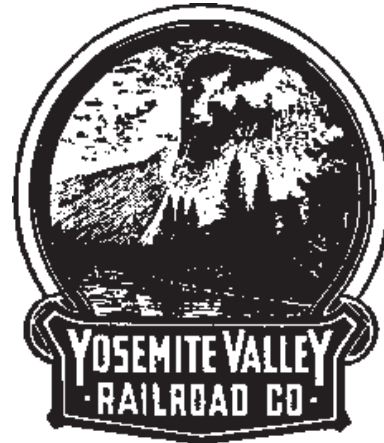


Yosemite Valley Railroad Co.

EMPLOYEES' TIME TABLE NO. 103



— IN EFFECT —

SATURDAY, MAY 27, 1939
AT 5:00 O'CLOCK A.M.

PACIFIC STANDARD TIME

FOR USE AND INFORMATION OF EMPLOYEES ONLY

JACK A. BURGESS, General Manager

DESTROY ALL PREVIOUS TIME TABLES

SPECIAL RULES -- *Safety First*

1. All train movements will be governed the train rules of this company, the same being the standard rules for single track of the American Railway Association. Every employee 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 beards.
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. Employees 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. The overhead ice platform and loading platform on the Merced ice plant spur at Merced does not provide legal overhead and side clearance. These structures have been marked with sign reading, "Caution, Impaired Overhead Clearance" and "Caution, Impaired Side Clearance."
Employees are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while switching this spur, and that they must protect themselves from injury
25. Roof projecting over side track on west end of dock track at Merced Falls constitutes impaired clearance. Will not clear man on top of box car.
26. Attention of all concerned is directed to impaired side and overhead clearance at Merced Falls on industry track of the Yosemite Lumber Company serving the log unloading dock. Trainmen and other employees are cautioned against standing on top of or riding on the side of cars on the above mentioned industry track.
Signs have been installed on this track, reading, "Impaired Side and Overhead Clearance" and "Engines must not move beyond this Point." The latter mentioned sign has been installed at the west end of the concrete log roll-way and it is expected that all employees will be governed accordingly.

EASTBOUND TRAINS HAVE RIGHT OVER WESTBOUND TRAINS OF THE SAME CLASS

YOSEMITE VALLEY RAILROAD COMPANY

EASTWARD			Miles from MERCED	TIME TABLE			Miles from EL PORTAL	Capacity of Sidings Feet	Fuel, Water, Turn tables, Wyes and Phones	WESTWARD		
Second Class	Second Class	First Class		Ruling Grade Ascending	No. 103 May 27, 1939	Ruling Grade Ascending				First Class	Second Class	Second Class
No. 12 Freight (Rock)	No. 8 Freight (Log)	No. 2 Passenger			STATIONS					No. 3 Passenger	No. 9 (Log) Freight	No. 11 (Rock) Freight
Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily				
		5:30 AM	0.0		MERCED-S.P.Depot	5	77.7			10:45 PM		
2:45 PM	7:30 AM	5:35	0.5	0	MERCED-Y.V.Depot	0	77.2	YARD	WFTP		6:30 PM	1:00 PM
				0	Merced-S. Fe Depot	0						
			1.0	15	A.T.S.F. Crossing	15	76.7					
			2.5	20	Portland Cement	35	75.2					12:55
4:15		f 5:52	10.9	40	Edendale	37	66.8	350		f 10:22		
		f 6:02	15.2	23	Hopeton	0	62.5			f 10:12		
4:30	7:59		24.2	41	MERCED FALLS	0	53.5	YARD	F.W.T.P.	s 9:57	6:00	11:45
4:45	9:37	s 6:20									4:42	11:40
		6:34	29.6	53	Starr	0	48.1			9:39		
		f 6:37	30.7	53	Exchequer	0	47.0			f 9:36		
		f 7:16	44.2	53	Kittridge	0	33.5			f 8:57		
5:25	10:24		47.7	53	BAGBY	0	30.0	261	W.T.P.	s 8:46	4:20	11:00
5:35	10:49	s 7:27									3:30	10:10
		f 8:19	60.8	53	Briceburg	0	16.9			f 8:02		
6:55		f 8:44	67.0	53	Emory	0	10.7	YARD	P.	f 7:39		10:25
		8:58	70.4	53	Bloss	0	7.3			7:25		
	11:19		73.0	79	Incline	0	4.7	YARD	P.	s 7:15	3:05	9:37
7:12	11:38	s 9:09									1:17	
7:24	12:06	9:17	75.0	0	Moss Canyon Tank	0	2.7		w	7:10		9:01
	12:15 PM		76.7	0	Moss Canyon Wye	0	1.0		Y.		1:01 PM	8:50
7:40 PM		9:40 AM	77.7	105	EL PORTAL	0	0.0	YARD	T.P.	7:00 PM		8:10 AM
Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily

ENGINE TONNAGE RATINGS

From	To	ENGINE No.	TONS	EMPTY LOG CARS	AVERAGE LOAD	Y. V. and S.P. COACHES	STANDARD PULLMAN and AT&SF COACHES
Merced	Merced Falls	25-26-27 28-29	945	15	10	5	14
			1150				
Merced Falls	Bloss	25-26-27 28-29	760	12	6	5	11
			900				
Bloss	Moss Canyon	25-26-27 28-29	535	12	6†	4	7*
			600				
Moss Canyon	El Portal	25-26-27 28-29	400	10	6†	4	5*
			440				
Merced	Merced Falls	22-23	590	7	8	4	9
			730				
Merced Falls	Bloss	22-23	475	6	4	3	7
			560				
Bloss	Moss Canyon	22-23	330	6	3	3	5
			370				
Moss Canyon	El Portal	22-23	245	5	3	3	3*
			270				
Merced	Merced Falls	21	430	6	6	3	7
			540				
Merced Falls	Bloss	21	350	5	3	2	5
			410				
Bloss	Moss Canyon	21	240	5	3	2	3*
			270				
Moss Canyon	El Portal	21	175	5	2	2	2*
			190				

* — 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	- - — — —
Bridge Gang	— — — —

SPEED TABLE *	
Miles per Hour	Speed Setting (1.89) (28 Steps)
6	3
8	4
10	5
12	6
15	8
18	10
20	11
25	13
30	16
35	18
40	21

* No load, flat

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.
Bg.-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 Surgeon or Assistant Surgeon.)

(SAFETY FIRST)