THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

TABLE

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

MONDAY, APRIL 1, 1935

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.

2 Eastward							FIRST SUBDIVI	SION							Westwa	
<i>s</i> . 1	SECOND CL	ASS		FIRST	r CLASS			Ea	-	FIRST CLASS			COND CLAS	5		5
Fuel, Water, Fone Table, Scale, Wye, Bulletin, Register Station, Standard Glock,	82 Fast Freight	62 Fast Freight	220 Mixed	186	2 Scenic Limited	Distance from San Francisco	Time Table No. 25 April 1, 1935	Distance from Winnemucca	Scenic Limited	LIKE	77 Fast Freight	219 Mixed	61 Fast Freight			Capacity Sidings
able, lye, I fands tands	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Sa	STATIONS Telegraph Offices and Calls	AF	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			
£ F ≥ ⊠ ∞ F. W. T. ∪	5.45PM		1.30AM		6.30AM	321.4	DN PORTOLA I	G 210.9	s 10.00PM		6.30PM	s12.20AM	1.00AM			Yard
P. Y.B. R. K	5.55	4.55	1.40		6.36	324.1	GULLING JUNCTION	208.2	9.54		6.16	12.10	12.50			
P.	6.01	5.00	1.45		6.39	326.1	GALPINE JUNCTION	206,2	9.51		6.11	12.06	12.45			18
PY.			f 1.55		6.42	328,1	HAWLEY	204.2	9.48		6.06	f 12.01 AM	12.40			75
Р.	6.06	5.05		1			Loyalton Branch Crossing	199.9	9.42		5.52	f 11.50PM	12.30			75
P	6.18	5.15	f 2.05	_	6.48	332,4	HINDOO 7.2	h 192.7	f 9.32	TO A CIT	5.35	f 11.35	12.15AM			74
P.W.	6.36	5.34	f 2.30		f 6.58	839,6	2.1	n 190.6	f 9.27	CALL	5.20	11.25PM	11.51PM			60
P.Y.R.	6.41	5.38	s 2.40AM		f 7.02	341.7	4.3	186.3	9.19		5.07		11.37			74
P.	6.53	5.49	24 T I		7.09	346.0	SCOTTS 6.5	179.8	9.07		4.47	67.14	11.17			74
P	7.09	6.05	2/611		7.19	352,5	RED ROCK	174.0	8.56		4.30	E/10	10.58			75
P.	7.23	6.18			7.28	358,8	OMIRA 4.6	169.4	s 8.48		4.15		10.45			74
P.W.	7.45	6.30			s 7.37	362.9	8.6		8.33		3.35		10.02			74
P	8.05	6.51			7.50	371.5	HACKSTAFF	160,8	8.24		3.19		9.49			75
P.	8.24	7.06			7.59	377.6	CALNEVA, CAL,	154,7	8.15		3.02	-	9.35			76
P.	8.40	7.21			8.08	384.0	FLANIGAN, NEV.	148.3	6.13		3.02				14.00	
	s in the second					384,3	S. P. Crossing and Connection 9.2	148,0	8.01		2.36		9.12			76
P.	9.12	7.45			8.24	393.5	SAND PASS	138.8	7.55		2.26		9.00			75
P.	9.22	7.55			8.30	397.4	BRYANT 7.6	184.9			2.05	-	8.44			74
P.	9.38	8.11	4		8.41	405,0	SANO 11.1	127.3	7.44		1.35		8.21			75
W. 4 miles P. west	10.05	8.45			8 57	416.1	REYNARD	116.2	7.29		1.13	R. R	8.05			74
P.	10.24	9.08			9.08	424.0	BRONTE 6.6	108,3	-		12.55		7.50			75
P.	10.40	9.30			9.18	430,6	PHIL 7.7	101.7	7.05		12.30P		7.30			Yard
F. W. Y. P.	11.40	10.30		The Late of the Late of	s 9.35	438.3	DN GERLACH	Gr 94.0			11.204	-	6.37			81
P	11.52 M	10.42			9.43	442.8	ASCALON 8.7	89.5			11.01		6.09			81
P	12.08PM	11.01			9.55	451.5	TREGO	80.8					5.49			81
P	12.28	11.19			10.08	461,5		70,8			10.40		5.32			81
P	12.45	11.35	Laurence Control		10.20	470.8	RONDA 3.9	61.5								81
P.	12.55	11.44			f 10.26	474.7		87.6			10.05		5.24			80
P	1.10	11.574	4		10.35	479.7		52.6	-	3 1	9.53		5.14 4.57			81
P	1.35	12.198	W		10.49	488.1		44.2		A BAA	9.35	-				100
W. P.	2.00	12.43			f11.03	496,8		Jo 35.5			8.55		4.20			81
P.	2.15	12.56		1	11.13	503,4	VENADO	28.8		16 1114	8.40		4.07			83
P.	2.25	1.04			11.19	508.3		24.0		A LIL	8.30	-	3.59			80
W. P	2.45	1.20			11.30	514.2		18,1			8.15		3.49			78
P	2.58	1.32			11.38	519.4		12.8	4.48		7.55		3.40			81
P	3.10	1.45	111111111111111111111111111111111111111		11.46	525,6		6.7	7 4.41		7.45		3.30			
F.W.T. BRRP.	3.25	M 2.00P	M	L	s 11.59 A	582 8	The second secon	Wa 0.0	4.30PM	Ly.	7.30		3.15 PM	17		Yard
B.R. N.P.	Arrive Dail		Arrive Daily	'Dall'	Arrive Daily	HYIII	PERMITTO SOFTERE	H H D	Leave Daily	DATED DVO 2013		y Leave Dail				
I	9.40	9.15	1.10		5.29		Time over Subdivision		5.30	https://d	11,00	.55	9.45	1911.8	13	
	21.8	22.8	17.4		38.5		Average Speed per Hour	1	38.4		19.2	22.1	21.6			

Yard Limits: Portola, Doyle, Gerlach and Winnemucca.

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 passenger 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.

MAXIMUM SPEED

Passenger Trains, 60 miles per hour between M. P. 504 and M. P. 527, 50 miles per hour other points, except, not exceed 35 miles per hour on curve M. P. 323.5, first reverse curve east of Scotts, curves M. P. 391 and M. P. 392, all curves between M. P. 395 and M. P. 398 and curve just east M. P. 494.

Freight and Mixed Trains. 40 miles per hour between M. P. 504 and M. P. 527. 35 miles per hour other points, except, not exceed 30 miles per hour descending grades Reno Jct. and Constantia, between Flanigan Pit and Sano, Antelope and Sulphur,

25 miles per hour on curve M. P. 323.5, first reverse curve east of Scott, curves M. P. 391 and M. P. 392, all curves between M. P. 395 and M. P. 398 and descending grade Antelope to Jungo.

Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel 37.

Maximum speed, all trains, 20 miles an hour through automatic interlocker M. P. 384.3.

For additional speed restrictions, see page 7.

نه ت	MIND GRO	036	ER 6.19-3381	SECOND	CLASS		PROTECUES 1		IRST CLA	ss	ary .			CLESS	1	FIRST CLASS	SECON	D CLASS	1
the, water, ron the, Scale, ye, Bulletin, gister Station, andard Clock, terlocking Plan	578 Southern Pacific Fast Freight	Western Pacific Fast Freight	576 Southern Pacific Fast Freight	574 Southern Pacific Fast Freight	572 Southern Pacific Local Freight	Western Pacific Fast Freight	570 Southern Pacific Fast Freight	14 Southern Pacific Pacific Limited	Western Pacific Scenic Limited	28 So. Pacific San Francisco Overland Limited	30 Advance SP San Francisco Overland Limited	Distance from San Francisco		ble No. 25 1, 1935	Distance from Elko	Scenic Limited	77 Fast Freight	61	Capacity of
Reg Sta	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Telegraph O	TIONS ffices and Calls	and to	Arrive Daily	Arrive Daily	Arrive Daily	145
F. W. T B R. K. P		2.45PM		- 9.	DA-1 , 10 A	4.30AM	13 20) 5.8	M.E.L. L. M.S.L.	12.05 PM	mot.s.		582.8			Wa 188.1	8 4.25PM	6.30AM	2.30	M Yard
P. R. K. I	8.45PM	3.00	2.10PM	10.10AM	7.01 AM	4.45	1.30AM	10.05	12.12	9.38AM	9.18AM	585.9	(DN V		Wo 129.5	4.18PM	6.20AM		_
Р.	701 8	dat entit	Current	0	7.13	Ray	1.11	10.12	12.18	9.45	9.25	540.5	I	-4.6 BLISS	124.9				81
P. W.	20106-1	maka Wa	DRALING M.		7.40	Mana.	Lint . E. L.o.	f 10.24	f 12.28	9.55	9.35	548.7			Gd 116.7	Sor Line			81
Р.			1. 13	100	001	Brig	20 8.0	- HE, I Y EQUI		3.56		553.6	(S. P.	REBLE Connection)	111.8	2.00 1 12.00			No Sidin
P.					8.10			10.41	f 12.44	10.11	9.51	562.0	D RED		Rh 103.4	1.22 1.12 00			82
Р.	Lat Inc				8.35			10.58	1.00	10.27	10.07	575.2	EL	LISON	90,2	500 12 150			81
Р.								f 11.15	f 1.16		f 10.23	589.1	D N. BATTL	E MOUNTAIN	Rh 76.8	0.15 mos.as,-as			No Sidin
Ρ.	01-1-0		16-21	1.51121	9.00	- BU	15/ 05 0.7	11.17	1.18	10.45	10.25	590.5	RE	NNOX	74.9	18.70 Fel 10			81
P. W.	1.6	2.1	.95.6	0.51 8	9.25	XA	0.0	11.31	1.33	10.58	10.38	600.6	9 KA	MPOS	64,8	B. I . I . I			81
Р.	6.8 J 6	0 1	1.0	8. 14. 1	9.45	710	rsi g.m	11.43	1.45	11.10	10.50	610.0	9.4		55,4				
P. W. F.	11.20PM	5.45	5.10	1.10PM	10.15	8.00	4.30	f 11.55PM	f 1.55	11.21	11.01	619.0	DN BEC	Connection)	Be 46.4	table for Westward schedules Elko t		n Pacific	125
Р.				- 11	10.35	7.00		12.05AM	2.04	11.31	11.11	627.1	O:	LURO	38,3		- W.L.		81
			200					Hamile In				635.4		CROSSING	80,0	2.5			17.1
Р.				-	11.00			12 18	f 2.17	11.43	f 11.23	685.8	PAI	LISADE	Ad 29,6	0.8			81
	12.20AM		6.10PM	2.10PM	11.25AM		5.30AM	12.28	2.27	11.53	11.33	643.8	WEST	CARLIN	22,1	3.2			
P. W.	Via S. P. Carlin Yard	7.00	VIA S	P. CARLIN	YARD	9.15	Via S. P. Carlin Yard	s 12.30 12.40	f 2.29	s 11.55 AM 12.05 PM	s 11.35 11.45	644.5	O.A	RLIN	C 20.9	3.50			79
	1.55 AM		7.40PM	3.40PM		- annual	7.10AM	12.43	2.32	12.08	11.48	646.0	EAST	CARLIN	19.4	JE, P			- 1
Р.	Se / L.			2.01 5.	0.00	Axiii	0,00	12.49	2.38	12.14	11.54AM	650,2		ONKA	15,2	A.B. Same			85
P. "	100	1.0		ALUI O	1	8471	5352	12.58	2.47	12.23AM	12.03PM	656.6		NTER	8,8	4.5			81
R. K. P.	2.45 AM	8.00PM	8.30PM	4.30PM	4.8	10.15AM	8.00AM	s 1.12AN	s 3.00PM	s 12.37PM	s 12.17PM	665.4		LKO Kn		5.0			Yard
2 50	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	
	3.35 .50	5.15	4.00 .50	4.00 .50	4.24	5.45	4.00 .50	3.07	2.55	2.59	2.59		Time Over	Subdivision A		.07	.10	.10	
	30.0 22.9	25.4	26.8 22.9	26.8 22.9	24.4	23.1	26.8 22.9	43.9	45.6	45.4	45.4		Average Sp	eed per Hour A	-	30.9	21.6	21.6	-

▲Time over sub-division and average speed per hour, for S. P. Fast freights, shown separate from Weso to West Carlin and East Carlin to Elko.

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

Yard Limits: Winnemucca, Carlin and Elko.

Maximum speed between Winnemucca and Cluro and between Mile Post 652 and Elko, passenger trains 60 and freight trains 40 miles an hour. Between Cluro and Mile Post 652, passenger trains 50 and freight trains 35 miles an hour. All trains using turnouts at Weso, must not exceed 25 miles an hour and using detours, West and East Carlin, 20 miles an hour.

Passenger trains must not exceed 35 and freight trains 25 miles an hour over Bridge 634.89.

For additional speed restrictions see page 7.

TUNNEL 39 AND EUREKA-NEVADA RAILWAY CROSSING AT PALISADE.

Automatic block signals govern the movement of trains through Tunnel 39, just west of Palisade, as follows:

Automatic interlocked home Signal No. 6352, located 500 feet west of west portal of tunnel, governs eastward trains.

Automatic interlocked home Signal No. 6357, located 1090 feet east of east portal of tunnel, governs westward trains. Westward trains must stop before passing over Eureka-Nevada Railway crossing, regardless of position of interlocked home Signal No. 6357.

Derails on Eureka-Nevada Railway track on each side of the points where Western Pacific crosses Eureka-Nevada Railway west of Palisade are interlocked with automatic home Signals Nos. 6352 and 6357 on Western Pacific Railroad.

Trains finding these interlocked home signals in stop position, be governed by Rule 663.

Maximum speed over Eureka-Nevada Railway crossing; passenger 35 and freight trains 25 miles an hour.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS											
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)							
28 28 30 30	Any Station Any Station Any Station Any Station	Discharge Receive Discharge Receive	Ogden or East Ogden or East	Colfax or West Sparks or West							

THIRD SUBDIVISION Eastward

	A ID MINO	120 1 0	SECOND	CLASS	200				FIRST CLAS	ss	Estra 1				PLIS DIE	FIRST CLASS	SECOND		
Water, Fone, Scale, Bulletin, ter Station, ard Clock, ocking Plant.	62 Western Pacific Fast Freight	576 Southern Pacific Fast Freight	574 Southern Pacific Fast Freight	82 Western Pacific Fast Freight	570 Southern Pacific Fast Freight	578 Southern Pacific Fast Freight	leT emi'l		Western Pacific Scenic Limited	28 So. Pacific San Francisco Overland Limited	30 Advance S.P. San Francisco Overland Limited	Southern Pacific Limited	Distance from San Francisco	Time Table No. 25 April 1, 1935	Distance from Wendover	Scenic Limited	Fast Freight	Fast Freight	Capacity of Sidings
Fuel, Table, Wye, Regist Stand	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	PATE.	1997	Leave Daily	Leave Daily	Leave Daily	Leave Daily	,	STATIONS Telegraph Offices and Calls	Last 1	Arrive Daily	Arrive Daily	Arrive Daily	
F. W. T. Y. B. R. K. P.	9.00PM	8.30PM	4.30PM	11.15AM	8.00AM	2.45AM	THE R DW	po e es	3.10PM	12.37PM	12.18PM	1.13AM	665.4	DN ELKO Kn Di	140 9				Yard
	9.001	0.301	1,50		Sect of the	0.63	of vo	V 9.568 MS1	3 22	12.49	12.30	1.25	673.1	PARDO 10.2	188.2		uthern Paci		80
P.	2-5-1-1-1				101	Acres 1	1	3.004 65	3.36	1.03	12.44	1.39	683.8	ELBURZ	128.0		ime table f		80
P. W			-		p1 f - 1 lo	AGRECO	100	7 8 8 8 8 8	3.42	1.09	12.50	f 1.45	688.1	HALLECK	118.2		Western Paci		80
P.						1,163			f 3.56	1.22	1.03	f 1.58	699.5	DEETH	106.8	Schedules	Alazon to Elk	ю.	80
P. W.					171		-11.5						701.0	S. P. CONNECTION	105.8			P-1-1	
				-	201 10				4.07	1.33	1.14	2.09	708.6	TULASCO	97.7				80
P. P. R. I.	10.45	10.34 PM	6.30PM	1.00 PM	10.01 AM	4.46AM		0.00	4.13	1.39PM	1.20PM	2.15AM	718.6	DN ALAZON A	92.7	12.20 PM	7.30AM	10.45PM	
		10.541	0.501	1.25	10.01	1		1 0 cer 1 35	f 4.20		1000		717.2	O. S. L. Connection WELLS Wa	89,1	f 12.13	7.20	10 30	80
F. W. P.	11.10					80938	-	- 1 average (a) the	4.30		1 15-1		728.5	BOAZ	82.8	12.04PM	7.04	9.59	80
P.	11.30	500000 c	madional a	1.43	89		123	None Lo	4.36	- 11			728.2	RUBY	78.1	11.58 AM	6.53	9.46	100
P.	11.42	- THE THE PARTY OF	20 W 101	1.53	0.0	ABAM			f 4.43				788.4	TOBAR	72.9	f 11.51	6.40	9.32	80
P.	11.55PM	-00-W-01		2.05	34	KWAW	75.5	1 0.01	4.50		1800		738.6	VENTOSA	67.7	11.43	6.27	9.20	80
P. W.	12.07AM			2.17		0gu	-	1 100	5.02				747.1	SONAR	59,2	11.31	6.07	8.55	80
P.Y.	12.30			2.35		2011020	7 H - H - H	1 1 1 1 1 1 1 1 1 1 1	5.12				752.7	JASPER	58.6	f 11.24	5.52	8.37	80
P.	12.55		3.32	3.00	00	304.0	58.9		5.24	- 11	31-81-1		761.8	LUKE	45.0	11.09	5.27	8.12	81
P.	1.20			3.25		HUMBE	5000	1 1 1 1 1 1 1 1 1	1	- 11			765.9	N. N. Crossing DN SHAFTER Fa	40,4	s 1 1 . O 1	5.15	8.00	220
F. W. P. Y.	1.45			3.50	00 0	- KTIR	10	D 1-8-8-8-1-81	s 5.36		71 01 0		772.1	SILVER ZONE	84.2	10.46	4.44	7.10	80
P. Y.	2.05			4.20	91 - 1	RURKS	TAKE	1.5-0,044 1-8	5.48				780.8	OLIFSIDE	25.5	10.28	4.20	6.42	80
100	2.30			4.45	81-1-1	- A39	01.1.	T 5 000 100 24	6.02				788.3	PROCTOR	23.0	10.23	4.12	6.34	40
P.W.	2.38			4.53		0.00	200	1001 000	6 06	- 4	880		788,6	5.3 PILOT	17.7	10.12	3.57	6.14	84
P.	2.54			5.09	0 - 100	0.31	7/	2,000 2007	6.14	Library B	- MC L.		799.0	10.4 OLA	7.8		3.27	5.35	79
P.	3.27			5.35					6.28		d visit		806.8	DN WENDOVER Wn			3.00 AM	5.00PM	Yard
F.W.T.O.Y B. R. K. P.	3.50AM			6.00 PM		C married to	The Property of		s 6.40PM	701. 12	Arrive Daily	Arrive Daily	0.00	00.1 00.1 E4.8		Leave Daily	Leave Daily	Leave Daily	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	angle spannersh		Arrive Daily	11	10.3 008		-	Time over Subdivision		2.45	4.30	5.45	
	6.50	2.04	2.00	6.45	2.01	2.01			3.30	1.02	1.02	1.02	W march	Average Speed per Hour	39 31 9	33.7	20.6	16.1	
41	20.6	23.3	24.1	20.9	23.9	23.9			40.8	40.2	10.2	40.2	11	100000000000000000000000000000000000000	11				

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

Yard Limits: Elko, Wells, Shafter and Wendover.
When passenger trains meet at Wendover, the siding in front of depot will be used by train taking siding unless otherwise specified by train order.
Maximum speed between Elko and Pardo and between Elburs and Alazon, passenger trains 60 and freight trains 40 miles an hour. Between Pardo and Elburs and between Alazon and Wendover, passenger trains 50 and freight trains 35 miles an hour.
Passenger trains must not exceed 30 miles an hour between M. P. 776 and M. P. 777½, rounding Amold Loop M. P. 779, between M. P. 782 and M. P. 785 and rounding first curve east of Ola.

Maximum speed freight trains descending grades, 25 miles an hour and must not exceed 20 miles an hour between M. P. 776 and M. P. 777½, rounding Arnold Loop M. P. 779, between M. P. 782 and M. P. 785 and rounding first curve east of Ola.

Trains using turn-outs at Alazon must not exceed 25 miles an hour.

Passenger trains must use 2, all other trains 4 minutes, passing through Tunnel 43.

For additional speed restrictions see page 7.

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.

Westward

Overlap controlling Home Signal 7555 indicated by overlap post, located 2,000 feet west of Home Signal 7536. (See Rule 516.)

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS											
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond							
28	Any Station	Discharge	The state of the s	Colfax or West							
28 30 30	Any Station Any Station Any Station	Receive Discharge Receive	Ogden or East Ogden or East	Sparks or West							

	SECOND CLASS	ALCOHOLD IN	FIRST CLASS			W. W. OF	79		FIRST	CLASS			SECOND CLASS	
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant,	82 Fast Freight	62 Fast Freight	Time Table No. 35	Scenic Limited	Distance from San Francisco	Time Table No. 25 April 1, 1935	Distance from Salt Lake—Rcper Yd.	Scenic Limited	82 .off 85s	sideT ec		77 Fast Freight	Fast Freight	Capacity of Sidings
Fuel, Tabl Wye, Regil Stan Inter	Leave Daily	Leave Daily	To Carrierana	Leave Daily	183	STATIONS Telegraph Offices and Calls	Salt	Arrive Daily	Michigan	of Oktob		Arrive Daily	Arrive Daily	at my defined
F.W.T.O Y.B.R.K.P	7.00PM	4.40AM	ACID DAG CONTO DE LA CONTO	6.45PM	806.3	DN WENDOVER Wn	124.1	s 9.25AM	10	Testan /	Contract of	4.00 PM	2.15AM	Yard
P.	7.20	5.00	Malloune Mila / S o.	6.56	815.0	SALDURO 10.4	115.4	9.14	-0.1	7.5	9.4	3.40	1.55	77
P.	7.40	5.21	NAME OF STREET	7.07	825,4	ARINOSA 9.7	105.0	9.03	La Carrida			3.20	1.36	82
P.	7.59	5.41	Also a Ardy All Love 1 1 Po	7.17	835.1	BARRO	95.3	8.53				3.01	1.18	78
P. W.	8.19	6.03	E13 LETA 100 P	7.28	845.4	KNOLLS	85.0	8.42				2.40	12.59	100
P.	8.37	6.21	THOUSEN CLARE	7.39	854.4	OLIVE	78.0	8.32				2.22	12.40	80
P.	9.15	7.01	2 OH311 /3 ***	7.56	866.1	LOW	64.8	8.17				1.58	12.16AM	80
P. F. W.	10.05	7.56		f 8.17	878.4		52.0	f 7.56	MOISI	Salbani	I GALL	1.22	11.40PM	190
P.	10.22	8.12	GANGER TO SHEET	8.27	885.7	TIMPIE	44.7	7.43	BANCI	D BINDS	CA)	12.48	11.10	81
P.			And the Bessel Brown	8.36	892,9	ELLERBECK	37.5	7.34				ARAJO 0	иовза -	
P. W. Y.	10.51	8.33	or Departs petting blood for	f 8.41	896.7	D BURMESTER Bx	33.7	f 7.28	No. 25	aldsT so	the life by	12.28	10.51	80
P.	11.03	8.44	Mis staff to applicate the side.	8.48	902.4	SPRAY 5.4	28.0	7.21	ate.	April 1.		12.15	10.40	40
P	11.15	8.55	A COLUMN TO A COLU	8.54	907.8	LAGO	22.6	7.15	7010	HYAYA	81	12.05 PM	10.30	82
I.		Line many many	South Aprel 6 Paul part	neorgge at Death ad 1	912.1	B. & G. Crossing and Transfer	18.3		elfort him s	ento deres		Toma, Infa	16445	25
P	11.30	9.07		9.01	913.1	GARFIELD 7.7	17.3	7.08	ROTTON	01.3hPL	PB 1010	11.52AM	10.20	70
P.	11.45	9.20		9.10	920,8	FOX 3.5	9,6	6.59	000	INCHES !	0.4	11.37	10.07	80
	11.52PM	9.27	MOISTAIGERS HOURS	9.15	924.8	BUENA VISTA	6.1	6.54	SOLLO	De with	T 10-01	11.30	10.00	55
100	SambuswifeW	HO HO	THLEREROK BEAM		926.3	L. A. & S. L. Crossing	4.1	OF 0.0	N 31	DALER	H [42]	#00.G +		
					926.7	0. S. L. Crossing	3.7	3147				Committee of the Commit		
	12.07AM	9.40	or our sider sonr		927.2	POLLARD JCT.	8.2	6.47	miskell	distribution		11.20	9.50	
			- 1 - 1941 J. III (A. 1841)		927.3	D. & R. G. W. Crossing	8.1		to distant	(w) the		CAT IN 1		
F. W. T. O Y.B.R.K.P	1 19 1		SHOUTATS :	s 9.30PM	928.0	DN SALT LAKE Un Union Station	2.4	6.45 AM	S.oW of in	to Samper	F.eM			Yard
W.O.Y.B.R. K. P.	12.30AM	10.00AM	CONTRACTOR OF THE PARTY OF THE	KI BUT AND	930,4	DN SALTLAKE Fy	0.0	F-Line	following	7 86W 101	in root were	11.00 AM	9.30PM	Yard
	Arrive Daily	Arrive Daily	1 VW	Arrive Daily		Y THE STREET		Leave Daily			1 min 325	Leave Daily	Leave Daily	-
	5.30	5.20	Val	2.45		Time over Subdivision		2.40				5.00	4.45	
	22.5	23.3		44.3	40.00	Average Speed per Hour		45.6				24.8	26.1	

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

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

When passenger trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Burmester siding is the track south of main track, east of Depot.

Maximum speed for passenger trains, between Wendover and Clive, 60 miles an hour; between Clive and Delle, 50 miles an hour and between Delle and Salt Lake, 60 miles an hour.

Maximum speed for freight trains, between Wendover and Clive, 40 miles an hour: between Clive and Delle, 30 miles an hour and between Delle and Pollard Jct., 40 miles an hour.

Trains must not exceed 20 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.7, stopping if it is being used by a train or engine of that railroad.

For additional speed restrictions see page 7.

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., except first class, 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.

B. & G. crossing Mile Post 912.1 interlocked. Westward home signal located 667 feet east of crossing; eastward home signal located 550 feet west of crossing. Trains must approach this crossing with caution, and finding these interlocked home signals in stop position, be governed by Rule 663.

Maximum speed over B. & G. crossing; passenger 35 and fre'ght trains 25 miles an hour.

Eastward	177	RST SUBDIVISION "A GULLING BRANCE		Westward
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Gulling Jet.	Time Table No. 25 April 1, 1935 STATIONS Telegraph Offices and Calls	Distance from Gulling	Capacity of Sidings
P	0.0	GULLING JUNCTION	2.4	
P.	1.7	GRIZZLY	0.7	Spur 1W 15
1,83	2.4	GULLING	0.0	Spur 1W

Maximum speed 12 miles an hour. Track east of Grizzly Cook House must not be used.

FIRST SUBDIVISION "B"

Eastward

CALPINE BRANCH

Westward

é l	SECON	D CLASS	1 1			SECOND CLASS	1031197	
Water, Fone, Scale, Bulletin, ter Station, lard Clock.	10.40	314 Mixed	Distance from Calpine Jct.	Time Table No. 25 April 1, 1935	Distance from Calpine	313 Mixed	Capacity of Sidings	
Fuel, Wat Table, Scs Wye, Bull Register S Standard	10.30	Lv. Tuesday, Thurs., Sat.	Dist	STATIONS Telegraph Offices and Calls	Dis	Ar. Tuesday, Thurs., Sat.	8"	
Y. P.	08.01	8.30AM	0.0	CALPINE JUNCTION	12.1	s 11.30AM	18	
	10.07	8.55	4.8	SUMMITT	7.8	11.05	La Xon	
	00.01	9.20	10.0	DAVIES JUNCTION	2.1	10.40	VISIT A	
Y.W.		8 9.30AM	12.1	D CALPINE Na	0.0	10.30AM	12	
		Ar. Tuesday, Thurs., Sat.				Lv. Tuesday, Thurs., Sat.	Marine II	
	9.80	1.00		Time over Subdivision	TB	1.00	TOL URI	
		12.1		Average Speed per Hour		12.1	1 CO. 10	

No. 314 is superior to No. 313.

Derail on main track 50 feet west of west house track switch Calpine.

Yard limits Calpine extend 1496 feet west of West Wye Switch.

Cars may be found on main track within yard limits at Calpine.

Maximum speed 15 miles an hour.

FIRST SUBDIVISION "C"

Eastward

LOYALTON BRANCH

Westward

· I	SECOND CLASS	+:	and of plantage before		SECOND CLASS	
Water, Fone, Scale, Bulletin, ter Station, ard Clock.	416 Mixed	Distance from Clover Valley Jet.	Time Table No. 25 April 1, 1935	Distance from Loyalton	415 Mixed	Capacity of Sidings
Fuel, W Table, B Wye, B Registe Standa	Lv. Tuesday, Thurs., Sat.	Clove	STATIONS Telegraph Offices and Calls	Dis	Ar. Tuesday, Thurs., Sat.	ő
ntai oradi	th contion and Ending	0.0	CLOVER VALLEY JCT.	12.7	American and and man	dito ino
P. R.	12.01 PM	0.9	D HAWLEY Jo	11.8	s 3.30PM	74
P. Y. R. W.	s 1.01PM	12.7	D LOYALTON Yn	0.0	, 2.30PM	25
	Ar. Tuesday, Thurs., Sat.				Lv. Tuesday, Thurs., Sat.	
	1.00		Time over Subdivision		1.00	
	12.7		Average Speed per Hour		12.7	

No. 416 is superior to No. 415. Maximum speed 15 miles an hour.

TRST	SUB	DIVI	SION	"D"	

Eastw	ard			RENO BRANCH		Wes	stward
er -	SECON	D CLASS		EAJO TERRIT		SECOND CLASS	20022
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Glock.		220 Mixed	Distance from Reno Junction	April 1, 1935		219 Mixed	Capacity of Sidings
Fue Tab Wye Reg Star		Leave Daily	E E	STATIONS Telegraph Offices and Calls		Arrive Daily	
Y. R. P.		2.45AM	0.0	N RENO JUNCTION Jn	33.2	s 11.20PM	60
		f 2.57	3.4	PLUMAS	29.8	f 11.07	Spur 1W
		f 3.18	10.2	PEAVINE	23.0	f 10.46	12
		f 3.37	16.3	COPPERFIELD	16.9	f 10.27	15
W.		f 3.45	18.8	ANDERSON	14.4	f 10.20	25
FWO. TBRK		s 4.30AM	33.2	D RENO Rd	0.0	9.30PM	100
	2.1	Arrive Daily				Leave Daily	
		1.45		Time over Subdivision		1.50	
		19.0		Average Speed per Hour		18.1	

Yard Limits; Reno

Maximum speed, passenger trains 35, freight and mixed trains 20 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 855.

Street crossings east and west of Nevada Transportation Company warehouse, Reno, must be flagged and caution used in movement over these streets.

Caution must be used in approaching East 6th Street, Reno.

FOURTH SUBDIVISION "A"

Westward

Eastward	EL	Westward			
Vater, Fone, Scale, Ualletin, rr Station, rd Clock, cking Plant.	Distance from Ellerbeck	Time Table No. 25 April 1, 1935	Distance from Dolomite	1110.52	Capacity of Sidings
Fuel, V Table, Wye, B Wye, Stanfat Stanfat Interlo	Dist	STATIONS Telegraph Offices and Calls	Dis		8
P.	0.0	ELLERBECK	4.7	I BRIDE, K.	
Y	2.7	WYE	2.0	T MINE OF THE	
E	3.7	FLUX	3.0		8
A L	4.7	DOLOMITE	0.0	211	3 Car Spur 1 E

Maximum speed 15 miles an hour.

FOURTH SUBDIVISION "B"

Eastward	Name and the	TOOELE BRANCH	o ment yet to	Westward
Water, Fone, e, Scale, Bulletin, Bulletin, dard Glock, clocking Plant.	Distance from Burmester	Time Table No. 25 April 1, 1935	Distance from Warner	Capacity of Sidings
Fuel Table Wye, Regil Stan Inter	unio trieda un Bouth Street w	STATIONS Telegraph Offices and Calls		THE RESERVE THE PARTY OF THE PA
P. W. Y.	0,0	28 BURMESTER Bx	15.5	125
	7.0	MARSHALL	8.5	22
W. Y. R.	15.5	WARNER	0,0	77

Maximum speed 20 miles an hour.

SPECIAL RULES

ADDITIONAL SPEED RESTRICTIONS

Maximum speed for Western Pacific mikado and consolidation engines when handling passenger trains, 50 miles an hour.

Maximum speed for Southern Pacific mikado engines 3200 class, 40 miles an hour, irrespective of service.

Engines running light will be governed by speed provided for freight trains.

Speed of engines backing must not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Except as provided for at Weso, West and East Carlin and Alazon, maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Trains handling loaded Log Cars must not exceed 12 miles an hour.

MISCELLANEOUS

First Sub-Division and Branches

Doubleheading with two mikado or engines of a heavier type, is prohibited between Portola and Gerlach; when mikado and consolidation engines doublehead between Portola and Gerlach speed must not exceed 25 miles an hour over bridges between Portola and Hawley.

Mikado or engines of heavier type must not be used on Gulling, Calpine, Loyalton or Reno branches.

Mikado engines must not go beyond main track frog, Flanigan and Doyle Pits and Constantia stock tracks.

Engines must not enter onto Standard Oil Spur, Loyalton,

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.

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 tunnel block signals are located at head blocks of west siding switch and west main track switch of cross-over. (See Rule 504-C, Figures 1 and 3, and Rule 512.)

S. P. Crossing Mile Post 384.3 protected by automatic interlocker with home and distance signals located each side of crossing. Normal position of all signals is "Stop." Approach circuits located 3000 feet in advance of distance signals, and if no Southern Pacific train is using crossing, these signals will go to "Proceed" position at the time approach circuit is entered. Trains finding these interlocked home signals in stop position, be governed by Rule 663. (See Page 2 for maximum speed through automatic interlocker.)

GENERAL

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS EXCEPT AS NOTED ON PAGE 6.

TRAIN INSPECTION: When not restricted otherwise, conditions being favorable and in the judgment of Conductor it is safe to do, freight trains may run from one water stop to next water stop.

EXCEPTION: Eastward freight trains must stop at some point between Silver Zone and Wendover, or rolling inspection may be made, if, in judgment of Conductor and Engineer, it is safe to do so.

Where air pipe has not been separated, air test as prescribed by Rule 1155, need not be made on passenger trains at terminals.

Rear end test as prescribed by Rule 1156 will not be made at terminals, except it must be made on eastward Southern Pacific trains and westward Western Pacific first class trains at Elko.

When two engines are doubleheading and lead engine is to be detached from train, air will be set by lead engine and stop made before being detached, then train engine will fully release air brakes and regain full working pressure before proceeding; where air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

Rule 838: Second paragraph must be observed within State of California but in States of Nevada and Utah is modified as follows: when helper engine is coupled to rear of train, it may be detached without stopping when speed does not exceed 10 miles an hour; eastward or westward on Antelope grade; eastward on Jasper and Silver Zone grades and eastward or westward on Low grade.

When helper engine is used on rear end on these grades, it will not be necessary to have air connection between train and helper.

ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

- (A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.
- (B) When a block signal indicates stop between Weso and Alazon, train may proceed as follows:

Eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by paragraph (e), Rule 509.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso.

Operator Weso enter on register information furnished by register ticket and transmit registration of only Southern Pacific eastward first class trains to Western Pacific operator at Winnemucca, who must enter same on register.

Eastward inferior trains need not check Weso register against any eastward first class train or preceding section that appears on the register at either Imlay or Winnemucca. Rule 83 will not apply at Weso as between trains of same class.

- (D) A Clearance authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin, where another Clearance must be obtained authorizing train Carlin to Alazon.
- (E) West Carlin Detour extends from West Carlin on Western Pacific to a connection with Southern Pacific main track west end of Carlin Yard. East Carlin Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains, when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use these detours.
- (F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains, when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use these detours.

Trains or engines moving over west detour at Elko on to Southern Pacific main track which find detour signal 5545 in stop position, after stopping and before

proceeding, must provide flag protection against westward trains moving on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour will not foul Southern Pacific main track until approaching train has passed or come to a stop.

(G) All eastward S. P. trains and westward regular S. P. and W. P. trains will register at Alazon by ticket.

Eastward inferior trains need not check Alazon register against any eastward first class train or preceding section that appears on the register at Carlin or Elko.

Eastward S. P. trains will obtain clearance at Alazon.

- (H) Train orders and clearance held by engineers No. 1 arriving Southern Pacific Elko will be transferred to relief engineer at Southern Pacific Elko by Conductor when operator not on duty.
- (I) A clearance authorizing a westward Western Pacific first class train at Alazon will authorize such first class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.
- (J) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead, East Carlin to Elko.
- (K) Eastward Southern Pacific trains will not comply with Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains may register by ticket at Elko. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department, will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead, West Elko to Carlin.
- (L) Train order signal Western Pacific Elko governs eastward Southern Pacific trains. These trains will not be required to secure a clearance at Elko except when train order signal indicates stop.
- (M) Between Weso and Alazon, Dispatchers must use following forms to authorize movement of eastward extras on Southern Pacific track and westward extras on Western Pacific track, or in creating work train extras on either track.

EXAMPLE 1.

(N) WEST CARLIN. The upper arm of Signal 6434, located one hundred feet west of remote control switch, will govern the position of this switch. Upper arm works semi-automatically with main track block signals. Trains stopped by upper arm of Signal 6434 must observe Rule 509, in addition to interlocking rules. Lower arm will govern detour.

Trains desiring movement onto detour, will when approaching Signal 6434, sound one short and one medium long blast of the steam whistle to notify Signalman to line switch for detour.

Dwarf light signals (6435, main track; 6437, detour), both 350 feet east of remote control switch, north side of track, control westward movement.

Opposite remote control switch, on pole, is telephone connected with Signalman at Control Tower. This telephone is to be used by trainmen in emergency to notify

(Continued on page 8)

(Continued from page 7)

Signalman the desired route they wish to take in case route is not lined up. If Signalman states he is unable to control switch and signal, upon instructions from the Signalman only will trainmen crank switch. Crank, painted white, for this switch is on pole below telephone box, and in using crank to throw switch unlock cover painted white on switch machine, placing crank on square shaft and continuing to turn crank three (3) full revolutions after switch points close so as to lock the switch. When switch crank has been removed from the pole, notify the Signalman by telephone, as the removal of this crank from the pole disconnects the switch machine circuit and crank can only be replaced on the pole by signalman or maintainer.

After switch has been properly lined and locked, trainman will signal train to proceed, remaining at the switch until train reaches a point east of Signal 6434. Switch cannot be changed after engine has entered interlocking limits.

Transportation Rule 663 must be complied with, except that part referring to Rule

Second paragraph of Rule 628 will not apply at west Carlin.

Blow-off cocks, sanders or injectors must not be used and must not start boosters passing over this switch.

(O) EAST CARLIN. Oil spring switch at Junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made over this switch without first stopping and ascertaining that switch is properly lined. Blowoff cocks, sanders or injectors must not be used in vicinity of this switch.

Trains or engines moving over east detour at Carlin on to Western Pacific main track which find detour signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train moving on Western Pacific main track. If eastward train is seen or known to be approaching, train on the detour will not foul Western Pacific main track until approaching train has passed or come to a stop.

(P) Trains on which crew changes are made while on Southern Pacific tracks at Elko and while on Western Pacific tracks at Carlin, when departing will move with caution not exceeding twelve miles per hour until reaching a point where next signal indication can be clearly seen and intervening track approaching signal seen to be clear.

CROSSOVER, THIRD STREET, ELKO YARD

(Q) Inside switch connected with Switch Indicator which is connected to main track Block Signals 6638 and 6644. When eastward trains pass Signal 6638 indicator will show "Block Occupied" (Rule 504-C, Fig. 1 & 3). Before starting cross-over movement Trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for cross-over movement providing train which is to use cross-over is ready for movement. When Switch Indicator signal indicates "Block Occupied," switches will not be lined for cross-over movement until approaching train has passed, or stopped clear of cross-over. Before crossing over Trainmen will leave lighted fusee, and, when necessary, torpedoes on main track sufficient distance from cross-over to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93. See Rule 512.

> Western Pacific and Southern Pacific main track connections, Weso and Alazon, interlocked.

STEAM WHISTLE ROUTE SIGNALS.

WESO—Eastward signal 5356.	0	Upper Arm Western Pacific.
higher to notify the partment to have	00	Lower Arm Southern Pacific.
Westward dwarf signal 5361.	0	Western Pacific.
ALAZON—Eastward signal 7136.	0	Upper Arm Southern Pacific.
plines of sourceast in the Street and Street	0	Lower Arm Western Pacific.
Westward signal 7137	. — 0—	Southern Pacific.

SPURS AND COMMERCIAL TRACKS MAIN LINE

STATIONS	Distance from San Francisco	How Con- nected	Cars Capacity
BECKWOURTH, 219 and 220	327.0	No Siding	
CONSTANTIA	355.5	2 W	45
FLANIGAN PIT	387.4	2 W	94
SULPHUR SPUR	476.4	1 W	7
KNIGHT	570.1	1 E	6
RUSSELLS	582.5	1 E	6
JENKINS	592.1	1 E	12
ARAGONITE	861.5	1 E	5
TIMPIE QUARRY		1 E	50
L. A. & S. L. CONNECTION	913.6	1 E 1 W	14
SALTUS	915.0	1 E 1 W	3
TERMINAL	922.1	1 W	20

TONNAGE RATING

	First Subdivision	1994
CHARLES	Mikado Engine with booster	2850 tons
Eastward {	Mikado Engine	2600 tons
	Consolidation Engine	1800 tons
properly by	Passenger Engine	1170 tons
	Mikado Engine with booster	2600 tons
Westward	Mikado Engine	2200 tons
	Consolidation Engine	1600 tons
	Passenger Engine	1040 tons
	Second Subdivision	"seffer about offices."
	(Mikado Engine	5000 tons
Eastward	Consolidation Engine	3600 tons
	Passenger Engine	
September 1979	(Mikado Engine	5000 tons
Westward	Consolidation Engine	3600 tons
and the Property of the	Passenger Engine	1950 tons
The same of the same	Third Subdivision	
	[Mikado Engine	2250 tons
Eastward	Consolidation Engine	1500 tons
	Passenger Engine	975 tons
time froint	(Mikado Engine	
Westward	Consolidation Engine	
Laurence .	Passenger Engine	780 tons
-ar galint s	Fourth Subdivision	
	[Mikado Engine	2600 tons
Eastward	Consolidation Engine	
-dis-plants-t	Passenger Engine	1100 tons
SURFIGERS	(Mikado Engine	
Westward	Consolidation Engine	1700 tons
-com a rot t	Passenger Engine	1100 tons

Reno Branch: Eastward, Reno Jct. to Copperfield, consolidation engines 1100 tons, passenger engines 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 700 tons, passenger engines 450 tons. Copperfield to Reno Jct., car limit.

To determine tonnage for helper trains on any subdivision add together rating figures for class of engines furnished.

Figure 5 tons friction for each car over 30 cars. No car limit.

Tonnage rating is based on the maximum grade on each subdivision. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to capacity of engines.

RAILROAD SURGEONS

DR. A. R. KILGOREChief SurgeonSan Francisco, Cal. DR. A. J. HOODDivision SurgeonElko, Nevada
DR. R. P. ROANTREE Assistant Division Surgeon. Elko, Nevada
DR. CHAS. E. SECORLocal SurgeonElko, Nevada
DR. W. A. LAVERYLocal SurgeonLoyalton, Cal.
DR. S. K. MORRISONLocal SurgeonReno, Nevada
DR. C. R. WESTAssistant Local SurgeonReno, Nevada
DR. GEO. E. POPELocal SurgeonWinnemucca, Nevada
DR. C. W. EASTMANLocal SurgeonCarlin, Nevada
DR. A. C. OLMSTEDLocal SurgeonWells, Nevada
DR. R. S. ALLISONLocal SurgeonSalt Lake City, Utal
DR. F. D. SPENCER Assistant Local Surgeon Salt Lake City, Utal
DR. F. R. SLOPANSKEY Oculist and Aurist Salt Lake City, Utal
DR. E. B. FAIRBANKSOculist and AuristSalt Lake City, Utal

WATCH INSPECTORS

S. A. Pope, Manager of Time Service	San Francisco, Cal.
R. Herz & Bros	Reno, Nevada
Krenkel & Bosch	Winnemucca, Nevada
L. J. Wintermantel	
Emile Mettetal	
H. B. Miller, 460 West Second South Street	

C. E. RENNER, Trainmaster......Winnemucca, Nevada J. J. DUGGAN, Trainmaster Wendover, Utah A. P. MICHELSON, Chief Train Dispatcher Elko, Nevada H. M. YOE, Night Chief Train Dispatcher......Elko, Nevada

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