

# SIERRA RAILROAD COMPANY

JAMESTOWN, CALIFORNIA



## EMPLOYEES' TIME TABLE

# 54

IN EFFECT  
SUNDAY, JUNE 2, 1963,  
AT 12:01 A.M.

(Superseding Time Table No. 53 dated MAY 9th,  
1948, and all Supplements thereto.)

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PACIFIC STANDARD TIME

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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.

F. R. EGAN, *General Manager*  
J. J. FOWLER, *Trainmaster*

MAIN LINE

SIERRA RAILROAD COMPANY

WESTBOUND				TIME TABLE No. 54 JUNE 2, 1963		EASTBOUND			
FIRST CLASS	Radio	Capacity of Sidings "Cars"	Distance From Tuolumne			STATIONS	Distance From Oakdale	Station Number	FIRST CLASS
3									4
Leave Daily Ex. Sundays and Holidays							Arrive Daily Ex. Sundays and Holidays		
4.05 P.M.	KMH 878	YARD	0.00	R	TUOLUMNE	57.43	57	2.06 PM	
					2.71				
4.13		3	2.71		RALPH	54.72	55	1.58	
					4.72				
4.33	KMH 966	8	7.43	R	STANDARD	50.00	50	1.38	
					0.77				
4.37		25	8.20		FASSLER	49.23	49	1.34	
					3.97				
4.53	KMH 880	40	12.17	R	SONORA	45.26	45	1.18	
					0.64				
		12	12.81		LIME SPUR	44.62	44		
					3.47				
5.09	KMH 879	YARD	16.28	R	JAMESTOWN	41.15	41	1.02	
					6.08				
5.25		20	22.36		CHINESE	35.07	35	12.46	
					1.00				
5.27		9	23.36		QUINN SPUR	34.07	34	12.44	
					2.07				
5.33		4	25.43		JACK'S SIDING	32.00	32	12.38	
					6.00				
5.50		35	31.43		HETCH HETCHY JCT.	26.00	26	12.21	
					7.00				
6.18		50	38.43		COOPERSTOWN	19.00	19	11.53	
					3.10				
6.24		1	41.53		WARNERVILLE	15.90	16	11.47	
					5.30				
6.34		4	46.83		PAULSELL	10.60	11	11.37	
					10.10				
		YARD	56.93		SANTA FE JUNCTION	0.50	1		
	KMH 877 REMOTE #2			R	OAKDALE (S. F. DEPOT)				
6.56 PM	KMH 877 REMOTE #1	YARD	57.43	R	OAKDALE (S. P. DEPOT)	0.00	0	11.15 AM	
Arrive Daily Ex. Sundays and Holidays								Leave Daily Ex. Sundays and Holidays	

East-bound trains are superior to west-bound trains of the same or inferior class. See Rule 32.

See Rule 108. — In all cases of doubt or uncertainty the safe course must be taken and no risks run.

SIGNS AND CHARACTERS

The following signs indicate:

R Radio. T Turntable.  
s Regular stop. W Water station. Y Wye.  
Lv Leave. O Oil. Ar Arrive.

## SPECIAL RULES

All train movements will be governed by the Sierra Railroad Company rules and regulations. Every employee whose duties are in any way prescribed thereby will provide himself with a copy of these rules and must be familiar therewith.

1. **Registering Stations:** Oakdale and Tuolumne.

2. See Rule 45. Yard Limits are defined as follows:

**At Oakdale**—From Southern Pacific station to 1,000 feet east of east switch.

**At Cooperstown**—From 1,000 feet east of east switch to 1,000 feet west of west switch.

**At Hetch Hetchy Junction**—From 1,000 feet east of east switch to 1,000 feet west of west switch.

**At Jack's Siding**—From 500 feet east of east switch to 1,000 feet west of west switch.

**At Chinese**—From 1,000 feet east of east switch to 1,000 feet west of oil spur switch.

**At Jamestown**—From 1,000 feet east of east switch on the main line, and to Shell Oil spur to 500 feet west of Mile Post 40.

**At Sonora**—From Mile Post 46 to 500 feet west of west switch at Lime Spur.

**At Standard**—From 1,000 feet east of east switch at Standard to 1,000 feet west of west switch at Fassler.

**At Tuolumne**—From east end of track to 1,000 feet west of west switch at Ralph.

3. All trains will approach yard limits of stations shown with train under full control, expecting to find the main track obstructed. This does not give switching engines right over any train.

4. All trains must get a clearance card before leaving terminals.

5. **SPEED RESTRICTIONS** — Maximum speed of any train at any point must not exceed 35 miles per hour. All trains will reduce speed to 12 miles per hour when using crossovers or turnouts.

Light engines will not exceed 20 miles per hour, and when running backward 15 miles per hour.

With the exceptions noted above, trains must not exceed the speed in miles per hour as shown below:

		<b>Mixed and Freight</b>	<b>Log Train</b>
Between Mile Post 0 and 19	..... 35	30	—
Between Mile Post 19 and 27	..... 20	15	—
Between Mile Post 27 and 30	..... 25	20	—
Between Mile Post 30 and 32	..... 35	30	—
Between Mile Post 32 and 34	..... 25	20	—
Between Mile Post 34 and 37	..... 35	30	—
Between Mile Post 37 and 41	..... 25	20	—
Between Mile Post 41 and 57.43	..... 20	15	10

All trains will consume not less than four (4) minutes between Standard and Fassler.

6. Trainmen must watch closely to see that wheels are not sliding and will immediately signal engineer to stop if wheels are found sliding.

Each brakeman will be held responsible for any wheels slid flat under the part of train under his charge.

7. On all grades, when switching, cutting off, picking up cars or detaching engine from cars, or coupling to cars on descending grades, all handbrakes must be set and wheels of all cars properly chocked to prevent accident.

8. No engine must be detached from its train on a grade until all handbrakes have been set and the wheels safely chocked. No engine must attempt to couple to cars on a down grade unless all handbrakes are set and wheels well chocked. Conductors and Engineers will be held responsible for violation of this rule.

9. Flying or running switches are prohibited.

10. Air hose must be disconnected by hand and not pulled apart.

11. All concerned are cautioned to keep a constant lookout for overhead and side obstructions and for derauling switches.

12. Turntable track at Jamestown must not be left blocked.

13. Repair tracks are intended for cars in bad order and should not be used for other cars.

14. Agents, Conductors, Brakemen, Engineers, Firemen, Track and Bridge Foremen must have their watches inspected quarterly and certificates filed with the Trainmaster.

15. The catch on all Turntables must not be used to stop table; wait until table is stopped before throwing catch.

16. Trains running behind schedule time, and all extra trains will sound two long, one short and one long blasts of the whistle, thus ——— o ———, when approaching sharp curves and other places that do not permit of a clear view sufficient to stop train within 100 feet beyond farthest point of vision. This for protection of track men and others.

17. Extra trains may run ahead of first class trains.

