

Tonopah and Tidewater Railroad Co. Death Valley Railroad Co.



Employees' TIME TABLE No. 31

IN EFFECT

SUNDAY, JANUARY 8, 1928

AT 12:01 O'CLOCK, A. M.
Pacific Standard Time

Superseding Time Table No. 30, Dated February 1, 1927, and Any Supplements Thereto

This Time Table is for the Government and Information of Employees 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.

FIRST DISTRICT

WATER, FUEL, WYE, TRACK SCALES		NORTHBOUND				DISTANCE FROM LUDLOW	<h2 style="margin: 0;">Time Table No. 31</h2> <h3 style="margin: 0;">January 8, 1928</h3>		DISTANCE FROM BEATTY	SOUTHBOUND				CAR CAPACITY OF SIDING		
		SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS				
			11 MIXED Leave Tuesdays Only	1 MOTOR Leave Daily Except Tuesday	9 MIXED Leave Sundays Wedn'days Fridays						10 MIXED Arrive Mondays Thursdays Saturdays	2 MOTOR Arrive Daily Except Tuesday	12 MIXED Arrive Wedn'days Only			
			AM 7.00		AM 1.30					0.		PM 11.55			PM 11.55	
STATIONS																
W O Y		f 7.27		f 1.57	12.53	LUDLOW N	169.07					Yard				
		f 7.45		f 2.15	21.08	12.53 BROADWELL	156.54	f 11.14		f 11.14		18 Spur				
		s 8.05		s 2.30	25.68	8.55 MESQUITE	147.99	f 10.52		f 10.52		30				
		s 8.25		s 3.01	29.40	4.60 Union Pacific Crossing		10.40		s 10.40		43 Tfr.				
W		f 8.35		f 3.12	33.34	CRUCERO N	143.39	s 10.30		s 10.22		24				
		f 8.54		f 3.32	41.82	3.72 RASOR	139.67	s 10.22		s 10.22		24				
		f 8.54		f 3.32	41.82	3.94 SODA	135.73	f 10.06		f 10.06		8 Spur				
W T S		s 9.20		s 3.59	50.03	8.48 BAKER	127.25	f 9.46		f 9.46		20				
		f 9.45		f 4.21	59.47	3.21 SILVER LAKE D	119.04	s 9.25		s 9.25		24				
		f 9.58		f 4.36	65.11	9.44 RIGGS	109.60	f 8.56		f 8.56		22				
		f 10.16		f 4.55	74.40	5.64 VALJEAN	103.96	f 8.41		f 8.41		6 Spur				
		f 10.29		f 5.10	78.84	9.29 DUMONT	94.67	f 8.17		f 8.17		25				
Y		f 10.44		f 5.26	82.97	4.44 SPERRY	90.23	f 8.02		f 8.02		24				
W		s 11.03		s 5.46	87.67	1.13 ACME	86.10	f 7.46		f 7.46		Yard				
		f 11.16		f 6.00	91.74	4.70 TECOPA D	81.40	s 7.32		s 7.32		24				
		f 11.30		f 6.00	91.74	4.07 ZABRISKIE	77.33	f 7.20		f 7.20		40				
W		f 11.50 AM		s 6.15	96.95	5.21 SHOSHONE D	72.12	s 7.08		s 7.08		Yard				
		f 12.10 PM		f 6.32	101.26	4.31 GERSTLEY	67.81	f 6.53		f 6.53		15				
		f 12.30		f 6.56	109.62	8.36 EVELYN	59.45	f 6.34		f 6.34		28				
T S W O Y		1.00 PM	AM 8.30	f 7.30 AM	122.01 0.	12.39 DEATH VALLEY JCT. D	47.06 20.65	6.00 PM	PM 5.00	6.00 PM		Yard				
			f 8.43		3.50	3.50 HORTON	17.15		f 4.47			0				
			f 9.33		18.00	14.50 COLEMANITE	2.65		f 3.57			1 Spur				
Y			9.45 AM		20.65	2.65 RYAN	0.		3.45 PM			Yard				
		Arrive Tuesdays Only	Arrive Daily Except Tuesdays	Arrive Sundays Wedn'days Fridays				Leave Mondays Thursdays Saturdays	Leave Daily Except Tuesday	Leave Wedn'days Only						
		20.9	16.0	20.9		Average Miles Per Hour		21.0	16.0	21.0						
		6.00	1.15	6.00		Time Over District		5.55	1.15	5.55						

NOTE—Between Death Valley Jct. and Ryan, time and distances shown are on D. V. R. R.

DR. G. H. MILLER, Surgeon,
Death Valley Jct., Calif.

SECOND DISTRICT

WATER, FUEL, WIRE, TRACK SCALES	NORTHBOUND					DISTANCE FROM LUDLOW	Time Table No. 31 January 8, 1928	DISTANCE FROM BEATTY	SOUTHBOUND					CAR CAPACITY OF SIDINGS
	FIRST CLASS								FIRST CLASS					
					9 MIXED		STATIONS							
					Leave Sundays Wednesdays Fridays		DEATH VALLEY JCT. D		PM					70
T S W O Y					AM 8.00	122.01	6.00	47.06	↑ 5.15					
					f 8.17	128.01	BRADFORD	41.06	f 4.54					24
					f 8.35	133.96	5.95	35.11	f 4.36					20
					f 8.50	139.44	SCRANTON	29.63	f 4.17					3 Spur
W					f 9.05	144.51	5.48	24.56	f 4.01					25
					f 9.29	154.98	JENIFER	14.09	f 3.44					25
					f 9.42	160.55	5.07	8.52	f 3.31					Yard
W O Y					10.05 AM	169.07	LEELAND	0	3.10 PM					Yard
					Arrive Sundays Wednesdays Fridays		10.47		Leave Mondays Thursdays Saturdays					
					21.9		ASHTON	21.9						
					2.05		5.57	2.05						
							8.52	Average Miles Per Hour						
							BEATTY D	Time on Run						

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1'12"	50	2'40"	22.5
1'15"	48	2'45"	21.8
1'20"	45	2'50"	21.2
1'25"	42.3	3'	20
1'30"	40	3' 9"	19
1'40"	36	3'20"	18
1'45"	34.3	3'31"	17
1'50"	32.7	3'45"	16
2'	30	4'	15
2'10"	27.6	5'	12
2'15"	26.6	6'	10
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 enginemen are required to fill up trains to full capacity of their engines.

	Eng. No. 1	Eng. No. 6	Eng. Nos. 7 and 8	Eng. Nos. 9 and 10
Between Ludlow and Beatty.....	500	700	800	600

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

FIRST DISTRICT

Talc.—Mile Post 56.....Capacity 5 cars, siding
 Filtrol—Mile post 97 (inside Shoshone yard limit)Capacity 33 cars, spur

SECOND DISTRICT

Soclay—Mile post 125.....Capacity 2 cars, spur
 Muck—Mile post 131.....Capacity 1 car, spur
 Weslead—Mile post 166.....Capacity 1 car, 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 train, or perishable freight will be allowed on same trains therewith upon special 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 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 will in no instance exceed 20 miles per hour between Tecopa and Dumont, and 30 miles per 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 per hour between all switches within yard limits.

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, Tecopa, Shoshone, and Death Valley Junction, California, and a double arm semaphore signal at Beatty, Nevada.

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, DEATH VALLEY JUNCTION, SHOSHONE, TECOPA, ACME, BEATTY, and at HORTON on D. V. R. R. DEATH VALLEY JUNCTION, YARD LIMITS ON D. V. R. R. EXTEND TO HORTON.

CHARACTERS DENOTE

W. Water Stations. O. Oil Stations. TS. Track Scales. Y. Wye.
D. Day Telegraph Station. ¶ Meals.