

# WESTERN PACIFIC RAILWAY COMPANY

## EASTERN DIVISION

# TIME 10 TABLE

In Effect at 12:01 P. M. "Pacific" or 120th Meridian Time

## SUNDAY, APRIL 6th, 1913

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

J. P. QUIGLEY,  
Superintendent of Transportation

R. M. OGILVIE,  
Superintendent



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. 10 April 6, 1913 Succeeding No. 9		Distance from Elko	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS			
52				4	2	STATIONS Telegraph Offices and Calls				1	3				51					
Freight	Passenger	Passenger		Passenger	Passenger					Passenger	Passenger				Freight					
DAILY	DAILY	DAILY		DAILY	DAILY					DAILY	DAILY	DAILY								
P. M. L. 2.30	P. M. L. 4.25	A. M. L. 4.00		532	C.W.T.R.K.	532.3	DN... WINNEMUCCA .. WA	133.1	Yard			P. M. A. 11.35	A. M. A. 11.49	A. M. A. 9.00						
2.55	f 4.40	f 4.13		540		540.5	..... BLISS .....	124.9	84			11.20	f 11.34	8.25						
3.20	s 4.54	f 4.26		549	W.	548.4	D..... GOLCONDA ..... Gd	117.0	85	7 am to 7 pm		11.06	s 11.19	7.55						
3.55	f 5.17	f 4.46		562		561.9	D..... RED HOUSE ..... Rd	103.5	84	6.30 am to 6.30 pm		10.43	f 10.51	7.10						
4.30	f 5.42	5.08		575	W.	575.2	N..... NELSON ..... N	90.2	84	7 pm to 7 am		10.24	f 10.26	6.25						
5.20	f 6.09	f 5.33		591		590.5	..... RENNOX .....	74.9	83			10.00	f 9.56	5.33						
6.00	f 6.30	f 5.50		601	C.W.	600.8	D..... KAMPOS ..... Sy	64.6	84	4 am to 4 pm		9.45	f 9.38	5.00						
6.48	f 6.48	6.05		610		610.0	..... DUNPHY .....	55.4	82			9.28	f 9.19	4.33						
7.25	s 7.07	s 6.20		619	W.	619.2	2S..... BEOWAWE ..... Be	46.2	84	See Bulletin		9.12	s 9.01	4.05						
8.00	f 7.21	6.33		627		627.1	..... CLURO .....	38.3	83			8.59	f 8.44	3.40						
						635.3	....E. & P. Ry. Crossing....	30.1												
8.42	f 7.43	f 6.54		636		635.8	..... PALISADE .....	29.6	84			8.42	f 8.21	3.15						
9.15	s 8.01	s 7.11		645	W.	644.4	2S..... CARLIN ..... Ca	21.0	84	See Bulletin		8.26	s 8.00	2.50						
9.35	8.16	7.20		650		650.1	..... TONKA .....	15.3	83			8.16	7.46	2.30						
10.05	f 8.27	7.30		657		656.6	..... HUNTER .....	8.8	84			8.05	f 7.30	2.10						
10.45 P. M. A.	8.45 P. M. A.	7.45 A. M. A.		665	C.W.T.R.K.	665.4	DN..... ELKO ..... Ds	0.0	Yard			7.50 P. M. L.	7.10 A. M. L.	1.45 A. M. L.						
DAILY	DAILY	DAILY										DAILY	DAILY	DAILY						
8.15	4.20	3.45					Time over District					3.45	4.39	7.15						
16.1	30.7	35.4					Average Speed per Hour					35.4	28.6	18.3						

**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.**  
**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 3000 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, 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 tunnels.

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.  
 At Eureka and Palisade Railway Crossing, M. P. 635.3, eastward trains come to full stop 200 feet from crossing and ascertain it is clear and sound two blasts of whistle before proceeding. Westward trains must stop within 200 feet of crossing and send flagmen ahead to ascertain if crossing is clear, to protect the crossing, and only proceed on his signal. Flagman performing this service and enginemem of westward trains must be careful to see that signal to proceed is properly given and understood, and no effort must be made to move westward trains over the crossing until Eureka and Palisade trains, which may be approaching, have been brought to a stop and held until our trains clear the crossing.  
 Nos. 1, 2, 3 and 4 will stop on flag at Barth, M. P. 630.6, to take on and discharge passengers.  
 Trains 3 and 4 will stop on flag at Road Crossing 634 feet west of Russel Spur at M. P. 582.4 to discharge or take on passengers.

**SPEED RESTRICTIONS**

Special attention is called to Rule 373 of the Transportation Department.  
 Passenger trains will not exceed a speed of 50 miles per hour.  
 Consolidation engines will not exceed a speed of 30 miles per hour.  
 Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.

**EASTWARD**

**THIRD DISTRICT**

**WESTWARD**

SECOND CLASS			FIRST CLASS			Station Numbers	Coal Water Scales, Tables Vyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 10 April 6, 1913 Succeeding No. 9		Distance from Wendover	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
	52		4	2												1	3	51	
	Freight		Passenger	Passenger					STATIONS Telegraph Offices and Calls				Passenger	Passenger	Freight				
	DAILY		DAILY	DAILY									DAILY	DAILY	DAILY				
	P.M.L. 11.45		P.M.L. 8.55	A.M.L. 7.55	665	C.W.T.R.K.	665.4	DN.....	<b>ELKO</b> .....Ds	185.0	Yard		P.M.A. 7.40	A.M.A. 7.00	A.M.A. 12.45				
	<b>12.15AM</b>	f	9.11	8.08	673		673.1	.....	7.7 <b>PARDO</b> .....	127.3	75		<b>7.26</b>	f 6.45	<b>12.15AM</b>				
	12.50	f	9.33	8.28	684		683.3	.....	10.2 <b>ELBURZ</b> .....	117.1	49		<b>7.11</b>	f 6.27	11.45PM				
	1.05	f	9.43	f 8.37	687		688.1	D.....	4.8 <b>HALLECK</b> .....Hk	112.3	84	6.00 am to 6.00 pm	f <b>7.03</b>	f 6.19	11.30				
	1.50	s	10.07	s 8.54	699	W.	699.5	D.....	11.4 <b>DEETH</b> .....WD	100.9	50	6 am to 6 pm	s <b>6.46</b>	s 5.59	10.55				
	2.25	f	<b>10.26</b>	9.11	709		708.6	.....	9.1 <b>STARR</b> .....	91.8	50		<b>6.32</b>	f 5.43	<b>10.26</b>				
	3.00	s	10.50	s 9.24	717	W.C.	717.3	DN.....	8.7 <b>WELLS</b> .....Ws	83.1	50	See Bulletin	s <b>6.19</b>	s 5.25	9.50				
	3.30	f	11.03	9.33	724		723.6	.....	6.3 <b>BOAZ</b> .....	76.8	50		<b>6.09</b>	f 5.11	9.30				
	3.50	f	11.13	9.42	728		728.3	.....	4.7 <b>RUBY</b> .....	72.1	50		<b>6.01</b>	5.02	9.10				
	4.15	f	11.24	f 9.56	734		733.4	D.....	5.1 <b>TOBAR</b> .....Ba	67.0	84	8 am to 8 pm	f <b>5.53</b>	f 4.53	8.50				
	4.45	f	11.35	10.07	739	W.	738.5	.....	5.1 <b>VENTOSA</b> .....	61.9	50		<b>5.45</b>	f <b>4.45</b>	8.35				
	5.15	f	11.54PM	10.23	747		747.2	.....	8.7 <b>SONAR</b> .....	53.2	50		<b>5.30</b>	f 4.31	8.10				
	5.45	f	12.06AM	10.34	753		752.8	F.....	5.6 <b>JASPER</b> .....	47.6	84		<b>5.20</b>	f 4.21	7.50				
	6.20		12.21	10.47	761		761.3	.....	8.5 <b>LUKE</b> .....	39.1	84		<b>4.59</b>	3.57	7.10				
	6.40	s	12.31	s 10.55	766	W.C.Y.K.	765.8	DN.....	4.5 <b>SHAFTER</b> .....Fa N. N. Crossing	34.6	125		s <b>4.50</b>	s 3.47	6.50				
	7.10	f	12.44	11.09	772		772.1	F.....	6.3 <b>SILVER ZONE</b> .....	28.3	84		<b>4.35</b>	f 3.30	6.20				
	7.40	f	1.05	11.28	778	W.	777.4	F.....	5.3 <b>PROCTOR</b> .....	23.0	39		<b>4.15</b>	f 3.08	5.50				
	8.00	f	1.16	f 11.38	783		782.7	N.....	5.3 <b>PILOT</b> .....NA	17.7	84	7 pm to 7 am	<b>4.02</b>	f 2.53	5.25				
	8.40	f	1.40	11.52AM	793		793.8	.....	11.1 <b>OLA, Nev.</b> .....	6.6	84		<b>3.40</b>	2.30	4.35				
	9.15 A.M.A.		1.55 A.M.A.	12.01 P.M.A.	800	C.W.O.T.R.K.	800.4	DN..	6.6 <b>WENDOVER, Utah</b> ..Wn	0.0	Yard		<b>3.25 P.M.L.</b>	<b>2.15 A.M.L.</b>	<b>4.00 P.M.L.</b>				
	DAILY		DAILY	DAILY									DAILY	DAILY	DAILY				
	9.30		5.00	4.06					Time over District				<b>4.15</b>	<b>4.45</b>	<b>8.45</b>				
	14.2		27.0	33.0					Average Speed per Hour				<b>31.7</b>	<b>28.4</b>	<b>15.4</b>				

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

**BULLETIN STATIONS:** Elko, Wendover.

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.

No. 2 will stop on flag at Proctor to pick up Salt Lake passengers.

**SPEED RESTRICTIONS**

Special attention is called to Rule 373 of the Transportation Department. Passenger trains will not exceed a speed of 50 miles per hour. Consolidation engines will not exceed a speed of 30 miles per hour.

Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.

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.

Eastward passenger trains will not exceed 30 miles and eastward freight trains will not exceed 22 miles per hour between Proctor and M. P. 779.  
All passenger trains must use three (3) minutes, and freight trains seven (7) minutes passing through Flower Pass Tunnel between Jasper and Luke.

**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. 10		Distance from Salt Lake	Capacity of Sidings	Office Open	FIRST CLASS			SECOND CLASS		
52			4						April 6, 1913 Succeeding No. 9					STATIONS			1 3 51		
Freight	Passenger	Passenger	Freight	Passenger	Passenger				Telegraph Offices and Calls	Passenger				Passenger	Freight				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY				
A.M.L. 10.15	A.M.L. 2.05	P.M.L. 12.10				800	C.W.O.T. R.K.	800.4	DN... WENDOVER ... Wn	121.2	Yard		P.M.A. 3.15	A.M.A. 2.05	P.M.A. 3.00				
10.45	f 2.20	12.25				809		809.3	..... SALDURO .....	112.3	81		3.02	f 1.48	2.35				
11.30AM	2.38	12.41				819		819.5	D..... ARINOSA ..... SA	102.1	87	7 am to 7 pm	2.49	1.32	2.05				
12.15PM	f 2.56	12.56				829		829.3	..... BARRO .....	92.3	83		2.37	f 1.17	1.40				
1.10	f 3.15	1.10				839		839.6	N..... KNOLLS ..... Ks	82.0	84	7 pm to 7 am	2.24	f 1.01	1.10				
2.13	f 3.31	1.25				849		848.6	..... CLIVE .....	73.0	84		2.13	f 12.47	12.30PM				
3.05	f 3.51	f 1.55				860		860.3	D..... LOW ..... Ho	61.3	84	7 am to 7 pm	f 1.55	f 12.23AM	11.40AM				
3.50	s 4.18	s 2.15				873	C.W.	872.5	DN..... DELLE ..... De	49.1	102		s 1.27	s 11.57PM	10.30				
4.15	f 4.30	f 2.24				880		879.8	..... TIMPIE .....	41.8	84		f 1.09	f 11.41	10.00				
4.50	s 4.48	s 2.38				891	W	890.8	D..... GRANTS ..... Ra	30.8	84	7 am to 7 pm	s 12.53	s 11.25	9.25				
5.10	5.02	2.49				896		896.4	..... SPRAY .....	25.2	45		12.42	11.14	9.05				
5.30	f 5.16	3.00				902		901.9	..... LAGO .....	19.7	84		12.31	f 11.03	8.45				
								906.2	..... B. & G. Crossing .....	15.4									
								906.7	..S. P., L. A. & S. L. Crossing..	14.9									
5.55	f 5.29	f 3.13				907		907.2	N..... GARFIELD ..... GF	14.4	84	6 pm to 6 am	f 12.18	f 10.50	8.25				
6.25	5.49	3.24				915		914.5	..... FOX .....	7.1	84		12.04PM	10.38	8.00				
6.42	5.58	3.31				918		918.0	..... BUENA VISTA .....	3.6	25		11.58AM	10.31	7.50				
								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									
7.00 P.M.A.	6.15 A.M.A.	3.45 P.M.A.				921	C.W.O.T. R.K.	921.6	DN...SALT LAKE CITY...UN	0.0	Yard		11.45 A.M.L.	10.15 P.M.L.	7.30 A.M.L.				
DAILY	DAILY	DAILY											DAILY	DAILY	DAILY				
8.45	4.10	3.35							Time over District				3.30	3.50	7.30				
13.8	29.0	33.8							Average Speed per Hour				34.6	31.6	16.1				

**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.**  
**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.  
 East yard limits Delle extend one mile east of 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.

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.

**SPEED RESTRICTIONS**  
 Special attention is called to Rule 373 of the Transportation Department.  
 Passenger trains will not exceed a speed of 50 miles per hour.  
 Consolidation engines will not exceed a speed of 30 miles per hour.  
 Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.  
 All trains must reduce speed to 15 miles per hour approaching and passing over B. & G. crossing M. P. 906.2, 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.

C. L. FIKK, Chief Dispatcher, Elko  
 M. O'CONNOR, Trainmaster, Wendover  
 J. S. SPELMAN, Trainmaster, Winnemucca

**COMMERCIAL SPURS**

**MAIN LINE**

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR	476.3	1 W	4
RUSSELLS SPUR	582.4	1 W	3
ARNOLD	774.5	1 E	4
BINGHAM AND GARFIELD SPUR	906.2	1 W	10

**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 enginemen to observe same.

**J. S. SPELMAN,**  
Trainmaster, Winnemucca

**M. O'CONNOR,**  
Trainmaster, Wendover

**C. L. FIKE,**  
Chief Dispatcher, Elko

**COMPANY SURGEONS**

- Dr. Thos. W. Huntington, Chief Surgeon, San Francisco, Cal.
- Dr. C. E. Swezey, Local Surgeon, Winnemucca, Nev.
- Dr. P. J. Mangan, Assistant Surgeon, Winnemucca, Nev.
- Dr. J. H. Harper, Carlin, Nev.
- Dr. C. W. West, Local Surgeon, Elko, Nevada.
- Dr. A. J. Hood, Assistant Surgeon, Elko, Nev.
- Dr. A. C. Olmsted, Wells, Nev.
- Dr. J. F. Critchlow, Division Surgeon, Salt Lake City, Utah.
- Dr. Wm. D. Donoher, Oculist and Aurist, Salt Lake City, Utah.

In all cases of serious emergency, medical attention will be secured for sick or injured patients with the greatest possible expedition, whether such attendant be a Company Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Company Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Company will not be responsible for expenses of physicians other than those regularly employed.

Stretchers are located at Gerlach, Winnemucca, Elko, Shafter, Wendover, and in baggage cars in all passenger trains. After stretchers have been used they must be promptly returned to place from which taken.

**TONNAGE RATING  
CONSOLIDATION ENGINES**

- First district —Eastward.....1300 tons.  
Westward .....1250 tons.
- Second district—Eastward.....2000 tons.  
Westward .....2000 tons.
- Third district —Eastward.....1200 tons. —  
Westward .....1800 tons. +
- Fourth district—Eastward.....1300 tons.  
Westward .....1800 tons.

The rating for the "ONE" class engines which have steam pressure cut to 180 lbs., will be ten per cent less than the rating for other consolidation engines.

The rating for passenger engines will be seventy-three per cent of the consolidation engine rating.

The tonnage rating is based on the maximum grade on each district. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to full capacity of engines.