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SOMEONE CARES**

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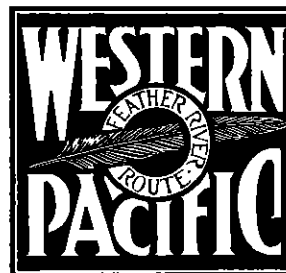
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**THE  
WESTERN PACIFIC  
RAILROAD CO.**



**SALT LAKE DISTRICT  
TIMETABLE**

**1**

**EFFECTIVE SUNDAY, JULY 19, 1970**

**AT 12:01 A.M.**

**PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

**D. H. MacLEOD,**  
*Vice President and General Manager.*

**K. V. PLUMMER, JR.,**  
*General Superintendent Transportation.*

**J. C. LUSAR,**  
*District Superintendent.*













EASTWARD

## WARNER BRANCH

WESTWARD

		TIME TABLE NO. 1 JULY 19, 1970 STATIONS Siding Capacities - Facilities - Station Numbers				
	0.0	125 TO	BURMESTER	YP	897	
	7.0	22	MARSHALL		7897	
	13.5	Spur 1W25	CONN. TOOEE ARMY DEPOT		14897	
	15.5	77	WARNER		16897	

**RULE 201.** Train order authority is not required on Warner Branch and all movements on branch must be made at yard speed. Dispatchers phone has been installed on east leg of wye Warner Branch at Burmester. Trains arriving from Warner Branch must contact dispatcher before fouling siding Burmester and will be governed by his instructions, except if crew member is unable contact dispatcher within five minutes, siding may be entered under flag protection.

## ELLERBECK BRANCH

	0.0		ELLERBECK	P	893	
	0.9	Spur 1E17	USS&R CO. SPUR		1893	
	2.7		WYE	Y	2893	
	3.7	8	FLUX		3893	
	4.7	Spur 1E3	DOLOMITE		5893	

**RULE 201.** Train order authority is not required on Ellerbeck Branch and all movements on branch must be made at yard speed.

**USS&R Co. Spur** is on 1% grade, has derail 192 feet from switch. Engines or cars must not pass beyond PROTECTIVE SIGN. Cars left there must be properly secured.

**Wye.** East switch east leg of Wye must be left lined for straight track as derail.

**Conveyor** located on tail track east of east switch of run-around track has impaired side and overhead clearance, will not clear high car or engine, and trainmen must not ride side or top of cars east of impaired clearance sign.

**Dolomite.** Look out for poor footing both sides of track on curve just east of plant, and all tracks vicinity plant.

## DELLE BRANCH

	0.0	162	DELLE	YP	878	
	10.6	67	ROWLEY	P	11878	
	11.2		END OF BRANCH		11878	

**RULE 201.** Train order authority is not required on Delle Branch and all movements on branch must be made at yard speed.

Manual control derail installed and in service on east end of run-around track Delle.

## MARBLEHEAD BRANCH

	0.0	31	MARBLEHEAD	YP	871	
	4.66	14	PLANT		5871	
	4.87		END OF BRANCH		5871	

**RULE 201.** Train order authority is not required on Marblehead Branch and all movements on branch must be made at yard speed.

**Marblehead Branch.** Normal position for the east or north switch of the wye will be in a position lined and locked for the wye, and this switch must be left in this position also while switching at the plant. Trainmen must insure that all cars set out are properly secured. Deraill located 108 feet west of west switch of run-around track must be left in derailing position, except when train is being switched. Look out for drifted sand on rails of this branch.



# Special Instructions

## ALL SUBDIVISIONS

All times as shown for trains at Stations on schedule pages current timetable are Pacific Standard Time.

**GENERAL RULE M.** Add. Employees are prohibited from riding or walking on roof of any moving car.

## DEFINITIONS

**Division** — Delete.

**Add:**

**District** — That portion of a railroad assigned to the supervision of a superintendent.

**Subdivision** — **Change:** A portion of a district designated by timetable.

**RULE 3.** Add. Within T.C.S. limits recording on prescribed form of time comparison, any variation, or "set" will not be required.

**RULE 4-B.** Last paragraph. Conductors, engineers, and engine foremen must record the number of the last bulletin in Remarks column of Time Return and Delay report to indicate they have read and understand the latest and all previous bulletins.

**RULE 6-A.** Symbols described in second paragraph will be placed at right instead of left side of station name.

Symbols for Double Track, Automatic Block Signal System, and Traffic Control System will not be indicated by brackets in Time Table, and the following will govern.

**Automatic Block Signal System extends from:**  
Weso to Alazon, Eastward only.

**Traffic Control System extends from:**  
Winnemucca to Eastward Interlocking Home Signal, Weso MP 535.5.

Westward Interlocking Home Signal, Alazon MP 713.7, to Eastward Interlocking Home Signal, Pollard Jct. MP 927.2.

**Joint Track extends from:**  
Smelter, MP 911.43 to 10th West Street, Salt Lake City, MP 926.7.

**RULE 10-I.** Add. After stopping, train may proceed when proceed signal is given with a green flag, but must not exceed restricted speed through the restricted area unless otherwise instructed by the foreman in charge.

When a form W train order has expired and "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs have not been removed, and it is evident that the foreman and gang is not working in the designated limits and have left such limits, contact the train dispatcher and be governed by his instructions. If unable to contact the train dispatcher at that point, a flagman will precede the train through the limits of restriction who must carefully examine track and structures. The train dispatcher must be advised of circumstances at first point of communication.

Form W orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

**RULES 10-H and 10-I.** Add. When green banner is not encountered at the point the restriction ends train will proceed at restricted speed to the first point of communication and be governed by instructions received from the train dispatcher.

**RULE 10-J.** Delete third and fourth paragraphs.

**RULE S-17.** Figures indicating "Car Capacity" are number of cars, based on average allowance of 48 feet per car, that tracks will hold between clearance points, plus 250 feet for engine and caboose.

Outside of T.C.S. territory care must be taken to see that flag protection is furnished ahead when taking siding to meet trains unless it is definitely known that train is clear of the main track. After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been

received by head end, headlight will be displayed and flag protection provided. This does not in any way relieve the approaching train from complying with provisions of Rule S-90.

**RULE 34.** When seats are available, all working brakemen riding head end of train will ride in lead unit.

**RULES 71, 72 and 92.** Schedules not designated as first, second or third class have no timetable superiority, and are for information only.

**RULE S-72.** OUTSIDE OF T.C.S. TERRITORY WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

**RULE 101-B.** When tracks are covered by water and it is known they are safe for movement, engines may be operated over them only if the water is below the traction motor frames, not exceeding 5 MPH.

**RULE 103-B.** Add. **TRAIN MOVEMENTS** — Trains moving under conditions that may require them to stop must, where possible, stop to clear public grade crossings. When not possible to stop clear of such crossings and train cannot proceed immediately, crews on other than passenger trains must cut these crossings within 10 minutes unless no vehicles are waiting at or closely approaching the crossing. Public crossings must be left open until it is known that trains are ready to depart. Crews required to pick up, set out, or perform switching operations must, when track room exists, stop their trains back a sufficient distance to avoid blocking public crossings when coupling trains and while charging train lines. When recoupling at public crossings, trains shall be moved promptly consistent with safety.

**SWITCHING MOVEMENTS** — Switching movements over public grade crossings should be avoided whenever possible. If not possible, such crossings must be cleared frequently to allow vehicles to pass and must not be occupied continuously for longer than 10 minutes unless it can be seen that no vehicles are waiting at or closely approaching the crossing.

**GRADE CROSSING PROTECTION CIRCUITS** — Cars or locomotives must not be left standing nor switches left open within the controlling circuits of automatic gate protection devices unless timeout features are provided to allow the gate arms to rise.

**RULE 104.** All switches connecting sidings with other tracks, except main track, after being used, must be left lined for siding.

**RULE 110.** Freight trains need not stop for train inspection if train is operating normally, except westward trains on Third Subdivision requiring use of retainers must stop for inspection at Belden unless train has been inspected at Keddie, in which case, they may run from Keddie to Kramm for inspection.

Where stops are made for other reasons, inspection of train must be made as often as practicable.

If stops for train inspection are contemplated and if practicable to do so, train dispatcher should be notified in advance of any such stops.

When conditions restrict visibility, the conductor will designate any stops or additional stops for inspection that in his judgment, are necessary.

When crew members on head end of trains observe personnel giving their train an inspection and radio communication is available between engine and caboose, they will alert crew members on caboose of such inspections and all crew members be alert for either hand signals or radio communication from personnel making such inspections.

**RULE 509.** When a train becomes disabled in a block between stations, and the conductor or engineer has given train dispatcher assurance it is unable to proceed, the train dispatcher may, after an understanding has been reached with the conductor or engineer of the disabled train, orally authorize another train in opposing direction to enter the block under flag protection to relieve the disabled train. When a train is reported disabled to the train dispatcher, it must thereafter not be moved in either direction until relief train has arrived, or unless otherwise instructed by the train dispatcher.

**RULE 540.** Add. Except as otherwise provided, within T.C.S. limits, Rules Nos. 82, 82-A, 83, 83-A, 83-B, 83-C, 92, 95, 96 and 97 will not apply.

**RULE 541.** Add. Instructions relating to track or other conditions within T.C.S. limits may be issued by train order,

bulletin, other written notice, or may be issued orally to member of crew. Member of crew of a train entering T.C.S. at an intermediate point must ascertain from train dispatcher what instructions are in effect on that portion of T.C.S. over which movement is to be made.

**RULE 547.** When a train is standing or switching in a block at a station, train dispatcher may authorize another train to flag into the block to perform work. Crew of train so authorized must have an understanding with crew of train occupying the block before entering and must fully protect their movements against any movements by the train originally occupying the block.

The granting of work authority does not relieve trains or engines from complying with the indications of any interlocking signals within the working limits. Any movements within the interlocking limits or to enter the interlocking limits must be made in accordance with interlocking rules, except when a train or yard engine, after entering the limits as prescribed by such rules, finds it necessary to temporarily leave a portion of their train or switch cut within the interlocking limits and permit their engine to leave the interlocking limits in the process of completing a switch movement, they may, after stopping, pass the interlocking signal governing entrance to the interlocking limits in stop position to again couple to their train or switch cut. In such cases if the crossing involved has been left clear, no movement must be made to foul or cross same without first protecting against movement on conflicting route.

**RULE 550.** When a train or engine is to clear the main track at an electrically-locked switch, after it has entered the block in which the switch is located, the train dispatcher must hold all signals governing movement into that block at STOP and apply red tags to the levers controlling such signals. When movement is clear of main track and switch again normal, crew member will then report to train dispatcher that train or engine is clear. Until crew member so reports train dispatcher must not remove red tags from levers controlling the signals involved.

**RULE 550-A.** Trains and engines must not clear the main track at hand-operated switches not equipped with electric locks in territory where maximum speed is greater than 20 MPH.

**RULE 825.** Modified to extent that engines not exceeding two units or 3500 H.P. may be used behind 400 and 600 series cabooses.

**RULE 826.** When necessary to handle a car ahead of the engine between stations, it must be chained to engine unless air brakes are cut in and operative.

**RULE 831.** When steam shovels, cranes, pile drivers, ditchers, spreaders or similar equipment are handled in trains, other than work trains in service, they must be placed on rear, unless otherwise directed. If picked up at a point where they cannot be placed on rear, they may be placed on head end and switched to rear at first station where possible to do so.

**AUTOMATIC BLOCK, TRAFFIC CONTROL AND INTER-LOCKING SIGNAL INDICATIONS**  
ADD

RULE	ASPECT	NAME	INDICATION
282-A	FY FY	HIGH APPROACH	Proceed approaching next signal not exceeding 50 miles per hour.

**INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED**

At certain Interlocking Crossings aspects per Rules 281 through 292 will be supplemented by semaphore arms as follows:

**RULE 281.** A single semaphore arm 60 degrees below horizontal position.  
NAME. CLEAR.  
INDICATION. PROCEED.

**RULE 292.** A single square-ended red semaphore arm in horizontal position.  
NAME. STOP.  
INDICATION. STOP.

**AIR BRAKE RULE 22**

Retainers will not be used on freight trains unless in the judgment of the engineer their use is necessary. If retainers are necessary, a sufficient number will be used to control the speed of the train while brake pipe pressure is being restored. When used, they will be applied to cars on head end in a block of not less than fifteen cars and in a low-pressure position (horizontal). Should wheels show a tendency to heat, retainers must be alternated.

**SIXTH SUBDIVISION**

**RULE 82-A.** Train orders may be issued at Winnemucca governing movements east of T.C.S. limits.

**RULE 97.** Eastward extra trains must have train order or clearance authority for movement before leaving interlocking limits, Weso.

**RULE 105.** North siding Winnemucca is included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication or by permission of the train dispatcher.

**RULE 540. Weso.** Westward trains may leave Weso without contacting the train dispatcher when westward interlocking signal indicates PROCEED and will retain their identity Weso to Winnemucca.

**OPERATION OF SP TRAINS BETWEEN FLANIGAN AND WESO INCLUSIVE FIFTH AND SIXTH SUBDIVISIONS**

**RULE 801.** SP trains and engines are authorized to operate over WP tracks between Flanigan and Weso, subject to WP Rules, Timetable, Special Instructions, and Timetable Bulletins.

**RULES 82-A and 204. Wendel.** SP trains will be authorized by clearance at Wendel which will be authority for movement on WP track Flanigan to Winnemucca. Train orders may be issued at Wendel which will affect movement Flanigan to Winnemucca.

**Winnemucca.** Westward SP trains will be authorized by clearance at WP Winnemucca which will be authority for movement Winnemucca to Flanigan.

Eastward SP trains will be authorized by clearance at WP Winnemucca which will be authority for movement on WP track Weso to Carlin.

After having been properly cleared, will be governed by signal indication without member of crew contacting train dispatcher.

**Carlin.** Train orders may be issued to westward SP and WP trains at SP Carlin which will affect their movement between Weso and Winnemucca and at Winnemucca.

**RULES 83-A and 83-B.** Eastward and westward SP trains will register by ticket at WP Winnemucca. Train order form "R" will be issued to eastward SP trains at WP Winnemucca on overdue superior SP trains at Weso.

**WESO**

SP trains diverging from SP track to WP track Weso will be governed by instructions applicable to WP westward trains.

## SIXTH AND SEVENTH SUBDIVISIONS

### Use of WP Portion of Paired Track Between Weso and Alazon Inclusive

(A) Between Weso and Alazon, track of WP and SP will be used jointly. All eastward trains of both companies will use WP track, and all westward trains of both companies will use SP track, unless otherwise instructed by train order, except as provided in Sections (T) and (X) hereof. Each railroad will be operated under single track rules.

(B) Train dispatchers will use following form of train order to authorize movement of a westward train or to create a work extra.

Example 1: "Eng ..... run extra on WP track .... to ....."  
This form of order must be given to all opposing trains on WP track.

Example 2: "Eng ..... works extra on WP track ..... M until .... M between ..... and ....."  
This form of order must be given to trains before entering territory covered.

When moving westward on WP track between Alazon and Weso, maximum speed of passenger trains and light engines is 59 MPH, and for freight and mixed trains 49 MPH, but all other speed restrictions must be observed. Unless proceed signal received or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

(C) **RULE 19.** When the rear car of an SP passenger train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track, and when so displayed, will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train.

(D) **RULE 20.** All sections except the last must display two green lights by day and night in place provided on the front of engines as classification signals.

**RULE 21.** Extra trains must display two white lights by day and night in place provided on the front of engine as classification signals.

When two or more engines are coupled only the lead unit will display classification signals.

Trains must be identified by engine number on lead unit and the number designated for identification must be illuminated.

(E) **RULE 82-A.** SP trains, unless otherwise directed, must not leave SP Winnemucca without clearance or train order authority for movement on WP at Weso.

A clearance authorizing an eastward SP first-class train at Winnemucca for movement over the WP at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(F) **RULES 82-A and 83** will not apply to SP trains at Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83-B.

(G) **RULES 83-A and 83-B.**

**Winnemucca.** Eastward SP first-class trains register by ticket at SP Winnemucca. SP operator will transmit registration to WP operator Winnemucca who will enter same on register. Winnemucca.

**Weso.** Eastward SP inferior trains arriving Weso when superior trains are overdue, may run ahead of such trains Weso to Carlin when interlocking signal at Weso displays PROCEED indication. Under same conditions, eastward WP inferior trains may run ahead of such trains Weso to Elko. These instructions will not apply if Form E Time Orders are held indicating a superior train has not yet passed Weso.

**Carlin.** Register station for eastward first-class trains only. Registration will be by ticket and SP operator will enter same on joint register SP station Carlin.

**Elko.** Eastward SP first-class trains register by ticket. Other eastward SP trains will not register.

(H) **RULE 83-B.** When an eastward schedule or section is checked on register at WP Winnemucca, or at Sparks, or visual identification is made between Sparks and Weso, such identification or register check may be applied at Weso.

(I) **RULE 83-B.** Second paragraph will not apply at Carlin to work extras and westward extras. Such trains must not leave Carlin until it has been ascertained whether all regular trains due have arrived or left.

(J) **RULE 96.** Sections of regular trains may be created Weso to West Carlin or Carlin.

(K) **RULE 97.** Eastward extras between Weso and Alazon may be authorized by clearance as follows:

Eastward SP extras may be authorized by clearance issued at SP Winnemucca which will confer authority to run extra Weso to Carlin.

Eastward SP extras may be authorized by clearance at Carlin which will confer authority to run extra Carlin to Alazon.

Eastward WP extras may be authorized by clearance at Winnemucca which will confer authority to run extra Winnemucca to Elko.

Eastward WP extras may be authorized by clearance at Elko which will confer authority to run extra Elko to Alazon.

Any other eastward extra movements must be authorized by train order.

When necessary to annul the authority of an extra which has been authorized by clearance, a train order will be issued in the following form:

"Eng ..... is annulled as an extra from ....."

(L) **RULE 204.** Train orders may be issued to eastward SP trains at SP Winnemucca which will affect their movement between Weso and Carlin.

Train orders may be issued to eastward SP trains on Sixth Subdivision which will affect their movement on the Seventh Subdivision between Elko and Alazon.

Train orders may be issued to westward SP and WP trains at SP Carlin which will affect their movement on WP between Weso and Winnemucca and at Winnemucca.

(M) **RULE 221.** Applies only to eastward SP trains at Elko.

(N) **RULE 340.** Add. Before opening a main track switch, train or engine crew must know by view of entire block to be entered that no train or engine is approaching within or adjacent to the block, and, when the view is obstructed or during inclement weather, flag or other authorized protection must be provided.

Train or engine must remain clear of main track three minutes after the switch is opened.

**RULE 340** does not apply at spring switches.

(O) **RULES 509 and 510.** When a block signal indicates STOP (in either direction) trains will be governed by Rules 509 or 510.

Signals in paired track territory which are not equipped with number plates are STOP signals. When these signals display STOP indication, member of crew will contact train dispatcher in accordance with Rule 509.

At Preble, Barth, Elburz and Deeth, when signals indicate STOP and train dispatcher knows there is no opposing movement involved, he may orally authorize train to proceed at restricted speed to the next governing signal.

When member of crew is unable to contact train dispatcher within five minutes, train may proceed at restricted speed to the next governing signal without sending a flagman ahead.

(P) At locations designated between Weso and Alazon, letter type indicators will be used. The following letters, when illuminated, will indicate:

"S" Take siding.

"M" Proceed on main track.

When the letter "S" is illuminated, train must take siding.

When the letter "M" is illuminated, train is given authority as specified below:

Illuminated Letter	Located	Approaching	Authority is as follows
"S"	East Rennox	East Rennox	Trains finding "S" indicator flashing must take siding at Kampos and contact train dispatcher for instructions. When a member of crew is unable to contact train dispatcher within 5 minutes, trains will be governed by Rules 99 and 340 and may proceed without instructions from train dispatcher.
"S"	On signal 6188	West switch Beowawe	Enter siding and remain until letter "M" displayed.
"M"	On signal 6202	East switch Beowawe	Observe Rules 99 & 340, then enter main track and proceed unless restricted by the letter "S", at Cluro.
"S"	On signal 6262	West switch Cluro	Enter siding and remain until letter "M" displayed.
"M"	On signal 6274	East switch Cluro	Observe Rules 99 & 340, then enter main track, SP trains proceed to Carlin, WP trains proceed to Elko.

When Signal 6262 displays aspect per Rule 291 and letter "S" is illuminated, train may pass Signal 6262 at restricted speed in order to enter Cluro siding.

(Q) **West Carlin.** Main track detour switch at MP 643.4 is interlocked.

Interlocking limits extend from home signal MP 643.4, located 100 feet west of remote-controlled switch, to dwarf home signal, located 350 feet east on main track, governing westward movements, and to dwarf home signal, located 350 feet east on detour, governing westward movements to main track.

If signals indicate STOP be governed by Rule 663. If route is not properly lined, call signal operator and obtain authority to operate this dual-controlled switch by hand.

SP passenger trains and light engines are authorized to use WP main track at Carlin providing Signal 643.4 indicates proceed on WP main track. If signal 643.4 indicates movement over west detour to SP yard, such trains will enter detour and proceed to SP yard at Carlin.

West Carlin detour extends from remote-controlled switch on WP main track at West Carlin to connection with SP main track at west end of Carlin yard.

(R) **Carlin.** When trains on which crew changes are made at Carlin, are departing, they must move at restricted speed until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

All SP switch movements on WP main track between West Carlin and East Carlin must be made with authority of WP train dispatcher and under provisions of Rule 99.

(S) **East Carlin.** Detour extends from East lead on SP to East Carlin on WP. Movements over dual-controlled power operated switch are governed by absolute signals bearing the letter "A". Trains or engines finding these signals displaying aspect per Rule 292 will be governed by WP Rule 509.

When these signals display an indication permitting eastward movement, signal authorizes SP eastward inferior trains to run ahead of eastward superior trains from East Carlin to Elburz,

being governed by signal indications displayed. Eastward superior trains must run expecting to find inferior trains moving in advance East Carlin to Elburz on authority of the eastward absolute signal indication. This does not relieve inferior trains from providing flag protection if stopped or delayed.

SP eastward trains and engines must not occupy east detour between SP yard tracks and WP main track, East Carlin, without authority from WP train dispatcher.

(T) Eastward SP freight trains and other trains when so directed, also engines moving between WP and SP yards will use East Carlin and/or West Carlin detours.

(U) **Elko.** Crossover, Third St. WP Elko yard. Inside siding switch of crossover electrically-locked. Release of electric lock must be obtained before main track switch is lined. Instructions for operating the lock are posted in electric lock case.

Dwarf signal governing westward movements, located between main track and siding, at MP 665.5. Approach lighting circuit starts 300 feet east of Signal 6655.

(V) Spring switch, 12th Street, east end of old main track, WP Elko yard, normally lined for eastward main track and may be traiked through eastward onto main track.

**RULE 291.** Eastward trains leaving Elko on old main track finding Signal 6660 displaying aspect per Rule 291, must stop short of signal and operate push button. Eastward trains leaving Elko on main track finding Signal 6662 displaying aspect per Rule 291 must stop and operate push button when there is an eastward train on old main track. Instructions for operating push buttons are posted in push button housings.

Telephone located on instrument case south side of tracks opposite Signal 6662 for purpose of contacting train dispatcher when Signal 6660 or 6662 does not clear promptly after push button operation. If signal continues to display aspect per Rule 291 after expiration of time release interval, train may proceed at restricted speed after obtaining permission from train dispatcher.

Westward trains and engines must stop and examine switch points before moving over spring switch, East Elko.

Dwarf signal located 250 feet west of spring switch at east end old main track Elko, governs movements against current of traffic on main track to dwarf signal 6655 located at 4th St., Elko.

(W) East detour extends from SP siding to WP freight yard, Elko.

(X) Westward WP freight trains and other trains when so directed, also engines moving between WP and SP yards will use East Elko and/or West Elko detours.

(Y) **Weso.** Interlocking. Remote-controlled by WP train dispatcher. Westward home signal governs movements through interlocking limits and to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 and SP Rule 663 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 663 will apply.

("A" applies to WP only and "SA" applies to SP only.)

Switches on SP end of crossovers are dual-control. Permission of WP train dispatcher is required for hand operation, except for SP movements made as prescribed by SP Rule 663, and be governed by SP Rules 771 and 772.

Spring switches on WP end of crossovers are normally lined for WP track. WP Rule 519 applies.

Electric lock on west crossover spring switch releases when the power switch on this crossover has been reversed by the WP train dispatcher.

Obtain permission from the WP train dispatcher for movement from WP track to SP track over crossovers and be governed by SP Rule 663.

Westward movement from WP A.B.S.S. to WP "enter T.C.S." will be made by signal indication. If signal fails to display proceed indication WP Rule 509 will apply.

If communication has failed and the WP train dispatcher cannot be contacted, movement may be made on all routes, except westward to WP track, observing SP Rule 663.

Instructions for operation of dual-control switches and electric switch locks are posted in telephone booths located at interlocking signal.

(Z) Alazon. Interlocking. Remote-controlled by SP dispatcher. Eastward home signal governs movements through interlocking limits and to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 and SP Rule 663 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 663 will apply.

("A" applies to WP only and "SA" applies to SP only.)

Dual-control switches within interlocking limits are under control of SP dispatcher. When necessary to hand-throw these switches, permission must be obtained from dispatcher and be governed by SP Rules 771 and 772.

West switch of crossover between SP and WP main track is a spring switch and normal position is for SP main track. Movements over this switch must be made in accordance with SP Rule 535.

#### ENGINE WHISTLE SIGNALS

**Weso:** Westward WP trains on SP track must sound whistle signal  
o — — at sign reading "WP WHISTLE" located at SP MP 425.10 approaching Tule.

**Carlin:** Westward: Approaching east end yard:  
SP freight trains, o — o,  
WP trains, — o.

**Alazon:** Eastward WP trains must sound whistle signal  
o — — at sign reading "WP WHISTLE" located at MP 706 Pole 21.

#### WESTWARD AUTOMATIC BLOCK SIGNAL SYSTEM CIRCUITS

- (a) Signals 6511 (200-ft. east of Tunnel 42), and 6497 (200-ft. east of Tunnel 41), and Signal 6475 at MP 647.50 are controlled from east absolute signals at East Carlin Detour; "Block System Limit" signs are opposite clearing points East Carlin Detour.
- (b) Signals 6369 (100 feet east of Tunnel 40) and 6357 (624 feet east of Tunnel 39); "Block System Limit" sign opposite Signal 6352, controlled from 2400 feet east of MP 632.
- (c) Signals 6313 (3650 feet west of MP 632) and 6287. "Block System Limit" sign opposite Signal 6274, controlled from 1000 feet east of MP 623.

#### SEVENTH SUBDIVISION

**Elko.** Trains or engines trailing through spring switch old main track to main track East Elko must not exceed 20 MPH.

When engine on eastward main track trains pass the limits of restriction at MP 666.4, speed may be increased to 30 MPH until the rear of the train passes the speed restriction limits at MP 666.4.

**Alazon. RULE 540.** Eastward trains may leave Alazon without contacting the train dispatcher when eastward interlocking signal indicates PROCEED and will retain their identity Alazon to Wendover.

**Wells.** Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in UP yard.

Trains having work to do, must clear road crossings east of WP depot, cutting train if necessary.

**Shafter.** Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in NN yard and are prohibited from using NN rip track. Nevada Northern crossing must not be blocked while switching.

#### SEVENTH AND EIGHTH SUBDIVISIONS

**RULE 540.** Movement of trains departing Wendover will be governed by signal indication. Written clearance will not be required. Conductor, or Engineer, if there is no Conductor, will contact the train dispatcher prior to departure Wendover.

Written instructions regarding track conditions, underfoot conditions, or load dimensions on SEVENTH and EIGHTH Sub-

divisions will be issued at Roper or Elko. Inbound engineer will leave such information on locomotive and inbound conductor will leave such information in desk drawer on caboose.

#### EIGHTH SUBDIVISION

##### POLLARD JCT. AND ROPER YARD INSTRUCTIONS

Eastward and westward freight trains will enter and leave D&RGW running tracks through interlocking between Pollard Jct. and 1st So. St., Salt Lake City. Trains must keep to the right. Movement against current of traffic on these two running tracks will be made in accordance with D&RGW Operating Rule 93. Eastward trains arriving Roper, unless otherwise instructed, will stop at 21st So. St. and get head in from yardmaster through the two-way speaker located near 21st So. St.

Audible annunciator located 430 feet west of 13th South St. A sign reading, "Grant Tower Annunciator" has been installed at this location and the following whistle signals will be given:

WP trains and engines departing. o o o o .

Ogden trains and engines departing. — — — — .

When operating in joint yard territory east of T.C.S. limits, Pollard Jct. (MP 927.2), WP crews will obey instructions of terminal officers, including D&RGW officers having supervision over the terminal and, in addition to WP rules, will be governed by D&RGW Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs and displayed in the time-table.

Within yard limits the main track may be used, clearing first class trains as prescribed by the rules. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

Within yard limits the main track may be used without protecting against second class, extra trains and locomotives.

All except first class trains must move within yard limits at reduced speed, unless the track is seen or known to be clear.

D-93. Within yard limits when running against the current of traffic or on a portion of Two or More Tracks used as single track, all trains and locomotives must move at reduced speed, unless the track is seen or known to be clear."

**REDUCED SPEED.** A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

#### INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

**MP 765.9 NN Crossing.** Interlocking. Remote-controlled.

When using dual-control switch west end Shafter siding in hand-throw position, movement must be made in accordance with Rules 545 and 663.

Derail installed in NN connection at clearance point for Shafter siding. Connection switch and derail equipped with electric locks which normally are in released position. If lock fails to release when padlock is removed, follow instructions in phone booth nearby.

MP 912.1 KCC Crossing & Tfr.	}	Interlocking. Automatic.
MP 927.2 Pollard Jct.		Interlocking.
MP 927.4 D&RGW Crossing		Grant. Towerman on duty. WP Rules apply

#### D&RGW RULE 290.

Aspect	Name.
Red over red over lunar, or red over lunar, or lunar.	Restricting

**Indication**

Proceed at restricted speed:

- (1) Within ABS to next signal governing in the same direction.
- (2) At interlocking outside ABS through interlocking limits.
- (3) Onto non-signaling track until entire train is through turnout.

**D&RGW RULE 508.** The absence of a light or white light displayed where a color or lunar light should be, on an ABS, must be regarded as the most restrictive indication that can be given by that signal.

The following signals may display lunar aspect: Signal 66A governs movements entering Roper Yard from north and west; Signal 66B governs movements entering spurs lined to south or eastbound track to Roper Yard; Signal 68B governs movements departing Roper Yard to north and west; Signal 72 governs westbound movements out of Roper Yard on the eastbound running track; Signal 74 governs movements west out of Saucer No. 2.

**MP 928.7, UP Crossing.** Interlocking. Automatic. WP Rules apply.

**AUTOMATIC HOT BOX DETECTOR**

Automatic Hot Box Detector is in service at MP 556.90.

Hot Box Indicator is located on Signal 5596.

"Wait" Indicator is located on Signal 5550.

Hot Box Locator is located at East Red House.

Hot Box Indicator will normally display a steady "H" until approaching train has been checked. If no hot journal has been found, the steady "H" indication will not change.

If the "H" indication changes to a flashing "H" indication, a hot journal has been found and the train must stop at East Red House.

The automatic locator at East Red House will indicate the location of the hot box in the train in accordance with posted instructions.

"Wait" indicator on Signal 5550 will normally display a steady "W".

If train ahead has a hot journal, Signal 5550 will indicate aspect per Rule 291 and a flashing "W". Train must not proceed until flashing "W" changes to a steady "W".

An indicator lamp is mounted on the Hot Box Detector house. If head end of train finds the indicator lamp displaying a steady light, Hot Box Detector is in service. If indicator lamp is out, Hot Box Detector is out of service. If rear of train finds the indicator lamp displaying a flashing light, a hot box has been found.

**HOT BOX DETECTORS ARE IN SERVICE AT THE FOLLOWING LOCATIONS:**

MP 585.80 between Ellison and North Battle Mountain "H" indicator located on Signal 5880. Trains stop at East Rennox

MP 830 between Arinosa and Barro  
Westbound "H" indicator located MP 827.7  
Eastbound "H" indicator located MP 832.2  
Westbound trains stop at West Arinosa  
Eastbound trains stop at East Barro

MP 860.4 between Clive and Low  
Westbound "H" indicator located MP 856.4  
Eastbound "H" indicator located MP 864  
Westbound trains stop at West Clive  
Eastbound trains stop at East Low

Hot Box indicator will normally display a flashing "H" until approaching train has been checked. If no hot journal is found, the indicator will change to a steady "H".

If the "H" indicator is still flashing when passed, a hot journal has been found and the train must stop at the location outlined above.

Call the train dispatcher by telephone for location of hot journal. He will advise the side of the train noted, the car count ahead of caboose or behind the engine and the axle number from the head end of the car. The crew must check the car shown, also the car ahead and the car behind that car. It will not be necessary to inspect the entire train with the following exception:

When multiple alarms are seen on the graph, this condition can be caused by heavy braking of the train while passing the detector account sparks generated by the brake shoes, and also by abnormal operation of the carrier system. It is easily possible for a genuine hot box to be missed under these conditions and the train must therefore be inspected.

A light out in the "H" indicator must be regarded as a flashing "H".

**YARD LIMITS**

WEST MP	EAST MP
663.6 Elko .....	666.76
926.06 Salt Lake City .....	Yard Limit Signs

**SWITCHING LIMITS**

WEST MP	EAST MP
530.02 Winnemucca .....	533.6
642.96 Carlin .....	647.13
764.96 Shafter .....	767.73
805.28 Wendover .....	808.31
926.06 Salt Lake City .....	

**SPURS AND COMMERCIAL TRACKS**

STATIONS	MILE POST	CONNECTED	Capacity	Station No.
KNIGHT .....	570.1	1 E	6	570
RUSSELL .....	582.5	1 E	6	583
DUGGAN .....	631.9	1 E	20	632
CARLIN .....	644.6	1 E	25	645
TONKA .....	650.1	1 E	28	650
TULASCO .....	708.8	1 E	20	709
TOBAR .....	733.5	Both Ends	50	734
BLAIR .....	808.7	1 W	90	809
SILSBEE .....	811.6	1 W	60	812
ARAGONITE .....	861.5	1 E	5	862
MARBLEHEAD .....	870.8	Both Ends	31	871
TIMPIE .....	885.7	Both Ends	75	886
SOLAR .....	893.4	1 W	52	894
SPRAY .....	906.3	1 E	110	906
LAGO .....	907.8	Both Ends	80	908
GARFIELD PIT .....	911.7	Both Ends	122	912
SALTUS .....	915.0	Both Ends	5	915
TERMINAL .....	922.1	1 W	20	922
BUENA VISTA .....	924.07	1 W	90	924
		1 Both Ends	22	

**TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED**

Location and Description of Track	Class of Engine	Prohibited
DEETH, Spur Track .....	All .....	Beyond 50 feet from frog
WELLS, Spur Track .....	All .....	Beyond 300 feet from frog
WENDOVER, Army Base Track ..	All .....	Beyond WP ownership
BLAIR, Scale Track .....	All .....	Live rail
SPRAY .....	All over 4 units	Beyond frog
SALTUS .....	All .....	Morton Salt RR.
TERMINAL .....	All .....	Beyond 2nd gate.
ROPER YARD, Scale Track 21 ...	All .....	Live rail.



**BRANCHES**

ELLERBECK BRANCH.....	All over 2 units .	Between Flux and Dolomite
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**TONNAGE RATING**

Engine Number	6th Subdivision	7th Subdivision	8th Subdivision	Warner Branch	Marblehead Branch	Delle Branch
<b>EASTWARD</b>						
<b>Ruling Grade</b>	0.4%	1.0%	0.8%	2.0%	2.0%	0.4%
913-926	3400	1850	1850	870	870	3400
501-511	2645	880	880	435	435	2645
551-564 } 581-585 } 601-608 } 701-713 }	3340	1150	1150	535	535	3340
725-732 } 751-769 }	3400	1850	1850	870	870	3400
2001-2010	3800	2000	2400	950	950	3800
3001-3022	4125	2100	2450	1050	1050	4125
3501-3526	4500	2130	2570	1100	1100	4350
<b>WESTWARD</b>						
<b>Ruling Grade</b>	0.4%	1%	0.8%	0.7%	0.0	0.0
913-926	3400	1540	1850	2840	DESCENDING GRADE NO TONNAGE LIMIT	3800
501-511	2645	880	880	1900		2645
551-564 } 581-585 } 601-608 } 701-713 }	3340	1150	1150	2350		3340
725-732 } 751-769 }	3400	1540	1850	2800		3800
2001-2010	3800	2000	2400	2500		3800
3001-3022	4125	2100	2450	2725		4300
3501-3526	4500	2130	2570	2875		4500

Ratings shown above are for one unit engine, and for actual tonnage, and based on maximum grade each subdivision.

Between points where grades are less than maximum, greater tonnage can be handled.

**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed in miles per hour shown below is subject to further restrictions applicable to certain territories as shown in Maximum Speeds:

**WESTERN PACIFIC**

Class	Unit HP	Engine Maximum Speed	Class	Unit HP	Engine Maximum Speed
D-239 (913-926)	1500	65	S-62 (601-608)	1200	30
S-50 (501-503)	600	45	RS-62 (701-713)	1500	65
S-50 (504-511)	660	35	RS-62 (725-732)	1750	65
S-57 (551-564)	1000	35	RS-64 (2001-2010)	2000	71
S-57 (559-564)			RS-65 (3001-3022)	2500	71
in multiple	1000	30	RS-68 (3501-3526)	3000	71
S-60 (581-585)	1000	65	RS-70 (751-769)	3000	75

Foreign railroad diesel units, when used, will be permitted maximum speeds but will not exceed maximum speed stencilled in cab of each unit.

**SPEED RESTRICTIONS  
In Miles Per Hour  
Between**

	Maximum
Ellerbeck Branch.....	15
Warner Branch.....	20
Delle Branch.....	40
Marblehead Branch.....	20

On curves speed will be reduced below the maximums or restrictions provided where necessary, on all Subdivisions and Branches to insure safety.

**MAXIMUM SPEEDS  
IN MILES PER HOUR  
Between**

**MAXIMUM SPEEDS**

1 Trains Not Exceeding 5500 Tons  
2 Trains Exceeding 100 Cars or 5500 Tons

<b>Sixth Subdivision</b>		
MP 530.7 Winnemucca and MP 536 Using turnouts, Weso.....	55	45
MP 536.0 and MP 628.3.....	25	all trains
MP 628.3 and MP 636.8.....	65	60
MP 636.8 and MP 637.7.....	50	40
MP 637.7 and West Carlin.....	55	45
West Carlin and East Carlin.....	60	50
Using turnouts, West and East Carlin.....	50	all trains
East Carlin.....	15	all trains
East Carlin and MP 650.4.....	60	50
MP 650.4 and MP 650.8.....	50	40
MP 650.8 and MP 664.4.....	65	55
MP 664.4 and MP 665.4 Elko Yard	Yard Speed all trains	
<b>Seventh Subdivision</b>		
MP 665.4 and MP 666.4 Elko Yard	15	15
MP 666.4 and MP 674.8.....	60	50
MP 674.8 and MP 681.1.....	55	45
MP 681.1 and Alazon.....	65	60
Using cross-over, Alazon.....	25	all trains
Alazon and MP 727.4.....	60	45
MP 727.4 and MP 747.2.....	50	50
MP 747.2 and MP 753.2.....	60	50
MP 753.2 and MP 755.2.....	45	35
MP 755.2 and MP 773.4.....	60	45
MP 773.4 and MP 784.5.....	30	25
MP 784.5 and MP 799.5.....	45	35
MP 799.5 and MP 800.....	40	30
MP 800 and MP 808.1.....	45	45
<b>Eighth Subdivision</b>		
MP 800 and MP 808.1.....	45	45
MP 808.1 and MP 844.8.....	50	50
MP 844.8 and MP 857.0.....	60	50
MP 857.0 and MP 880.0.....	50	45
MP 880.0 and MP 912.1.....	60	50
MP 912.1 over KCC Crossing.....	50	50
MP 912.1 and MP 924.1.....	60	45
MP 924.1 and MP 925.6.....	45	45
MP 925.6 and MP 926.6.....	25	25
MP 926.6 and Pollard Jct.....	20	20
Pollard Jct. and Roper Yard.....	15	15

Trains approaching interlocked crossings must reduce to speed shown before engine passes home signal.

On curves speed will be reduced below the maximums or restrictions provided, where necessary, on all Subdivisions and Branches, to insure safety.

**PASSENGER TRAINS**

Passenger trains will not exceed posted speeds except as specified for Sixth and Seventh Subdivisions.

**Sixth Subdivision**

MP 536.0 and MP 628.3.....	Posted speed plus 5 MPH
MP 628.3 and MP 637.7.....	Posted speed
MP 637.7 and West Carlin.....	Posted speed plus 10 MPH
East Carlin and MP 650.8.....	Posted speed
MP 650.8 and MP 664.4.....	Posted speed plus 5 MPH
except where noted "all trains".	

**Seventh Subdivision**

MP 665.4 and MP 666.4.....	Posted speed plus 20 MPH
MP 666.4 and MP 674.8.....	Posted speed plus 10 MPH
MP 674.8 and MP 681.1.....	Posted speed
MP 681.1 and Alazon.....	Posted speed plus 5 MPH
except where noted "all trains".	

For Maximum Speeds Westbound on WP see paragraph B, under use of WP portion of paired track between Weso and Alazon inclusive.

**OTHER MAXIMUM SPEEDS**

**Maximum MPH**

Engines operated in a movement other than from the leading control unit in the direction of movement. On curves and approaching highway or street crossings at grade .....	20
Where conditions require, speed must be further reduced to insure safety.	
Through turnouts, crossovers, on sidings and on all inside tracks* (except as otherwise provided for) .....	10
*On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	
Through turnouts with power-operated switches in reverse position, Winnemucca, West switch Wells to Pollard Jet., inclusive, and through sidings at the stations and within the limits listed above .....	20
Trains handling WP derrick No. 37 - straight track .....	35
On curves 5 MPH less than speed prescribed but not exceeding .....	30
Trains handling derricks (other than WP derrick No. 37). .....	30
Marblehead Branch .....	10
Delle Branch.....	20
Ellerbech Branch.....	10
Warner Branch.....	10
Trains handling steam shovels, cranes, rotary plows, or pile drivers on own wheels .....	25
Trains handling WP Car Series 10301 to 10400.....	45
Trains handling loaded air dump cars.....	25
Scale test cars on own wheels must be handled next to caboose and trains handling such cars will not exceed Between Winnemucca and Roper .....	30
Branches.....	20
Hot Box detectors, when stop is required by continuing flashing "H" to designated stop point.....	15

**TUNNEL LOCATIONS**

Tunnel Number	West Portal Mile Post	East Portal Mile Post	Length Feet
39 .....	635.37 .....	635.57 .....	1080.7
40 .....	636.8 .....	636.86 .....	322.0
41 .....	649.24 .....	649.68 .....	2341.8
42 .....	650.71 .....	650.91 .....	1071.7
43 .....	753.69 .....	754.76 .....	5675.9

**WATCH INSPECTORS**

Location	Name	Title
San Francisco .....	K. I. Dunlap .....	Manager of Time Service
Winnemucca .....	Dan Ramasco .....	Watch Inspector
Elko .....	Blohm Jewelers .....	Watch Inspector
Salt Lake City .....	H. B. Miller Co .....	Watch Inspector
Salt Lake City .....	Burrell Jewelry .....	Watch Inspector

**RAILROAD SURGEONS**

Location	Name	Title
San Francisco .....	Dr. M. E. Childress .....	Chief Surgeon
San Francisco .....	Dr. C. E. Smith .....	Ass't Chief Surgeon
Winnemucca .....	Dr. K. L. Hartoch .....	Local Surgeon
Elko .....	Dr. T. K. Hood .....	Local Surgeon
Elko .....	Dr. H. S. Collett .....	Local Surgeon
Elko .....	Dr. L. A. Moren .....	Local Surgeon
Elko .....	Dr. J. M. Read .....	Local Surgeon
Elko .....	Dr. G. T. Manilla, Jr. ....	Local Surgeon
Elko .....	Dr. H. R. Matern .....	Local Surgeon
Elko .....	Dr. J. D. MacCarthy .....	Local Surgeon
Tooele.....	Tooele Clinic .....	Local Surgeon
Salt Lake City .....	Dr. H. B. Harmon .....	Local Surgeon
Salt Lake City .....	Dr. S. A. Lawson .....	Local Surgeon
Salt Lake City .....	Dr. J. H. Quinn .....	Oculist
Salt Lake City .....	Dr. B. J. Fairbanks .....	Oculist

**MISCELLANEOUS**

Trains handling engines dead in train must not exceed the maximum speed for such class engine.

Engines dead in train must be handled next behind engine handling train.

Locomotives dead in train must have automatic brake valves cut out in cab and brake valve handle locked in "running" position on 24 RL equipment or handles removed in "handle off" position on 26 L equipment; independent brake valve handles removed in "running" position; dead engine feature cut in; distributing valve pops set to 15 PSI pressure; and rotair valve set to "passenger" position on units equipped with 24 RL brake equipment. The isolation switch must be placed in "start" position; main battery switch pulled; the selector lever in "off" and the reverser handle removed from control stand in the "neutral" position; all switches at engineers control stand in "off" position; and all reversers locked in "neutral" position on 501, 504, 551, 581, 601, 701, 725 and 913 class units. Also on locomotives equipped with an alerter, break the seal and close the alerter cut out cock.

During freezing weather engine water cooling system must be drained on any type engine being towed.

When the plow end of Jordan Spreaders 6, 7 or 13 are to be coupled to other cars or engines, an empty flat car must be placed next to plow end, to prevent damage to engine or equipment.



**RULE 10-I**

**RADIO COMMUNICATION**

Oral authorization and acknowledgements between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

**Foremen's Response**

THIS IS W.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP..... AND MP..... W.P. TRAIN ORDER NO. .... WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT ..... M.P.H.

**Engineer's Response**

THIS IS ENGINEER W.P./S.P. TRAIN ..... I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF W.P. ORDER NO. .... BETWEEN M.P. .... AND M.P. .... AT (Speed) REPEAT (Speed) MILES PER HOUR.

Foreman must acknowledge Engineer's response as follows:

W.P./S.P. TRAIN ....., BETWEEN M.P. .... AND M.P. .... (Speed) MILES PER HOUR, OK ON ORDER NO. ....

If radio communications are not available, Rule 10-I must be complied with.

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	28.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6