

# SACRAMENTO AND PLACERVILLE RAILROAD CO.

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Rules, Regulations, Classification

—AND—

## FREIGHT TARIFF.

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TO TAKE EFFECT JULY 1, 1880.

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THIS TARIFF IS FOR THE GUIDANCE OF EMPLOYEES ONLY, AND ITS CONDITIONS, INSTRUCTIONS, AND CLASSIFICATION SUPERSEDE ALL OTHERS, AND ALL SPECIAL RATES. THE COMPANY RESERVES THE RIGHT TO VARY THE SAME AT ITS CONVENIENCE. WHEN ASKED, AGENTS WILL GIVE SATISFACTORY INFORMATION REGARDING RATES, BUT MUST NOT ALLOW THIS BOOK TO GO OUT OF THEIR POSSESSION.

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AFTER PROPERTY HAS BEEN CARRIED TO THE STATION ON THIS ROAD WHERE IT IS TO BE DELIVERED TO OTHER CARRIERS, OR TO THE CONSIGNEE, THE RESPONSIBILITY OF THIS COMPANY AS COMMON CARRIERS WILL CEASE.

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Approved.

A. N. TOWNE,  
General Manager.

J. B. WRIGHT,  
Superintendent.



## INSTRUCTIONS TO AGENTS.

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1. The Company will not undertake nor agree to carry property by any particular train, nor in time for any particular market, but will forward property with as reasonable dispatch as the general business of the Company will permit; and the Company will not be responsible for loss or damage arising from unavoidable delay; nor for the decay or injury of perishable articles; nor for damage to hidden contents of packages; nor for loss by leakage, bursting or fermentation; nor for loss or damage occasioned by fire; nor for any loss or damage which does not occur through the negligence of the Company or its agents.

2. Articles will not be received for transportation unless properly packed and clearly marked, with shipping mark of consignee and destination; marking with initials only (unless the name and address with mark are expressed in receipt presented with property), or with chalk or on paper labels, is not sufficient for safe transportation.

3. Charges must be prepaid on freight destined to stations where the Company has no Agent.

4. All articles will be at the risk of owners at way stations and platforms where depot buildings have not been established by the Company, from the time of unloading from the cars, or until taken into the cars, as the case may be.

5. All freight shipped in bulk, or in car loads at car load rates, must be loaded and unloaded by or at expense of owners, and within twenty-four hours after their arrival at destination, or a charge of three dollars per day will be made for each car until unloaded. The company, however, reserve the right to load and unload property and charge for same. (See Rule 14.)

6. Freight taken from points where the Company has no agent, will be accounted for as it weighs or tallies out from the cars at the point of delivery; that delivered will be accounted for as it weighs or tallies into the cars by the Company's agent at the starting point.



7. No article that the agents of the Company do not consider as being worth the transportation charges at "forced sale," will be taken unless the charges are prepaid or guaranteed by some responsible party.

8. When goods have remained uncalled for (freight charges unpaid) fifteen (15) days, the Agent holding them will notify the Agent who way-billed the property of this fact, and state amount of freight charges due. The Forwarding Agent will then present bill of charges to shipper for payment and ask what shall be done with the property. If shipper refuses to pay charges, the Agent will notify him that they will be sold according to law, and report result to the Agent holding the goods.

9. Freight destined to points off the line of this road must only be receipted for to the station where it leaves the road, and agents must be particular to have the receipt properly filled up, giving the name of station at which the property is shipped, and the station at which it leaves the road.

10. The Company will not be responsible for the delivery of property at points off the line of the road, nor for loss or damage which may occur to such property after the same shall have been delivered to connecting lines. In case the consignor desires the property to be delivered to any particular Forwarding House or Company, the name of such Forwarding House or Company must be specified on the shipping bill furnished by him, and the goods marked accordingly.

11. All articles noted in this classification at "Owner's Risk," must be so receipted for in full; be careful that shippers understand the conditions on which the articles are received; note on way-bill covering such freight, "Owner's Risk."

12. Freight loaded by owners, when quantity is unknown, must be receipted for and way-billed "more or less," or "shipper's count," as the case may be.

13. When freight is loaded by shippers, be very careful to see that cars are not overloaded. If cars are not loaded in the time allowed (twenty-four hours), collect the proper charge for detention. (See Rule 5.)

14. In charging for loading or unloading cars, calculate the cost from number of men employed and time consumed. In no case will the charge be less than twenty cents per ton.

15. Way-bills must always be sent with freight—a separate way-bill for each car—and must show the full consignment and destination of freight.



16. If actual weight of freight loaded by owners cannot be ascertained, estimate the weight as nearly as possible. Do not under estimate it. (See Table of estimated weights.)

17. Agents will examine way-bills and see that the weight, rates, and charges are correct before the delivery of freight.

18. Agents will please take special notice of the fact that a large sum is annually paid by the Company to satisfy claims for lost and damaged freight ; and very many of these claims result from the carelessness and neglect of Agents and Conductors in making the required reports. All papers relating to *Short* and *Over* freight, and freight in *Bad Order* must receive prompt attention. Before making a report or statement upon any case, investigate the matter carefully, and when this is done give the Superintendent the full results of your inquiry into the circumstances. Avoid using stereotyped phrases ; but aim to put all the facts in a clear light, and to throw *all* the *light* you can upon every case, whether originating at your station or relating to another station, when such shall have been referred to you for any reason.

19. The practice of Agents communicating with each other by telegraph or otherwise, except in due form with reference to "Shorts" and "Overs," and errors generally, occurring at their stations, must be discontinued. There will be no exceptions to this unless the matter concerns *perishable* freight, in which case the telegram must be addressed to the Superintendent.

20. When freight checks short, agents will immediately send a report (F. 16) to the Superintendent, and a copy of the same to agent who billed the property. The forwarding agent will immediately, upon receipt of Freight Short Report, send his statement (F. 18) concerning the shipment to the Superintendent, giving full particulars of receipts, checking and billing of freight.

Same rule applies to freight received in bad order, substituting F. 19 for F. 16.

21. Upon receipt of freight previously reported short, or if freight has been otherwise accounted for, report to the Superintendent at once on F. 17; send duplicate of same to agent who originally billed the freight.

22. When freight received does not appear on way-bill, whether it belongs to the station receiving it or not, report it to the Superintendent by first train, as "Over Freight" on F. 15, and send duplicate report to agent whom you suppose to have forwarded the property.



23. If the marks on "Over Freight" show the destination, forward it accordingly as "Over Freight—Free," reporting the same to Superintendent on F. 18.

24. Upon the receipt of an "Over Report," the forwarding agent will, without delay, send statement of all facts bearing upon the case, to the Superintendent, using F. 18.

25. If any civil officer serves upon an Agent a writ of attachment, or any other legal process, to gain possession of goods in the custody of the Agent, either for shipment, storage or delivery, the Agent will surrender the goods, provided :

*First.* That all charges against the property are paid. If the property is in the possession of the Agent awaiting shipment, he must require payment of charges to destination, if destination is on this Company's road, if destination is beyond the terminus, or off the line of the Sacramento and Placerville Road, then the sum to be collected before delivery will be the full charges to the point where the property would leave the line operated by this Company, if forwarded according to shipper's directions.

*Second.* That the officer serving the writ, or other legal process, takes possession of, and removes the goods from the premises of the Railroad Company.

Agents must not retain the goods under an appointment as *Keeper* by the attaching officer.

When property is thus seized at shipping point, Agent will way-bill it to destination as though it had been duly forwarded, noting on way-bill "*Property seized by Sheriff,*" or other officer as the case may be.

If charges are not paid, as above provided, and officer does not take manual possession of the goods, the writ served will not be regarded ; but property shall be forwarded to destination, or delivered to consignee in the usual manner.

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All correspondence and reports relating to freight sent to the Superintendent should be addressed : "Freight Department."

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Requisitions for Blanks and Stationery must be sent to Cashier.

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All requisitions for cars by Agents must be made on the Superintendent.



All special rates and contracts terminate with the year, unless otherwise ordered. Agents will cause interested parties to understand this.

R. L. Indicates location of Freight Houses on right or left side of track, starting from Sacramento.

All property is subject to necessary charge for cooperage.

All carloads of wood destined to Homestead, must be way-billed to Sacramento to be weighed, after which it will be forwarded to destination free.

## ESTIMATED WEIGHT OF LUMBER AND OTHER MATERIAL,

To be used for Way-Billing same, in absence of facilities for weighing.

	Lbs.
LUMBER—Pine, Hemlock, Redwood, Fir, Cedar and Spruce, thoroughly seasoned, per 1,000 feet....	2,500
Same green.....	4,000
LUMBER—Hardwood of any kind, thoroughly seasoned, per 1,000 feet.....	4,000
Same green.....	5,000
LATH—Seasoned, per 1,000.....	500
Same green.....	650
SHINGLES—Seasoned, per 1,000.....	270
Same green.....	320
SHAKES—Seasoned, per 1,000.....	700
Same green.....	900
STAVE BOLTS—Pine or Redwood, Seasoned, per cord of 128 cubic feet.....	3,000
Same green.....	4,200
FENCE POSTS—Pine, Cedar or Redwood—Seasoned, per cord of 128 cubic feet.....	3,000
Same green.....	4,200
WOOD—Soft, Seasoned, per cord of 128 cubic feet.....	3,000
Same green.....	4,200
WOOD—Hard, Seasoned, per cord of 128 cubic feet.....	3,500
Same green.....	4,500
BARK—Dry, per cord.....	2,500
Same green.....	3,500
BRICK—Common, 4½ pounds each, or per 1,000.....	4,500
BRICK—Fire, 6 pounds each, or per 1,000.....	6,000
LIME—Per bushel.....	80
COAL—Per bushel.....	80
COKE—Per bushel.....	40
CHARCOAL—Per bushel.....	20
STONE—Undressed, per cubic yard.....	4,000
STONE—Dressed, per cubic foot.....	165
STONE—Cobble, per cubic yard.....	3,800
SAND—Per cubic yard.....	3,000
GRAVEL—Per cubic yard.....	3,000
ICE—Per cubic foot.....	63



26. In all cases the actual weight must be given, when it is possible to obtain it.

27. For Local Traffic, *all* cars should, when possible, be loaded to their marked capacity. Cars on which no capacity is marked may be loaded up to 30,000 pounds, except Cal. Pac., L. A. & I., and S. & C. cars; they must not be loaded to exceed 24,000 pounds, and S. & P. cars must not be loaded to exceed 20,000 pounds. Before loading a car, or setting it out for shippers to load, Agents will carefully examine it, and *know* that Draw Bars, Draw Irons, and Timbers are in *good order*. When setting out cars for shippers to load, Agents must advise shippers of the maximum weight to be loaded, and note the fact that they have been advised, upon Way-bill, charging second class rates for any excess which may be placed upon the car. All in excess of marked capacity or capacity named above, loaded on one car by shipper, will be charged second-class rate.

28. In all cases where a rate "per car load" is named in this Tariff or in Special orders, Agents will understand, and will cause shippers to understand, that it means "a car load of not more than 20,000 pounds;" and where a rate is provided or quoted "In car load lots per ton or per 100 pounds," it means that the rate "per ton" or "per 100 pounds," given will be charged on 20,000 pounds, whether that much is in the car or not, and that excess rates will be charged according to Rule 27.



## Sacramento and Placerville Railroad.

## FREIGHT TARIFF.

Payable in U. S. Gold Coin or its Equivalent.

DISTANCE.	FROM  TO	CLASS.				
		1 In Cents, per 100 lbs.	2 In Cents, per 100 lbs.	3 In Cents, per 100 lbs.	4 In Dollars, per car load of 20,000 lbs.	5 In Dollars, per car load of 20,000 lbs.
	Sacramento* L.....					
5.47	Brighton R.....	4	4	4	5	5
6.76	Perkins L.....	4	4	4	6	6
8.56	Kellers.....	6	6	6	8	7½
9.80	Mayhew's L.....	7	7	7	10	8
11.56	Routier's L.....	8	8	8	12	10
12.42	Hangtown L.....	9	9	9	13	11
14.57	School House R.....	10	10	10	15	12
16.10	Salsbury's L.....	12	11	11	17	13
18.00	Natoma R.....	13	12	12	18	14
19.26	Alder Creek L.....	14	13	12	19	14
21.90	Folsom* L.....	17	14	13	23	15
28.79	White Rock L.....	22	15	14	25	25
33.88	Cothrin's R.....	26	15	14	28	26
36.94	Latrobe* L.....	26	15	14	28	26
39.00	Bryant's.....	28	18	16	33	28
42.23	Dugan's.....	32	22	20	40	30
44.77	Bennett's.....	34	24	22	42	30
47.71	Shingle Springs* R.....	37	27	25	45	30

\* Stations having Agents.