THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

TABLE

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

FRIDAY, JULY 9, 1937

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.

I. P. OUIGLEY,

Superintendent of Transportation.

² Eastwar							FIRST SUBDIV	1							Westward
g g,	SECOND CI	ASS	- A - A - 1	FIRST CLAS	38	88	m m. 11 . W 00	1	W. A.	FIRST CLASS	S 2 1 1 1 1 2	SE	COND CLAS	88	7. 79.00
Fuel, Water, Fone Table, Scale, Wye, Bulletin, Register Station, Standard Glock,	82 Fast Freight	62 Fast Freight	220 Mixed	للبازا	Scenie Limited	Distance from San Francisco	Time Table No. 28 July 9, 1937	Distance from Winnemucca	Scenie Limited	DILLO	77 Fast Freight	219 Mixed	61 Fast Freight	1	Ospacity of
Tab Tab Wye Star	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Day	STATIONS Telegraph Offices and Calls	AF	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		
F. W. T. O. Y.B. R. K.	5.45M	4.45AM	1.30AM		6.30AM	321.4	DN PORTOLA	Ki 210.9	s 10.00PM	The state of the s	5.00 PM	812.20AM	1.00AM		Ya
P.	5.55	4.55	1.40		6.36	324.1	GULLING JUNCTION	208.2	9.54		4.47	12.10	12.50		
P.Y.	6.01	5.00	1.45		6.39	826.1	CALPINE JUNCTION	206.2	9.51		4.42	12.06	12.45		1
Р.	6.06	5.05	f 1.55		6.42	328,1	D HAWLEY Loyalton Branch Crossing	Je 204.2	9.48	a country of the control of	4.37	f 12.01 M	12.40	74.11	7
Р.	6.18	5.15	f 2.05	-	6.48	332.4	HINDOO	199.9	9.42		4.25	f 11.50PM	12.30		7
P.W.	6.36	5.34	f 2.30	1011	f 6.58	339.6	D CHILCOOT	Ch 192.7	f 9.32	1 July 194 194	4.10	f11.35	12.15AM		7-
P.Y.R.	6.41	5.38	s 2.40AM	N. 104	f 7.02	841.7		Jn 190.6	f 9.27	A COLUMN TOWNS TO SERVICE ASSESSMENT	4.05	11.25PM	11.51PM		
P.	6.53	5.49	54.X41		7.09	346.0	SCOTTS	186,3	9.19	Jan Dan L	3.50	SOUTH FAI	11.37		7
P.	7.09	6.05	WAVE.		7.19	352.5	RED ROCK	179.8	9.07	Michael L. J. L.	3.31	87113	11.17		7
P	7.23	6.18			7.27	358.8	OMIRA	174.0	8.56		3.15		10.58		7
P.W.	7.45	6.30			s 7.35	362,9	DN DOYLE	Do 169.4	s 8.48		3.00		10.45		7
Р.	8.05	6.51	Lance to the		7.47	371.5	HACKSTAFF	160,8	8.33	No.	2.20		10.02		7
Р.	8.24	7.06		The Control of	7.55	377.6	CALNEVA, CAL.	154.7	8.24	TESTS.	2.05		9.49		7
Р.	8.40	7.21		The state of	8.03	384,0	FLANIGAN, NEV.	148.8	8.15		1.50		9.35		7
						884.8	8. P. Crossing and Connection	148.0	1 88				-		
P.	9.12	7.45			f 8.19	393.5	28 SAND PASS	Pa 138.8	f 8.01	THE REAL PROPERTY.	1.25		9.12	ev line	7
P.	9.22	7.55	A 2		8.25	397.4	BRYANT	134.9	7.55		1.15		9.00	1 1	7
P	9.38	8.13	V 1 1 1 1		8.36	408.0	SANO	127.3	7.44		12.55	W-130	8.44		7
W. 4 miles P. west	10.05	8.52		G THE STATE OF	8.52	416.1	REYNARD	116,2	7.29	A. I	12.32	A B	8.21		7
Р.	10.24	9.14	-895		9.03	424.0	BRONTE	108,3	7.17	Alb	12.16		8.05		7
Р.	10.40	9.30			9.12	430,6	PHIL	101.7	7.05	BEA	12.01PM		7.50		7
F. W. Y. P.	11.40	10.30			s 9.30	438.3		Gr 94.0	s 6.52		11.40A		7.30		Y
P.	11.52P	10.42			9.38	442.8	ASCALON	89.5	6.37		10.42		6.37		8
P.	12.084	11.01			9.49	451.5	TREGO	80,8	6.26		10.25		6.09		
Р.	12.28	11.19			10.01	461.5	CHOLONA	70.8	6.14		10.01		5.49		8
P.	12.45	11.35			10.12	470.8	RONDA	61.5	6.02		9.36		5.32		8
P.	12.55	11.44			f 10.18	474.7	DN SULPHUR	Ru 57.6	f 5.56		9.28	That are	5.24		8
P.	1.10	11.57AM			10.26	479.7	FLOKA	52.6	5.49	a a land	9.18		5.14		8
P.	1.35	12.19PM			10.40	488.1	ANTELOPE	44.2	5.38		9.01		4.57		8
W. P.	2.00	12.43			f10.54	496,8		Jo 35.5	1 5.20		8.25		4.20		10
Р.	2.15	12.56		and the	11.03	503.4	VENADO	28.9	5.11	54 M	8.12		4.07		8
Р.	2.25	1.04			11.09	508.3	GASKELL	24.0	5.05	CALA I	8.03		3.59		8
W. P.	2.45	1.20			11.17	514,2	PRONTO	18.1	4.57		7.52		3.49		8
Р.	2.58	1.32			11.24	519.4	RAGLAN	12.9	4.49		7.42		3.40		7
P. ' .	3.10	1.45			11.32	525.6	KRUM	6.7	4.41		7.30		3.30		
F.W.T. B.R.K.P.	3.25A	2.00PM	444	bear trans	s11.45AM	532,3	DN WINNEMUCCA	Wa 0.0	4.30PM	edition of the	7.15A	(Tan	3.15 PM		Yı
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				Leave Daily		Leave Daily	Leave Daily	Leave Daily		
Carried Annual Control	9.40	9.15	1.10	THE PARTY	5.15		Time over Subdivision		5.30	PINEEC OF	9.45	.55	9.45	711 3	
	21.8	22.8	17.4		40.2		Average Speed per Hour		38.4	A	21.6	22.1	21.6	I A	-40,044,9

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

Loyalton Branch Crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains

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

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 we Rule 504-C, Figures 1 and 3, and Rule 512.)

S. P. Crossing Mile Post 384.3 Flanigan, protected by automatic interlocker with home and distant signals located each side of crossing. Normal position of all signals is "Stop." Approach circuits located 3000 feet in advance of distant 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.

- 01	out disco	30	SEC	OND CLAS	s					FIRST	CLASS		RM.		MANUAL STATE OF		FIRST CLASS	SECOND	CLASS	
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	578 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	576 Southern Pacific Fast Freight	574 Southern Pacific Fast Freight	572 Southern Pacific Local Freight	82 Western Pacific Fast Freight	570 Southern Pacific Fast Freight	48 Southern Pacific Forty-Niner	14 Southern Pacific Pacific Limited	Western Pacific Scenic Limited	28 So. Pacific San Francisco Overland Limited	88 Southern Pacific Passenger	102 So. Pacific Streamliner City of San Francisco	Distance from San Francisco	Time Table No. 28 July 9, 1937	Distance from Elko	Scenic Limited	77 Fast Freight	61 Fast Freight	Capacity of Sidings
The Park of the Pa	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave + See Note Below	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★ See Note Below	os Pilling y	STATIONS Telegraph Offices and Calls	twint	Arrive Daily	Arrive Daily	Arrive Daily	144
F. W. T. B. R. K. P.		2.45PM		4	OFT FULL	4.30AM	130 76	4.80	18 SE-SE	11.50AM	THE R. P.	WED 6	HOE.E.	582.8	DN WINNEMUCCA Wa	188.1	s 4.25FM	6.30AM	2.30 PM	Yard
P. R. K. I.	8.10PM	3.00	2.45 PM	10.10AM	6.00 AM	4.45	2.05AM	10.05PM	9.45PM	11.56AM	9.38AM	9.13AM	1.14 AM	585.9	DN WESO Wo	129.5	4.18PM	6.20AM	2.20PM	50
P.	107 6	did amb	Top cause	15.0	6.13	Metri	101	10.10	9.51	12.02PM	9.45	9.20	1.19	540.5	BLISS 8.2	124.9				81
P. W.	8.35	3.25	3.10	10.35	6.40	5.15	2.30	10.19	f 10.03	f 12.17	9.54	9.29	1.27	548.7	D GOLCONDA Gd	116.7				81
P.	- Constitution	BOULK I	PALL CAUSE OF	5.09.7	MISA.	16.70	ra i	A see	0.01,0	56.1	30.34	68.5	1 1 0 1 4	558.6	PREBLE (S. P. Connection)	111.8	EN TO			Ne Siding
P.	9.00	3.50	3.35	11.05AM	7.10	5.45	2.55	10.33	f 10.21	f 12.35	10.09	9.44	1.39	562.0	D RED HOUSE Rh	108.4				82
P.			- 0 K-1		7.35			10.47	10.36	12.51	10.23	9.58	1.51	575.2	ELLISON 13.9	90.2				81
P.									f 10.53	f 1.07		f 10.14		589.1	D N. BATTLE MOUNTAIN Nb	76.8	The second			No Siding
P.	101	C 4		E-BITT S	8.00	REG	15/200	11.03	10.56	1.09	10.40	10.16	2.04	590.5	RENNOX	74.9	S.F. L. DW			81
P. W.	10.15	5.05	4.55	12.20PM	8.25	7.15	4.10	11.14	11.10	1.21	10.51	10.27	2.13	600.6	KAMPOS 9.4	64.8	0-1	1.13		81
P	6.6 L	8.8		OLET	8.45	Ye	12	11.24	f 11.24	1.31	11.02	10.38	2.21	610.0	DUNPHY	55.4	See Southern			80
P. W. F.	10.55	5.45	5.35	1.00	9.15	8.00	4.45	11.34	f 11.38	f 1.42	11.12	10.48	2.29	619.0	DN BEOWAWE Be (S. P. Connection)	48.4	table for Westw schedules Elko t		Pacinc	125
P.					9.35			11.43	11.48PM	1.51	11.22	10.58	2.37	627.1	CLURO 8.3	88.8				81
					770									635,4	E, N. RY, CROSSING	80.0	Control of the second			
P.					9.58			11.54PM	f 12.03AM	f 2.03	11.35	f11.11	2.49	685.8	PALISADE Ad	29.6				81
	11.55PM		6.35PM	2.00PM	10.15AM		5.45AM	12.03AM	12.18	2.12	11.47	11.23		643,3	WEST CARLIN	22.1				
P. W.	Via S. P. Carlin Yard	7.00	Via S. P. Carlin Yard	Via S. P. Carlin Yard	D# 1 100	9.15	Via S. P. Carlin Yard	s 12.05 12.10	s 12.20 12.30	f 2.14	8 11:49 AM	s 11:25	s 2.59 3.01	644.5	OARLIN C	20.9	10.0			79
= 1 4	1.10AM	P. 12	7.35 PM	2.40PM		411.00	6.30AM	12.13	12.33	2.17	12.02PM			646.0	EAST CARLIN	19.4	10.0			
P.	0.01			T-175_1 7			CLUU-	12.19	12.39	2.23	12.08	11.44	3.08	650,2	TONKA	15.2	Marine III			85
P.	P.D 10			17,675 1. 0	C. 1	801	100	12.27	12.48	2.32	12.17	11.53AM	3.14	656.6	HUNTER 8.8	8.8	10.00			81
F.W.T.Y.B. R. K. P.	1.55AM	8.00PM	8.20 PM	3.25PM		10.15AM	7.15AM	12.38 AM	s 1.01AM	s 2.45PM	s 12.29PM	s 12.07PM	3.22AM	665.4	DN ELKO Kn D	0.0	A		1/8	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive + See Note Below	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Note Below	100			Leave Daily	Leave Daily	Leave Daily	75
	3.45 .45	5.15	3.50 .45	3.50 .45	4.15	5.45	3.40 .45	2.33	3.16	2.55	2.51	2.54	2.08		Time Over Subdivision ▲		.07	.10	.10	77
	28.7 25.9	25.4	28.0 25.9	28.0 25.9	25.3	23.1	29.3 25.9	52.5	41.8	45.6	48.3	47.4	61.7		Average Speed per Hour		30.9	21.6	21.6	

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

★No. 102 leaves Weso on 3rd, 9th, 15th, 21st and 27th of each month.

+No. 48 leaves Weso on 5th, 11th, 17th, 23rd and 29th of each month.

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

Yard Limits: Winnemucca, Carlin and Elko.

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

RULES 86 and 93. First-class trains must clear the time of No. 102 not less than ten (10) minutes and other trains and engines must clear the time not less than fifteen (15) minutes.

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.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train

At Receive or Discharge Passengers to (or beyond)

28 Any Station
28 Any Station
28 Any Station
29 Colfax or West
29 Colfax or West
20 Colfax or West
20 Colfax or West
21 Colfax or West
22 Sparks or West
23 Colfax or West
24 Colfax or West
25 Colfax or West
26 Colfax or West
27 Colfax or West
28 Colfax or West
28 Colfax or West
28 Colfax or West
29 Colfax or West
20 Colfax or West
21 Colfax or West
22 Colfax or West
23 Colfax or West
24 Colfax or West
25 Colfax or West
26 Colfax or West
26 Colfax or West
27 Colfax or West
28 Colfax

Derails on Eureka-Nevada Railway track on each side of point 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.

THIRD SUBDIVISION

	WALD DIES	inga	SECOND	CLASS	TEN T					IRST CLA	ss	io rgmi				194	FIRST CLASS	SECON	D CLASS	
i, Water, Fone, Scale, Bulletin, ister Station, idard Clock, riocking Plant	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	laT omi rest	Western Pacific Scenic Limited	28 So. Pacific San Francisco Overland Limited	88 So. Pacific Passenger	102 So. Pacific Streamliner City of San Francisco	Southern Pacific Pacific Limited	Southern Pacific Forty-Niner	Distance from San Francisco	Time Table No. 28 July 9, 1937	Distance from Wendover	Scenic Limited	61 Fast Freight	77 Fast Freight	Capacity of Sidings
Fuel Tabl Wye Regi Star	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	PATE Dampily	Leave Daily	Leave Daily	Leave Daily	Leave ★ See Note Below	Leave Daily	Leave + See Note Below		STATIONS Telegraph Offices and Calls	2 × 2	Arrive Daily	Arrive Daily	Arrive Daily	
F. W. T. Y. B. R. K. P.	9.00PM	8.20PM	3.25PM	11.15 AM	7.15AM	1.55 AM	SHEREWA	2.55PM	.12.30PM	12.09PM	3.22AM	1.04AM	12.38AM	665.4	DN ELKO Kn Di	140,9	(a) (b) (c) (c)	Ab.s. 1		Yard
P.	C.S. 100	8. B	n chie	Y 365 CH-35	men in	1117	8	3.07	12.42	12.21	3.30	1.17	12.48	673.1	PARDO	188,2	See Sou	thern Pac	ific	80
P. W					Mark Tool			3.21	12.56	12.35	3.43	1.33	1.01	683,8	ELBURZ	123,0	current tin	ne table	for	80
P.					DIL TIE	LITEOT	Ida . I	3.27	1.01	12.40	3.47	f 1.39	1.06	688,1	HALLEOK	118,2		Vestern Pac	10000	80
P. W.	10.10	9.30	4.35	12.25PM	8.25	3.10	ay.	f 3.41	1.14	12.53	3.57	f 1.53	1.18	699.5	DEETH	106,8	schedules	Alazon to El	ko.	80
								+ 4-20						701.0	S. P. CONNECTION	105.3				
P.	P		9 00			10		3.52	1.25	1.04	4.05	2.04	1.28	708.6	TULASCO	97.7		OC. C		80
P. R. I.	10.45	10.05PM	5.10PM	1.00	9.00 AM	3.50AM		3.58	1.31 PM	1.10PM	4.10AM	2.10AM	1.35AM	713.6	DN ALAZON A	92.7	12.28PM	7.30AM	10.45PM	
F. W. P.	11.04		2,45	1.25	67	E COLUM	514	f 4.03	moli	81.6		l ogber	- 100.0	717.2	O. S. L. Connection DN WELLS Ws	89,1	f 12.21	7.20	10.30	130
P	11.21			1.43	2.0	80118	nia.	4.13	TELE	Y But	150 9 48	T. I TEN	F. Ord	728.5	BOAZ	82.8	12.12	7.04	9.59	80
P.	11.30	Pacific s	mellings o	1.53	30 1	74.33	O III	4.19	11.0	mr. m	T- bel		F (- 1/0 - 2)	728.2	RUBY	78.1	12.07	6.53	9.46	100
P.	11.39	to sk prins	10 11 101	2.03	0.0	1797 6.00	ora i	f 4.25				- Mid	N. 18- 1	788.4	TOBAR 5.2	72.9	f 12.01 PM	6.40	9.32	80
P. W.	11.48PM	Ten (1) -(1)		2.13		1		4.31						788.6	VENTOSA 8.5	67.7	11.55AM	6.27	9.20	80
P.Y.	12.05AM		11.33	2.30				4.42			4-60			747.1	SONAR 5.6	59,2	11.44	6.07	8.55	80
P.	12.25		m9 200	2.52		100		4.51						752.7	JASPER 8.6	53,6	f 11.37	5.52	8.37	80
P.	12.49			3.15		E1		5.03						761.3	LUKE	45.0	11.24	5.27	8.12	81
F. W. P. Y.	1.10			3.35	b.R 10	WILES		s 5.13	1726	4 16	-3-1			765,9	DN SHAFTER FA	40,4	s 11.16	5.15	8.00	220
P. Y.	1.30			3.55	97	WELDON.	Take 1	5.25				1 116	16.6	772.1	SILVER ZONE	34.2	11.04	4.46	7.20	80
	1.55			4.20	E1		y2'	5.39		and the bank		7 Holais	L DE	780.8	CLIFSIDE 2.5	25.5	10.46	4.20	6.54	80
P.W.	2.02			4.27		- urk		5.43	XII	The same of				788.8	PROCTOR 5.3	23.0	10.41	4.13	6.47	40
P.	2.17	-		4.42	o sta	0.1	25	5.51	- marc s	divo s		1 100 12	A 10 16 1	788.6	PILOT	17.7	10.31	3.58	6.32	84
P.	2.42	117		5.07				6.04	aveat					799.0	OLA 7.3	7.8	10.12	3.30	6.04	79
F.W.T.O.Y. B. R. K. P.	3.05AM			5.30PM		4-		s 6.15PM						8,808	DN WENDOVER Wn	0.0	9.55AM	3.05AM	5.30PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	A verse live	Arrive Daily	Arrive Daily	Arrive Daily	Arrive * See Note Below	Arrive Daily	Arrive See Note Below		3, 92 M2		Leave Daily	Leave Daily	Leave Daily	
	6.05	1.45	1.45	6.15	1.45	1.55		3.20	1.01	1.01	.48	1.06	0.57		Time over Subdivision		2.33	4.25	5.15	
	23.2	27.6	27.6	22.6	27.6	25.1		42.3	47.4	47.4	60.3	43.8	50.7	W book o	Average Speed per Hour	not read	36.4	21.0	17.7	

★No. 102 leaves Elko on 3rd, 9th, 15th, 21st and 27th of each month.

+No. 48 leaves Elko on 6th, 12th, 18th, 24th and 30th of each month.

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

Yard Limits: Elko, Wells, Shafter and Wendover.

Eastward

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.

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

RULES 86 and 93. First-class trains must clear the time of No. 102 not less than ten (10) minutes and other trains and engines must clear the time not less than fifteen (15) minutes.

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.

Overlap controlling Home Signal 7555 indicated by overlap post, located 2000 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 28 88 88	Any Station Any Station Any Station Any Station	Discharge Receive Discharge Receive	Ogden or East Ogden or East	Colfax or West Sparks or West								

Train order hoop post installed between main tracks Alazon for the delivery of clearances and train orders to eastward trains.

Westward

Upper hoop for enginemen, lower hoop for conductor. This device has sufficient hoop holders for a two-engine train.

for diff affording	SECOND CLASS	S to you will be	FIRST CLASS	0010	-4 60	M' M . 1.1 . NT . 00	Yd.	o was to realize	FIRST CLASS		SECOND CLASS	1 4 1
Water, Fone, , Scale, Mulletin, ter Station, and Olock, ocking Plant.	82 Fast Freight	62 Fast Freight	i i	2 Scenic dimited	Distance from San Francisco	Time Table No. 28 July 9, 1937	Distance from	Scenie Limited		77 Fast Freight	61 Fast Freight	Oapacity of Sidings
Fuel, Table, Wye, Regist Stand Interl	Leave Daily	Leave Daily	Lei	ave Daily	0.00	STATIONS Telegraph Offices and Calls	Salt I	Arrive Daily		Arrive Daily	Arrive Daily	19182
F. W. T. O. Y. B. R. K. P	6.30PM	3.50AM	# 45.4 ST 9 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	6.20PM 8	8,808		n 124.1	8 9.45 AM		4.30PM	2.20AM	Yard
P	6.50	4.10		6.31	815.0	SALDURO	115.4	9.34	31100	4.11	2.04	77
P	7.10	4.30	(A) 100 B3 8 (C) (C) (C) (C)	6.42	825.4	ARINOSA	105.0	9.23		3.55	1.47	82
P.	7.29	4.49		6.52	835,1	BARRO	95.8	9.13	Court at the action is	3.40	1.32	78
P W	7.49	5.09		7.03	845.4		85.0	9.02		3.24	1.16	100
P.	8.07	5.27	Complete to the strength of th	7.13	854,4	OLIVE	78.0	8.53	To be published to a VOT	3.08	1.00	80
P.	8.47	6.01		7.30	866.1	LOW	64.8	8.39		2.45	12.36	80
P. F. W.	9.30	6.40	f	7.48	878.4		52.0	f 8.21	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.10	12.01 AM	190
P	9.47	6.55	groups to that Law III	7.58	885.7	TIMPIE	44.7	8.10		1.38	11.35PM	81
P				B.07 8	892.9	ELLERBECK	87.5	8.02	410	\$3-1 NO 198-1989	And	10 125915
P. W. Y.	10.10	7.15	f t	8.12	896.7		33.7	f 7.57	Street, Section	1.18	11.17	80
P.	10.22	7.27	THE RESERVE OF THE PARTY OF THE	8.19	902.4	SPRAY	28.0	7.50	CONTRACTOR OF THE PARTY IN SECTION OF THE PARTY IN SEC	1.09	11.08	40
P	10.33	7.44		8.25	907.8	LAGO	22.6	7.44	Maria Maria R. N	1.01	11.00	82
I.			The second second second		912.1	B. & G. Crossing and Transfer	18.3	10 12 14 14 14 14 14 14 14 14 14 14 14 14 14		N. E	Appendix and the second	25
P	10.50	8.03		8.32	913,1	GARFIELD	17.8	7.37	E moherne, 1	12.50	10.50	79
P	11.07	8.19	lan ekim en galen E berek sel bet	8.41	920.8	FOX	9,6	7.28	10 100000000000000000000000000000000000	12.36	10.36	80
	11.13	8.26	Name of the state	8.46	924,8	BUENA VISTA	6.1	7.24		12.30	10.30	5.5
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Con A cut the all the		The state of the late of the V		926,3	L. A. & S. L. Crossing	4.1	Wland		The state of	o diploid party and in the last	ar. or have
	Marie Laboratoria				926,7	O. S. L. Crossing	3.7		1 1 1 1 1 1 1 1	take ye	James - Santia	
ALC: NO.	11.26	8.40	white was the state of the same		927.2	POLLARD JCT.	3,2	7.17		12.21	10.20	sale lateral
and and and the same	and the Residence of the State	and drive deal days may	a And Andreas	6	927.8	D. & R. G. W. Crossing	3,1	- ATEK	Large and magnerate	THE REAL PROPERTY.	ON-In-July Took to July 1	and to land
F.W.T.O Y.B.R.K.P	Dryman and	of equipolates to give	s :	9.00PM	928,0	ON SALT LAKE U	2.4	7.15AM	Cally Control of Cally		ew rest out, by season and	Yard
W.O.Y.B R K. P.	11.45PM	9.00AM	the mal marks	6	930,4	ON SALTLAKE F.	0.0	71		12.01PM	10.00PM	Yard
callessage or ad	Arrive Daily	Arrive Daily	Arr	ive Daily		LINE INC.	A. a.	Leave Daily		Leave Daily	Leave Daily	
THE R. P. LEWIS CO. B.	5.15	5.10	PRODUCT THE STREET	2.40		Time over Subdivision		2.30		4.29	4.20	
	23.6	24.0	Programme and the second	45.6	10-1-1	Average Speed per Hour		48.7	A CONTRACTOR WATER	27.7	28.7	DOMESTICAL PROPERTY.

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 track south of main track, east of depot.

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 west-ward 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.

6 Eastward	56 W	RST SUBDIVISION "		Westward
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock,	Distance from Gulling Jct.	Time Table No. 28 July 9, 1937 STATIONS Telegraph Offices and Calls	Distance from Gulling	Onpacity of Sidings
P	0.0	GULLING JUNCTION	2.4	
P.	1.7	GRIZZLY	0.7	Spur 1W
	2.4	GULLING	0.0	Spur 1W 10

FIRST SUBDIVISION "B"

Eastward

Eastward

CALPINE BRANCH

Westward

Westward

Fone,	SECOND		mrace desc	g	SECOND	
Water, Fo , Scale, Bulletin, ter Station	314 Mixed	Distance from Calpine Jet.	Time Table No. 28 July 9, 1937	Distance from Calpine	313 Mixed	apacity of Sidings
Fuel, Table Wye, Regis	Leave Mon., Wed., Fri.	Die	STATIONS Telegraph Offices and Calls	Di	Arrive Mon., Wed., Fri.	
Y. P.	2.00PM	0.0	CALPINE JUNCTION	12.1	s 5.30PM	18
1. 10	TATEL	4.8	SUMMITT	7.3		
	12.21	10.0	DAVIES JUNCTION	2.1		
Y. W.	8 3.00PM	12.1	D CALPINE Na	0.0	4.30PM	12
	Arrive Mon., Wed., Fri.		12.30 [td.30 [Leave Mon., Wed., Fri.	
	1.00	100	Time over Subdivision		1.00	
	12.1		Average Speed per Hour		12.1	

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.

FIRST SUBDIVISION "C"

LOYALTON BRANCH

one.	SECOND CLASS	Jet.	d, etc. dep. lat. apr. 2 (b)	8	SECOND CLASS	
Water, F., Scale, Bulletin, ter Station	416 Mixed	Distance from lover Valley Jot.	Time Table No. 28 July 9, 1937	Distance from Loyalton	415 Mixed	Capacity of Sidings
Fuel, Table Wye, Regis	Lv. Tuesday, Thurs., Sat.	Dista	STATIONS Telegraph Offices and Calls	Di	Ar. Tuesday, Thurs., Sat.	0
to.		0.0	GLOVER VALLEY JCT.	12.7		7.4
P. R.	2.00PM	0.9	D HAWLEY Je	11.8	s 5.45PM	74
P. Y. R.W.	s 3.00PM	12.7	D LOYALTON Yn	0.0	4.45 PM	25
, lum	Ar. Tuesday, Thurs., Sat.	- 0	policy and property and per-	11.	Lv. Tuesday, Thurs., Sat.	
à.	1.00		Time over Subdivision	4	1.00	
	11.8		Average Speed per Hour		11.8	100

No. 416 is superior to No. 415.

Engines must not enter Standard Oil Spur, Loyalton.

At Loyalton Western Pacific engines must not enter any of the tracks leading off the Clover Valley Lumber Company main track, which is the track connecting our main track with the Clover Valley Lumber Company lumber yard tracks.

Eastv	vard		RENO BRANCH		West	tward
	SECOND	00	on and in some		SECOND CLASS	
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	220 Mixed	Distance from Reno Junction	Time Table No. 28	Distance from Reno	219 Mixed	Capacity of Sidings
Tag Rey Str	Leave Daily	HM	STATIONS Telegraph Offices and Calls		Arrive Daily	
Y. R. P.	2.45 AM	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
et liv	f 3.18	10.2	PEAVINE	23.0	f 10.46	12
1.5	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
100 00		28.1	PANTHER	5.1		Spur 1E
F. W. O. T. B. R. K.	8 4.30AM	33.2	D RENO Rd	0.0	9.30PM	100
150.0	Arrive Daily				Leave Daily	
	1.45		Time over Subdivision		1.50	
	19.0		Average Speed per Hour		18.1	

Yard Limits; Reno.

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.

Eastw	ard		RTH SUBDIVISION LERBECK BRANC		We	stward
Water, Fone, Scale, Sulletin, er Station, and Olock,	4.8	Distance from Ellerbeck	Time Table No. 28	Distance from Dolomite		pacity of
Fuel, Table, Wye, I Regist	0.87	Dist	STATIONS Telegraph Offices and Calls	Dist	a.i	o d
P.	0.0	0.0	ELLERBECK	4.7		
Y.		2.7	WYE	2.0	II mins	
-0.5		8.7	FLUX	8.0	10.1	8
1.0		4.7	DOLOMITE	0.0	1.0	3 Car Spur 1 E

Eastward	FO	URTH SUBDIVISION TOOELE BRANCH		Westward
Fuel, Water, Fone, Table, Scale, Wys, Bulletin, Register Station, Standard Clock,	Distance from Burmester	Time Table No. 28 July 9, 1937 STATIONS Telegraph Offices and Calls	Distance from Warner	Ospacity of Sidings
P. W. Y.	0,0	D BURMESTER Bx	15.5	125
	7.0	MARSHALL	8.5	22
W. Y. R.	15.5	WARNER	0.0	77

SPECIAL INSTRUCTIONS

RULE 19. Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's-eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

RULE 21. Streamliner CITY OF SAN FRANCISCO is not equipped with train indicators. No engine number will be used in train orders. It will be identified as Streamliner CITY OF SAN FRANCISCO and consists of two motor cars and nine articulated type passenger train cars.

RULE S-72. Westward trains are superior to eastward trains of the same class except as noted on Page 6.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for No. 102 Streamliner CITY OF SAN FRANCISCO.

RULE 838. Second paragraph: Helper engines may be used behind caboose on rear end of trains within the States of Nevada and Utah; within State of California, helper engines must not be used behind caboose but may be coupled into train ahead of caboose or used on head end. When helper engines are placed behind caboose in Nevada and Utah, brake pipe must be connected and air cut through between caboose and helper engine. When helper engines are placed behind caboose, stop will be made to detach helper after train is over summits vicinity Antelope, Silver Zone and Low. Eastward trains requiring helper from Sonar will place helper on head end of train to Shafter. If helper required east of Shafter, may be placed either on head end or rear end from Shafter and if placed on head end will handle train to Clifside, where it will be detached.

After helper engines are detached from rear of train, it will not be necessary to make rear end plug test.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of Conductor it is safe to do so, freight trains may run from one water stop to next water stop, except 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.

RULE 1155. Where air pipe has not been separated, air tests need not be made on passenger trains at terminals.

RULE 1156. Rear end test will be made on Eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

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.

MISCELLANEOUS

Doubleheading with two mikado or engines of a heavier type, is prohibited between Portola and Doyle, but such power when used, must be separated at least four cars, and when so separated, engine on head end handling train shall be specified in train order.

Hayes derail located on Delleker spur, 285 feet from main track switch.

Mikado engines or engines of heavier type must not enter Delleker spur.

At Feather River Mill on Delleker spur, narrow gauge bridge crossings over main spur, old dock, new planer and No. 3 tracks must be opened before track is used. Lookout for close clearances all tracks.

Mikado engines or engines of heavier type must not be used on Gulling, Calpine, Loyalton and Reno branches, except mikado engines may be used on that portion of Reno branch at Reno Jct. between main track junction switch and road crossing east of east wye switch and may turn on wye, not exceeding ten (10) miles an hour.

Mikado engines must not move beyond main track frog Constantia Stock track, Doyle, Flanigan and Dyke Pit tracks and must not move beyond highway crossing Timpie Quarry track.

USE OF 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 trainorder, except as provided in Rules L, M and N 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 Rule 509, applicable to single track.

(C) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

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

Rule 83 (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, 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.

Rule 83 will not apply at Weso as between trains of the same class.

- (D) A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance will be obtained, authorizing train Carlin to Alazon.
- (E) All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.
- Rule 83 (B). When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check the register at Alazon against the same train.

Rule 83 will not apply at Carlin and Elko as between trains of the same class.

Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

- (F) Third paragraph Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.
- (G) 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 will be obtained authorizing such train Elko to Carlin.
- (H) Eastward Western Pacific first-class trains will throw off register ticket to Southern Pacific operator at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin. Eastward Southern Pacific first-class trains will register on joint register at Southern Pacific Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead of it, East Carlin to Elko.
- (I) Rules 83, 83 (D) and 206 (A) will not apply to Southern Pacific trains at Western Pacific Elko and trains will be governed by train-order signal at that station. Carlin is initial station for eastward Southern Pacific trains.

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 of Rule 96 will apply at Western Pacific Elko to first-class trains only.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will 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, will run expecting to find train running ahead of it, West Elko to Carlin.

- (J) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.
- (K) Between Weso and Alazon, dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work train extras on either track:

(L) West Carlin. Signal 6434 located 100 feet west of remote control switch. Upper arm governs eastward movements on main track and works semi-automatically with main track block signals. Lower arm governs movements to detour. Dwarf light signals 6435 (main track) and 6437 (detour), both located 350 feet east of remote control switch, govern westward movements.

Trains or engines stopped by these signals will observe Rule 509 in addition to interlocking rules. If movement is to continue on main track, trainman will inspect switch points and remain at switch until engine enters interlocking limits. Engine may be moved over switch before sending trainman ahead. Switch can not be changed after engine has entered interlocking limits.

West Carlin Detour extends from West Carlin on Western Pacific to connection with Southern Pacific main track west end of Carlin yard.

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

Opposite remote-control switch, on pole, is telephone connected with signal operator at control tower. This telephone is to be used by trainmen in emergency to notify signal operator of route desired. If signal operator is unable to control switch and signal, upon instructions from him only, trainmen will crank switch. Crank, painted white, for this switch is on pole below telephone box. In using crank to throw switch, unlock cover, painted white, on switch machine; place crank on square shaft and turn crank three (3) full revolutions after switch points close so as to lock switch. When switch crank has been removed from pole, notify signal operator by telephone as removal of this crank from pole disconnects the switch machine circuit and crank can be replaced on pole only by signal operator or maintainer.

After switch has been properly lined and locked, trainman will signal train to proceed, remaining at switch until engine reaches it. Switch cannot be changed after engine has entered interlocking limits.

Rule 663 must be complied with, except that part referring to Rule 628.

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

(M) East Carlin Detour extends from east icehouse lead on Southern Pacific to East Carlin on Western Pacific.

East Carlin. Oil-buffer 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 through this switch without first stopping and ascertaining that switch is properly lined.

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

Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and West Carlin detours.

(N) 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. Oil-buffer spring-switch at Junction is normally lined for Southern Pacific main track.

Western Pacific freight trains and engines 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 onto Southern Pacific main track which find detour signal 5545 in stop position, after stopping and before proceeding, will 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.

- (O) Rule 667: In addition, blow-off cocks must not be opened, injectors put on, or boosters started passing over remote-control switch West Carlin and over oilbuffer switches East Carlin and West Elko.
- (P) When trains on which crew changes are made while on Southern Pacific track at Elko and while on Western Pacific track at Carlin are departing, they 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 can be seen to be clear.
- (Q) Rule 96: Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply to trains operating as follows:

At ELKO: Work extras and eastward extras on Southern Pacific tracks.

At CARLIN: Work extras and westward extras on Western Pacific tracks.

Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left and must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

CROSSOVER, THIRD STREET, WESTERN PACIFIC ELKO YARD

(R) 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 crossover movement trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for crossover movement providing train which is to use crossover is ready for movement. When Switch Indicator signal indicates "Block Occupied," switches will not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen will leave lighted fusee, and, when necessary, torpedoes on main track sufficient distance from crossover 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. O — O Upper Arm Southern Pacific. Westward dwarf signal 5361. 0 — Western Pacific. ALAZON—Eastward signal 7136. — O — Upper Arm Southern Pacific. O — — Lower Arm Western Pacific. Westward signal 7137. — O — Southern Pacific.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Con- nected	Cars Capacity
BECKWOURTH, F 219 and 220	327.0	No Siding	The second
CONSTANTIA	355.5	2 W	45
FLANIGAN PIT	387.4	2 W	94
MILE POST 412 Phone	412.0	1 W	15
KNIGHT	570.1	1 E	6
RUSSELLS	582.5	1 E	6
JENKINS	592.1	1 E	12
LUKE PIT	759.8	1 E	75
DYKE PIT	794.4	2 E	45
ARAGONITE	861.5	1 E	5
TIMPIE QUARRY	886.7	1 E	50
L. A. & S. L. CONNECTION	913.6	1 E1W	14
SALTUS	915.0	1 E 1 W	3
TERMINAL	922.1	1 W	20

TONNAGE RATING First Subdivision

	Mikado Engine with booster		
	Mikado Engine	.2600	ton
Eastward	Consolidation Engine	1800	ton
	Passenger Engine TP		
	Passenger Engine MTP	.2200	ton
	Passenger Engine MTP	.2200	t
	(see a market see as a see as		

	Mikado Engine with booster2450	tons
	Mikado Engine	
estward	Consolidation Engine	
	Passenger Engine TP1040	
	Passenger Engine MTP	

Second Subdivision

	Mikado Engine	tons
Eastward	Consolidation Engine	tons
Lastward	Consolidation Engine	tons
	Passenger Engine MTP4000	
Westward	(Mikado Engine	tons
	Consolidation Engine3600	tons
	Consolidation Engine	tons
	Passenger Engine MTP4000	

Third Subdivision

	Mikado Engine	tons
	Consolidation Engine	tons
Lastward	Passenger Engine TP 975	tons
	Passenger Engine MTP1750	
Joseph St.	[Mikado Engine	tons
Westward	Consolidation Engine	tons
Westward	Passenger Engine TP 780	tons
	Passenger Engine MTP1450	

Fourth Subdivision

Mikado Engine	tons
Consolidation Engine1700	tons
Passenger Engine TP1100	tons
Passenger Engine MTP	tons
Mikado Engine	tons
Consolidation Engine1700	tons
Passenger Engine TP	tons
Passenger Engine MTP	tons
	Passenger Engine TP 1100 Passenger Engine MTP 2000 Mikado Engine 2400 Consolidation Engine 1700 Passenger Engine TP 1100

Reno Branch: Eastward, Reno Jct. to Copperfield, consolidation engines 1100 tons, passenger engines TP 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 550 tons, passenger engines TP 350 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 engineers will be expected to fill trains to capacity of engines.

SPEED RESTRICTIONS—STREAMLINE TRAINS

Maximum Speed: Diesel powered streamline trains, eighty (80) miles an hour; when handled by steam power, will be governed by speed restrictions applying to steam trains

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles per hour will apply as follows:

Page	BETWEEN	Passenger		Freight and Mixed	
	and our emiliants of the land a manufact guidens or	Maxi- mum	Restric- tion	Maxi- mum	Restric-
2	Portola and Gerlach	50	tunist of	35	es de
	Curve M.P. 323.5 Double heading over Bridges Portola and	.,	35	g++11	25
	Hawley				25
d fish	Loyalton Branch crossing		35		25
	Passing through (Chilcoot) Tunnel 37		2 mins.		4 mins
	Descending grade Reno JctConstantia		2.1		30
	First reverse curve east of Scotts		35		25
1	Through Automatic Interlocker M.P. 384.3		20		20
ma ph	Curves M.P. 391 and M.P. 392	F 8:0	35 35	10.00	25 25
and taken	All curves between M.P. 395 and M.P. 398.	10	100000000000000000000000000000000000000		30
datim	Descending grades Flanigan Pit-Sano Gerlach and Antelope	60	nd of states	40	30
and the	Descending grade Antelope-Sulphur	00		10	30
	Antelope and M.P. 496	50		25	
	Curve east of M.P. 494		35		
	M.P. 496 and Winnemucca	60		40	
3	Winnemucca and Cluro	60	direction	40	division in
	Using turn-outs Weso		25		25
719.15	Cluro and M.P. 652	50	44	35	::
STATE OF	Over Bridge 634.89		35		25
(71.5)	Over Eureka-Nevada R. R. Crossing	**	35		25
4	Using turn-outs West and East Carlin M.P. 652 and Elko	60	15	40	15
			I de la se		
4	Elko and Pardo	60		40	
4-46	Pardo and Elburz	50		35	
	Elburz and Sonar	60	25	40	25
	Soner and Luke	50	25	25	25
rr-Jupi	Sonar and Luke	00	2 mins.	20	4 mins
out - 'a	Luke and Silver Zone	60	~ mms.	40	T IIIIII
of Best	Silver Zone and Wendover	50	and the on	25	al free!
Seed of	M.P. 776 and M.P. 7771/2	1	30		20
100	Arnold Loop M.P. 779		30		20
	M.P. 782 and M.P. 785		30		20
	First curve east of Ola		30		20
5	Wendover and Clive	65		40	
	Clive and M.P. 880	50		30	
1.4	M.P. 880 and Salt Lake	65	2.5	40	22
Sect. 0	Over B&G Crossing		35		25
13000	Over OSL Crossing M.P. 926		20		20
6	Gulling Branch			12	19.30
11-	Calpine Branch			15	
190	Loyalton Branch			15	100
116	Reno Branch	35		20	
140	Ellerbeck Branch			15	
14	Tooele Branch		• •	20	

Maximum Speed, Western Pacific consolidation engines Nos. 1 to 65 inclusive, mikado engines Nos. 301 to 336 inclusive and Southern Pacific mikado engines MK-5 and MK-6, Nos. 3241 to 3277 inclusive, fifty (50) miles an hour; Southern Pacific "F" type engines 3600 and 3700 class, forty-five (45) miles an hour, and all other freight engines, forty (40) miles an hour, when handling passenger trains.

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

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

Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, twenty-five (25) miles an hour, handling log cars twelve (12) miles an hour.

Maximum speed, except as provided for at Weso, West and East Carlin and Alazon, over all turn-outs and crossovers, ten (10) miles an hour.

RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco, Calif.
DR. W. B. McKNIGHT	Division Surgeon	. Portola, Calif.
DR. J. D. COULTER	Assistant Division Surgeon.	.Portola, Calif.
DR. A. J. HOOD	Division Surgeon	.Elko, Nevada
DR. R. P. ROANTREE	Assistant Division Surgeon	.Elko, Nevada
DR. CHAS. E. SECOR	Local Surgeon	.Elko, Nevada
DR. W. A. LAVERY	Local Surgeon	. Loyalton, Calif.
DR. S. K. MORRISON	Local Surgeon	. Reno, Nevada
DR. C. R. WEST	Assistant Local Surgeon	.Reno, Nevada
DR. GEO. E. POPE	Local Surgeon	. Winnemucca, Nevada
DR. C. W. EASTMAN	Local Surgeon	Carlin, Nevada
DR. A. C. OLMSTED	Local Surgeon	Wells, Nevada
DR. R. S. ALLISON	Local Surgeon	Salt Lake City, Utah
DR. F. D. SPENCER	Assistant Local Surgeon	. Salt Lake City, Utah
DR. F. R. SLOPANSKEY	Oculist and Aurist	. Salt Lake City, Utah
DR. E. B. FAIRBANKS	Oculist and Aurist	. Salt Lake City, Utah

WATCH INSPECTORS

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

C. E. RENNER, TrainmasterP	tola, Calif.
----------------------------	--------------

	-	Commence of the commence of	the state of the s	120000000000
L.	D.	BRADY.	Trainmaster.	 Utah

A. P. MICHELSON, Chief Train Dispatcher Elko, Nevada

H. M. YOE, Night Chief Train Dispatcher......Elko, Nevada