

Santa Cruz Northern Railroad

Timetable No. 7

**EFFECTIVE SUNDAY April 12, 1970
AT 12:01 A. M.
PACIFIC STANDARD TIME**

For the governance of
employees only.

Subject to change without notice.

J. C. PROVIDENZA
Receiver and General Manager

WORK SAFELY TODAY!

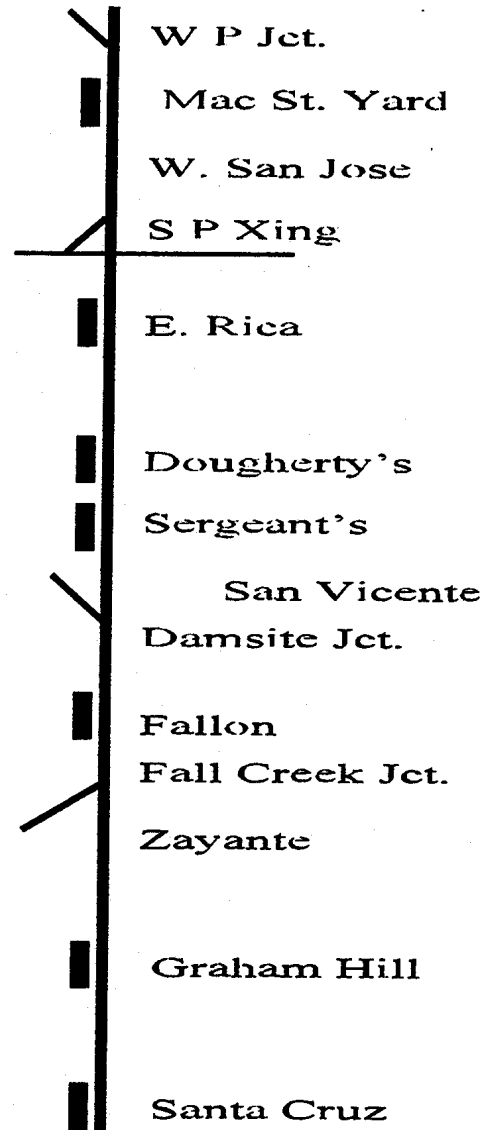
Welcome to the SCN

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 the Santa Cruz Mountains. Now in the early 1970's this is slowly changing as the economy of the area evolves. The SCN serves a large cement plant which accounts for a daily turn that is currently run by the SP.

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 over 200 feet of mainline, of which 45 feet is in a three level helix. The maximum grade is 2 and 1/4%; minimum mainline radius is 26". Four major sidings have been extended to average 15 feet in length. The SCN operates with Lenz Digital Plus digital command control.

OPERATIONS: An operating session lasts 4 to 5 hours. During that time we will operate a commuter train, a fast freight and a drag freight in each direction, the Cement Train, two locals and the yard engine at Mac St. Yard in San Jose. A helper crew and a work train round out the mainline activity. Freight operations center around 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, the interchange with the shortline FC&A at Fall Creek Jct., and industries at Dougherty's. A local mill switcher shuffles cars at the Beroldingen Lumber Co. mill at Dougherty's. The Cement Train's connection currently originates on the SP, comes onto the SCN at SP Xing., is filled with additional traffic off the WP and ATSF, runs up the hill to the Damsite Branch where it exchanges loads for empties and then returns.

Train movements are controlled by Timetable and Train Orders. Car movements are controlled by waybills.



First Subdivision

First Subdivision																
Symbols Rule 6-A	Eastward			Mile Post	Time Table No. 7			Distance from San Jose	Westward			Capacity in 50 ft Cars				
	Second Class		First Class		April 12, 1970				First Class	Second Class		S I D I N G S	O T R H A E C R K S			
	272 Drag	202 SCP/E	34 Suntan		STATIONS				33 Suntan	201 SCP/W	271 Drag					
	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily									
Yard Limits	IJP	PM 7.01	PM 11.21	37.4	TO-R	W. P. JUNCTION (Lb) Jct. WPRR			AM 6.05	AM 11.45	18					
	BFBK PTZ	6.51	11.14	36.4	TO-R	1.0	PM 4.49	6.21	12.55P	22	Yard					
	P			34.9		1.5	WEST SAN JOSE			1.5		25				
Yard Limits	IJP	5.42	11.08	34.2		0.7	S P XING			2.2	6.51					
	P	³³ 4.58	11.04	s 7.34	32.7	TO	1.5	s ²⁷² 4.58	6.55	1.43	24	15				
	P		10.47	²⁰¹ 7.21	26.9	TO	5.8	5.12	³⁴ 7.21	2.12	25	9				
Yard Limits	P		10.34	7.13	23.0		3.9	SERGEANTS			13.4	5.19	7.31	7		
	JP				21.8		1.2	DAM SITE JCT.			14.6					
	KPY	²⁷¹ 3.05	10.25	7.07	20.2	TO-R	1.6	5.25	7.37	²⁷² 3.05	21	20				
Yard Limits	JPY				19.7		0.5	FALL CREEK JCT.			16.7					
	P	2.01	10.21	7.02	18.4		1.3	ZAYANTE (Zy)			18	5.31	7.41	3.45	15	17
	P			6.49	11.5		6.9	GRAHAM HILL			24.9	5.43		28	5	
Yard Limits	BFBK PTY	1.25	9.25 PM		0.7	TO-R	10.8	35.7	8.25 AM	4.45	8	Yard				
	P			6.25 AM	0.0		0.7	36.4	6.05 PM			Yard				

First Subdivision "A"- Damsite Branch

First Subdivision "A"- Damsite Branch													
Symbols Rule 6-A	Eastward			Mile Post	Time Table No. 7			Distance from Damsite Jct.	Westward			Capacity in 50 ft Cars	
					April 12, 1970							S I D I N G S	O T R H A E C R K S
					STATIONS								
			Arrive Daily		Arrive Daily				Leave Daily	Leave Daily			
Yard Limits	P			2.1	SAN VICENTE	2.1				12	Yard		
	JP			21.8	2.1 DAM SITE JCT.	0.0							

SPECIAL INSTRUCTIONS

Rule 71: Eastward regular trains are superior to westward regular trains of the same class.
Eastward extras are superior to westward extras.

Westbound trains must obtain a clearance, Form A, at the designated Train Order Office at Mac. St. Yard before departing.

Helpers: Helpers are required on the Cement Train and all other westbound trains over 20 cars.
Helpers, when required, will be placed 2/3 of the way back in the train, E. Rica to Sergeants.

Speed Restrictions:

25 mph, WP Jct to Boardwalk
10 mph, Watson Crick Trestle, MP 28.7
10 mph, Damsite Branch

THE STANDARD CODE OF OPERATING RULES, AND INTERLOCKING RULES

Adopted March, 1949

The rules herein set forth govern the railroads operated by the Santa Cruz Northern Railroad Company. They take effect April 12, 1970, superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

James 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) A train must not leave a station in advance of its scheduled leaving time. 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.

Rule 6: The following letters when placed below the figures of the schedule indicate:

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

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 behind either their scheduled arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by the train dispatcher.

Rule 83: A train must not leave its initial station until it has been ascertained whether all trains due which are superior have arrived or left.

Rule 86: Unless otherwise provided, an inferior train must be in the clear at the time a superior train in the same direction is due to leave the next station in the rear where a time is shown.

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

Rule 91: In non-ABS territory, 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 UNLESS THE MAIN LINE IS KNOWN TO BE CLEAR.

Rule 97: Unless otherwise provided, extra trains must be authorized by train orders.

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 fuses at proper intervals and take such other action as may be 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 out immediately a sufficient distance to ensure full protection.

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