

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

31

TABLE

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

SUNDAY, JUNE 12, 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, Bulb, Register Station, Standard Clock.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 31 June 12, 1938			Distance from Winnemucca	FIRST CLASS		SECOND CLASS			Car Capacity of Sidings		
	82	62	220	2			STATIONS Telegraph Offices and Calls				1							
	Fast Freight	Fast Freight	Mixed	Scenic Limited							Scenic Limited							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily							
F.W.T.O. P.Y.B.R.K.	5.45 PM	4.45 AM	1.30 AM			321.4	DN	PORTOLA	Ki	210.9	s	5.30 AM		5.00 PM	s	12.20 AM	1.00 AM	Yard
P.	5.55	4.55	1.40			324.1		GULLING JUNCTION		208.2		5.20		4.47		12.10	12.50	
P. Y.	6.01	5.00	1.45			326.1		GALPINE JUNCTION		206.2		5.17		4.42		12.06	12.45	18
P.	6.06	5.14	f 1.55			328.1	D	HAWLEY	Jo	204.2		5.14		4.37	f	12.01 AM	12.40	77
P.	6.18	5.24	f 2.05			332.4		Loyalton Branch Crossing		199.9		5.07		4.25	f	11.50 PM	12.30	77
P. W.	6.36	5.43	f 2.30			339.6	D	HINDOO	Ch	192.7	f	4.57		4.10	f	11.35	12.15 AM	77
P. Y. R.	6.42	5.49	s 2.40 AM			341.7	N	OHILCOOT	Ch	190.6	f	4.53		4.05		11.25 PM	11.51 PM	62
P.	6.53	5.59				346.0		RENO JUNCTION	Jn	188.3		4.45		3.50			11.37	74
P.	7.09	6.14				352.5		SCOTTS		179.8		4.33		3.31			11.17	74
P. W.	7.23	6.27				358.3		RED ROCK		174.0		4.23		3.15			10.53	77
P. W.	7.45	6.39				362.9	DN	OMIRA	Do	169.4	s	4.16		3.00			10.33	77
P.	8.05	6.53				371.5		DOYLE	Do	160.8		4.01		2.30			10.02	77
P.	8.25	7.06				377.6		HACKSTAFF		154.7		3.53		2.17			9.49	77
P.	8.40	7.21				384.0		OALNEVA, OAL,		148.3		3.45		2.05			9.35	78
I.						384.8		FLANIGAN, NEV.		148.0								
P.	9.12	7.45				393.5		S. P. Crossing and Connection		138.8	f	3.31		1.45			9.12	77
P.	9.22	7.55				397.4	2S	SAND PASS	Pa	134.9	f	3.24		1.33			9.00	77
P.	9.38	8.13				405.0		BRYANT		127.3		3.13		1.12			8.40	76
W. 4 miles P. west	10.05	8.52				416.1		SANO		116.2		2.56		12.49			8.10	77
P.	10.24	9.14				424.0		REYNARD		108.3		2.44		12.33			7.50	76
P.	10.40	9.30				430.6		BRONTE		101.7		2.34		12.20			7.30	77
F. W. Y. P.	11.40	10.30				438.3	DN	PHIL	Gr	94.0	s	2.22		12.01 PM			7.00	Yard
P.	11.52 PM	10.42				442.8		GERLACH	Gr	89.5		2.09		11.18 AM			6.26	77
P.	12.08 AM	11.01				451.5		ASCALON		80.8		1.58		11.01			6.09	77
P.	12.28	11.19				461.5		TREGO		70.8		1.46		10.42			5.49	77
P.	12.45	11.35				470.8		CHOLONA		61.5		1.34		10.24			5.32	77
P.	12.55	11.44				474.7	D	RONDA		57.6	f	1.28		10.15			5.24	77
P.	1.21	11.57 AM				479.7		SULPHUR	Ru	52.6		1.21		10.01			5.14	77
P.	1.44	12.19 PM				488.1		FLOKA		44.2		1.10		9.45			4.57	77
W. P.	2.08	12.43				496.8	DN	ANTELOPE	Jo	35.5	f	12.53		9.10			4.20	104
P.	2.28	12.56				503.4		JUNGO	Jo	28.9		12.44		8.57			4.07	76
P.	2.38	1.04				508.3		VENADO		24.0		12.38		8.48			3.59	77
W. P.	2.50	1.20				514.2		GASKELL		18.1		12.30		8.37			3.49	77
P.	3.02	1.32				519.4		PRONTO		12.9		12.21		8.27			3.40	76
P.	3.15	1.45				525.6		RAGLAN		6.7		12.12		8.15			3.30	76
F. W. T. B. R. K. P.	3.30 AM	2.00 PM				532.3	DN	KRUM	Wa	0.0		12.01 AM		8.00 AM			3.15 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily					WINNE MUCCA	Wa			Leave Daily		Leave Daily	Leave Daily	Leave Daily		
	9.45	9.15	1.10									5.29		9.00	.55	9.45		
	21.6	22.8	17.4									38.5		23.4	22.1	21.6		
								Time over Subdivision										
								Average Speed an Hour										

Yard Limits: Portola—West board (M.P. 319.94) 1875 feet west of west switch to No. 10 track.
East board (M.P. 323.09) 4105 feet east of east switch to Ice House track.
Doyle—West board (M.P. 361.58) 4283 feet west of west switch to siding.
East board (M.P. 364.22) 5561 feet east of east switch to siding.

Gerlach—West board (M.P. 437.03) 3323 feet west of west switch to yard.
East board (M.P. 439.45) 3998 feet east of east switch to House track.
Winnemucca—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1. track.
East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

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 and crossing occupied.

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 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, (Flanigan) M. P. 384.3, interlocked. Interlocking signals located 550 feet east and west of crossing. Distant signal for eastward movements located 3226 feet west of interlocking signal. Distant signal for westward movements located 2500 feet east of interlocking signal.

Trains finding interlocking signals at "Stop" will be governed by Rule 663.

Fuel, Water, Fone, Table, Scale, Wye, Bulb, Register Station, Standard Clock.

Yard

Eastward

SECOND SUBDIVISION

Westward 3

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS							FIRST CLASS						Distance from San Francisco	Time Table No. 31 June 12, 1938 STATIONS Telegraph Offices and Calls	Distance from Elko	FIRST CLASS			Car Capacity of Sidings	
	578	62	576	574	572	82	570	48	14	28	88	2	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 Limited	So. Pacific San Francisco Overland Limited	Southern Pacific Challenger	Western Pacific Scenic Limited	So. Pacific Streamliner City of San Francisco				Scenic Limited	Fast Freight	Fast Freight		
	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					
F. W. T. B. R. K. P.		2.45 PM					4.30 AM						3.10 AM	582.3	DN WINNEMUCCA Wa	183.1	s 11.54 PM	7.10 AM	2.30 PM	Yard	
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	10.02 AM	9.30 AM	3.17	1.14 AM	585.9	DN WESO Wo	129.5	11.48 PM	7.00 AM	2.20 PM	50
P.					6.13					9.51	10.07	9.36	3.24	1.19	540.5						77
P. W.	7.00	3.25	3.10	7.55	6.40	5.10	2.30		10.48	f 10.03	10.16	9.45	f 3.39	1.27	548.7	D GOLOONDA Gd	116.7				78
P.															553.6						No Siding
P.	7.25	3.50	3.35	8.20	7.10	5.35	2.50		11.02	f 10.21	10.30	9.59	f 3.57	1.39	562.0	D RED HOUSE Rh	108.4				78
P.					7.35				11.15	10.36	10.44	10.13	4.14	1.51	575.2						77
P.										f 10.53		f 10.28	f 4.31		589.1	D N. BATTLE MOUNTAIN Nb	76.3				No Siding
P. W.	8.40	5.05	4.55	9.40	8.25	6.55	4.00		11.30	10.56	10.59	10.30	4.33	2.04	590.5						76
P.					8.45				11.40	11.10	11.09	10.41	4.46	2.13	600.6						76
P. W. F.	9.15	5.45	5.35	10.20	9.15	7.30	4.35		11.50	f 11.22	11.19	10.51	4.58	2.21	610.0	2S BOWAWE Be	46.4				128
P.					9.35				12.07 AM	11.44	11.36	11.10	5.19	2.37	627.1						76
I.															635.4						76
P.					9.58				12.18	f 11.59 PM	11.47	f 11.22	f 5.33	2.49	635.8						77
I.	10.15 PM		6.35 PM	11.20 AM	10.15 AM		5.35 AM			12.10 AM	11.56	11.31	5.42		643.4						76
P. W.	Via S.P. Carlin Yard	7.00	Via S.P. Carlin Yard	Via S.P. Carlin Yard		8.45	Via S.P. Carlin Yard		s 12.29	s 12.13	s 11.59 AM	s 11.33	f 5.44	s 2.59	644.6						76
									12.34	12.25	12.09 PM	11.43		3.01	646.0						76
P.									12.37	12.28	12.12	11.46	5.47		646.0						76
P.									12.43	12.35	12.18	11.52 AM	5.54	3.08	650.2						83
P.									12.51	12.44	12.26	12.01 PM	6.03	3.14	656.6						77
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 12.37 PM	s 12.12 PM	s 6.15 AM	3.22 AM	665.4	DN ELKO Kn Di	0.0				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	3.30 .45	2.26	3.11	2.35	2.42	3.05	2.08							
	29.3	25.9	26.6	28.0	25.9	28.0	25.9	25.3	26.6	30.0	25.9										
									55.1	43.4	53.6	51.1	43.2	61.7							

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

▲Time over subdivision and average speed an 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—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track. East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Carlin—West board (M.P. 642.96) 7400 feet west of west switch to siding. East board (M.P. 647.08) 5760 feet east of east detour switch (East Carlin).

Elko—West board (M.P. 663.60) 4127 feet west of west switch. East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.

Train order hoop holder for delivery of clearances and train orders to trains, in front of Telegraph office, Weso.

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	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	

Eastward

CLASS

77

Fast Freight

Arrive Daily

Yard

76

81

76

82

84

11.45 PM

11.30

10.59

10.46

10.32

10.20

9.55

9.37

9.12

9.00

8.20

7.54

7.47

7.32

7.04

6.30 PM

Leave Daily

5.15

17.7

Car Capacity of Sidings

Yard

76

81

76

82

84

11.45 PM

11.30

10.59

10.46

10.32

10.20

9.55

9.37

9.12

9.00

8.20

7.54

7.47

7.32

7.04

6.30 PM

Leave Daily

5.15

17.7

Eastward

FOURTH SUBDIVISION

Westward

5

CLASS	Car Capacity of Sidings	SECOND CLASS						FIRST CLASS				Distance from San Francisco	Time Table No. 31		Distance from Salt Lake - Roper Yd.	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings
		82		62		2		Time Table No. 31		1	77		61	SECOND CLASS							
		Fast Freight	Fast Freight	Fast Freight	Fast Freight	Scenic Limited	June 12, 1938		Scenic Limited	Fast Freight	Fast Freight										
Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard			
F. W. T. O. Y. B. R. K. P.		5.45 PM	3.50 AM			9.55 AM	806.3	DN	WENDOVER	Wn	124.1	s	5.05 PM				5.30 PM	2.20 AM	Yard		
P.		6.00	4.10			10.07	815.2		SALDURO		115.2		4.54				5.14	2.02	74		
P.		6.20	4.30			10.18	825.2		ARINOSA		105.2		4.44				4.59	1.47	79		
P.		6.40	4.50			10.29	835.2		BARRO		95.2		4.34				4.44	1.32	76		
P. W.		7.03	5.15			10.40	845.3		KNOLLS		85.1		4.24				4.24	1.16	103		
P.		7.25	5.33			10.50	854.4		OLIVE		76.0		4.14				4.04	1.00	76		
P.		8.05	6.10			11.07	866.1		LOW		64.8		4.00				3.45	12.36	76		
P. F. W.		8.50	6.50			f 11.25	878.4	DN	DELLE	De	52.0	f	3.41				3.10	12.01 AM	190		
P.		9.10	7.05			11.35	885.7		TIMPIE		44.7		3.29				2.38	11.35 PM	76		
P.						11.44	892.9		ELLERBECK		37.5		3.20								
P. W. Y.		9.30	7.25			f 11.50	896.7	D	BURMESTER	Bx	33.7	f	3.14				2.18	11.17	77		
P.		9.40	7.37			11.58 AM	902.4		SPRAY		28.0		3.06				2.09	11.08	41		
P.		9.50	7.55			12.05 PM	907.8		LAGO		22.6		3.00				2.01	11.00	81		
I.							912.1		B. & G. Crossing and Transfer		18.3								25		
P.		10.05	8.10			12.12	913.1		GARFIELD		17.8		2.53				1.50	10.50	77		
P.		10.20	8.25			12.21	920.8		FOX		9.6		2.44				1.36	10.36	77		
		10.30	8.33			12.25	924.3		BUENA VISTA		6.1		2.40				1.30	10.30	55		
							926.3		L. A. & S. L. Crossing		4.1										
							926.7		O. S. L. Crossing		3.7										
		10.40	8.45				927.2		POLLARD JCT.		3.2		2.32				1.20	10.20			
							927.3		D. & R. G. W. Crossing		3.1										
F. W. T. O. Y. B. R. K. P.						s 12.40 PM	928.0	DN	SALT LAKE Union Station	Un	2.4		2.30 PM						Yard		
W. O. Y. B. R. K. P.		11.00 PM	9.00 AM				930.4	DN	SALT LAKE Roper Yard	Fy	0.0						1.00 PM	10.00 PM	Yard		
		Arrive Daily	Arrive Daily			Arrive Daily							Leave Daily				Leave Daily	Leave Daily			
		5.15	5.10			2.45			Time over Subdivision				2.35				4.30	4.20			
		23.6	24.0			44.3			Average Speed an Hour				47.1				27.6	28.7			

Yard Limits: Wendover—West board (M.P. 805.29) 3580 feet west of west switch to South siding.
 East board (M.P. 808.21) 4177 feet east of east switch.
 Delle—West board (M.P. 876.34) 4240 feet west of west switch to South siding.
 East board (M.P. 879.41) 4290 feet east of east switch to North siding.
 Burmester—West board (M.P. 895.28) 4245 feet west of west switch to North siding.
 East board (M.P. 898.55) 4283 feet east of east switch to South siding.
 Salt Lake—West board (M.P. 926.06) 1000 feet west of L. A. & S. L. crossing, M.P. 926.3.

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. for second-class and extra trains 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 (B. & G. Transfer) M.P. 912.1, interlocked. Interlocking signals located 561 feet east and 619 feet west of crossing. No distant signals. Trains finding interlocking signals at "Stop" will 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. 31 June 12, 1938		Distance from Gulling	Car 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. 31 June 12, 1938		Distance from Calpine	SECOND CLASS	Car 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	SUMMIT	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 an Hour		12.1		

No. 314 is superior to No. 313.

Yard Limits: Calpine—West board (M. P. 10.97) 1496 feet west of west switch to Wye.

Derail on main track 50 feet west of west house track switch, Calpine. 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. 31 June 12, 1938		Distance from Loyalton	SECOND CLASS	Car Capacity of Sidings
	416 Mixed		STATIONS Telegraph Offices and Calls			415 Mixed	
P. R.	2.00 PM	0.0	GLOVER VALLEY JCT.	12.7			
P. Y. R. W.	s 3.00 PM	0.9	HAWLEY	11.8	s 5.45 PM	74	
	Ar. Tuesday, Thurs., Sat.	12.7	LOYALTON	0.0	4.45 PM	55	
	1.00		Time over Subdivision		1.00		
	11.8		Average Speed an Hour		11.8		

No. 416 is superior to No. 415.

Yard Limits: Loyalton—West board (M. P. 11.28) 2640 feet west of west siding switch.

Engines must not enter Standard Oil spur nor any of the tracks leading off Clover Valley Lumber Company main track, which is the track connecting W. P. main track with Clover Valley Lumber Company lumber-yard tracks, Loyalton.

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. 31 June 12, 1938		Distance from Reno	SECOND CLASS	Car 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	60	
	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	COOPERFIELD	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 an Hour		18.1		

Yard Limits: Reno—West board (M. P. 32.5) 1042 feet west of University spur switch.

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. 31 June 12, 1938		Distance from Dolomite	Car 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 TOOEELE BRANCH Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Burmester	Time Table No. 31 June 12, 1938		Distance from Warner	Car 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

Yard Limits: Burmester—West board (M. P. 895.28) 4245 feet west of west switch to North siding.
 East board (M. P. 898.55) 4283 feet east of east switch to South siding.

SPECIAL INSTRUCTIONS

RULE 19. Diesel-powered streamlined train "City of San Francisco" is equipped with two red bull's-eye lights countersunk nearly flush with roof of rear car, which burn continuously and serve as markers.

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 locked after clearing main track for Diesel-powered streamlined train "City of San Francisco."

RULE 838. Helper engine may be used behind caboose in Nevada and Utah, and behind a 605 series caboose in California. When so used, air must be cut through between caboose and helper and train stopped when over summit to detach helper. Helper engines must not be used behind other than 605 series cabooses in California.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of Conductor it is safe, 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 which have not been inspected between Chilcoot and M. P. 412 must take water and inspect at M. P. 412; that do not inspect or take water at Junco and which have not been inspected between Sulphur and Pronto must take water and inspect at Pronto.

Westward freight trains that do not take water or inspect and which 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 and which have not been inspected between Gerlach and Doyle must stop for inspection at Doyle. However, helper trains stopping to add helper engine at Junco 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 Junco and Sulphur, after helper engine is added, would prevent train from 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 that have not been inspected between Deeth and Shafter must stop at Shafter for inspection and 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.

Westward freight trains must come to a stop at Alazon and, after complying with Rule 1165, make rolling inspection.

RULE 1155. At terminals where brake pipe has not been separated on passenger trains, terminal air brake test need not be made.

RULE 1156. Rear end plug test need not be made after detaching helper engine used behind caboose.

Rear end plug test must be made on eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

When doubleheading and lead engine is to be detached from train, air must be set by lead engine and stop made before being detached, then train engine must 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 plug 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.

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.

Ordinarily engine helping train on either side of Low Hill will be given running orders 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 must stop at meeting point and notify opposing train or trains that helper engine is following.

Delleker: Narrow gauge bridge crossings over main spur, old dock, new planer and No. 3 tracks, Feather River Mill, must be opened before track is used. Look out for close clearances all tracks.

Figures given for capacity of sidings and spurs is the number of cars averaging 48 feet in length that tracks will hold between clearance points, not including engines and cabooses.

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, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules U and Z hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "Stop", 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) 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 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 _____"

(D) 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.

Eastward Western Pacific first-class trains will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station, Carlin. Eastward Southern Pacific 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.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

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.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

(E) Rule 83 will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) Rules 83, 83 (D) and 206 (A) will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) 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.

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 register at Alazon against the same train.

(H) Rule 96. 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 at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) Rules 83 (D) and 206 (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) Rules 83 (D) and 206 (A). Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

(K) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles an hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(L) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(M) Rule 83 (B). 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 the same train.

(N) Rules 83 (D) and 206 (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(O) Rule 96. Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(P) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(Q) Palisade, E. N. Ry. Crossing, M.P. 635.4, interlocked.

Interlocking limits—Western Pacific tracks: Extend from Signal SA 6352, located 500 feet west of west portal of Tunnel 39 to interlocking signal located 1090 feet east of east portal of Tunnel 39. If Signal SA 6352 indicates "Stop", be governed by Rules 663 and 509. If interlocking signal located 1090 feet east of east portal of Tunnel 39 indicates "Stop", be governed by Rule 663.

Interlocking limits—Southern Pacific tracks: Extend from Signal SA 5255, located 800 feet east of east portal of Tunnel 1, governing westward movements, to interlocking signal located 500 feet west of west portal of Tunnel 1, governing eastward movements. Trains stopped by Signals SA 5255 or SA 5254 will be governed by Rules 663 and 509. Trains stopped by interlocking signal located 500 feet west of west portal of Tunnel 1 will be governed by Rule 663.

(R) West Carlin Main track Detour switch, M.P. 643.4, interlocked.

Interlocking limits—Extend from Signal SA 6434, located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "Stop", be governed by Rule 663 (b), and, when authorized by signal operator, crank switch if route is not properly lined.

Telephone, crank and instructions are in box on post opposite switch.

West Carlin Detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin Yard.

(S) East Carlin. Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Westward trains or engines must STOP and examine switch points before moving over this switch.

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

(T) Rule 667: In addition, running switches must not be made, injectors used nor boosters started passing over remote-controlled switch West Carlin and oil-buffer spring-switch East Carlin.

(U) 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/or West Carlin detours.

(V) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "Block Occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must 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.

(W) Elko. East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(X) 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. Eastward trains or engines must STOP and examine switch points before moving over this switch.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

(Y) Rule 667: In addition, running switches must not be made, injectors used nor boosters started passing over oil-buffer spring-switch West Elko.

(Z) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(AA) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal SA-7136 on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal SA-7136.

East limits: Signal SA-7137 on Western Pacific track and Signal SA-6035 on westward Southern Pacific track and a point opposite signal SA-6035 on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

WESO

Eastward—From W. P. or S. P. To WP {Upper arm } o — o To SP {Lower arm } o — o Westward—From S. P. To SP {Upper arm } o — o To WP {Lower arm } o — o Westward—From W. P. To SP {Dwarf signal} o — o To WP {Dwarf signal} o — o

WEST CARLIN

Eastward To Main track {Upper arm } o — o To Detour {Lower arm } o — o

ALAZON

Eastward To WP {Upper arm } o — o To SP {Lower arm } o — o Westward—From S. P. or W. P. To SP o — o To WP o — o

When train has been given interlocking signal and does not wish to use route, give o o — o o sounds of whistle for information of signal operator.

TONNAGE RATING

Table with 8 columns: EASTWARD, Engine Class, 1st Sub-div., 2nd Sub-div., 3rd Sub-div., 4th Sub-div., Reno Branch, Cal-pine Branch, Loyal-ton Branch. Rows include TP-29, MTP-44, C-43, MK-60, MK-60-71, M-100.

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

Add five tons friction for each car over 30 cars.

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

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, M.P. 320 (FRLCo. Yard)	Mikado or heavier	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
" "	Mikado or heavier	On Track Scale dead rail
Gulling Branch	Consolidation or heavier	On entire Branch
Calpine Branch	Mikado or heavier	"
Loyalton Branch	"	"
Reno Branch	"	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, M.P. 364.15	"	Beyond 200 feet east of Frog
Gerlach, Standard Oil Spur	"	Beyond Frog
North Round House lead	"	Beyond Frog, either end
Winnemucca, Gravel Pit Spur H & H Spur	Mikado or heavier	Beyond Frog

PAIRED TRACK

Ellison, Spur off siding	Mikado or heavier	Beyond 500 feet west of Frog
Palisade, Ore Transfer Track	All Engines	Beyond Frog, either end
Elko, Coal Chute High-line	Mikado or heavier	On Trestle
Elburz, Spur off siding	"	Beyond 200 feet west of Frog
Death, Stock Track	"	Beyond Frog
Jasper, Ore Spur off siding	All Engines	Under overhead ore chute
Wendover, Coal Chute High-line	Mikado or heavier	On Trestle
Deep Creek RR siding (Off South siding)	"	Beyond Frog, either end
Deep Creek Main track and Texaco Spur	"	Beyond Frog Deep Creek Main track switch
Scale Track	All Engines	On Track Scale
Timpie Quarry, M.P. 886.7	Mikado or heavier	Beyond Frog
Ellerbeck Branch	"	On or East of Wye at Flux
Tooele Branch	"	On Wye at Warner
Salt Lake City, Fisher Brewery Spur	"	Beyond Frog
Redman Spur	"	"

*Live rail is weighing rail.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)	320.0	1 E	150
BECKWORTH, F 219 and 220	327.0	No Siding	....
CONSTANTIA	355.5	2 W	45
FLANIGAN PIT	387.4	1 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	794.2	1 E	35
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

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). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamlined train "City of San Francisco."

Speed indicated by white oval slow boards applies to Diesel-powered streamlined train "City of San Francisco" unless yellow round slow board authorizing a higher speed is displayed on same post below the white oval slow board.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles an hour will apply as follows:

Page	BETWEEN	Passenger		Freight		
		Maximum	Restriction	Maximum	Restriction	
2	Portola and Gulling Junction	50	..	35	..	
	Curve M.P. 323.5	..	35	..	25	
	Doubleheading over Br. 324.08	..	..	..	25
	Gulling Junction and Signal 3402	65	..	45	..	
	Doubleheading over Br. 324.66 and Br. 326.61	..	..	..	25
	Loyalton Branch crossing	..	35	..	25	
	Signal 3402 and Signal 3415	40	..	20	..	
	Signal 3415 and M.P. 347½	50	..	35	..	
	M.P. 347½ and M.P. 348½ (Sharp reverse curves)	40	..	25	..	
	M.P. 348½ and Red Rock	55	..	35	..	
	Red Rock and Omira	60	..	40	..	
	Omira and Flanigan	65	..	45	..	
	Flanigan and M.P. 390½	60	..	40	..	
	Through Automatic Interlocker M.P. 384.3	..	20	..	20	
	M.P. 390½ and M.P. 392½	35	..	25	..	
M.P. 392½ and M.P. 398	40	..	25	..		
M.P. 398 and Phil	50	..	35	..		
Phil and Antelope	60	..	40	..		
Antelope and M.P. 496	50	..	30	..		
Curves M.P. 493.9 and M.P. 494.6	..	40	..	25		
M.P. 496 and Winnemucca	60	..	40	..		
3	Winnemucca and Cluro	70	..	45	..	
	Using turnouts Weso	..	25	..	25	
	Cluro and M.P. 638	50	..	35	..	
	Over E. N. Ry. crossing	..	35	..	25	
	Curve M.P. 635.5	..	45	..	25	
	M.P. 638 and M.P. 648	65	..	45	..	
	Using turnouts West and East Carlin	..	15	..	15	
	M.P. 648 and M.P. 653	50	..	35	..	
	M.P. 653 and Elko	70	..	45	..	
	4	Elko and M.P. 673	70	..	45	..
		M.P. 673 and M.P. 681	50	..	35	..
		M.P. 681 and Alazon	70	..	45	..
		Alazon and M.P. 721	60	..	40	..
		Using turnouts Alazon	..	25	..	25
		M.P. 721 and Signal 7536	70	..	45	..
Curve M.P. 749.7		..	60	..	40	
Signal 7536 and Signal 7555		40	..	20	..	
Signal 7555 and M.P. 775		65	..	45	..	
Curve M.P. 758.4		..	55	..	35	
M.P. 775 and M.P. 782		50	..	25	..	
M.P. 776½ and M.P. 778 (Sharp Curves)		..	35	..	20	
Arnold Loop, M.P. 779		..	30	..	20	
M.P. 782 and M.P. 785		30	..	20	..	
M.P. 785 and Wendover		65	..	45	..	
Curve M.P. 786.2	..	55	..	35		
Curve M.P. 795.4 and Curve M.P. 796	..	50	..	35		
First Curve east of Ola	..	40	..	25		
5	Wendover and M.P. 856	70	..	45	..	
	M.P. 856 and M.P. 872	60	..	40	..	
	Three Curves M.P. 867½ and M.P. 868½	..	50	..	35	
	M.P. 872 and Salt Lake	70	..	45	..	
	Curve M.P. 878.8	..	55	..	35	
	Curve M.P. 886.6, Curve M.P. 912.4 and Curve M.P. 915.4	..	65	..	..
	Over B & G Crossing, M.P. 912.1	..	35	..	25	
	Over OSL Crossing, M.P. 926.7	..	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 engines, class C-43 Nos. 1 to 65 inclusive, MK 60 and MK 60-71, Nos. 301 to 336 inclusive, M-100 Nos. 401 to 407 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, Night Chief Train Dispatcher	Elko, Nevada