



WORK SAFELY TODAY
EACH RULE VIOLATION IS A
POTENTIAL ACCIDENT

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L. W. BREINER.....Elko, Nevada
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ROAD FOREMEN OF ENGINES

M. W. HAMMOND.....Portola, Calif.
C. F. FIELDS.....Elko, Nevada
G. M. LORENZ.....Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

G. W. NAYLOR.....Elko, Nevada

NIGHT CHIEF TRAIN DISPATCHERS

P. L. HUCKABY.....Elko, Nevada
C. L. ROWE.....Elko, Nevada



THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION TIMETABLE

54

EFFECTIVE SUNDAY, JANUARY 9, 1955
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

H. C. MUNSON,
Vice-President and General Manager.

G. S. ALLEN,
Superintendent of Transportation.

J. F. LYNCH,
Superintendent.

FIRST SUBDIVISION—Eastward

Symbols Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from San Francisco	Timetable No. 54 January 9, 1955	Distance from Portola						
			416	220		62	18	2									
			Mixed Leave Mon., Wed., Fri.	Local Freight Leave Daily Ex. Sunday		F. B. Leave Daily	California Zephyr Leave Daily	Zephyrette Leave Mon., Thurs., Sat.									
BKF YPO	Yard	Ki	PM 2.15	AM 3.45			AM 10.00	PM 5.48	AM 2.15	321.3	TO-R PORTOLA	0.0					
P	120		PM 2.30	AM 4.00					2.24	327.5	6.2 HAWLEY	6.2					
PI										328.1	0.6 LOYALTON BR. X'ING.	6.8					
P	127			4.25					2.36	339.1	11.0 CHILCOOT	17.8					
YP				4.35 AM				6.12	2.41	341.8	2.7 RENO JCT.	20.5					
P	127		First-class trains must respect schedules shown.							2.47	345.6	3.8 SCOTTS	24.3				
P	72													2.57	352.5	6.9 RED ROCK	31.2
YP	127	Do											6.40	s 3.10	362.6	10.1 DOYLE	41.3
P	84	Hk											s 6.51	s 3.20	371.7	9.1 HERLONG, (CAL.)	50.4
P	125												7.03	3.32	383.5	11.8 FLANIGAN, (NEV.)	62.2
I															384.3	0.8 SP X'ING & CONN.	63.0
P	125												7.15	3.45	393.7	9.4 SAND PASS	72.4
P	125												7.29	3.58	404.7	11.0 SANO	83.4
P	114													4.09	416.3	11.6 REYNARD	95.0
P	125													4.23	430.8	14.5 PHIL	109.5
KYP	126	Gr					PM 1.00	s 8.03	s 4.35	437.9	7.1 GERLACH	116.6					
P	125							8.15	4.48	451.2	13.3 TREGO	129.9					
P	125								4.57	461.3	10.1 CHOLONA	140.0					
P	125		Schedules shown for second-class trains are for information only.						8.30	5.08	470.6	9.3 RONDA	149.3				
P									5.13	474.5	3.9 SULPHUR	153.2					
P	125								5.17	479.4	4.9 FLOKA	158.1					
YP	125								5.25	487.6	8.2 ANTELOPE	166.3					
P	125							8.54	5.36	496.6	9.0 JUNGO	175.3					
P	125								5.47	508.6	12.0 GASKELL	187.3					
BK FPY	Yard	Wa					3.15 PM	s 9.23 PM	s 6.10 AM	519.2	10.6 RAGLAN	197.9					
			Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	532.3	13.1 TO-R WINNEMUCCA	211.0					
			416	220			62	18	2								

Special instructions appearing on pages 2 and 3 will apply to both pages where applicable.

RULE 82-A. Is modified to the extent that trains may be authorized at Portola to operate on the Loyalton or Reno Branch.

RULES 83-A and 83-B. Nos. 17 and 18 register by ticket at Portola.

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Loyalton or Reno Branch.

Gerlach.

RULE 104. All switches connecting siding with other tracks except main track must be left lined for siding.

When engine crews change at Gerlach, incoming engine crew must deliver train orders and instructions to outgoing crew.

Winnemucca.

(a) After having been properly cleared, passenger trains will be governed by signal indication without member of crew contacting dispatcher but freight trains must not depart until permission is obtained from train dispatcher.

(b) Absolute signals and power switches located at each end of north and south siding.

(c) North Siding: Is included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication, or by permission from the train dispatcher.

(d) Certain switches leading into north siding are not electrically locked—(See Rule 550).

(e) Crossover just west of Depot: Electrically-locked hand-operated main track switch on crossover between main track and north siding just west of depot is pipe-connected and operates inside switch of crossover. Care must be taken to insure that all wheels have passed over inside switch before aligning main track switch. Movements on north track after using crossover will proceed at restricted speed to the first governing signal.

(f) House Track: Main track switch and inside switch of crossover to house track are individually electrically-locked. Both switches must be released before movement is started, and one or both switches must be kept open until the movement is completed.

FIRST SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 54 January 9, 1955		Distance from Winnemucca		FIRST CLASS		SECOND CLASS					
	STATIONS		17 California Zephyr	1 Zephyrette	61 R. T.	77 C. F. S.						
			Arrive Daily	Arrive Sun., Wed., Fri.	Arrive Daily	Arrive Daily						
321.3	TO-R	PORTOLA 6.2	211.0	AM 7.47	PM 8.50							
327.5		HAWLEY 0.6	204.8	7.37	8.35							
328.1		LOYALTON BR. X'ING. 11.0	204.2									
339.1		CHILCOOT 2.7	193.2		8.20							
341.8		RENO JCT. 3.8	190.5	7.22	8.11							
345.6		SCOTTS 6.9	186.7		8.02							
352.5		RED ROCK 10.1	179.8		7.50							
362.6		DOYLE 9.1	169.7	6.54	s 7.35							
371.7		HERLONG, (CAL.) 11.8	160.6	s 6.45	s 7.20							
383.5		FLANIGAN, (NEV.) 0.8	148.8		7.03 18							
384.3		SP X'ING & CONN. 9.4	148.0									
393.7		SAND PASS 11.0	138.6	6.21	6.45							
404.7		SANO 11.6	127.6	6.08	6.32							
416.3		REYNARD 14.5	116.0		6.19							
430.8		PHIL 7.1	101.5		6.03							
437.9		GERLACH 13.3	94.4	s 5.38	s 5.55	12.30 PM	9.45 PM					
451.2		TREGO 10.1	81.1	5.23	5.36							
461.3		CHOLONA 9.3	71.0		5.26							
470.6		RONDA 3.9	61.7	5.08 2	5.16							
474.5		SULPHUR 4.9	57.8		5.12							
479.4		FLOKA 8.2	52.9		5.06							
487.6		ANTELOPE 9.0	44.7		4.57							
496.6		JUNGO 12.0	35.7	4.43	4.45							
508.6		GASKELL 10.6	23.7		4.32							
519.2		RAGLAN 13.1	13.1		4.20							
532.3	TO-R	WINNEMUCCA	0.0	4.13 AM	4.05 PM	10.00 AM	7.30 PM					
				Leave Daily	Leave Sun., Wed., Fri.	Leave Daily	Leave Daily					
				17	1	61	77					

First-class trains must respect schedule shown.

Schedules shown for second-class trains are for information only.

Special instructions appearing on pages 2 and 3 will apply to both pages where applicable.
Nos. 1 and 2 will stop on flag at any station to receive or discharge passengers.

SECOND SUBDIVISION—Eastward

Symbol, Rule 6-A.	Car Capacity of Siding	Telegraph Office Calls	SECOND CLASS		FIRST CLASS						Distance from San Francisco	T.C.S. Automatic Block Signal System, EASTWARD ONLY	STATIONS	Distance from Winnemucca
			62		28	18	22	2	102					
			F. B.		So. Pacific San Francisco Overland	West. Pac. California Zephyr	Southern Pacific Mail	Western Pacific Zephyrette	So. Pacific City of San Francisco					
			Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Thurs., Sat.	Leave Daily				
BKF PY	Yard	Wa	PM 3.30			PM 9.28			AM 6.20		532.3	TO-R WINNEMUCCA	0.0	
KIP		Wo	3.40		PM 10.04	9.33	AM 10.10	6.25	AM 2.23		536.0	TO-R WESO (SP Conn.)	3.7	
P	125		3.46		10.09	9.37	10.15	6.30	2.27		540.3	4.3 BLISS	8.0	
P	125		3.55		10.16	9.43	10.23	6.38	2.33		548.1	7.8 GOLCONDA	15.8	
P											553.8	5.7 PREBLE (SP Conn.)	21.5	
P	121	Rh	4.11		10.30	9.54	10.38	s 6.53	2.44		562.4	TO 8.6 RED HOUSE	30.1	
P	125		4.25		10.42	10.04	10.50	7.05	2.54		575.1	12.7 ELLISON	42.8	
P			4.41		10.54		11.07	s 7.20			589.1	14.0 NORTH BATTLE MT'N	56.8	
P	120		4.43		10.56	10.16	11.09	7.22	3.06		590.7	1.6 RENNOX	58.4	
P	125		4.54		11.05	10.24	11.19	7.31	3.14		600.6	9.9 KAMPOS	68.3	
P	109		5.05		11.13	10.31	11.28	7.39	3.21		609.5	8.9 DUNPHY	77.2	
P	128	Be	5.16		11.22	10.39	11.38	s 7.49	3.29		619.5	TO 10.0 BEOWAWA (SP Conn.)	87.2	
P	113		5.26		11.29	10.45	AM 11.47	7.56	3.35		626.9	7.4 CLURO	94.6	
P											630.5	3.6 BARTH (SP Conn.)	98.2	
P			5.42		11.43	10.57	PM 12.01	8.09	3.47		636.2	5.7 PALISADE	103.9	
I			5.54		11.51	11.04	12.12	8.17	3.54		643.4	7.2 WEST CARLIN (SP Conn.)	111.1	
Yard Limits	P	103	5.58		PM 11.55 AM 12.05	11.07	s 12.15 12.23	s 8.21	s 3.57 4.02		644.6	R 1.2 CARLIN	112.3	
			6.02		12.08	11.10	12.28	8.24	4.05		646.0	1.4 EAST CARLIN (SP Conn.)	113.7	
Yard Limits	P	125	6.16		12.18	11.20	12.38	8.34	4.15		656.3	10.3 HUNTER	124.0	
	BK FYP	Yard	6.30 PM		12.27 AM	s 11.30 PM	s 12.47 PM	s 8.45 AM	4.24 AM		665.4	TO-R 9.1 ELKO (SP Conn.)	133.1	
			Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily					
			62		28	18	22	2	102					

Special instructions appearing on pages 4 and 5 will apply to both pages where applicable.

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

RULES 82-A and 540. Weso. Westward trains may leave Weso without clearance when train-order signal indicates PROCEED and will maintain their identity Weso to Winnemucca.

RULES 83-A and 83-B. No. 18 register by ticket at Elko.

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

Winnemucca.

(a) After having been properly cleared, passenger trains will be governed by signal indication without member of crew contacting dispatcher but freight trains must not depart until permission is obtained from train dispatcher.

(b) Absolute signals and power switches located at each end of north and south siding.

(c) North Siding: Is included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication, or by permission from the train dispatcher.

(d) Certain switches leading into north siding are not electrically locked—(See Rule 550).

(e) Crossover just west of Depot: Electrically-locked hand-operated main track switch on crossover between main track and north siding just west of depot is pipe-connected and operates inside switch of crossover. Care must be taken to insure that all wheels have passed over inside switch before aligning main track switch. Movements on north track after using crossover will proceed at restricted speed to the first governing signal.

(f) House Track: Main track switch and inside switch of crossover to house track are individually electrically-locked. Both switches must be released before movement is started, and one or both switches must be kept open until the movement is completed.

SECOND SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 54 January 9, 1955		Distance from Elko	FIRST CLASS		SECOND CLASS							
				17	1	61	77						
				California Zephyr	Zephyrette	R. T.	C. F. S.						
STATIONS			Arrive Daily	Arrive Sun., Wed., Fri.	Arrive Daily	Arrive Daily							
532.3	T.C.S.	TO-R WINNEMUCCA 3.7	133.1	AM 4.08	PM 3.55	AM 9.00	PM 6.45						
536.0		TO-R WESO (SP Conn.) 4.3	129.4	AM 4.03	PM 3.50								
540.3	Automatic Block Signal System, EASTWARD ONLY	BLISS 7.8	125.1										
548.1		GOLCONDA 5.7	117.3										
553.8		PREBLE (SP Conn.) 8.6	111.6										
562.4		TO RED HOUSE 12.7	103.0										
575.1		ELLISON 14.0	90.3										
589.1		NORTH BATTLE MT'N 1.6	76.3										
590.7		RENOX 9.9	74.7										
600.6		KAMPOS 8.9	64.8										
609.5		DUNPHY 10.0	55.9										
619.5		TO BEOWAWE (SP Conn.) 7.4	45.9										
626.9		CLURO 3.6	38.5										
630.5		BARTH (SP Conn.) 5.7	34.9										
636.2		PALISADE 7.2	29.2										
643.4		WEST CARLIN (SP Conn.) 1.2	22.0										
644.6		R CARLIN 1.4	20.8										
646.0	EAST CARLIN (SP Conn.) 10.3	19.4											
656.3	HUNTER 9.1	9.1											
665.4	TO-R ELKO (SP Conn.)	0.0											
				2.03 AM	1.20 PM	5.00 AM	3.45 PM						
				Leave Daily	Leave Sun., Wed., Fri.	Leave Daily	Leave Daily						
				17	1	61	77						

Be governed by current timetable, bulletins and rules of Southern Pacific Company, on SP track between Elko and Weso.

First-class trains must respect schedule shown at Weso and Winnemucca. Times shown in small type at Elko and Winnemucca for information only.

Special instructions appearing on pages 4 and 5 will apply to both pages where applicable.

No. 22 will stop on flag at Red House daily except Sundays and holidays for mail, and daily except Saturdays, Sundays and holidays for express.

No. 22 will stop at North Battle Mountain for mail and express and to receive revenue passengers for Ogden or beyond and to discharge revenue passengers from regular stops.

No. 28 will stop on flag at North Battle Mountain and at Elko to receive revenue passengers for Ogden or beyond, and to discharge revenue passengers from Reno or beyond.

No. 102 will stop on flag at Elko to receive revenue passengers for Ogden or beyond, and to discharge revenue passengers from Sacramento or beyond.

Nos. 1 and 2 will stop on flag at any station to receive or discharge passengers.

THIRD SUBDIVISION—Eastward

		SECOND CLASS		FIRST CLASS					Distance from San Francisco	Timetable No. 54 January 9, 1955		Distance from Elko
		62		18	22	2	102	28		STATIONS		
		F. B.		West. Pac. California Zephyr	Southern Pacific Mail	Western Pacific Zephyrette	So. Pacific City of San Francisco	So. Pacific San Francisco Overland				
		Leave Daily		Leave Daily	Leave Daily	Leave Mon., Thurs., Sat.	Leave Daily	Leave Daily				
Yard / Lmts.	BK FYP	Yd.	Kn Di	PM 7.15	PM 11.32	PM 12.50	AM 9.15	AM 4.24	AM 12.27	665.4	TO-R ELKO (SP Conn.)	0.0
	P	127		7.30	11.41	1.02	9.27	4.34	12.36	673.3	7.9 PARDO	7.9
	P	122		7.45	11.52	1.16	9.40	4.44	12.48	683.3	10.0 ELBURZ	17.9
	P									684.3	1.0 SP CONNECTION	18.9
	P	110		7.53	PM 11.56	1.22	9.46	4.49	12.53	688.4	4.1 HALLECK	23.0
	P	120		8.07	AM 12.05	1.34	9.58	4.58	1.03	700.0	11.6 DEETH	34.6
	P									701.0	1.0 SP CONNECTION	35.6
	IP		A	8.25	12.17	1.50 PM	10.13	5.10 AM	1.16 AM	713.6	12.6 TO ALAZON (SP Conn.)	48.2
	P	125	Ws				s 10.20	First-class trains must respect schedule shown.		717.7	4.1 WELLS (UP Conn.)	52.3
	P	125					10.31			728.1	10.4 RUBY	62.7
	P	125					10.42			738.2	10.1 VENTOSA	72.8
	YP	125			12.50 ¹⁷		10.51	Times shown for second-class trains within T.C.S. limits are for information only.		747.2	9.0 SPRUCE	81.8
	P	125					11.06			757.5	10.3 SAGE	92.1
	I									765.9	8.4 NN CROSSING	100.5
	YP	125	Fa		1.15		s 11.20	766.4	0.5 SHAFTER (NN Conn.)	101.0		
	P	125					11.29	772.4	6.0 SILVER ZONE	107.0		
	P	125					11.43	781.1	8.7 CLIFSIDE	115.7		
	P	125					AM 11.56	788.9	7.8 PILOT	123.5		
	P	125					PM 12.07	798.6	9.7 OLA, (NEV.)	133.2		
	BK FYP	Yd.	Wn	11.00 PM	2.13 AM		s 12.20 PM	806.3	7.7 TO-R WENDOVER, (UTAH)	140.9		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily			
				62	18	22	2	102	28			

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

RULES 82-A and 540. Eastward trains may leave Alazon without clearance when train-order signal indicates PROCEED.

RULES 83-A and 83-B. No. 18 register by ticket at Elko. Nos. 17 and 18 register by ticket at Wendover.

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

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.

Wendover. After having been properly cleared, passenger trains will be governed by signal indication without member of crew contacting dispatcher but freight trains must not depart until permission is obtained from train dispatcher.

THIRD SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 54 January 9, 1955	Distance from Wendover	FIRST CLASS		SECOND CLASS								
			1	17		77	61						
			Zephyrette	California Zephyr	C. F. S.	R. T.							
STATIONS			Arrive Sun., Wed., Fri.	Arrive Daily		Arrive Daily	Arrive Daily						
665.4	TO-R ELKO (SP Conn.) 7.9	140.9	PM 12.50	AM 2.01		PM 2.45	AM 4.00						
673.3	PARDO 10.0	133.0											
683.3	ELBURZ 1.0	123.0											
684.3	SP CONNECTION 4.1	122.0											
688.4	HALLECK 11.6	117.9											
700.0	DEETH 1.0	106.3											
701.0	SP CONNECTION 12.6	105.3											
713.6	TO ALAZON (SP Conn.) 4.1	92.7	AM 11.59	AM 1.20		PM 1.45	AM 3.00						
717.7	WELLS (UP Conn.) 10.4	88.6	s 11.52										
728.1	RUBY 10.1	78.2	11.41										
738.2	VENTOSA 9.0	68.1	11.31										
747.2	SPRUCE 10.3	59.1	11.23	12.50 18									
757.5	SAGE 8.4	48.8	11.11										
765.9	NN CROSSING 0.5	40.4											
766.4	SHAFTER (NN Conn.) 6.0	39.9	s 11.00	12.26 AM									
772.4	SILVER ZONE 8.7	33.9	10.54										
781.1	CLIFSIDE 7.8	25.2	10.39										
788.9	PILOT 9.7	17.4	10.26										
798.6	OLA, (NEV.) 7.7	7.7	10.12										
806.3	TO-R WENDOVER, (UTAH)	0.0	10.00 AM	11.28 PM		10.45 AM	11.00 PM						
			Leave Sun., Wed., Fri.	Leave Daily		Leave Daily	Leave Daily						
			1	17		77	61						

Be governed by current
timetable, bulletins and rules
of Southern Pacific Company,
on SP track between Alazon
and Elko.

First-class trains must re-
spect schedule shown.

Schedules shown for second-
class trains are for informa-
tion only.

Times shown at Elko for
westward regular trains are
for information only.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

No. 18 stop at Wendover to discharge passengers, and will stop on flag to receive passengers destined to points where scheduled to stop.

Nos. 1 and 2 will stop on flag at any station to receive or discharge passengers.

FOURTH SUBDIVISION—Eastward

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Timetable No. 54 January 9, 1955	Distance from Wendover
			62 F. B.				2 Zephyrette	18 California Zephyr				
						Leave Daily	Leave Mon., Thurs., Sat.	Leave Daily				
						PM 11.15	PM 12.35	AM 2.15	806.3			
BK FYP	Yard	Wn							815.5		TO-R WENDOVER	0.0
P	125						12.45		815.5		9.2 SALDURO	9.2
P	125						12.55		825.1		9.6 ARINOSA	18.8
P	125						1.05		834.9		9.8 BARRO	28.6
P	125						1.16	2.50	845.3		10.4 KNOLLS	39.0
P	125						1.25	2.59	854.2		8.9 CLIVE	47.9
YP	125						1.40	3.12	866.1		11.9 LOW	59.8
P	125						1.55	3.25	878.4		12.3 DELLE	72.1
P							2.15		892.9		14.5 ELLERBECK	86.6
YP	125	Bx					2.21	3.43	897.1		4.2 BURMESTER	90.8
P	33								911.9		14.8 D&RGW TRANSFER	105.6
IP									912.1		0.2 D&RGW X'ING.	105.8
P	125	Gf					2.45	3.59	913.2		1.1 GARFIELD (UP Conn.)	106.9
P	125						2.58	4.10	924.7		11.5 BUENA VISTA	118.4
AIP									926.3		1.6 UP CROSSING	120.0
IP									926.7		0.4 UP CROSSING	120.4
IP							3.06	4.15	927.2		0.5 POLLARD JCT.	120.9
BKWF TYPO	Yard	Un					s 3.15 PM	s 4.20 AM	927.4		0.2 D&RGW CROSSING	121.1
I									928.0		0.6 TO-R SALT LAKE CITY (U. D.)	121.7
BKF WYPO	Yard	Fy							928.7		0.7 UP CROSSING	122.4
									930.4		1.7 TO-R ROPER (Salt Lake City)	124.1
						Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily				
						62	2	18				

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

RULES 83-A and 83-B. Nos. 17 and 18 register by ticket at Wendover.

Wendover. After having been properly cleared, passenger trains will be governed by signal indication without member of crew contacting dispatcher but freight trains must not depart until permission is obtained from train dispatcher.

Salt Lake City and Roper. 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. Movement against current of traffic on these two running tracks can be made only under flag protection between 1st So. and 21st So. Streets. Trains will keep to the right. 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.

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. 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 and engines must move on all tracks within yard limits prepared to stop unless the track is seen or known to be clear."

FOURTH SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 54 January 9, 1955	Distance from Roper	FIRST CLASS		SECOND CLASS					
			1	17	77	61				
			Zephyrette	California Zephyr	C. F. S.	R. T.				
STATIONS			Arrive Sun, Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily				
806.3	TO-R WENDOVER 9.2	124.1	AM 9.50	PM 11.26	AM 10.15	PM 10.00				
815.5	SALDURO 9.6	114.9	9.41							
825.1	ARINOSA 9.8	105.3	9.32							
834.9	BARRO 10.4	95.5	9.23							
845.3	KNOLLS 8.9	85.1	9.14	10.55						
854.2	CLIVE 11.9	76.2	9.06	10.48						
866.1	LOW 12.3	64.3	8.55	10.37						
878.4	DELLE 14.5	52.0	8.42	10.24						
892.9	ELLERBECK 4.2	37.5	8.25							
897.1	BURMESTER 14.8	33.3	8.20	10.09						
911.9	D&RGW TRANSFER 0.2	18.5								
912.1	D&RGW X'ING. 1.1	18.3								
913.2	GARFIELD (UP Conn.) 11.5	17.2	8.02	9.54						
924.7	BUENA VISTA 1.6	5.7	7.50	9.44						
926.3	UP CROSSING 0.4	4.1								
926.7	UP CROSSING 0.5	3.7								
927.2	POLLARD JCT. 0.2	3.2	7.43	9.38						
927.4	D&RGW CROSSING 0.6	3.0								
928.0	TO-R SALT LAKE CITY (U. D.) 0.7	2.4	7.40 AM	9.35 PM						
928.7	UP CROSSING 1.7	1.7								
930.4	TO-R ROPER (Salt Lake City)	0.0			7.00 AM	6.00 PM				
			Leave Sun, Wed., Fri.	Leave Daily	Leave Daily	Leave Daily				
			1	17	77	61				

First-class trains must respect schedules shown.

Schedules shown for second-class trains are for information only.

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

Salt Lake City.

Salt Lake City Union Depot and RR Co. Rule No. 1 reads: "Trains have no timetable superiority between 1st So. and 9th So. Sts., SLCUD Co. trackage on 4th West St., Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Co. tracks prepared to stop within one-half the range of vision."

Salt Lake City Union Depot and RR Co. Rule No. 3 reads:

"Switchmen and others using SLCUD and RR Co. tracks will be held responsible for leaving switches as found by them when passing in and out of yards unless switches are being handled by Union Depot Co. switchtender. Proceed signal from switchtender to trains entering yard does not necessarily indicate that track to be used is clear."

WP trains have no timetable superiority on WP passenger running track between westward home signal located between 5th and 6th West Sts. and Salt Lake City UD and RR Co. trackage.

Unless otherwise directed No. 18 will use track 3, Salt Lake City Union Depot.

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

City ordinance restricts speed all trains between 1st So. and 9th So. Sts. to 25 MPH. Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

No. 17 stop at Wendover to discharge passengers, and will stop on flag to receive passengers destined to points where scheduled to stop. Nos. 1 and 2 will stop on flag at any station to receive or discharge passengers.

Eastward		FIRST SUBDIVISION "A"—LOYALTON BRANCH				Westward				
Yard Limits	Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS		Distance from Clover Valley Jct.	Timetable No. 54 January 9, 1955	Distance from Loyalton	THIRD CLASS	
				416 Mixed	Leave Mon., Wed., Fri.				415 Mixed	Arrive Mon., Wed., Fri.
						0.0				
	P	120		PM 2.40		0.9	CLOVER VALLEY JCT.	12.7		
							0.9 HAWLEY (RR X'ING)*	11.8	PM 5.50	
Yard Limits	P	Yard	Yn	3.30 PM		12.7	TO-R LOYALTON	0.0	5.00 PM	
				Arrive Mon., Wed., Fri.					Leave Mon., Wed., Fri.	
				416					415	

Eastward		FIRST SUBDIVISION "B"—RENO BRANCH				Westward				
Yard Limits	Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS		Distance from Reno Junction	Timetable No. 54 January 9, 1955	Distance from Reno	THIRD CLASS	
				220 Local Freight	Leave Daily Ex. Sunday				219 Local Freight	Arrive Daily Ex. Sunday
				AM 4.40		0.0				
	YP	56					RENO JUNCTION	33.1	AM 10.50	
		Spur 1W 10		4.50		3.6	3.6 PLUMAS	29.5	10.38	
		12		5.10		10.1	6.5 PEAVINE, (CAL.)	23.0	10.18	
		15		5.30		16.2	6.1 COPPERFIELD, (NEV.)	16.9	9.59	
		25		5.39		18.8	2.6 ANDERSON	14.3	9.51	
		Spur 1E15		5.47		21.3	2.5 MARTIN	11.8	9.43	
		Spur 1W 23		6.15		30.7	9.4 VAUGHN MILL No. 1	2.4	9.15	
		Spur 1W 24		6.20		31.2	0.5 VAUGHN MILL No. 2	1.9	9.10	
		Spur 1W 24		6.23		31.42	0.22 ROCKY MOUNT No. 1	1.68	9.07	
		4		6.24		31.5	0.08 FRATEX	1.6	9.06	
		Spur 1E 40		6.25		31.57	0.07 ROCKY MOUNT No. 2	1.53	9.05	
Yard Limits	KO	Yard	Rd	6.30 AM		33.1	TO-R RENO (SP Conn)	0.0	9.00 AM	
				Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	
				220					219	

RULE 82-A. Is modified to the extent that trains may be authorized at Portola to operate on the Loyalton or Reno Branch.

No. 416 may leave Hawley and No. 220 may leave Reno Jct. without clearance.

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Loyalton or Reno Branch.

Martin. Stead Air Force Base track can be used only 1259 feet from main track switch. Siding on Stead Air Force Base track can be used only 979 feet from first switch to siding.

Rocky Mount No. 2. No derail, keep hand brakes set and do not leave cars east of first road crossing.

DERAIL located on main track at MP 31.64 which is 370 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Vaughn Mill No. 1, Vaughn Mill No. 2, Rocky Mount No. 1, or on Rocky Mount No. 2 spurs. This derail must first be opened and locked open while switching is being done and not be relined for main track until switching is completed and cars properly coupled to engine, and have been charged to full air pressure.

Reno. Movements over street crossings east and west of Nevada Transportation Company warehouse must be protected by flagman.

Trains or engines must approach East 6th Street carefully. This crossing is protected by flasher lights and bell signals.

Flasher light and bell signals, 4th St.—Engines or cars must stop clear of outer edge of sidewalks on either side of 4th Street, before entering or occupying crossing from either direction at either crossing, except when moving westward from SP Transfer on East Street. This to provide 20 seconds elapsed time between times engines or cars enter signal circuits and actually enter street intersections, as required by Nevada State Law.

Whenever necessary to spot engines or cars within 100 feet west of West 4th Street sidewalk on SP Interchange (East Street) track, movement must first be made eastward on track to a point not less than 25 feet beyond east sidewalk of 4th Street; thence return westward and spot at point desired anywhere within 100 foot limit mentioned above. With this exception, cars or engines must not be spotted within signal circuit limits.

Eastward FOURTH SUBDIVISION "A"—ELLERBECK BRANCH Westward

				Distance from Ellerbeck	↓	Distance from Dolomite		
				Timetable No. 54 January 9, 1955				
				STATIONS				
	P			0.0		4.7		
		Spur 1E 17		0.9	0.9	3.8		
	Y			2.7	1.8 WYE	2.0		
		8		3.7	1.0 FLUX	1.0		
		Spur 1E 3		4.7	1.0 DOLOMITE	0.0	↑	

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.

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

Eastward FOURTH SUBDIVISION "B"—TOOELE BRANCH Westward

				Distance from Burmester	↓	Distance from Warner		
				Timetable No. 54 January 9, 1955				
				STATIONS				
	YP	125	Bx	0.0	TO	15.5		
		22		7.0	7.0 MARSHALL	8.5		
		Spur 1W 25		13.5	6.5 Conn. Tooele Ordnance Depot	2.0		
	Y	77		15.5	2.0 R WARNER (TV and UP Conn.)	0.0	↑	

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

All times as shown for trains at Stations on schedule pages are Pacific Standard Time. Trains will continue to operate on Pacific Standard Time during period that Daylight Saving Time is in effect.

RULE 10-J. Yellow round speed-control boards indicate the maximum permissible speed of California Zephyr and City of San Francisco trains.

RULE S-17. 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. Figures indicating "Car Capacity of Sidings" 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.

RULE 34. The fireman on a freight train must not leave the forward cab while train is in motion unless authorized by the engineer, who must give four short sounds of alarm gong to indicate that head brakeman must immediately come forward and comply with Rule 34 before fireman leaves and until return of fireman. When third seat is available, head brakeman will ride in forward cab.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

RULES 82-A, 95 and 97. Trains will be authorized at Portola, Winnemucca, Wendover, Roper and Salt Lake City by clearance. Trains originating at intermediate stations within T.C.S. limits will be authorized verbally by train dispatcher except at a station where an operator is on duty.

Conductor, or engineer if there is no conductor, of a train authorized verbally must ascertain from train dispatcher what instructions are outstanding as to track conditions on that part of the system over which movement is to be made.

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 105. Sidings within T.C.S. limits, except north siding, Winnemucca, are not included in signal circuits between clearance points.

RULE 110. Where stops are made for other reasons, inspection of train must be made as often as practicable. When weather conditions restrict visibility, the conductor will designate additional stops for inspection that are necessary in his judgment.

RULE 342. When operating Budd Cars 375 and 376 in T.C.S. or block signal territory every precaution must be taken when using sand to prevent coming to a stop with wheels resting on layers of sand. Conditions permitting, sand should be shut off at least two car lengths in advance of the point where car finally stops. When conditions require sand to be used until car is stopped, immediately after stopping the engineer or hostler will sound signal 14 (b), and upon receiving proceed signal from trainmen or hostler helper will move car forward at least fifteen (15) feet. Trainmen must not permit passengers to detrain or entrain until after second stop is made.

RULE 509. When a train or engine becomes disabled in a block between stations and is unable to proceed, train dispatcher may authorize another engine or train to enter the block in accordance with provisions of Rule 509 (B), or first paragraph of Rule 509 (C) according to conditions. Form B must be issued and location of disabled train shown thereon.

RULE 540. Traffic Control System extends between Portola and Eastward Interlocking Home Signal, Weso (MP 535.5) and between Westward Interlocking Home Signal, Alazon (MP 713.7) and Eastward Interlocking Home Signal Pollard Jct. (MP 927.2).

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.

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.

RULE 1011. When engine is not detached from train on the California Zephyr at Portola, Gerlach or Elko, or on the Zephyrette at Gerlach, it will not be necessary for outgoing enginemen to check supplies or equipment.

OPERATION OF TRAINS AND ENGINES BETWEEN EAST AND WEST TRAIN YARD SWITCHES PORTOLA

(A) A flashing red aspect displayed by automatic signals between east train yard switch, MP 322.13, and west train yard switch, MP 320.25, authorizes yard switching or engine movements on the main track within these limits and is an indication the electrically-locked switches within these limits have been unlocked by the train dispatcher. Complete instructions for operation of electrically-locked switches are posted in telephone box located vicinity of switches.

(B) The absence of the flashing red aspect or the removal of the flashing red aspect is an indication that the train dispatcher desires the main track cleared for through train movements. Howlers controlled by the train dispatcher are located throughout the yard, and when operated the main track must be cleared immediately.

(C) In addition, train dispatchers will furnish information to operator as to times passenger trains are expected to reach Portola. Employees in charge of switch engines, light engines, and similar moves must ascertain from operator whether these trains are due before occupying main track and not delay them.

(D) When main track is used on authority of flashing red aspect, all movements must be made at yard speed.

(E) When a westward train or engine is stopped at absolute signal at east train yard switch, MP 322.13 or an eastward train or engine is stopped at absolute signal at west train yard switch, MP 320.25, by a STOP indication and train or engine is instructed by the train dispatcher to proceed under flag protection per Rule 509 (C), it must be preceded by a flagman. When next signal in advance can be seen displaying a flashing red aspect and intervening track to such signal can be seen to be clear, train or engine may pick up flagman and proceed at yard speed.

(F) Eastward absolute signals at west train yard switch are under electrically-coordinated joint control of train dispatchers for the Third Subdivision, Western Division and First Subdivision, Eastern Division.

Permission to take switch or derail at west end train yard in hand throw must be obtained from Western Division train dispatcher. Western Division train dispatcher will in turn contact Eastern Division train dispatcher for his concurrence.

When west train yard switch is in hand-operated position, derailling switch, if used, must also be hand operated.

(G) Train washer located on main track between west pocket track switch and east switch west siding.

Automatic Signals 3210 and 3211 located adjacent to washer are equipped with marker lights indicating the position of washing arches.

All indications displayed by these signals are subject to the restrictions imposed by the marker lights and the following will govern:

LUNAR: Washer clear — Movement may be made through washer not exceeding 10 MPH.

PURPLE: Washing position — Restricted clearance. All trains and engines to be washed STOP and then proceed not exceeding 2 MPH.

Lunar light must be displayed for all non-washing movements. If lunar light not displayed for non-washing movements, trains and engines must STOP, check all washing arches, see they are locked in clear, then movement may be made through washer not exceeding 10 MPH.

Employees are prohibited from riding on sides or tops of trains, cars or engines while passing through train washer in operating position.

(H) After being authorized by clearance trains must not leave until given permission by train dispatcher after member of crew advises him that they are ready to leave, except Nos. 17 and 18 will leave when ready being governed by signal indications.

(I) Derail on west end of west siding pipe-connected to main track switch. Switch must not be lined for main track until engines or cars have passed over derail.

(J) Yard track indicators located opposite absolute signals governing movements of eastward or westward freight trains into Yard will indicate to such trains the number of the track on which they are to yard their trains.

When indicator is dark Yardmaster must be contacted at head-in switch to obtain track assignment.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

MP 328.1, Loyaltan Br. X'ing. Modified Interlocking.

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

MP 384.3, SP X'ing & Conn. Interlocking.

When using dual-control switch east end Flanigan siding in hand-throw position, movement must be made in accordance with Rules 545 and 664. Selector lever on dual-control switch is electrically locked. Lock instructions posted in telephone box east end Flanigan. Lock release checks Southern Pacific home signals in stop position.

MP 765.9, NN Crossing. Interlocking.

When using dual control switch west end Shafter siding in hand throw position movement must be made in accordance with Rules 545 and 664.

Derail installed on the Nevada Northern 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, D&RGW X'ing & Tfr. Modified Interlocking.

MP 926.3, UP Crossing. Automatic Interlocking.

MP 926.7, UP Crossing. No Interlocking.

Trains moving between Pollard Jct. and Buena Vista under provisions of Rule 509 must approach crossing at yard speed, and not proceed across this crossing unless it is known to be clear.

MP 927.2, Pollard Jct.

} Grant. Interlocking.

MP 927.4, D&RGW X'ing.

} WP Rules apply.

D&RGW RULE 290.

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

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 east-bound 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. WP Rules apply.

SECOND AND THIRD SUBDIVISIONS

USE OF WPRR PORTION OF PAIRED TRACK BETWEEN WESO AND ALAZON INCLUSIVE

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

(B) When a block signal indicates "stop" (in either direction) trains will be governed by Rules 509 or 510.

(C) Dispatchers will use following form of train order to authorize movement of 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 WPRR 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 between Alazon and Weso, maximum speed of passenger trains 50 MPH, freight and mixed trains and engines 40 MPH, but must observe all other speed restrictions. 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.

(D) RULES 20 AND 21. Between Weso and Alazon, sections of SP schedules other than last section will display green lights, illuminated by day and night, but will not display green flags. On SP trains lead engine only will display signals and train indicators.

(E) RULE 82-A. A clearance authorizing an eastward SP first-class train 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.

Weso. Register station for eastward first-class trains only. Registration will be by ticket and operator will transmit registration to WPRR operator Winnemucca, who will enter same on register at Winnemucca.

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.

An eastward first-class train which does not reach East Carlin within 15 minutes from its leaving time as registered at Carlin will run expecting to find a train running ahead, East Carlin to Pardo.

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 Imlay, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

(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 204. Train orders may be issued to eastward SP trains on Second Subdivision which affect their movement on the Third Subdivision between Elko and Alazon.

(L) RULE 221. First and second paragraphs apply only to eastward SP trains at Elko.

(M) Westward Automatic Block Signal System Circuits.

(a) Signals 6511 (200 feet east of Tunnel 42) and 6497 (200 feet east of Tunnel 41); "Block System Limit" sign opposite Signal 6490, controlled from 3750 feet east of East Carlin detour switch.

(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 (200 feet east of Tunnel 38); "Block System Limit" sign opposite Signal 6274, controlled from 1000 feet east of MP 623.

(N) Call Up Signals. 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 (A).

At Preble, Barth, Elburz and Deeth when signals indicate "stop" and there is lack of communication, train may proceed at restricted speed to the next governing signal without sending a flagman ahead.

Crew member must endeavor to contact train dispatcher for at least five minutes before proceeding under above provisions of the rule.

(O) 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, eastward trains continuing movement on main track must observe Rule 509(C), beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him. Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by one of these signals, before flagging over switch, trainmen must see that switch lock indicator located on west end of instrument case opposite switch indicates "locked" before signaling train to proceed. When it indicates "unlocked," call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

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

(P) 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.

(Q) East Carlin. Detour extends from east icehouse lead on SP to East Carlin on WPRR. Spring switch at junction is normally lined for WPRR main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch, normally displays stop indication. Approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign, and is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit. Eastward trains or engines from SP must not enter approach clearing circuit until first-class and other superior trains on WPRR track have passed East Carlin, unless letter "M" is illuminated in indicator on Signal 6458, or until flag protection against eastward trains has been provided on WPRR main track. If eastward train is seen or known to be approaching, train on detour must not foul WPRR main track until approaching train has passed or comes to a stop.

Eastward trains or engines on WPRR track finding Signal 6460 displaying stop indication, must, in addition to provisions of Rule 510, provide flag protection against eastward movements from East Carlin detour to WPRR main track, unless detour is seen to be clear.

Flashing white light located on instrument case 20 feet west of west switch East Detour to WPRR track at Carlin indicates that "M" indicator located on Signal 6458 is illuminated and when flashing, confirms authority to move over approach circuit on detour.

When letter "M" is illuminated an eastward SP extra train is authorized to run ahead of eastward first-class and other superior trains East Carlin to Pardo, but must observe any restrictions that may be imposed by Signal 6458 or other signals. Train dispatcher must be informed in advance of any known condition that will delay the inferior train or prevent it from making usual speed after it has been given "M" indication to proceed. First-class and other superior trains must run expecting to find inferior trains moving in advance East Carlin to Pardo on authority of the "M" indication.

This does not relieve inferior trains from providing flag protection if stopped or delayed.

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

(S) Elko. Crossover, Third St. WPRR 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.

(T) Spring switch, 12th Street, east end of old main track, WPRR Elko yard. Eastward trains leaving Elko on old main track over spring switch may proceed on timetable or train-order authority in accordance with signal aspect displayed by Signal 6660. Emergency push buttons are placed at Signals 6660 and 6662. Instructions for operating push buttons are posted in push button housings.

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.

(U) East detour extends from SP siding to WPRR freight yard, Elko.

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

(W) Weso. Interlocking. Westward home signals governing movements into T.C.S. territory are also absolute signals. T.C.S. and interlocking rules will apply to all indications displayed on these signals.

When "stop" indication is displayed a member of the crew must obtain permission to proceed from the train dispatcher per Rule 509. (SA for SP use only.)

Westward movement through crossover to SP track may be made only as prescribed by SP Rule 663 (a) or (b).

Westward inferior WPRR trains must arrive Weso sufficiently in advance of superior WPRR trains to avoid delaying them between Weso and Winnemucca.

(X) Alazon. Interlocking. Eastward home signal governing movements into T. C. S. territory is also absolute signal. T. C. S. and interlocking rules will apply to all indications displayed on this signal. When "stop" indication is displayed a member of crew must obtain permission to proceed from train dispatcher per Rule 509. (SA is for SP use only.)

When "stop" indication is displayed for Eastward movement through crossover to SP track, movement will be made as prescribed by SP Rule 663 (a) or (b).

When "stop" indication is displayed for Westward movement from T.C.S. territory through crossover, movement will be made as prescribed by Rule 663.

Eastward inferior WPRR trains must arrive Alazon sufficiently in advance of superior WPRR trains to avoid delaying them between Alazon and Wells.

(Y) ENGINE WHISTLE SIGNALS

Weso: Eastward—From WPRR or SP:
To WPRR, Upper arm, o — —,
To SP, Lower arm, o — o.

Westward—From SP:
To SP, Upper unit, o — o.
To WPRR, Lower unit, o — —.

Westward—From WPRR:
To SP, Dwarf signal, o — o.
To WPRR, Dwarf signal, o — —.

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

Alazon: Eastward—
To WPRR, Upper unit, o — —,
To SP, Lower unit, o — o.

Westward—From SP or WPRR:
To SP, Upper arm, o — o,
To WPRR, Lower arm, o — —.

When train has been given interlocking signal and does not wish to use route, give o o — o o sounds of whistle for information of signal operator.

SPEED RESTRICTIONS—in miles per hour will apply as follows:

BETWEEN	Passenger				Freight		BETWEEN	Passenger				Freight	
	California Zephyr and City of San Francisco		Other Passenger Trains		All Freight Trains			California Zephyr and City of San Francisco		Other Passenger Trains		All Freight Trains	
	Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions		Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions
First Subdivision—Pages 2-3						Third Subdivision—Pages 6-7 Cont.							
Portola and MP 324.1	55		50		40		Alazon and MP 720.5	70		60		50	
MP 323.4 and MP 323.7 on curve		40		35		30	MP 715.2 and MP 717.1 on curves		65			45	
MP 324.1 and MP 342.1	79		70		55		MP 720.5 and MP 735	79		70		55	
*MP 328.12 Loyalton Br. R.R. X'ing.		75			40		MP 735 and MP 748	79		70		60	
MP 340.3 and MP 342.1 (Tunnel 37)		50		45		35	MP 748 and MP 753.2	79		70		55	
MP 342.1 and MP 352.7	60		55		45		MP 753.2 and MP 755.2	45		45		30	
MP 343.7 and MP 343.9 on curve		50		45		40	MP 755.2 and MP 759.8	79		70		55	
MP 345.5 and MP 346.8 on curves		55		50			MP 755.5 and MP 755.8 on curves					40	
MP 347.5 and MP 348.5 on curves		50		45		35	MP 758.4 and MP 758.7 on curve		60		55		45
MP 352.7 and MP 363.2	70		65		55		MP 759.4 and MP 759.8 on curve		75			50	
MP 352.7 and MP 353 on curve		65		60		45	MP 759.8 and MP 775.3	79		70		60	
MP 363.2 and MP 384.2	79		70		55		*MP 765.9 NNR. Crossing		45		35		25
MP 384.2 and MP 390.7	65		60		50		MP 771 and MP 771.5 on curve					45	
*MP 384.3 SPRR X'ing.		40		30		30	MP 772.7 and MP 773.1 on curve		65		60		45
MP 389.8 and MP 390.3 on curve					45		MP 775.3 and MP 782	55		50		40	
MP 390.7 and MP 398.5	60		50		40		MP 776.6 and MP 778.1 on curves		40		35		30
MP 390.7 and MP 392.1 on curves		45		40		35	MP 778.7 and MP 779.2 on curve		35		30		25
MP 393.5 and MP 394.2 on curves		50		45			MP 782 and MP 784.5	45		40		30	
MP 395.3 and MP 397.8 on curves		45		40		35	MP 782 and MP 782.7 on curve		35		30		25
MP 398.5 and MP 404.7	65		60		50		MP 783.5 and MP 784.5		35		30		25
MP 398.8 and MP 399.3 on curves					45		MP 784.5 and Wendover	70		65		55	
MP 404.7 and MP 488.3	79		70		55		MP 784.6 and MP 784.9		60		55		40
MP 429.5 and MP 430.3 on curve		70		65			MP 785.1 and MP 785.2 on curve					45	
MP 433.5 and MP 434.1 on curve		70		65			MP 785.8 and MP 786.5		65		60		45
MP 480.2 and MP 481.2 on curves		70		65		50	MP 795.4 and MP 795.7		55		50		40
MP 483.6 and MP 483.9 on curves		65		60		50	MP 796 and MP 796.4		65		55		45
MP 487.7 and MP 488.9 on curves		70		65		50	MP 799.5 and MP 800		45		40		35
MP 488.3 and MP 496	60		55		40		MP 805.3 and MP 806 on curve					50	
MP 489.9 and MP 491.2 on curves		50		45			Fourth Subdivision—Pages 8-9						
MP 492.4 and MP 492.7 on curves		55		50			Wendover and MP 856.6	79		70		60	
MP 493.9 and MP 494.9 on curves		45		40		35	MP 806.5 and MP 807 on curve					50	
MP 495.3 and MP 495.6 on curve		55		50			MP 849.7 and MP 849.8 on curve					55	
MP 496 and Winnemucca	79		70		60		MP 856.6 and MP 866.8	79		65		55	
MP 510 and MP 510.4 on curve		70		65		55	MP 856.6 and MP 856.9 on curve		65		60		50
MP 513 and MP 513.2 on curve					55		MP 859.7 and MP 860 on curve		70				
MP 519.9 and MP 520.6 on curve					55		MP 860.9 and MP 861.1 on curve		70				
MP 521 and MP 521.9 on curves		65		60		50	MP 862.7 and MP 863.3 on curve		70				
MP 523.1 and MP 523.4 on curve					55		MP 864.3 and MP 864.7 on curve		65		60		40
MP 524.8 and MP 525 on curve					55		MP 865.2 and MP 866.1 on curve		70				
MP 527.5 and MP 527.7 on curve					55		MP 866.8 and MP 890	79		70		55	
MP 530.4 and MP 530.7 on curve					55		MP 866.8 and MP 867.5 on curve		70		65		
MP 532.1 and MP 532.5 on curve					45		MP 867.5 and MP 868.4 on curve		60		55		45
Second Subdivision—Pages 4-5						Loyalton Branch..... Page 10							
Winnemucca and MP 628.3	79		70		55		Reno Branch..... Page 10	25		25		25	
Using turnouts, Weso		25		20		20	Derail MP 31.64..... Page 10		10		10		10
MP 536.7 and MP 537.1		75					SP-WP Interchange						
MP 610.1 and MP 611		70		65		50	Connection, Reno..... Page 10		5		5		5
MP 625.5 and MP 625.8		70		65			Ellerbeck Branch... Page 11					15	
MP 628.3 and MP 638.3	50		45		40		Tooele Branch..... Page 11	20		20		20	
MP 628.3 and MP 629.1					35		*Trains approaching interlocked crossings must reduce to speeds shown above before engine passes home signal.						
MP 635.5 and MP 636.8					35								
MP 638.3 and MP 648.3	79		70		55								
West Carlin and East Carlin		35		35		20							
Using turnouts, West and East Carlin		20		15		15							
MP 648.3 and MP 651	65		60		50								
MP 649.2 (Tunnel 41)					40								
MP 650.4 and MP 651		50		50		40							
MP 651 and MP 652.6	70		65		50								
MP 652.6 and Elko	79		70		55								
MP 664.4 and MP 665.4 (Elko Yard)		35		35		15							
Third Subdivision—Pages 6-7						Elko and Alazon							
Elko and Alazon	79		70		55		MP 665.4 and MP 666.4 (Elko Yard)		35		35		15
MP 665.4 and MP 666.4 (Elko Yard)		35		35		15	MP 673.8 and MP 673.9		70		65		50
MP 673.8 and MP 673.9		70		65		50	MP 674.8 and MP 681.1		55		50		45
MP 674.8 and MP 681.1		55		50		45	Using turnouts, Alazon		25		20		20
Using turnouts, Alazon		25		20		20							

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		**RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	*LIGHT	
Western Pacific			
D-176 (801 to 805).....	95	60	50
D-176 (801-A and 802-A)	65	60	50
D-225 (901 to 912)	65	60	50
D-239 (913 to 924)	65	60	50
S-50 (501 to 503).....	45	45	..
S-50 (504 to 511).....	65	60	..
S-57 (551 to 564).....	65	60	..
S-60 (581 to 585).....	65	60	..
S-62 (601 to 606).....	30	30	..
RS-62 (701 to 713).....	65	60	..
Southern Pacific			
DF-1 to 12 with 62/15 gear ratio...	65	55	30
DF-1 to 12 with 65/12 gear ratio...	55	55	30
DF-100, 114 to 119	65	55	55
DF-101 to 112	60	55	55
DF-200 to 204	55	55	55
DF-300 to 304	65	55	55
DF-500, 501	65	55	55
DP	79	70	30
DS-1, 4, 5	45	45	45
DS-2, 3, 6, 7, 8	60	55	55
DS-100 to 108, 110, 111, 113 to 115, 117, 118.....	60	55	55
DS-109	65	55	55
DS-200, 201	35	35	35

*Light engines running forward must not exceed freight train speed.

**Diesel engines when operated from other than leading control cab in direction of movement must not exceed 30 MPH on curves, and 20 MPH when approaching highway or street crossings at grade. Where conditions require, speed of engines in backward motion must be further reduced to a rate consistent with safety.

Maximum MPH

Movement of steam engines, in service or dead in train, must not be made until train order designating maximum speed, and other necessary instructions for handling are issued.	
Trains handling diesel engines dead in train must not exceed the speed allowed for such dead engines running forward light.	
Passenger trains handling troop sleepers, troop kitchen cars or high speed box cars.....	60
Passenger trains with freight train cabooses on rear.....	50
Except in territory where a greater maximum is specified for freight trains, may make maximum speed for freight trains within specified territory.	
Scale test cars must be handled next ahead caboose and not exceeding	
Main tracks other than branches.....	30
Main tracks on branches.....	15
Trains handling WPRR steam derrick No. 37 straight track.....	35
On curves 5 MPH less than speed prescribed for freight trains but not exceeding	30
Engines 559 to 564 incl. coupled in multiple control, light or handling trains.....	30
Trains handling steam shovels, cranes, rotary plows or pile drivers on their own wheels, steam derricks other than WPRR steam derrick No. 37, logs on flat cars, loaded air dump cars	25
Trains or engines through a turn out or siding equipped with power operated switches in T.C.S. territory	20
Trains or engines trailing through spring switch old main track to main track East Elko.....	20
Trains or engines through turn outs, crossovers, sidings and other inside tracks, except as otherwise provided for.....	10

MISCELLANEOUS

Coupling snow plow ends of WPRR diesel engines to passenger equipment is prohibited.

Diesel freight engines dead in train must have automatic brake valves cut out in cabs and brake handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reversers locked in neutral position in all units. Distributing valve pops must be set to 25 pounds pressure. Same procedure should be followed on passenger engines after electric brakes have been cut out and changeover lever placed in automatic position.

Diesel switch engines dead in train must have automatic brake valve cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position.

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

AIR BRAKE RULES

RULE 22. On eastward freight trains between Silver Zone and Wendover, an understanding must be had between conductor and engineer as to number of retainers necessary to control train and they must be used accordingly. When retainers are used a 10 minute stop must be made at Pilot for train inspection and to permit heat to equalize in wheels.

RULE 24-B. On passenger trains at points where terminal tests are made, when the continuity of the brake pipe is not disturbed, or motive power not changed, the incoming engineman, after making station stop as prescribed by the rules, must apply the train brakes with a 15 pound brake pipe reduction immediately after stopping and without waiting for a signal.

The brake pipe leakage must be noted, then the reduction increased to a total of 20 pounds. The incoming engineman will notify the outgoing engineman the amount of brake pipe leakage.

Release of the train brakes will be made upon receiving the proper release signal.

RULES 24-B and 24-C. CALIFORNIA ZEPHYR TRAINS.

If motive power is changed at any intermediate station or terminal or continuity of brake pipe disturbed, air brake tests must be made as prescribed by Rules 24-B and 24-C.

At Portola, Gerlach and Elko, the incoming engineer, after making station stop, must make a full service electro-pneumatic brake application (approximately 75 pounds) or if electro-pneumatic brake is inoperative, a 20 pound brake pipe reduction will be made with the automatic brake.

Observation will be made that rear brakes apply. On receipt of proper signal outgoing engineer will release brakes. Observation will be made to note that rear brakes release.

RULE 43-B. When locomotives in charge of a messenger are picked up at intermediate points, rear end test must be made.

RULE 44 is revised as follows:

When a passenger train, including Zephyrette, is departing from an originating point, or engineer and/or engine, has been changed, helper engine added or detached, cars added to train, or angle cock closed, except for detaching cars at the rear, as soon as speed permits the train brakes must be applied sufficiently to determine whether they operate properly. Automatic brake will be used for this purpose unless otherwise provided. Power must not be shut off unless conditions require.

Trainmen stationed at the rear of train must see that the brake on the rear car applies and releases properly before giving a proceed signal.

When practicable, communicating signal will be used, in which case one long sound must be given. If the brake on the rear car fails to apply and release or engineer does not receive the required signal the train must be stopped and cause ascertained and condition corrected before proceeding.

RULE 57. When changing ends on diesel engines equipped with 24-RL brake equipment proceed as follows:

Make a 20 pound brake pipe reduction with the automatic brake valve, after which move the brake valve handle to lap position, move the independent brake valve handle to release position and observe that the brakes are still applied. Close the doubleheading cock and place the Rotair valve in FRT lap or PASS lap position depending on service used. Move the automatic brake valve handle to running position and remove both handles.

To assume control at the other end, first insert the brake valve handles, place the Rotair in PASS or FRT position depending on the service used, move the independent brake valve handles to application position. Open the doubleheading cock and depress foot pedal, check gages to insure brake pipe and main reservoirs are fully charged, and if ready to move, release independent brake.

When opening doubleheading cock, move handle toward open position until latch engages the lug, then pull handle up to clear lug and complete handle movement. This procedure will prevent undesired brake application and operation of the P.C.S.

When changing ends on Zephyrette cars 375 and 376 proceed as follows:

Make a 20 pound brake pipe reduction with the automatic brake valve and then move brake valve handle to lap position. Release independent brake. Close brake valve cut-out cock and return automatic brake valve handle to running position. Remove both brake valve handles in running position and proceed to opposite end. In cutting in on opposite end, place brake valve handles on respective brake valves, apply independent brake fully.

Place foot on Safety Control Pedal and open the brake valve cut-out cock. Check the feed valve setting to insure required pressure in order to release brakes set up at opposite end. Release independent brake when ready to move.

TRAINS EQUIPPED WITH ELECTRO-PNEUMATIC BRAKE

Electro-pneumatic brake wire connectors and straight air hose must be connected between all cars and engine. Cutout cocks must be open except on the rear of last car and electro-pneumatic brake wire connectors securely fastened in their receptacles. Electro-pneumatic brake wire connectors must not be disconnected while train is in motion.

When a train leaves its originating terminal with automatic air brakes, or when operation of brakes is changed enroute from electro-pneumatic to automatic, the incoming engineer must inform the outgoing engineer that electro-pneumatic brake is inoperative. No attempt must be made to use the electro-pneumatic brake unless defects are corrected and a standing test is made as prescribed by Rules 24-B and 24-C.

RULE 37. When a stop is made with electro-pneumatic brake, a full service application of the automatic brake must be made before engine or cars are detached.

YARD LIMITS

West MP	East MP
BD 11.28	Loyalton End of Branch
BI 0.0	Reno Junction (Reno Branch) BI 0.81
BI 32.43	Reno End of Branch
642.96	Carlin 647.13
663.6	Elko 666.76
926.06	Salt Lake City and Roper As indicated by yard limit signs

SWITCHING LIMITS

West MP	East MP
319.94	Portola 323.09
361.58	Doyle 364.25
437.03	Gerlach 439.45
530.02	Winnemucca 533.6
764.96	Shafter 767.73
805.28	Wendover 808.31

TONNAGE RATING

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.	4th Sub-div.	Reno Branch	Loyalton Branch	Tooele Branch
Eastward							
D-176*	2755	4600	2305	2620	1400		1200
D-225**	5950	11350	5950	5950	3700		2800
D-239**	7300	13600	7300	7300	4600		* 3475
S-50	880	2645	880	880	800	2645	435
S-57***	1150	3340	1150	1150	900	3340	535
S-60	1150	3340	1150	1150	1050	3340	535
S-62***	1400	4150	1400	1400	1500	4150	700
RS-62***	1400	4150	1400	1400	1500	4150	700
			Wendover to Shafter	Shafter to MP 754			
Westward							
D-176*	2395	4600	1855	2260	2440	1050	4600
D-225**	5950	11350	4600	5950	5950	2350	9100
D-239**	7300	13600	6175	7300	7300	3250	11350
S-50	880	2645	880	1000	880	435	2645
S-57***	1150	3340	1150	1250	1150	550	3340
S-60	1150	3340	1150	1250	1150	700	3340
S-62***	1400	4150	1400	1500	1400	1000	4150
RS-62***	1400	4150	1400	1500	1400	1000	4150

Ratings shown above are actual tonnage.

*Three unit engine. Reduce 33 1/3 % of tonnage rating for each inoperative, or detached unit.

**Four unit engine. Reduce 25% of tonnage rating for each inoperative, or detached unit.

***One unit engine. When operated in multiple control, add together the rating for each operative unit.

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

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, MP 320 (FRLCO. Yard)	All except Diesel Switch Engines	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
*Portola, Scale Track	All except Diesel Switch Engines	On Track Scale dead rail
Loyalton	All except Diesel Switch Engines	On Standard Oil Co. Track
*Reno, Track Scales	All Engines	On Track Scale live rail
Sano, Spur off siding	" "	Beyond 600 feet east of frog
Reynard, Spur off siding	" "	Beyond 200 feet west of frog
Ellison, Spur off siding	" "	Beyond 500 feet west of frog
Elburz, Spur off siding	" "	Beyond 200 feet west of frog
Deeth, Stock Track	" "	Beyond frog
Silver Zone	" "	Beyond frog, on spur
Wendover, Army Base Track	" "	Beyond WP ownership
Saltus, Royal Salt Co. RR	All Engines	Beyond frog
Salt Lake City, Fisher Brewery Spur	Mikados or heavier	Beyond frog
Redman Spur	" "	Beyond frog
Roper Yard, Track 21	All Engines	Over Scales

*Live rail is weighing rail

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)..... P	320.0	1 E	50
SULPHUR..... P	474.5	1 W	30
KNIGHT..... P	570.1	1 E	6
RUSSELL..... P	582.5	1 E	6
JENKINS..... P	592.1	1 E	12
DUGGAN..... P	631.9	1 E	20
TONKA..... P	650.6	1 E	25
TULASCO..... P	708.8	1 E	62
TOBAR..... P	733.5	Both Ends	50
SILSBEE..... P	811.6	1 W	50
ARAGONITE..... P	861.5	1 E	5
TIMPIE..... P	885.7	Both Ends	75
SPRAY..... P	906.3	1 E	110
LAGO..... P	907.8	Both Ends	80
PHOSPHATES..... P	913.2	1 E	...
SALTUS..... P	915.0	Both Ends	5
TERMINAL..... P	922.1	1 W	20

RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif.....	Dr. G. F. Cushman.....	Chief Surgeon
Portola, Calif.....	Dr. Roy M. Peters.....	Division Surgeon
Portola, Calif.....	Dr. Charles W. Brown.....	Asst. Division Surgeon
Portola, Calif.....	Dr. W. S. Bross, Jr.....	Local Surgeon
Reno, Nevada.....	Dr. G. O. Bradley.....	Local Surgeon
Reno, Nevada.....	Dr. Earle Creveling.....	Oculist and Aurist
Reno, Nevada.....	Dr. George W. Burke.....	Local Surgeon
Winnemucca, Nevada.....	Dr. K. L. Hartoch.....	Local Surgeon
Winnemucca, Nevada.....	Dr. Frank V. Rueckl.....	Local Surgeon
Battle Mountain, Nevada.....	Dr. Charles C. Hyde.....	Local Surgeon
Carlin, Nevada.....	Dr. C. W. Eastman.....	Local Surgeon
Elko, Nevada.....	Dr. A. J. Hood.....	Division Surgeon
Elko, Nevada.....	Dr. T. K. Hood.....	Local Surgeon
Elko, Nevada.....	Dr. L. A. Moren.....	Local Surgeon
Elko, Nevada.....	Dr. J. M. Read.....	Local Surgeon
Elko, Nevada.....	Dr. C. E. Secor.....	Local Surgeon
Tooele, Utah.....	Dr. T. M. Aldous.....	Local Surgeon
Salt Lake City, Utah.....	Dr. Woodrow Nelson.....	Local Surgeon
Salt Lake City, Utah.....	Dr. E. V. Long.....	Local Surgeon
Salt Lake City, Utah.....	Dr. E. B. Fairbanks.....	Oculist and Aurist
Salt Lake City, Utah.....	Dr. F. H. Raley.....	Oculist and Aurist
Salt Lake City, Utah.....	Dr. W. W. Beck, Jr.....	Aurist
Salt Lake City, Utah.....	Dr. C. O. Rich.....	Dermatologist

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif.....	C. D. Fabrin.....	Manager of Time Service
Portola, Calif.....	S. & J. Jewelers.....	Watch Inspector
Reno, Nevada.....	R. Herz & Bros.....	Watch Inspector
Winnemucca, Nevada.....	Bosch & Son.....	Watch Inspector
Elko, Nevada.....	L. J. Wintermantel.....	Watch Inspector
Elko, Nevada.....	W. N. Blohm.....	Watch Inspector
Elko, Nevada.....	C. E. Cox.....	Watch Inspector
Salt Lake City, Utah 400 West 2nd South St.....	H. B. Miller Co.....	Watch Inspector
Salt Lake City, Utah 12 W. Broadway.....	Wilfred Burrell.....	Watch Inspector

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".....	26.7
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

