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Nevada County Narrow Gauge Railroad Company

TIME TABLE

No. 156

IN EFFECT SUNDAY, FEB. 20, 1938, AT 12:01 A. M.

(Superseding Time Table No. 155 dated March 7, 1937 and all supplements thereto.)

PACIFIC STANDARD TIME

For the government and information of Employees only, and not intended for the use of the public.

The company reserves the right to vary from this Time Table as circumstances may require.

J. E. TAYLOR, President

GRASS VALLEY, CALIF.

Nevada County Narrow Gauge Railroad Company

EASTBOUND

Time Table No. 156

WESTBOUND

| First Class | | Miles From Colfax | February 20, 1938 | | | Capacity Sidings Cars | First Class | |
|-------------------------------------|-------|-------------------------|-------------------|---------------------|-------|-----------------------------|-----------------------------------|-----------------------------------|
| 2 Mixed Leave Daily | AM | | STATIONS | | | | 1 Mixed Arrive Daily | 3 Mixed Arrive Daily |
| | 9.30 | 0 | P | COLFAX | O T | Yard | AM | PM |
| f | 9.32 | 0.8 | | 0.8 OILVILLE | | 8 | f 8.18 | |
| f | | 2.0 | | 1.2 SMITH FLAT | | 10 | f | |
| f | 9.42 | 3.5 | P | 1.5 BEAR RIVER | | 5 | f 8.08 | |
| s | 9.50 | 5.2 | P | 1.7 CHICAGO PARK | W | 10 | s 8.02 | |
| f | 9.55 | 6.3 | | 1.1 COLEMAN | | 20 | f 7.56 | |
| f | 10.05 | 8.5 | P | 2.2 PEARDALE | | 8 | f 7.48 | |
| f | | 9.5 | P | 1.0 HATTON | | 3 | f | |
| f | 10.15 | 11.0 | P | 1.5 CEDAR KRESS | | 15 | f 7.38 | |
| f | | 12.5 | | 1.5 UNION HILL | | 20 | f | |
| s | 12.10 | 15.0 | P | 2.5 GRASS VALLEY | W O T | Yard | s 7.22 | s 1.30 |
| f | | 18.0 | | 3.0 GLENBROOK | | 10 | | |
| f | 12.20 | 18.5 | P | 0.5 TOWN TALK | | 5 | | |
| f | 12.40 | 20.5 | P | 2.0 NEVADA CITY | T | Yard | | s 1.10 |
| | PM | | | | | | AM | PM |
| Arrive Daily | | | | | | | Leave Daily | Leave Daily |

SIGNS AND CHARACTERS

The following signs indicate:

f—Flag stop.

s—Regular stop.

Lv—Leave

P—Telephone

W—Water station

Ar—Arrive

T—Turntable

O—Oil

SPECIAL INSTRUCTIONS

1. All train movements will be governed by the Book of Train Rules of The Nevada County Narrow Gauge Railroad Co. Every employee whose duties are in any way prescribed thereby will provide himself with a copy of these rules and must be familiar therewith.
2. REGISTERING STATIONS: Colfax, Grass Valley and Nevada City.
3. See Rule 93. Yard Limits are defined as follows:
AT COLFAX—From end of track at Southern Pacific station to 500 feet east of east switch at Oilville.
AT GRASS VALLEY—From 500 feet west of Old Ice House switch to 500 feet east of Idaho-Maryland County Road Crossing.
AT NEVADA CITY—From 500 feet west of west switch to end of track east of station.
4. All trains will approach yard limits of stations with train under full control, expecting to find the main track obstructed. This does not give switching engines right over any train.
5. All trains must get a clearance card before leaving terminals and at Grass Valley.
6. All regular trains when running behind schedule time and all extra trains will sound whistle when approaching curves or obscure places in track and will keep a sharp lookout for Section and Bridge men.
7. SPEED RESTRICTIONS—Maximum speed of any train at any point must not exceed 20 miles per hour. Engines will not exceed 15 miles per hour when running backward.
8. On all grades, when switching, cutting off, picking up cars or detaching engine from cars, or coupling to cars on descending grades, all hand brakes must be set and wheels of all cars properly chocked to prevent accident.
9. All concerned are cautioned to keep a constant lookout for overhead and side obstructions and for derailing switches.
10. Flying or running switches are prohibited.
11. No engine must be detached from its train on a grade until all hand brakes have been set and wheels safely chocked. No engine must attempt to couple to cars on a down grade unless all hand brakes are set and wheels well chocked. Conductors and Engineers will be held responsible for the violation of this rule.
12. Conductors, Brakemen, Engineers, Firemen, Track and Bridge foremen must have their watches inspected quarterly and certificates filed with the Superintendent.
13. Standard clocks are located in ticket offices at Colfax and Grass Valley.
14. Reduce speed to 10 miles per hour at Union Hill road crossing. Sound whistle 300 feet from crossing also at regular whistling post.
15. Steam trains and light engines will not exceed 5 miles per hour over Bear River bridge.
16. All motor cars must register when passing Grass Valley, both east and west bound.
17. All motor cars must obtain clearance from dispatcher, Grass Valley before proceeding on main line.
18. All motor cars must come to full stop at all grade crossings.

SPECIAL INSTRUCTIONS

1. All train movements will be governed by the block of track shown in the Newberry County Narrow Gauge Railroad Co. Every employee whose duties are in any way prescribed thereby will provide himself with a copy of these rules and must be familiar therewith.
2. REGISTERING STATIONS: Colfax, Grass Valley and Nevada City.
3. See Rule No. 7 and limits are defined as follows:
 AT COLRAX—From end of track at Southern Pacific station to 500 feet east of cars stop at Oliveville.
 AT GRASS VALLEY—From 500 feet west of Old Ice House switch to 500 feet east of Idaho-Maryland County Road Crossing.
 AT NEVADA CITY—From 500 feet west of west switch to end of track east of station.
4. All trains will approach yard limits of stations with train under full control, expecting to find the main track obstructed. This does not give switching engines right over any train.
5. All trains must get a clearance card before leaving terminals and at Grass Valley.
6. All regular trains when running behind schedule time and all extra trains will sound whistle when approaching curves or obscure places in track and will keep a sharp lookout for Section and Bridge men.
7. SPEED RESTRICTIONS—Maximum speed of any train at any point must not exceed 20 miles per hour. Engines will not exceed 15 miles per hour when running backward.
8. On all grades where switching, cutting off, picking up cars or detaching engine from cars or coupling to cars on descending grades, all hand brakes must be set and wheels of all cars properly checked to prevent accident.
9. All concerned are cautioned to keep a constant lookout for overhead and side obstructions and for detaching switches.
10. Flying or running switches are prohibited.
11. No engine must be detached from its train on a grade until all hand brakes have been set and wheels safely checked. No engine must attempt to couple to cars on a down grade unless all hand brakes are set and wheels well checked. Conductors and Engineers will be held responsible for the violation of this rule.
12. Conductors, brakemen, Engineers, Firemen, Ticket and Bridge foremen must have their watches inspected quarterly and certificates filed with the Superintendent.
13. Standard locks are located in ticket offices at Colfax and Grass Valley.
14. Reduce speed to 10 miles per hour at Union Hill road crossing. Sound whistle 300 feet from crossing also at regular whistling post.
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