

Tonopah and Tidewater Railroad Co.



Death Valley Railroad Co.



Employes' TIME TABLE No. 36

IN EFFECT

SUNDAY, MAY 4, 1930

AT 12:01 O'CLOCK, A.M.

Pacific Standard Time

Superseding Time Table No. 35, Dated March 6, 1930, and Any Supplements Thereto

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

C. B. ZABRISKIE
VICE-PRESIDENT &
GENERAL MANAGER
LOS ANGELES, CALIF.

F. M. JENIFER
ASST. GENERAL MANAGER
LOS ANGELES, CALIF

W. W. CAHILL,
SUPERINTENDENT
LUDLOW, CALIF

HUGH McPHEE
TRAIN MASTER
LUDLOW, CALIF.

SECOND DISTRICT

WATER FEET, WYE, TRACK SCALES	NORTHBOUND		DISTANCE FROM LEWIS	Time Table No. 36 May 4, 1930	DISTANCE FROM BEATTY	SOUTHBOUND		CAR CAPACITY OF SIDING
	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS	
	25 MIXED	7 MOTOR				8 MOTOR	25 MIXED	
	LEAVE Friday Only	LEAVE Wednesday Only				ARRIVE Wednesday Only	ARRIVE Friday Only	
STATIONS								
Y & W O Y	P.M. 12.45	P.M. 1.25	122.01	DEATH VALLEY JCT. D	47.06	P.M. 4.55	P.M. 4.30	70
	112.58	F 1.35	128.01	8.00 BRADFORD	41.06	F 4.45	F 4.17	24
	F 1.15	F 1.47	133.96	8.30 SCRANTON	35.11	F 4.34	F 4.05	20
	F 1.32	F 1.58	139.44	8.45 JENIFER	29.63	F 4.24	F 3.48	3 Spur
W	F 1.47	F 2.07	144.51	8.57 LEELAND	24.58	F 4.15	F 3.32	25
	F 2.08	F 2.27	154.98	10.47 ASHTON	14.09	F 3.56	F 3.10	25
	F 2.25	F 2.38	160.55	9.57 CARRARA	8.52	F 3.45	F 2.58	Yard
W O Y	2.45 P.M.	2.55 P.M.	169.57	8.52 BEATTY D	0	3.30 P.M.	2.40 P.M.	Yard
	ARRIVE Friday Only	ARRIVE Wednesday Only				LEAVE Wednesday Only	LEAVE Friday Only	
	23.5	31.5		Average Miles Per Hour		33.2	25.6	
	2.00	1.30		Time Over District		1.25	1.50	

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1'13"	50	2'45"	32.5
1'15"	48	2'45"	31.8
1'20"	45	2'50"	31.3
1'25"	42.3	3'	30
1'30"	40	3' 5"	29
1'40"	36	3'20"	26
1'45"	34.3	3'31"	27
1'50"	32.7	3'45"	26
2'	30	4'	25
2'10"	27.6	5'	22
2'15"	26.6	6'	20
2'20"	25.7	7'30"	8
2'24"	25	10'	6

RATING OF LOCOMOTIVES, In Tons 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 engineers 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 Lewis and Beatty.....	80	500	800	600

Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

FIRST DISTRICT

Tale—Mile Post 54.....Capacity 5 cars, siding

SECOND DISTRICT

Mock—Mile post 131.....Capacity 2 cars, spur
Weslead—Mile post 164.....Capacity 2 cars, spur

SPECIAL RULES

1. North bound trains are superior to trains of same class in opposite directions.

2. All trains will be governed by interlocking signals crossing Union Pacific Ry. at Crucero.

3. The clock in the Train Dispatcher's office, Ludlow, 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.

4a. 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.

5. 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.

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

7. 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.

8. 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 Ludlow and Beatty.

9. All employes of the Death Valley Railroad are subject to and will be governed by rules and regulations of Tonopah and Tidewater Railroad Company.

10. All south bound trains D. V. R. R. will make rigid inspection of train and brakes before leaving Ryan and stop five minutes at Mile Post 7 for inspection of train and cooling wheels.

11. 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.

12. At Death Valley Junction, on account of third rail switches and track, all trains must use extra care and not exceed 8 miles an hour between all switches within yard limits. Third rail has been extended from Death Valley Junction to a point just north of north switch Bradford, including Bradford siding; all trains will use extra precaution in this territory.

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

14. REGISTERING STATIONS—Death Valley Railroad, Death Valley Junction and Ryan.

"A" REGISTERING STATIONS—Tonopah and Tidewater Railroad—Ludlow, Death Valley Junction, and Beatty.

"B" 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).

"C" DERAILING AND SAFETY SWITCHES.

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

Trains must approach derailing switch just North of Ludlow under control and prepared to stop if necessary. Between the hours of 6 p. m. and 6 a. m. night Yardmaster will attend to Ludlow derail, but between 6 a. m. and 6 p. m. train crews will see that derail is in proper position.

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

"D" BULLETIN BOARDS—Ludlow, Death Valley Junction, Beatty.

"E" YARD LIMITS—Yard limits are indicated by sign boards reading "YARD LIMIT," located on either side of LUDLOW, ACME, TECOPA, SHOSHONE, DEATH VALLEY JUNCTION, and BEATTY. Yard limits on D. V. R. R. extend Death Valley Junction to Mile Post One.

CHARACTERS DENOTE

W. Water Stations. O. Oil Stations. TS. Track Scales. Y. Wye.
D. Day Telegraph Station. † Meals.
N. Day and Night Telegraph Station.