

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

3

TABLE

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

MONDAY, MAY 14, 1923

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 the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

H. J. BEEM,
Superintendent.

Water, Fuel, Fone, Scales, Tables, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 3 May 14, 1923.			Distance from Winnemucca	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	62			4		2		STATIONS Telegraph Offices and Calls.				1	3		61			
	Freight			Passenger		Passenger						Passenger	Passenger		Freight			
C. W. T. B. R. K. F.	Leave Daily			Leave Daily		Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily			Yard		
	10.30AM			1.55PM		1.00AM	438.4 DN GERLACH Gr			94.0 s 3.00AM	s 1.45PM		3.10PM			Yard		
F.	10.45			f 2.05		1.12	442.9 ASCALON 8.9			89.5	f 1.33		2.55			86		
F.	11.20			f 2.22		1.25	451.8 TREGO 9.8			80.6	f 1.15		2.22			86		
F.	11.55AM			f 2.40		1.38	461.6 CHOLONA 9.3			70.8	f 12.56		1.25			86		
F.	12.42PM			f 2.55		1.54	470.9 RONDA 3.8			61.5	f 12.42		12.42			86		
F.	12.57			s 3.02		2.02	474.7 2S SULPHUR Ru			57.7	s 12.35		12.15PM			86		
F.	2.05			f 3.25		2.28	487.9 ANTELOPE 8.8			44.5	f 12.15PM		11.25AM			86		
W.C.F.	2.30			s 3.40		2.47	496.7 DN JUNGO Jo			35.7	s 11.54AM		10.40			85		
F.	2.50			f 3.51		2.57	503.5 VENADO 4.9			28.9	f 11.43		10.20			86		
F.	3.05			f 3.59		3.04	508.4 GASKELL 6.2			24.0	f 11.35		10.05			88		
W.F.	3.20			f 4.10		3.16	514.6 PRONTO Rn			17.8	f 11.23		9.45			85		
F.	3.35			f 4.20		3.25	519.5 RAGLAN 6.2			12.9	f 11.13		9.30			83		
F.	3.55			f 4.30		3.35	525.7 KRUM 6.7			6.7	f 11.02		9.10			86		
C. W. T. B. R. K. F.	4.25PM			s 4.40PM		s 3.45AM	532.4 DN WINNEMUCCA Wa			0.0	12.30AM		10.50AM			Yard		
	Arrive Daily			Arrive Daily		Arrive Daily					Leave Daily		Leave Daily					
	6.00			2.45		2.45	Time over District				2.30		2.55		6.25			
	15.6			34.1		34.1	Average Speed per Hour				37.6		32.2		14.6			

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 rule 726.)

Maximum speed for freight trains 20 miles an hour descending Antelope hill, both directions.

Maximum speed for consolidation and mikado engines 30 miles an hour when handling freight trains or running light. (See rule 726.)

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

Engines on trains of thirty cars or over and on trains handling stock must be cut off before taking fuel or water.

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

Speed of engines backing must 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.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colo. and East.

This Time Table is for the exclusive use and guidance of the employes of the Company concerned. The Company reserves the right to vary from it at pleasure. Always have the revised Book of Rules of the Transportation Department at hand for reference.

H. J. BRENN
Superintendent

J. P. QUIGLEY
Superintendent of Transportation

E. W. MASON
Vice President and General Manager

Fuel, Water, Fone, Tables, Scales, Wye, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 3 May 14, 1923.			Distance from Elko	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	62			4		2		STATIONS Telegraph Offices and Calls				1		3	61					
	Freight	Passenger	Passenger	Passenger	Passenger	Passenger		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Freight	Passenger	Passenger	Passenger			
C. W. T B. R. K. F.							532.4	DN	WINNEMUCCA	Wa	133.1	s 12.20AM	s 10.40AM							
F.							540.6		BLISS		124.9	12.07AM	f 10.22							Yard
F. W.							548.5	D	GOLONDA	Gd	117.0	11.54PM	s 10.07							86
							553.6		PREBLE (S.P. Connection)		111.9									86
F.							562.0	D	RED HOUSE	Rd	103.5	11.35	s 9.47							87
F. W.							575.3		ELLISON		90.2	11.17	f 9.27							86
F.							590.6		RENNOX		74.9	10.57	f 9.05							86
F. W.							600.9	N	KAMPOS	Sy	64.6	10.43	f 8.50							86
F.							610.1	D	DUNPHY	Ny	55.4	10.29	f 8.35							86
F. W.							619.3	D	BEOWAWE	Be	46.2	10.16	s 8.22							86
F.							627.2		OLURO		38.3	10.05	f 8.07							86
							635.4		E. N. Ry. Crossing		30.1									
F.							635.9		PALISADE	Si	29.6	f 9.50	s 7.51							86
F. W.							644.5	D	CARLIN	Ca	21.0	f 9.35	s 7.35							84
F.							650.2		TONKA		15.3	9.25	f 7.22							83
F.							656.7		HUNTER		8.8	9.15	f 7.10							86
C. W. T Y. B. R. K. F.							665.5	DN	ELKO	K. Di.	0.0	9.00PM	6.45AM							Yard
												Leave Daily	Leave Daily							
												3.20	3.55							7.44
												39.9	33.9							17.2

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

Yard Limits: Winnemucca, Carlin and Elko.

SPEED RESTRICTIONS.

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

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

Maximum speed for consolidation and mikado engines 30 miles an hour when handling freight trains or running light. (See rule 726.)

Speed of engines backing must 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.

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

Engines on trains of thirty cars or over and on trains handling stock must be cut off before taking fuel or water.

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 stop 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 send flagman ahead immediately with lighted red and white lantern; after waiting five minutes, proceed, keeping at least 1000 feet behind 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 protected immediately, as per Rule 99, regardless of position of the fixed signal.

EUREKA NEVADA RAILWAY CROSSING AT PALISADE.

Derails in Eureka Nevada Railway track on each side of the points where the Western Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with automatic home signals on the Western Pacific Railroad.

Westward trains approaching the crossing will be governed by the block signal just east of the portal of Tunnel 39.

Eastward trains will be governed by home block signal located just west of the Eureka Nevada Railway crossing.

Trains stopped by these interlocking home signals will not proceed until it has been ascertained that the derails on the Eureka Nevada Railway are set to derail.

Trains will not exceed 10 miles an hour over the Eureka Nevada Railway crossing.

ELKO YARD.

When Nos. 1 and 4 meet at Elko, No. 4 will take siding in front of passenger station.

When Nos. 3 and 2 meet at Elko, No. 3 will take siding in front of passenger station.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colo. and East.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 3			Distance from Wendover	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	62				4		2		May 14, 1923				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. Y. B. R. K. F.				3.30AM			8.55PM	7.40AM	665.5	DN	ELKO	K Di	140.9	s	8.55PM	s	6.30AM			11.00PM	Yard
F.				4.00		f	9.12	7.54	673.2		PARDO	Pa	133.2		8.44	f	6.17			10.30	85
F.				4.40		f	9.30	8.11	683.4		ELBURZ		123.0		8.29	f	6.00			9.52	49
F.				4.55		f	9.37	8.18	688.2		HALLECK		118.2		8.23	f	5.53			9.37	85
F. W.				5.34		s	9.59	8.36	699.6	D	DEETH	Wd	106.8		8.09	s	5.34			9.05	50
F.				6.17		f	10.15	8.52	708.6		STARR		97.8		7.57	f	5.16			8.40	50
C. W. F.				6.45		s	10.30	9.09	717.2	DN	WELLS	Ws	89.2	s	7.45	s	5.03			8.20	50
F.				7.10		f	10.42	9.21	723.6		BOAZ		82.8		7.35	f	4.53			8.05	49
F.				7.25		f	10.50	9.28	728.3		RUBY		78.1		7.28	f	4.46			7.50	49
F.				7.45		s	11.00	9.35	733.4	D	TOBAR	Ba	73.0		7.20	s	4.36			7.35	85
F. W.				8.00		f	11.08	9.42	738.6		VENTOSA	Vn	67.8		7.13	f	4.26			7.13	85
F.				8.30		f	11.20	9.54	747.3		SONAR		59.1		7.01	f	4.13			6.33	50
F.				8.55		f	11.32	10.06	752.9		JASPER		53.5		6.53	f	4.05			6.15	60
F.				9.35		f	11.45	10.20	761.4		LUKE		45.0		6.36	f	3.48			5.45	86
C. W. F. Y.				10.05		s	11.55PM	10.30	765.9	DN	SHAFTER	Fa	40.5	s	6.30	s	3.40			5.30	125
F. Y.				10.44		f	12.10AM	10.44	772.2		SILVER ZONE		34.2		6.12	f	3.25			5.05	85
				11.05		f	12.15	10.48	774.4		ARNOLD		32.0		6.08	f	3.20			4.55	
F. W.				11.35		f	12.35	11.07	783.4		PROCTOR		23.0		5.48	f	2.58			4.07	45
F.				11.55AM		f	12.47	11.16	788.7		PILOT	Na	17.7		5.35	f	2.45			3.30	96
F.				12.35PM		f	1.04	11.32	799.8		OLA		6.6		5.15	f	2.25			2.40	84
C. W. T. O. Y. B. R. K. F.				1.00PM		s	1.15AM	11.45AM	806.4	DN	WENDOVER	Wn	0.0		5.00PM		2.10AM			2.00PM	Yard
				Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily		Leave Daily			Leave Daily	
				9.30			4.15	4.05			Time over District				3.55		4.20			9.00	
				14.8			33.2	34.5			Average Speed per Hour				35.9		32.5			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 rule 726.)

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

Maximum speed for consolidation and mikado engines 30 miles an hour when handling freight trains or running light. (See rule 726.)

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

Engines on trains of thirty cars or over and on trains handling stock must be cut off before taking fuel or water.

Maximum speed for freight trains 20 miles an hour descending Jasper and Silver Zone hills, both directions.

Speed of engines backing must 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 must not exceed 30, freight and mixed trains 15 miles an hour rounding Arnold Loop.

Between Proctor and Mile Post 785, passenger trains must 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 distant signals.

A train finding the home signal at stop will send flagman ahead immediately 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 protected immediately, as per Rule 99, regardless of position of the fixed signal.

Three per cent line between Arnold and Proctor will be handled as follows:
Must not be used except by train order authority.

Eastward trains stop at Arnold, turn up sufficient number of retainers to control train descending the grade, and before proceeding make thorough test of air brakes and retainers.

Eastward trains must approach Proctor under control expecting to find the siding occupied. Passenger trains must not exceed 10, freight and mixed trains 6 miles an hour.

ELKO YARD.

When Nos. 1 and 4 meet at Elko, No. 4 will take siding in front of passenger station.

When Nos. 3 and 2 meet at Elko, No. 3 will take siding in front of passenger station.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colo. and East.

Fuel, Water, Fone Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 3 May 14, 1923.			Distance from Salt Lake	FIRST CLASS			SECOND CLASS			Capacity of Sidings	
	62 Freight			4 Passenger		2 Passenger		STATIONS Telegraph Offices and Calls				1 Passenger		3 Passenger	61 Freight				
	Leave Daily			Leave Daily		Leave Daily		Arrive Daily				Arrive Daily		Arrive Daily					
C. W. T. O. Y. B. R. K. F.	2.00PM			1.25AM		11.50AM	806.4	DN	WENDOVER	Wn	121.6	s	4.55PM	s	2.00AM	1.00PM			Yard
F.	2.54			s 1.43		12.03PM	815.3	D	SALDURO	Sa	112.7		4.41	s	1.43	12.03PM			82
F.	3.30			f 2.00		12.16	825.5		ARINOSA		102.5		4.27	f	1.22	11.15AM			87
F.	4.14			f 2.17		12.29	835.3		BARRO		92.7		4.14	f	1.05	10.35			83
F. W.	4.50			f 2.35		12.42	845.6		KNOLLS	Ks	82.4		4.00	f	12.47	10.05			87
F.	5.25			f 2.52		12.55	854.6		OLIVE		73.4		3.48	f	12.30	9.35			85
F.	6.25			f 3.15		1.22	866.3		LOW		61.7		3.30	f	12.10AM	8.55			85
F. C. W.	7.15			s 3.37		1.42	878.5	DN	DELLE	De	49.5		3.06	s	11.45PM	7.55			85
F.	7.45			f 3.50		1.55	885.8		TIMPIE		42.2		2.55	s	11.31	7.30			86
F.	8.15			f 4.03		2.05	893.0		ELLERBECK		35.0		2.44	f	11.17	7.12			
F. W. Y.	8.35			s 4.10		s 2.13	896.8	2S	BURMESTER	Bx	31.2	s	2.38	s	11.10	6.58			85
F.	8.55			f 4.22		2.27	902.4		SPRAY		25.6		2.27	f	10.58	6.40			45
F.	9.15			f 4.35		2.40	907.9		LAGO		20.1		2.15	f	10.44	6.20			87
							912.2		B. & G. Crossing and Transfer		15.8								25
F.	9.40			f 4.48		2.53	913.5	N	GARFIELD	Gf	14.5		2.05	s	10.32	6.01			84
F.	10.17			f 5.05		3.05	920.9		FOX		7.1		1.55	f	10.17	5.35			85
	11.00			5.15		3.12	924.4		BUENA VISTA		3.6		1.50		10.10	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. F.	11.30PM			s 5.30AM		s 3.30PM	928.0	DN	SALT LAKE	Un	0.0		1.40PM		10.00PM	5.00AM			Yard
	Arrive Daily			Arrive Daily		Arrive Daily							Leave Daily		Leave Daily	Leave Daily			
	9.30			4.05		3.40			Time over District				3.15		4.00	8.00			
	12.8			29.7		33.1			Average Speed per Hour				37.4		30.4	15.2			

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

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

Yard limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing.

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.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See 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 must not exceed 20 miles an hour.

Maximum speed for consolidation and mikado engines 30 miles an hour when handling freight trains or running light. (See rule 726.)

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

Engines on trains of thirty cars or over and on trains handling stock must be cut off before taking fuel or water.

Maximum speed for freight trains 20 miles an hour descending Low hill, both directions.

Speed of engines backing must 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 must 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."

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colo. and East.

**FOURTH DISTRICT
ELLERBECK BRANCH**

Eastward

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks	Time Table No. 3 May 14, 1923				Distance from Dolomite	Capacity of Sidings
	STATIONS Telegraph Offices and Calls					
F.				0.0	4.7	
Y				2.7	2.0	
				3.7	3.0	8
				4.7	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 rule 726.)

**FOURTH DISTRICT
TOOELE BRANCH**

Eastward

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks	Time Table No. 3 May 14, 1923				Distance from Warner	Capacity of Sidings
	STATIONS Telegraph Offices and Calls					
F. W. Y.				0.0	15.5	125
				7.0	8.5	22
W. Y. R.				15.5	0.0	77

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

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

SPURS AND COMMERCIAL TRACKS

MAIN LINE

SPEED TABLE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR.....	476.4	1 W	4
KNIGHT F. 3 & 4	570.1	1 E	6
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	14
TERMINAL SPUR F. 3 & 4	922.2	1 W	20

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				

RAILROAD SURGEONS

DR. T. W. HUNTINGTON, Chief Surgeon.....	San Francisco, Cal.
DR. J. F. CRITCHLOW, Division Surgeon.....	Salt Lake, Utah
DR. R. S. ALLISON, Asst. Local Surgeon.....	Salt Lake, Utah
DR. W. D. DONOHER, Oculist.....	Salt Lake, Utah
DR. A. C. OLMSTED, Local Surgeon.....	Wells, Nev.
DR. A. J. HOOD, Local Surgeon.....	Elko, Nev.
DR. R. P. ROANTREE, Asst. Local Surgeon.....	Elko, Nev.
DR. CHAS. SECOR, Asst. Local Surgeon.....	Elko, Nev.
DR. W. D. ROW, Local Surgeon.....	Carlin, Nev.
DR. GEO. F. POPE, Local Surgeon.....	Winnemucca, Nev.
DR. MARK H. CROCKER, Asst. Local Surgeon.....	Winnemucca, Nev.

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 making 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

First District

Eastward.....	1750 tons, with helper.....	3250 tons.
Westward.....	1550 tons, with helper.....	3000 tons.

Second District

Eastward.....	2000 tons.
Westward.....	3400 tons.

Third District

Eastward	{ Mikado Eng. 1800 tons, with helper.....	3200 tons.
	{ Cons'd Eng. 1450 tons, with helper.....	2200 tons.
Westward	{ Mikado Eng. 1650 tons { with Mikado helper... 3200 tons.	
	{ Cons'd Eng. 1150 tons { with Cons'd helper... 2700 tons.	

Fourth District

Eastward	{ Mikado Eng. 2100 tons, with helper.....	3000 tons.
	{ Cons'd Eng. 1600 tons, with helper.....	2200 tons.
Westward	{ Mikado Eng. 2100 tons, with helper.....	3200 tons.
	{ Cons'd Eng. 1600 tons, with helper.....	2600 tons.

Limit Mikado Engines to 85 cars.. Consolidation engines to 75 cars. Passenger engines to 50 cars.

Figure 5 tons friction for each car over 30 cars.

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.

C. E. RENNER,
Trainmaster, Winnemucca, Nevada.

G. W. CURTIS,
Trainmaster, Wendover, Utah.

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