

WESTERN PACIFIC RAILWAY COMPANY

EASTERN DIVISION

TIME 6 TABLE

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

SUNDAY, JUNE 18th, 1911

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. 6 June 18, 1911 Succeeding No. 5			Distance from Winnemucca	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS		
64			4		2				STATIONS Telegraph Offices and Calls						1	3	65		
Freight			Passenger	Passenger									Passenger	Passenger	Freight				
DAILY			DAILY	DAILY									DAILY	DAILY	DAILY				
A. M. L.			P. M. L.		A. M. L.								A. M. A.	P. M. A.	P. M. A.				
8.00			12.05		1.20		438	W.C.T.Y. R. K.	438.3	DN.....	GERLACH.....Gr	94.0	Yard	6.55	4.55	6.00			
8.15			12.12		1.27		442		442.8	.....	ASCALON.....	89.5	84	6.44	4.44	5.45			
8.40			F 12.25	F 1.40			452	W. 1 1/2 ml. E.	451.5	D.....	TREGO.....H	80.8	84	4 am to 4 pm F 6.29	F 4.28	5.20			
9.10			F 12.40	1.55		462		461.5	.....	CHOLONA.....	70.8	84		F 6.12	F 4.09	4.50			
9.40			F 12.54	2.09		471		470.8	.....	RONDA.....	61.5	84		F 5.57	F 3.54	4.25			
9.55			S 1.00	F 2.15			475		474.6	D.....	SULPHUR.....Ru	57.7	84	4.30 am to 4.30 pm F 5.50	S 3.47	4.15			
10.45			F 1.30	2.45		488		487.8	.....	ANTELOPE.....	44.5	84		F 5.29	F 3.24	3.40			
11.15			F 1.45	F 3.01			496	W.	496.6	N.....	JUNGO.....Jo	35.7	84	4.30 pm to 4.30 am F 5.04	F 2.59	2.59			
11.35			F 1.55	3.13		503		503.4	.....	VENADO.....	28.9	84		F 4.52	F 2.47	2.20			
11.50 AM F			2.02	3.22		508		508.3	.....	GASKELL.....	24.0	85		F 4.44	F 2.39	2.02			
12.10 PM F			2.12	F 3.33			514	W.	514.5	D.....	PRONTO.....Rn	17.8	85	7 am to 7 pm F 4.35	F 2.30	1.35			
12.30			F 2.22	3.43		519		519.4	.....	RAGLAN.....	12.9	84		F 4.27	F 2.22	1.20			
1.00			F 2.40	3.55		525		525.6	.....	KRUM.....	6.7	84		F 4.17	F 2.10	1.00			
2.00 P. M. A.			2.55 P. M. A.	4.08 A. M. A.		532	W.T.C.R.K.	532.3	DN....	WINNEMUCCA ..Wa	0.0	Yard	4.08 A. M. L.	2.00 P. M. L.	12.35 P. M. L.				
DAILY			DAILY	DAILY									DAILY	DAILY	DAILY				
6.00			2.50	2.48									2.47	2.55	5.25				
15.6			33.1	33.5									33.7	32.2	17.3				
																Time over District			
																Average Speed per Hour			

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.
EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Gerlach and Winnemucca.
 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.
 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.

SUNDAY, JUNE 18th, 1911

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R. M. OGILVIE
 Superintendent

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

EASTWARD

SECOND DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS		Station Numbers	Coal, Water, Scales, Tables and Wyes at Stations Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 6 June 18, 1911 Succeeding No. 5		Distance from Elko	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
64			4	2				1	3				65				
Freight			Passenger	Passenger				STATIONS Telegraph Offices and Calls					Passenger	Passenger	Freight		
DAILY			DAILY	DAILY									DAILY	DAILY	DAILY		
P. M. L.	P. M. L.	A. M. L.											A. M. A.	P. M. A.	A. M. A.		
3.15	3.05	4.15			532	C.W.T.R.K.	532.3	DN... WINNEMUCCA ..WA	133.1	Yard			4.00	1.50	11.35		
3.45	F 3.20	4.30			540		540.5	..... BLISS	124.9	84			3.45	F 1.34	11.05		
4.15	S 3.35	F 4.45			549	W.	548.4	D..... GOLCONDA .....Gd	117.0	85	8 am to 8 pm	S	3.30	S 1.19	10.40		
5.05	F 3.57	F 5.07			562		561.9	D..... RED HOUSE.....Rd	103.5	84	8 am to 8 pm	F	3.05	F 12.53	10.05		
5.55	F 4.20	5.30			575	W.	575.2	..... NELSON	90.2	84			2.43	F 12.30	9.25		
6.50	F 4.45	F 5.55			591		590.5	..... RENNOX	74.9	83			2.15	F 12.01 PM	8.45		
7.25	F 5.03	F 6.13			601	C.W.	600.8	D..... KAMPOS .....Sy	64.6	84	9 am to 9 pm	F	1.58	F 11.43 AM	8.15		
8.00	F 5.21	6.31			610		610.0	N..... DUNPHY	55.4	82	9 pm to 9 am		1.41	F 11.25	7.55		
8.35	S 5.39	S 6.49			619	W.	619.2	D..... BEOWAWE .....Be	46.2	84	9.20 am to 9.20 pm	S	1.25	S 11.08	7.30		
9.10	F 5.53	7.03			627		627.1	..... CLURO	38.3	83			1.11	F 10.52	7.03		
9.45	F 6.10	F 7.19			636		635.8	..... PALISADE	29.6	84			12.57	F 10.36	6.25		
10.20	S 6.28	S 7.34			645	W.	644.4	..... CARLIN .....Ca	21.0	84	6 am to 12.01 am	S	12.40	S 10.17	5.45		
10.45	6.41	7.46			650		650.1	..... TONKA	15.3	83			12.29	10.05	5.20		
11.15 PM	F 6.55	7.58			657		656.6	..... HUNTER	8.8	84			12.17	F 9.52	4.55		
12.01 A. M. A.	7.12 P. M. A.	8.15 A. M. A.			665	C.W.T.R.K.	665.4	DN..... ELKO .....Ds	0.0	Yard			12.01 A. M. L.	9.35 A. M. L.	4.15 A. M. L.		
DAILY	DAILY	DAILY											DAILY	DAILY	DAILY		
8.46	4.07	4.00						Time over District					3.59	4.15	7.20		
15.1	32.8	33.2						Average Speed per Hour					33.4	31.3	18.0		

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.
 EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Winnemucca and Elko.
 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.
 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 block signals govern track through Tunnels 39, just west of Palisade; 41, west of Tonka; and 42, east of Tonka.
 Home signal governing eastward trains located 315 feet west of portal of Tunnel 39. Home signal governing westward trains located 944 feet east of portal. Distant signal located 2,099 feet east of home signal.
 Home signal governing eastward trains located 858 feet west of portal of Tunnel 41. Home signals governing westward trains located 231 feet east of portal.
 Home signal governing eastward trains located 500 feet west of portal of Tunnel 42. Home signal governing westward trains located 200 feet east of portal.
 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, 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.

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. 6		Distance from Wendover	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
64			4		2				June 18, 1911 Succeeding No. 5					1	3	65	1	3
Freight			Passenger	Passenger		DAILY	DAILY	DAILY	STATIONS		DAILY	DAILY	Passenger	Passenger	Freight			
DAILY			DAILY	DAILY					Telegraph Offices and Calls				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
A.M.L.	P.M.L.	A.M.L.	665	C.W.T.R.K.	665.4	DN.....	ELKO.....	Ds	135.0	Yard		P.M.A.	A.M.A.	A.M.A.				
1.00	7.22	8.25	673		673.1	.....	PARDO.....		127.3	75		11.37	F 9.10	3.00				
1.30	F 7.34	8.37	684		683.3	.....	ELBURZ.....		117.1	49		11.22	F 8.52	2.30				
2.05	F 7.48	8.52	687		688.1	D.....	HALLECK.....	Hk	112.3	84		F 11.14	F 8.43	2.20				
2.20	F 7.55	F 8.59	699	W.	699.5	2S.....	DEETH.....	WD	100.9	50	11.30 am to 11.30 pm	F 10.57	S 8.23	1.40				
3.05	S 8.15	S 9.15	709		708.6	.....	STARR.....		91.8	50	8 am to 5 pm	10.43	F 8.07	1.15				
3.40	F 8.30	9.29	717	W.C.	717.3	D.....	WELLS.....	Ws	83.1	50	9.30 am to 9.30 pm	S 10.30	S 7.51	12.50				
4.10	S 8.45	S 9.43	724		723.6	.....	BOAZ.....		76.8	50		10.20	F 7.40	12.30				
4.35	F 8.56	9.53	728		728.3	.....	RUBY.....		72.1	50		10.12	F 7.32	12.15AM				
4.50	F 9.05	10.01	734		733.4	D.....	TOBAR.....	Ba	67.0	84	12.01 am to 12.01 pm	F 10.04	F 7.24	11.55PM				
5.10	F 9.15	F 10.10	739	W.	738.5	.....	VENTOSA.....		61.9	50		9.56	F 7.16	11.35				
5.30	F 9.24	10.19	747		747.2	.....	SONAR.....		53.2	50		9.42	F 7.01	11.05				
6.10	F 9.42	10.34	753		752.8	.....	JASPER.....		47.6	84		9.32	F 6.51	10.45				
6.51	F 9.58	10.50	761		761.3	.....	LUKE.....		39.1	84		9.12	6.31	10.14				
7.20	10.14	11.06	766	W.C.Y.R.K.	765.8	DN.....	SHAFTER.....	Fa	34.6	125		S 9.03	S 6.23	9.50				
7.40	\$10.24	\$11.17	772		772.1	.....	SILVER ZONE.....		28.3	84		8.50	F 6.10	9.20				
8.15	F 10.42	11.37	778	W.	777.4	.....	PROCTOR.....		23.0	39		8.35	F 5.55	8.50				
8.40	F 10.54	11.51AM	783		782.7	.....	PILOT.....		17.7	84		8.20	F 5.40	8.20				
9.10	F 11.03	F 12.01PM	793		793.8	.....	OLA, Nev.....		6.6	84		7.53	5.13	6.55				
10.00	F 11.24	12.18	801	C.W.O.T. R.K.	800.4	DN..	WENDOVER, Utah..	Wn	0.0	Yard		7.35 P.M.L.	4.55 A.M.L.	6.15 P.M.L.				
10.30	A.M.A.	11.37 P.M.A.										DAILY	DAILY	DAILY				
10.30	A.M.A.	11.37 P.M.A.										4.15	4.30	9.05				
14.2	31.7	33.0										31.7	30.0	14.8				
									Average Speed per Hour									

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.
EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

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 yard limits at Elko, Shafter and Wendover extend one mile east and one mile west of these stations. West yard limits at Wells extends 3700 feet west of west switch.
 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. 765.8, all trains come to full stop 200 feet from crossing and ascertain it is 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.
 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 fuses must not be thrown off in any tunnel. If necessary to use fuses 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			FOURTH DISTRICT										WESTWARD						
SECOND CLASS			FIRST CLASS			Station Numbers	Coal, Water, Tables, Scales Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 6 June 18, 1911 Succeeding No. 5			Distance from Salt Lake	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS		
64			4		2				STATIONS Telegraph Offices and Calls						1	3	65		
Freight	Passenger	Passenger	DAILY	DAILY	DAILY				Passenger	Passenger	Freight				Passenger	Passenger	Freight	Passenger	Passenger
			A. M. L. 11.30	P. M. L. 11.45	P. M. L. 12.40	801	C. W. O. T. R. K.	800.4	DN....	WENDOVER....	Wn	121.2	Yard						
			12.10 PM	12.01 AM	12.55	809		809.3	.....	SALDURO		112.3	81						
			1.09	12.16	1.09	819		819.5	.....	ARINOSA		102.1	87						
			1.50	12.31	1.23	829		829.3	.....	BARRO		92.3	83						
			2.35	12.46	1.37	839		839.6	N.....	KNOLLS	Ks	82.0	84	5 pm to 5 am					
			3.15	1.01	1.51	849		848.6	.....	CLIVE		73.0	84						
			4.30	1.25	2.15	860		860.3	D.....	LOW	Ho	61.3	84	5 am to 5 pm					
			5.36	1.45	2.35	873	C. W.	872.5	DN.....	DELLE	De	49.1	102		\$ 5.36	\$ 2.46	12.15 PM		
			6.05	1.56	2.46	880		879.8	.....	TIMPIE		41.8	84		5.24	2.33	11.53 AM		
			6.40	2.20	3.05	891	W.	890.8	D.....	GRANTS	Ra	30.8	84	7 am to 7 pm	\$ 5.10	\$ 2.20	11.20		
			6.55	2.34	3.15	896		896.4	.....	SPRAY		25.2	45		4.59	2.06	11.00		
			7.15	2.46	3.27	902		901.9	.....	LAGO		19.7	84		4.48	1.54	10.40		
								906.7	.....	S. P. L. A. & S. L. Crossing..		14.9							
			7.35	2.58	3.39	907		907.2	.....	GARFIELD		14.4	84		4.40	1.44	10.23		
			8.00	3.09	3.50	915		914.5	.....	FOX		7.1	84		4.30	1.33	9.57		
			8.15	3.16	4.00	918		918.0	.....	BUENA VISTA.....		3.6	25		4.25	1.27	9.45		
								920.0	.....	S. P. L. A. & S. L. Crossing..		1.6							
								920.4	.....	O. S. L. Crossing.....		1.2							
								921.0	.....	D. & R. G. Crossing.....		0.6							
			8.30 P. M. A.	3.30 A. M. A.	4.15 P. M. A.	921	C. W. O. T. R. K.	921.6	DN..	SALT LAKE CITY...UN		0.0	Yard		4.15 P. M. L.	1.15 A. M. L.	9.30 A. M. L.		
			DAILY	DAILY	DAILY									DAILY	DAILY	DAILY			
			9.00	3.45	3.35					Time over District					3.10	3.30	7.45		
			13.5	32.2	33.7					Average Speed per Hour					37.1	34.5	15.6		

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.
EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Wendover and Salt Lake City.
 Yard limits, Salt Lake, extend to Jordan River Bridge, between Eleventh West 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.
 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.
 All eastward freight trains will enter Denver & Rio Grande freight yard through connection at Pollard Court between Sixth West Street and Seventh West Street, Salt Lake City, and will come to full stop on the curve just north of First South Street at connection with Denver & Rio Grande main line.
 All trains must reduce speed to 15 miles per hour approaching and passing over O. S. L. crossing at M. P. 920.4 and S. P. L. A. & S. L. crossing at M. P. 906.7 and stop before entering upon said crossings if they are being used by the trains or engines of those companies.
 At S. P. L. A. & S. L. crossing, M. P. 920.0, and at D. & R. G. crossing M. P. 921.0, all trains come to a full stop 200 feet from crossings and ascertain they are clear and sound two blasts of whistle before proceeding.

