

P.K.

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, MARCH 28, 1920

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 revised book of rules of the transportation department.

E. W. MASON,
General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

M. O'CONNOR,
Superintendent.

FIRST DISTRICT

| Water, Fuel, Fone, Scales, Tables, Wyes, Bulletin Register Stations Standard Clocks | SECOND CLASS | | | FIRST CLASS | | | Distance from San Francisco | Time Table No. 1 March 28, 1920. | | | Distance from Winnemucca | FIRST CLASS | | | SECOND CLASS | | | Capacity of Stings | Office Open |
|---|--------------|--|--------------|--------------|-----------|-----|-----------------------------|--|------------------------|--------------|--------------------------|--------------|-----------|--|--------------|--|--|--------------------|-------------|
| | 62 | | | 4 | | 2 | | STATIONS Telegraph Offices and Calls. | | | | 1 | 3 | | 61 | | | | |
| | Freight | | | Passenger | Passenger | | | DN | Gr | Wa | | Passenger | Passenger | | Freight | | | | |
| | Leave Daily | | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | | Arrive Daily | | | | | | | |
| C. W. T. B. R. K. F. | 10.30AM | | 1.25PM | 12.55AM | 438.4 | DN | Gr | 94.0 | s 2.10AM | s 2.30PM | | 3.00PM | | | | | | Yard | |
| | 10.45 | | f 1.35 | 1.02 | 442.9 | | | 89.5 | 2.02 | f 2.20 | | 2.40 | | | | | | 86 | |
| F. W. 1 1/2 mi. E | 11.20 | | f 1.59 | 1.16 | 451.8 | | | 80.6 | 1.47 | f 1.59 | | 1.59 | | | | | | 86 | |
| F. | 11.55AM | | f 2.18 | 1.32 | 461.6 | | | 70.8 | 1.32 | f 1.40 | | 1.15 | | | | | | 86 | |
| | 12.40PM | | f 2.33 | 1.45 | 470.9 | | | 61.5 | 1.17 | f 1.27 | | 12.40 | | | | | | 86 | |
| | 1.20 | | s 2.42 | f 1.51 | 474.7 | 2 S | Ru | 57.7 | f 1.10 | s 1.20 | | 12.20PM | | | | | | 86 | |
| F. | 2.05 | | f 3.05 | 2.15 | 487.9 | | | 44.5 | 12.48 | f 12.59 | | 11.30AM | | | | | | 86 | |
| W. | 2.30 | | s 3.22 | f 2.32 | 496.7 | DN | Jo | 35.7 | f 12.28 | s 12.39 | | 10.40 | | | | | | 85 | |
| | 2.50 | | f 3.33 | 2.44 | 503.5 | | | 28.9 | 12.17 | f 12.27 | | 10.20 | | | | | | 86 | |
| | 3.05 | | f 3.42 | 2.52 | 508.4 | | | 24.0 | 12.10AM | f 12.18 | | 10.05 | | | | | | 88 | |
| W. | 3.20 | | s 3.53 | f 3.03 | 514.6 | N | Rn | 17.8 | f 11.59PM | s 12.07PM | | 9.45 | | | | | | 85 | |
| | 3.35 | | f 4.03 | 3.12 | 519.5 | | | 12.9 | 11.50 | f 11.58AM | | 9.30 | | | | | | 83 | |
| | 3.55 | | f 4.15 | 3.23 | 525.7 | | | 6.7 | 11.40 | f 11.47 | | 9.10 | | | | | | 86 | |
| C. W. T. B. R. K. F. | 4.30PM | | s 4.30PM | s 3.35AM | 532.4 | DN | Wa | 0.0 | 11.30PM | 11.35AM | | 8.45AM | | | | | | Yard | |
| | Arrive Daily | | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | | Leave Daily | | | | | | | |
| | 6.00 | | 3.05 | 2.40 | | | | | 2.40 | 2.55 | | 6.15 | | | | | | | |
| | 15.6 | | 30.4 | 35.2 | | | | | 35.2 | 32.2 | | 15.0 | | | | | | | |
| | | | | | | | | | Time over District | | | | | | | | | | |
| | | | | | | | | | Average Speed per Hour | | | | | | | | | | |

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Gerlach and Winnemucca.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation engines 30 miles an hour. (See transportation rule 726).

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

SUNDAY, MARCH 28, 1920
In Effect 12:01 A.M. Pacific Time

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

M. O'CONNOR
Superintendent

J. P. QUIGLEY
Superintendent of Transportation

F. W. MASON
General Manager

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks | SECOND CLASS | | | FIRST CLASS | | | Distance from San Francisco | Time Table No. 1 | | | Distance from Elko | FIRST CLASS | | | SECOND CLASS | | | Capacity of Sidings | Office Open | |
|---|--------------|--|--------------|-------------|--------------|--------------|-----------------------------|-----------------------------|------------------------|--------|--------------------|--------------|-------------|--------------|--------------|--------------|-------------|---------------------|-------------|------|
| | 62 | | | 4 | | 2 | | March 28, 1920. | | | | 1 | | 3 | | 61 | | | | |
| | Freight | | | Passenger | | Passenger | | STATIONS | | | | Passenger | | Passenger | | Freight | | | | |
| | Leave Daily | | | Leave Daily | | Leave Daily | | Telegraph Offices and Calls | | | | Arrive Daily | | Arrive Daily | | Arrive Daily | | | | |
| C. W. T B. R. K | | | 5.30PM | | | 3.40AM | 532.4 | DN | WINNEMUCCA | Wa | 133.1 | s 11.25PM | s 11.25AM | | | | 7.45AM | | | Yard |
| | | | 6.05 | f | 4.58 | 3.57 | 540.6 | | BLISS | | 124.9 | 11.09 | f 11.08 | | | | 7.05 | | | 86 |
| W. | | | 6.35 | s | 5.12 | s 4.08 | 548.5 | D | GOLONDA | Gd | 117.0 | s 10.55 | s 10.53 | | | | 6.35 | | | 86 |
| | | | 7.30 | s | 5.37 | f 4.28 | 562.0 | DN | RED HOUSE | Rd | 103.5 | f 10.32 | s 10.30 | | | | 5.40 | | | 87 |
| W. | | | 8.30 | f | 6.00 | 4.50 | 575.3 | | ELLISON | | 90.2 | 10.10 | f 10.05 | | | | 4.50 | | | 86 |
| | | | 9.45 | f | 6.27 | 5.15 | 590.6 | | RENOX | | 74.9 | 9.45 | f 9.40 | | | | 3.50 | | | 86 |
| W. | | | 10.20 | s | 6.45 | 5.30 | 600.9 | 2S | KAMPOS | Sy | 64.6 | 9.30 | s 9.20 | | | | 3.20 | | | 86 |
| | | | 10.50 | f | 7.00 | f 5.45 | 610.1 | D | DUNPHY | Du | 55.4 | f 9.17 | f 9.05 | | | | 2.55 | | | 86 |
| C. W | | | 11.20 | s | 7.15 | s 6.00 | 619.3 | D | BEOWAVE | Be | 46.2 | s 9.02 | s 8.50 | | | | 2.30 | | | 86 |
| | | | 11.55PM | f | 7.32 | 6.15 | 627.2 | | OLURO | | 38.3 | 8.48 | f 8.35 | | | | 2.05 | | | 86 |
| | | | | | | | 635.4 | | E. N. Ry. Crossing | | 30.1 | | | | | | | | | |
| | | | 12.30AM | s | 7.50 | s 6.30 | 635.9 | D | PALISADE | Si | 29.6 | s 8.32 | s 8.20 | | | | 1.35 | | | 86 |
| W. | | | 1.10 | s | 8.15 | f 6.45 | 644.5 | DN | CARLIN | Ca | 21.0 | f 8.15 | s 8.02 | | | | 1.10 | | | 84 |
| | | | 1.30 | f | 8.27 | 6.55 | 650.2 | | TONKA | | 15.3 | 8.05 | f 7.52 | | | | 12.50 | | | 83 |
| | | | 1.55 | f | 8.42 | 7.07 | 656.7 | | HUNTER | | 8.8 | 7.55 | f 7.40 | | | | 12.30 | | | 86 |
| C. W. T Y. B. R. K. | | | 2.30AM | s | 9.00PM | s 7.25AM | 665.5 | DN | ELKO | K. Di. | 0.0 | 7.40PM | 7.25AM | | | | 12.01AM | | | Yard |
| | | | Arrive Daily | | Arrive Daily | Arrive Daily | | | | | | Leave Daily | Leave Daily | | | | Leave Daily | | | |
| | | | 9.00 | | 4.20 | 3.45 | | | Time over District | | | 3.45 | 4.00 | | | | 7.44 | | | |
| | | | 14.8 | | 30.7 | 35.5 | | | Average Speed per Hour | | | 35.5 | 33.2 | | | | 17.2 | | | |

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Winnemucca and Elko.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation engines 30 miles an hour. (See transportation rule 726).

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

Automatic block signals govern trains through Tunnel 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. Distant signal located 1920 feet west of home signal. Home signal governing westward trains located 944 feet east of portal. Distant signal located 2099 feet east of home signal.

Home signal governing eastward trains located 858 feet west of portal of Tunnel 41. Home signal 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 at stop will immediately send flagman ahead with lighted red and white lantern; after waiting five minutes, proceed, keeping at least 1000 feet behind the flagman until through the tunnel. If no obstruction is found report the facts to the superintendent from the first open telegraph office. In case train is stopped within block limits it must be immediately protected, as per Rule 99, regardless of position of the fixed signal.

EUREKA NEVADA RAILWAY CROSSING AT PALISADE.

Eastward trains will stop 200 feet from the crossing and ascertain it is clear, sounding two blasts of the whistle before proceeding. Westward trains will stop within 200 feet of the crossing and send flagman ahead to ascertain whether crossing is clear; protect the crossing and proceed only on his signal. Flagman performing that duty and enginemen of westward trains must be careful to see

that the signal to proceed is properly given and understood, and no effort must be made to move westward train over the crossing until Eureka Nevada trains which may be approaching have been brought to a stop and held until our trains clear the crossing. Westward freight trains will move under control between the east and west switches at Palisade.

ELKO YARD.

Present north main track from west switch to first cut-off east of passenger station will be used as main track, from that point to the east switch the south track will be used as main track, and the switches so set and locked. Trains not exceed 10 miles an hour passing over the switches at east and west end and through cut-off east of passenger station.

Note.—Nos. 1 and 2 connect with Eureka-Nevada Railway No. 1, due to leave Palisade at 7.10 a. m., daily except Sunday.

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks | SECOND CLASS | | | | FIRST CLASS | | | Distance from San Francisco | Time Table No. 1 March 28, 1920. | | | Distance from Wendover | FIRST CLASS | | | SECOND CLASS | | | Capacity of Sidings | Office Open |
|---|--------------|--|--|-------------|--------------|--------------|--------------|-----------------------------|---|--------------|--------------|------------------------|-------------|---------|---|--------------|------|--|---------------------|-------------|
| | 62 | | | | 4 | | 2 | | STATIONS Telegraph Offices and Calls | | | | 1 | | 3 | 61 | | | | |
| | Freight | | | | Passenger | Passenger | DN | | Passenger | Passenger | Passenger | | Passenger | Freight | | | | | | |
| Leave Daily | | | | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | | |
| C. W. T. Y. B. R. K. | 3.30AM | | | | 9.10PM | 7.35AM | 665.5 | DN ELKO | K Di | 140.9 | s 7.30PM | s 7.15AM | 11.00PM | | | | Yard | | | |
| | 3.50 | | | | f 9.25 | 7.47 | 673.2 | PARDO | Pa | 133.2 | 7.17 | f 6.58 | 10.35 | | | | 85 | | | |
| W. | 4.20 | | | | f 9.41 | 8.03 | 683.4 | ELBURZ | | 123.0 | 7.00 | f 6.40 | 10.00 | | | | 49 | | | |
| | 4.35 | | | | f 9.48 | 8.10 | 688.2 | HALLECK | | 118.2 | 6.52 | f 6.32 | 9.48 | | | | 85 | | | |
| W. | 5.15 | | | | s 10.10 | s 8.30 | 699.6 | DEETH | Wd | 106.8 | s 6.32 | s 6.12 | 9.05 | | | | 50 | | | |
| | 5.55 | | | | f 10.27 | 8.45 | 708.6 | STARR | | 97.8 | 6.20 | f 5.55 | 8.35 | | | | 50 | | | |
| C. W. | 6.30 | | | | s 10.42 | s 8.57 | 717.2 | DN WELLS | Ws | 89.2 | s 6.08 | s 5.40 | 8.10 | | | | 50 | | | |
| | 6.55 | | | | f 10.55 | 9.08 | 723.6 | BOAZ | | 82.8 | 5.57 | f 5.28 | 7.47 | | | | 49 | | | |
| | 7.15 | | | | f 11.04 | 9.16 | 728.3 | RUBY | | 78.1 | 5.50 | f 5.20 | 7.32 | | | | 49 | | | |
| | 7.40 | | | | s 11.15 | s 9.25 | 733.4 | D TOBAR | Ba | 73.0 | s 5.42 | s 5.10 | 7.15 | | | | 85 | | | |
| W. | 8.00 | | | | f 11.26 | 9.32 | 738.6 | N VENTOSA | Vn | 67.8 | 5.33 | f 5.00 | 7.00 | | | | 85 | | | |
| F | 8.30 | | | | f 11.43 | 9.45 | 747.3 | SONAR | | 59.1 | 5.20 | f 4.45 | 6.33 | | | | 50 | | | |
| F. | 9.00 | | | | f 11.55PM | 9.57 | 752.9 | JASPER | | 53.5 | 5.11 | f 4.35 | 6.15 | | | | 60 | | | |
| | 9.40 | | | | f 12.10AM | 10.11 | 761.4 | LUKE | | 45.0 | 4.57 | f 4.18 | 5.45 | | | | 36 | | | |
| C. W. F. Y. | 10.20 | | | | s 12.20 | s 10.20 | 765.9 | DN SHAFTER | Fa | 40.5 | s 4.50 | s 4.10 | 5.30 | | | | 125 | | | |
| F. Y. | 10.55 | | | | f 12.33 | 10.33 | 772.2 | SILVER ZONE | | 34.2 | 4.32 | f 3.57 | 5.05 | | | | 85 | | | |
| | 11.05 | | | | f 12.37 | 10.37 | 774.4 | ARNOLD | | 32.0 | 4.28 | f 3.52 | 4.55 | | | | | | | |
| W. F. | 11.35 | | | | f 12.57 | 10.57 | 783.4 | PROCTOR | | 23.0 | 4.07 | f 3.32 | 4.07 | | | | 45 | | | |
| | 11.50AM | | | | f 1.07 | 11.07 | 788.7 | DN PILOT | Na | 17.7 | 3.55 | f 3.21 | 3.30 | | | | 96 | | | |
| | 12.30PM | | | | f 1.30 | 11.24 | 799.8 | OLA | | 6.6 | 3.35 | f 2.55 | 2.40 | | | | 84 | | | |
| C. W. T. O. Y. B. R. K. F. | 1.00PM | | | | s 1.45AM | s 11.35AM | 806.4 | DN WENDOVER | Wn | 0.0 | 3.20PM | 2.40AM | 2.00PM | | | | Yard | | | |
| | Arrive Daily | | | | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | | | | | | | |
| | 9.30 | | | | 4.35 | 4.00 | | Time over District | | | 4.10 | 4.35 | 9.00 | | | | | | | |
| | 14.8 | | | | 30.7 | 35.2 | | Average Speed per Hour | | | 33.8 | 30.7 | 15.6 | | | | | | | |

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Elko, Wells, Shafter and Wendover.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation and mikado engines 30 miles an hour. (See transportation rule 726).

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

Passenger trains will use 3, freight and mixed trains 5 minutes passing through Tunnel 43.

Passenger trains not exceed 30, freight and mixed trains 15 miles an hour rounding Arnold Loop.

Between Proctor and Mile Post 785, passenger trains not exceed 30, freight and mixed trains 15 miles an hour.

Automatic home block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals are located 1000 feet in advance of each portal. No distance signals.

A train finding the home signal at stop will immediately send flagman ahead with lighted red and white lantern; after waiting five minutes, proceed, keeping at least 1000 feet behind the flagman until through the tunnel. If no obstruction is found report the fact to the superintendent from the first open telegraph office. In case train is stopped within block limits it must be immediately protected, as per Rule 99, regardless of position of the fixed signal.

The 3% line between Arnold and Proctor will be handled as follows: Must not be used except by train order authority. Eastward trains stop at Arnold and make thorough test of air before proceeding. Eastward trains approach Proctor under control expecting to find the siding occupied. Passenger trains not exceed 10, freight and mixed trains 6 miles an hour.

ELKO YARD.

Present north main track from west switch to first cut-off east of passenger station will be used as main track, from that point to the east switch the south track will be used as main track, and the switches so set and locked. Trains not exceed 10 miles an hour passing over the switches at east and west end and through cut-off east of passenger station.

Fuel, Water, Fone
Tables, Scales
Wyes, Bulletin
Register Stations
Standard Clocks

C. W. T. O.
Y. B. R. K. F.

F.

F.

F.

F.

F.

W. Y. F.

F.

F.

C. W. T. O.
Y. B. R. K. F.

and

at F
will
D. &

| Office Open | SECOND CLASS | | | | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 1 | | | Distance from Salt Lake | FIRST CLASS | | SECOND CLASS | | Capacity of Sidings | Office Open | |
|----------------------------|--------------|--|--|-------------|--------------|-------------|--------------|--|-----------------------------|---|-------------------------------|----|-------------------------|-------------|-------------|--------------|-------------|---------------------|-------------|------|
| | 62 | | | | 4 | | 2 | | | March 28, 1920. | | | | 1 | | 61 | | | | |
| | Freight | | | | Passenger | | Passenger | | | STATIONS Telegraph Offices and Calls | | | | Passenger | | Freight | | | | |
| Leave Daily | | | | Leave Daily | | Leave Daily | | | | | Arrive Daily | | Arrive Daily | | | | | | | |
| C. W. T. O. Y. B. R. K. | 2.00PM | | | | 1.55AM | | 11.45AM | | 806.4 | DN | WENDOVER | Wn | 121.6 | s | 3.10PM | s | 2.30AM | 1.00PM | | |
| F. | 2.54 | | | | s 2.13 | | s 11.59AM | | 815.3 | D | SALDURO | Sa | 112.7 | s | 2.54 | s | 2.13 | 11.59AM | | 82 |
| | 3.30 | | | | f 2.30 | | 12.17PM | | 825.5 | | ARINOSA | | 102.5 | | 2.39 | f | 1.52 | 11.15 | | 87 |
| F. | 4.10 | | | | f 2.47 | | 12.34 | | 835.3 | | BARRO | | 92.7 | | 2.23 | f | 1.35 | 10.35 | | 83 |
| | 4.50 | | | | f 3.05 | | 12.52 | | 845.6 | DN | KNOLLS | Ks | 82.4 | | 2.08 | f | 1.17 | 10.05 | | 87 |
| F. | 5.25 | | | | f 3.22 | | 1.10 | | 854.6 | | OLIVE | | 73.4 | | 1.55 | f | 1.00 | 9.35 | | 85 |
| F. | 6.25 | | | | s 3.45 | | 1.35 | | 866.3 | | LOW | | 61.7 | | 1.35 | s | 12.40 | 8.55 | | 85 |
| C. W. F. | 7.15 | | | | s 4.07 | | s 1.55 | | 878.5 | DN | DELLE | De | 49.5 | s | 1.10 | s | 12.15 | 7.55 | | 85 |
| F. | 7.45 | | | | s 4.20 | | 2.07 | | 885.8 | | TIMPIE | | 42.2 | | 12.56 | s | 12.01AM | 7.30 | | 86 |
| | 8.15 | | | | f 4.33 | | f 2.17 | | 893.0 | | ELLERBECK | | 35.0 | f | 12.45 | f | 11.47PM | 7.12 | | |
| W. Y. F. | 8.35 | | | | s 4.40 | | s 2.23 | | 896.8 | 2S | BURMESTER | Bx | 31.2 | s | 12.39 | s | 11.40 | 6.58 | | 85 |
| | 9.00 | | | | f 4.52 | | 2.34 | | 902.4 | | SPRAY | | 25.6 | | 12.28 | f | 11.28 | 6.40 | | 45 |
| F. | 9.25 | | | | f 5.05 | | 2.45 | | 907.9 | | LAGO | | 20.1 | | 12.17 | f | 11.14 | 6.20 | | 87 |
| | 9.55 | | | | s 5.18 | | 2.56 | | 912.2 | | B. & G. Crossing and Transfer | | 15.8 | | | | | | | 25 |
| F. | 10.47 | | | | f 5.35 | | 3.08 | | 913.5 | D | GARFIELD | Gf | 14.5 | | 12.07PM | s | 11.02 | 6.01 | | 84 |
| | 11.10 | | | | f 5.45 | | 3.15 | | 920.9 | | FOX | | 7.1 | | 11.56AM | f | 10.47 | 5.35 | | 85 |
| | | | | | | | | | 924.4 | | BUENA VISTA | | 3.6 | | 11.50 | | 10.40 | 5.15 | | 24 |
| | | | | | | | | | 926.4 | | L. A. & S. L. Crossing | | 1.6 | | | | | | | |
| | | | | | | | | | 926.8 | | O. S. L. Crossing | | 1.2 | | | | | | | |
| | | | | | | | | | 927.3 | | POLLARD COURT | | 0.7 | | | | | | | |
| | | | | | | | | | 927.4 | | D. & R. G. Crossing | | 0.6 | | | | | | | |
| C. W. T. O. Y. B. R. K. | 11.30PM | | | | s 6.00AM | | s 3.30PM | | 928.0 | DN | SALT LAKE | Un | 0.0 | | 11.40AM | | 10.30PM | 5.00AM | | Yard |
| | Arrive Daily | | | | Arrive Daily | | Arrive Daily | | | | | | | | Leave Daily | | Leave Daily | Leave Daily | | |
| | 9.30 | | | | 4.05 | | 3.45 | | | | Time over District | | | | 3.30 | | 4.00 | 8.00 | | |
| | 12.8 | | | | 29.8 | | 32.4 | | | | Average Speed per Hour | | | | 34.7 | | 30.4 | 15.2 | | |

Westward Trains are superior to Eastward Trains of the same class.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Passenger trains reduce to 30, freight and mixed trains 15 miles an hour between Mile Post 899 and B. & G. crossing.

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation and mikado engines 30 miles an hour. (See transportation rule 726).

Speed of engines backing not exceed 20 miles an hour on straight track. On

curves, and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Trains not exceed 15 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.8, stopping if it is being used by a train or engine of that railroad.

B. & G. crossing, Mile Post 912.2, is interlocked. Crossing will be governed by home signals only, there being no distant signals. Trains must approach this crossing under control, and when home signal indicates "proceed," will not exceed 12 miles an hour over crossing. When home signal indicates "stop," must stop before reaching semaphore, as crossing is protected by derail, and not proceed until signal has been changed to "proceed."

Yard Limits: Wendover, Delle, Burmester and Salt Lake.

Yard limits Salt Lake extend to Jordan River bridge, between Eleventh West and Twelfth West Streets.

Eastward freight trains will enter D. & R. G. freight yard through connection at Pollard Court, between Sixth West and Seventh West Streets, Salt Lake, and will stop on the curve just north of First South Street at connection with D. & R. G. main track.

Westward freight trains will use siding at Delle.

Eastward

FOURTH DISTRICT
ELLERBECK BRANCH

Westward

| Fuel, Water, Fone, Tables, Scales, Wye, Bulletin Register Stations, Standard Clocks | Time Table No. 1. | | | | Distance from Dolomite | Capacity of Sidings | Office Open |
|---|---|-----------|--|-----|------------------------|---------------------|-------------|
| | March 28, 1920. | | | | | | |
| | STATIONS Telegraph Offices and Calls | | | | | | |
| | 0.0 | ELLERBECK | | 4.7 | | | |
| Y | 2.7 | WYE | | 2.0 | | | |
| | 3.7 | FLUX | | 3.0 | | 8 | |
| | 2.7 | WYE | | 2.0 | | | |
| | 4.7 | DOLOMITE | | 0.0 | | 3 Car Spur 1 E | |

Westward Trains are superior to Eastward Trains of the same class.

Maximum speed 12 miles an hour. (See transportation rule 726).

Eastward

FOURTH DISTRICT
TOOELE BRANCH

Westward

| Fuel, Water, Fone, Tables, Scales, Wye, Bulletin Register Stations, Standard Clocks | Time Table No. 1 | | | | Distance from Warner | Capacity of Sidings |
|---|---|-----------|----|------|----------------------|---------------------|
| | March 28, 1920. | | | | | |
| | STATIONS Telegraph Offices and Calls | | | | | |
| Y. | 0.0 | BURMESTER | Bx | 15.5 | | 125 |
| | 7.0 | MARSHALL | | 8.5 | | 22 |
| W. Y. R. | 15.5 | WARNER | | 0.0 | | 77 |

Westward Trains are superior to Eastward Trains of the same class.

Maximum speed 12 miles an hour. (See transportation rule 726).

SPURS AND COMMERCIAL TRACKS

SPEED TABLE

| MAIN LINE | | | | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|-----------|--|--|--|----------------|---------------------|----------------|---------------------|----------------|---------------------|
| | | | | 6 | 10 | 25 | 2.24 | 38 | 1.34 |
| | | | | 8 | 7.30 | 26 | 2.18 | 39 | 1.33 |
| | | | | 10 | 6 | 27 | 2.13 | 40 | 1.30 |
| | | | | 12 | 5 | 28 | 2.8 | 41 | 1.27 |
| | | | | 15 | 4 | 29 | 2.5 | 42 | 1.25 |
| | | | | 16 | 3.45 | 30 | 2 | 43 | 1.23 |
| | | | | 17 | 3.31 | 31 | 1.56 | 44 | 1.21 |
| | | | | 18 | 3.20 | 32 | 1.52 | 45 | 1.20 |
| | | | | 19 | 3.9 | 33 | 1.49 | 46 | 1.18 |
| | | | | 20 | 3 | 34 | 1.45 | 47 | 1.16 |
| | | | | 21 | 2.51 | 35 | 1.42 | 48 | 1.15 |
| | | | | 22 | 2.43 | 36 | 1.40 | 49 | 1.13 |
| | | | | 23 | 2.36 | 37 | 1.37 | 50 | 1.12 |
| | | | | 24 | 2.30 | | | | |

| STATIONS | Distance from San Francisco | How Connected | Cars Capacity |
|-------------------------------|-----------------------------|---------------|---------------|
| SULPHUR SPUR..... | 476.4 | 1 W | 4 |
| KNIGHT F. 3 & 4..... | 570.1 | 1 E | 3 |
| RUSSELLS SPUR F. 3 & 4..... | 582.5 | 1 E | 3 |
| JENKINS..... | 592.1 | 1 E | 3 |
| MARBLE SPUR..... | 861.5 | 1 E | 3 |
| TIMPIE QUARRY..... | 887.0 | 1 E | 50 |
| L. A. & S. L. CONNECTION..... | 913.5 | 1 E | |
| TERMINAL SPUR F. 3 & 4..... | 922.2 | 1 W | 20 |

H. M. YOE,
Chief Train Dispatcher,
Elko, Nevada.

G. L. SWARTZ,
Assistant Chief Train Dispatcher,
Elko, Nevada.

C. L. FIKE,
Assistant Superintendent, Elko, Nevada.

J. L. BERRYHILL,
Trainmaster, Winnemucca, Nevada.

H. J. BEEM,
Trainmaster, Wendover, Utah.

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspected.

RAILROAD SURGEONS.

| | |
|---|---------------------|
| DR. THOS. W. HUNTINGTON, Chief Surgeon..... | San Francisco, Cal. |
| DR. J. F. CRITCHLOW, Division Surgeon..... | Salt Lake, Utah |
| DR. C. E. SWEZEY, Local Surgeon..... | Winnemucca, Nev. |
| DR. G. F. POPE, Assistant Local Surgeon..... | Winnemucca, Nev. |
| DR. W. D. ROW, Local Surgeon..... | Carlin, Nev. |
| DRS. HOOD, RAND and SECOR, Local Surgeons..... | Elko, Nev. |
| DR. A. C. OLMSTED, Local Surgeon..... | Wells, Nev. |
| DR. W. B. EWING, Consulting Surgeon..... | Salt Lake, Utah |
| DR. E. S. ALLISON, Assistant Local Surgeon..... | Salt Lake, Utah |
| DR. W. D. DONOHER, Oculist..... | Salt Lake, 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 Railroad Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Railroad Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Railroad 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..... | 1750 tons, |
| Westward..... | 1450 tons. |
| Second district, Eastward..... | 2400 tons. |
| Westward..... | 3000 tons. |
| Third district, Eastward..... | 1300 tons, |
| Westward..... | 2200 tons, |
| Helper, Wendover to Shafter. | |
| Westward..... | 2500 tons, |
| Helper to Jasper. | |
| Fourth district, Eastward..... | 1500 tons, |
| Eastward..... | 2300 tons, |
| Helper, Clive to Low. | |
| Westward..... | 2500 tons, |
| Helper, Delle to Low Pass. | |

The rating for mikado engines will be 50% above that for consolidation engines.

The rating for passenger engines will be 65% 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 capacity of engines.