

WESTERN PACIFIC RAILWAY COMPANY

EASTERN DIVISION

TIME 2 TABLE

In Effect at 12:01 A. M. "Mountain" or 105th Meridian Time

SUNDAY, JUNE 5th, 1910

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have at hand for reference, the book of rules of the transportation department.

C. M. LEVEY,
2nd Vice-President and General Manager

R. M. OGILVIE
Superintendent

EASTWARD				FIRST DISTRICT					WESTWARD						
SECOND CLASS				Station Numbers	Water, Oil, Seals, Tables and Wyes	Distance from San Francisco	Time Table No. 2		Distance from Winnemucca	Capacity of Sidings	Office Closed	SECOND CLASS			
64							June 5, 1910					Succeeding No. 1		65	
Freight				STATIONS		Telegraph Offices and Calls		Freight							
DAILY								DAILY							
A. M. L.	438	W. C. T. Y.	437.3	DN.....	GERLACH.....Gr	94.1	Yard				A. M. A.				
1.00	442		441.0		3.7 ASCALON	90.4	84				6.30				
2.00	452	W. 1 1/2 mi. E.	450.7	D.....	9.7 TREGO	80.8	84	8 pm to 8 am			5.20				
3.00	462		460.7		10.0 CHOLONA	70.7	84				4.30				
3.45	471		469.7		9.0 RONDA	61.7	84				3.45				
4.05	475		473.8	D.....	4.1 SULPHUR	57.6	84	7 pm to 7 am			3.20				
5.10	488		486.7		12.9 ANTELOPE	44.7	84				2.15				
5.50	496	W.	495.5	D.....	8.3 JUNGO	35.9	84	8 pm to 8 am			1.30				
6.25	503		502.3		6.8 VENADO	29.1	84				12.55				
6.50	508		507.2		4.9 GASKELL	24.2	85				12.30AM				
7.20	514	W.	513.4	D.....	6.2 PRONTO	18.0	85	7 pm to 7 am			11.59PM				
7.50	519		518.3		4.9 RAGLAN	13.1	84				11.35				
8.20	525		524.5		6.2 KRUM	6.9	84				11.05				
9.00	532	W. T. C.	531.4	2S....	6.9 WINNEMUCCA ....Wa	0.0	Yard	3 am to 7 am			10.30				
A. M. A.											P. M. L.				
DAILY											DAILY				
8.00					Time over District						8.00				
11.7					Average Speed per Hour						11.7				

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.

REGISTER AND BULLETIN STATIONS; STANDARD CLOCKS: Gerlach and Winnemucca.

The maximum speed of trains through sidings must not exceed ten miles per hour. Yard limits at Gerlach and Winnemucca extend one mile east and one mile west of these stations.

At terminal stations conductors will be responsible for the safety of their trains until clear of the main line.

Extras may pass and run ahead of second-class trains without orders.

Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

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R. M. OHLVIE
 Superintendent

C. M. LEVY
 2nd Vice-President and General Manager

EASTWARD				SECOND DISTRICT				WESTWARD								
SECOND CLASS				Station Numbers	Coal Water, Seales, Tables and Wyes	Distance from San Francisco	Time Table No. 2			Distance from Elko	Capacity of Side Tracks	Office Closed	SECOND CLASS			
64							June 5, 1910						65			
Freight							Succeeding No. 1						Freight			
DAILY				STATIONS			DAILY									
				Telegraph Offices and Calls												
			A. M. L. 10.00	532	C. W. T.	531.4	2S.... WINNEMUCCA ..WA	133.1	Yard	3 am to 7 am	P. M. A. 9.30					
			10.35	540		539.5	..... GANADO	125.0	84		8.45				
			11.15AM	549	W.	547.9	D..... GOLCONDA .....Gd	116.6	85	9 pm to 9 am	8.00					
			12.20PM	562		561.2	D..... RED HOUSE.....Rd	103.3	84	8 pm to 8 am	6.50					
			1.25	575	W.	574.4	..... NELSON	90.1	84		5.40				
			2.40	591		589.9	..... RENNOX	74.6	83		4.20				
			3.30	601	C.W.	600.0	D..... KAMPOS .....Sy	64.5	84	9 pm to 9 am	3.30					
			4.30	610		608.9	..... DUNPHY	55.6	82		2.30				
			5.25	619	W.	617.9	D..... BEOAWAVE .....Be	46.6	84	8 pm to 8 am	1.40					
			6.15	627		626.2	..... CLURO	38.3	83		12.55PM				
						634.5	.....E. & P. CROSSING.....	30.0							
			7.10	636		635.0	..... PALISADE	29.5	84		11.59AM				
			8.00	645	W.	643.9	D..... CARLIN .....Ca	20.6	84	9 pm to 9 am	11.15					
			8.30	650		649.3	..... TONKA	15.2	83		10.45				
			9.05	657		655.7	..... HUNTER	8.8	84		10.15				
			10.00 P. M. A.	665	C. W. T.	664.5	DN..... ELKO .....Ds	0.0	Yard		9.30 A. M. L.					
			DAILY								DAILY					
			12.00				Time over District				12.00					
			11.1				Average Speed per Hour				11.1					

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.
ALL TRAINS MUST BE UNDER CONTROL PASSING THROUGH TUNNEL JUST WEST OF WEST SWITCH, PALISADE.

REGISTER AND BULLETIN STATIONS; STANDARD CLOCKS: Winnemucca and Elko.
 The maximum speed of trains through sidings must not exceed ten miles per hour. Yard limits at Winnemucca and Elko extend one mile east and one mile west of these stations;
 At terminal stations conductors will be responsible for safety of their trains until clear of the main line.
 At E. & P. R. R. crossing, M. P. 634.5, all trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.
 Extras may pass and run ahead of second-class trains without orders.
 All eastward trains must be under control passing through Tunnel No. 41 west of Tonka. All westward trains must be under control passing through Tunnel No. 42 east of Tonka.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

EASTWARD					FOURTH DISTRICT					WESTWARD									
SECOND CLASS					Station Numbers	Coal, Water, Tables, Scales and Wyes	Distance from San Francisco	Time Table No. 2			Distance from Salt Lake	Capacity of Sidings	Office Closed	SECOND CLASS					
								June 5, 1910											
								Succeeding No. 1											
					STATIONS														
					Telegraph Offices and Calls														
64								65											
Freight								Freight											
DAILY								DAILY											
				P. M. L. 12.01	801	C. W. O. T.	800.0	2 S.....	WENDOVER Wn	120.5	Yard	3 am to 7 am	P. M. A. 7.30						
				12.35	809		808.5	8.5	SALDURO	112.0	81		6.45						
				1.20	819		818.5	10.0	ARINOSA	102.0	87		5.55						
				2.00	829		828.5	10.0	BARRO	92.0	83		5.05						
				2.40	839		838.5	10.0	KNOLLS Ks	82.0	84	9 pm to 9 am	4.15						
				3.30	849		847.8	9.3	CLIVE	72.7	84		3.30						
				4.45	860		859.5	11.7	LOW	61.0	84		2.35						
				5.45	873	C. W.	871.7	12.2	DELLE De	48.8	102	9 pm to 9 am	1.25						
				6.20	880		879.1	7.4	TIMPIE	41.4	84		12.50						
				7.00	891	W.	890.2	11.1	GRANTS Ra	30.3	84	9 pm to 9 am	12.05 PM						
				7.50	902		901.0	10.8	LAGO	19.5	84		11.15 AM						
							906.0	5.0	S. P., L. A. & S. L. Crossing..	14.5									
				8.15	907		906.5	0.5	GARFIELD	14.0	84		10.50						
				8.50	915		913.7	7.2	FOX	6.8	84		10.15						
				9.10	918		917.5	3.8	BUENA VISTA.....	3.0	25		10.00						
							919.2	1.7	S. P., L. A. & S. L. Crossing..	1.3									
							919.6	0.4	O. S. L. Crossing.....	0.9									
				10.00 P. M. A.	921	C. W. O. T.	920.5	0.9	SALT LAKE CITY...UN	0.0	Yard		9.30 A. M. L.						
				DAILY									DAILY						
				10.00					Time over District				10.00						
				12.0					Average Speed per Hour				12.0						

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ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.

REGISTER AND BULLETIN STATIONS; STANDARD CLOCKS: Wendover and Salt Lake City.
 The maximum speed of trains through sidings must not exceed ten miles per hour.
 All eastward trains will come to full stop on curve just north of First South Street, Salt Lake, at connection with D. & R. G. main line.
 Yard limits, Salt Lake, extend to Jordan Bridge, between Eleventh and Twelfth West Streets.
 Yard Limits at Wendover extend one mile east and one mile west of this station.
 At terminal stations conductors will be responsible for safety of their trains until clear of the main line.
 Extras may pass and run ahead of second-class trains without orders.
 At railroad grade crossings not interlocked or protected by signals trains will stop 200 feet away and ascertain whether crossings are clear before proceeding.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

S. J. STEWART
 Chief Dispatcher, Etko

M. O'CONNOR
 Trainmaster, Etko

O. MEADOWS
 Trainmaster, Winnemucca

FLAGGING RULES FOR BRIDGE AND TRACK FOREMEN

Bridge and track foremen must be familiar with the use and meaning of all signals and see that they are clearly understood and rightly used by persons employed under them.

When making repairs to track or bridges, they must endeavor to keep the main track safe for the passage of trains. The main track must never be obstructed in any way without first conspicuously displaying the stop signal. When changing rails or in any way working on the track or bridges, rendering track impassable, first put out a red flag in the hands of a reliable man (which must be kept in his hands), twenty telegraph poles in each direction from the impassable point and the flagmen must also place one torpedo at a distance of four telegraph poles beyond the point of the flag. In foggy weather, on heavy down grade or curves, flags must be placed at least ten telegraph poles farther distant than above.

When necessary to protect a section of track that is not impassable, but over which speed should be reduced, the following rule will govern: A yellow flag by day or a yellow light at night should be placed, on the engineer's side in both directions, twenty telegraph poles from the point where the slow track begins, and a green flag on the same side of track at a point where the slow track ends; the yellow flag to indicate to engineer the restrictions to be observed, green flag will indicate that he has passed over the slow track.

Track and bridge men will be held responsible for the strict compliance with these rules by their men and must report any violations on the part of train or engine men to observe same.

O. MEADOWS,
Trainmaster, Winnemucca

M. O'CONNOR,
Trainmaster, Elko

S. J. STEWART,
Chief Dispatcher, Elko