

# WESTERN PACIFIC RAILWAY COMPANY

## EASTERN DIVISION

# TIME 3 TABLE

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

## MONDAY, AUGUST 22nd, 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				FIRST CLASS		Station Numbers	Water, Oil Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 3 August 22, 1910 Succeeding No. 2			Distance from Winnemucca	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS	
64				4					STATIONS Telegraph Offices and Calls						3		65	
Freight				Passenger									Passenger		Freight			
DAILY				DAILY									DAILY		DAILY			
			P. M. L. 4.30		P. M. L. 1.15	438	W. C. T. Y. R. K.	437.6	DN.....	GERLACH.....Gr	93.4	Yard		P. M. A. 6.05		P. M. A. 10.15		
			4.45		1.22	442		442.0	.....	ASCALON.....	89.0	84		5.55		9.55		
			5.35	F	1.40	452	W. 1 1/2 ml. E.	450.7	D.....	TREGO.....H	80.3	84	F	5.35		9.15		
			6.30	F	2.00	462		460.8	.....	CHOLONA.....	70.2	84	F	5.15		8.35		
			7.15	F	2.20	471		468.3	.....	RONDA.....	62.7	84	F	4.55		8.00		
			7.45	S	2.27	475		473.9	D.....	SULPHUR.....Su	57.1	84	S	4.45		7.45		
			9.00	F	3.00	488		487.1	.....	ANTELOPE.....	43.9	84	F	4.18		7.00		
			9.25	F	3.20	496	W.	493.9	D.....	JUNGO.....Jo	37.1	84	F	3.50		6.10		
			9.55	F	3.35	503		502.7	.....	VENADO.....	28.3	84	F	3.35		5.45		
			10.15		3.47	508		507.6	.....	GASKELL.....	23.4	85		3.20		5.30		
			10.45	F	4.02	514	W.	513.7	D.....	PRONTO.....Rn	17.3	85	F	3.05		5.10		
			11.05	F	4.15	519		518.6	.....	RAGLAN.....	12.4	84	F	2.55		4.55		
			11.30 PM		4.30	525		524.8	.....	KRUM.....	6.2	84		2.40		4.30		
			12.01 A. M. A.		4.45 P. M. A.	532	W. T. C. R. K.	531.0	DN....	WINNEMUCCA..Wa	0.0	Yard		2.25 P. M. L.		4.00 P. M. L.		
			DAILY		DAILY								DAILY		DAILY			
			7.30		3.30					Time over District				3.40		6.15		
			12.5		27.0					Average Speed per Hour				25.6		15.0		

**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.**

**BULLETIN STATIONS:** 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.

Always have at hand for reference, the book of rules of the transportation department.  
 Company reserves the right to vary from it at pleasure.  
 This Time Table is for the exclusive use and guidance of the employees concerned. The

R. M. OGILVIE  
 Superintendent

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

EASTWARD				SECOND DISTRICT										WESTWARD				
SECOND CLASS				FIRST CLASS		Station Numbers	Coal, Water, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 3 August 22, 1910 Succeeding No. 2			Distance from Elko	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS	
64				4					STATIONS Telegraph Offices and Calls						3		65	
Freight				Passenger					Passenger		Freight							
DAILY				DAILY					DAILY		DAILY							
A. M. L.	2.00			P. M. L.	4.55	532	C.W.T.R.K.	531.0	DN... WINNEMUCCA ..WA	133.8	Yard		P. M. A.	2.15		P. M. A.	3.00	
	2.40				5.15	540		539.8	..... GANADO .....	125.0	84		1.55			2.30		
	3.20			\$	5.35	549	W.	547.7	D..... GOLCONDA .....Gd	117.1	85		\$ 1.35			2.00		
	4.25			F	6.05	562		561.2	D..... RED HOUSE.....Rd	108.6	84		F 1.05			1.05PM		
	5.25			F	6.35	575	W.	574.4	..... NELSON .....	90.4	84		F12.35PM			11.45AM		
	6.40			F	7.10	591		589.7	..... RENNOX .....	75.1	83		F11.59AM			10.45		
	7.30			\$	7.35	601	C.W.	600.1	N..... KAMPOS .....Sy	64.7	84		\$11.35			10.05		
	8.15			F	7.55	610		609.2	..... DUNPHY .....	55.6	82		F11.10			9.35		
	9.00			\$	8.18	619	W.	618.5	D..... BEOWAWE .....Be	46.3	84		\$10.50			9.00		
	9.30			F	8.37	627		626.3	..... CLURO .....	38.5	83		F10.30			8.25		
								634.6	.....E. & P. CROSSING.....	30.2								
	10.10			F	9.00	636		635.1	..... PALISADE .....	29.7	84		F10.10			7.55		
	11.00			\$	9.22	645	W.	644.0	DN..... CARLIN .....Ca	20.8	84		\$ 9.48			7.20		
	11.30AM				9.35	650		649.4	..... TONKA .....	15.4	83		9.35			7.00		
	12.15PM			F	9.50	657		655.7	..... HUNTER .....	9.1	84		F 9.20			6.35		
	1.00 P. M. A.				10.10 P. M. A.	665	C.W.T.R.K.	664.8	DN..... ELKO .....Ds	0.0	Yard		9.00 A. M. L.			6.00 A. M. L.		
	DAILY				DAILY								DAILY			DAILY		
	11.00				5.15				Time over District				5.15			9.00		
	12.1				25.3				Average Speed per Hour				25.3			14.8		

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.

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.

**BULLETIN STATIONS:** 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. 634.6, 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.

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.

Automatic home block signals govern track through Tunnel No. 42, east of Tonka. Home signal governing east bound trains is located five hundred (500) feet from west portal. Home signal governing west bound trains is located two hundred (200) feet from east portal. No distance or caution signals.

A train finding the home signal in stop position, will immediately send flagman with lighted red and white lantern ahead. After waiting five (5) minutes, the train will proceed, keeping at least one thousand (1,000) feet behind the flagman until through the tunnel. If no obstruction is found, the facts will be reported to the Superintendent from the first open telegraph office. In case train is stopped within block limits, it must be immediately protected in accordance with rule ninety-nine (99) regardless of position of the signal. Rear brakeman must have a red and white lantern lighted while passing through tunnel. (See rule ninety-nine.)

Lighted fusees must not be thrown off in any tunnel. If necessary to use fusees inside of tunnel, they must be held in the hand or securely placed in the earth or ballast in such a way that it will not be possible for fire to be communicated to any woodwork within the tunnel.

EASTWARD

THIRD DISTRICT

WESTWARD

SECOND CLASS				FIRST CLASS		Station Numbers	Coal, Water, Scales, Tables Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 3 August 22, 1910 Succeeding No. 2		Distance from Wendover	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS	
64				4					STATIONS					3		65	
Freight				Passenger		Telegraph Offices and Calls		DAILY		DAILY		DAILY		DAILY			
P. M. L. 2.00				P. M. L. 10.20		DN..... ELKO .....Ds		135.0		Yard		A. M. A. 8.50		A. M. A. 5.00			
2.35				10.35		673		672.3	7.5	128.5	75		8.32	4.30			
3.20				10.57		684		682.5	10.2	117.3	49		8.10	3.50			
3.35				\$11.03		687		687.4	4.9	112.4	84		\$ 8.03	3.40			
4.30				\$11.30		699	W.	698.7	11.3	101.1	50		\$ 7.35	2.55			
5.10				11.50PM		709		707.9	9.2	91.9	50		7.15	2.20			
5.50				\$12.08AM		717	W. C.	716.6	8.7	83.2	50		\$ 6.55	1.50			
6.15				12.20		724		722.9	6.3	76.9	50		6.40	1.25			
6.35				12.30		728		727.5	4.6	72.3	50		6.32	1.05			
7.00				F12.40		734		732.6	5.1	67.2	84		F 6.20	12.40			
7.20				F12.50		739	W.	737.8	5.2	62.0	50		F 6.10	12.15AM			
8.00				1.08		747		746.5	8.7	53.3	50		5.50	11.50PM			
8.35				F 1.25		753		752.1	5.6	47.7	84		F 5.38	11.30			
9.15				1.42		761		760.6	8.5	39.2	84		5.18	10.50			
10.30				\$ 1.55		766	W. C. Y. R. K.	765.1	4.5	34.7	125		\$ 5.08	10.30			
11.15				2.15		772		771.4	6.3	28.4	84		4.53	9.50			
11.50PM				F 2.33		778	W.	776.8	5.4	23.0	39		\$ 4.30	8.55			
12.10AM				F 2.45		783		782.0	5.2	17.8	84		F 4.18	8.30			
12.55				3.15		793		793.0	11.0	6.8	84		3.53	7.40			
1.30 A. M. A.				3.35 A. M. A.		801	C. W. O. T. R. K.	799.8	6.8	0.0	Yard		3.35 A. M. L.	7.00 P. M. L.			
DAILY				DAILY									DAILY	DAILY			
11.30				5.15									5.15	10.00			
11.8				25.8									25.8	13.5			
										Time over District				5.15		10.00	
										Average Speed per Hour				25.8		13.5	

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**BULLETIN STATIONS:** Elko, Shafter, Wendover.

Eastward passenger trains will not exceed 20 miles per hour, and eastward freight trains will not exceed 12 miles per hour descending 3 per cent grade between Silver Zone and Proctor.

Eastward trains will stop at Silver Zone and make a thorough test of the airbrakes before descending 3 per cent grade between Silver Zone and Proctor.

All passenger trains must use three (3) minutes, and freight trains seven (7) minutes passing through Flower Pass Tunnel between Jasper and Luke.

The maximum speed of trains through sidings must not exceed ten miles per hour.

The yard limits at Elko, Shafter and Wendover 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 N. N. R. R. crossing, M. P. 765.1, 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.

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.

Automatic home block signals govern track through Flower Pass Tunnel between Jasper and Luke. Home signals are located one thousand (1,000) feet in advance of each portal. No distance or caution signals.

A train finding the home signal in stop position, will immediately send flagman with lighted red and white lantern ahead. After waiting five (5) minutes, the train will proceed, keeping at least one thousand (1,000) feet behind the flagman until through the tunnel. If no obstruction is found, the facts will be reported to the Superintendent from the first open telegraph office. In case train is stopped within block limits, it must be immediately protected in accordance with rule ninety-nine (99), regardless of position of the signal. Rear brakeman must have a red and white lantern lighted while passing through tunnel. (See rule ninety-nine.)

Lighted fuseses must not be thrown off in any tunnel. If necessary to use fuseses inside of tunnel, they must be held in the hand or securely placed in the earth or ballast in such a way that it will not be possible for fire to be communicated to any woodwork within the tunnel.



