

WESTERN PACIFIC RAILWAY COMPANY

EASTERN DIVISION

TIME 4 TABLE

In Effect at 12:01 A. M. "Mountain" or 105th Meridian Time

SUNDAY, OCTOBER 30th, 1910

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 at hand for reference, the book of rules of the transportation department.

C. M. LEVEY,
2nd Vice-President and General Manager

R. M. OGILVIE
Superintendent

EASTWARD				FIRST DISTRICT				WESTWARD								
SECOND CLASS		FIRST CLASS		Station Numbers	Water, Oil Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4 October 30, 1910 Succeeding No. 3		Distance from Winnemucca	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS		
64		4					STATIONS Telegraph Offices and Calls					3		65		
Freight		Passenger										Passenger		Freight		
DAILY		DAILY										DAILY		DAILY		
A. M. L.	8.00	P. M. L.	3.00	438	W. C. T. Y. R. K.	438.3	DN.....	GERLACH.....Gr	94.0	Yard		P. M. A.	3.55	P. M. A.	9.15	
	8.15		3.07	442		442.8		4.5 ASCALON.....	89.5	84		3.45		8.55		
	8.55	F	3.25	452	W. 1 1/2 mi. E.	451.5	D.....	TREGO.....H	80.8	84	9 am to 9 pm	F	3.25		8.15	
	9.35	F	3.45	462		461.5		8.7 CHOLONA.....	70.8	84		F	3.05		7.35	
	10.10	F	4.02	471		470.8		10.0 RONDA.....	61.5	84		F	2.47		7.00	
	10.25	S	4.10	475		474.6	D.....	SULPHUR.....Su	57.7	84	8 am to 8 pm	S	2.39		6.40	
	11.30AM	F	4.40	488		487.8	N.....	13.2 ANTELOPE.....AN	44.5	84	7 pm to 7 am	F	2.13		5.45	
	12.01PM	F	4.58	496	W.	496.6	D.....	8.8 JUNGO.....Jo	35.7	84	9.30 am to 9.30 pm	F	1.48		4.58	
	12.30	F	5.12	503		503.4		6.8 VENADO.....	28.9	84		F	1.34		4.20	
	12.50		5.22	508		508.3		4.9 GASKELL.....	24.0	85			1.25		4.00	
	1.15	F	5.35	514	W.	514.5	D.....	6.2 PRONTO.....Rn	17.8	85	7 am to 7 pm	F	1.15		3.45	
	1.35	F	5.45	519		519.4		4.9 RAGLAN.....	12.9	84		F	1.04		3.30	
	2.00		5.57	525		525.6		6.2 KRUM.....	6.7	84			12.53		3.20	
	2.30 P. M. A.		6.10 P. M. A.	532	W. T. C. R. K.	532.3	DN....	6.7 WINNEMUCCA ..Wa	0.0	Yard			12.40 P. M. L.		3.00 P. M. L.	
	DAILY		DAILY										DAILY		DAILY	
	6.30		3.10										3.15		6.15	
	14.3		29.5										28.7		15.0	
							Time over District									
							Average Speed per Hour									

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.
EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Gerlach and Winnemucca.
 The maximum speed of trains through sidings must not exceed ten miles per hour.
 Yard limits at Gerlach and Winnemucca extend one mile east and one mile west of these stations.
 At terminal stations conductors will be responsible for the safety of their trains until clear of the main line.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

SUNDAY, OCTOBER 30th, 1910

Always have at hand for reference, the book of rules of the transportation department.
 Company reserves the right to vary from it at pleasure.
 This Time Table is for the exclusive use and guidance of the employees concerned. The

R. M. OGILVIE
 Superintendent

C. M. LEVY,
 2nd Vice-President and General Manager

EASTWARD

SECOND DISTRICT

WESTWARD

SECOND CLASS				FIRST CLASS		Station Numbers	Coal, Water, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4 October 30, 1910 Succeeding No. 3			Distance from Elko	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS			
64				4					STATIONS Telegraph Offices and Calls						3		65			
Freight				Passenger										Passenger		Freight				
DAILY				DAILY										DAILY		DAILY				
			P. M. L. 3.30		P. M. L. 6.20	532	C.W.T.R.K.	532.3	DN...	WINNEMUCCA ..WA	133.1	Yard		P. M. A. 12.30		P. M. A. 2.00				
			4.00		6.35	540		540.5	.....	GANADO	124.9	84		12.11 PM		1.25				
			4.30	\$ 6.50	549	549	W.	548.4	D.....	GOLCONDA .....Gd	117.0	85	8 am to 8 pm	\$11.52 AM		12.50				
			5.15	F 7.15	562	562		561.9	D.....	RED HOUSE.....Rd	103.5	84	7 am to 7 pm	F11.26		12.01 PM				
			6.00	F 7.40	575	575	W.	575.2	.....	NELSON	90.2	84		F11.00		11.00 AM				
			7.00	F 8.10	591	591		590.5	.....	RENNOX	74.9	83		F10.29		9.40				
			7.35	\$ 8.30	601	601	C.w.	600.8	2S.....	KAMPOS .....Sy	64.6	84	7 pm to 1 pm	\$10.09		9.00				
			8.10	F 8.48	610	610		610.0	.....	DUNPHY	55.4	82		F 9.51		8.30				
			9.05	\$ 9.05	619	619	W.	619.2	2S.....	BEOVAWE .....Be	46.2	84	5 am to 11 pm	\$ 9.33		7.55				
			9.50	F 9.22	627	627		627.1	D.....	CLURO .....Ro	38.3	83	7.30 am to 7.30 pm	F 9.16		7.20				
			10.25	F 9.40	636	636		635.8	D.....	PALISADE .....Si	29.6	84	7 am to 7 pm	F 9.00		6.50				
			11.00	\$ 9.58	645	645	W.	644.4	DN.....	CARLIN .....Ca	21.0	84		\$ 8.41		6.15				
			11.20	10.10	650	650		650.1	.....	TONKA	15.3	83		8.30		5.55				
			11.45 PM	F10.23	657	657		656.6	.....	HUNTER	8.8	84		F 8.17		5.30				
			12.30 A. M. A.	10.40 P. M. A.	665	665	C.W.T.R.K.	665.4	DN.....	ELKO .....Ds	0.0	Yard		8.00 A. M. L.		5.00 A. M. L.				
			DAILY	DAILY									DAILY		DAILY					
			9.00	4.20										4.30		9.00				
			14.8	30.8										29.7		14.8				
									Time over District					4.30		9.00				
									Average Speed per Hour					29.7		14.8				

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.
ALL TRAINS MUST BE UNDER CONTROL PASSING THROUGH TUNNEL JUST WEST OF WEST SWITCH, PALISADE.
ALL EASTWARD TRAINS MUST BE UNDER CONTROL PASSING THROUGH TUNNEL NO. 41 WEST OF TONKA. ALL WESTWARD TRAINS MUST BE UNDER CONTROL PASSING THROUGH TUNNEL NO. 42 EAST OF TONKA.

EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Winnemucca and Elko.

The maximum speed of trains through sidings must not exceed ten miles per hour. Yard limits at Winnemucca and Elko extend one mile east and one mile west of these stations;

At terminal stations conductors will be responsible for safety of their trains until clear of the main line.

Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

Automatic home block signals govern track through Tunnel No. 42, east of Tonka. Home signal governing east bound trains is located five hundred (500) feet from west portal. Home signal governing west bound trains is located two hundred (200) feet from east portal. No distance or caution signals.

A train finding the home signal in stop position, will immediately send flagman with lighted red and white lantern ahead. After waiting five (5) minutes, the train will proceed, keeping at least one thousand (1,000) feet behind the flagman until through the tunnel. If no obstruction is found, the facts will be reported to the Superintendent from the first open telegraph office. In case train is stopped within block limits, it must be immediately protected in accordance with rule ninety-nine (99) regardless of position of the signal. Rear brakeman must have a red and white lantern lighted while passing through tunnel. (See rule ninety-nine.)

Lighted fuses must not be thrown off in any tunnel. If necessary to use fuses inside of tunnel, they must be held in the hand or securely placed in the earth or ballast in such a way that it will not be possible for fire to be communicated to any woodwork within the tunnel.

EASTWARD				THIRD DISTRICT					WESTWARD									
SECOND CLASS				FIRST CLASS		Station Numbers	Coal Water Scales, Tables Vyes, Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4 October 30, 1910 Succeeding No. 3			Distance from Wendover	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS	
64				4					STATIONS						3		65	
Freight				Passenger					Telegraph Offices and Calls						Passenger		Freight	
DAILY				DAILY					DAILY		DAILY							
A. M. L.	1.30	P. M. L.	10.50	665	C.W.T.R.K.	665.4	DN.....	ELKO.....Ds	135.0	Yard		A. M. A.	7.50	A. M. A.	4.00			
	1.50		11.03	673		673.1	.....	PARDO.....	127.3	75			7.35		3.35		
	2.20		11.21	684		683.3	.....	ELBURZ.....	117.1	49			7.17		3.00		
	2.45	\$11.29		687		688.1	D.....	HALLECK.....Hk	112.3	84	7 am to 7 pm	\$ 7.08			2.45			
	3.25	\$11.50PM		699	W.	699.5	D.....	DEETH.....WD	100.9	50	6.30 am to 6.30 pm	\$ 6.47			2.00			
	3.50		12.08AM	709		708.6	.....	STARR.....	91.8	50			6.29		1.30		
	4.15	\$12.23		717	W.C.	717.3	2S.....	WELLS.....Ws	83.1	50	6.30 am to 12.30 am	\$ 6.13			1.00			
	4.35		12.35	724		723.6	.....	BOAZ.....	76.8	50			6.00		12.35		
	4.50		12.43	728		728.3	.....	RUBY.....	72.1	50			5.52		12.05AM		
	5.05	F12.53		734		733.4	.....	TOBAR.....	67.0	84		F 5.42			11.45PM		
	5.33	F 1.03		739	W.	738.5	.....	VENTOSA.....	61.9	50		F 5.33			11.25		
	6.10		1.20	747		747.2	.....	SONAR.....	53.2	50			5.18		10.50		
	6.35	F 1.35		753		752.8	.....	JASPER.....	47.6	84		F 5.08			10.30		
	7.15		1.52	761		761.3	.....	LUKE.....	39.1	84			4.52		9.55		
	7.45	\$ 2.00		766	W.C.Y.R.K.	765.8	2S.....	SHAFTER.....Fa N. N. Crossing	34.6	125	10 am to 7 pm 10 pm to 7 am	\$ 4.43			9.40			
	8.15		2.20	772		772.1	.....	SILVER ZONE.....	28.3	84			4.30		9.15		
	8.45	F 2.35		778	W.	777.4	2S.....	PROCTOR.....	23.0	39	2.30to11.30a 12.30pto9.30p	\$ 4.15			8.25			
	9.15	F 2.45		783		782.7	.....	PILOT.....	17.7	84		F 4.02			8.00		
	9.55		3.05	793		793.8	.....	OLA, Nev.....	6.6	84			3.37		7.10		
10.30 A. M. A.		3.20 A. M. A.		801	C. W. O. T. R. K.	800.4	DN..	WENDOVER, Utah...Wn	0.0	Yard			3.20 A. M. L.		6.30 P. M. L.			
	DAILY		DAILY									DAILY		DAILY				
	9.00		4.30										4.30		9.30			
	15.0		30.0										30.0		14.2			
								Time over District										
								Average Speed per Hour										

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.
EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Elko, Shafter, Wendover.
 Eastward passenger trains will not exceed 20 miles per hour, and eastward freight trains will not exceed 12 miles per hour descending 3 per cent grade between Silver Zone and Proctor.
 Eastward trains will stop at Silver Zone and make a thorough test of the airbrakes before descending 3 per cent grade between Silver Zone and Proctor.
 All passenger trains must use three (3) minutes, and freight trains seven (7) minutes passing through Flower Pass Tunnel between Jasper and Luke.
 The maximum speed of trains through sidings must not exceed ten miles per hour.
 The yard limits at Elko, Shafter and Wendover extend one mile east and one mile west of these stations.
 At terminal stations conductors will be responsible for safety of their trains until clear of the main line.
 At N. N. R. R. crossing, M. P. 765.8, all trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied,

and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.
 Automatic home block signals govern track through Flower Pass Tunnel between Jasper and Luke. Home signals are located one thousand (1,000) feet in advance of each portal. No distance or caution signals.
 A train finding the home signal in stop position, will immediately send flagman with lighted red and white lantern ahead. After waiting five (5) minutes, the train will proceed, keeping at least one thousand (1,000) feet behind the flagman until through the tunnel. If no obstruction is found, the facts will be reported to the Superintendent from the first open telegraph office. In case train is stopped within block limits, it must be immediately protected in accordance with rule ninety-nine (99), regardless of position of the signal. Rear brakeman must have a red and white lantern lighted while passing through tunnel. (See rule ninety-nine.)
 Lighted fuseses must not be thrown off in any tunnel. If necessary to use fuseses inside of tunnel, they must be held in the hand or securely placed in the earth or ballast in such a way that it will not be possible for fire to be communicated to any woodwork within the tunnel.

EASTWARD				FOURTH DISTRICT										WESTWARD					
SECOND CLASS				FIRST CLASS		Station Numbers	Coal, Water, Tables, Scales, Wyes, Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4		Distance from Salt Lake	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS			
64				4					October 30, 1910					STATIONS		3		65	
Freight				Passenger					Succeeding No. 3					Telegraph Offices and Calls		Passenger		Freight	
DAILY				DAILY						DAILY		DAILY							
A. M. L.				A. M. L.						A. M. A.		P. M. A.							
11.30				3.30		801	C. W. O. T. R. K.	800.4	DN.... WENDOVER.... Wn	121.2	Yard		3.10	5.30					
12.05 PM				3.46		809		809.3	..... SALDURO	112.3	81		2.55	4.50				
12.45				4.04		819		819.5	..... ARINOSA	102.1	87		2.37	4.05				
1.35				4.22		829		829.3	..... BARRO	92.3	83		2.20	3.20				
2.35				4.40		839		839.6	N..... KNOLLS..... Ks	82.0	84	12.01 am to 12.01 pm	2.03	2.35					
3.15				4.57		849		848.6	..... CLIVE	73.0	84		1.48	2.05				
4.10				5.22		860		860.3	D..... LOW..... Ho	61.3	84	12.01 pm to 12.01 am	1.30	1.30					
5.05				5.45		873	C. W.	872.5	2S..... DELLE..... De	49.1	102	6 am to 3 pm 8 pm to 5 am	1.06	12.40					
5.35				6.00		880		879.8	..... TIMPIE	41.8	84		12.53	12.15 PM				
6.20				6.22		891	W.	890.8	2S..... GRANTS..... Ra	30.8	84	6 am to 3 pm 6 pm to 3 am	12.35	11.35 AM					
6.45				6.34		896		896.4	..... SPRAY.....	25.2	45		12.22	11.12				
7.10				6.47		902		901.9	D..... LAGO..... G	19.7	84	7 am to 7 pm	12.10	10.50					
								906.7	..S. P., L. A. & S. L. Crossing..	14.9									
7.30				6.57		907		907.2	..... GARFIELD	14.4	84		12.01 AM	10.30				
8.00				7.11		915		914.5	..... FOX	7.1	84		11.46 PM	10.00				
8.15				7.20		918		918.0	..... BUENA VISTA.....	3.6	25		11.40	9.45				
								920.0	..S. P., L. A. & S. L. Crossing..	1.6									
								920.4	..... O. S. L. Crossing.....	1.2								
								921.0	..... D. & R. G. Crossing.....	0.6								
8.30 P. M. A.				7.30 A. M. A.		921	C. W. O. T. R. K.	921.6	DN...SALT LAKE CITY...UN	0.0	Yard		11.30 P. M. L.	9.30 A. M. L.					
DAILY				DAILY									DAILY	DAILY					
9.00				4.00					Time over District				3.40	8.00					
13.5				30.3					Average Speed per Hour				33.0	15.1					

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL RUN CAREFULLY DURING AND AFTER HEAVY STORMS, PARTICULARLY WHERE TRACK IS LIABLE TO BE AFFECTED BY STORMS.
EXTRAS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

BULLETIN STATIONS: Wendover and Salt Lake City.
 The maximum speed of trains through sidings must not exceed ten miles per hour.
 Yard limits, Salt Lake, extend to Jordan Bridge, between Eleventh and Twelfth West Streets.
 Yard Limits at Wendover extend one mile east and one mile west of this station.
 At terminal stations conductors will be responsible for safety of their trains until clear of the main line.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93 of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.
 All eastward freight trains will enter Denver & Rio Grande freight yard through connection at Pollard Court between Sixth West Street and Seventh West Street, Salt Lake City, and will come to full stop on the curve just north of First South Street at connection with Denver & Rio Grande main line.
 All trains must reduce speed to 15 miles per hour approaching and passing over O. S. L. crossing at M. P. 920.4 and S. P., L. A. & S. L. crossing at M. P. 906.7 and stop before entering upon said crossings if they are being used by the trains or engines of those companies.
 At S. P., L. A. & S. L. crossing, M. P. 920.0, and at D. & R. G. crossing M. P. 921.0, all trains come to a full stop 200 feet from crossings and ascertain they are clear before proceeding.

COMMERCIAL SPURS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
.....SULPHUR SPUR.....	476.8	1 W	4

FLAGGING RULES FOR BRIDGE AND TRACK FOREMEN

Bridge and track foremen must be familiar with the use and meaning of all signals and see that they are clearly understood and rightly used by persons employed under them.

When making repairs to track or bridges, they must endeavor to keep the main track safe for the passage of trains. The main track must never be obstructed in any way without first conspicuously displaying the stop signal. When changing rails or in any way working on the track or bridges, rendering track impassable, first put out a red flag in the hands of a reliable man (which must be kept in his hands), twenty telegraph poles in each direction from the impassable point and the flagmen must also place one torpedo at a distance of four telegraph poles beyond the point of the flag. In foggy weather, on heavy down grade or curves, flags must be placed at least ten telegraph poles farther distant than above.

When necessary to protect a section of track that is not impassable, but over which speed should be reduced, the following rule will govern: A yellow flag by day or a yellow light at night should be placed, on the engineer's side in both directions, twenty telegraph poles from the point where the slow track begins, and a green flag on the same side of track at a point where the slow track ends; the yellow flag to indicate to engineer the restrictions to be observed, green flag will indicate that he has passed over the slow track.

Track and bridge men will be held responsible for the strict compliance with these rules by their men and must report any violations on the part of train or engine men to observe same.

G. W. HAMILTON,
Trainmaster, Winnemucca

M. O'CONNOR,
Trainmaster, Elko

C. L. FORBES,
Chief Dispatcher, Elko