

CARSON AND COLORADO RAILROAD.

TIME TABLE No. 7.

To take Effect on Sunday, January 1st, 1882, at 7.45 A. M.

For the Government and Information of Employés only.

1		Miles	STATIONS.	Miles	2	
Bodie and Candelaria		from		from	San Francisco & Virginia	
EXPRESS.		Mound House.		Belleville.	EXPRESS.	
9.30	A. M. LV.	0	Lv. MOUND HOUSE Ar	150	6.00	P. M. AR.
10.00		6	6.0 DAYTON	144	5.25	
10.45		18	12.0 CLIFTON	132	4.45	
11.20		26	8.0 FT. CHURCHILL	124	4.12	
11.26		28	2.0 WASHOUT	122	4.05	
12.00	M.	38	10.0 WABUSKA	112	3.25	
12.15 } 12.30 }	P. M.	42	4.0 CLEAVER	108	3.10	
12.40		45	3.0 MASON	105	3.00	
1.10		54	9.0 RIO VISTA	96	2.25	
1.25		58	4.0 RESERVATION	92	2.10	
1.47		65	7.0 SCHURZ	85	1.47	
2.30		78	13.0 GILLIS	72	1.00	P. M.
3.40 } 4.10 }		100	22.0 HAWTHORNE	50	11.45 } 10.45 }	
4.43		110	10.0 STANSFIELD	40	10.05	
4.53		113	3.2 KINKEAD	36	9.55	
5.33		125	11.8 LUNING	25	9.15	
5.56		131	6.0 NEW BOSTON	19	8.55	
6.15 } 6.30 }		137	6.0 SODA SPRINGS	13	8.35	
6.50		143	6.0 RHODES	7	8.15	
7.20	P. M. AR.	150	7.0 Ar BELLEVILLE Lv	0	7.45	A. M. LV.

J. R. KING, Train Dispatcher, is authorized to move trains by Telegraph or otherwise.

Full Faced Figures denote meeting and passing places. Trains run Daily.

The attention of Trainmen is particularly called to the Rules and Regulations printed on the back of this card, as they will be strictly enforced.

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H. M. YERINGTON, Gen'l Supt.

W. H. CRISLER, Master Transportation.

R. J. LAWS, Asst. Supt.

RULES AND REGULATIONS FOR THE GOVERNMENT OF EMPLOYEES.

SIGNALS.

1. A Red flag by day, a Red light by night, or an explosion of a torpedo on the track, is a signal of danger. A Red flag placed outside the rails signifies that the track is out of order, and speed of train or engine must be reduced to six miles per hour. A Red flag placed between the rails signifies that the track is impassable, and trains must come to a full stop.

2. A Red flag by day, or a Red light by night, displayed at a station, denotes that a telegram or train order is waiting, and the train must be brought to a stop.

3. One sound of the whistle is the signal to apply the brakes; two sounds of the whistle is the signal to let go the brakes; three sounds of the whistle is the signal to back; four sounds of the whistle is the signal to call in a flagman; several short sounds of the whistle is the signal of danger.

4. One stroke of the cab bell signifies stop. The cab bell *must not* be used to start trains.

5. A light swung over the head is a signal to go ahead; when swung across, or at right angles with the track, is a signal to back up; and when moved up and down is a signal to stop. If motion of lamp is quick, move quick (but with care); if slow, move slow.

6. Notice must be taken of all violent signals. Always stop and ascertain the meaning of every signal that may seem to indicate danger.

7. A Red flag by day, or a Red light by night, displayed on the front of an Engine, indicates that another Train is following, which has precisely the same rights as the Engine or Train bearing the signal.

8. All Night Trains (and Freight and Work Trains running in day time) must, in all cases, carry a Red signal on the rear car, and Engines running without Trains on rear of tender.

RUNNING RULES.

9. Train bound south will have the right to the track against Train moving in opposite direction, until it (the Train bound south) is thirty minutes behind its card (leaving time; after which, the Train bound north will have the right to the track indefinitely, as against Train moving in opposite direction, keeping thirty minutes behind its card (leaving) time, at each and every succeeding Station, until the expected Train is met.

10. Always allow five minutes for possible variation of watches. Time must be compared daily with clock in Mound House office, which will be considered standard time.

11. Construction and Extra Trains must keep at least five minutes out of the way of all Time Table Trains. South-bound Trains will take side track when practicable.

12. All Trains will approach terminal Stations with great care. Conductors of Trains and Engineers of Engines, running without Trains, will register at terminal stations, in a book kept for that purpose, the time of their arrival and departure.

13. Conductors of all Trains, immediately before starting out on their runs, will go in person to the Telegraph Office, to inquire if any special orders are awaiting them.

GENERAL RULES.

14. No person will be allowed to ride free.

15. No person employed on Trains or at Stations will be allowed to leave his position or change with another, without permission from the General or Assistant Superintendent.

16. Trains will be under the control of the Conductor, and will be run as nearly to card time as possible; although the Conductor has charge of the Train, the Engineer will not be considered blameless if he runs any unnecessary risks.

17. Train men will consult Bulletin Boards daily.

18. The use of intoxicating drinks is strictly forbidden, and the use of them while on duty will be deemed sufficient cause for dismissal from the service of the Company.

19. Conductors or Brakemen of *all* Trains meeting or passing, or when approaching a Station, *must be out* looking for signals, and be prepared to do anything required for safety or expedition; and all Trainmen will be at their Train at least fifteen minutes before starting time, and examine the same to see if everything is in order.

20. Conductors will report in writing to the General or Assistant Superintendent all injuries to persons caused by their Train, giving number of Train and Engine; the names of all employes on their Train; also, the names of others witnessing accident, and all other information that may be useful as a matter of record, and, whenever practicable, get the signatures of employes and other witnesses to report, after reading the same to them. In case of accident, resulting in injury to passengers or employes, or damage to rolling stock or contents of cars, the Conductor (if Conductor is disabled, the head Brakeman) will immediately notify the General or Assistant Superintendent by telegraph of such accident, giving full particulars, and stating what assistance, if any, is required.

21. IN NO CASE MUST A CAR BE LEFT ON A GRADE WITHOUT THE BRAKE BEING SET AND THE WHEELS BLOCKED. Conductors of Freight and Work Trains, in switching out cars at Stations, or meeting and passing Trains on tracks where station work is done, should leave cars, as near as practicable, as they find them, or at convenient places for loading or unloading. They will also render Station Agents assistance in switching cars, in order to an economical disposition of the business of Stations.

22. Conductors will have the names of Stations announced in all passenger cars.

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

24. A Brakeman must be stationed on rear car, and not leave his position without permission from his Conductor.

25. Brakemen must not slip the wheels, and it is the duty of the Conductor to see to this matter.

26. No section or other Foreman will allow his hand car to be used on the track, except in the service of the Company.

27. Engineers or Firemen should look back frequently to see that all is right; and in case the Train has broken apart, GREAT CARE must be taken to keep the forward end out of the way of detached part; sounding whistle repeatedly to warn Trainmen, and if on a down grade, the forward part of the Train will KEEP MOVING, EVEN TO THE NEXT STATION, IF NECESSARY. If detached portion or Train is out of sight, and it is necessary to back up, before doing so, if on a down grade, allow ample time to elapse before starting, and send a man back with flag at least fifteen (15) minutes before moving; and if there is no Brakeman on top of Train, after flag has been sent back, the Engineer will send his Fireman out on Train to keep watch and give necessary signals; then move with great care, stopping at all obscure places, unless it is certain that rear part of Train is at a stand and will not move until reached. Every precaution must be used to prevent accidents. TAKE NO CHANCES.

28. Dampers of Ash Pans must in all cases be closed while Engines are crossing bridges and wood yards.

29. Engineers will not allow any person to ride on Engine, except officers of Company and Foremen of Track.

30. Great care must be taken to prevent killing live stock. BRING THE TRAIN TO A FULL STOP IF NECESSARY. Should any be killed or struck, the Engineer must report in writing, on blanks furnished for that purpose, to General or Assistant Superintendent, giving number of Engine, number of Train, names of Conductor and Fireman, and all other information that may be useful.

31. Station Agents are required to see that the doors of all cars on the side tracks are securely fastened, and that the brakes are set, and the cars far enough from the main track as not to endanger passing Trains, and that the wheels of all cars on side tracks are properly blocked, and cars must NEVER be allowed TO STAND ON THE MAIN TRACK.

32. In all cases, either by day or night, when the track is obstructed, by reason of repairing or otherwise, so as to endanger the passing of Trains, a Red flag by day or a Red light by night must be placed at least three-quarters of a mile in both directions, so as to be plainly seen by an approaching train. Road Masters will see that Section Men are on hand during stormy weather and time of flood, to properly guard the track and bridges from water and slides.

32. Engineers must sound the whistle at all obscure places, and ring bell at crossings.

RULES GOVERNING THE MOVEMENT OF TRAINS BY TELEGRAPH.

34. No more than one person shall be permitted to move trains by special orders, at the same time. The General or Assistant Superintendent, and such other person as he may designate as "TRAIN DISPATCHER," shall be authorized to move Trains by Telegraph, or otherwise. Train Dispatchers will closely watch all Trains, both on and off of time, AND ANTICIPATE THEIR WANTS, that no time may be lost at Telegraph Stations waiting for orders.

35. All special orders and messages involving the movement of Trains shall be communicated in writing, and addressed to the Conductor and Engineer of the Train, and shall be *positive and defined*. The Conductor shall write his understanding of the order, which shall be read to the Engineer and signed by both, which must in all cases be repeated back to the dispatching office, and the Dispatcher, if correctly understood, will telegraph back O. K. Operators will in no case sign the names of Conductor or Engineer, to their understanding of the order. All orders and messages in regard to the movement of Trains must be written in full, and no abbreviations shall be used, except 12 (how do you understand) or 13 (I understand; I am to). Operators will not suffer an order to leave their possession until they have received and endorsed upon the same, O. K., in answer to the 13 message of Conductor and Engineer, nor until they have signed the same.

36. Conductors of Work Trains, must notify Train Dispatcher in the evening, between what points they will work the next day, and get their orders; should it become necessary to go outside of those limits, they will proceed with great caution, and at the first telegraph office, ask Train Dispatcher to extend the limits as provided in Rule 35. Their working hours will be from 6 A. M. to 7 P. M.; should they wish to work earlier or later, they must get special order to do so.

37. In all cases where trains are run by special orders, either by telegraph or writing, the orders will specify the Trains to which they refer, and the special orders will not affect Trains or Engines which may be following the leading Trains, unless such following Trains or Engines are *distinctly* stated in special orders.

38. Under no circumstances accept verbal orders for the movement of trains.

39. When an operator receives an order to hold a Train, he must first put out a Red flag or Red light; then give his understanding of the order; a written copy of such order for holding the train must be made and delivered to the Conductor, who will show the same to the Engineer; he will be careful to observe that the signal is not disturbed or hidden, and will notify all other Trains that the signal is not for them. The red signal must not be relied upon exclusively to hold Trains; operators are expected to watch closely for the expected Train, using all necessary means to stop it.

40. Should a Train be held at a Telegraph Station where there is no night operator, the Conductor may call the day operator into the office to get orders for him.