

# NEVADA NORTHERN RAILWAY COMPANY

## TIME TABLE

# 67

**To Take Effect Wednesday, January 13, 1937**

**12:01 A. M. "PACIFIC TIME"**

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this Time Table at pleasure.

**G. L. HICKEY,**

Vice-President and General Manager



WESTWARD

NEVADA NORTHERN RAILWAY

EASTWARD

Capacity of sidings in car lengths and location of Telephones, Scales, Water, Fuel and Turning stations.	SECOND CLASS			FIRST CLASS			Distance from Veteran	TIME TABLE NO. 67 Effective January 13, 1937	Distance from Cobre	FIRST CLASS			SECOND CLASS					
		21 Local Freight		5 Passenger	3 Mail and Express					2 Passenger	4 Mail and Express		22 Local Freight					
		Leave Wednesdays Only		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		Arrive Thursdays Only					
							0.0	VETERAN	150.3									
							0.4	KIMBERLY	149.9									
Yard PY							2.5	COPPER FLAT	147.8									
2 P							3.2	D RUTH Ru	148.3									
40 P							4.4	KEYSTONE	145.9									
51 P							6.5	LANE	143.8									
Spur							7.6	BOSTON	142.7									
P							9.1	ELY JUNCTION	141.2									
							9.6	MURRY STREET	140.7									
							10.0	D ELY Q	140.3	7.10AM	7.15PM							
							10.5	CENTRAL ELY	139.8									
Yard POWFY		6.30AM					11.2	DN-R EAST ELY Ds	139.1	7.05AM	7.10				8.00PM			
24 P		7.00					15.0	R HILINE	135.3						7.45			
Yard PWY		7.30					21.9	R MCGILL JUNCTION	128.4						7.00			
24		8.16					30.0	f GLENN	120.3						6.09			
							36.8	f STEPTOE	113.5									
24 P		9.45					42.3	f WARM SPRINGS	108.0						5.10			
46		10.30					50.1	f RAIFF	100.2						4.10			
7 Spur							53.8	f RAY	96.5									
69 WP		11.15AM					59.0	s CHERRY CREEK	91.3						3.30			
25		12.10PM					69.9	f GREENS	80.4						2.27			
85 F		12.58					79.3	f GOSHUTE	71.0						1.35			
26 WYP		1.30					87.3	D CURRIE C	63.0						12.40PM			
81		2.05					97.4	f MIZPAH	52.9						11.40AM			
86		2.45					109.8	f DOLLY VARDEN	40.5						10.43			
24 W		3.37					119.3	f DECOY	31.0						9.25			
Yard WYP		5.30					131.8	DN SHAFTER W. P. Crossing Fa	18.5						8.25			
8 Spur							142.9	GRAVEL PIT	7.4									
Yard WFYP		7.00PM					150.3	D-R COBRE Sn	0.0						7.00AM			
		Arrive Wednesdays Only						(150.8)		Leave Daily	Leave Daily				Leave Thursdays Only			

Eastward trains are superior to trains of the same class in the opposite direction.

Note carefully "Speed Restrictions," "Special Rules and Instructions," and other general information on back of time table.  
 At Western Pacific crossing at Shafter all trains must stop 200 feet from crossing, and crews be sure that it is clear before proceeding.  
 All trains must obtain clearance card (Form 2643 or Form 569) before leaving their initial station, when there is an operator on duty.  
 Before leaving East Ely on initial trip, conductors will enter on Form 559 all trains affecting their rights and personally deliver to engineer.  
 Engineers must insist upon having this check and know that no train affecting their rights is omitted therefrom.



**NEVADA NORTHERN RAILWAY**

**Westward**

**McGILL BRANCH**

**Eastward**

Location of Telephones, Scales, Water, Fuel and Turning stations.	FIRST CLASS						Distance from McGill Junction	TIME TABLE NO. 67 Effective January 13, 1937	Distance from McGill	FIRST CLASS							
										29 Mail and Express	3 Mail and Express	28 Mail and Express	4 Mail and Express				
							Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily				
Yard PWY							6.23PM	7.47AM	0.0	R McGILL JUNCTION 2.6	2.6	8.01AM	6.43PM				
Yard							6.31PM	7.54AM	2.6	D McGILL Cx	0.0	7.55AM	6.36PM				
							Arrive Daily	Arrive Daily		(2.6)		Leave Daily	Leave Daily				

**MILL BRANCH**

Capacity of sidings, ore car lengths, and location of Telephones, Scales, Water, Fuel and Turning stations.							Distance from Hiline	TIME TABLE NO. 67 Effective January 13, 1937	Distance from Mill								
										STATIONS							
88 P							0.0	HILINE 3.7	9.1								
28 P							3.7	LAVON 3.9	5.4								
Y							7.6	ADVERSE 0.6	1.5								
Yard							8.2	QUARRY 0.2	0.9								
Yard							8.4	CANNON 0.7	0.7								
Yard PYO							9.1	MILL	0.0								
								(9.1)									

**BRANCH ORE LINE**

Location of Telephones, Scales, Water, Fuel and Turning stations.							Distance from Ely Junction	TIME TABLE NO. 67 Effective January 13, 1937	Distance from East Ely								
										STATIONS							
P							0.0	ELY JUNCTION 3.0	3.0								
Yard POWFY							3.0	EAST ELY	0.0								
								(3.0)									

**Eastward trains are superior to trains of the same class in the opposite direction.**

**EXCEPTION: No. 3 is superior to No. 28, McGill Junction to McGill.**

**No. 29 is superior to No. 4, McGill Junction to McGill.**

Note carefully "Speed Restrictions," "Special Rules and Instructions," and other general information on back of time table.

At Western Pacific crossing at Shafter all trains must stop 200 feet from crossing, and crews be sure that it is clear before proceeding.

All trains must obtain clearance card (Form 2643 or Form 569) before leaving their initial station, when there is an operator on duty.

Before leaving East Ely on initial trip, conductors will enter on Form 559 all trains affecting their rights and personally deliver to engineer.

Engineers must insist upon having this check and know that no train affecting their rights is omitted therefrom.



## GENERAL NOTICE

All employes whose duties are governed thereby, must be provided, when on duty, with copy of "Rules and Instructions," effective November 15, 1922. Observance of rules is essential to the protection of property and the safety of passengers and employes. Employes in accepting employment assume its risks. Each employe is required so far as possible, to be responsible not only for his own safety, but the avoidance of injury to others.

## SPECIAL RULES AND INSTRUCTIONS

1. No passenger will be carried on freight trains except as provided in General Manager's Circular No. 3.
2. All trains and engines must move within the yard limits under control, so that they may at any time stop and avoid accident should the track not be clear. Rule 93.
3. All trains and sections thereof must approach stations, side tracks, water tanks and fuel stations under control so that it will not be possible for them to strike any train that may be standing within the station switches or taking fuel or water. In such cases the responsibility for accident will rest upon the following train, but this will not in any way relieve the forward train from strict compliance with Rule 99.
4. When cars are detached from engine at any point on grade, they must be securely blocked in addition to hand brakes being set.
5. Switch east of Kimberly station on lead to Consolidated Coppermines Corporation's yard must be kept aligned for their yard.
6. Main line switch at Ely Junction will be kept aligned for Branch Ore line.
7. Main line switch at Hiline will be kept aligned for Mill Branch.
8. All derailleurs must be left in derail position when not in use.
9. Westward trains moving McGill Junction to McGill will back up through west leg of wye at McGill Junction.
10. Great care must be exercised in movements within the yard limits at Copper Flat and inferior trains must, in that yard, clear time of superior trains at least five minutes.
11. Tunnel No. 1 between Ely Junction and Lane and Tunnel No. 2 between Lane and Keystone do not clear a man on top or side of car.
12. Between Copper Flat and Keystone brakemen must be out on top of train ready to set hand brakes if called for by engineer. (Rule 14.)
13. Main line freight trains and passenger trains are equipped with telephone apparatus for use in case of accident or serious delay, and conductors will use them in such emergencies to report accidents or for instructions or orders should same be necessary.
14. Westward freight trains stop at Warm Springs for inspection.
15. After a continuous run of 35 miles, freight trains must be stopped and inspected, excepting eastward trains may run Cherry Creek to McGill Junction without stopping for inspection.
16. Engines on all freight trains of 15 cars or over must be cut off before taking fuel or water.

## SPEED RESTRICTIONS

	Miles Per Hour
Passenger trains (except between MP 64-65).....	45
Passenger trains between MP 64-65.....	20
Freight trains (except between MP 64-65).....	30
Freight trains between MP 64-65.....	15
Light engines.....	30
Light engines backing up.....	25

Speed limit between Ely passenger depot and Murry street 5 miles per hour; whistle not be sounded, but bell rung continuously between those points.

Ore trains will use 30 minutes Copper Flat to Ely Junction and must not exceed speed of 15 miles per hour at any point between Veteran and East Ely.

## REGISTERING STATIONS

Cobre \*McGill Junction  
East Ely \*Hiline

\*When instructed so to do.

**DR. R. A. BOWDLE, Chief Surgeon**