland, between 6.00 P. M. and 6.25 A. M., keeping out of the way of regular trains. Trains and engines of C. P. R. R. have preference at track crossings. Engineers will come to full stop and sound whistle before crossing.

ALL TRAINS AND ENGINES WILL BE GOVERNED BY SEMAPHORE RULES OF BLOCK SYSTEM AT FIRST AND WEBSTER STREETS.

Attention is specially called to important changes in time and rules on this sheet.

RULES AND REGULATIONS.

READ RULES CAREFULLY; IMPORTANT CHANGES HAVE BEEN MADE.

GENERAL RULE.

General Rules. A perfect familiarity with the rules and time-tables regulating the current operations of the road is expected, and ignorance of their requirements will not be received as an excuse for not obeying them.

Every person in the employ of the company is to devote himself to its service, attending during the prescribed hours of the day or night, and residing wherever he may be required.

He must obey promptly all instructions he may receive from persons placed in authority over him, and conform to all the Regulations and Orders of the Company.

Spirituous Liquors. Intoxication will not be tolerated. All persons employed in the running of Ferry Boats or Trains, in any capacity, who are known to practice drinking during working hours will not be retained in the service. Preference will always be given to those who refrain from drinking.

Smoking on Duty. Employees at Stations and Passenger Train men are prohibited from smoking while on duty.

TIME.

Standard Time. 1. The Clock in the Train Dispatcher's office, Alameda Mole, is the time by which trains are to be run. Conductors and Enginemen will compare their watches with it daily. Those who have not access to it must get the time by telegraph, or from Passenger Conductors and Engineers who have compared with the Clock.

Agents and Operators will be on hand to receive time, which will be given by telegraph at 10 o'clock A. M. each day, and they will regulate their clocks by it, and see that they keep time accurately.

SIGNALS.

Signals by Color. 2. Every employee of the Company whose duty requires him to make signals must provide himself with the necessary materials, keep them on hand and in good order, and always ready for immediate use.

3. **Red** signifies **Danger**, and is a signal to **stop**.
White signifies **safety**.
Green signifies **caution**, and when shown look out for trains or threatened obstructions ahead, until passed.

Signals by Whistle. 4. Signals by whistle will be given as follows:
One Short Blast is notice to apply the Brakes.
Two Short Blasts is notice to let off the Brakes.
Two long followed by two short sounds of the whistle in quick succession is the signal to be given by trains when displaying signals for a following train, to call attention of trains of the same or inferior class to signals displayed.
Three Short Blasts is notice to back.
Four Short Blasts is notice for Flagmen to come in.
Five Short Blasts is a caution to men on top of Freight Cars that train is approaching a tunnel or covered bridge.
Several Short Blasts of the Whistle is the signal of danger.

Signals by Lantern. 5. A light swung over the head is a signal to go ahead; when swung across or at right angles with the track is a signal to back up, and when moved up and down is a signal to stop.

Signal by Bell Cord. 6. **One Stroke of the Cab Bell** signifies stop.

7. 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, secured to the rear end of the hind car and in good working order.

Danger Signals. 8. A Red Flag by day, a Red Lantern by night, a Torpedo exploded on the track, is a signal of Danger, on perceiving which the Engineer shall immediately stop his Train, and the meaning of it ascertained.

9. A Red Flag by day or a Red Light by night, displayed at a Station, signifies special orders are waiting, and the train must be brought to a stop. Conductors and Engineers as they arrive must go at once to the telegraph office to receive and respond to the orders.

10. In all cases, either by day or night, when the track is obstructed by reason of repairing or otherwise, so as to endanger the passing of Trains, a *Green Flag* by day or a Red Light by night, must be placed in both directions, at least one half mile, so as to be plainly seen by an approaching Train, and the danger explained to the Engineer and Conductor. If the track is impassable, a Red Flag must be displayed.

11. **Torpedoes** are to be used as an extra Danger Signal. See Rule 29.

12. Too great care can never be taken to ascertain precisely the meaning of every signal given intended to indicate danger. Notice must be taken of all violent signals.

Signal on Rear Car. 13. Each Train or Engine must display at the rear by day one Red Flag, and two Red Lights by night, so adjusted to rear car of train as to be seen from the engine of train as well as by the Engineer following.

Head-light. 14. All Engines, with or without trains, when in service must display a white head-light from dusk to evening until daylight of next morning.

Following Trains—Red Signal. 15. Two Red Flags by day or two Red Lights by night displayed on the front of an Engine show that another Train is following which has precisely the same rights as the Engine or Train bearing the signal. The Trains following, when running toward San Francisco, if they cannot reach a Station within the twenty-five minutes allowed by distance, to meet Trains running from San Francisco, must keep entirely out of the way of the Train running from San Francisco and Trains following it under a red flag. Flagged Trains, under this rule, will run to meeting points ten (10) minutes behind the Train bearing the flag, and Trains running in an opposite direction will give them a clear track for that time—ten (10) minutes over the Right of the Train bearing the Signal. See Rule 25.

Following Trains—White Signal. 16. Two White Flags by day, or two White Lights by night, displayed on the front of an Engine shows that another train is following, but will keep out of the way of all regular Passenger and Freight Trains; but Work Trains and Track Parties must be kept entirely out of their way and give a clear track to them. Engineers and Conductors of Trains bearing White Flags or White Lights will be particular and call the attention of Meeting Trains, Station Agents, and all others concerned, and explain the meaning of it.

Flagged Trains. 17. When Flags (red or white) carried for a Train following are taken down at a Station, the Conductor or Engineer must notify the Agent, who will put out a red signal and be particular and not let any Train pass in the opposite direction toward such Flagged Train, without notifying the Conductor or Engineer.

Double Signal. 18. When two or more Engines are coupled in a Train carrying signals for a following train, each engine shall carry the signals.

Rules for the Running of Trains.

Right of Trains to Track. 19. Passenger Trains will have the right of Track over Freight and all other Trains, and Freight Trains will not run within ten (10) minutes of a Passenger Train's time.

Construction, Wood and Extra Trains. 20. Construction, Wood and Extra Trains will keep ten minutes out of the way of Passenger and Freight Trains, with the following exceptions, viz.:

21. Construction and Work Trains will have a right to work on track whenever Freight Trains are thirty minutes late (except when an Engine passes bearing White Flags or White Lights, as per Rule 18), by taking care to keep a man stationed with a Red Flag at least one-half mile in the direction of approaching Trains; Freight Trains must run with great care whenever they are behind time.

Rights of Trains at Meeting Points. 22. Trains bound toward San Francisco will have the right to the track against Trains of same class bound from San Francisco until they are twenty-five minutes behind their Card time, after which they will lose all right of track as against opposing trains of the same class. Trains bound from San Francisco will wait twenty-five minutes for Trains of same class bound toward San Francisco, after which they will have the right to the track indefinitely as against Trains of same class bound toward San Francisco, keeping twenty-five minutes behind their Card time at each succeeding Station until the expected Train is met, but speed must not exceed that allowed by their regular Card time.

Leaving Time at Meeting Points. 23. No Train, having the right to the road, will leave any Station or meeting-place where, by the time-table, it should meet a train of the same class, till five minutes after its time, per time table, and this five minutes allowed for variation of watches must be observed at every succeeding Station, till it shall have met the expected Train.

Five Minute Variations. 24. Always allow five minutes for variation of watches, but the five minutes so allowed must not be used for running; if a Train cannot reach a Station on time to meet another, all the necessary precautions must be taken to prevent accidents. When leaving and arriving time is given, the leaving time will be considered the "Card time" for the operating of Trains, in accordance with this rule.

Following Trains. 25. Any Train following a Passenger or other Train will proceed with great caution—keeping at least ten minutes in the rear of it. Whenever an Extra Train is to follow another, notice must be given the forward Train, and the Conductor of that Train must notify the Station Agents and all the Conductors or Engineers whom he meets, besides carrying the proper signal; and the Extra Train must approach all Stations, Water and Wooding Places with great care.

Right of Freight Trains to Main Track at Meeting Points. 26. If Freight Trains at any time are obliged to keep the Main Track at a Station where they are to meet a Passenger Train, a man with a Red Flag by day, or a Red Lantern by night, must always be sent a sufficient distance in the direction of the approaching Train to give suitable warning for it to approach carefully.

Backing Trains. 27. When it is necessary to back a Train, the Conductor and a Brakeman must be stationed on the rear of the Train, where they can have a full view of the track, and have a brake under control; and the Engineer and Fireman must so station themselves as to see any signal to stop. Back up slowly and have the Train under control.

28. Let every man protect his own Train and Engine, and each Section man and Station Agent his Track and Switches, and accidents from carelessness will never occur.

Accidents. 29. In case of accident or stoppage upon Main Track from any cause, Conductors must always, and immediately, station men with Red Flags by day, and Red Lights by night, and, as an extra precaution, if foggy or storming, two torpedoes must be clasped to the rails, half a mile distant, in both directions; employees have no right to assume that there are no trains approaching in either direction. Special care must also be taken in case a Train gets behind time and is liable to be overtaken by a following Train, to guard against accident.

Brakeman on Rear Car. 30. A Brakeman must always be stationed upon the rear car, and not leave his position without permission from his Conductor, except to flag following Trains; in such case the

Conductor or another Brakeman must immediately take his place. The rear Brakeman will examine brakes on rear car before leaving Terminal Stations, and if not found in running order will report the same to the Conductor immediately.

Speed over Switches, Draw-bridges and through Tunnels. 31. All trains are required to reduce speed to 8 miles per hour in passing over Switches and Bridges, to 2 miles per hour in passing over Draw-bridges, and to 10 miles per hour through Tunnels. Great care must be exercised, and be sure that all is right in approaching Draw-bridges and Tunnels—ascertain positively that the way is clear. Approach all stations slowly; pass all stations carefully, and be sure the Switches, by their levers, and the rails, are seen to be right.

Running Faster than Schedule Time. 32. Whenever it becomes necessary, from any cause, to run a Train faster than the regular card time, it must be only from one Telegraph Station to the next, and so on until it resumes its regular card time.

Trains behind Time. 33. When behind time, Passenger Trains will not run faster than thirty-five miles an hour, and Freight Trains not faster than eighteen miles an hour on straight line. Through canons or around curves the limit will be twenty (20) miles per hour for Passenger and twelve (12) miles per hour for Freight Trains, except on special order from the Superintendent or Train Dispatcher. Extra Trains or Engines will not run faster than fifteen (15) miles per hour, unless by special order. Any Train, when behind time, will not run faster through tunnels than twelve (12) miles an hour.

Rules for Running Trains by Telegraph.

Dispatcher's Authority. 34. The Superintendent and Train Dispatcher are the only persons authorized to move Trains by Telegraph; but not more than one person will be allowed at any one time to give orders for the movement of Trains.

Train Orders. 35. *Telegraphic Messages*, involving the movement of Trains, must be in writing, and addressed to the Conductor and Engineer of the Train, and shall be made positive and defined, using plain and unmistakable terms. The Conductor shall write his understanding of the Order, which shall be read to the Engineer, and signed by both, which must in all cases be repeated back to the Dispatching Office, and the Dispatcher, if the order is correctly understood, will telegraph back "Correct." Operators will in no case sign the name of the Engineer to his understanding of the Order, nor will the Conductor be permitted to do so. All orders and messages in regard to movement of Trains must be written in full, and no abbreviations shall be used except 12 (How do you understand), or 13 (I understand). Operators will not suffer an order to leave their possession until they shall have received and endorsed upon the same "correct," in answer to the 13 message of the Conductor and Engineer, nor until they have signed the same. No Special Engine or Train will be allowed to run on verbal orders under any circumstances, on the main track, outside of terminal or other yards. Such orders must be in writing, understanding taken, and "correct" given in the same manner as provided for in telegraphic orders.

Line Down. 36. Should the line, from any cause, fail to work before the Operator has received the endorsement "correct," he will not deliver such order.

Orders for Work Trains. 37. Conductors of Gravel and Construction Trains will notify the Dispatching Office 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 these limits, it must be under cover of a flag to the next Telegraph Office where orders must be obtained, as provided in Rule No. 35.

Orders for Following Trains. 38. When an order is sent by Telegraph to a Train to carry a flag or light for an extra Train or Engine, in no case will the extra Train or Engine be allowed to avail itself of the forward Trains order without an order to that effect. When a Train is directed by a Dispatcher to carry a flag for a following Train or Engine, the following Train or Engine must, before starting, obtain an order from the Dispatcher to follow.

Red Signal at Stations. 39. To avoid, as far as possible, all unnecessary delays at Stations, where Telegraphic Orders are awaiting an expected Train, the Operator will display at the Station, as a signal, a Red Flag by day, or a Red light by night. When this signal is shown, the approaching train will, in all cases, come to a full stop, and the Conductor and

Engineer will go immediately to the Telegraph Office, to receive and respond to such orders as may be awaiting them. Operators must not fail to take in the signal at once after the departure of the Train for which it was shown.

Authority to Order Signals Carried.

40. 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 carrying such flag shall report by telegraph to Train Dispatcher, stating from what station he flagged the Train. On receiving the report, the Telegraph Operator will immediately put out a *Red Flag or Light* and keep the same in view until the Flagged Train arrives, and has orders what to do, or is clear of the main track.

Train Held at Night.

41. Should a Train be held at a Telegraph Station where there is no Night Operator, the Conductor may call the Day Operator into the office to get orders for him.

Train Rights Under Orders.

42. *When a Train has orders to run, regardless of a specified Train, it gives the Train under such orders no rights over any other Train.*

Reporting at Telegraph Office.

43. Conductors will report in person to every Telegraph Office, day and night, and ask if there are any Train or other orders awaiting them. This rule does not excuse the Operator from showing all proper signals to stop Trains, or for neglect in the prompt delivery of messages, but is an additional safeguard.

Leaving Reports.

44. Conductors of *all* Trains will leave at Telegraph Stations, with the Agent or Operator, a written statement, giving the number of Train, number and kind of cars, and time of departure.

Operators Holding Trains by Orders.

45. When an Operator receives an order to hold a Train, he must *first* put out the *Red* signal, and *then reply that such train is held.* A written copy of such order for holding the Train must be made and delivered to the Conductor, who will show the same to the Engineer. The Operator will be careful to observe that the signal is not disturbed or hidden, and will notify promptly all other trains that the signal is not for them. The *Red* signal must not be relied upon *exclusively* to hold Trains. Operators are expected to watch closely for the 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, Operator's *13 must not* be sent back until the Engineer or Conductor has been shown the Order, and understands that he is held.

Rules for Trainmen.

Bulletin Board.

46. **Trainmen must consult Bulletin Boards daily.**

Coupling Car.

47. Trainmen 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.

Train Men on Time.

48. Conductors, Engineers, Firemen, Baggage-men and Brakemen will be at their Trains at least thirty minutes before starting time, and see that their Trains are in order.

Public Road Crossings.

49. 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.

Car on Grade.

50. **In no case must a Car be left on a grade without the brake being set and the wheels blocked.**

Running Switches.

51. Do not make any running switches at double-end side-tracks. When necessary to make a running switch, come to a full stop, and start the cars at a sufficiently low rate of speed to be under the control of the Brakeman.

Conductors' Duty.

52. **Conductors** will see that names of Stations are announced in all their Cars twice, distinctly. They will require their Brakemen 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.

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 become necessary for him to go back to protect train, the Conductor or another Brakeman must immediately take his place.

Switches Left Open.

53. Conductors will see that Switches, after being used, are left turned to the main track. Any employee leaving a switch turned from the main track or unlocked after using, will be dismissed from the service of the Company.

Switches.

54. 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.

Leaving Time.

55. All trains will be under the control of the Conductor, and will be run as nearly to Card Time as possible.

Conductors Responsible for Brakemen.

56. Conductors of Freight Trains will be held responsible for the faithful performance of duty by the Brakemen on their Trains. They will require the doors of all Freight Cars in their Trains to be closed, and will in all cases, when ascending or descending grades, station themselves on the rear part of the Train, and see that their Brakemen are at their posts.

Reporting Accidents.

57. Conductors will report in writing to the Superintendent all injuries to persons caused by their Train, giving number of Train and Engine; the names of all employees on their Train; also, the names of others witnessing accident, and all other information that may be useful as a matter of record.

Badges.

58. **Conductors, Baggage-men and Brakemen** on Trains conveying Passengers are required to wear badges as prescribed by law.

Sliding Wheels.

59. **Brakemen must not slip the wheels, and it is the duty of the Conductor, and a very important one, to see to this matter. Sticks must never be used to brake with.**

Stopping Trains at Stations.

60. When the Engineer shuts off steam at Station 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 Engineer sounding his whistle—too much sounding of the whistle impairs its value as a signal of danger.

Engineers and Firemen.

Starting Trains.

61. **Engineers** will not start with the Train until they are directed by the Conductor, and to insure a greater safety will, in all cases, before starting their Trains from a Terminal Station, apply the Air-brake to make sure that the pump and hose are in proper order—approach all Stations with care, as switches are liable to be misplaced, and when approaching Stations where Trains are liable to be met or passed, reduce speed at a sufficient distance from the Switch to give full control of the Train by hand-brakes, in case of failure of air-brakes.

Responsibility of Conductors and Engineers.

62. Although the Conductor has charge of the Train, the Engineer will not therefore be considered blameless if he run any unnecessary risk on the road, without all the prescribed precautions being observed which are necessary to perfect safety. Nor will he be relieved from all blame if he proceeds in violation of instruction or orders, even should the Conductor, from negligence or misapprehension, direct him so to do.

Trains Running in Fog.

63. Engineers, when running Special Trains or Engines, will blow their whistle in obscure places, to warn section men; Night Trains, when behind time, will also take the same precaution after daylight. Trains running in a fog, behind time, will also warn section men of their approach in like manner.

Whistling for Stations.

64. Engineers must sound the whistle when within one-half mile of a Station, and ring the bell when within eighty rods of a highway crossing, and continue ringing until it is passed.

Entering Tunnels.

65. Engineers will enter all Tunnels with great caution, and Engineers of Freight Trains will give five short blasts of the whistle before entering tunnels and covered bridges, to warn men on the train to keep clear of danger. This precaution should not be neglected.

Killing of Stock.

66. Great care should be taken to prevent the killing of stock. **Come to a full stop if necessary.** If an Engineer kills stock when it is apparent that he might avoid doing so, the value of the stock so killed will be deducted from his pay. When a case occurs, the engineer must report in writing to the Superintendent, giving number of Engine, number of Train, names of Conductor and Fireman, and all other information that may be useful.

Engineer's Outfit.

67. Engineers will see that their Engines are provided with a pair of jack screws, which must at all times be kept in good order, extra spring hangers, flags, lanterns, frogs, and all tools necessary to meet casualties.

Blowing out Engines.

68. In blowing out Engines, Engineers will be careful to have the Engine in such a position that the steam will not strike the Coaches, Water Tanks, Round Houses, or anything that will be damaged by the blow-out.

Riding on Engines.

69. No persons are allowed to ride on the Engine, excepting the Road Master or Conductor of the Train, without an order from the Superintendent or Master Mechanic.

Broken Trains.

70. **Engineers and Firemen** should look back frequently to see that all is right; and in case the train has broken apart, *great care* must be taken to keep the forward end out of the way of the detached part. In all cases the Engineer should give ample time for the detached part to be brought to a stop before backing up, and if on a down grade, the forward part of the Train will keep moving, even to the next Station, if necessary, to make a *certainty* of avoiding a collision. Every precaution must be used to prevent accidents. **Take no chances.**

Throwing Fuel from Tender.

71. Engineers and Firemen are particularly directed not to throw any fuel from the tender while in motion.

Dampers.

72. Dampers of ash pans **must in all cases be closed**, and dirty waste or inflammable matter must not be thrown off while engine is crossing bridges and passing wood yards.

Curtain for Headlights.

73. A Curtain for Headlights to all Local Engines has been provided. It will be the duty of Engineer to always drop this Curtain over Headlight in evening arounding their train at Mole; also drop Curtain over Headlight next to train while running.

Rules for Station Agents.

Agents Responsible for Switches.

74. Station Agents will be held responsible for the proper security and position of the Switches at their Stations, and must in no case allow them to be removed from the main track, except when a Train is to leave or enter a turnout.

Disabled Cars.

75. Disabled cars left at Stations must be reported to the Superintendent or Dispatcher.

Agent's Duty.

76. Agents must be at their office to sell tickets at least thirty minutes before the arrival and departure of Trains.

Rules for Road Masters and Section Men.

Road Master's Duty.
Track Walkers.

77. The Road Master will see that his Section Foremen and Track walkers attend strictly to their duties. The Track Walker must have been over his respective section at least one hour before the passing of the first train in the morning, and, in case of accident, he must carry out instructions set forth in Rule 8, and report to the nearest Station without delay. Section Foremen and Track Walkers must always be provided with signals and torpedoes.

Switchmen.

78. The Road Master will see that Watchmen at Tunnels and Bridges are at their posts and strictly attend to their duty; he must also furnish them with signals and torpedoes.

Section Men.

79. The Road Master will see that Section men are on hand during stormy weather and time of flood, to properly guard the track and bridges from water and slides. No section or other Foreman will allow his hand-car to be used on the track, except in the service of the Company.

Rules for all Employees.

Passes.

80. No person will be allowed to ride free. Those not furnished with a pass must pay fare.

Piling up Materials.

81. No wood, freight, timber or other material of any kind will be allowed to be piled within five feet of the track.

Property Found

82. All property found on the Road must be forwarded to the Superintendent, or notice given him of being found.

Absence from Duty.

83. No person employed on Trains or at Stations will leave his place or change with another without permission from the Superintendent or Dispatcher.

DOUBT.

Always take Safe Course.

In all cases where instructions in these rules are not understood, or when the course to be pursued admits of any doubt, the parties in charge must so act as in no way to compromise the safety or interest of the road, seeking afterwards at the first opportunity the necessary explanation from the proper officer. The Rules and Regulations must be understood by all alike. In case of doubt, always take the safe side.

Taking Wood and Water.

Carefulness is enjoined to prevent accidents when taking Wood 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.

A. N. TOWNE,
General Manager.

J. A. FILLMORE,
General Supt.

R. H. PRATT,
Assistant General Supt.

L. FILLMORE,
Division Supt.