

SPECIAL INSTRUCTIONS

1. Trains must not exceed their schedule time.
2. Steam trains will take siding at time-table meeting stations for gravity trains.
3. Trains must not leave Mill Valley, Mesa, Tavern, or Muir, and second class trains must not leave Lee Street without a train order clearance (see Rule 221).
4. Mill Valley yard limits extend to yard limit board east of Lee Street. Extra train movements must not be made within Mill Valley yard limits without first obtaining a train order clearance (see Rule 221).
5. Trains must make a running air brake test on leaving their initial station, slowing down to five miles an hour before releasing. Gravity trains will come to a stop and may then proceed if brakes are working properly.
6. Trains must stay at the Old Inn at Muir, protecting themselves, until ten minutes before leaving time, and then move to Muir Station under protection of a flag.
7. Conductors of trains using siding at Old Inn must station a flagman not less than two hundred (200) feet east of the switch to signal approaching gravity trains having met at that point, that main track is clear.
8. Trains when approaching Tavern must slow down to four miles per hour. Conductors should so station themselves that any signal given by brakeman can be communicated to the engineman.
9. Reports of defective conditions, or damage to track and equipment, also injury to passengers or employees, must be reported at once to the Superintendent and followed by written report covering same in detail.
10. No employe or passenger will be permitted to ride on the locomotive except the Master Mechanic, without written authority from the General Manager or Superintendent.
11. Enginemen, motor car operators and conductors of gravity trains must use judgment in rounding curves and handle trains at moderate rate of speed.
12. Speed of all westward trains must be reduced approaching Throckmorton Avenue, Mill Valley, and warning signals given before crossing that thoroughfare.
13. Sidings at Mesa and Lee St. station must not be blocked by empty equipment.
14. Gravity trains must not consist of more than three cars.
15. A flagman must be provided for gravity trains consisting of one car only. He must ride at the brake located at the rear of car.
16. Gravity trains of two or three cars must be provided with a brakeman for each car.
17. An inspection of brakes of cars in gravity trains must be made by Conductor before leaving Tavern and Mesa. He must also inspect head lights and lanterns when running after dark, at same stations, to see that they are in proper condition.
18. When gravity cars reach a terminal after dark, lanterns must be extinguished and returned to lockers from which they were taken.
19. Gravity trains running between sunset and sunrise, or during dense fogs, must display a white light on the front of the leading car.
20. Gravity trains must come to a STOP at bridge 7, then proceed slowly to Lee Street and there report to the Train Dispatcher before proceeding, except on Sundays and holidays, and between the hours of 8 p. m. and 6:50 a. m. on week days.
21. Gravity cars hauled up hill at rear of engine must not be used for carrying passengers except upon special authority from the General Manager or the Superintendent.
22. Gravity cars not in use must be locked with switch locks at the brakes.
23. Gravity trains when brought to a stop at any place other than a terminal, must protect themselves as per rule 99 of general rules.

24. In making up gravity trains at the Tavern, brakes must be set and locked on the first car, and one man left in charge at the head end brake. As each car is coupled thereafter, brakes must be set, plug and lock placed, but lock may be left open.

25. Conductors of gravity cars must see that their cars are watered and in working condition in ample time for trains to depart promptly on schedule.

26. Conductors in charge of gravity trains will be held responsible for their speed, which must be regulated by prescribed signals. Running time between stations as shown on time table, or as indicated by sign posts, must not be exceeded.

27. Extra gravity trains will under no circumstances run at a rate of speed in excess of following figures:

Tavern to Mesa 23 Minutes
Mesa to Muir 20 Minutes
Mesa to Lee St. 16 Minutes

28. On gravity trains of one car, conductor will ride at brake on head end; where two or three car trains are run, his position will be at head end of second car.

Note:—See Rule 16 (a) of Book of Rules for gong signals governing movement of gravity trains.

29. Conductors on Tavern trains must count passengers on leaving Mill Valley and report the number to Train Dispatcher upon arrival at Mesa. They must also inform him of the number of passengers for Muir.

30. Any article found at stations or on trains or on any part of the road must be sent to the General Office, San Francisco, with a full explanation.

31. Employes in the Mechanical, Roadway and Operating Departments must pass both a physical examination and an examination on Transportation Rules.

32. Ticket reports and collections should be addressed to the Auditor, 209 Pacific Building, San Francisco.

APPROVED:

R. H. INGRAM
GENERAL MANAGER

P. G. SANBORN
SUPERINTENDENT

MOUNT TAMALPAIS AND MUIR WOODS RAILWAY

TIME TABLE

39

EFFECTIVE WEDNESDAY, APRIL 25, 1917, AT 6:55 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY AND NOT INTENDED FOR THE USE OF THE PUBLIC
THE COMPANY RESERVES THE RIGHT TO VARY FROM THIS TIME TABLE AT PLEASURE

WM. C. SAVAGE
PRESIDENT

R. H. INGRAM
GENERAL MANAGER

APR 24 1917
RECEIVED

MILL VALLEY AND TAVERN--EASTWARD

Table with columns for Second Class (86-52) and First Class (16-2) and a Time Table No. 39 section for April 25, 1917, listing stations and departure times.

RECOGNIZED HOLIDAYS:

Decoration Day. July 4th. Labor Day. Admission Day.

MESA AND MUIR---EASTWARD

Table with columns for Second Class (50) and First Class (48-32) and a Time Table No. 39 section for April 25, 1917, listing stations and departure times.

Trains in each direction are superior to trains of the same class in the opposite direction, to their schedule meeting station. When such opposing trains meet at that station, eastward trains will take the siding, unless otherwise directed.

A train is superior to opposing trains of the same class due to leave their initial stations at or after its schedule arriving time.

All trains (regular and extra) must obtain a train order clearance before leaving Mill Valley, Mesa, Tavern and Muir and Second Class trains originating at Lee Street must obtain a train order clearance before leaving Lee Street. (See Rule 221.)

Stations between Mill Valley and Lee Street are flag stations for all trains in both directions.

MILL VALLEY AND TAVERN---WESTWARD

Table with columns for First Class (1-19) and Second Class (51-85) and a Time Table No. 39 section for April 25, 1917, listing stations and departure times.

MESA AND MUIR---WESTWARD

Table with columns for First Class (31-41) and Second Class and a Time Table No. 39 section for April 25, 1917, listing stations and departure times.

RECOGNIZED HOLIDAYS:

Decoration Day. July 4th. Labor Day. Admission Day.

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