

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

28

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.

J. P. QUIGLEY,
Superintendent of Transportation.

G. W. CURTIS,
Superintendent.

Fuel, Water, Foss., Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS							FIRST CLASS					Distance from San Francisco	Time Table No. 28 July 9, 1937	Distance from Elko	FIRST CLASS		SECOND CLASS		Capacity of Siding
	578	62	576	574	572	82	570	48	14	2	28	88				102	1	77	61	
	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Local Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Forty-Niner	Southern Pacific Pacific Limited	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited	Southern Pacific Passenger				So. Pacific Streamliner City of San Francisco	Scenic Limited	Fast Freight	Fast Freight	
F. W. T. B. R. K. P.		2.45 PM				4.30 AM				11.50 AM				582.3	DN WINNEMUCCA Wa	183.1	s 4.25 PM	6.30 AM	2.30 PM	Yard
P. R. K. I.	8.10 PM	3.00	2.45 PM	10.10 AM	6.00 AM	4.45	2.05 AM	10.05 PM	9.45 PM	11.56 AM	9.38 AM	9.13 AM	1.14 AM	585.9	DN WESO Wo	129.5	4.18 PM	6.20 AM	2.20 PM	50
P.					6.13			10.10	9.51	12.02 PM	9.45	9.20	1.19	540.5	BLISS	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.														558.6	PREBLE (S. P. Connection)	111.8				No Siding
P.	9.00	3.50	3.35	11.05 AM	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.					7.35			10.47	10.36	12.51	10.23	9.58	1.51	575.2	ELLISON	90.2				81
P.									f 10.53	f 1.07		f 10.14		589.1	D N. BATTLE MOUNTAIN Nb	78.3				No Siding
P.					8.00			11.03	10.56	1.09	10.40	10.16	2.04	590.5	RENNOX	74.9				81
P. W.	10.15	5.05	4.55	12.20 PM	8.25	7.15	4.10	11.14	11.10	1.21	10.51	10.27	2.13	600.6	KAMPOS	64.8				81
P.					8.45			11.24	f 11.24	1.31	11.02	10.38	2.21	610.0	DUNPHY	55.4				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 (S. P. Connection) Be	46.4				125
P.					9.35			11.43	11.48 PM	1.51	11.22	10.58	2.37	627.1	OLURO	38.3				81
														635.4	E. N. RY. CROSSING	30.0				
P.					9.58			11.54 PM	f 12.03 AM	f 2.03	11.35	f 11.11	2.49	635.8	PALISADE Ad	29.6				81
	11.55 PM		6.35 PM	2.00 PM	10.15 AM		5.45 AM	12.03 AM	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		9.15	Via S. P. Carlin Yard	s 12.05 12.10	s 12.20 12.30	f 2.14	s 11.49 11.59 AM	s 11.25 11.35	s 2.59 3.01	644.5	CARLIN C	20.9				79
	1.10 AM		7.35 PM	2.40 PM			6.30 AM	12.13	12.33	2.17	12.02 PM	11.38		646.0	EAST CARLIN	19.4				
P.								12.19	12.39	2.23	12.08	11.44	3.08	650.2	TONKA	15.2				85
P.								12.27	12.48	2.32	12.17	11.53 AM	3.14	656.6	HUNTER	8.8				81
F. W. T. Y. B. R. K. P.	1.55 AM	8.00 PM	8.20 PM	3.25 PM		10.15 AM	7.15 AM	12.38 AM	s 1.01 AM	s 2.45 PM	s 12.29 PM	s 12.07 PM	3.22 AM	665.4	DN ELKO Kn Di	0.0				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				Leave Daily		Leave Daily	Leave Daily
	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				.07		.10	.10
	28.7	25.9	25.4	28.0	25.9	28.0	25.9	25.3	23.1	29.3	25.9						30.9		21.6	21.6

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

▲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.

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.

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	Ogden or East	Colfax or West
28	Any Station	Receive	Ogden or East	Sparks or West
88	Any Station	Discharge	Ogden or East	
88	Any Station	Receive	Ogden or East	

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 28 July 9, 1937	Distance from Salt Lake-Roper Yd.	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	82 Fast Freight	62 Fast Freight	2 Scenic Limited	1 Scenic Limited				77 Fast Freight	61 Fast Freight			
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily			
F. W. T. O Y. B. R. K. P.	6.30 PM	3.50 AM	6.20 PM	9.45 AM	806.3	DN WENDOVER Wn	124.1	4.30 PM	2.20 AM		Yard	
P	6.50	4.10	6.31	9.34	816.0	8.7 SALDURO	116.4	4.11	2.04		77	
P	7.10	4.30	6.42	9.23	826.4	10.4 ARINOSA	106.0	3.55	1.47		82	
P	7.29	4.49	6.52	9.13	836.1	9.7 BARRO	96.8	3.40	1.32		78	
P W	7.49	5.09	7.03	9.02	846.4	10.3 KNOLLS D Ks	86.0	3.24	1.16		100	
P.	8.07	5.27	7.13	8.53	854.4	9.0 OLIVE	76.0	3.08	1.00		80	
P.	8.47	6.01	7.30	8.39	866.1	11.7 LOW	64.8	2.45	12.36		80	
P. F. W.	9.30	6.40	f 7.48	f 8.21	878.4	12.3 DELLE DN De	52.0	2.10	12.01 AM		190	
P	9.47	6.55	7.58	8.10	885.7	7.3 TIMPIE	44.7	1.38	11.35 PM		81	
P			8.07	8.02	892.9	7.2 ELLERBECK	37.5					
P. W. Y	10.10	7.15	f 8.12	f 7.57	896.7	3.8 BURMESTER D Bx	33.7	1.18	11.17		80	
P.	10.22	7.27	8.19	7.50	902.4	5.7 SPRAY	28.0	1.09	11.08		40	
P	10.33	7.44	8.25	7.44	907.8	5.4 LAGO	22.6	1.01	11.00		82	
I.					912.1	4.3 B. & G. Crossing and Transfer	18.3				25	
P	10.50	8.03	8.32	7.37	918.1	1.0 GARFIELD	17.8	12.50	10.50		79	
P	11.07	8.19	8.41	7.28	920.8	7.7 FOX	9.6	12.36	10.36		80	
	11.13	8.26	8.46	7.24	924.8	3.5 BUENA VISTA	6.1	12.30	10.30		55	
					926.3	2.0 L. A. & S. L. Crossing	4.1					
					926.7	0.4 O. S. L. Crossing	3.7					
	11.26	8.40		7.17	927.2	0.5 POLLARD JCT.	3.2	12.21	10.20			
					927.8	0.1 D. & R. G. W. Crossing	3.1					
F. W. T. O Y. B. R. K. P.			s 9.00 PM	7.15 AM	928.0	0.7 SALT LAKE DN Un	2.4				Yard	
W. O. Y. B. R. K. P.	11.45 PM	9.00 AM			930.4	2.4 SALT LAKE DN Fy	0.0	12.01 PM	10.00 PM		Yard	
	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily				Leave Daily	Leave Daily			
	5.15	5.10	2.40	2.30		Time over Subdivision		4.20	4.20			
	23.6	24.0	45.6	48.7		Average Speed per Hour		27.7	28.7			

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 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.

6 FIRST SUBDIVISION "A"
Eastward GULLING BRANCH **Westward**

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Gulling Jct.	Time Table No. 28 July 9, 1937		Distance from Gulling	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
P.	0.0	GULLING JUNCTION 1.7	2.4		
P.	1.7	GRIZZLY 0.7	0.7		Spur 1W 15
	2.4	GULLING	0.0		Spur 1W 10

FIRST SUBDIVISION "B"
Eastward CALPINE BRANCH **Westward**

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS	Distance from Calpine Jct.	Time Table No. 28 July 9, 1937		Distance from Calpine	SECOND CLASS	Capacity of Sidings
	314 Mixed		STATIONS Telegraph Offices and Calls			313 Mixed	
Y. P.	2.00 PM	0.0	CALPINE JUNCTION 4.8	12.1	s 5.30 PM	18	
		4.8	SUMMITT 3.2	7.3			
		10.0	DAVIES JUNCTION 2.1	2.1			
Y. W.	s 3.00 PM	12.1	CALPINE	0.0	4.30 PM	12	
	Arrive Mon., Wed., Fri.				Leave Mon., Wed., Fri.		
	1.00		Time over Subdivision		1.00		
	12.1		Average Speed per Hour		12.1		

No. 314 is superior to No. 313.
 Derailed 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"
Eastward LOYALTON BRANCH **Westward**

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS	Distance from Clover Valley Jct.	Time Table No. 28 July 9, 1937		Distance from Loyaltan	SECOND CLASS	Capacity of Sidings
	416 Mixed		STATIONS Telegraph Offices and Calls			415 Mixed	
P. R.	2.00 PM	0.0	GLOVER VALLEY JCT. 0.9	12.7	s 5.45 PM	74	
P. Y. R. W.	s 3.00 PM	0.9	HAWLEY 11.8	11.8	4.45 PM	25	
	Ar. Tuesday, Thurs., Sat.				Lv. Tuesday, Thurs., Sat.		
	1.00		Time over Subdivision		1.00		
	11.8		Average Speed per Hour		11.8		

No. 416 is superior to No. 415.
 Engines must not enter Standard Oil Spur, Loyaltan.
 At Loyaltan 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.

FIRST SUBDIVISION "D"
Eastward RENO BRANCH **Westward**

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS	Distance from Reno Junction	Time Table No. 28 July 9, 1937		Distance from Reno	SECOND CLASS	Capacity of Sidings
	220 Mixed		STATIONS Telegraph Offices and Calls			219 Mixed	
Y. R. P.	2.45 AM	0.0	RENO JUNCTION 3.4	33.2	s 11.20 PM	60	
	f 2.57	3.4	PLUMAS 0.8	29.8	f 11.07	Spur 1W 10	
	f 3.18	10.2	PEAVINE 0.1	23.0	f 10.46	12	
	f 3.37	16.3	COPPERFIELD 2.5	16.9	f 10.27	15	
W.	f 3.45	18.8	ANDERSON 9.3	14.4	f 10.20	25	
		28.1	PANTHER 5.1	5.1		Spur 1E 5	
F. W. O. T. B. R. K.	s 4.30 AM	33.2	RENO	0.0	9.30 PM	100	
	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.

FOURTH SUBDIVISION "A"
Eastward ELLERBECK BRANCH **Westward**

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Ellerbeck	Time Table No. 28 July 9, 1937		Distance from Dolomite	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
P.	0.0	ELLERBECK 2.7	4.7		
Y.	2.7	WYE 1.0	2.0		
	3.7	FLUX 1.0	3.0		8
	4.7	DOLOMITE	0.0		3 Car Spur 1 E

FOURTH SUBDIVISION "B"
Eastward TOOEELE BRANCH **Westward**

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Burmester	Time Table No. 28 July 9, 1937		Distance from Warner	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
P. W. Y.	0.0	BURMESTER 7.0	15.5		125
	7.0	MARSHALL 8.5	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, 235 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, Loyaltan 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 train-order, 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:

EXAMPLE 1—"Eng.....run extra on.....Pacific track.....to....."

EXAMPLE 2—"Eng.....works extra on.....Pacific track.....M until.....M between.....and....."

(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 oil-buffer 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.
	0 ——— 0	Lower Arm Southern Pacific.
Westward dwarf signal 5361.	0 ———	Western Pacific.
ALAZON—Eastward signal 7136.	——— 0 ———	Upper Arm Southern Pacific.
	0 ———	Lower Arm Western Pacific.
Westward signal 7137.	——— 0 ———	Southern Pacific.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
BECKWORTH, F 219 and 220.....	327.0	No Siding	....
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 E 1 W	14
SALTUS.....	915.0	1 E 1 W	3
TERMINAL.....	922.1	1 W	20

TONNAGE RATING

First Subdivision

Eastward	Mikado Engine with booster.....	2850 tons
	Mikado Engine.....	2600 tons
	Consolidation Engine.....	1800 tons
	Passenger Engine TP.....	1170 tons
	Passenger Engine MTP.....	2200 tons

Westward	Mikado Engine with booster.....	2450 tons
	Mikado Engine.....	2200 tons
	Consolidation Engine.....	1600 tons
	Passenger Engine TP.....	1040 tons
	Passenger Engine MTP.....	2000 tons

Second Subdivision

Eastward	Mikado Engine.....	5000 tons
	Consolidation Engine.....	3600 tons
	Passenger Engine TP.....	1950 tons
	Passenger Engine MTP.....	4000 tons

Westward	Mikado Engine.....	5000 tons
	Consolidation Engine.....	3600 tons
	Passenger Engine TP.....	1950 tons
	Passenger Engine MTP.....	4000 tons

Third Subdivision

Eastward	Mikado Engine.....	2250 tons
	Consolidation Engine.....	1500 tons
	Passenger Engine TP.....	975 tons
	Passenger Engine MTP.....	1750 tons

Westward	Mikado Engine.....	1850 tons
	Consolidation Engine.....	1200 tons
	Passenger Engine TP.....	780 tons
	Passenger Engine MTP.....	1450 tons

Fourth Subdivision

Eastward	Mikado Engine.....	2600 tons
	Consolidation Engine.....	1700 tons
	Passenger Engine TP.....	1100 tons
	Passenger Engine MTP.....	2000 tons

Westward	Mikado Engine.....	2400 tons
	Consolidation Engine.....	1700 tons
	Passenger Engine TP.....	1100 tons
	Passenger Engine MTP.....	1850 tons

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	
		Maximum	Restriction	Maximum	Restriction
2	Portola and Gerlach.....	50	..	35	..
	Curve M.P. 323.5.....	..	35	..	25
	Double heading over Bridges Portola and Hawley.....	..	..	..	25
	Loyalton Branch crossing.....	..	35	..	25
	Passing through (Chilcoot) Tunnel 37.....	..	2 mins.	..	4 mins.
	Descending grade Reno Jct.-Constantia.....	..	..	..	30
	First reverse curve east of Scotts.....	..	35	..	25
	Through Automatic Interlocker M.P. 384.3.....	..	20	..	20
	Curves M.P. 391 and M.P. 392.....	..	35	..	25
	All curves between M.P. 395 and M.P. 398.....	..	35	..	25
3	Descending grades Flanigan Pit-Sano.....	..	..	..	30
	Gerlach and Antelope.....	60	..	40	..
	Descending grade Antelope-Sulphur.....	..	..	..	30
	Antelope and M.P. 496.....	50	..	25	..
	Curve east of M.P. 494.....	..	35	..	..
	M.P. 496 and Winnemucca.....	60	..	40	..
	Winnemucca and Cluro.....	60	..	40	..
	Using turn-outs Weso.....	..	25	..	25
	Cluro and M.P. 652.....	50	..	35	..
	Over Bridge 634.89.....	..	35	..	25
4	Over Eureka-Nevada R. R. Crossing.....	..	35	..	25
	Using turn-outs West and East Carlin.....	..	15	..	15
	M.P. 652 and Elko.....	60	..	40	..
	Elko and Pardo.....	60	..	40	..
	Pardo and Elburz.....	50	..	35	..
	Elburz and Sonar.....	60	..	40	..
	Using turn-outs Alazon.....	..	25	..	25
	Sonar and Luke.....	50	..	25	..
	Passing through (Jasper) Tunnel 43.....	..	2 mins.	..	4 mins.
	Luke and Silver Zone.....	60	..	40	..
5	Silver Zone and Wendover.....	50	..	25	..
	M.P. 776 and M.P. 777½.....	..	30	..	20
	Arnold Loop M.P. 779.....	..	30	..	20
	M.P. 782 and M.P. 785.....	..	30	..	20
	First curve east of Ola.....	..	30	..	20
	Wendover and Clive.....	65	..	40	..
	Clive and M.P. 880.....	50	..	30	..
	M.P. 880 and Salt Lake.....	65	..	40	..
	Over B&G Crossing.....	..	35	..	25
	Over OSL Crossing M.P. 926.....	..	20	..	20
6	Gulling Branch.....	..	..	12	..
	Calpine Branch.....	..	..	15	..
	Loyalton Branch.....	..	..	15	..
	Reno Branch.....	35	..	20	..
	Ellerbeck Branch.....	..	..	15	..
	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.....	Winnemucca, Nevada
L. J. Wintermantel.....	Elko, Nevada
Emile Mettetal.....	Elko, Nevada
H. B. Miller, 460 West Second South Street.....	Salt Lake City, Utah

C. E. RENNER, Trainmaster..... Portola, Calif.

L. D. BRADY, Trainmaster..... Wendover, Utah

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

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