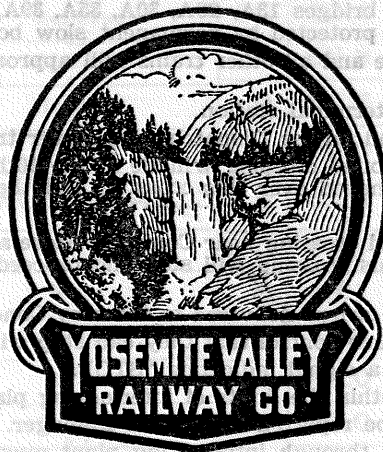


Yosemite Valley Railway Co.

EMPLOYEES' TIME TABLE NO. 109



— IN EFFECT —

FRIDAY, MAY 30, 1941
AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

FOR USE AND INFORMATION OF EMPLOYEES ONLY

W. L. WHITE, General Manager

DESTROY ALL PREVIOUS TIME TABLES

SPECIAL RULES—*Safety First*

1. All train movements will be governed by the train rules of this company, the same being the standard rules for single track of the Association of American Railroads. Every employe whose duties are in any way prescribed thereby will provide himself with a copy of these rules and must be familiar therewith.

2. Conductors on all trains will register arrival and departure at Merced, Merced Falls, Bagby and El Portal, and at each register station furnish engineer with register check form 401 properly filled out.

3. Eastbound trains have right over westbound trains of the same class.

4. Yard limits are located at Merced, Merced Falls, Bagby, Emory, Incline and El Portal.

5. Freight trains will not exceed speed of 25 miles per hour between Merced and Merced Falls, 20 miles per hour between Merced Falls and El Portal. Passenger trains will not exceed speed of 40 miles per hour between Merced and Merced Falls, 30 miles per hour between Merced Falls and El Portal.

Light engines and trains handling wrecking crane will not exceed speed of 20 miles per hour between Merced and Merced Falls, 15 miles per hour between Merced Falls and El Portal.

All trains will reduce speed to 15 miles per hour over bridges 13A, 29A, 30A, 35A, 39A, 39B, 47A, 54A and through tunnels 2 and 4 and to 10 miles per hour over bridge 37A and to speed indicated over tracks protected by permanent slow boards.

6. All First-Class trains when ten minutes or more late and all other trains will approach yard limits under full control, prepared to stop within limit of vision.

7. All trains will obtain clearance card before leaving terminal station.

8. Conductors must connect up portable telephones and advise Dispatcher whenever train is going to be delayed more than 15 minutes.

9. All trains and engines must come to full stop and sound crossing whistle at the 16th Street Crossing, Merced, and cars must not be cut off and kicked over the crossing. Freight trains, with cars being shoved over this crossing and the "R" Street crossing will stop and proceed with trainmen flagging movement, using red signal to stop highway traffic.

10. Flying switches must not be made over County Road crossing near Company Store at Merced Falls, and cars must not be cut off and kicked over this crossing. Freight trains with cars being shoved over this crossing will stop and proceed with trainmen flagging movement using red signal to stop highway traffic.

11. Engineers must read aloud to Conductors all train orders delivered to them by Conductor, and see that same are understood before acted on.

12. All trains must approach interlocking plant under such control that they can stop within limit of vision if signals are against them.

13. Trains or engines shall be run to, but not beyond, a signal indicating "STOP."

14. Sand must not be used nor water allowed to run within the limits of interlocking plant.

15. Any unusual detention at interlocking plant must be reported to General Manager.

16. Trains or engines stopped in making a movement through interlocking plant must not move in either direction until they have received the proper signal from the signalman.

17. Flying switches must not be made over interlocked switches.

18. No engine, train or portion of a train must be allowed to stand within the stop signal limits of interlocking plant for any length of time.

19. Where there is a signalman on duty a signal must be given for each train movement.

20. The normal position of derails is set and locked for derailing. Employes using sidings must look for derails and must know that they are in proper position before and after using them.

21. Enginemen in approaching a telegraph station and finding train order signal in stop position will sound four (4) short blasts of whistle (Rule 14-J) thereby acknowledging that signal has been discovered as being against them.

22. Train crews using tracks at Yosemite Portland Cement Company's plant at Merced should not make any movement beyond the east end of the cement warehouse, except under the protection of flag, expecting to find track occupied by Santa Fe trains.

23. All westbound trains will approach switch from our main line at Merced to connecting track with the Santa Fe under full control, expecting to find connecting track occupied by freight crews of the Santa Fe Company.

24. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE: Employees are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

MILE POST	AT OR NEAR	DESCRIPTION
0.0	Merced	Merced Ice Co. Spur
0.2	Merced	Merced Scale House
24.0	Merced Falls	Lumber Dock Track
24.0	Merced Falls	Log Rollway
67.0	Emory	Lime Rock Bunkers
77.7	El Portal	Government Warehouse
		Side and Overhead
		Side
		Side and Overhead
		Side
		Overhead
		Side

YOSEMITE VALLEY RAILWAY COMPANY

EASTWARD		Miles from MERCED	TIME TABLE		Miles from EL PORTAL	Capacity of Sidings Feet	Fuel, Water, Turn Tables, Wyes and Planes	WESTWARD		
Second Class	First Class		Ruling Grade Ascending	No. 109 May 30, 1941				Ruling Grade Ascending	First Class	Second Class
No. 8 Freight Leave Daily Except Sunday	No. 2 Passenger Leave Daily								No. 3 Passenger Arrive Daily	No. 9 Freight Arrive Daily Except Sunday
	5:30 AM	0.0		MERCED—S. P. Depot.	5	77.7		10:55 PM		
	5:35	0.5	0	MERCED—Y. V. Depot.	0	77.2	YARD	WFTYP		
		1.0	15	0.5 A. T. & S. F. Crossing	15	76.7				
		4.4	20	3.4 Bellevue	35	73.3				
	f 5:52	10.9	40	6.5 Edendale	37	66.8	1174		f 10:35	
	f 6:02	15.2	23	4.3 Hopeton	0	62.5	620		f 10:26	
	f 6:07	18.1	23	2.9 Snelling	0	59.6	913	P.	f 10:20	
8:00 AM	s 6:20	24.2	41	6.1 MERCED FALLS	0	53.5	YARD	F.W.T.P.	s 10:08	3:50 PM
		26.6	53	2.4 Morse	0	51.1	401		9:58	3:38
		29.6	53	3.0 Starr	0	48.1	1343		9:50	3:26
	f 6:37	30.7	53	1.1 Exchequer	0	47.0		P.	f 9:47	3:21
		33.7	53	3.0 Ellis	26	44.0	482		9:38	3:08
	f 6:52	35.7	0	2.0 Barrett	21	42.0	1381	P.	f 9:32	3:00
	f 7:02	39.1	0	3.4 Jasper	10	38.6	294		f 9:20	2:44
	f 7:08	40.9	0	1.8 Detwiler	0	36.8	1402	P.	f 9:15	2:37
	f 7:16	44.2	53	3.3 Kittridge	0	33.5	438	P.	f 9:05	2:23
	s 7:27	47.7	53	3.5 BAGBY	0	30.0	1378	W.P.	s 8:54	2:09
	f 7:50	53.5	53	5.8 Lehmer	0	24.2	481		f 8:33	1:37
	f 7:58	55.5	53	2.0 Kocher	0	22.2			f 8:27	1:28
	8:00	56.1	12	0.6 Harte	0	21.6	1480	P.	8:25	1:25
	f 8:18	60.8	53	4.7 Briceburg	0	16.9	485	P.	f 8:10	1:04
	8:28	63.2	42	2.4 Drum	0	14.5	1622		8:03	12:54
	f 8:43	67.0	53	3.8 Emory	0	10.7	YARD	P.	f 7:50	12:37
	8:55	70.4	53	3.4 Bloss	0	7.3	840		7:39	12:22
	f 8:59	71.6	62	1.2 Clearinghouse	0	6.1			f 7:34	12:17
	s 9:04	73.0	79	1.4 Incline	0	4.7	YARD	P.	s 7:30	12:10 PM
	9:10	75.0	79	2.0 Moss Canyon	0	2.7	2200	W.Y.	7:25	11:25 AM
	9:30 AM	77.7	105	2.7 EL PORTAL	0	0.0	YARD	T.P.	7:15 PM	
Arrive Daily Except Sunday	Arrive Daily			(77.7)					Leave Daily Except Sunday	

ENGINE TONNAGE RATINGS

From	To	ENGINE No.	TONS	EMPTY LOG CARS	AVER-AGE LOAD	Y. V. and S. P. COACHES	STANDARD PULLMAN and AT&SF COACHES
Merced	Merced Falls	25-26-27	945	58			
		28-29	1150		30	26	14
Merced Falls	Bloss	25-26-27	760	48			
		28-29	900		21	19	11
Bloss	Moss Canyon	25-26-27	535	34			
		28-29	600		16†	15	7*
Moss Canyon	El Portal	25-26-27	400	25			
		28-29	440		11†	10	5*
Merced	Merced Falls		590	38			
		22-23	730		18	16	9
Merced Falls	Bloss		475	30			
		22-23	560		15	13	7
Bloss	Moss Canyon		330	22			
		22-23	370		10	8	5
Moss Canyon	El Portal		245	16			
		22-23	270		8	6	3*
Merced	Merced Falls		430	27			
		21	540		15	12	7
Merced Falls	Bloss		350	22			
		21	410		11	10	5
Bloss	Moss Canyon		240	15			
		21	270		8	6	3*
Moss Canyon	El Portal		175	11			
		21	190		6	5	2*

*—40 Ton Baggage extra.

†Small load.

STANDARD CLOCKS—Located at Merced, Merced Falls, and El Portal.

WATCH INSPECTOR—R. C. Haun, 505 17th Street, Merced.

TELEPHONE CALLS	
Merced	_____
Snelling	_____
Merced Falls	_____
Exchequer	_____
Barrett	_____
Bagby	_____
Briceburg	_____
Ned's Gulch	_____
Incline	_____
El Portal	_____
El Portal Sec. House	_____
Bridge Gang	_____

SPEED TABLE		
Miles per Hour	1 Mile in	
	Min.	Sec.
6	10	
8	7	30
10	6	
12	5	
15	4	
18	3	20
20	3	
25	2	24
30	2	
35	1	42
40	1	30

Lengths of Engines and cars. Center to center of coupler

Engine No. 21.....	52 ft.
“ “ 22.....	55 ft.
“ “ 23.....	55 ft.
“ “ 25.....	59 ft.
“ “ 26.....	59 ft.
“ “ 27.....	59 ft.
“ “ 28.....	59 ft.
“ “ 29.....	59 ft.
Comb. Car 106.....	62 ft.
Bge-Mail 107.....	43 ft.
Coach 302.....	68 ft.
“ 303.....	62 ft.
“ 304.....	70 ft.
“ 305.....	70 ft.
Obsvn. Car 330.....	69 ft.
Caboose 15 and 18.....	34 ft.
“ 16.....	30 ft.
“ 17.....	42 ft.
“ 19.....	36 ft.
Flat Cars 500 Series.....	38 ft.
Box Cars 600 to 609.....	40 ft.
Box Cars 610 to 613.....	44 ft.
Ballast Cars 1100 Series.....	39 ft.
Gondola Cars 1200 Series.....	24 ft.
Log Cars 800 and 900 Series.....	39 ft.
Stock Cars 700 Series.....	39 ft.

Dr. W. E. Lilley, Chief Surgeon, Bank of America Bldg., Merced. Office Phone 1455. Res. Phone 506.

Dr. A. S. Parker, Asst. Surgeon, Bank of America Bldg., Merced, Office Phone 1455. Res. Phone 230.

Dr. J. A. Parker, Asst. Surgeon, Bank of America Bldg., Merced. Office Phone 1455. Res. Phone 299.

(Emergency Surgeons should only be summoned for temporary treatment, when prompt attention is required and patients cannot be sent to or await arrival of Chief or Assistant Surgeon.)

(SAFETY FIRST)