

SIERRA RAILWAY COMPANY

OF CALIFORNIA

CHARLES H. SEGERSTROM, RECEIVER

TIME TABLE

No. 51

IN EFFECT SUNDAY, MARCH 28, 1937, AT 12:01 A. M.

(Superseding Time Table No. 50 dated AUGUST 27, 1933, 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,
General Manager.

JAMESTOWN, CALIF.

R. HALL,
Trainmaster.

MAIN LINE

SIERRA RAILWAY COMPANY OF CALIFORNIA

WEST BOUND								TIME TABLE No. 51					EAST BOUND				
FIRST CLASS				Telegraph Calls	Capacity of Sidings "Cars"	Distance from Tuolumne	MARCH 28, 1937			Distance from Oakdale	Station Number	FIRST CLASS					
3 Mixed							STATIONS					4 Mixed					
Leave Daily Ex. Sunday										Arrive Daily Ex. Sunday							
			12.20 PM	S R	YARD	0	DP	TUOLUMNE	WY	57.43	57					11.10 AM	
			s 12.30			10	P	2.71 RALPH		54.72	55					s 11.00	
			s 12.35			10	P	1.14 BLACK OAK		53.58	54					s 10.55	
			s 12.48			8	P	3.58 STANDARD		50.00	50					s 10.42	
			f 12.52			45	P	0.77 FASSLER		49.23	49					f 10.38	
			s 1.15	R A	40	12.17	DP	3.97 SONORA	WY	45.26	45					s 10.25	
						12		0.64 LIME SPUR		44.62	44						
			s 1.45	D S	YARD	16.28	DP	3.47 JAMESTOWN	WOT	41.15	41					s 9.55	
			s 2.04	C N	60	22.36	DP	6.08 CHINESE		35.07	35					s 9.25	
						20'		1.00 QUINN SPUR	W	34.07	34						
			f 2.14			25	P	2.07 JACK'S SIDING	W	32.00	32					f 9.14	
						28.39		2.96 KEYSTONE		29.04	29						
			f 2.33			37	P	3.04 HETCH HETCHY JUNCTION		26.00	26					f 8.55	
			f 2.45			15	P	3.20 CANYON TANK	W	22.80	23					f 8.43	
			f 2.58			80	P	3.80 COOPERSTOWN WOY		19.00	19					f 8.30	
			f 3.06			16	P	3.10 WARNERVILLE	W	15.90	16					f 8.22	
			f 3.18			21	P	5.30 PAULSELL		10.60	11					f 8.10	
			f 3.29			26	P	4.50 ARNOLD		6.10	6					f 8.00	
						55.93	P	4.60 ATLAS		1.50							
			f		YARD	56.93	P	1.00 SANTA FE JUNCTION	Y	0.50	1					f	
				O A			D	OAKDALE (S. F. Depot)									
			3.45 PM	B U	YARD	57.43	DP	OAKDALE (S. P. Depot)	W	0	0					7.45 AM	
			Arrive Daily Ex. Sunday													Leave Daily Ex. Sunday	

East-bound trains are superior to west-bound trains of the same or inferior class. See Rule S-72.

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:

- s Regular stop.
- f Flag stop to receive or discharge passengers or freight.
- Lv Leave.

- D Day telegraph station.
- P Telephone.
- W Water station.
- O Oil.

- T Turntable.
- Y Wye.
- Ar Arrive.

SPECIAL INSTRUCTIONS

All train movements will be governed by the Standard Code of Train Rules of the American Railway Association. 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, Jamestown, Standard, Ralph and Tuolumne.

2. See Rule 93. Yard Limits are defined as follows:

At Oakdale—From Southern Pacific station to 1000 feet east of Atlas.

At Atlas—From 1,000 feet east on Sierra Ry., main line, west to gravel bunkers on Gravel Pit Spur.

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

At Hetch Hetchy Junction—From 2,500 feet east of mile post 26 to 1000 feet west of west switch.

At Jacks Siding—From 500 feet east of east switch to 1000 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 500 feet east of 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 and at Jamestown.

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:

	Mixed and Passenger	Freight	Log Trains
Between Oakdale and Cooperstown	35	30	..
" Cooperstown and Jamestown	30	20	..
" Jamestown and Tuolumne...	22	20	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. All concerned are cautioned to keep a constant lookout for overhead and side obstructions and for derailling switches.

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

10. Flying or running switches are prohibited.

11. 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.

12. Enginemen are required to carefully watch the netting of the stacks of their engines and see that they are in good condition.

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

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

15. Engineers must not place their engines in Round House or vacate them at end of runs until fully supplied with oil, sand and water.

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

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

18. Trains running behind schedule time, and all extra trains will sound two long and two short blasts of the whistle, thus: ———— o 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.

**MAP OF THE
SIERRA RAILWAY
OF CALIFORNIA
AND CONNECTIONS**

