

**Rule 99:** When a train is moving under circumstances in which it may be overtaken by another train, a member of the crew must drop lighted fuseses at proper intervals and take such other action necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, or when other conditions require flag protection, a member of the crew must go back immediately a sufficient distance to ensure full protection.

The front of the train must be protected in the same way when necessary

# THE SANTA CRUZ NORTHERN RAILROAD CO.

## TIMETABLE

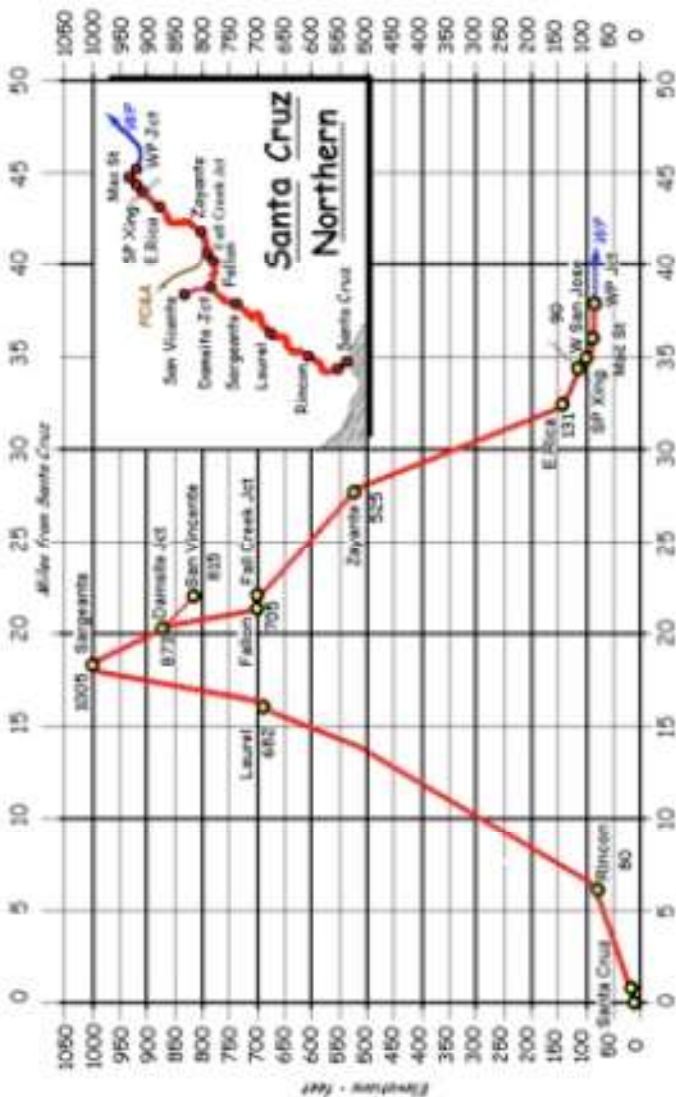
# No. 11

EFFECTIVE SUNDAY, March 7, 1971  
AT 12:01 A. M.  
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

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J. C. PROVIDENZA  
*Receiver and General Manager*  
D. R. CLEMENS  
*Chief Train Dispatcher*  
L. A. von BEROLDINGEN  
*Trainmaster*



## Welcome to the SCN

**HISTORY and THEME:** The SCN is a jointly owned Western Pacific / Santa Fe subsidiary, running from a connection with the WP in San Jose California south to Santa Cruz on the Pacific Coast. As such it shares many of the characteristics of similar lines in the area such as the Central California Traction Company or the Northwestern Pacific. Motive power is either second hand or leased, quite often from the parent roads. Traffic has traditionally centered around industrial products in San Jose and agricultural products from the Santa Clara Valley and wood products and cement from the Santa Cruz Mountains. Now in the early 1970's this is slowly changing as the economy of the area evolves.

**DESIGN:** The SCN is a point to point, double deck, walk around style layout that shares a two car garage with a compact car. The SCN is single track with about 260 feet of mainline, of which 55 feet is in a three level helix. The maximum grade is 2 and 1/4%; minimum mainline radius is 26". Five major sidings have been extended to average 15 feet in length. The SCN operates with Lenz DCC and Easy DCC wireless throttles.

**OPERATIONS:** An operating session lasts 4-6 hours. During that time we will operate a combination of scheduled commuter trains, fast and drag freights, extra trains including the Cement Train, several locals and the yard engine at Mac St. Yard in San Jose. A helper crew, work train and log train round things out. Operations center on the yard at Mac St., which classifies cars for spotting at local industries or into blocks for pickup by through trains or for interchange with the SP at SP Xing. The Perishable, our hot through train jointly operated with the WP, makes only one pickup or setout at West San Jose for hot traffic. Local switching in the San Jose area is done by The Crusher; industries at E. Rica are worked by the E. Rica Local. The east and west drag freights are worked at Mac St Yard and they pick up and set out blocks of cars for the Mountain Local at Fallon. The Mountain Local works the industries at Fallon and Zayante, the interchange with the shortline FC&A at Fall Creek Jct., and takes cars to Laurel. A local mill switcher shuffles cars at the Beroldingen Lumber Co. mill at Laurel. The Cement Train's connection currently originates on SP, is filled with additional traffic at San Jose, runs up the hill to the Damsite Branch where it exchanges loads for empties at Santa Cruz Portland Cement and then returns.

Train movements are controlled by Timetable and Train Orders. Car movements are controlled by waybills and switchlists. Two Agent-Operators handle the combined duties of Freight Agent and Train Order Operator for the railroad.

**Rule 85:** (Paragraph 1, in part) Extra trains may pass and/or run ahead of second and third-class trains and extra trains.

**Rule 86:** An inferior train must be in the clear at the time a first-class train or train of superior right in the same direction is due to leave the next station in the rear where time is shown.

**Rule 87:** A train must clear the time of opposing superior trains by not less than ten minutes, and failing to clear the main track by the time required must be protected at that time as prescribed by Rule 99.

**Rule 89:** At meeting points the inferior train must take the siding except as provided by train orders.

**Rule 91:** Trains in the same direction must keep not less than ten minutes apart, except in closing up at stations.

**Rule 92:** A train must not leave a station in advance of its scheduled leaving time.

**Rule 93:** Yard limits will be indicated by yard limit signs and in the timetable or by train order. Within yard limits the main track may be used, clearing FIRST class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains, and engines IS NOT REQUIRED.

In case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Second and third class trains, extra trains, and engines must move within yard limits at restricted speed.

**Rule 97:** Unless otherwise provided, extra trains must not be run without train order authority.

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**Rule 6(a):** The following letters when in the Symbols column of the schedule indicate:

TO--train order office	K--standard clock
R--train register station	O--track scales
B--bulletin station	P--telephone
F--fuel	T--turntable
I--interlocking	Y--wye
J--track connection with foreign road	

**Rule 71:** A train is superior to another train by RIGHT, CLASS, or DIRECTION.

RIGHT is conferred by train order, CLASS and DIRECTION by timetable.

RIGHT is superior to CLASS or DIRECTION.

Trains in the DIRECTION specified in the timetable are superior to trains of the SAME CLASS in the opposing direction

**Rule 72:** FIRST CLASS trains are superior to second class trains, second class trains are superior to third class trains, and so on.

**Rule 73:** Extra trains are inferior to regular trains.

**Rule 82:** Timetable schedules are in effect for twelve hours after their time at each station. Regular trains more than twelve hours late on either their schedule arriving or leaving time at any station lose both right and schedule and can then proceed only as authorized by train order.

**Rule 82-A:** Regular trains will be authorized at their initial stations by Clearance.

**Rule 83:** A train must not leave its initial station or a junction until it is ascertained that all trains due, which are superior, have arrived or left.

**Rule 83-A:** Trains terminating movement on Santa Cruz Division at Fall Creek Jct., Fallon, or Damsite Jct. will use register at Fallon to record arrival. Trains requiring register check at Fall Creek Jct., Fallon, or Damsite Jct. may check register at Fallon and apply Fallon time to their movement but must comply with Rule 93.

**Rule 84-A:** Backing a train between stations must only be done with direct permission of chief dispatcher, dispatcher or other proper officer.

## SPECIAL INSTRUCTIONS

**Rule 71:** Westward regular trains are superior to Eastward regular trains of the same class. At meeting points between extras, the train in the inferior direction will take the siding unless train orders specify otherwise.

**Rule 82-A:** Westward trains must obtain a clearance, Train Order Office at Mac St. Yard, before departing.

**Helpers:** Helpers are required on the Cement Train and all trains over 20 cars, E. Rica to Fallon, placed 2/3 of the way back in the train.

### Rule 93 Yard Limits:

East MP	West MP
WP Jct.	Mac St. Yard, San Jose ..... 34.2
33.4	E. Rica ..... 31.1
19.7	Fall Creek Jct., Fallon, Damsite Jct. 17.2
1.4	Santa Cruz..... End of Track

## WESTERN PACIFIC OPERATING RULES - 1971

Adopted: February 1, 1971

The rules herein set forth govern the railroads operated by the Santa Cruz Northern Railroad Company. They take effect February 1, 1971, superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

J. C. PROVIDENZA  
Receiver & General Manager

### GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

### SELECTED OPERATING RULES

**Rule 5 (Paragraph 4):** Where a regular stop or flag stop is indicated in a schedule, such a train must not leave the place where traffic is received or discharged before the time shown.