

# Monterey & Salinas Valley Railroad.

## TIME TABLE

TO TAKE EFFECT AUGUST 4, 1876, AT 8.00 A. M.

For the Government and Information of Employes Only.

Trains leave Monterey at	8.00 A. M.	Trains leave Salinas City at	3.15 P. M.
Arrive at Bardin's at	8.50 "	Arrive at Castroville Crossing at	3.30 "
" Castroville Crossing at	9.15 "	" Bardin's at	3.55 "
" Salinas City at	9.30 "	" Monterey at	4.45 "

### FLAG AND OTHER SIGNALS.

1. A red Flag by day or a red Light by night, displayed on the front of an engine, shows that another train is following, which has the same rights as the engine or train bearing the signal.

2. A white Flag by day or a white Light by night shows that an extra engine or train will pass over the road in the direction in which the Flag or light is carried, but will keep entirely out of the way of all regular trains. Work Trains and Track Parties must be kept entirely out of their way and give a clear track to them. Engineers and Conductors of Trains bearing a white Flag or white Light, will be particular and call the attention of Meeting Trains, Station Agents and all others concerned, and explain the meaning of it.

3. One sound of the Whistle is the signal to apply the brake.

Two sounds of the Whistle is the signal to let go the brakes.

Three sounds of the Whistle is the signal to back the train.

Four sounds of the Whistle is the signal to call in the flagmen, and when approaching a station to have a man attend the switch.

4. Several short sounds of the Whistle is the signal of danger; and when on the road a signal of that kind is given, and

the train comes to a stop or is standing still, section men in hearing distance will go to the assistance of the train, as it then becomes a signal of distress.

5. Night Signals.—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.

6. Any Violent Signal or Demonstration given with a Light at night or with a Flag, hat, cap, or with the hands by day, must be considered a signal of danger, and the train brought to a stop until its meaning is understood.

A. GONZALEZ, Superintendent.

# READ RULES CAREFULLY.

## RULES AND REGULATIONS FOR EMPLOYEES.

### RULES AND REGULATIONS.

1. The clock in the Station Office at Monterey, is the standard time of the road by which all trains will be run, and the hours of labor of all work on the road will be governed. Conductors and engineers will compare their watches daily and give the correct time to such persons who do not have access to the clock.
2. No person will be passed free unless they have a pass signed by the President of the Road.
3. All trains will be under the control of the Conductor, and will be run as nearly to Card time as possible, under no circumstances leaving a station earlier than the Card time, except on special order, and remaining at a station only so long as necessary to transact the business of the Train.
4. No Train will be started from a station without a signal from its conductor. Engineers will always give notice before starting, by ringing the engine bell—avoiding the use of the whistle at station as much as possible.
5. Conductors will be held responsible for the faithful performance of the duty of the brakemen on their trains, and the brakemen will obey the orders of the Conductor, and be entirely under his control while on duty. They will require the doors of all Freight Cars in their Trains to be closed, and will in all cases when ascending or descending grades, station themselves on the rear part of the Train and see that their Brakemen are at their posts. In no case must a car be left on a grade without the brake being set and the wheels blocked.
6. Conductors will see that the brakemen are stationed at their proper places on the train and must not leave them without permission. Great care must be exercised in getting the trains under immediate control in approaching bridges and trestle works, and when the engineer signals for brakes to prevent killing stock.
7. Conductors will see that switches, after being used, are left turned to the Main track. Any employee leaving a switch turned from the main track, or unlocked after being used, will be dismissed from the service of the company.
8. Although the Conductor has charge of the train, the Engineer will not therefore be considered blameless if he runs any unnecessary risk on the road without all the prescribed precaution being observed which is necessary to perfect safety.
9. Conductors, Engineers, Baggage men and Brakemen will be at their trains at least 50 minutes before starting time, and see that their trains are in order.
10. Conductors, Baggage men and Brakemen on trains conveying passengers are required to wear badges as prescribed by law.
11. Conductors will use every precaution to keep their trains under perfect control going down grade, and see that the brakemen do not slide the wheels.
12. Conductors must know that their trains are provided with all necessary tools, switch rope, chain, frogs, ax, duplicate brass bearings, links, and pins, oil cans and lanterns, and ready for immediate use.
13. Engineers must sound the whistle when approaching all stations, curves and obscure places, and ring the bell when within eighty rods of the crossing of any public highway and continue ringing until it is passed.
14. Engineers must not allow their firemen to throw wood chips or dirt from the tender whilst in motion. All material that can not be burned must be taken to wood stations and thrown out.
15. Engineers will exercise every precaution to prevent their engines from throwing fire. Any defect in the stack must be reported without delay. Dampers of ash pans must always be closed while crossing Salinas river bridge and trestle-work over Lagoon Lagranda.
16. Engineers must know that their engines are provided with all necessary tools; one pair jack-screws, that must at all times be in good order, chain, ax, saw, pinch bar, tongs, ash hoe, bucket, extra spring hangers, and all necessary tools to meet casualties.
17. Engineers will use every precaution to prevent killing or injuring stock. When stock is on the track he must get his engine and train under control, and stop it, if necessary, until the stock is driven from the track.
18. Engineers will be held responsible for the faithful performance of the duty of their firemen, and the firemen will obey his orders and be entirely under his control while on duty.
19. Engineers or Firemen should look back frequently to see that all is right; and in case a train is broken apart, great care must be taken to keep the forward part out of the way of the detached part. In all cases the engineer will give ample time for the detached part to be brought to a stop before backing up. If on a down grade, the forward part must keep moving until the detached part is stopped, to make a certainty of avoiding a collision. Every precaution must be used to prevent accidents. Take no chances with a train broken apart.
20. Trains bound toward Salinas will have the exclusive right to the track against trains bound from Salinas, unless otherwise ordered. Always allow five minutes for variation of watches; but the five minutes so allowed must not be used for running time. If a train can not reach a meeting point on time to meet another train all the necessary precaution must be taken to prevent accidents.
21. If a train is unavoidably delayed from any cause whatever, and can not back up, before proceeding further, men must be sent back and ahead with red flags by day, and red lights by night, to stop approaching trains.
22. No train will run faster than fifteen miles an hour, and if delayed will not make up lost time unless by special orders from the Superintendent. All trains will slow down to four miles an hour while crossing Salinas river bridge and trestle bridge at Lagoon Lagranda.
23. When necessary to back a train the Conductor must place a reliable man on the rear car where he can have a full view of the track and have a brake under his control. The Engineer and Firemen must so station themselves as to see any signal given to stop. Back up slow and have your train under control.
24. No extra engine, with or without a train, will be allowed to pass over the road without an order from the Superintendent, or other persons appointed by him to direct their movement.
25. When two or more engines or trains are following each other, a red flag by day or a red light by night must be displayed on the front of all engines, except the last. Section men, bridge men, and all persons concerned, will observe closely all signals carried on engines, and govern themselves accordingly.
26. When an extra train or engine is to follow another train, notice must be given to the conductor and engineer of the leading train, who will carry the red or white signal, as may be required, to a terminal station only, unless otherwise ordered by the Superintendent, or other persons authorized to direct the movement of trains. Engineers will not carry signals for extra trains or engines except by order of the conductor of the train they are running.
27. All trains running at night must carry a red light on the rear car. In case of accident or stoppage upon the main track Conductors will station men with red flags by day or red lights by night, and they have no right to assume that there are no trains approaching from either direction. Special care must also be taken in case a train gets behind time, and is liable to be overtaken by a following train, to guard against accidents. Disabled cars left at stations must be reported to the Superintendent.
28. In case of uncertainty always take the safe side. Let every man protect his own train and engine; each section man his track and switches, and accidents from carelessness will never occur.
29. Approach all stations and obscure places, where danger might occur, slowly, and be sure that the switches by their levers are seen to be right.
30. No ENGINE, with or without a train will be allowed to run over the road at night without a head-light. Engineers must know that the head-light on their engine is in good order and always lighted, when running at night. In case the head-light becomes impaired while on the road, a white light or lantern must be substituted for that trip only.
31. No wood, freight, timber, or other material of any kind, will be allowed to be piled within six feet of the track.
32. When the track is obstructed, by reasons of repairs or otherwise, so as to endanger the passing of trains, a red flag by day or a red light by night, must be placed in both directions at least half a mile, so as to be seen by approaching trains. Section men have no right to suppose that no trains are moving. No section foreman will allow his hand car to be used on the track except in the service of the Company.
33. Station agents will be held responsible for the proper security and position of the switches, and in no case allow them to be removed from the main track, except when a Train is to leave or enter a turnout.
34. 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 secured and blocked, and cars must NEVER be allowed to STAND ON THE MAIN TRACK, but must be placed on a siding. All property found on the road must be sent to the general office at Salinas City.

~~JOHN MARKLEY,~~

~~General Ticket Agent~~

~~JOSEPH W. NEBBITT,~~

A. GONZALEZ, Superintendent.