

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

36

TABLE

DEC 10 1946

OTTO C. PERRY
DENVER, COLO.

DEC 10 1946

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

SUNDAY, JULY 5, 1942

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 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.

J. J. DUGGAN,
Superintendent.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 36		Distance from Winnemucca	FIRST CLASS		SECOND CLASS				Car Capacity of Sidings		
	54	78	62	220		40		July 5, 1942			39	61	77	219	53				
	Fast Freight	Fast Freight	Fast Freight	Mixed		Exposition Flyer		STATIONS Telegraph Offices and Calls			Exposition Flyer	Fast Freight	Fast Freight	Mixed	Fast Freight				
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
F.W.T.O. P.Y.B.R.K.	6.00PM	7.30AM	1.00AM	12.30AM		3.50AM	321.4	DN	PORTOLA	Ki	210.9	s	9.15PM	12.30PM	9.30PM	s	11.10PM	4.30AM	Yard
P.	6.20	7.50	1.20	f 12.50		4.02	328.1	D	HAWLEY	Jo	204.2		9.03	12.15	9.03	f	10.55	4.16	77
P.	6.32	8.00	1.30	f 1.00		4.08	332.4		HINDOO		199.9		8.57	12.06PM	8.47	f	10.47	4.08	77
P.W.	6.51	8.18	1.47	f 1.20		4.16	339.6	D	OHILCOOT	Ch	192.7		8.49	11.55AM	8.35	f	10.36	3.55	77
P.Y.R.	6.57	8.23	1.52	s 1.30AM		4.20	341.7	N	RENO JUNCTION	Ja	190.6		8.45	11.49	8.29		10.30PM	3.49	62
P.	7.10	8.34	2.02			4.26	346.0		SCOTTS		186.3		8.37	11.35	8.17			3.35	74
P.	7.27	8.49	2.16			4.36	352.5		RED ROOK		179.8		8.25	11.15	8.00			3.15	74
P.W.	7.44	9.00	2.29			4.42	358.3		OMIRA		174.0		8.15	10.55	7.44			2.55	77
P.W.Y.	8.07	9.15	2.40			4.51	362.9	DN	DOYLE	Do	169.4	s	8.07	10.40	7.30			2.40	77
P.	8.24	9.35	3.05			5.05	371.5	D	HACKSTAFF	Hk	160.8	f	7.53	10.05	6.55			2.05	77
							373.0		EAST HACKSTAFF		153.9								No Siding
P.	8.35	9.52	3.21			5.13	377.6		CALNEVA, CAL.		154.7		7.44	9.52	6.42			1.52	77
P.	8.47	10.05	3.36			5.20	384.0		FLANIGAN, NEV.		148.3		7.36	9.40	6.30			1.40	78
I.							384.3		S. P. Crossing and Connection		148.0								
P.	9.06	10.25	4.02			5.34	393.5	DN	SAND PASS	Pa	138.8		7.23	9.20	6.13			1.20	77
P.	9.13	10.33	4.10			5.40	397.4		BRYANT		134.9		7.17	9.12	6.05			1.12	77
P.	9.26	10.48	4.30			5.49	405.0		SANO		127.3		7.07	8.55	5.48			12.55	76
W. 4 miles west	9.45	11.10	4.58			6.02	416.1		REYNARD		116.2		6.55	8.34	5.28			12.34	77
P.	9.58	11.27	5.18			6.10	424.0		BRONTE		108.3		6.47	8.18	5.13			12.18	76
P.	10.10	11.40	5.35			6.18	430.6		PHIL		101.7		6.40	8.05	5.00			12.05AM	77
F.W.Y. P.	10.30 11.30	11.59AM 12.45PM	5.55 6.55			6.34	438.3	DN	GERLACH	Gr	94.0	s	6.30	7.45 6.55	4.40 3.45			11.45PM 10.45	Yard
P.	11.40	12.55	7.05			6.41	442.8		ASCALON		89.5		6.18	6.41	3.35			10.35	77
P.	11.59PM	1.09	7.19			6.51	451.5		TREGO		80.8		6.09	6.25	3.20			10.20	77
P.	12.16AM	1.24	7.34			7.02	461.5		CHOLONA		70.8		5.58	6.07	3.04			10.04	77
P.	12.32	1.38	7.47			7.12	470.8		RONDA		61.5		5.48	5.51	2.48			9.48	77
P.	12.40	1.45	7.55			7.18	474.7	DN	SULPHUR	Ru	57.6	f	5.43	5.44	2.42			9.42	77
P.	12.53	1.59	8.08			7.28	479.7		FLOKA		52.6		5.37	5.35	2.35			9.35	77
P.Y.	1.15	2.20	8.30			7.42	488.1		ANTELOPE		44.2		5.27	5.20	2.20			9.20	77
W.P.	1.36	2.45	8.48			7.56	496.8	DN	JUNGO	Jo	35.5	f	5.09	4.45	1.45			8.45	104
P.	1.49	3.02	9.01			8.05	503.4		VENADO		28.9		5.01	4.32	1.32			8.32	76
P.	1.58	3.15	9.10			8.10	508.3		GASKELL		24.0		4.56	4.23	1.23			8.23	77
W.P.	2.13	3.30	9.22			8.19	514.2		PRONTO		18.1		4.48	4.12	1.12			8.12	77
P.	2.26	3.45	9.33			8.27	519.4		RAGLAN		12.9		4.38	4.03	1.03			8.03	76
P.	2.40	4.00	9.45			8.35	525.6		KRUM		6.7		4.30	3.50	12.50			7.50	76
F.W.T.Y. B.R.K.F.	3.00AM	4.20PM	10.00AM			8.45AM	532.3	DN	WINNEMUCCA	Wa	0.0		4.20PM	3.30AM	12.30PM			7.30PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	9.00	8.50	9.00	1.00		4.55			Time over Subdivision		4.55		9.00	9.00	.40	9.00			
	23.5	23.9	23.5	20.3		42.9			Average Speed an Hour		42.9		23.5	23.5	30.4	23.5			

YARD LIMITS:

Portola—West board (M.P. 319.94) 1875 feet west of west switch to No. 10 track. East board (M.P. 323.09) 4105 feet east of east switch to Ice House track.

Doyle—West board (M.P. 361.53) 4283 feet west of west switch to siding. East board (M.P. 364.22) 5561 feet east of east switch to siding.

Gerlach—West board (M.P. 437.03) 3323 feet west of west switch to yard. East board (M.P. 439.45) 3998 feet east of east switch to House track.

Winnemucca—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track. East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Reno Junction is register station for Nos. 219 and 220 only.

Westward second-class and extra trains need not check register at Reno Jct. for No. 219.

When first class trains meet at Portola or Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Loyalton Branch Crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach with caution expecting to find signals at stop and crossing occupied.

Automatic Block Signals govern movement of trains through Tunnel 37.

Home Signal 3402 located 450 feet west of West Portal. Home Signal 3415 located 566 feet east of East Portal. Distant Signal 3419 located 1730 feet east of Home Signal 3415.

Overlap controlling Home Signal 3415 and Distant Signal 3419 indicated by overlap post located 1500 feet west of Home Signal 3402.

Reno Junction: Switch indicators connected with block signals are located at head blocks of west siding switch and west main track switch of crossover. (See Rule 504 C, Figures 1 and 3, and Rule 512.)

S. P. Crossing, (Flanigan) M. P. 384.3, interlocked. Interlocking signals located 550 feet east and west of crossing. Distant signal for eastward movements located 3226 feet west of interlocking signal. Distant signal for westward movements located 2500 feet east of interlocking signal.

Trains finding interlocking signals at "stop" will be governed by Rule 663.

No. 40 reduce to fifteen (15) miles an hour passing station, Sulphur and Jungo, stopping when necessary to permit exchange of U.S. mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station	Discharge	Salt Lake	Salt Lake
40	Any Station	Receive	Salt Lake	Salt Lake

Fuel, Water, Fone, Frick, Siding, Wye, Branch, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS							FIRST CLASS					Distance from San Francisco	Time Table No. 36 July 5, 1942			Distance from Elko	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings	
	576	78	574	572	62	570	54	28	88	40	102	22		39	61	77		Yard					
	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	So. Pacific San Francisco Overland Limited	Southern Pacific Challenger	Western Pacific Exposition Flyer	So. Pacific Streamliner City of San Francisco	Southern Pacific Limited		Exposition Flyer	Fast Freight	Fast Freight							
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily								
F.W.T.Y.B. R.K.P.		5.15 PM			11.00 AM					8.50 AM			532.3	DN	WINNEMUCCA 3.0	Ws	133.1	s 4.10 PM	2.30 AM	11.30 AM			
P.R.K.L.	11.25 PM	5.30	5.25 PM	11.25 AM	11.15	5.25 AM	4.15		10.12 AM	9.25 AM	8.57	2.32 AM	1.43 AM	535.9	DN	WESO 4.0 S. P. Connection	Wc	129.5	4.04 PM	2.20 AM	11.20 AM	50	
P.									10.18	9.31	9.03	2.37	1.49	540.5									77
P.W.	11.50 PM	5.55	5.45	11.50 AM	11.40 AM	5.50	4.40		10.26	9.40	9.12	2.45	f 2.02	548.7	D	GOLCONDA 4.9	Gd	116.7					110
P.														553.6									No Siding
P.	12.10 AM	6.20	6.10	12.15 PM	12.05 PM	6.10	5.05		10.39	f 9.56	9.26	2.57	f 2.19	562.0	D	RED HOUSE 13.4	Rb	103.4					78
P.									10.52	10.11	9.40	3.09	2.34	575.4									110
P.									11.05	f 10.26			f 2.50	589.1	DN	N. BATTLE MOUNTAIN 1.4	Nb	76.3					No Siding
P.									11.07	10.28	9.55	3.22	2.53	590.5									76
P.W.	1.20	7.30	7.20	1.25	1.15	7.20	6.15		11.17	10.40	10.08	3.31	3.04	600.6									76
P.									11.27	10.50	10.20	3.39	f 3.17	610.0									76
P.W.F.	1.55	8.05	7.55	2.00	1.50	7.55	6.50		11.36	f 11.01	10.30	3.47	f 3.30	619.0	DN	BEOVAWE 8.1 S. P. Connection	Be	46.4					128
P.									11.44	11.10	10.39	3.55	3.40	627.1									110
P.														630.5									No Siding
P.									11.55 AM	f 11.23	10.50	4.07	f 3.52	635.8									77
L.	2.50 AM		8.50 PM	2.50 PM		8.50 AM			12.04 PM	11.32			4.01	643.4									
P.W.	Via S.P. Carlin Yard	9.10	Via S.P. Carlin Yard	Via S.P. Carlin Yard	3.00	Via S.P. Carlin Yard	7.55		s 12.06 12.16	s 11.34 11.44	11.01	s 4.17 4.20	s 4.03 4.13	644.5									
	3.50 AM		9.50 PM	3.50 PM		9.50 AM			12.19	11.47			4.16	646.0									
P.									12.25	11.54 AM	11.09	4.28	4.22	650.2									
P.									12.32	12.03 PM	11.17	4.35	4.29	656.6									
F.W.T.Y.B. R.K.P.	4.30 AM	10.00 PM	10.30 PM	4.30 PM	4.00 PM	10.30 AM	8.45 AM		s 12.44 PM	s 12.15 PM	s 11.30 AM	4.44 AM	s 4.39 AM	665.4	DN	ELKO 8.8 S. P. Connection	Kn Di	0.0					Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Note	Arrive Daily										
	3.25 | .40	4.45	3.25 | .40	3.25 | .40	5.00	3.25 | .40	4.45		2.32	2.50	2.40	2.12	2.56										
	31.5 | 29.1	28.0	31.5 | 29.1	31.5 | 29.1	26.6	31.5 | 29.1	28.0		51.1	45.7	49.9	58.9	44.1										

Automatic Block Signals, EASTWARD ONLY, except as noted below.

See Southern Pacific current time table for Westward Western Pacific schedules Elko to Weso.

*No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

RULE 72. No. 102 is superior to other eastward first-class trains.

YARD LIMITS:

Winnemucca—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track.
East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Carlin—West board (M.P. 642.96) 7400 feet west of west switch to siding.
East board (M.P. 647.08) 5760 feet east of east detours switch (East Carlin).

Elko—West board (M.P. 663.60) 4127 feet west of west switch.
East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

SLIDE DETECTOR FENCES

M.P. Location	BLOCK SIGNAL NUMBER	
	Eastward	Westward
628.5	626.2	628.7
634.4	633.0	635.7
	634.0	636.9
	631.0	
636.4	635.2	636.9
	636.6	
	635.2	
637.0	636.6	
	636.6	
649.0	647.6	649.7
	649.0	651.1

▲Time over subdivision and average speed an hour, for S. P. Fast freights, shown separate from Weso to West Carlin and East Carlin to Elko.

LIMITS, WESTWARD BLOCK SIGNAL CIRCUITS.

Signal 6511 (200 feet east of Tunnel 42) and 6497 (200 feet east of Tunnel 41); control point 507 feet east of M.P. 647 and indicated by sign "Block Limit Signal" located on north side of track.

Signal 6369 (100 feet east of Tunnel 40) and 6357 (500 feet east of Tunnel 39); control point 2375 feet east of M.P. 632 and indicated by sign "Block Limit Signal" located on north side of track.

Signal 6287 (200 feet east of Tunnel 38); control point 3750 feet east of M.P. 625 and indicated by sign "Block Limit Signal" located on north side of track.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of Telegraph office, Weso.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Discharge		Colfax
28	Any Station	Receive	Ogden	
28	North Battle Mtn.	Discharge		Reno or West Salt Lake
39	Any Station	Discharge		
40	Any Station	Receive	Salt Lake	
88	Any Station	Discharge		Sparks
88	Any Station	Receive	Ogden	

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS							FIRST CLASS					Distance from San Francisco	Time Table No. 36 July 5, 1942	Distance from Wendoover	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings
	78	574	62	572	570	54	576	28	88	40	22	102				39	77	61		
	Western Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	So. Pacific San Francisco Overland Limited	Southern Pacific Challenger	Western Pacific Exposition Flyer	Southern Pacific Limited	So. Pacific Streamliner City of San Francisco				Exposition Flyer	Fast Freight	Fast Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard		
F. W. T. Y. B. R. K. P.	11.00 PM	10.30 PM	5.00 PM	4.30 PM	10.30 AM	9.45 AM	4.30 AM	12.47 PM	12.18 PM	11.40 AM	4.44 AM	4.44 AM	665.4	DN ELKO S. P. Connection 7.7	Kn Di	140.9	See Southern Pacific current time table for Westward Western Pacific schedules Alazon to Elko.		110	
P.								12.59	12.30	11.52 AM	4.58	4.53	673.1	PARDO 10.2		133.2			110	
P. W.								1.12	12.44	12.05 PM	5.13	5.05	683.3	ELBURZ 4.8		123.0			76	
P.								1.18	12.50	12.11	f 5.19	5.09	688.1	HALLEOK 11.4		118.2			82	
P. W.	11.57 PM	11.40 PM	6.00	5.40	11.40 AM	10.45	5.45	1.30	1.03	12.23	f 5.33	5.19	699.6	DEETH 1.5		106.8			84	
P.													701.0	S. P. CONNECTION 7.6		105.3				
P. R. I.	12.30 AM	12.15 AM	6.35	6.15 PM	12.15 PM	11.20	6.15 AM	1.41	1.14	12.34	5.44	5.28	708.6	TULASCO 5.0		97.7				
F. W. P.			6.55			11.38		1.47 PM	1.20 PM	12.40	5.50 AM	5.33 AM	713.6	ALAZON S. P. Connection 3.6	A	92.7	12.26 PM	5.00 AM	8.00 PM	
P.						11.55 AM				s 12.48			717.2	WELLS U. P. Connection 6.3	Wa	89.1	f 12.21	4.50	7.50	
P.			7.15			12.08 PM				12.57			723.5	BOAZ 4.7		82.8	12.13	4.25	7.36	
P.			7.27			12.17				1.02			728.2	RUBY 5.2		78.1	12.08	4.15	7.27	
P.			7.37			12.26				1.08			733.4	TOBAR 5.2		72.9	12.02 PM	4.06	7.16	
P. W.			7.47			12.40				1.14			738.6	VENTOSA 8.5		67.7	11.56 AM	3.56	7.05	
P. Y.			8.00			1.02				1.24			747.1	SONAR 5.6	NR	59.2	11.47	3.41	6.47	
P.			8.25			1.22				1.35			752.7	HOGAN 8.6		53.6	11.40	3.30	6.35	
P.			8.45			1.53				1.46			761.3	LUKE 4.6		45.0	11.25	3.05	6.10	
F. W. P. Y.	2.50		9.15			2.18				1.53			765.9	SHAFTER N. N. Crossing and Connection 6.2	Fa	40.4	s 11.18	2.50	5.50	
P. Y.	3.20		9.40			2.40				2.06			772.1	SILVER ZONE 8.7		34.2	11.07	2.25	5.25	
P. W.	3.45		10.02			2.46				2.19			780.8	CLIFSIDE 2.5		25.5	10.49	1.55	4.55	
P.	3.52		10.08			2.59				2.23			783.3	PROCTOR 5.3		23.0	10.44	1.47	4.47	
P.	4.07		10.22			3.15				2.31			788.6	PILOT 10.4	NA	17.7	10.33	1.29	4.29	
P.	4.27		10.42			3.30 PM				2.43			799.0	OLA 7.3		7.3	10.13	12.55	3.55	
F. W. T. Y. B. R. K. P.	4.45 AM		11.00 PM			5.45	1.45			s 2.55 PM			806.3	WENDOVER 7.3	Wd	0.0	9.55 AM	12.30 AM	3.30 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	
	5.45	1.45	6.00	1.45	1.45	5.45	1.45	1.00	1.02	3.15	1.06	.49					2.31	4.30	4.30	
	24.5	27.6	23.5	27.6	27.6	24.5	27.6	48.2	46.6	43.4	44.0	59.0					36.8	20.6	20.6	
														Time over Subdivision						
														Average Speed an Hour						

*No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

No. 40 reduce to ten (10) miles an hour passing station, Tobar, Hogan and Shafter, stopping when necessary to permit exchange of U. S. Mail.

RULE 72. No. 102 is superior to other eastward first-class trains.

YARD LIMITS:

- Elko—West board (M.P. 663.60) 4127 feet west of west switch.
East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.
- Wells—West board (M.P. 716.30) 4120 feet west of west switch to siding.
East board (M.P. 719.16) 4319 feet east of east switch to siding.
- Shafter—West board (M.P. 764.96) 4253 feet west of N. N. Ry. crossing.
East board (M.P. 767.72) 4319 feet east of east switch to siding.
- Wendoover—West board (M.P. 805.29) 3580 feet west of west switch to South siding.
East board (M.P. 808.21) 4177 feet east of east switch.

OTTO C. PERRY
#3 FOX STREET
DENVER 9, COLO.

SLIDE DETECTOR FENCES

M.P.	BLOCK SIGNAL NUMBER	
Location	Eastward	Westward
677.2	675.4	None
	677.2	

Automatic Block Signals govern movement of trains through Tunnel 43. Home Signal 7536, located 1875 feet west of West Portal. Home Signal 7555, located 2065 feet east of East Portal. No distant Signals. Overlap controlling Home Signal 7555 indicated by overlap post, located 2000 feet west of Home Signal 7536. (See Rule 516.) Train-order hoop holder for delivery of clearances and train orders to trains, between main tracks in front of Telegraph office, Alazon.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Discharge		Colfax
28	Any Station	Receive	Ogden	
39	Any Station	Discharge		Salt Lake
40	Any Station	Receive	Salt Lake	
88	Any Station	Discharge		Sparks
88	Any Station	Receive	Ogden	

WENDOVER—Siding in front of depot will be used for meeting first class trains unless otherwise specified by train order.

WENDOVER YARD—Spring Switch, west end South siding. Approach lighting signal circuit extends 1850 feet west of switch and light signal can be seen from fireman's side of eastward engine for distance of 1800 feet.

Eastward trains and engines, including switch movements, will be governed by light signal indication of approach lighting signals on short mast at switch, and must approach circuit under control until light signal indication can be seen, and if displaying green light they may proceed. If signal is displaying red light, must stop short of switch, after which trainman must examine switch for cocked or open switch point. If switch point can be closed for movement on main track, train may proceed. If no light displayed at light signal it must be regarded same as though red light displayed and same procedure followed. When stopped at switch by red light or account no light displayed, conductor will wire Chief Train Dispatcher and Signal Supervisor, Elko.

Opening of center blow-off cocks in signal circuit positively prohibited and injectors must not be put on in circuit if possible to avoid.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS	Distance from San Francisco	Time Table No. 36		Distance from Salt Lake-Roper Yd.	FIRST CLASS	SECOND CLASS			Car Capacity of Sidings
	54	78	62	40	39		53	61		77				
	Fast Freight	Fast Freight	Fast Freight	Exposition Flyer	Exposition Flyer		Fast Freight	Fast Freight		Fast Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
							Telegraph Offices and Calls							
F. W. Y.B.R.K.P.	4.45 PM	5.30 AM	12.01 AM	3.00 PM	806.3	DN	WENDOVER	Wd	124.1	s 9.45 AM	6.30 AM	2.30 PM	11.30 PM	Yard
P.	5.00	5.45	12.15	3.11	815.2		SALDURO		115.2	9.35	6.15	2.15	11.15	74
P.	5.15	6.00	12.30	3.22	825.2		ARINOSA		105.2	9.24	6.00	2.00	11.00	79
P.	5.30	6.15	12.45	3.33	835.2		BARRO		95.2	9.13	5.45	1.45	10.45	78
P. W.	5.45	6.30	1.00	3.44	845.3	DN	KNOLLS	Ks	85.1	9.02	5.30	1.30	10.30	103
P.	6.00	6.45	1.15	3.53	854.4		OLIVE		78.0	8.52	5.15	1.15	10.15	76
P. Y.	6.40	7.30	2.00	4.11	866.1		LOW		64.8	8.39	4.55	12.55	9.55	90
P.F.W.	7.20	8.19	2.40	s 4.28	878.4	DN	DELLE	De	52.0	8.19	4.10	12.10 PM	9.10	190
P.	7.37	8.33	2.57	4.38	885.7		TIMPIE		44.7	8.09	3.39	11.39 AM	8.39	76
P.					892.9		ELLERBECK		37.5					
P.W.Y.	7.58	8.50	3.19	4.50	896.7	D	BURMESTER	Bx	33.7	7.57	3.19	11.19	8.19	77
P.	8.09	8.59	3.32	4.56	902.4		SPRAY		28.0	7.51	3.09	11.09	8.09	41
P.	8.21	9.07	3.45	5.02	907.8		LAGO		22.6	7.45	3.01	11.01	8.01	81
P. I.					912.1		B & G		18.3					25
P.	8.32	9.17	3.58	5.09	918.1	DN	GARFIELD	GF	17.3	7.38	2.49	10.49	7.49	77
					918.5		U.P. Connection							No Siding
P.	8.48	9.29	4.17	5.17	920.8		RITER		11.9					
	8.55	9.35	4.25	5.21	924.3		U.P. Connection		9.6	7.30	2.36	10.36	7.36	77
					926.3		FOX		6.1	7.26	2.30	10.30	7.30	55
					926.7		BUENA VISTA		4.1					
					926.7		U. P. Crossing		3.7					
	9.10	9.45	4.40		927.2		U. P. Crossing		3.2	7.17	2.20	10.20	7.20	
					927.2		POLLARD JCT.		3.1					
					927.3		D. & R. G. W. Crossing		2.4	7.15 AM				
F.W.T.O. Y.B.R.K.P.				s 5.35 PM	928.0	DN	SALT LAKE	Un	2.4					Yard
W.O.Y.B.R.K.P.	9.30 PM	10.00 AM	5.00 AM		930.4	DN	SALT LAKE	Fy	0.0		2.00 AM	10.00 AM	7.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Roper Yard			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	4.45	4.30	4.59	2.35					2.30	4.30	4.30	4.30		
	26.1	27.6	24.9	47.1					48.7	27.6	27.6	27.6		
							Time over Subdivision							
							Average Speed an Hour							

U. P. CROSSING—M. P. 926.3, Interlocked.

Home signals 300 feet east and west of crossing two-position color-light type, approach lighted—indications, red "stop" and yellow "proceed with caution." Normal position red.

Fixed distant signals, semaphore type, 2020 feet west and 1750 feet east of home signals.

Approach lighting circuits start at distant signals. If no train or engine within interlocking limits, yellow indication will show in home signal after engine passes distant signal.

When home signal indicates "stop", and no train movement is evident on intersecting track, trainman will proceed to crossing and operate time release marked "WP" in iron box marked "Release" at crossing (Instructions in box). If signal does not change to "proceed with caution" after two minutes, be governed by Rule 663.

If a train or engine is standing between home signals on intersecting track, thorough understanding must be had with its crew before proceeding.

SALT LAKE:

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jct. Eastward trains will enter right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave double track. There are three switches at west end of double track and normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling Yardmaster's attention to approaching train so arrangements can be made to head train into clear track.

Time specified in time-table or train order at Pollard Jct. for second-class and extra trains will apply at west end of D. & R. G. W. double freight main tracks. A first-class westward train which does not reach Pollard Jct., Salt Lake, within 15 minutes from its leaving time, as registered at Union Station, Salt Lake, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

When operating in joint yard territory east of east curb of Jeremy St., Western Pacific crews will obey instructions of terminal officers, including D. & R. G. W. officers having supervision over the terminal and, in addition to Western Pacific rules, will be governed by D. & R. G. W. Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

"Second and inferior class trains, extra trains, yard engines and light engines must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision, responsibility rests with the approaching train or engine."

Salt Lake Union Depot Co. trackage between 1st South and 8th South Streets, D. & R. G. W. Rule 93 is modified as follows:

"First-class trains must move between 1st South and 8th South Streets in Salt Lake Union Depot Company's yard, Salt Lake City, at reduced speed prepared to stop short of a train, engine, car, misplaced switch or other obstruction. Yard crews and others occupying these tracks must make way for first-class trains without unnecessarily delaying them."

Cupolas of Cabooses 605 series will not clear train shed roof, Union Depot, Salt Lake.

Interlocking Plant, 9th South Street, crossing D. & R. G. W. double freight main tracks and Union Pacific main track; semaphore type signals; Western Pacific crews be governed by Western Pacific Rules. City Ordinance restricts speed all trains between 8th North and 9th South streets to 12 miles an hour.

Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

No. 39 reduce speed passing station Delle to permit discharge of U. S. Mail.

YARD LIMITS:

Wendover—West board (M.P. 805.29) 3580 feet west of west switch to South siding. East board (M.P. 808.21) 4177 feet east of east switch.

Delle—West board (M.P. 876.34) 4240 feet west of west switch to South siding. East board (M.P. 879.41) 4290 feet east of east switch to North siding.

Burmester—West board (M.P. 895.28) 4245 feet west of west switch to North siding. East board (M.P. 898.55) 4283 feet east of east switch to South siding.

Salt Lake—West board (M. P. 926.06) 1000 feet west of U. P. crossing, M. P. 926.3.

Ordinarily engine helping train on either side of Low Hill will be given running orders from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped must protect movement and must stop at meeting point and notify opposing train or trains that helper engine is following.

WENDOVER—Siding in front of depot will be used for meeting first class trains unless otherwise specified by train order.

KNOLLS—Crossover switch (first switch west of water standpipe) is designated as east switch to siding.

BURMESTER—Siding is track south of main track east of depot.

B. & G. CROSSING—(B. & G. Transfer) M. P. 912.1, interlocked.

Home signals 566 feet east and 645 feet west of crossing, two-position color-light type, approach lighted—indications red "stop" and green "proceed." Normal position green.

Distant signals, semaphore type, 3800 feet east and 3816 feet west of home signals—indications "proceed" and "proceed with caution." (See Rule 602-B.)

Approach circuits start 3000 feet east and 2984 feet west of distant signals. Approach lighting circuits for home signals start at distant signals. If no train or engine within interlocking limits, green indication will show in home signal after engine passes distant signal.

Trains finding interlocking signals at "stop" will be governed by Rule 663.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station	Discharge	East of Salt Lake	East of Salt Lake
40	Any Station	Receive	East of Salt Lake	East of Salt Lake

TONNAGE RATING

EASTWARD Engine Class	1st	2nd	3rd	4th	Reno	Loyal-
	Sub- div.	Sub- div.	Sub- div.	Sub- div.	Branch	ton Branch
TP-29.....	1170	1950	975	1100	650	1950
MTP-44.....	2200	4000	1750	2000	.....	.....
C-43.....	1800	3600	1500	1700	1100	3000
MK-60.....	2600	5000	2250	2600	.....	.....
MK-60-71.....	2850	5000	.....	.....	.....	.....
M-100.....	.....	.....	3500	4000	.....	.....
D-225.....	4750	6000	4500	5000	.....	.....
WESTWARD						
TP-29.....	1040	1950	780	1100	400	1950
MTP-44.....	2000	4000	1450	1850	.....	.....
C-43.....	1600	3600	1200	1700	650	3000
MK-60.....	2200	5000	1850	2400	.....	.....
MK-60-71.....	2450	5000	.....	.....	.....	.....
M-100.....	.....	.....	3200	3800	.....	.....
D-225.....	4500	6500	4500	4750	.....	.....

To determine tonnage for helper trains, 1st, 3rd and 4th Subdivisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each Subdivision; between points where grades are less than maximum, greater tonnage can be handled.

SPEED RESTRICTIONS—STREAMLINE TRAINS

Maximum Speed—Diesel powered streamline trains:

Weso	to M.P. 544.2 (East of Bliss).....	80 MPH
M.P. 544.2	to M.P. 602.95 (East of Kampos).....	90 MPH
M.P. 602.95	to M.P. 694.1 (East of Halleck).....	80 MPH
M.P. 694.1	to Alazon.....	90 MPH

except between Cluro and Mile Post 638; between Mile Post 648.0 and Mile Post 651.0; and between Mile Post 673 and Mile Post 681, steam train speeds apply.

When handled by steam power, will be governed by speed restrictions applying to steam trains.

MAXIMUM SPEEDS—MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS:

Western Pacific (Class)		Southern Pacific (Class)
D-225, Nos. 901, 902, 903.....	60 MPH	MK-5, MK-6, Nos. 3241 to 3277 inc.....
C-43, Nos. 1 to 65 inc.....	50 MPH	"F," Nos. 3600 to 3700 inc.....
MK-60, Nos. 301 to 321 inc.....	50 MPH	All others.....
MK-60-71, Nos. 322 to 336 inc.....	50 MPH	
M-100, Nos. 401 to 407 inc.....	50 MPH	
All others.....	40 MPH	

LIGHT ENGINES RUNNING FORWARD:

Western Pacific engines be governed by speed provided for freight trains. Southern Pacific engines be governed by following table:

S-SE Class	E, P, A, MT 1, 2, 3, 4, 5 GS 1	T 26, 32, 37, 40	M, T-1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2 - 10 Incl. C 18- 29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2, AM 2
20 MPH	45 MPH	40 MPH	35 MPH	30 MPH

Engines backing will not exceed twenty (20) miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to that consistent with safety.

Trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, twenty-five (25) miles an hour.

Over all turnouts and crossovers, except as provided for at Weso, West and East Carlin and Alazon, ten (10) miles an hour.

Engines moving over N. N. Railway main track to make delivery or pick-up on joint tracks in N. N. Railway Yard, Shafter, fifteen (15) miles an hour.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles an hour will apply as follows:

Page	BETWEEN	Passenger		Freight	
		Maxi- mum	Restric- tion	Maxi- mum	Restric- tion
2	Portola and M.P. 324.1.....	50	..	35	..
	M.P. 323.5 On curve.....	..	35	..	25
	Doubleheading over Bridge 324.08.....	..	..	..	25
	M.P. 324.1 and Signal 3402.....	65	..	45	..
	Doubleheading over Bridge 324.66 and Bridge 326.61.....	..	..	..	25
	Loyalton Branch Crossing.....	..	20	..	20
	Signal 3402 and Signal 3415.....	40	..	20	..
	Signal 3415 and M.P. 347.5.....	50	..	35	..
	M.P. 347.5 and M.P. 348.5 (Sharp reverse curves).....	40	..	25	..
	M.P. 348.5 and Red Rock.....	55	..	35	..
	Red Rock and Omira.....	60	..	40	..
	Omira and Flanigan.....	65	..	45	..
	M.P. 370 and M.P. 373.....	..	30	..	20
	Flanigan and M.P. 391.0.....	60	..	40	..
	Through Automatic Interlocker M.P. 384.3.....	..	20	..	20
3	M.P. 390.8 On curve.....	..	40	..	25
	M.P. 391.0 and M.P. 398.5.....	45	..	25	..
	M.P. 398.5 and Antelope.....	60	..	40	..
	Antelope and M.P. 496.0.....	50	..	30	..
	M.P. 493.9 and M.P. 494.6 On curves.....	..	40	..	25
	M.P. 496.0 and Winnemucca.....	60	..	40	..
	Winnemucca and Cluro.....	70	..	45	..
	(Southern Pacific Trains).....	..	..	..	40
	Using turnouts Weso.....	..	20	..	20
	Cluro and M.P. 638.0.....	50	..	35	..
	Through Tunnel 38 and over Bridge 628.89.....	..	45	..	35
	East end Tunnel 39 On curve.....	..	45	..	35
	M.P. 638.0 and M.P. 648.0.....	65	..	45	..
	(Southern Pacific Trains).....	..	..	..	40
	Using turnouts West and East Carlin.....	..	15	..	15
4	M.P. 648.0 and M.P. 651.0.....	50	..	35	..
	M.P. 651.0 and M.P. 653.0.....	65	..	45	..
	(Southern Pacific Trains).....	..	..	..	40
	M.P. 653.0 and Elko.....	70	..	45	..
	(Southern Pacific Trains).....	..	65	..	40
	M.P. 664.5 and M.P. 666.1 (Elko Yard).....	..	35	..	..
	Elko and M.P. 673.0.....	70	..	45	..
	(Southern Pacific Trains).....	..	65	..	40
	M.P. 673.0 and M.P. 681.0.....	50	..	35	..
	M.P. 681.0 and Alazon.....	70	..	45	..
	(Southern Pacific Trains).....	..	65	..	40
	Using turnouts Alazon.....	..	20	..	20
	Alazon and M.P. 721.0.....	60	..	40	..
	M.P. 721.0 and Signal 7536.....	70	..	45	..
	M.P. 749.7 On curve.....	..	60	..	40
5	Signal 7536 and Signal 7555.....	40	..	20	..
	Signal 7555 and M.P. 775.0.....	65	..	45	..
	M.P. 758.4 On curve.....	..	55	..	35
	Nevada Northern R. R. Crossing.....	..	20	..	20
	M.P. 775.0 and M.P. 782.0.....	50	..	25	..
	M.P. 776.5 and M.P. 778.0 (Sharp curves).....	..	35	..	20
	M.P. 779.0 On Arnold Loop.....	..	30	..	20
	M.P. 782.0 and M.P. 785.0.....	30	..	20	..
	M.P. 785.0 and Wendover.....	65	..	45	..
	M.P. 786.2 On curve.....	..	55	..	35
	M.P. 795.4 and M.P. 796.4 On curves.....	..	50	..	35
	East of Ola, First curve.....	..	40	..	25
	Wendover and M.P. 856.0.....	70	..	45	..
	M.P. 856.0 and M.P. 872.0.....	60	..	40	..
	M.P. 867.5 and M.P. 868.5 On curves.....	..	50	..	35
6	M.P. 872.0 and M.P. 926.0.....	70	..	45	..
	M.P. 878.8 On curve.....	..	55	..	35
	M.P. 886.6, M.P. 912.4, M.P. 915.4 On curves.....	..	65	..	..
	M.P. 912.1 Over B & G Crossing.....	..	35	..	25
	M.P. 926.0 and Salt Lake.....	20	..	20	..
	Loyalton Branch.....	..	15	..	..
	Reno Branch.....	25	..	20	..
	Ellerbeck Branch.....	..	15	..	..
	Tooele Branch.....	..	20	..	..

RAILROAD SURGEONS

Dr. A. R. Kilgore.....	Chief Surgeon.....	San Francisco, Calif.
Dr. W. B. McKnight.....	Division Surgeon.....	Portola, Calif.
Dr. A. J. Hood.....	Division Surgeon.....	Elko, Nevada
Dr. R. P. Roantree.....	Assistant Division Surgeon.....	Elko, Nevada
Dr. Chas. E. Secor.....	Local Surgeon.....	Elko, Nevada
Dr. D. B. Wilsey.....	Assistant Local Surgeon.....	Elko, Nevada
Dr. C. R. West.....	Local Surgeon.....	Reno, Nevada
Dr. Earle Creveling.....	Oculist and Aurist.....	Reno, Nevada
Dr. Geo. E. Pope.....	Local Surgeon.....	Winnemucca, Nevada
Dr. K. L. Hartoch.....	Local Surgeon.....	Winnemucca, Nevada
Dr. C. W. Eastman.....	Local Surgeon.....	Carlin, Nevada
Dr. A. C. Olmsted.....	Local Surgeon.....	Wells, Nevada
Dr. R. S. Allison.....	Local Surgeon.....	Salt Lake City, Utah
Dr. F. D. Spencer.....	Assistant Local Surgeon.....	Salt Lake City, Utah
Dr. F. R. Slopanskey.....	Oculist and Aurist.....	Salt Lake City, Utah
Dr. E. B. Fairbanks.....	Oculist and Aurist.....	Salt Lake City, Utah

WATCH INSPECTORS

S. A. Pope, Manager of Time Service.....	San Francisco, Calif.
W. H. Morgan.....	Portola, Calif.
R. Herz & Bros.....	Reno, Nevada
Krenkel & Bosch.....	Winnemucca, Nevada
L. J. Wintermantel.....	Elko, Nevada
W. N. Blohm.....	Elko, Nevada
H. B. Miller, 460 West Second South Street.....	Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

A. P. MICHELSON.....	Elko, Nevada
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NIGHT CHIEF TRAIN DISPATCHERS

H. M. YOE.....	Elko, Nevada
E. J. MATTINGLY.....	Elko, Nevada

TRAINMASTERS

J. F. LYNCH.....	Wendover, Utah
W. G. HOWELL.....	Portola, Calif.

ASSISTANT TRAINMASTERS

E. L. WILKS.....	Portola, Calif.
H. L. McGLOTHLEN.....	Wendover, Utah

ROAD FOREMEN OF ENGINES

G. S. McKAY.....	Winnemucca, Nev.
F. H. LONG.....	Elko, Nev.
P. H. JENNER.....	Portola, Calif.
R. B. GORHAM.....	Salt Lake City, Utah

OTTO C. PERRY
#3 FOX STREET
DENVER 9, COLO.