# Virginia and Truckee Railroad

**Time Table No. 48.**

To take effect Monday, November 20, 1889, at 5:30 o'clock A.M.

For the guidance and information of Employees only, and is not intended for the Public.

The Company reserves the right to vary the same as conditions may require.

## Trains Going East

<table>
<thead>
<tr>
<th></th>
<th>Freight Trains</th>
<th>Passenger Trains</th>
<th>Stations</th>
<th>Time (Min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td></td>
<td></td>
<td>La</td>
<td>9:00</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td>Reno</td>
<td>9:15</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td>Carson</td>
<td>9:30</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td>Mound</td>
<td>9:45</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td>Virginia</td>
<td>10:00</td>
</tr>
</tbody>
</table>

## Trains Going West

<table>
<thead>
<tr>
<th></th>
<th>Freight Trains</th>
<th>Passenger Trains</th>
<th>Stations</th>
<th>Time (Min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td></td>
<td></td>
<td>La</td>
<td>10:30</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td>Reno</td>
<td>10:45</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td>Carson</td>
<td>11:00</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td>Mound</td>
<td>11:15</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td>Virginia</td>
<td>11:30</td>
</tr>
</tbody>
</table>

---

The attention of Employees is called to the rules on the back of this card, as they will be strictly enforced.

The speed of Freight Trains must not exceed fifteen miles per hour, without special orders.

The time at Brunswick is given at the One Track, in Eureka at the New Side Track.

Train 4 will take the Side Track at Old Round House, Carson, for Train 5.

A. M. Ardery,  
Manager of Transportation.

All trains run daily.  
Stop for Passengers.  
* Not stop.  
Full Faced Figures denote meeting points.

H. M. Yerinton,  
General Superintendent.
RULES AND REGULATIONS FOR EMPLOYEES.

RUNNING RULES.

1. A Red Flag to be flown at the end of the road track, is to indicate the presence of a train, or that no train is allowed to pass. The flag is to be placed at the end of the road track, and the flagman must be visible to all approaching trains. When the flag is taken down, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the flag is raised. The flag is to be taken down only when the train has passed the flagman, and the flagman is visible to all approaching trains.

2. A Red Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

3. A Green Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

4. A Red Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

5. A Green Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

RULES GOVERNING THE MOVEMENTS OF TRAINS BY TELEGRAPH.

1. A Red Flag to be flown at the end of the road track, is to indicate that no train is allowed to pass. The flag is to be flown at the end of the road track, and the flagman must be visible to all approaching trains. When the flag is taken down, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the flag is raised. The flag is to be taken down only when the train has passed the flagman, and the flagman is visible to all approaching trains.

2. A Red Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

3. A Green Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

4. A Red Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

5. A Green Light to be displayed at the end of the road track, is to indicate that no train is allowed to pass. The light is to be displayed at the end of the road track, and the trainman must be visible to all approaching trains. When the light is turned off, it indicates that the track is clear, and all approaching trains may proceed. No train may be run on the track until the light is turned on. The light is to be turned off only when the train has passed the trainman, and the trainman is visible to all approaching trains.

GENERAL RULES.

1. The Engineer will always be on the lookout for the safety of all persons, and will be careful to obey all signals and directions given by the flagman, trainman, or any other person authorized to give such signals or directions.

2. The Engineer will always be on the lookout for the safety of all persons, and will be careful to obey all signals and directions given by the flagman, trainman, or any other person authorized to give such signals or directions.

3. The Engineer will always be on the lookout for the safety of all persons, and will be careful to obey all signals and directions given by the flagman, trainman, or any other person authorized to give such signals or directions.

4. The Engineer will always be on the lookout for the safety of all persons, and will be careful to obey all signals and directions given by the flagman, trainman, or any other person authorized to give such signals or directions.

5. The Engineer will always be on the lookout for the safety of all persons, and will be careful to obey all signals and directions given by the flagman, trainman, or any other person authorized to give such signals or directions.

# Read Rules carefully; important changes have been made.