

TONOPAH AND GOLDFIELD RAILROAD COMPANY

TIME TABLE

**TO TAKE EFFECT SUNDAY, JUNE 1, 1924
AT 12:01 A.M. PACIFIC STANDARD TIME**

This Supersedes Time Table No. 28, Dated August 28, 1921 and All Supplements Thereto.

**For the Government and Information of Employees only, and Not Intended For Use of the Public.
This Company Reserves the Right to Vary from This Schedule as Circumstances May Require.**

M. B. CUTTER,
President

F. E. JONES,
Trainmaster

W. D. FORSTER,
Vice-President

TONOPAH AND GOLDFIELD RAILROAD COMPANY

WEST BOUND				<h2 style="margin: 0;">TIME TABLE No. 29</h2> <p style="margin: 0;">TO TAKE EFFECT Sunday, June 1, 1924 12:01 a. m.</p> <h3 style="margin: 0;">STATIONS</h3>	EAST BOUND		
FIRST CLASS		Capacity of Passing Siding in Cars	Distance from Goldfield		Distance from Tonopah Jct.	FIRST CLASS	
25	23					22	24
MIXED ARRIVE DAILY Ex. Monday	MIXED ARRIVE DAILY Ex. Sunday				MIXED LEAVE DAILY Ex. Sunday	MIXED LEAVE DAILY Ex. Monday	
A. M.	A. M.				A. M.	A. M.	
	s 11:20	58	85.06	0.0		s 3:50	
	f 11:00	41	78.16	6.9		f 4:23	
	10:40	31	72.96	12.1		4:38	
	f 10:21	31	64.96	20.1		f 4:58	
	10:11	13	60.96	24.1		5:15	
	s 10:04	25	57.76	27.3		s 5:25	
	9:44	35	49.76	35.3		5:47	
	s 9:14	50	38.16	46.9		s 6:30	
	8:56	29	34.96	50.1		6:40	
8:47	8:40		28.29	56.77	7:25	7:15	
8:35	8:30	Yard	31.59	60.07	7:40	7:35	
	7:25		28.29	56.77		8:47	
	7:10		23.036	62.02		9:01	
		29	22.506	62.55			
	f 6:45	32	12.756	72.30		9:28	
			1.556	83.505			
	6:15	Yard	0.0	85.291		10:00	
LEAVE DAILY EX. MONDAY	LEAVE DAILY EX. SUNDAY				AR. DAILY EX. SUNDAY	AR. DAILY EX. MONDAY	

COMPANY SURGEONS
 DR. C. C. BLAKE, Chief,
 Goldfield, Nevada
 DR. P. D. McLEOD,
 Tonopah, Nevada

REGISTER STATIONS
 TONOPAH JUNCTION,
 MAIN LINE JUNCTION, COLUMBIA JUNCTION
 TONOPAH,
 GOLDFIELD

BULLETIN BOARDS
 GOLDFIELD
 GOLDFIELD SHOPS, TONOPAH,
 TONOPAH JUNCTION,
 MINA

Trains operated over N. & C tracks between Tonopah Junction and Mina will be governed by Southern Pacific Time Table and Rules.
 Eastward Trains are superior to Trains of the same class in the opposite direction.
 No. 23 is superior to No. 24, Goldfield to Columbia Junction.

SPECIAL INSTRUCTIONS

- Note 1** Employees 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.
- Note 2** Characters denote:
- s. Regular stop.
 - f. Stop on signal to receive or discharge passengers.
 - D. Day telegraph office.
 - N. Night telegraph office.
 - P. Telephone or Telegraphone.
 - R. Train register.
- Note 3** East bound trains have right over west bound trains of same class, except No. 23 will have right over No. 24 from Goldfield to Columbia Junction.
- Note 4** Clocks in Train Dispatcher's Office, Goldfield, Telegraph Office, Goldfield Freight Station, Tonopah and Mina, indicate standard time.
- Note 5** Conductors on all trains will report at telegraph office at their respective terminals for orders and will not leave without receiving two copies of Form 13. Form 13 will be issued on authority of train dispatcher only, except when wires are not working, in which case operators may issue them, provided they have no orders affecting the movement of the train they release.
- Note 6** When a train is stopped for train orders, operator will hand conductor two copies of Form 13, showing number or numbers of train orders for which the train is stopped.
- Note 7** All trains approaching B. G. R. R. crossing (Goldfield yard) will come to a stop 100 feet from the crossing and give one long blast of the whistle. Engineers will sound regular crossing signals and see that Firemen ring bell approaching all road crossings, and when train is backing over road crossings, conductors must see that rear air whistle is sounded continuously.
- Note 8** Firemen and Brakemen will read carefully and keep in mind train orders received, and should occasion require, call attention of enginemen and conductors to same.
- Note 9** Air brake clearance card must be obtained before leaving Tonopah, Goldfield and Mina. This card will be signed by the Inspector, Conductor and Engineer. Inspector will retain one copy and deliver duplicate to conductor of train affected. These cards will be handled by Conductor in same manner as train orders and preserved until trip is completed.
- Note 10** Conductors of passenger trains must give signals by air whistle of one short and one long blast approaching scheduled or train order meeting points. Enginemen must acknowledge by two short and one long blast of whistle. Enginemen of all trains must give two short and one long blast of whistle approaching scheduled or train order meeting point and points where they are ordered to report for orders. This signal must be given one mile distant from the point. Should Enginemen fail to give this signal conductor and brakeman will give the stop hand or lamp signal and must make every effort possible to bring the train to a stop before passing that point. Failure to give these signals will not relieve conductors or enginemen of responsibility.
- Note 11** Cars loaded with dynamite, powder, or other explosives, and oil or acid tanks, loaded or empty, must be placed as near center of train as possible.
- Note 12** When east bound first class trains meet trains of the same class at Tonopah and back to station via "Y" they will not leave east leg of "Y" until west bound trains have cleared.
- Note 13** All trains will approach Millers under control, expecting to find main track occupied. All trains will approach and run under control within Goldfield yard limits, expecting to find main track occupied, this does not relieve crews from protecting against superior trains.
- Note 14** All tonnage freight trains must consume not less than fifteen minutes, Tonopah to Columbia Junction, twenty minutes, Columbia Junction to Main Line Junction, and eighteen minutes, Redlich to Tonopah Junction.
- Note 15** Freight trainmen must be on top of train descending grades and station themselves where immediate and full use of hand brakes can be obtained.
- Note 16** All safety and derailing switches must be set and locked for derail when not in use.
- Note 17** Between Redlich and Tonopah Junction west bound freight trains must keep at least 20 minutes behind all trains. Between Redlich and Rock Hill east bound freight trains must keep at least 10 minutes behind all trains.
- Note 18** The air gauge must register at least 80 pounds before leaving Tonopah or Redlich in either direction.
- Note 19** Unless the condition of the track, the weather, and any other circumstances warrant their doing so with safety, delayed regular trains must not exceed card time in running.
- Note 20** All trains will make service test of air before descending heavy grades or after a car is picked up or set out.
- Note 21** Conductors and Enginemen will be held jointly responsible for the safety of their trains, and must not start down any heavy grade with a train not in condition to be brought down safely.
- Note 22** In switching cars on grades the air must be coupled up and in working order and every precaution must be used to prevent cars from breaking off and getting away; air hose must always be uncoupled by hand.
- Note 23** Conductors must see that both ends of their train are protected by brakemen; the head brakeman must never ride in caboose unless rear brakeman is on head end.
- Note 24** Train crews will examine hand brakes on all cars to be set out or dropped and know they are in working order before cutting them loose from train.
- Note 25** All trains will register at regular register station, with following exceptions: Trains 23 and 24 and main line extras will not register at Columbia Junction, nor Main Line Junction. First class and mixed trains will register at Goldfield.