

Tonopah and Tidewater Railroad Co. Ltd.



EMPLOYEES' TIME TABLE

IN EFFECT

FRIDAY, NOV. 1, 1935

AT 12:01 O'CLOCK, A. M.
Pacific Standard Time

52

52

**Superseding Time Table No. 51, Dated October 13, 1934,
and Any Supplements Thereto**

This Time Table is for the Government and Information of Employees of this Company Only

F. M. JENIFER
Vice-President & General Manager
LOS ANGELES, CALIF.

W. W. CAHILL
Superintendent
DEATH VALLEY JCT., CALIF.

HUGH McPHEE
Train Master
DEATH VALLEY JCT., CALIF.

WATER, FUEL, WYE, TRACK SCALES	NORTHWARD				DISTANCE FROM LUDLOW	Time Table No. 52 November 1, 1935	DISTANCE FROM BEATTY	SOUTHWARD				CAR CAPACITY OF SIDING
	SECOND CLASS		FIRST CLASS					FIRST CLASS		SECOND CLASS		
	25 MIXED		7 MOTOR					6 MOTOR		24 MIXED	26 MIXED	
	LEAVE Tuesdays and Fridays Only		LEAVE Mondays, Wednesdays and Saturdays Only					ARRIVE Sundays, Tuesdays and Fridays Only		ARRIVE Mondays and Thursdays Only	ARRIVE Tuesdays and Fridays Only	
W F Y				0.	LUDLOW	169.07						
				12.53	12.53 BROADWELL	156.54						
				21.08	8.55 MESQUITE	147.99						
Y	A.M. 2.00		P.M. 2.30	25.68	4.60 Union Pacific Crossing CRUCERO N	143.39	P.M. 3.05		P.M. 2.45		Yard	
W	f 3.18		2.36	29.40	3.72 RASOR	139.67	f 2.58		2.36		24	
	f 3.28		f 2.42	33.34	3.94 SODA	135.73	f 2.52		f 2.12		8 Spur	
	s 4.03		s 2.57	41.82	4.43 BAKER	127.25	s 2.35		s 1.55		20	
W T S	s 4.33		s 3.12	50.03	5.21 SILVER LAKE D	119.04	s 2.19		s 1.20		24	
	f 5.03		f 2.00	59.47	9.44 RIGGS	109.60	f 2.00		f 12.47		22	
	f 5.16		f 3.41	65.11	3.64 VALJEAN	103.96	f 1.48		f 12.33		6 Spur	
	f 5.37		f 3.59	74.40	9.25 DUMONT	94.67	f 1.28		f 12.07 P.M.		25	
Y	f 6.07		f 4.11	78.84	4.44 SPERRY	90.23	f 1.17		f 11.47		24	
W	s 6.25		s 4.29	82.97	4.13 ACME	86.10	f 1.04		f 11.32		Yard	
	f 6.40		f 4.57	87.67	4.70 TECOPA	81.40	s 12.51		s 11.17		24	
W	s 6.58		s 5.10	96.95	4.07 ZABRISKIE	77.33	f 12.41		f 11.02		40	
	f 7.08		f 5.20	101.26	5.21 SHOSHONE D	72.12	s 12.29		s 10.50		Yard	
	f 7.24		f 5.35	109.62	4.31 GERSTLEY	67.81	f 12.19		f 10.35		15	
W F Y T S	8.00 8.30		6.00 P.M.	122.23	8.36 EVELYN	59.45	f 12.04 P.M.		f 10.15		28	
	f 8.43			128.01	12.61 DEATH VALLEY JCT. N	46.84	11.40 A.M.		9.45 A.M.	P.M. 1.05	Yard	
	f 9.00			133.96	5.78 BRADFORD	41.06				f 12.52	24	
	f 9.17			139.44	5.95 SCRANTON	35.11				f 12.40	20	
W	f 9.32			144.51	5.43 JENIFER	29.63				f 12.23	3 Spur	
	f 9.53			154.98	5.07 LEELAND	24.56				f 12.07 P.M.	25	
	f 10.10			160.53	10.47 ASHTON	14.09				f 11.45	25	
W F Y	10.30 A.M.			169.07	5.57 CARRARA	8.52				f 11.33	Yard	
					8.52 BEATTY D	0				11.15 A.M.	Yard	
	ARRIVE Tuesdays and Fridays Only		ARRIVE Mondays, Wednesdays and Saturdays Only				LEAVE Sundays, Tuesdays and Fridays Only		LEAVE Mondays and Thursdays Only	LEAVE Tuesdays and Fridays Only		
	19.1		27.6		Average Miles Per Hour		28.3		18.7	25.6		
	7.30		3.30		Time Over District		3.25		5.00	1.50		

D. Day Telegraph Station.
N. Day and Night Telegraph Station.
NOTE: On Mondays Only No's. 7 and 24
Are Scheduled to meet at Rasor.

SPECIAL RULES

1. **NORTHWARD** trains are superior to trains of same class in opposite directions.

2. If found necessary to cross Union Pacific Ry. crossing at Crucero, all trains will be governed by interlocking signals.

3. The clock in the Train Dispatcher's office, Death Valley Jct., will indicate standard time.

4. A train must not leave its initial station without first obtaining a clearance card. Conductors must not ask for clearance card or orders until their trains are ready to leave.

5. Employes whose duties are in any way connected with the Train Service or affected thereby, must have a copy of the current time table and supplements thereto while on duty.

6. Trains in which dead engines are being hauled will not exceed 15 miles per hour, i. e., will consume not less than four minutes in running each and every mile.

7. Attendants of live stock, locomotives in transit, or perishable freight will be allowed on same trains therewith upon written authority or transportation.

8. No engine may be detached from train while in motion. When train is stopped on grade, a sufficient number of hand brakes must be set on front and rear cars, and in addition, the rear wheels of the rear car in train must be safely blocked to prevent them from running in either direction and must not be released until engine is again attached to train and sufficient train line pressure has been accumulated. If no blocking available, use chain or anything else that will adequately answer the purpose.

9. The speed of a motor, or other passenger train, will ordinarily be that of its schedule; but in cases of delay, may be so moderately increased as in the judgment of the Enginemen and Conductors will be safe and prudent, due consideration always being given to condition of track, weather and all the circumstances; but in no instance exceed Time Table schedule between Dumont and Tecopa. Freight and Mixed trains will in no instance exceed 20 miles an hour between Dumont and Tecopa, or 30 miles an hour over remainder of line between Crucero and Beatty.

10. Trains switching on Acme spur, account of grade ascending northward, will in every instance handle cars with Engine on south end of train, and, prior to movement, make rigid inspection of both hand and

air brakes. Handling cars by gravity not coupled to Engine positively prohibited. Trains will not exceed 10 miles per hour in any movement. And, account of heavy curvature, 5 miles per hour on north leg of Wye, leaving switch set for north leg Wye or end heading toward Tecopa.

11. When descending grades trainmen will see that as many retaining valves are used as are necessary to control their train.

12. **REGISTERING STATIONS** — Crucero, Death Valley Junction, and Beatty.

13. In accordance with Rule 221 "Rules and Regulations," train order fixed signals have been installed at Silver Lake, Shoshone, and Death Valley Junction, California.

Enginemen in approaching these stations, after whistling for the station, if the signal can be seen, will sound four (4) short blasts of the whistle (14j) for "proceed" signal, and will acknowledge receipt of same by two short blasts of the whistle (14g) and proceed, unless required to stop for other purposes. If "proceed" is not received, train must not proceed without a clearance card. If signal is at "proceed" when engineman comes in sight of it, he will not whistle for "proceed" but must stop and get a clearance card.

Operators in changing the position of the train order signal from "stop" to "proceed" should do so only when the change can be seen by the engineman. If the engineman fails to see the change of the arm or light, he must stop and not proceed until after receiving a clearance card. He must always instantly acknowledge the change in signal to "proceed" by two short blasts of the whistle (14g).

14. DERAILING AND SAFETY SWITCHES.

All safety and derailing switches must be set for derail and locked when not in use.

All switches must be left set for main line and locked after using.

15. **BULLETIN BOARDS** — Crucero, Death Valley Junction, Beatty.

16. **YARD LIMITS** — Yard limits are indicated by sign boards reading "YARD LIMITS," located on either side of CRUCERO, ACME, TECOPA, SHOSHONE, DEATH VALLEY JUNCTION, and BEATTY.

RATING OF LOCOMOTIVES, InTons of 2,000 Pounds

The number of tons shown as ordinary rating for engines is based on the maximum grades, but between points where grades and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.

	Motor No. 99	Eng. No. 1	Eng. Nos. 7 and 8	Eng. Nos. 9 and 10
Between Crucero and Beatty	80	500	800	600

Sidings, Spurs and Flag Stops Not on Time Table

Talc.—Mile Post 56	Capacity 5 cars, siding
Muck—Mile post 131	Capacity 2 cars, spur
Weslead—Mile post 166	Capacity 3 cars, spur

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

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