

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

30

TABLE

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

SUNDAY, FEBRUARY 6, 1938

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, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 30 February 6, 1938		Distance from Winnemucca	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	82	62	220	2	STATIONS Telegraph Offices and Calls		1	77		219	61	Arrive Daily				
												Fast Freight	Mixed	Fast Freight	Fast Freight		Mixed	Fast Freight
F.W.T.O. P.Y.B.R.K.	5.45 PM	4.45 AM	1.30 AM	6.35 AM	DN PORTOLA	210.9	s 9.55 PM			5.00 PM	s 12.20 AM	1.00 AM			Yard	
P.	5.55	4.55	1.40	6.41	GULLING JUNCTION	208.2	9.49			4.47	12.10	12.50			18	
P. Y.	6.01	5.00	1.45	6.44	CALPINE JUNCTION	206.2	9.46			4.42	12.06	12.45			75	
P.	6.06	5.05	f 1.55	6.47	HAWLEY Loyalton Branch Crossing	204.2	9.43			4.37	f 12.01 AM	12.40			75	
P.	6.18	5.15	f 2.05	6.53	HINDOO	199.9	9.37			4.25	f 11.50 PM	12.30			74	
P. W.	6.36	5.34	f 2.30	f 7.03	OHILCOOT	192.7	f 9.27			4.10	f 11.35	12.15 AM			60	
P. Y. R.	6.41	5.38	s 2.40 AM	f 7.07	RENO JUNCTION	190.6	f 9.23			4.05	11.25 PM	11.51 PM			74	
P.	6.53	5.49		7.13	SCOTT'S	188.3	9.16			3.50		11.37			74	
P.	7.09	6.05		7.23	RED ROCK	179.8	9.05			3.31		11.17			75	
P.	7.23	6.18		7.31	OMIRA	174.0	8.55			3.15		10.58			74	
P. W.	7.45	6.30		s 7.39	DOYLE	169.4	s 8.48			3.00		10.45			74	
P.	8.05	6.51		7.51	HACKSTAFF	160.8	8.33			2.30		10.02			75	
P.	8.25	7.06		7.59	CALNEVA, CAL.	154.7	8.25			2.17		9.49			78	
P.	8.40	7.21		8.07	FLANIGAN, NEV.	148.8	8.17			2.05		9.35			76	
					S. P. Crossing and Connection	148.0									75	
P.	9.12	7.45		f 8.22	SAND PASS	138.8	f 8.04			1.45		9.12			74	
P.	9.22	7.55		8.27	BRYANT	134.9	7.58			1.33		9.00			74	
P.	9.38	8.13		8.37	SANO	127.8	7.47			1.12		8.40			75	
W. 4 miles P. west	10.05	8.52		8.52	REYNARD	116.2	7.33			12.49		8.10			74	
P.	10.24	9.14		9.03	BRONTE	108.3	7.22			12.33		7.50			75	
P.	10.40	9.30		9.12	PHIL	101.7	7.12			12.20		7.30			Yard	
F. W. Y. P.	11.40	10.30		s 9.30	GERLACH	94.0	s 7.00			12.01 PM		7.00			81	
P.	11.52 PM	10.42		9.37	ASCALON	89.5	6.47			11.18 AM		6.26			81	
P.	12.08 AM	11.01		9.47	TREGO	80.8	6.38			11.01		6.09			81	
P.	12.28	11.19		9.58	OHOLONA	70.8	6.27			10.42		5.49			81	
P.	12.45	11.35		10.09	RONDA	61.5	6.17			10.24		5.32			81	
P.	12.55	11.44		f 10.15	SULPHUR	57.6	f 6.11			10.15		5.24			80	
P.	1.10	11.57 AM		10.25	FLOKA	52.6	6.03			10.01		5.14			81	
P.	1.35	12.19 PM		10.38	ANTELOPE	44.2	5.52			9.45		4.57			100	
W. P.	2.00	12.43		f 10.51	JUNGO	35.5	f 5.35			9.10		4.20			81	
P.	2.15	12.56		11.00	VENADO	28.9	5.26			8.57		4.07			88	
P.	2.25	1.04		11.05	GASKELL	24.0	5.21			8.48		3.59			80	
W. P.	2.45	1.20		11.14	PRONTO	18.1	5.14			8.37		3.49			78	
P.	2.58	1.32		11.21	RAGLAN	12.9	5.04			8.27		3.40			81	
P.	3.10	1.45		11.28	KRUM	6.7	4.56			8.15		3.30			Yard	
F. W. T. B. R. K. P.	3.25 AM	2.00 PM		s 11.40 AM	WINNEMUCCA	0.0	4.45 PM			8.00 AM		3.15 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily			Leave Daily	Leave Daily	Leave Daily				
	9.40	9.15	1.10	5.05	Time over Subdivision		5.10			9.00	.55	9.45				
	21.8	22.8	17.4	41.2	Average Speed per Hour		40.8			23.6	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.
 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 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.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS							FIRST CLASS						Distance from San Francisco	Time Table No. 30 February 6, 1938			Distance from Elko	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	578	62	576	574	572	82	570	48	14	2	28	88	102		1	77	61		Yard				
	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 Limited	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited	Southern Pacific Challenger	So. Pacific Streamliner City of San Francisco		Scenic Limited	Fast Freight	Fast Freight						
F. W. T. B. R. K. P.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily							
P. R. K. I.	6.35 PM	3.00	2.45 PM	7.30 AM	6.00 AM	4.45	2.05 AM	10.35 PM	9.45 PM	11.56 AM	10.05 AM	9.30 AM	1.14 AM	4.39 PM	7.10 AM	2.30 PM	50						
P.					6.13				9.51	12.02 PM	10.10	9.37	1.19				81						
P. W.	7.00	3.25	3.10	7.55	6.40	5.10	2.30	10.48	f 10.03	f 12.17	10.19	9.47	1.27				81						
P.																	No Sidings						
P.	7.25	3.50	3.35	8.20	7.10	5.35	2.55	11.02	f 10.21	f 12.35	10.33	10.03	1.39				82						
P.					7.35			11.15	10.36	12.51	10.47	10.18	1.51				81						
P.								f 10.53	f 1.07		f 10.33						No Sidings						
P.					8.00			11.30	10.56	1.09	11.02	10.35	2.04				81						
P. W.	8.40	5.05	4.55	9.40	8.25	6.55	4.10	11.40	11.10	1.21	11.12	10.47	2.13				81						
P.					8.45			11.50	f 11.22	1.31	11.22	10.58	2.21				80						
P. W. F.	9.15	5.45	5.35	10.20	9.15	7.30	4.45	11.59 PM	f 11.34	f 1.42	11.31	f 11.09	2.29				125						
P.					9.35			12.07 AM	11.44	1.51	11.39	11.19	2.37				81						
P.					9.58			12.18	f 11.59 PM	f 2.03	11.50	f 11.33	2.49				81						
P. W.	10.15 PM	7.00	6.35 PM	11.20 AM	10.15 AM	8.45	5.45 AM		12.10 AM	2.12	11.59 AM	11.43					79						
P.	Via S.P. Carlin Yard		Via S.P. Carlin Yard	Via S.P. Carlin Yard				s 12.29	s 12.13	f 2.14	s 12.02 PM	s 11.46	s 2.59										
P.	11.10 PM	7.35 PM	12.20 PM		6.30 AM			12.37	12.28	2.17	12.15	11.59 AM					85						
P.								12.43	12.35	2.23	12.21	12.06 PM	3.08				81						
F. W. T. Y. B. R. K. P.	11.55 PM	7.45 PM	8.20 PM	1.05 PM		9.30 AM	7.15 AM	1.01 AM	s 12.56 AM	s 2.45 PM	12.40 PM	s 12.28 PM	3.22 AM				Yard						
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed., Fri.	Arrive Daily	Arrive Daily	Arrive	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive										
	3.40 .45	5.00	3.50 .45	3.50 .45	4.15	5.00	3.40 .45	2.26	3.11	2.55	2.35	2.58	2.08										
	29.3 25.9	26.6	28.0 25.9	28.0 25.9	25.3	26.6	29.3 25.9	55.1	43.4	45.6	53.6	46.3	61.7										

Block Signals	Station	Class	Time	Distance from Elko
DN	WINNEMUCCA	Wa	188.1	
DN	WESO	Wo	129.5	
	BLISS		124.9	
D	GOLCONDA	Gd	116.7	
	PREBLE (S. P. Connection)		111.8	
D	RED HOUSE	Rh	108.4	
	ELLISON		90.2	
D	N. BATTLE MOUNTAIN	Nb	76.3	
	RENNOX		74.9	
	KAMPOS		64.8	
	DUNPHY		55.4	
DN	BEOVAWE (S. P. Connection)	Be	46.4	
	OLURO		38.3	
	E. N. RY. CROSSING		30.0	
	PALISADE	Ad	29.6	
	WEST CARLIN		22.1	
	CARLIN	C	20.9	
	EAST CARLIN		19.4	
	TONKA		15.2	
	HUNTER		8.8	
DN	ELKO	Kn Di	0.0	

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

Time over Subdivision	▲	.06	.10	.10
Average Speed per Hour	▲	36.6	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 pages 7 and 8.

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 Streamliner No. 102 not less than ten (10) minutes, and other trains and engines must clear the time of Streamliner No. 102 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.

Deraills 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		Colfax or West
28	Any Station	Receive	Ogden or East	
88	Any Station	Discharge		Sparks or West
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. 30 February 6, 1938	Distance from Wendover	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	578	62	576	574	82	570	2	28	88	102	14	48				1	61	77	Yard	
	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited	Southern Pacific Challenger	So. Pacific Streamliner City of San Francisco	Southern Pacific Limited	Southern Pacific Forty-Niner				Scenic Limited	Fast Freight	Fast Freight		
F. W. T. Y. B. R. K. P.	11.55 PM	8.40 PM	8.20 PM	1.05 PM	10.30 AM	7.15 AM							665.4	DN ELKO Kn Di	140.9					
P.													673.1							
P. W.													688.8							
P.													688.1							
P. W.	1.05 AM	9.45	9.30	2.15	11.40 AM	8.25	f 3.41	1.24	1.13	3.57	f 1.52	1.40	699.6							
P.													701.0							
P. R. I.	1.40 AM	10.20	10.05 PM	2.50 PM	12.15 PM	9.00 AM							708.6							
F. W. P.		10.40			12.40		f 4.03						717.2							
P.		10.59			1.05		4.13						723.5							
P.		11.15			1.15		4.19						728.2							
P.		11.25			1.25		f 4.25						733.4							
P. W.		11.35			1.35		4.31						738.6							
P. Y.		11.59 PM			1.50		4.42						747.1							
P.		12.25 AM			2.15		4.51						752.7							
P.		12.49			2.38		5.03						761.3							
F. W. P. Y.		1.10			3.01		s 5.13						765.9	DN N. N. Crossing SHAFTER Fa	40.4	s 11.31			220	
P. Y.		1.30			3.20		5.25						772.1							
		1.55			3.45		5.39						780.8							
P. W.		2.02			3.52		5.43						788.3							
P.		2.17			4.07		5.51						788.6							
P.		2.42			4.30		6.04						799.0							
F. W. T. O. Y. B. R. K. P.		3.05 AM			4.50 PM		s 6.15 PM						806.8	DN WENDOVER Wn	0.0	10.10 AM			79	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	806.8							
	1.45	6.25	1.45	1.45	6.20	1.45	3.20	.58	1.01	.48	1.09	.54								
	27.6	22.0	27.6	27.6	22.2	27.6	42.3	49.9	47.4	60.3	41.9	53.6								
														Time over Subdivision	2.37	4.25	5.15			
														Average Speed per Hour	35.4	21.0	17.7			

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

★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 pages 7 and 8.

Yard Limits: Elko, Wells, Shafter and Wendover.

Automatic Block Signals govern movement of trains through Tunnel 43.

Train order hoop holder post installed between main tracks Alazon for delivery of clearances and train orders to all eastward trains and westward Western Pacific trains.

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.)

Upper hoop for enginemen, lower hoop for conductor. This device has sufficient hoop holders for a two-engine train and passenger conductors may best reach hoops in holders by standing on vestibule trap door.

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 Streamliner No. 102 not less than ten (10) minutes, and other trains and engines must clear the time of Streamliner No. 102 not less than fifteen (15) minutes.

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

Table with columns for Second Class (82, 62), First Class (2), and Freight (77, 61) for both Eastward and Westward directions. Includes station names, arrival/departure times, and distances. Subtitle: Time Table No. 30 February 6, 1938.

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 Jet. 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 Jet., 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 Jet., 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 Jet. 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.

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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. 30 February 6, 1938		Distance from Gulling	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
P.	0.0	GULLING JUNCTION	2.4		
P.	1.7	GRIZZLY	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. 30 February 6, 1938		Distance from Calpine	SECOND CLASS	Capacity of Sidings
	314 Mixed		STATIONS Telegraph Offices and Calls			313 Mixed	
Y. P.	10.30 AM	0.0	CALPINE JUNCTION	12.1	s 1.45 PM	18	
		4.8	SUMMITT	7.3			
		10.0	DAVIES JUNCTION	2.1			
Y. W.	s 11.30 AM	12.1	CALPINE	0.0	12.45 PM	12	
	Ar. Tuesday, Thurs., Sat.				Lv. Tuesday, Thurs., Sat.		
	1.00		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"

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. 30 February 6, 1938		Distance from Loyalton	SECOND CLASS	Capacity of Sidings
	416 Mixed		STATIONS Telegraph Offices and Calls			415 Mixed	
P. R.	2.00 PM	0.0	CLOVER VALLEY JCT.	12.7	s 5.45 PM	74	
P. Y. R. W.	s 3.00 PM	0.9	HAWLEY	11.8	s 4.45 PM	55	
	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, 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.

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. 30 February 6, 1938		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	33.1	s 11.20 PM	80	
	f 2.57	3.6	PLUMAS	29.5	f 11.07	Spur 1W 10	
	f 3.18	10.1	PEAVINE	23.0	f 10.46	12	
	f 3.37	16.2	COPPERFIELD	16.9	f 10.27	15	
W.	f 3.45	18.8	ANDERSON	14.3	f 10.20	25	
		23.4	PANTHER	9.7		Spur 1E 5	
F. W. O. T. B. R. K.	s 4.30 AM	33.1	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. 30 February 6, 1938		Distance from Dolomite	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
P.	0.0	ELLERBECK	4.7		
Y.	2.7	WYE	2.0		
	3.7	FLUX	3.0		8
	4.7	DOLOMITE	0.0		3 Car Spur 1 E

FOURTH SUBDIVISION "B"

Eastward TOOELE BRANCH Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Burmester	Time Table No. 30 February 6, 1938		Distance from Warner	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
P. W. Y.	0.0	BURMESTER	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 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 Cliffside, 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 for inspection, except as follows:

First Subdivision: All trains must be inspected at Gerlach. Eastward freight trains that do not inspect or take water at Doyle and that have not been inspected between Chilcote and M.P. 412 will take water and inspect at M.P. 412; that do not inspect or take water at Jungo and that have not been inspected between Sulphur and Pronto will take water and inspect at Pronto.

Westward freight trains that do not take water or inspect and that have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at M.P. 412 or that have not been inspected between Gerlach and Doyle must stop for inspection at Doyle.

However, helper trains stopping to add helper engine at Jungo or Sulphur will ordinarily make standing inspection at those points and in that case, additional stops for sole purpose of making standing inspection will not be necessary. If time required to complete standing train inspection at Jungo and Sulphur, after helper engine is added, would prevent train making next siding for opposing trains, inspection need not be made at those points, but will be made as outlined in preceding paragraphs.

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

Above instructions will not conflict with provisions of Rule 928.

RULE 1155. Where air pipe has not been separated, air test 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: First Subdivision: Between Portola and Doyle. Engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class) must not be doubleheaded.

Second Subdivision: Between Weso and Elko. Two Mallet engines (SP or WP) must not be doubleheaded. Two S.P. engines heavier than S.P. types F-3, 4 and 5 must not be doubleheaded.

MISCELLANEOUS—Continued

Third Subdivision: Between Elko and S. P. connection (M.P. 701). Two Mallet engines (SP or WP) must not be doubleheaded. Two W.P. engines heavier than one W.P. Mallet (M-100 class) and one Consolidation (C-43 class) must not be doubleheaded.

When two Mallet or two engines heavier than those specified above are handling trains (or being towed) in above territories, they must be separated by five (5) cars.

Westward trains, Wendover to Shafter, forty (40) cars or less requiring one helper engine, will take helper ahead of road engine. Trains of more than forty (40) cars, will take helper on rear ahead of cabooses or ahead of outfits or weak cars that may be on rear of train. If two helper engines required, will take one helper ahead of road engine and other on rear.

Out of Shafter helper engines may be taken on head end.

Ordinarily engine helping trains on either side of Low Hill will be given running order from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped, must protect movement and will stop at meeting point, notifying opposing train or trains that helper engine is following.

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.

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 Jet. 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.

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 and when a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against 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.

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 ——— 0	Upper Arm Southern Pacific.
	0 ——— 0	Lower Arm Western Pacific.
Westward signal 7137.	0 ——— 0	Southern Pacific.

Trains or engines desiring to enter interlocking limits when moving against current of traffic, or from siding, must receive authority from signal operator.

When train which has been given interlocking signal, does not wish to use crossing, give two short, two long and two short sounds of steam whistle for information of signal operator.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
BECKWOURTH, 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	1 E	18
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

EASTWARD	1st Sub-Div.	2nd Sub-Div.	3rd Sub-Div.	4th Sub-Div.	Reno Branch	Cal-pine Branch	Loyal-ton Branch
TP-29	1170	1950	975	1100	650	400	1950
MTP-44	2200	4000	1750	2000	....	....	....
C-43	1800	3600	1500	1700	1100	650	3000
MK-60	2600	5000	2250	2600	....	....	....
MK-60-70	2850	5000	....	....	....	....	....
M-100	....	....	3200	4000	....	....	....

WESTWARD	1st Sub-Div.	2nd Sub-Div.	3rd Sub-Div.	4th Sub-Div.	Reno Branch	Cal-pine Branch	Loyal-ton Branch
TP-29	1040	1950	780	1100	400	600	1950
MTP-44	2000	4000	1450	1850	....	....	....
C-43	1600	3600	1200	1700	650	850	3000
MK-60	2200	5000	1850	2400	....	....	....
MK-60-70	2450	5000	....	....	....	....	....
M-100	....	....	3200	3800	....	....	....

To determine tonnage for helper trains, 1st, 3rd and 4th Sub-Divisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars. No car limit.

Tonnage rating based on maximum grade each Sub-Division; between points where grades are less than maximum, greater tonnage can be handled.

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	
		Maxi-mum	Restric-tion	Maxi-mum	Restric-tion
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
	Descending grades Flanigan Pit-Sano	..	..	..	30
	Gerlach and Antelope	60	..	40	..
	Descending grade Antelope-Sulphur	..	..	..	30
	Antelope and M.P. 496	50	..	25	..
3	Curve east of M.P. 494	..	35	..	..
	M.P. 496 and Winnemucca	60	..	40	..
	Winnemucca and Cluro	65	..	40	..
	Using turn-outs Weso	..	25	..	25
	Cluro and M.P. 652	50	..	35	..
	Over Bridge 634.89	..	35	..	25
	Over Eureka-Nevada R. R. Crossing	..	35	..	25
	Using turn-outs West and East Carlin	..	15	..	15
	M.P. 652 and Elko	65	..	40	..
	4	Elko and Pardo	65	..	40
Pardo and Elburz		50	..	35	..
Elburz and Alazon		65	..	40	..
Using turn-outs Alazon		..	25	..	25
Alazon and Sonar		60	..	40	..
Sonar and Luke		50	..	25	..
Passing through (Jasper) Tunnel 43		..	2 mins.	..	4 mins.
Luke and Silver Zone		60	..	40	..
Descending grade M.P. 773-Shafter, with helper engines cut in train		..	..	..	20
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	
5	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
6	Over OSL Crossing M.P. 926	..	20	..	20
	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. Herz & 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

L. D. BRADY, Trainmaster	Portola, Calif.
C. E. McDONALD, Trainmaster	Wendover, Utah
A. P. MICHELSON, Chief Train Dispatcher	Elko, Nevada
H. M. YOE, Night Chief Train Dispatcher	Elko, Nevada
E. J. MATTINGLY, Ass't Chief Train Dispatcher	Elko, Nevada