

SIERRA RAILWAY COMPANY

OF CALIFORNIA

TIME TABLE

No. 48

IN EFFECT SUNDAY, JULY 10, 1932, AT 12:01 A. M.

(Superseding Time Table No. 47 dated FEBRUARY 14, 1932, 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, Cal.

R. HALL,
Trainmaster.

WEST BOUND					TIME TABLE No. 48		EAST BOUND				
FIRST CLASS					JULY 10, 1932		FIRST CLASS				
3					STATIONS		4				
Mixed							Mixed				
Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday				
Capacity of Sidings "Care"	Telegraph Calls	Distance from Tuolumne			Distance from Oakdale	Station Number					
	SR	YARD	0	DP	TUOLUMNE WY	57.43	57	4:20 ^{PM}			
			2.71	P	RALPH	54.72	55	4:10			
			3.85	P	BLACK OAK	53.58	54	4:06			
			4.71	f	BARRON	52.72	52	f			
			7.43	P	STANDARD	50.00	50	3:55			
			8.20	P	FASSLER	49.23	49	3:40			
			10.12		GRANITE SPUR	47.31	47				
	RA	40	12.17	DP	SONORA WY	45.26	45	3:25			
			12.81		LIME SPUR	44.62	44				
	DS	YARD	16.28	DP	JAMESTOWN WOT	41.15	41	3:00 2:40			
	CN	60	22.36	DP	CHINESE	35.07	35	2:20			
			23.36		QUINN SPUR W	34.07	34				
			25.43	P	JACK'S SIDING W	32.00	32	2:08			
			25.90	P	MCDORMICK Y	31.53					
			28.39		KEYSTONE	29.04	29				
			31.43	P	HETCH HETCHY JUNCTION	26.00	26	1:50			
			31.89	P	ROSASCO	25.54	25				
			34.63	P	CANYON TANK W	22.80	23	1:32			
			38.43	P	COOPERSTOWN WOY	19.00	19	1:20			
			41.63	P	WARNERVILLE W	15.90	16	1:13			
			46.83	P	PAULSELL	10.60	11	1:00			
			51.33	P	ARNOLD	6.10	6	12:49			
			55.93	P	ATLAS	1.50					
		YARD	56.93	P	SANTA FE JUNCTION Y	0.50	1	f			
	OA			D	OAKDALE (S. F. Depot)						
	BU	YARD	57.43	DP	OAKDALE (S. P. Depot) W	0	0	12:35 ^{PM}			
								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 Yee.
 - Ar Arrive.

WEST BOUND					TIME TABLE No. 48		EAST BOUND				
FIRST CLASS					JULY 10, 1932		FIRST CLASS				
21					STATIONS		22				
Mixed							Mixed				
Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday				
Capacity of Sidings "Care"	Telegraph Calls	Distance from Angels			Distance from Jamestown	Station Number					
	AG	40	.0	DP	ANGELS WT	19.3	A60	4:32 ^{PM}			
			3.6	P	CARSON HILL	15.7	A57	4:14			
			9.2	P	MELONES	10.1	A51	3:46			
			11.9	P	MARDLES	7.4					
			13.2		EL RICO	6.1					
			14.8	P	TUTTLETOWN	4.5	A46	3:18			
			19.3	DP	JAMESTOWN WOT	.0	41	2:55 ^{PM}			
								Leave Daily Ex. Sunday			

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SPECIAL RULES HAVING PREFERENCE OVER GENERAL RULES

- 1. Registering Stations:** Oakdale, Jamestown, Standard, Ralph, Tuolumne and Angels.
- 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 500 feet west of west switch at Rosasco.
At Jacks Siding—From 500 feet east of east switch to Mile Post 31.
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 east end of Woods Creek Bridge on Angels Branch 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 Ralph—From 1,000 feet east of east switch to 1,000 feet west of west switch.
At Tuolumne—From east end of track to 1,000 feet west of west end of Turnback Creek Bridge.
At Melones—From 200 feet east of west switch at Melones switch-back to 500 feet west of west switch of Melones passing track.
At Angels—From east end of track to 1,000 feet west of west switch.
- 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.
Powder trains between Jamestown and Angels must not exceed 10 miles per hour at any point on line.
With the exceptions noted above, trains must not exceed the speed in miles per hour as shown below:

	Mixed and Log Passenger Freight Trains
Between Oakdale and Cooperstown	35 25 ..
" Cooperstown and Jamestown	30 20 ..
" Jamestown and Tuolumne...	22 20 8
" Jamestown and Angels.....	12 ..
- 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 derailing switches.**
- 9. Air hose must be disconnected by hand and not pulled apart.**
- 10. Flying or running switches are prohibited.**
- 11. All switches on Angels Branch east of Jamestown must be left set for East-bound trains.**
- 12. 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.**
- 13. Enginemen are required to carefully watch the netting of the stacks of their engines and see that they are in good condition.**
- 14. Turntable track at Jamestown must not be left blocked.**
- 15. Repair tracks are intended for cars in bad order and should not be used for other cars.**
- 16. Engineers must not place their engines in Round House or vacate them at end of runs until fully supplied with oil, sand and water.**
- 17. Agents, Conductors, Baggage Masters, Brake-men, Engineers, Firemen Track and Bridge Foremen must have their watches inspected quarterly and certificates filed with the Trainmaster.**
- 18. Extra trains may run ahead of second-class trains.**
- 19. The catch on all Turntables must not be used to stop table; wait until table is stopped before throwing catch.**
- 20. 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

