

California Southern Railroad Company,  
California Central Railway Company.

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**JOINT TIME CARD**  
**No. 10.**

**To Take Effect Tuesday, Jan. 15th, 1889, at 12:01 A. M.**

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*FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY.*

*THE COMPANIES RESERVE THE RIGHT TO VARY THE SAME AS CIRCUMSTANCES MAY REQUIRE.*

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**PREVIOUS TIME CARDS ARE VOID.**

**Time in this Schedule is Pacific Standard Time of the New System.**

**SAN DIEGO DIVISION.**

**CALIFORNIA SOUTHERN R. R.**

**SOUTH BOUND.**

Second Class.	Second Class.	Second Class.	Second Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	Distance from San Bernardino.	STATIONS	Telegraph Offices
35	91	31	29	133	131	19	17	11	9	7	71	5	3	1				
San Diego Way Freight.	San Diego Local Freight.	Binon Mixed.	Los Angeles Fast Frt.	Escondido Passenger.	Escondido Passenger.	Boncon Accom.	Riverside Accom.	Riverside Accom.	Riverside Accom.	Santa Ana Accom.	San Diego Express.	San Diego Accom.	San Diego Express.	Pacific Express.				
Daily Except Sunday.	DAILY.	Daily except Sunday.	DAILY.	Daily Except Sunday.	Sundays Only.	Daily Except Sunday.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Daily Except Sunday.	Daily Except Sunday.	DAILY.				
5:00 am		6:30 am	11:30 pm			6:35 pm	8:00 pm	9:40 am	8:25 am	7:35 am			10:40 am		3.1	Leave. <b>SAN BERNARDINO.</b>	N	
5:15		6:45 7:15	11:45			s 6:45	s 3:10	s 9:50	s 8:35	s 7:48			s 10:50		6.1	COLTON.	T	
5:30		7:30 am	12:01 am			6:55 pm	3:20 pm	10:00 am	8:45 am	8:00 am			s 11:00		13.5	<b>EAST RIVERSIDE.</b>	T	
6:05													f 11:20		17.1	BOX SPRINGS.		
6:23													f 11:29		24.4	ALESSANDRO.		
6:55													s 11:45		30.4	PERRIS.	T	
7:25													f 11:58		36.5	CANON SIDING.		
7:55													s 12:12 pm		41.0	ELSINORE.	T	
8:15													s 12:22		45.7	WILDOMAR.	T	
8:38													s 12:32		48.4	MURRIETA.	T	
8:50													f 12:38		51.5	LINDA ROSA.		
9:05													s 12:45		58.8	TEMECULA.	T	
9:50													f 1:10		62.8	RANCHITA.		
10:15													s 1:25		69.3	FALLBROOK.	T	
10:45													f 1:40		77.9	DE LUZ.		
11:28													f 1:58		80.7	YSIDORA.		
11:45	3:00 pm										7:04 pm		s 2:05	1:58 pm	82.7	<b>LOS ANGELES JUNC.</b>	T	
11:55	3:10			5:35 pm	2:35 pm						7:10 7:30	8:45 am	s 2:10 pm	2:05 2:30	83.7	<b>OCEANSIDE.</b>	T	
11:59	3:15			5:40 pm	2:40 pm						7:32	8:47		2:32	85.7	ESCONDIDO JUNC.		
12:10 pm	3:25										f 7:36	s 8:53	f 2:37	2:37	92.8	CARLSBAD.	T	
12:45	4:03										f 7:50	f 9:12		2:53	94.6	LEUCADIA.		
12:55	4:13										f 7:55	s 9:16		2:58	101.2	ENCINITAS.	T	
1:30	4:47										s 8:09	s 9:33	f 3:13	3:13	103.1	DEL MAR.	T	
1:40	4:57										8:13	9:38		3:18	103.9	SEA WALL SPUR.		
1:45	5:00										8:15	f 9:40		3:20	105.6	CORDERO.		
1:55	5:10										f 8:20	f 9:45		3:25	109.5	SORRENTO.		
2:20	5:35										f 8:35	f 9:55		3:40	110.9	ALPINE.		
2:35	5:45										8:40	10:00		3:45	114.4	SELWYN.	T	
2:55	6:02										f 8:48	f 10:08		3:55	115.8	LA JOLLA.		
3:02	6:10										f 8:51	f 10:12		3:58	118.4	ROSE'S SIDING.		
3:17	6:21										f 8:57	s 10:19	f 4:05	4:05	120.6	MORENA.		
3:28	6:31										f 9:02	f 10:25		4:10	124.1	OLD TOWN.		
3:50	6:50										s 9:10	s 10:35		4:20	125.9	SAN DIEGO.	T	
4:05	7:00										9:20	10:45		4:30	129.6	22d STREET.	T	
4:30 pm	7:15 pm										9:30 pm	10:55 am		4:45 pm		<b>NATIONAL CITY.</b>	N	
Daily Ex. Sunday	DAILY.	Daily Ex. Sunday.	DAILY.	Daily Ex. Sunday.	Sundays Only.	Daily Ex. Sunday.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Daily Ex. Sunday.	Daily Ex. Sunday.	DAILY.		Arrive.		

Crossing Signal must be sounded at O. T. & P. B. Ry. crossing Old Town. Speed of trains MUST NOT exceed six (6) miles an hour while crossing tracks of P. C. S. S. Co., Fifth street, San Diego. Train No. 1 will stop at any station to let off Overland Passengers, and No. 2 will stop at any station to pick them up.

**SAN DIEGO DIVISION.**

**CALIFORNIA SOUTHERN R. R.**

**NORTH BOUND.**

Telegraph Offices.	STATIONS.	Station Number.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	Second Class.	Second Class.	Second Class.	Second Class.	Second Class.			
			2	4	72	6	8	10	16	18	132	134	28	32	34	36	94		
			Atlantic Express.	San Bernard'o & Los Angeles Express.	Los Angeles Express.	San Berd'no Accom.	San Berd'no Accom.	San Berd'no Accom.	San Berd'no Accom.	San Berd'no Accom.	Escondido Passenger.	Escondido Passenger.	Overland Fast Freight.	San Berd'no Mixed.	Oceanside Mixed.	San Berd'no Way Freight.	Los Angeles Local Freight.		
	Arrive.		DAILY.	Daily Except Sunday.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Daily Except Sunday.	Daily Except Sunday.	Sundays Only.	DAILY.	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.	DAILY.		
N	<b>SAN BERNARDINO.</b>	130		1:22 pm		8:05 pm	7:25 am	<b>9:40</b> am	2:35 pm	6:30 pm				2:45 am	5:40 pm		6:00 pm		
T	3.1 COLTON.	127	s	1:10	s	7:52	s <b>7:15</b>	s 9:30	s 2:25	s 6:20				2:30	5:25 5:00		5:45		
T	3.0 <b>EAST RIVERSIDE.</b>	124	s	1:00		7:40 pm	7:05 am	9:20 am	2:15 pm	6:10 pm				2:15 am	4:45 pm		5:30		
	7.4 BOX SPRINGS.	116	f	12:40													4:58		
	3.6 ALESSANDRO.	113	f	12:31													4:40		
T	7.3 PERRIS.	105	s	12:14 pm													4:08		
	6.0 CANON SIDING.	99	f	<b>11:58</b>													3:40		
T	6.1 ELSINORE.	93	s	11:42													3:10		
T	4.5 WILDOMAR.	89	s	11:30													2:50		
T	4.7 MURRIETA.	84	s	11:16													2:28		
	2.7 LINDA ROSA.	81	f	11:09													2:15		
T	3.1 TEMECULA.	78	s	11:00													2:00		
	7.3 RANCHITA.	71	f	10:30													<b>1:10</b>		
T	4.0 FALLBROOK.	67	s	<b>10:15</b>													12:40		
	6.5 DE LUZ.	60	f	9:58													12:10 pm		
	8.6 YSIDORA.	52	f	9:37													<b>11:28</b>		
T	2.8 <b>LOS ANGELES JUNC.</b>	49	9:10 am	s 9:30		5:55 pm											11:10	10:55 am	
T	2.0 <b>OCEANSIDE.</b>	47	s 9:00	9:20 am		5:50 5:30											4:45 pm	<b>11:00</b> <b>10:35</b>	<b>10:45</b>
	1.0 ESCONDIDO JUNC Ar	46	8:57			5:27					8:30 am	8:50 am					4:40	10:27	10:40
T	2.0 CARLSBAD.	44	s <b>8:53</b>		s	5:22					8:25 am	8:45 am					4:30	10:15	10:32
	7.1 LEUCADIA.	37	f 8:38		f	5:06											4:03	9:28	10:05
	1.8 ENCINITAS.	35	s 8:35		f	5:02											3:55	<b>9:16</b>	9:58
T	6.6 DEL MAR.	29	s 8:21		s	<b>4:47</b>											3:30	8:33	<b>9:33</b>
	1.9 SEA WALL SPUR.	27	8:17			4:42											3:23	8:20	9:15
	0.8 CORDERO.	26	f <b>8:15</b>		f	4:40											<b>3:20</b>	<b>8:15</b>	9:10
	1.7 SORBENTO.	24	f 8:10		f	4:35											3:09	8:03	9:05
	3.9 ALPINE.	20	f 7:58		f	4:23											2:45	7:40	8:45
T	1.4 SELWYN.	19	7:55			4:20											<b>2:35</b>	7:30	8:35
	3.5 LA JOLLA.	15	f 7:49		f	4:12											2:18	7:15	8:18
	1.4 ROSE'S SIDING.	14	f 7:46		f	4:10											2:12	7:10	8:10
	2.6 MOBENA.	11	f 7:41		f	<b>4:05</b>											2:00	6:58	8:00
	2.2 OLD TOWN.	9	f 7:37		f	3:58											1:50	6:50	7:50
T	3.5 SAN DIEGO.	6	s 7:30 7:20		s <b>3:50</b> 3:45												1:35	6:35	7:35
T	1.8 22d STREET.	4	f 7:10			3:35											1:20	6:20	7:20
N	3.7 <b>NATIONAL CITY.</b>	0	7:00 am			3:20 pm											1:00 pm	6:00 am	7:05 am
	Leave.		DAILY.	Daily Ex. Sunday.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Daily Ex. Sunday.	Daily Ex. Sunday.	Sundays Only.	DAILY.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	DAILY.	

All trains must approach South Arm of "Y" at San Bernardino under full control. Trains No. 35 and 36 will carry passengers north of Oceanside. Under no circumstances will trains be allowed to make faster time descending Soledad Hill than allowed by schedule. Trains Nos. 91 and 94 will not do local work Sundays. Train No. 4 will take siding at meeting point with No. 3.

**LOS ANGELES DIVISION.**

**CALIFORNIA CENTRAL RY.**

WEST BOUND.							Distance from San Bernardino Miles.	STATIONS.	Telegraph Offices.
Second Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.			
<b>61</b>	<b>51</b>	<b>49</b>	<b>45</b>	<b>43</b>	<b>41</b>	<b>1</b>			
Los Angeles Way Freight.	Theatre Accom.	Los Angeles Accom.	Los Angeles Accom.	San Ber'do & Los Angeles Express.	Los Angeles Accom.	Pacific Express.			
Daily Except Sunday.	Tues., Thur., Sat. Only.	Daily Except Sunday.	Daily Except Sunday.	DAILY.	DAILY.	DAILY.			
7:50 am				1:52 pm	7:30 am	7:10 am		Leave.	
8:05				f 2:00	f 7:37	7:18	3.8	<b>SAN BERNARDINO.</b>	N
8:37				f 2:17	f 7:50	7:32	10.9	3.8 RIALTO.	
8:57				s 2:26	s 7:59	7:40	15.7	7.1 ETIWANDA.	
9:15				s 2:33	s 8:06	7:48	19.7	4.8 NORTH CUCAMONGA.	T
<b>9:40</b>				s 2:40	s 8:14	7:55	23.8	4.0 NORTH ONTARIO.	T
9:50				s 2:43	s 8:17	7:58	25.4	4.1 CLAREMONT.	T
10:00				s 2:45	s 8:20	8:01	26.8	1.6 NORTH POMONA.	T
10:15				s 2:50	s 8:24	8:05	29.1	1.4 LORDSBURG.	T
10:40		12:45 pm		s 2:57	s 8:32	s 8:13	33.2	2.3 SAN DIMAS.	T
10:55		s 12:50		s 3:04	s 8:37	f 8:18	35.7	4.1 <b>GLENDORA.</b>	T
11:15	6:35 pm	s 1:02	6:55 am	s 3:13	s 8:45	s 8:25	39.3	2.5 AZUSA.	T
<b>11:33</b>	s 6:40	s <b>1:11</b>	s 7:00	s 3:19	s 8:50	f 8:30	41.4	3.6 <b>DUARTE.</b>	T
11:45	s 6:46	s 1:18	s 7:07	s 3:25	s <b>8:57</b>	f 8:34	43.3	2.1 MONROVIA.	T
11:53	s 6:50	s 1:23	s 7:12	f 3:28	f 9:01	8:37	44.7	1.9 ARCADIA.	T
12:02 pm	f 6:54	f 1:28	f 7:15	f 3:31	f 9:05	f 8:41	45.9	1.4 SANTA ANITA (Sierra Madre).	
12:10	s 6:58	s 1:32	s 7:20	s 3:34	s 9:10	f <b>8:46</b>	47.1	1.2 CHAPMAN.	
12:18	f 7:01	s 1:37	f 7:23	f 3:37	f 9:13	8:50	48.3	1.2 LAMANDA PARK.	T
12:25	s 7:04	s 1:40	s 7:26	s 3:40	s 9:15	8:55	49.2	1.2 FAIR OAKS.	
<b>12:35</b> <b>12:50</b>	s 7:07	s 1:45	s 7:30	s 3:45	s <b>9:20</b>	s 9:00	50.6	0.9 OLIVEWOOD.	
1:00	s 7:12	s 1:49	s 7:33	s 3:50	s 9:25	s <b>9:05</b>	51.9	1.4 PASADENA.	T
1:06	s 7:14	s 1:52	s 7:36	s 3:52	s 9:27	9:10	52.9	1.3 RAYMOND.	T
1:12	s 7:16	s 1:55	s 7:38	s 3:55	s 9:30	9:14	53.7	1.0 SOUTH PASADENA.	T
1:22	s 7:20	s 1:59	s 7:42	s 4:00	s 9:34	9:20	55.1	0.8 LINCOLN PARK.	
	f 7:22	f 2:02	f 7:44	f 4:02	f 9:36		55.9	1.4 GARVANZO.	T
	f 7:25	f 2:05	f 7:47		f 9:40		57.1	0.8 HIGHLAND PARK.	
1:45	7:28	2:10	7:50	<b>4:10</b>	9:45	9:33	58.5	1.2 MORGAN.	
1:50	s 7:30	s 2:12	s 7:52	s 4:12	s 9:47	s 9:35	58.9	1.4 WATER STREET.	
2:00 pm	7:40 pm	2:20 pm	<b>8:00 am</b>	4:20 pm	9:55 am	9:45 am	60.5	0.4 DOWNEY AVENUE.	T
Daily Ex. Sunday.	Tue. Thur. Sat. Only.	Daily Ex. Sunday.	Daily Ex. Sunday.	DAILY.	DAILY.	DAILY.		1.6 <b>LOS ANGELES.</b>	N
								Arrive.	

Train No. 2 will not register at Duarte or Glendora.

**LOS ANGELES DIVISION.**

**CALIFORNIA CENTRAL RY.**

**EAST BOUND.**

Telegraph Offices.	STATIONS.	Station Number.	EAST BOUND.						
			First Class. <b>2</b>	First Class. <b>42</b>	First Class. <b>44</b>	First Class. <b>46</b>	First Class. <b>48</b>	First Class. <b>52</b>	Second Class. <b>62</b>
	Arrive.		Atlantic Express.	San Bern'dino & San Diego Express.	San Bern'dino Accom.	Glendora Accom.	Duarte Accom.	Theatre Accom.	San Bern'do Way Freight.
			DAILY.	DAILY.	DAILY.	Daily Except Sunday.	Daily Except Sunday.	Tues., Thur., Sat. Only.	Daily Except Sunday.
N	<b>SAN BERNARDINO.</b> 3.8	130	2:40 pm	10:30 am	6:30 pm				3:40 pm
	RIALTO. 7.1	L 4	2:32	s 10:20	s 6:22				3:22
	ETIWANDA. 4.8	L 11	<b>2:17</b>	f 10:08	f 6:07				2:48
T	<b>NORTH CUCAMONGA.</b> 4.0	L 16	<b>2:08</b>	s 9:58	s 5:58				<b>2:26</b> <b>2:08</b>
T	<b>NORTH ONTARIO.</b> 4.1	L 20	2:00	s 9:50	s 5:49				1:43
T	CLAREMONT. 1.6	L 24	1:51	s <b>9:40</b>	s 5:41				1:20
T	<b>NORTH POMONA.</b> 1.4	L 25	1:48	s 9:38	s 5:38				1:10
T	LORDSBURG. 2.3	L 27	1:45	s 9:35	s 5:35				1:00
T	SAN DIMAS. 4.1	L 29	1:40	s 9:30	s 5:30				12:47
T	<b>GLENDORA.</b> 2.5	L 33	1:30	s 9:20	s 5:20	s 11:55 am			12:22
T	AZUSA. 3.6	L 36	1:25	s 9:13	s 5:15	s 11:48			12:07 pm
T	<b>DUARTE.</b> 2.1	L 39	1:16	s 9:05	s 5:07	s 11:40	6:20 pm	12:35 am	11:46
T	MONROVIA. 1.9	L 41	<b>1:11</b>	s 9:00	s 5:02	s <b>11:33</b>	s 6:16	s 12:30	<b>11:33</b>
T	ARCADIA. 1.4	L 43	1:07	s <b>8:57</b>	s 4:57	s 11:29	s 6:12	s 12:25	11:17
	SANTA ANITA (Sierra Madre). 1.2	L 45	1:04	s 8:52	s 4:54	s 11:25	s 6:09	s 12:20	11:05
	CHAPMAN. 1.3	L 46	1:01	f 8:50	f 4:51	f 11:21	f 6:06	f 12:17	10:53
T	LAMANDA PARK. 1.2	L 47	12:58	s <b>8:46</b>	s 4:48	s 11:18	s 6:03	s 12:13	10:42
	FAIR OAKS. 0.9	L 48	12:55	f 8:42	f 4:45	f 11:14	f 6:01	f 12:10	10:32
	OLIVEWOOD. 1.4	L 49	12:53	s 8:40	s 4:43	s 11:11	s 5:59	12:06	10:23
T	PASADENA. 1.3	L 50	s <b>12:50</b>	s 8:35	s 4:40	s 11:07	s 5:55	12:03 am	10:10 <b>9:20</b>
T	RAYMOND. 1.0	L 52	s 12:46	s 8:31	s 4:35	s 11:02	s 5:50	11:59	<b>9:05</b>
T	SOUTH PASADENA. 0.8	L 53	12:43	s 8:28	s 4:32	s 10:59	s 5:47	11:55	8:55
	LINCOLN PARK. 1.4	L 54	12:40	f 8:25	s 4:28	f 10:56	s 5:43	11:53	8:50
T	GARVANZO. 0.8	L 55	12:35	s 8:20	s 4:23	s 10:52	s 5:38	11:50	8:40
	HIGHLAND PARK. 1.2	L 56			f 4:20	f 10:48	f 5:35	11:46	
	MORGAN. 1.4	L 57				f 10:45	f 5:30	11:43	
	WATER STREET. 0.4	L 58½	12:25	8:10	<b>4:10</b>	10:40	5:25	11:40	8:17
T	DOWNY AVENUE. 1.6	L 59	s 12:23	s 8:08	s 4:08	s 10:38	s 5:23	11:38	8:15
N	<b>LOS ANGELES.</b>	L 60	12:15 pm	<b>8:00 am</b>	4:00 pm	10:30 am	5:15 pm	11:30 pm	8:05 am
	Leave.		DAILY.	DAILY.	DAILY.	Daily Ex. Sunday.	Daily Ex. Sunday.	Tue. Thur. Sat. Only.	Daily Ex. Sunday.

All trains must approach "Y" at San Bernardino under complete control. Speed of Trains must not exceed 6 MILES AN HOUR while crossing bridges between Lincoln Park and Downey Avenue. All R. R. crossings must be approached with train under control.

**COAST DIVISION.**

**CALIFORNIA CENTRAL RAILWAY.**

**SOUTH BOUND.**

Second Class.	Second Class.	Second Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	Siding Capacity.	Distance from Los Angeles.	STATIONS.	Telegraph Stations.
7	93	91	143	141	49	45	71	1		Miles.		
Santa Ana Accom.	Overland fast Freight.	San Diego Local Frt.	Ballona Accom.	Bodondo Accom.	Santa Ana Accom.	Santa Ana Accom.	San Diego Express.	Pacific Express.				
DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Daily Except Sunday.	Daily Except Sunday.	DAILY.	DAILY.			Leave.	
	9:10 pm	7:15 am	4:25 pm	9:40 am	5:00 pm	9:15 am	3:50 pm	10:10 am			LOS ANGELES. 2.1	N
	9:20	7:27	4:32 pm	9:47 am	s 5:05	s 9:20	s 3:55	s 10:15		2.1	BALLONA JUNC. 5.3	
	9:45	8:00			f 5:16	f 9:32	f 4:08	f 10:28		7.4	BANDINI. 2.8	
	9:57	8:19			s 5:22	s 9:40	s 4:15	f 10:35		10.2	RIVERA. 3.0	T
	10:10	8:37			s 5:30	s 9:47	f 4:22	f 10:43		13.2	SANTA FE SPRINGS. 6.3	
	10:40	9:17			5:42	f 10:03	f 4:39	f 11:00		19.5	NORTHAM. 4.4	
	11:00	9:45			s 5:52	s 10:14	s 4:50	s 11:11		23.9	FULLERTON. 2.8	T
	11:11	10:03			s 5:59	s 10:21	s 4:56	s 11:20		26.7	ANAHEIM. 4.8	T
10:55 am	11:30 pm	10:33			s 6:09	s 10:33	s 5:06	s 11:35		31.5	ORANGE. 2.8	T
11:05 am		10:50 11:15			6:15 pm	10:40 am	s 5:12	s 11:41		34.3	SANTA ANA. 7.8	T
		11:50					f 5:29	f 12:04 pm		42.1	IRVINE. 3.8	
		12:10 pm					f 5:37	f 12:15		45.9	MODJESKA. 1.3	
		12:18					s 5:40	f 12:18		47.2	EL TORO. 9.1	T
		1:02					s 6:00	s 12:44		56.3	CAPISTRANO. 2.6	
		1:15					s 6:05	s 12:50		58.9	SAN JUAN. 8.8	T
		1:52					f 6:30	f 1:15		67.7	SAN ONOFRE. 9.9	
		2:33					f 6:52	f 1:43		77.6	LAS FLORES. 5.5	
		3:00 pm					7:04 pm	1:58 pm		83.1	LOS ANGELES JUNC.	T
DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	Daily Ex. Sunday.	Daily Ex. Sunday.	DAILY.	DAILY.			Arrive.	

Train No. 1 will stop at any station to let off Overland Passengers, and Train No. 2 will stop at any station to take them on.  
 Train No. 91 will wait at Santa Ana for No. 7's connection unless otherwise instructed.  
 Coast Division North bound passenger trains will not register at Ballona Junction.

## COAST DIVISION.

## CALIFORNIA CENTRAL RAILWAY.

			NORTH BOUND.								
STATIONS.	Station Number.	Siding Capacity.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	Second Class.	Second Class.	Second Class.
			<b>2</b>	<b>72</b>	<b>46</b>	<b>48</b>	<b>142</b>	<b>144</b>	<b>92</b>	<b>94</b>	<b>6</b>
			Atlantic Express.	Los Angeles Express.	Los Angeles Accom.	Los Angeles Accom.	Los Angeles Accom.	Los Angeles Accom.	Los Angeles fast Freight.	Los Angeles Local Freight	San Bern'do. Accom.
			DAILY.	DAILY.	Daily Except Sunday	Daily Except Sunday.	Daily Except Sunday.	DAILY.	DAILY.	DAILY.	DAILY.
N	Arrive. <b>LOS ANGELES.</b> 2.1	L 60	12:01 pm	9:10 pm	8:40 am	2:55 pm	8:30 am	3:40 pm	6:00 am	7:00 pm	
	<b>BALLONA JUNC.</b> 5.3	M 2	11:55 s	9:05 s	8:35 s	2:50 s	8:23 am	3:30 pm	5:48	6:45	
	<b>BANDINI.</b> 2.8	C 7	11:45 f	8:51 f	8:25 f	2:39 f			5:28	6:10	
T	<b>RIVERA.</b> 3.0	C 10	11:38 s	8:44 s	8:19 s	2:33 s			5:02	5:50	
	<b>SANTA FE SPRINGS.</b> 6.3	C 13	11:33 s	8:36 s	8:13 s	2:26 s			4:45	5:30	
	<b>NORTHAM.</b> 4.4	C 19	11:20 f	8:20 f	8:00 f	2:13 f			4:08	4:39	
T	<b>FULLERTON.</b> 2.8	C 24	11:11 s	8:10 s	7:52 s	2:03 s			3:43	4:05	
T	<b>ANAHEIM.</b> 4.8	C 27	s 11:05	s 8:02	s 7:45	s 1:56			3:25	3:40	
T	<b>ORANGE.</b> 2.8	C 31	s 10:55	s 8:52	s 7:35	s 1:45			3:00 am	3:00	4:40 pm
T	<b>SANTA ANA.</b> 7.8	C 34	s 10:50	s 7:45	7:30 am	1:40 pm				2:40	s 4:30 pm
	<b>IRVINE.</b> 3.8	C 42	f 10:35	f 7:28						2:10	
	<b>MODJESKA</b> 1.3	C 46	f 10:26	f 7:20						1:52	
T	<b>EL TORO.</b> 9.1	C 47	f 10:24 s	s 7:17						1:45	
	<b>CAPISTRANO.</b> 2.6	C 56	s 10:05	s 6:55						1:02	
T	<b>SAN JUAN.</b> 8.8	C 59	f 10:00	s 6:50						12:50	
	<b>SAN ONOFRE.</b> 9.9	C 68	f 9:42	f 6:30						12:09 pm	
	<b>LAS FLORES.</b> 5.5	C 77	f 9:21	f 6:07						11:21	
T	<b>LOS ANGELES JUNC.</b> Leave	C 83	9:10 am	5:55 pm						10:55 am	
			DAILY.	DAILY.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	DAILY.	DAILY.	DAILY	DAILY

Passenger Trains approaching Los Angeles from the south must not exceed four miles per hour around curve opposite coal chute. Freight Trains must come to full stop at Tool House just south of curve and give two blasts of the whistle before proceeding. Trains 91 and 94 will do way work between Oceanside and Los Angeles, Sundays excepted.

**RIVERSIDE DIVISION.**

**CALIFORNIA CENTRAL RAILWAY.**

**WEST BOUND.**

Second Class.	Second Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	Sitting Capacity.	Distance from East Riverside	STATIONS.	Telegraph Offices.
31	29	21	19	17	15	13	11	9	7					
Rincon Mixed.	Los Angeles Fast Freight.	Rincon Accom.	Rincon Accom.	Riverside Accom.	Riverside Accom.	Riverside Accom.	Riverside Accom.	Riverside Accom.	Riverside Accom.	Sanua Ana Accom.				
Daily Except Sunday.	DAILY.	Sundays Only.	Daily Except Sunday.	DAILY.	Daily Except Sunday.	Daily Except Sunday.	DAILY.	DAILY.	DAILY.				Leave.	
6:30 am	11:30 pm		6:35 pm	3:00 pm			9:40 am	8:25 am	7:35 am				<b>SAN BERNARDINO.</b>	
7:30 am	12:01 am		6:55 pm	3:20 pm	1:00 pm	11:00 am	10:00 am	8:45 am	8:00 am				<b>EAST RIVERSIDE.</b>	T
7:45	12:15	3:30 pm	7:05	3:30 pm	1:10 pm	11:10 am	10:10 am	8:55 am	8:10		3.3		<b>RIVERSIDE.</b>	T
8:00	12:30	s 3:40	s 7:15						s 8:20		7.3		<b>CASA BLANCA.</b>	
8:12	12:40	s 3:47	s 7:21						s 8:28		10.0		<b>ARLINGTON.</b>	
8:42	1:08	s 4:05	s 7:37						s 8:48		17.5		<b>SOUTH RIVERSIDE.</b>	T
9:00 am	1:25	4:15 pm	7:45 pm						9:00 9:10		21.4		<b>RINCON.</b>	T
	2:20								f 10:15		33.8		<b>YORBA.</b>	
	2:35								f 10:35		37.8		<b>ST. JAMES.</b>	
	2:50 am								10:50 am		40.7		<b>ORANCE.</b>	T
Daily Ex Sunday.	DAILY	Sundays Only.	Daily Ex Sunday.	DAILY	Daily Ex Sunday.	Daily Ex Sunday	DAILY	DAILY	DAILY				Arrive.	

**SAN JACINTO VALLEY DIVISION.**

**CALIFORNIA CENTRAL RY.**

**SOUTH BOUND.**

**NORTH BOUND.**

First Class.	Telegraph Offices.	Distance from San Jacinto.	Miles.	STATIONS.	Station Number.	First Class.
121						122
Mixed.						Mixed.
Daily Except Sunday.				Leave.	Arrive.	Daily except Sunday.
12:25 pm	T			<b>PERRIS.</b>	105	11:30 am
1:03		9.8		<b>WINCHESTER.</b>	J 10	10:52
1:22		14.5		<b>EAGAN.</b>	J 14	10:33
1:40 pm	T	19.4		<b>SAN JACINTO.</b>	J 19	10:15 am
Daily Ex Sunday.				Leave.	Arrive.	Daily Ex Sunday.





**SAN BERNARDINO DIVISION.**

**CALIFORNIA SOUTHERN R. R.**

SOUTH BOUND.			Telegraph Offces.	Distance from Barstow.	STATIONS.	Station Number.	NORTH BOUND.		
Second Class	Second Class.	First Class.					First Class.	Second Class.	Second Class.
<b>29</b>	<b>27</b>	<b>1</b>		Miles.			<b>2</b>	<b>28</b>	<b>30</b>
Los Angeles Fast Freight.	Way Freight.	Pacific Express.					Atlantic Express.	Overland Fast Freight.	Way Freight.
DAILY.	DAILY.	DAILY.			Leave.	Arrive.	DAILY.	DAILY.	DAILY.
4:30 pm	6:30 am	1:30 am	N		<b>BARSTOW.</b>	211	7:00 pm	9:30 am	3:30 pm
				11.6	11.6 <b>COTTONWOOD.</b>	199	f 6:34	8:42	2:35
<b>6:13</b>	<b>8:05</b>	f 2:38		21.1	9.5 <b>POINT OF ROCKS.</b>	190	f <b>6:13</b>	<b>8:05</b>	1:50
6:58	8:55	s 3:10	T	31.1	10.0 <b>ORO GRANDE.</b>	180	s 5:50	7:25	1:05
7:25	9:25	s 3:28	T	36.6	5.5 <b>VICTOR.</b>	174	s 5:38	7:05	12:40pm
8:00	10:10	f 3:55		44.9	8.3 <b>HESPERIA.</b>	166	f 5:20	6:33	11:59
8:50	<b>11:10</b>	s 4:30	T	55.7	10.8 <b>SUMMIT.</b>	155	s 4:55	5:50	<b>11:10</b>
9:20	11:45	s <b>5:00</b>	T	62.2	6.5 <b>CAJON.</b>	149	s 4:10	<b>5:00</b>	10:10
9:25	11:50	s 5:10			11.1 <b>IRVINGTON.</b>	138	f 3:25	3:55	9:10
10:15	12:45 pm	s 5:55		73.3	7.7 <b>SAN BERNARDINO.</b>	130	f 3:00 pm	3:15 am	8:30 am
10:20	12:50	s 6:05					DAILY.	DAILY.	DAILY.
10:50 pm	1:30 pm	6:40 am	N	81.0					
DAILY.	DAILY.	DAILY.			Arrive.	Leave.			

Trains "27," "28," "29" and "30" will carry passengers.

Trains 27 and 30 will not do Local work on Sunday.

**SAN BERNARDINO VALLEY DIVISION.**

**CALIFORNIA CENTRAL RY.**

WEST BOUND.				Distance from San Bernardino.	Telegraph Offces.	STATIONS.	Station Number.	EAST BOUND.			
First Class.	First Class.	First Class.	First Class.					First Class.	First Class.	First Class.	First Class.
<b>19</b>	<b>17</b>	<b>11</b>	<b>9</b>					<b>8</b>	<b>10</b>	<b>16</b>	<b>18</b>
Mixed.	Passenger.	Passenger.	Passenger.					Mixed.	Passenger.	Passenger.	Passenger.
Daily Except Sunday.	DAILY.	DAILY.	DAILY.			Leave.	Arrive.	DAILY.	DAILY.	DAILY.	Daily Except Sunday.
5:00 pm	11:30 am	9:00 am	6:50 am			<b>MENTONE.</b>	V 13	8:50 am	11:20 am	3:25 pm	7:15 pm
f 5:12	f 11:37	f 9:08	f 6:57	2.7		2.7 <b>EASTBERNE.</b>	V 10	f 8:36	f 11:11	f 3:16	f 7:06
s 5:17	s 11:40 am	s 9:10	s 7:00	3.5	T	0.8 <b>REDLANDS.</b>	V 9	s 8:32	s 11:09	s 3:13	s 7:04
f 5:28	f 1:07	f 9:17	f 7:04	5.8		2.3 <b>GLADYSTA.</b>	V 7	f 8:21	f 11:01	f 3:06	f 6:56
f 5:31	f 1:09	f 9:19	f 7:06	6.6		0.8 <b>DREW.</b>	V 6	f 8:17	f 10:58	f 3:04	f 6:54
f 5:38	f 1:12	f 9:22	f 7:10	7.9		1.3 <b>VICTORIA.</b>	V 5	f 8:11	f 10:55	f 3:00	f 6:50
s 5:55	s 1:22	s 9:32	s 7:17	11.6		3.7 <b>E STREET.</b>	V 1	s 7:55	s 10:43	s 2:48	s 6:38
6:00 pm	1:25 pm	9:35 am	7:20 am	12.5	N	0.9 <b>SAN BERNARDINO.</b>	138	7:50 am	10:40 am	2:45 pm	6:35 pm
Daily Ex. Sunday.	DAILY.	DAILY.	DAILY.			Arrive.	Leave.	DAILY.	DAILY.	DAILY.	Daily Ex. Sunday.

All Trains must approach and cross E Street with great caution.

Crossing Signal must be given at all Motor Crossings.

**BALLONA AND REDONDO BEACH DIVISION.**

**CALIFORNIA CENTRAL RY.**

WEST BOUND.		Distance from Ballona Junc.	Telegraph Offices.	STATIONS.	Station Number.	EAST BOUND.	
First Class.	First Class.					First Class.	First Class.
<b>143</b>	<b>141</b>					<b>142</b>	<b>144</b>
Ballona Accom.	Redondo Accom.					Los Angeles Accom.	Los Angeles Accom.
DAILY.	DAILY.			Leave. Arrive.		Daily Except Sunday.	DAILY.
4:25 pm	9:40 am			<b>LOS ANGELES</b>		8:30 am	3:40 pm
4:32 pm	9:47 am			<b>BALLONA JUNC.</b>	M 2	8:23 am	3:33 pm
s 4:40	9:55	2.8	T	NADEAU PARK.	M 5	s 8:13	s 3:23
f 4:46	f 9:59	4.2		BALDWIN.	M 7	f 8:08	f 3:20
f 4:50	f 10:01	5.0		SLAWSON.	M 8	f 8:05	f 3:18
f 4:53	f 10:03	6.0		WILDESON.	M 10	f 8:02	f 3:15
s 5:00	s 10:09	8.0		HYDE PARK.	M 12	s 7:53	s 3:10
s 5:07	s 10:13	9.8	T	<b>INGLEWOOD.</b>	M 13	s 7:47	s 3:07
f 5:11		10.8		DANVILLE.	M 15	f 7:43	
f 5:18		12.6		MESMER.	M 15	f 7:37	
5:30 pm		16.0	T	<b>PORT BALLONA.</b>	M 18	7:25 am	
	10:13	9.8	T	INGLEWOOD.	M 12		3:07
	f 10:20	13.8		BURWELL.	B 4		f 2:57
	10:40 am	20.8		<b>REDONDO BEACH</b>	B 11		2:40 pm
DAILY	DAILY.			Arrive. Leave.		Daily Ex. Sunday.	DAILY.

Nos. 142 and 143 will handle freight. Nos. 141 and 144 will handle freight south of Inglewood. Sundays excepted.

**SPEED TABLE FOR TRAINS.**

Speed per hour.	TIME OF PERFORMING.				Speed per hour.	TIME OF PERFORMING.			
	1/2 Mile.		One Mile.			1/2 Mile.		One Mile.	
	Min.	Sec.	Min.	Sec.		Min.	Sec.	Min.	Sec.
5	6	0	12	0	26	1	09	2	18
6	5	0	10	0	27	1	06	2	13
7	5	17	8	34	28	1	4	2	08
8	4	45	7	30	29	1	2	2	04
9	4	20	6	40	30	1	0	2	0
10	3	50	6	0	31	0	58	1	56
11	3	27	5	27	32	0	56	1	52
12	3	30	5	0	33	0	54	1	49
13	3	18	4	37	34	0	53	1	46
14	3	08	4	17	35	0	51	1	43
15	3	0	4	0	36	0	50	1	40
16	3	52	3	45	37	0	48	1	37
17	3	46	3	31	38	0	47	1	34
18	3	40	3	20	39	0	46	1	32
19	3	34	3	09	40	0	45	1	30
20	3	30	3	0	41	0	43	1	27
21	3	25	2	51	42	0	42	1	25
22	3	21	2	43	43	0	41	1	23
23	3	18	2	38	44	0	40	1	21
24	3	15	2	30	45	0	40	1	20
25	3	12	2	24	46	0	39	1	18



Stockmen in charge of stock, when holding proper contracts, will be carried on any train having stock.

**D. McGOOL,**  
General Manager,  
LOS ANGELES,

**J. T. WHEDON,**  
Trainmaster,  
SAN BERNARDINO,

**G. W. SANBORN,**  
Superintendent,  
SAN BERNARDINO.

# RULES AND REGULATIONS.

## GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employes of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employes whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employes should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employes.

## GENERAL RULES.

1. The rules herein set forth apply to and govern all roads operated by the

**California Southern R. R. Co. and California Central Ry. Co.**

They shall take effect January 1, 1888, at 12:01 A. M., and supersede all prior rules and instructions, in whatsoever form issued, which are inconsistent therewith.

2. In addition to these rules, the Time-tables will contain special instructions, as the same may be found necessary. Special instructions, whether in conflict with these rules or not, which may be given by proper authority, whether upon the Time-tables or otherwise, shall be fully observed while in force.

3. The head of each department must be conversant with the rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and the action taken thereon.

4. Every employe of this company whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty, and must be conversant with every rule. He must render all the assistance in his power in carrying them out, and immediately report any

infringement of them to the head of his department.

5. The fact that any person enters, or remains in, the service of the company will be considered as an assurance of willingness to obey its rules. No one will be excused for the violation of any of them, even though not included in those applicable to his department.

6. If in doubt as to the meaning of any rule or special instruction, application must be made at once to the proper authority for an explanation. **Ignorance is no excuse for neglect of duty.**

7. All employes will be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty and capacity for increased responsibilities.

8. If an employe should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity justified by the circumstances of the case, and the employe's previous good conduct.

9. Every employe, while on duty connected with the trains on any division of the road, is under the authority, and must conform to the orders, of the Superintendent or Trainmaster of that division.

10. Employes must wear the prescribed badges or uniforms while on duty.

11. Mail Agents, Express Messengers, Parlor and Sleeping-car Conductors and Porters, News Agents, and persons in charge of individual cars are subject, while on duty, to the rules governing employes of the company.

## STANDARD TIME.

13. The Pacific Standard Time will be telegraphed to all points from St. Louis, at 8:00 A. M., daily.

14. Certain clocks will be designated at division points as Standard Clocks.

15. Where station clocks are provided, Station Agents must see that they show correct time; but Trainmen and Enginemen must not take time from such clocks unless they are also designated as Standard Clocks.

16. Each Conductor and Engineman must have a reliable watch which has been examined and certified to on "Time Record Card," by a designated Inspector. Conductors and Enginemen entering service must secure such time record cards before they are allowed to take charge of trains or engines; and watches must be examined weekly, and Time Record Cards must be renewed every month.

17. Each Conductor and Engineman must regulate his watch by the designated Standard Clock before starting on each trip, and register in the Train Register the time at which he regulated his watch.

18. Conductors and Enginemen whose duties prevent them from having access to a Standard Clock must compare daily with, and regulate their watches by, those of Conductors and Enginemen who have Standard Time, and have registered their names as above provided.

## TIME-TABLES.

19. A Time-table is the general law governing the arriving and leaving time of all regular trains at all stations. Time-tables will be issued from time to time, as may be necessary. The times given for each train on the Time-table is the Schedule of such train.

20. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table, and all special instructions relating thereto; and trains shall be run as directed thereby, subject to the rules. All regular trains on the road running according to the preceding Time-table, shall, **unless otherwise directed**, assume the times and rights of trains of corresponding numbers on the new Time-table.

21. Upon the Time-table not more than two sets of figures are shown for a train at any station.

The times at regular meeting or passing points are shown in **full-faced type**; other times in ordinary type.

When two times are shown for a train at any station, the earlier (placed in its proper position) is the arriving time and the later the leaving time.

When but one time is shown in ordinary type it is the leaving time.

When but one time is shown in **full-faced type** it is the actual meeting or passing time.

When both the arriving and leaving times are shown in **full-faced type** it indicates that one or more trains are to be met or passed at or between those times.

In all cases trains are required to clear and follow as per Rules 85 to 90, inclusive.

22. On the employes' Time-table the words "daily," "daily, except Sunday," etc., printed at the head and foot in connection with a train, indicate how it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it. The following signs placed before the figures indicate:

- "S" — Regular stop;
  - "F" — Stop on signal to receive or discharge passengers or freight;
  - "M" — Stop for meals;
  - "N" — Day and night telegraph station;
  - "G" — Night telegraph station;
  - "T" — Day telegraph station.
- Trains shall be designated by numbers, and their class indicated on the Time-tables.

## SIGNAL RULES.

### SIGNALS.

23. Conductors, Enginemen, Firemen, Brakemen, Station Agents, Telegraph Operators, Switchmen, Switch-tenders, Track Foremen, Road and Bridge Watchmen, and all other employes whose duties may require them to give signals, must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

24. Flags of the proper color must be used by day, and lamps of the proper color by night, or whenever from fog or other cause the day signals cannot be clearly seen.

25. Red signifies **danger**, and is a signal to stop.

26. Green signifies **caution**, and is a signal to go slowly.

27. White signifies **safety**, and is a signal to go on.

28. Green and white is a signal to be used to stop trains at flag stations for passengers or freight.

29. Blue is a signal to be used by Car Inspectors.

30. An explosive cap or torpedo, placed on top of the rail, is a signal to be used in **addition** to the regular signals.

The explosion of **one** torpedo is a signal to **stop** immediately; the explosion of **two** torpedoes is a signal to **reduce speed** immediately, and look out for a danger signal.

31. A fusee is an **extra** danger signal, to be lighted and placed on the track at night, in cases of accident or emergency.

A train finding a fusee burning upon the track must come to a stop, and not proceed until it is burned out.

32. A flag or lamp swung across the track, a hat or any object waved violently by any person on the track, signifies danger, and is a signal to stop.

### TRAIN SIGNALS.

33. Each train, while running, must display two green flags by day and two green lights by night, one on each side of the rear of the train, as Markers, to indicate the rear of the train. Yard engines will not display markers.

34. Each train running after sunset, or when obscured by fog or other cause, must display the head-light in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a head-light on both front and rear.

35. Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell-cord must be attached to the signal-bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

36. Two green flags by day and two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same Schedule and entitled to the same **Time-table rights** as the train carrying the signals.

37. Two white flags by day and two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an **extra**. These signals must be displayed by all extra trains, but not by yard engines.

38. A blue flag by day and a blue light by night, placed on the end of a car, denote that Car Inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the blue signal is removed by the Car Inspectors.

When a car or train standing on a siding is protected by a blue signal, other cars must not be

placed in front of it so that the blue signal will be obscured, without first notifying the Car Inspector, that he may protect himself.

### WHISTLE SIGNALS.

39. One **long** blast of the whistle is the signal for approaching stations, railroad crossings and junctions (thus, ———).

40. One **short** blast of the whistle is the signal to apply the brakes—stop (thus, —).

41. Two **long** blasts of the whistle is the signal to throw off the brakes (thus, ———).

42. Two **short** blasts of the whistle is an answer to any signal, except "train parted" (thus, — —).

43. Three **long** blasts of the whistle (to be repeated until answered as provided in Rule No. 63) is a signal that the train has parted (thus, ————).

44. Three **short** blasts of the whistle, when the train is **standing** (to be repeated until answered as provided in Rule No. 62) is a signal that the train will back (thus, — — —).

45. Four **long** blasts of the whistle is the signal to call in the Flagman (thus, ————).

46. Four **short** blasts of the whistle is the Engineman's call for signals from Switch-tenders, Watchmen, Trainmen and others (thus, — — — —).

47. Five **short** blasts of the whistle is a signal to the Flagman to go back and protect the rear of the train (thus, — — — — —).

48. One **long** followed by two **short** blasts of the whistle is a signal to be given by trains on single track, when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed (thus, — — — —).

49. One **long** followed by three **short** blasts of the whistle is the signal for approaching covered bridge or tunnel (thus, — — — — —).

50. Two **long**, followed by two **short**, blasts of the whistle is the signal for approaching road crossings at grade (thus, ——— — — —).

51. A succession of **short** blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of Trainmen to danger ahead.

### BELL-CORD SIGNALS.

52. One tap of the signal-bell, when the train is **standing**, is the signal to test bell cord and air brake connections.

53. Two taps of the signal-bell, when the train is **running**, is the signal to stop at once.

54. Two taps of the signal-bell, when the train is **standing**, is the signal to call in the Flagman.

55. Three taps of the signal-bell, when the train is **running**, is the signal to stop at the next station.

56. Three taps of the signal-bell when the train is **standing**, is the signal to back the train.

57. Four taps of the signal-bell, when the train is **running**, is the signal to reduce speed.

58. When one tap of the signal-bell is heard while a train is **running**, the Engineman must immediately ascertain if the train is parted, and, if so, be governed by Rule No. 103.

59. Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cords and signal-bells.

#### LAMP SIGNALS.

60. A lamp swung across the track is the signal to stop.

61. A lamp raised and lowered vertically is the signal to move ahead.

62. A lamp swung vertically in a circle across the track, when the train is **standing**, is the signal to move back.

63. A lamp swung vertically in a circle at arm's length across the track, when the train is **running**, is the signal that the train has parted.

64. A flag, or the hand, moved, in any of the directions given above, will indicate the same signal as given by a lamp.

#### FIXED SIGNALS.

65. Fixed signals are placed at junctions, rail-road crossings, stations and other points that require special protection. Special instructions will be issued indicating their position and use.

#### RULES GOVERNING THE USE OF SIGNALS.

66. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the Train-master.

67. The unnecessary use of the whistle is prohibited; when necessary, in shifting at stations and in yards, the engine-bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.

68. The whistle must not be sounded while passing a passenger train, except in cases of emergency or danger, or when required by the rules.

69. When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule No. 42.

70. The engine-bell must be rung before starting a train, and when running through tunnels and streets of towns or cities.

71. The engine-bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling posts.

72. When two or more engines are coupled to the head of a train, the leading engine only shall display the signals, as provided in Rules Nos. 36 and 37.

73. One flag or light displayed as a classification signal, will be regarded the same as if two were displayed; but Conductors and Enginemen will be held responsible for the proper display of all train signals.

74. When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front of the leading car at night, or when the train is obscured by fog or other cause.

75. When a train turns out to meet or pass another train the red lights must be removed and green displayed as soon as the track is clear; but the red must again be displayed before returning to its own track.

Head-lights on engines when on side tracks or at the end of double tracks, waiting for trains, must be covered as soon as the track is clear and the train has stopped.

76. The combined green and white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

77. White signals must be used by Watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

78. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

79. All signals must be used strictly in accordance with the rules, and Trainmen and Enginemen must keep a constant lookout for signals.

### TRAIN RULES.

#### CLASSIFICATION OF TRAINS.

80. All trains are designated as regular or extra. Regular trains are those represented on the Time-table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in Rule No. 36. Extra trains are those not represented on the Time-table. An engine without cars, in service on the road, shall be considered a train.

81. All regular trains are classified on the Time-table with regard to their priority of right to the track; trains of the first-class being superior to those of the second and all succeeding classes, and trains of the second-class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight or mixed are descriptive and do not refer to class.

82. Extra trains may be distinguished as:  
Passenger, Extra or Special;  
Freight Extra;  
Work-train Extra.

All extra trains are of inferior class to all regular trains of whatever class.

#### MOVEMENT OF TRAINS.

83. **A train of inferior class must in all cases keep out of the way of a train of superior class.**

84. **On single track, all Eastbound trains have the absolute right of track over all Westbound trains of the same class. Northbound trains will be considered as Eastbound.**

No train having the right to the road must leave any station or meeting place, where, by the time-table, it should meet trains of **same class** till five minutes after its time, per time schedule, and this five minutes, allowed for variation of watches, must be observed at every succeeding station till it shall have met the expected train; and this five minutes should also be allowed when instructed by telegraph to leave a station at a specified time against an expected train.

85. When trains of the same class meet on single track, the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding, until after the

arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a Flagman must be sent out in the direction of the opposing train, as per Rule No. 99.

86. When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class **five** minutes. A train of inferior class must keep **five** minutes off the time of a train of superior class following it.

87. Descending grade between Hesperia and Irvington, all trains must keep not less than twenty minutes apart.

88. Passenger trains running in the same direction must keep not less than **five** minutes apart, unless some form of block signal is used.

89. Freight trains following each other must keep not less than **five** minutes apart (except in closing up at stations or at meeting and passing points), unless some form of block signal is used.

90. No train must leave a station expecting to meet or to be passed at the next station by a train having the right of track, unless it has full time to make the meeting or passing point, and clear the track by the time required by Rules Nos. 85 and 86.

91. A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in Rule No. 99.

92. Except at meeting or passing points, as provided in Rules Nos. 85 to 91, inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

93. All trains must **stop** at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right, and the track clear. The point at which a train should stop is the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, until the expected train is met or passed.

94. All trains must approach the end of double track, **statio**s, junctions and drawbridges prepared to stop, and must not proceed until the

switches or signals are seen to be right, or the track is plainly seen to be clear. Where required by law, all trains must stop.

Trains and engines must be brought to a full stop not less than four hundred (400) feet before crossing the Southern Pacific track at Colton and it must be seen that all is clear before starting to cross.

No train or engine must be stopped on the crossing, except in case of actual necessity, when the train or engine must be well protected in both directions.

When trains of both roads arrive at the crossing at the same time, Southern Pacific trains of equal class will have precedence.

95. No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, which have the right of track against it, have arrived.

96. When a passenger train is detained at any of its usual stops more than **three** minutes, the Flagman must go back with danger signals and protect his train, as provided in Rule No. 99; but if it stops at any unusual point, the Flagman must immediately go back far enough to be seen from a train moving in the same direction when it is at least **twenty** telegraph poles from the rear of his own train, and if the stop is over **three** minutes he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the Fireman. If the Fireman is unable to leave the engine, the front Brakeman must be sent in his place.

97. When a freight train is detained at any of its usual stops more than **three** minutes where the rear of the train can be plainly seen from a train moving in the same direction at a distance of at least **twenty** telegraph poles, the Flagman must go back with danger signals not less than **fifteen** telegraph poles, and as much further as may be necessary to protect his train; but if the rear of his train cannot be plainly seen at a distance of at least **twenty** telegraph poles, or if it stops at any point that is not its usual stopping place, the Flagman must go back not less than **twenty** telegraph poles, and if his train should be detained until within **ten** minutes of the time of a passenger train moving in the same direction, he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the Fireman. If the Fireman is unable to leave the engine, the front Brakeman must be sent in his place.

98. When it is necessary for the Flagman to go back to protect the rear of his train, the next Brakeman must immediately take the Flagman's position on the train, and remain there until relieved by the Flagman; and on passenger trains the Baggage-master must take the place of the front Brakeman whenever necessary.

99. When a train is stopped by an accident or obstruction, the Flagman must immediately go back with danger signals to stop any train moving in the same direction. At a point **fifteen** telegraph poles from the rear of his train he must place **one** torpedo on the rail; he must then continue to go back at least **twenty** telegraph poles from the rear of his train and place **two** torpedoes on the rail, ten yards apart (one rail length), when he may return to a point **fifteen** telegraph poles from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within **ten** minutes, he must remain until it arrives. When he comes in he will remove the torpedo nearest to the train, but the **two** torpedoes must be left on the rail as a caution signal to any following train.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the Fireman must go forward and use the same precautions. If the Fireman is unable to leave the engine, the front Brakeman must be sent in his place.

100. Freight trains having work to do on any other track may cross over if no passenger train is due, provided no approaching freight train is in sight; and also provided that a Flagman has been sent with danger signals, as provided in Rule No. 99, not less than **fifteen** telegraph poles in the direction of the expected train.

101. When a freight train on double track turns out on to the opposite track to allow a passenger train running in the same direction to pass, and, while waiting, a passenger train from the opposite direction arrives, the freight train may cross back and allow it to pass, provided the other passenger train is not in sight; and also provided that a Flagman has been sent with danger signals, as provided in Rule No. 99, not less than **fifteen** telegraph poles in the direction of the expected train.

102. When it is necessary for a freight train on double track to turn out onto the opposite track to allow a passenger train running in the same direction to pass, and a passenger train running in the opposite direction is due, a Flagman must be sent back with danger signals, as provided in



Rule No. 99, not less than **fifteen** telegraph poles in the direction of the following train, and the freight train must not cross over until one of the passenger trains arrive. Should the following passenger train arrive first, a Flagman must be sent forward on the opposite track with danger signals, as provided in Rule No. 99, not less than **fifteen** telegraph poles in the direction of the over-due passenger train before crossing over. Great caution must be used, and good judgment is required to prevent detention to either passenger train. The preference should always be given to the passenger train of superior class.

103. If a train should part while in motion, Trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule No. 43, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a Flagman with danger signal **fifteen** telegraph poles in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track all the precautions required by the Rules must also be taken to protect the train against opposing trains. **The detached portion must not be moved or passed around until the front portion comes back.** This Rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event the Conductor and Engineman may arrange for the re-coupling, using the greatest caution.

104. When a train is being pushed by an engine (except when shifting and making up trains in yards) a Flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first signs of danger and immediately signal the Engineman.

105. A train starting from a station, or leaving a junction, when a train of the same class running in the same direction is over-due, will proceed on its own time and rights, and the over-due train will run as provided in Rule 88 or 89.

106. A train which is delayed, and falls back on the time of another train of the same class, does not lose its rights.

107. Regular trains twelve hours or more behind their schedule time, lose all their rights.

108. A train overtaking another train of the same or superior class, **disabled so that it cannot move**, will run around it, assuming the rights and taking the orders of the disabled train, to the next telegraph office which is open, where it will report to the Trainmaster. The disabled train will assume the rights of the last train passing it, till the next telegraph office is reached.

109. All messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

110. No train shall display signals for a following train without an order from the Trainmaster.

111. Extra trains must not be run on single track without an order from the Trainmaster.

112. When signals displayed for a following train are taken down at any point, Dispatcher must, until the signaled train arrives, see that opposing trains affected thereby which do not stop at that point are notified that signals were carried, and in case there is no train register at that point, all opposing trains affected must be notified.

If signals are taken down at a point where there is no Operator or other provision for the purpose, a Flagman must be left to notify opposing trains, until the signaled train arrives.

113. Work trains will be run as extras under special orders, and will be assigned working limits.

114. Freight Brakemen must be on top of their trains in approaching and passing stations. A Trainman must always be on the rear end of each moving train.

115. Enginemen must observe trains on the opposite track, and if they are running too closely together, call attention to the fact.

116. No person will be permitted to ride on an engine except the Engineman, Fireman and other designated employes, in the discharge of their duties, without a written order from the proper authority.

117. Conductors will be held responsible for the proper adjustment of the switches used by them and their Trainmen, except where Switch-tenders are stationed.

Whoever opens a switch must remain at it until it is closed, unless relieved by some other competent employe.

When there is more than one train to use a switch it must not be left open unless one of the Trainmen of the following train is at the switch and takes charge of it.

118. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges, must be promptly reported by telegraph to the Superintendent and Trainmaster.

119. No train shall leave a station at which stop is made, without a hand or lamp signal from its conductor, such signal to be given as near the front of the train as practicable, thus assuring Enginemen that signal is given by proper authority.

120. Conductors and Enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, **and they must take every precaution for the protection of their trains, even if not provided for by the rules.**

121. **In all cases of doubt or uncertainty, take the safe course, and run no risks.**

#### SPECIAL INSTRUCTIONS.

122. Conductors must be at their trains at terminal stations thirty minutes in advance of their leaving time.

123. Immediately before starting out on their runs, Conductors must go in person to the telegraph office and ask whether there are any orders for their trains.

124. Engine signal bell must be rung from rear platform of rear car before leaving each division point, and each station where any change is made in train. Bell cord must not be disconnected until train has come to a full stop.

125. Conductors will see that a red flag by day and a red lantern lighted at night are kept in rear end of the rear car of their trains. Three torpedoes must be attached to the staff of the flag, and three torpedoes to the wire guard of the lantern, so as to be ready for immediate use.

126. Potter bumper draw-heads must be connected with the two outside links or one center link, but the outside links must not be used to couple with a single draw-head.

127. Shortly before reaching a station at which the train stops, the Conductor or Brakeman will pass through each coach, except the sleeping cars, and announce twice, distinctly, with closed doors, the name of the station they are approaching.

128. Conductors of trains carrying Live Stock are required to consult the wishes of the Stockmen in matters pertaining to the care and comfort of the same. Especial attention must be given to stock unaccompanied by Drivers. In

warm weather Trainmen will water hogs as often as may be necessary, without being requested to do so. Conductors must see to this personally.

129. Conductors will comply with instructions of Agents in placing cars and in doing other station work. If necessary to disturb cars for loading or unloading, they must be replaced in same position as found. In case Agents' orders are unreasonable, the fact must be reported to Trainmaster. It is the duty of Agents to report violations of this rule, and all cases where Conductors refuse cars that are ready to go.

130. Conductors and Switchmen must open their trains to clear all public crossings while standing at stations, and must in no case block a public crossing longer than five (5) minutes.

131. Conductors will see that the words "Bad Order" are written with chalk on both sides of disabled cars left at stations, and defective part marked with a cross.

132. All Conductors of work and construction trains, when they lay up for the night, must notify the Trainmaster by wire, and give notice of where they intend working and their probable movements during the following day.

133. Conductors of freight trains must not take loaded cars or freight without the Way-Bills, or take Way-Bills without the freight or cars. A Conductor's Way-Bill must be made for **each car**, and for **each lot of individual freight** taken at a station where there is no Agent.

134. Conductors of freight trains not equipped with automatic brake must see that Brakemen govern the rate of speed of their trains while descending a grade. The brakes should never be applied so as to slip the wheels, and in descending heavy grades, Brakemen should see that the brakes are not kept on so long as to heat the wheels. To avoid this, the brakes should be frequently changed from one car to another.

135. Cars left at stations must have sufficient hand brakes set to prevent any possibility of their being blown out. The air-brakes must not be depended upon to hold cars left at stations. All cars left at non-agent sidings must be coupled up when practicable. In case of a single car or one with defective brakes, wheels should be securely blocked in addition to having hand-brakes set.

136. Unless authorized by special order in each case, passenger trains must not exceed a speed of forty-five miles per hour, or freight trains a speed of twenty miles per hour.

137. Conductors must prevent passengers endangering themselves by imprudent exposure. The circumstances under which passengers may be ejected from trains are fully covered below. **Use no unnecessary force.**

a. In California a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, if near a dwelling house or at a station.

b. Drunken and disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

#### **RULES FOR THE MOVEMENT OF TRAINS BY TELEGRAPHIC ORDERS.**

500. Special orders, directing movements varying from or additional to the Time-table, will be issued by the authority and over the signature of the Trainmaster. They are not to be used for movements that can be provided for by Rule or Time-Table. They must not contain information or instructions not essentially a part of them. They must be brief and clear, and the prescribed forms must be used when applicable; and there must be no erasures, alterations or interlineations.

501. Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably an order should include but one specified movement.

502. Orders will be numbered consecutively for each day as issued, beginning with No. 1 at midnight.

503. Orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the Conductor and Engineman, and also to a person acting as pilot. A copy for each person addressed must be supplied by the Operator.

504. Each order must be written in full in a book provided for the purpose at the Train-

master's office; and with it must be recorded the names of Trainmen and others who have signed for the order; the time and signals, showing when and from what offices the order and responses were transmitted; and the Train Dispatcher's initials. These records must be made at once on the original copy, and not afterward, from memory or memoranda.

505. The terms "superior right" and "inferior right" in these rules, refer to the rights of trains under the Time-table and Train Rules, and not to rights under Special Orders.

506. When an order is to be transmitted, the signal "31" (as provided in Rule 509), or the signal "19" (as provided in Rule 511), meaning "Train Order," will be given to each office addressed, followed by the word "copy," and a figure indicating the number of copies to be made, if more or less than three—thus, "31 copy 5," or "19 copy 5."

507. An order to be sent to two or more offices must be transmitted simultaneously to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take only its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

508. Operators receiving orders must write them out in manifold during transmission and make the requisite number of copies at one writing, or trace others from one of the copies first made.

509. When an order has been transmitted, preceded by the signal "31," Operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each Operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the Operators required at the time to repeat it, the response "O. K.," by the Train Dispatcher, will be sent simultaneously to as many as practicable, naming each office. Each Operator must write this on the order with the time, and then reply "i i O K.," with his office signal.

Those to whom the order is addressed must then sign their names to the copy of the order to be retained by the Operator; and he will send their signatures to the Trainmaster. The response "complete," with the Trainmaster's initials, will then be given by the Train Dispatcher. Each operator receiving this response will then write on each copy the word

"complete," the time, and his last name in full and will then deliver a copy to each person included in the address, and each must read his copy aloud to the Operator.

510. For an order preceded by the signal "31" "complete" must not be given to the order for delivery to a train of inferior right until "O K" has been given to and acknowledged by the Operator who receives the order for the train of superior right. Whenever practicable, the signature of the Conductor of the train of superior right must be taken to the order and "complete" given before the train of inferior right is allowed to act on it.

After "O K" has been given and acknowledged, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fails before an office has received and acknowledged "O K" to an order preceded by the signal "31," the order at that office is of no effect, and must be there treated as if it had not been sent.

511. When an order has been transmitted, preceded by the signal "19," Operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which the several offices have been addressed. Each Operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly, the response "complete," with the Trainmaster's initials, will be given by the Train Dispatcher. Each Operator receiving this response must write on each copy the word "complete," the time, and his last name in full, and reply "i i complete," with his office signal, and will personally deliver the order to the persons addressed without taking their signatures.

512. For an order preceded by the signal "19," "complete" must be given and acknowledged for the train of superior right before it is given for the train of inferior right.

If the line fails before an office has received and acknowledged the "complete" to an order, preceded by the signal "19," the order at that office is of no effect, and must be treated as if it had not been sent.

513. The order, the "O K" and the "complete" must each, in transmitting, be preceded by "31" or "19," as the case may be, and the number of the order, thus, "31, No. 10," or "19, No. 10." In transmitting the signatures of a Conductor and Engineman, they must be pre-

ceded by "31," the number of the order, and the train number, thus, "31, No. 10, Train No. 5." After each transmission and response the sending Operator must give his office signal.

514. The Operator who receives and delivers an order must preserve the lowest copy. On this must appear the signatures of those who sign for the order, and on it he must record the time when he receives it; the responses; the time when they are received; his own name; the date; and the train number, for which places are provided in the blanks. These copies must be sent to the Trainmaster.

515. For orders delivered at the Trainmaster's office the requirements as to record and delivery will be the same as at other points.

516. Orders to persons in charge of work requiring the use of track in yards or at other points, authorizing such use when trains are late, must be delivered in the same way as to Conductors of trains.

517. An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed to—

*"C. and E., No.— (at—), care of—,"* and forwarded and delivered by the Conductor or other person in whose care it is addressed. "Complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the Conductor and Engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first Operator accessible, who must preserve it, and at once advise the Trainmaster of its having been received.

Orders so delivered to a train must be compared by those receiving them with the copy held by the person delivering and acted on as if "complete" had been given in the ordinary way.

Orders must not be sent in the manner herein provided to trains the rights of which are thereby restricted.

518. When a train is named in an order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

519. Meeting orders must not be sent for delivery to trains at the meeting point, if it can be avoided. When it cannot be avoided, special precautions must be taken by the Train Dispatchers and Operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work, until after the work is done.

520. A train, or any section of a train, must be governed strictly by the terms of orders addressed to it, and must not assume rights not conferred by such orders. In all other respects it must be governed by the Train Rules and Timetable.

521. Orders once in effect continue so until fulfilled, superseded or annulled. Orders held by or issued for a regular train which has lost its rights, as provided by Rule 107, are annulled, and other trains will be governed accordingly.

522. A fixed signal must be used at each train-order office which shall display red at all times when there is an Operator on duty, except when changed to white to allow a train to pass after getting orders, or for which there are no orders.

When red is displayed, all trains must come to a full stop, and not proceed as long as red is displayed. The signal must be returned to red as soon as train has passed. It must only be fastened at white when no Operator is on duty. This signal must also display red to hold trains running in the same direction the required time apart. Operators must be prepared with other signals to use promptly if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been previously notified must stop and inquire the cause, and report the facts to the Trainmaster from the next open telegraph office.

The vane of semaphore means white when it is parallel with track.

At stations where there are two or more trains held by the red signal, clearance card, form No. —, will be issued to the trains for which there are no orders.

523. At stations shown in full-faced type, all Conductors must personally register their trains.

Conductors of freight and accommodation trains will fill up telegraph train reports, form 903, and leave them at all stations except registering stations. Operators will send these reports by wire, promptly to the Trainmaster's office.

Operators will report by wire to the Trainmaster's office the time of arrival and departure of all passenger trains.

524. Regular trains will be designated in orders by their schedule numbers, as "No. 10," or

"2nd No. 10;" extra trains by engine numbers, as "Extra 798, Conductor—," and all other numbers by figures. Time will be stated in words, followed by the figures, thus: seven fifty (7:50). The direction of the movement of extras must be added, as "East" or "West."

525. The following signs and abbreviations may be used:

Initials for Trainmaster's signature.

Such office and other signals as are arranged by the Superintendent.

C & E—for Conductor and Engineman.

O K—as provided in these rules.

Min—for Minutes.

Junc—for Junction.

Frt—for Freight.

No—for Number.

Eng—for Engine.

Sec—for Section.

Opr—for Operator.

9—to clear the line for Train Orders, and for Operators to ask for Train Orders.

31 and 19—for Train Order as provided in the rules.

The usual abbreviations for the names of the months.

526. Orders used by Conductors must be sent by them, daily, to the Trainmaster.

527. Enginemen will place their orders in the clip before them until executed.

### FORMS OF TRAIN ORDERS.

**Form A.—Fixing Meeting Points for Opposing Trains.**

— and — will meet at —

#### EXAMPLES.

*No. 1 and 2 will meet at Bombay.*

*No. 1 and 2nd No. 2 will meet at Siam.*

*No. 1 and Extra 95, Conductor—, will meet at Hong Kong.*

*Extra 652, Conductor—, North and Extra 231, Conductor—, South will meet at Yokohama.*

Trains receiving this order will, with respect to each other, run to the designated point, and having arrived there will pass in the manner provided by the Rules.

**Form B.—Authorizing a Train to Run Ahead of or Pass Another Train Running in the Same Direction.**

1. — will pass — at —.

2. — will run ahead of —, from — (to —).

#### EXAMPLES.

1. *No. 1 will pass No. 3 at Khartoum.*

2. *No. 4 will run ahead of No. 6 from Bengal (to Madras).*

When under this order a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

**Form C.—Giving a Train of Inferior Right the Right of Track Against an Opposing Train of Superior Right.**

— has right of track against — (—) to —.

#### EXAMPLES.

1. *No. 2 has right of track against No. 1 (Mecca) to Mirbat.*

2. *Extra 37 Condr. — has right of track against No. 3 (Natal) to Rattam.*

[NOTE.—The terms "superior right" and "inferior right" here and elsewhere in these Rules, refer to the rights of trains under Time-Table and Train Rules, and not to rights under Special Orders.]

This order gives a train of inferior right the right of track against one of superior right, to a designated point, when a definite meeting point cannot be fixed.

If the trains meet at the designated point, the train of inferior right must take the siding, unless the rules or orders otherwise indicate.

Under this order, as illustrated by example 1, if the train of superior right reaches the designated point before the other arrives it may proceed, provided it keeps clear of the schedule time of the train of inferior right as many minutes as the inferior train was before required by the Train Rules to keep clear of the superior train.

If the train of superior right, before meeting reaches a point beyond that named in the order, the Conductor must stop the other train where it is met and inform it of his arrival.

Under example 2 the superior train cannot go beyond the designated point until the extra train arrives.

When the train of inferior right has reached the designated point, the order is fulfilled, and the train must then be governed by the Time-table and Train Rules or further orders.

The following modification of this form of order will be applicable for giving a work train the right of track over all other trains, in case of a wreck or break in the track.

#### EXAMPLE.

*Work Train Extra 275, Condr. —, has right of track over all trains between Stockholm and Edinburgh (from 7 p. m.) (—).*

This gives the work train exclusive right of the track between the points designated.

**Form D.—Giving all Regular Trains the Right of Track Over a Given Train.**

All regular trains have right of track against — (between — and —).

#### EXAMPLE.

*All regular trains have right of track against No. 1 (between Moscow and Berlin).*

This order gives to any regular train of inferior right receiving it the right of track over the train named in the order, and the latter must clear the schedule times of all regular trains, the same as if it were an extra.

#### Form E.—Time Orders.

1. — will run — late from — to —.

2. — will wait at — until — for —.

#### EXAMPLES.

1. *No. 1 will run 20 min. late from Joppa to Mainz.*

2. *No. 1 will wait at Muscat until 10 a. m. for No. 2.*

Form 1 makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this latter time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under Form 2 the train of superior right must not pass the designated point before the time given unless the other train has arrived. The train of inferior right is required to run with respect to the time specified, the same as before required to run with respect to the regular schedule time of the train of superior right.

#### Form F.—For Sections of Regular Trains.

— will carry signals (—) to — for —.

#### EXAMPLES.

*No. 1 will carry signals (Astrakhan) to Cabul for Eng. 85, Condr. —.*

*2d No. 1 will carry signals (London) to Dover for Eng. 90, Condr. —.*

This may be modified as follows:

*Engines 70, Condr. —, 85, Condr. —, and 90, Condr. —, will run as 1st, 2d and 3d sections of No. 1 (London) to Dover.*

For discontinuing a section:

*Eng. 85 is discontinued as (second) section of No. 1 (from Dover).*

If there are other sections following, add:

*Other sections will change numbers accordingly.*

The character of train for which signals are carried may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

**Form G.—For Arranging a Schedule for a Special Train.**

1. Eng. —, Condr. — will run as special (— train), leaving — on — on the following schedule, and will have the right of track over all trains:

Leave —.

—.

Arrive —.

**EXAMPLE.**

1. *Eng. 77, Condr. —, will run as special (passenger train), leaving Turin on Thursday, Feb. 17th, on the following schedule, and will have the right of track over all trains:*

*Leave Turin 11:30 p. m.*

*Pekin 12:25 a. m.*

*Canton 1:47 a. m.*

*Arrive Rome 2:22 a. m.*

Example 1 may be varied by specifying particular trains over which the special shall or shall not have right of track, and any train over which the special train is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

2. Eng. —, Condr. —, will run as special (— train), leaving — on — with the rights of a — class train (—), on the following schedule, which shall be for this train a supplement to Time-table No. —.

Leave —.

—.

Arrive —.

**EXAMPLE.**

2. *Eng. 75, Condr. —, will run as special (passenger train), leaving Geneva, Thursday, Feb. 17th, with the rights of a (first) class train (east) on the following schedule, which shall be for this train a supplement to Time-table No. 10.*

*Leave Geneva 10 a. m.*

*Pekin 10:30 a. m., passing No. 12.*

*Canton 11 a. m., meeting No. 7.*

*Arrive Athens 11:30 a. m.*

Example 2 will be in each case a temporary supplement to the current Time-table, and the

designation of meeting and passing points is to be taken as the same as such designation by full-faced type on the Time-table, and the rules are to govern in the same way.

**Form H.—Extra Trains**

— will run extra from — to —.

**EXAMPLE.**

(a.) *Eng. 99, Condr. —, will run extra from Berber to Gaza.*

A train receiving an order to run extra is not required to guard against opposing extras, unless directed by order to do so, but must keep entirely clear of all regular trains as required by rule.

A "work train" is an extra, for which the above form will be used for a direct run in one direction. The authority to occupy a specified portion of the track, as an extra while working, will be given in the following form:

(b.) *Eng. 292, Condr. —, will work as an extra from (7 a. m.) (until 6 p. m.) between Berne and Turin.*

The working limits should be short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

(c.) *Eng. 292, Condr. —, will run extra (from Berne) to Turin and work as an extra from 7 a. m. until 6 p. m. between Turin and Rome.*

When an order has been given to "work" between designated points, no other extra must be authorized to run over that part of the track without provision for passing the work train.

When it is anticipated that a work train may be where it cannot be reached for meeting or passing orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for a designated extra, in the following form:

(d.) *Work Train 292, Condr. —, will keep clear of extra 223, south, between Antwerp and Brussels, after 2:10 p. m.*

In this case, Extra 223 must not pass either of the points named before 2:10 p. m., at which time the work train must be out of the way between those points.

When the passage of an extra train over the working limits can not be anticipated by these or other orders to the work train, an order must be given to such extra to protect itself against the work train, in the following form:

(e.) *Extra 76, Condr. —, will protect itself against Work Train Extra 95, Condr. —, between Lyons and Paris.*

This may be added to the order to run extra. A work train, when met or overtaken by an extra, must allow it to pass without unnecessary detention.

When the conditions are such that it may be considered desirable to require that work trains shall at all times protect themselves while on working limits, this may be done under the following arrangements. To example (b) add the following words:

(f.) *protecting itself against all trains.*

A train receiving this order must, whether the working limits (and in both directions on single track) against all trains, in the manner provided in Rule 99.

When an extra receives orders to run over working limits it must be advised that the work train is within those limits by adding to example (a) the words:

(g.) *Eng. 292, Condr. —, is working as an extra between Berne and Turin.*

A train receiving this order must run expecting to find the work train within the limits named

**Form J.—Holding Order.**

Hold —.

**EXAMPLES.**

1. *Hold No. 2.*

2. *Hold all trains (east).*

As any order for which "O. K." has been given and acknowledged operates as a holding order for the train to which it is addressed, this form will only be used in special cases, to hold trains until orders can be given or for some other emergency. The reason for holding may be added; as, "for orders."

This order is not to be used for holding a train while orders are given to other trains against it, which are not at the same time given to it in duplicate. It must be respected by Conductors and Enginemen of trains thereby directed to be held as if addressed to them. Conductors, when informed of the order, must sign for it, and their signatures must be sent and "complete" obtained.

When a train has been so held, it must not go until the order to hold is annulled, or an order is given in the form, "— may go." This must be addressed to the person or persons to whom the order to hold was addressed, and must be delivered in the same manner.

## Form K.—Annuling a Schedule Train.

— of — is annulled.

## EXAMPLES.

1. No. 1 of February 29th is annulled.
2. No. 3, due to leave Naples, Saturday, Feb. 29th, is annulled.

Adding "from (Alaska)," or "between (Alaska) and (Halifax)," when appropriate.

This order takes away all rights of the train annulled, and authorizes any train or person receiving it to use the track as if the train annulled were not on the Time-table.

If a train is annulled to a point named, its rights beyond that point remain unaffected.

The Train Dispatcher may direct any Operator to omit repeating back an order annulling a train until he has occasion to deliver it.

When a train has been annulled, it must not be again restored under its original number by special order.

## Form L.—Annuling or Superseding an Order.

"Order No. — is annulled.

This will recite the full order annulled, and will be numbered, transmitted and signed for as other orders.

If the order which is annulled has not been delivered to a train, the annulling order will not repeat it, but will be in the following form:

*Order No. — for trains — and — is annulled,*

and will be addressed to the Operator, who will destroy all copies but his own, and write on it:

*Annulled by Order No. —*

An order superseding another may be given, adding: "This supersedes Order No. —," or adding, "instead of —."

## EXAMPLE.

*No. 1 and No. 2 will meet at Sparta, instead of at Thebes.*

An order that has been annulled or superseded must not be again restored by special order under its original number.

In the address of an order annulling or superseding another order, the train first named must be that to which rights were given by the order annulled or superseded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it.

## MISCELLANEOUS.

Instructions and Rules Governing Crossing Signals at the Los Angeles Crossing of the Southern Pacific and California Central Railroads.

To take effect Tuesday, July 19th, 1887, 12:00 noon.

SECTION 1.—The interlocking Signals and derailing switches will be brought into use at the Crossing of the Southern Pacific and California Central Railroads, Los Angeles, on Tuesday, July 19th, 1887, at 12:00 noon.

SEC. 2.—Derailing switches are placed in each direction from the crossing. Those on the California Central being three hundred (300) feet from crossing, and those on the Southern Pacific four hundred and thirty-one feet from crossing on west side and nine hundred and ninety-eight feet from crossing on east side.

SEC. 3.—Home and Distant Signals are located in each direction.

SEC. 4.—Home signals are fifty (50) feet from derailing switches, and at night show a **Red** light for **danger** (stop), and a **White** light for **safety** (go ahead).

SEC. 5.—Distant signals in each direction are twelve hundred (1200) feet from home signals.

SEC. 6.—On the Southern Pacific, distant signals will show at night a **Blue** light for Caution, proceed slowly, and a **White** light for Clear, go ahead, but with caution.

SEC. 7.—On the California Central, distant signals will show at night a **Green** light for Caution, proceed slowly, and a **White** light for Clear, go ahead, but with caution.

SEC. 8.—When the blade of a semaphore home signal stands horizontal or the signal shows a **Red** light, it means danger, stop.

(a) Upon receiving the signal the Engineer will immediately stop the train; on no account may the train pass the signal at danger, except by special direction.

(b) If the train pass the semaphore home signal post before stopping, it must be backed up until it stands facing the signal, remembering that a train running fifty (50) feet past the home signal will be derailed.

SEC. 9.—The blade of a semaphore distant signal stands horizontal for Danger and inclined downward for safety.

SEC. 10.—The blade of a semaphore home signal stands inclined downward for safety.

SEC. 11.—(a) The absence of a signal at a place where a Home Signal is usually shown or such a signal imperfectly exhibited, must be con-

sidered as a danger signal and treated accordingly. Should a lantern go out, and the engineer, after stopping, see that the signal blade is clear, he may proceed; but he will report this failure immediately to the Signalman and to the Superintendent's office.

(b) A similar failure with a Distant Signal must be considered as a **Caution** Signal and treated accordingly.

SEC. 12.—Home and Distant Signals apply only to trains running in the proper direction on main line. Trains running in the wrong direction must proceed under the flag and protect themselves at every point.

## RULES.

First.—Engineers must approach distant signals with care, and must have their trains under complete control while running between distant and home signals.

Second.—When the home signal shows danger, trains must come to a **full stop** at least fifty feet from, and before reaching home signal.

Third.—Engineers may pass distant signal post when it shows danger, but must proceed with extreme caution and be in readiness to stop at any moment.

Fourth.—Trains must not attempt to pass home signal post until the Danger signal has been changed to safety.

Any attempt to pass home signal post while danger signal is displayed will cause derailment of train.

Fifth.—When trains are held by danger signal at home signal post Conductors must see that the rear of their train is fully protected at once.

Sixth.—When trains are running in sections, extra precautions must be used by all sections to prevent collision.

The above rules apply also to the crossing at Nadeau Park, where the derailing switches are 300 feet from crossing in each direction.

The San Diego yard limits extend from South Switch at 22d street to North Switch, San Diego.

The Los Angeles yard limits extend from Sign Board South Ninth Street Lumber Yard to 500 feet east of Downey avenue passing track.

Trains must be under complete control while running through San Diego, Colton, San Bernardino, Oceanside, Perris, Los Angeles, Pasadena and Barstow Yards. Between Fifth and D sts. San Diego, speed must not exceed six miles per hour.

## SECTIONMEN AND BRIDGEMEN.

Section Foreman, or reliable man, must pass over and examine their sections daily, and ascertain that the track, slopes, cuts and bridges are safe. This should be done in the morning.

They must see that no lumber, wood, stone, materials or tools are placed at any time within six feet of the rail.

Before a rail or frog is taken out, or any obstruction is caused to the main track, or when any break or obstruction is discovered, the danger signal must be sent out in both directions, at least **twenty** telegraph poles from the point of danger, and a competent man must remain and keep it displayed until he is recalled by the Foreman, which must not be done until the track is known to be safe.

In stormy weather, Section Foremen must be out with their men (day or night), with proper signals, and watch those places most liable to wash or be disturbed.

It is also the duty of Trackmen to put out fires set by engines, and to guard the property of others, as well as that of the Railroad Company, exposed to such fires, whether responsibility attaches to the Company or not.

Sectionmen will pay particular attention to the telegraph lines. In case the wires are found broken or on the ground, crossed, or in any way obstructed, they must be repaired in a temporary manner **immediately**, and where such repairs are impracticable, notice must be given to the nearest telegraph office by messenger or the earliest means practicable.

At all times when work is going on which renders it necessary for trains to reduce speed, a green flag must be set at side of track at least **twenty** telegraph poles from the spot, on Engineer's side, in each direction, as a caution to approaching trains to run slowly. After severe rains or a thaw, a hand car must be sent over the road before the passage of regular trains.

Hand cars or other property belonging to the Company, must not be used except for the business of the Company.

Sectionmen must, at all times, hold themselves in readiness to aid the passage of trains, and in case of accident must obey the orders of the Conductor of the delayed train.

Every man at work on the track must bear in mind that in operating the road under telegraph orders a train may pass at any moment.

Section Foremen must see that their gangs are always supplied with proper signal flags, lanterns, etc., and that they are thoroughly instructed as to their use.

Section Foremen must see that fences on each side of the road and at crossings are in good order and that cattle guards are in repair. A break in a fence should not be overlooked, and when it cannot be repaired for want of material the Section Foreman must give the Roadmaster immediate notice of it, stating what material is required. When fences are taken down for any purpose they must be replaced without unnecessary delay.

## BAKER HEATERS.

To insure satisfactory results in the use of the heater, the following instructions must be observed:

The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about fifteen inches of fire.

The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)

To increase the heat, open inside lower damper, and close upper damper.

To reduce the heat, close the lower damper and open the upper damper about two inches, or according to amount of heat required. With both dampers closed the car will not be too warm at any time, and by proper working of the lower and the upper dampers, and watching the indicator, the car can be kept at any temperature desired.

Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire, which instead of warming the car, stops the circulation, and creates gasses, which are liable to explode.

It will be readily understood that with the large amount of piping in the cars, the circulation, (which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water,) must be necessarily slow, and that a forced fire will do no good, but will only cause the effect above mentioned.

In filling the heater pipes, be sure that the water contains all the salt it will hold in solution,

and that no undissolved salt enters the drum. Open the combination cock on end of drum and pour in water until it runs freely from same. The water should always stand at the height of combination cock, which may be tried by opening the cock, but only when the fire is very low and no pressure on. Pipes should be warm all around before passengers enter the car.

Passenger cars having Baker heaters must be turned so that heater will be in forward end of car, when practicable.

## AUTOMATIC AIR BRAKE.

### ENGINEMEN.

1. Fill the oil cup on the pipe leading to the steam cylinder, with cylinder oil; open the cock in the bottom half a turn; this will lubricate the steam cylinder. Kerosene oil must not be used for oiling cylinders.

2. Start the pump gradually, to allow the condensed steam to escape.

3. Always have a pressure of 80 pounds in main reservoir before connecting to train. Before connecting keep brake valve at lap to prevent tank brake sticking.

4. In filling the reservoirs under the cars with air, the handle on the two-way cock must be turned to the left; this takes the air already pumped in the main reservoir, reduces pressure, and causes the pump to work more rapidly, until the gauge again indicates 80 pounds; the handle must then be turned to the right, so that the spring fits in the notch.

5. The brake is applied by turning the handle of the brake valve to right from notch and exhausting from three to twenty pounds of air.

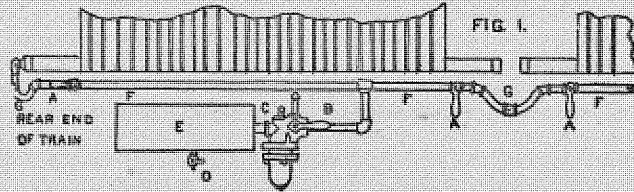
6. Before taking on extra cars carry handle of brake valve at lap to obtain an extra pressure in main reservoir. After coupling again turn handle to left to fill reservoirs. After this is done, it is a good plan to apply the brakes and release them at once. By the lap is meant the position of the handle of brake valve immediately to the right of running notch.

7. In making stops at stations, exhaust small quantities of air at a time; by so doing you reserve the air and bring the train to a stop gradually—releasing the brakes about the last revolution of the driving wheels (as near as you can judge); by so doing you avoid those lurches noticeable in stopping a train with the power brake.

8. Avoid as far as possible applying the brake twice; that is, if on the first application you find

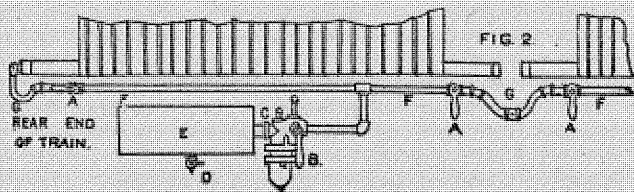
you are going to stop too soon, and you let them off to run a little farther; this second application will not be as strong as the first, because the reservoirs have not had sufficient time to fill.

### The Westinghouse Automatic Brake.



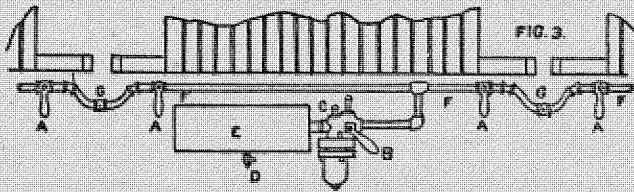
**EXPLANATION**—A A, Stop Cocks in Main Brake Pipe. B, Four-way Cock Handle. C, Triple Valve. D, Release Cock in Auxiliary Reservoir. E, Auxiliary Reservoir. F F, Main Brake Pipe. G G, Hose and Couplings.

### The Westinghouse Straight Air Brake.



**EXPLANATION**—A A, Stop Cocks in Main Brake Pipe. B, Four-way Cock Handle. C, Triple Valve. D, Release Cock in Auxiliary Reservoir. E, Auxiliary Reservoir. F F, Main Brake Pipe. G G, Hose and Couplings.

### Air Shut off From Brakes on This Car.



**EXPLANATION**—A A, Stop Cocks in Main Brake Pipe. B, Four-way Cock Handle. C, Triple Valve. D, Release Cock in Auxiliary Reservoir. E, Auxiliary Reservoir. F F, Main Brake Pipe. G G, Hose and Couplings.

9. If the brakes set from some unknown cause while in motion, put them on and off at once; never draw a car with the brakes set.

10. Run the pump as slow as possible, and keep the required pressure; the safety valve pops at 85 pounds.

11. Never use the brake in switching trains, or when Brakemen are expected to brake.

12. Open drain on discharge pipe every day to let out water. Open drain cock on main reservoir and slack nut on bottom of triple valve on tank once every week.

13. Always have on hand an extra hose and coupling.

14. For the automatic brake, the handle of the four-way cock must be turned horizontally (see Fig. 1, letter B); if turned down, will change it to the simple air brake (see Fig. 2, letter B); if turned midway between these two positions, it will close communication with the brake cylinder and reservoir, and should be so turned when desirable to have the brakes out of use on any particular car, from breaking of rods, etc. This applies to tenders and cars. (See Fig. 3, letter B.)

15. When, from any cause, the automatic brake cannot be used, change to the simple air brake, but never resort to the hand brake when either of the others are practicable.

16. Enginemen must report upon arrival at terminal stations, or Round House, any defect in the working of their engine-valve and pump, etc., that it may be repaired at once.

17. The Enginemen should immediately, on feeling the brakes applied, turn the handle of the Engineman's brake valve to top so as to maintain the pressure in the main reservoir, which is all important. He should observe his gauge, and if he sees that all of the air has escaped, he will know that a pipe has burst, or that the Conductor's Valve has been opened and held open. If the pressure is only reduced sufficiently to apply the brakes, and the reduction then ceases, he will know that the Conductor's Valve has been opened long enough to cause the stoppage of the train, and has been closed. In this case he can easily release the brakes in the usual way upon receiving the proper signal from the Conductor.

The Engineer should warn the Trainmen, when the brakes have been applied in such a manner that they cannot be released from the engine, by giving a succession of short double whistles.

#### TRAINMEN.

18. In making up trains, all the couplings must be united, so that the brakes will apply throughout the entire train. The cocks in the

bake-pipe must all be opened (handles pointing down) except that on the rear of the last car, which must be horizontal, and the coupling hung up in the bracket. (See Fig. 1, letters A and G.)

19. In detaching engines or cars, the couplings must invariably be parted by hand; the cocks in the brake-pipe must always be closed before separating the couplings, to prevent application of the brakes.

20. At stations where it may be necessary to cut the train, to take or leave cars, Trainmen must not turn the stop cock or disconnect hose until the brakes have been released by the Engineman.

21. If the brakes are applied when the engine is not attached they can be released by opening the release cock in the end of brake cylinder; or, if a freight brake, by turning handle of triple valve to position shown at B, Fig. 3, until the brake is released.

22. The valve for the application of the brakes from the inside of the car should be kept tight, and must always be examined when the car is standing at terminal stations. This valve should only be used in case of emergency.

23. The brakes must be applied while standing at terminal stations, and inspected by the Brakemen, to see that all cars are in working order. Conductors will see that this test is made, and when trains start from points at which no Inspectors are located, they must make the test in place of Inspectors, as per Inspector's rule number 31.

24. If the packing in the couplings freeze, so as to leak, thaw them out with a torch.

25. Report to Inspectors any car not in working order.

26. Keep the hose coupled together or hung up in the bracket provided for that purpose, when not in use.

#### INSPECTORS.

27. The adjustment of the brakes should be such that, when applied, the pistons will not travel more than eight or nine inches, if passenger, or six or seven inches, if freight.

28. Great care must be exercised in taking up the slack in connections, to have the levers and pistons pushed back to their proper places, and the slack taken up by the under connections or dead lever.

29. The brake cylinders must be kept free from gum so that they will readily release when air has been discharged. Clean and oil once in three



months and mark the date of oiling on cylinder with chalk.

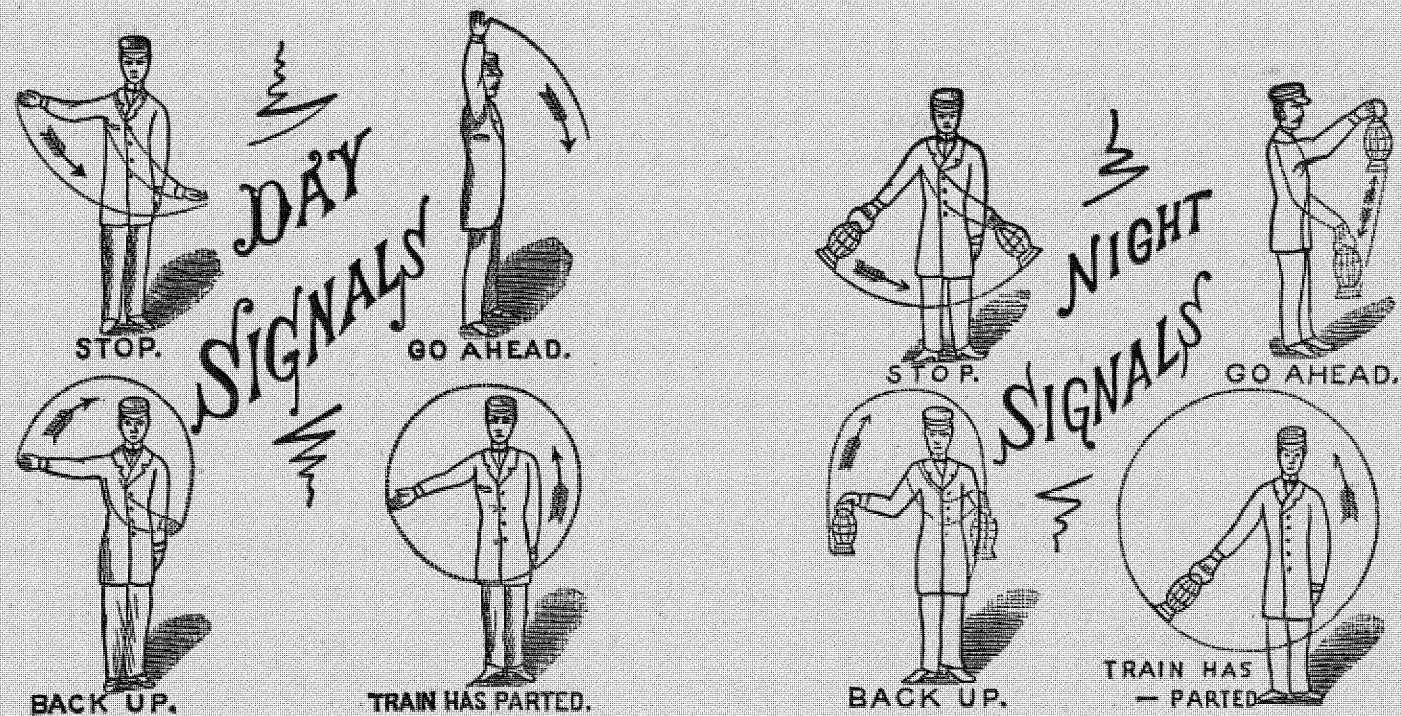
30. In damp weather the triple valve should be drained daily, to let out any water that may have collected. Slack the bottom nut about half a turn, let the water escape, and screw it up again; if there is a petcock, draw through that.

31. The Inspectors will examine each car throughout the entire train, when Enginemen applies the brakes, to see that the brakes have applied properly, and if all is right, will signal the Engineman, who will release them.

32. Inspectors will be held responsible for trains leaving stations with the air brakes not in perfect working order.

33. Inspectors at all points must keep on hand, ready for immediate use, a supply of all parts that are liable to get out of repair, as well as tools necessary for making repairs.

**Enginemen** will report promptly to Division Master Mechanic any neglect of Inspectors to comply with the above rules.



Stockmen in charge of stock, when holding proper contracts, will be carried on any train having stock.

**D. McGOOL,**  
General Manager,  
LOS ANGELES,

**J. T. WHEDON,**  
Trainmaster,  
SAN BERNARDINO,

**G. W. SANBORN,**  
Superintendent,  
SAN BERNARDINO.



BOUND HERE.  
PERFORATED LINE.

# California Southern Railroad Company.

TELEGRAPHIC TRAIN ORDER No. ....

*Trainmaster's Office,* ..... March 27th, ..... 188 5.

Form  
19

For

Station

to

C. & E.

of

No. 13.

Form  
19

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER.

*Rec'd 2:15 P. M. Made Complete at 2:18 P. M. Rec'd by Jones Op'r.*

## California Southern Railroad Company. CLEARANCE CARD.

Dover, ..... 9:15 A. M. .... March 25, ..... 188 7.

Conductor and Engineman No. 12.

*I have no orders for your train. Signal is out for* ..... No. 16. ....  
*Operator.*

This does not interfere with or countermand any orders you may have received.  
Conductor **must see** that the number of **his train** is entered in the above form correctly.  
Conductor and Engineman must each have a copy.