

Amador Central Railroad Company

TIME TABLE No. 15

Superseding Time Table No. 14

In Effect January 10, 1917, at 12.01 a. m.

PACIFIC STANDARD TIME

For the government and information of Employes only and not intended for the use of the public.

The Company reserves the right to vary from this Time Table at pleasure

META J. ERICKSON,
President

J. A. McPHERSON,
Superintendent

AMADOR CENTRAL RAILROAD COMPANY

WEST BOUND				Capacity of Sidings No. of Cars	Time Table No. 15 Effective Jan. 10, 1917	Distance from Martell	EAST BOUND		
9	7	3	1				2	4	8
Motor	Motor	Freight	Mixed				Mixed	Freight	Motor
3:30 pm	2:40 pm	2:10 pm	8:10 am	yd.	Lv	0	1:55 pm	5:15 pm	9:25 am
			8:20	5	.....MARTELL.....	0			
					.....CYCLONE.....	s 2	1:45		
					....MORROW'S CROSSING f	3			
			8:40	4	.....RANLETT.....	f 6.8	1:25		
					.....COPPER MINE..f	7 2			
				2	...SLATE SPUR...f	9			
				6	...GRAVEL PIT...f	9 7			
				3	..DENNISON'S SPUR.f	10			
				9	....FIREBRICK...f	10.5			
				6	....NEWMANS...f	10.7			
					....SHEPHERDS...f	....		
4:05 pm	3:15 pm	3:10 pm	9:00 am	yd.	.....IONE.....	12	1:05 pm	4:15 pm	8:50 am
					Ar				Lv
Sunday Only	Daily Ex Sun	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

Signs—Ar., Arrive; Lv., Leave; f, flag stop to receive or discharge passengers or freight; s, regular stops.

The Company reserves the right to annul trains 3 and 4 and auto motor at any time without issuing advance notice.

No large or heavy baggage handled on auto motor.

Telephone—Martell and Ione.

Turntable—Martell yards. Wye—Ione yards.

Water tank and Fuel Oil Tank located on right leg of Y, Ione yards. Martell yards on Oil Spur.

Water supplied all engines in roundhouse, Martell.

Geared engine may take water east of Bridge 8, where Ione ditch passes under track.

SPECIAL RULES

- See Rule 93. Yard limits are defined as follows:
AT MARTELL: From county road crossing west of depot.
AT IONE: 300 feet south of derail switch on main line.
- All trains of the Southern Pacific Company have right and preference over trains of the Amador Central within yards of S. P. Co. at Ione.
- Speed—Trains must not exceed 20 miles per hour over entire line. Slow down westward bound approaching Bridge No. 3 and 5, and switch at brickyards in both directions.
- Regular trains will keep a lookout for special or work trains when such trains are out on line. This does not give special or work trains right over regular trains unless special instructions are issued to the contrary.
- Flying or running switches are prohibited.
- Air-hose must be disconnected by hand, and not pulled apart.
- Engine must not be detached from its train on a grade until all hand-brakes have been set and the wheels safely chocked. Train crews are especially cautioned in making couplings on a descending grade to exercise extreme care and take every precaution to prevent the possibility of any part of the train "getting away."
- All engines must be provided with portable telephone before proceeding out on main line.
- Brakemen must ride on cars, with brakes ready to be set, when hauling cars from Firebrick to Ione.
- Train crews are requested to report immediately any side or overhead obstructions or defects in track.
- Derail switches are located as follows: 120 feet south of Wye in Ione yards, and 60 feet west of depot at Martell. Switch in Martell yards will be set from office after departure of regular trains. Train crews will operate switch at other times.
- Trains must come to full stop before reaching derailing switch in Ione.
- Cars must not be left standing on tracks in Martell yards, except house track, west of Ice House.
- Any suggestions for the betterment of the service or the economical handling of traffic will be cheerfully considered.

