

NEVADA NORTHERN RAILWAY COMPANY

TIME TABLE

70

To Take Effect Sunday, January 5, 1947

12:01 A. M. "PACIFIC TIME"

For the government and information of employees only, and not intended for the use of the public.

The Company reserves the right to vary from this Time Table at pleasure.

H. J. BEEM
Vice-President and
General Manager

H. A. FRAVEL
Superintendent

Northward

Nevada Northern Railway

Southward

Capacity of sidings in car lengths, and location of Telephones, Scales, Water, Fuel and Turning stations.	SECOND CLASS				Distance from Veteran	TIME TABLE NO. 70 Effective January 5, 1947		Distance from Cobre	SECOND CLASS					
	21 Local Freight					STATIONS			22 Local Freight					
	Leave Monday Thursday								Arrive Tuesday Friday					
					0.0		VETERAN	150.5						
Spur P					0.4	D	KIMBERLY Ky	150.1						
Yard					1.5		EMMA	149.0						
Yard PY					2.5		COPPER FLAT	148.0						
Spur P					3.2	D	RUTH Ru	148.5						
46 P					4.4		KEYSTONE	146.1						
51 P					6.5		LANE	144.0						
Spur					7.6		BOSTON	142.9						
Spur P					9.2		ELY SPUR	141.3						
Spur					10.9		CALUMET	139.6						
Yard POWFY					11.4	DN-R	EAST ELY Ds	139.1			8:00PM			
Spur P					14.0		MOSIER	136.5						
24 P					15.2	R	HILINE	135.3			7:45			
Yard PWY					22.1	R	McGILL JUNCTION	128.4			7:00			
24					30.2		GLENN	120.3			6:24			
					37.0		STEPTOE	113.5						
24 P					42.5		WARM SPRINGS	108.0			5:10			
46					50.3		RAIFF	100.2			4:10			
Spur					54.0		RAY	96.5						
69 WP					59.2		CHERRY CREEK Ck	91.3			3:30			
25					70.1		GREENS	80.4			2:27			
35 FP					79.5		GOSHUTE	71.0			1:35			
34 WYP					87.5	D	CURRIE C	63.0			12:40PM			
31 P					97.6		MIZPAH	52.9			11:40			
36 P					110.0		DOLLY VARDEN	40.5			10:38			
24 P					119.5		DECOY	31.0			9:25			
Yard WYP					132.0	DN	SHAFTER W.P. CROSSING Fa	18.5			8:25			
Spur					143.1		GRAVEL PIT	7.4						
Yard WFYP					150.5	D-R	COBRE Sn	0.0			7:00AM			
							(150.5)				Leave Tuesday Friday			

Passenger Motor Coach operates daily over highway between Ely and Wells. See bus schedules for times.

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Northward trains are superior to trains of the same class in the opposite direction.

Note carefully "Speed Restrictions," "Special Rules and Instructions," and other general information on Page 3 and back of time table. At Western Pacific crossing at Shafter all trains must stop 200 feet from crossing, and crews be sure that it is clear before proceeding. All trains must obtain clearance card (Form 2643) before leaving their initial station, when there is an operator on duty. Before leaving East Ely on initial trip, conductors will enter on Form 2529 all trains affecting their rights and personally deliver to engineer. Engineers must insist upon having this check and know that no train affecting their rights is omitted therefrom.

Nevada Northern Railway

Northward		McGill Branch		Southward	
Location of Telephones, Scales, Water, Fuel and Turning stations.		Distance from McGill Junction	TIME TABLE NO. 70 Effective January 5, 1947	Distance from McGill	
			STATIONS		
Yard PWY		0.0	R MCGILL JUNCTION	2.6	
Yard		2.6	D MCGILL Cx	0.0	
			(2.6)		

Northward		Mill Branch		Southward	
Capacity of sidings in ore car length and location of Telephones, Scales, Water, Fuel and Turning stations.		Distance from Hilme	TIME TABLE NO. 70 Effective January 5, 1947	Distance from Mill	
			STATIONS		
33 P		0.0	HILME	9.1	
28 P		3.7	LAVON	5.4	
Y		7.6	ADVERSE	1.5	
Yard		8.2	QUARRY	0.9	
Yard		8.4	CANNON	0.7	
Yard PO		9.1	MILL	0.0	
			(9.1)		

Spur Tracks

Mile Post	STATIONS	Length in Feet from Clearance
7.4	GRAVEL PIT	153
96.5	RAY	404
136.5	MOSIER	1334
139.6	CALUMET	610
141.3	ELY SPUR	693
142.9	BOSTON	1135
148.5	RUTH (House Track)	47
150.1	KIMBERLY (Water Spur)	237

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W. R. ARMSTRONG
Chief Engineer

G. F. LAKE
Master Mechanic

I. V. WADE
Chief Dispatcher

W. H. FROLICH
Chief Surgeon

General Notice

All employees whose duties are governed thereby, must be provided, when on duty, with copy of "Rules and Instructions," effective November 15, 1922.

Observance of rules is essential to the protection of property and the safety of passengers and employees.

Employees in accepting employment assume its risks. Each employe is required so far as possible, to be responsible not only for his own safety, but the avoidance of injury to others.

Speed Restrictions

	Miles Per Hour
Passenger trains (except between MP 64-65).....	40
Passenger trains between MP 64-65	20
Freight trains (except between MP 64-65)	30
Freight trains between MP 64-65	15
Light engines	30
Light engines backing up	25
Light engines between MP 64-65	15

Ore trains will not exceed speed of 20 miles per hour at any point from Veteran to East Ely.

Registering Stations

Cobre *McGill Junction
East Ely *Hilme

*When instructed so to do.

Special Rules and Instructions

1. All trains and engines must move within yard limits under control, so they may stop at any time and avoid accidents. Transportation Rule 93.

2. All trains and sections thereof must approach stations, side tracks, water tanks and fuel stations under control so it will not be possible for them to strike any train that may be standing within the station switches or taking fuel or water. In such cases the responsibility for accident will rest upon the following train, but this will not in any way relieve the forward train from strict compliance with Transportation Rule 99.

3. Whenever train air-line has been separated, Rear End Air Test will be made before starting train, air test to be made in the following manner:

When train-line is fully charged, Engineer will apply the brakes with a 10-lb. air reduction and place valve on lap; then call for Rear End Test by sounding one blast of steam whistle. Rear Trainman will then slowly open angle cock at rear of last car in train and draw off sufficient air to apply brakes firmly. Engineer will note if falling brake pipe pressure is indicated on gauge, and if satisfied air is being applied he will signal by two short blasts of the steam whistle and Rear Trainman will close angle cock and signal to release brakes.

When trains are made up at Ruth, Copper Flat and Emma Yards and Rear End Air Test has been completed, air brakes must not be released until after trainmen have made a car-to-car inspection to determine that all air brakes are working properly. Signal will then be given to release brakes. Trainmen will see that retainers are turned up on each car before train proceeds.

Air brakes must be in full operation on all loaded cars before leaving Ruth, Copper Flat and Emma Yards.

Rear End Air Test will be made by car inspectors at East Ely Yard when on duty and available.

Steam whistle will not be used in making air test in East Ely and Copper Flat Yards.

4. Great care must be exercised in movements within yard limits at Copper Flat.

Manual Block Signals, Copper Flat Yard: Normal position of these signals is "STOP," and trains will not pass any signal until placed in "PROCEED" position. When no signal tender is on duty, trains will flag through blocks.

5. Trains moving from Ruth to Keystone dump switch via Ruth leg of wye, or Ruth to Copper Flat, will call yard office Copper Flat and obtain authority for movement.

Trains moving from Kimberly or Emma to Copper Flat will call yard office Copper Flat and obtain authority for movement.

Line between Liberty Pit switch and Copper Flat is double track and right-hand track will be used in every instance.

6. An extension-throw switch, 90 feet north of points, is located on Ruth leg of Copper Flat wye to permit trainmen to throw switch without running ahead of moving engine. Trainmen or others closing this switch must see that entire train is into clear before closing switch.

7. For a distance equal to 14 car lengths the tracks in Ore Yard, Copper Flat, are on a 1% grade descending to yard office. In case it becomes necessary at any time to cut off 14 cars or less from rear of train on any of these tracks, set a sufficient number of hand brakes to hold cars from running out of yard.

8. Switch south of Kimberly station on lead to Consolidated Coppermines Yard must be kept aligned for their yard.

9. Tall hose has been placed in phone booth at Keystone for use of crews shoving cars to Mines. Crews using this hose will leave it in booth at Keystone on return trip.

10. Caboose must not be handled in switching or making up trains. Caboose set out on caboose track Copper Flat will be blocked in addition to being secured by hand brakes.

Hand brakes on cabooses must be tested before making drop of them onto ore or other trains.

When dropping caboose at Ruth, Trainmen will flag crossing.
11. When in the judgment of the Conductor it is necessary to do so for the safe operation of the train, Brakemen must be out on top of train between Copper Flat and Keystone, ready to set hand brakes if called for by Engineer.

12. Tunnel between Ely Spur and Lane will not clear a man on top or side of car.

13. Derails are located on spur tracks at Gravel Pit, Mosier and Boston; ore loading track at Lane, two on ore loading track Keystone (approximately 340 feet apart), Standard Oil spur at Ruth, and caboose track at Copper Flat. All derails must be handled in accordance with Transportation Rule 104 (D).

14. Ore Crews switching East Ely yard will put on rip track in Ore Yard all bad order cars they switch out.

15. The highway crossings at Central Ely near the cemetery and on the East Ely wye must be flagged. Employee flagging must get out on crossing with red flag, or red light by night, and properly flag crossing before trains, engines or cars are moved over them.

16. Engines must not exceed a speed of five (5) miles per hour over switches between coal chute and enginehouse, East Ely.

17. Main line switch at Hilline will be kept aligned for Mill Branch.

18. Engineers on all trains moving into Mill will sound one long blast of steam whistle when going through Cannon, and also one long blast of whistle immediately after passing through the rock cut north of Cannon, in order to warn those employed at the Mill of arrival of trains.

19. Ore cars with springs out are not safe to handle and must not be moved from Mill to East Ely until properly blocked to prevent them from riding on side bearings.

20. Ore trains will handle ore empties for loading KCC ore and return loads; empties for KCC lime rock and return loads; empties for handling waste at the Mill and the loads of waste.

UNDER NO CIRCUMSTANCES handle any other cars unless specifically instructed by proper official.

21. When trains double, a torpedo will be placed a sufficient distance ahead of rear cut as a warning to Engineer that he is approaching cut of cars, and, in addition, at night a red light will be placed on front platform of head car. Engineers will report cases where these signals are not properly displayed.

22. When cars are detached from engine or set out at any point on grade, they must be securely blocked in addition to hand brakes being set.

23. In picking up loads of ore in dump cars of any kind, careful inspection must be made to see that dumping levers are securely fastened in place before cars are moved.

Ore for off-line points, being generally of a high grade, see that dumps on cars are tightly in place so that ore will not lose out in transit, and if in your judgment there is danger of such loss, report to Dispatcher for instructions before handling.

24. The following exceptions are made to Rules and Instructions of the Transportation Department, effective November 15, 1922:

Transportation Rule 204 (A). No copies of train orders will be furnished rear Trainmen. Conductor will show his orders to rear Brakeman, and Engineman will show orders to Fireman and head Brakeman.

Transportation Rule 221 (C). Clearance cards will not be furnished rear Trainman. Clearance cards will not be furnished train crews receiving orders by telephone.

Transportation Rule 14. The sounding of steam whistle within yard limits East Ely (except in emergency) is prohibited. You will continue to comply with Rule 14 (L) approaching public crossings at grade. First crossing north of Transportation Building is not a public crossing and whistle will not be sounded.

Transportation Rule 21. Extra trains will not display flags.

25. Engines on all freight trains of 15 cars or over must be cut off before taking fuel or water.

When taking water, engines must be stopped before water crane is moved into position over tender. After taking water the crane must be moved back to normal position before engine is moved.

26. All engine and car hose must be uncoupled by hand.

27. When tying up, Brakeman will accompany engine to roundhouse. Engineers will report any case where Brakeman fails to turn engine into house.

28. Familiarize yourselves with the requirements of the 16-hour Law as covered by Bulletin No. 82, March 6, 1942, copies of which are posted on Bulletin Boards.

29. Trainmen and Enginemen who have been laying off will report for duty as follows:

Not later than 4:00 P. M. previous day for work commencing between 6:00 A. M. and 6:00 P. M.

Not later than 10:00 A. M. for work commencing between 6:00 P. M. that night and 6:00 A. M. the following morning.

30. Calling limits for trainmen and enginemen as follows:

East Ely—All of East Ely except the "Rumbaugh Addition."
Central Ely—To the old Cherry Creek Road and Ogden Avenue.

Trainmen and enginemen living outside of these boundaries are required to have a telephone or make other arrangements for calls.

31. Main Line freight and passenger trains are equipped with telephone apparatus for use in case of accident or serious delay, and Conductors will use them in such emergencies to report accidents or for instructions or orders should same be necessary.

32. After a continuous run of 35 miles, freight trains must be inspected, except southward trains may run Cherry Creek to McGill Junction without inspection.

Northward freight trains stop at Warm Springs for inspection.

33. When knuckles, air hose or brasses are applied to foreign cars, notify office of Superintendent as to date, initial and car number, and what material used. When brasses are applied to cars between terminals, old brasses must be loaded in caboose and brought to East Ely.

34. A complete seal record must be kept by each Conductor of all cars handled by him which are sealed or should be sealed. In case seals are found broken or missing, car must be re-sealed and report made to Superintendent's office.

35. At Currie freight trains must not be left standing so they will block highway crossing, and at night when freight trains are moving over this crossing, a trainman must take position nearby with a lighted fusee as a warning to drivers of automobiles that crossing is occupied.

36. Decoy water tank is out of service. Main Line trains will take water at Shafter just before train departs in order to insure a sufficient supply to reach Currie.

37. At Cobre Track 3 must be left clear for delivery of cars by Nevada Northern to Southern Pacific. Track 2 will be used by Southern Pacific for delivery of cars to Nevada Northern. If Track 3 will not hold all cars being delivered to Southern Pacific, the excess cars should be placed on Track 1, in which case Southern Pacific Dispatcher must be notified promptly.

In the event there is any merchandise for Cobre in cars being delivered to Southern Pacific, it will first be unloaded before car is placed on No. 3 track.

38. At Cobre and Shafter, Conductor will require Agent, or his representative, to go with him and open all cars of perishable freight and all refrigerators containing perishable freight, and make a thorough inspection, so far as he can, to determine the condition of contents. Position of vents, amount of ice in bunkers, etc., will be checked and record made in train book by Conductor and on waybill by the Agent.

39. All shipments of liquor, cigarettes and tobacco must be checked at Cobre and Shafter by the Agent or his representative, and proper notation made on waybills as to any shortage or damage. If shipments are intact, notation to that effect will be made. In addition, Agents will show on waybills the seal record at the time of inspection of such cars. If impossible to check account heavy load, etc., notation to that effect must be made on waybills.

40. Conductors handling cars destined McGill, which are set out at McGill Junction, will show on their Wheel and Tonnage Reports mileage and tonnage to McGill.

All cars moved out of McGill and left at McGill Junction will be shown by the Conductor handling such cars from McGill Junction on his Wheel and Tonnage Reports as handled from McGill.

Conductors who handle cars between McGill and McGill Junction, which are to be moved to final destination by another crew, will not show such cars on their Wheel and Tonnage Reports.

41. Passenger trains backing up at night must display a white light on rear of train, and platform lights are provided for that purpose.

H. M. PETERSON

Trainmaster