

*Time Table  
File*

# WESTERN PACIFIC RAILWAY COMPANY

## EASTERN DIVISION

# TIME 7 TABLE

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

## SUNDAY, NOVEMBER 12th, 1911

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 CLASS			Station Numbers	Water, Oil, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 7 November 12, 1911 Succeeding No. 6			Distance from Winnemucca	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS	
SECOND CLASS		FIRST CLASS		STATIONS Telegraph Offices and Calls	FIRST CLASS				SECOND CLASS									
52	4	2	1		3				51									
Freight	Passenger	Passenger	Passenger	Passenger	Freight													
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY										
A.M.L. 8.30	P.M.L. 3.30	A.M.L. 2.10	438	W.C.T.Y. R. K.	438.3	DN.....GERLACH.....Gr	94.0	Yard		A.M.A. 5.40	P.M.A. 3.10	P.M.A. 5.00						
8.45	3.37	2.17	442		442.8	.....ASCALON.....	89.5	84		5.30	3.00	4.40						
9.15	F 3.55	F 2.30	452	W. 1 1/2 ml. E.	451.5	D.....TREGO.....H	80.8	84	4 pm to 4 am F	F 5.15	F 2.44	3.55						
9.55	F 4.10	2.45	462		461.5	.....CHOLONA.....	70.8	84		5.00	F 2.26	3.30						
10.25	F 4.25	2.59	471		470.8	.....RONDA.....	61.5	84		4.44	F 2.10	3.05						
10.40	S 4.32	F 3.05	475		474.6	N.....SULPHUR.....Ru	57.7	84	7 am to 7 pm F	F 4.37	S 2.03	2.50						
11.30	F 5.02	3.35	488		487.8	N.....ANTELOPE.....	44.5	84	5 pm to 5 am	4.15	F 1.40	2.15						
11.59AM	F 5.18	F 3.55	496	W.	496.6	D.....JUNGO.....Jo	35.7	84	5am to 5pm F	F 3.55	F 1.17	1.45						
12.30PM	F 5.30	4.07	503		503.4	.....VENADO.....	28.9	84		3.41	F 1.04	1.20						
12.55	F 5.38	4.15	508		508.3	.....GASKELL.....	24.0	85		3.32	F 12.55	12.55						
1.20	F 5.50	F 4.25	514	W.	514.5	D.....PRONTO.....Rn	17.8	85	7 am to 7 pm	3.22	F 12.45	12.25						
1.40	F 5.59	4.33	519		519.4	.....RAGLAN.....	12.9	84		3.15	F 12.35	12.10PM						
2.00	F 6.10	4.43	525		525.6	.....KRUM.....	6.7	84		3.05	F 12.23	11.50AM						
2.30 P. M. A.	6.25 P. M. A.	4.55 A. M. A.	532	W.T.C.R.K.	532.3	DN....WINNEMUCCA..Wa	0.0	Yard		2.55 A. M. L.	12.10 P. M. L.	11.30 A. M. L.						
DAILY	DAILY	DAILY								DAILY	DAILY	DAILY						
6.00	2.55	2.45								2.45	3.00	5.30						
15.6	31.6	34.1								34.1	31.3	17.0						
								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.  
 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, NOVEMBER 12th, 1911

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. LEVEY,  
 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. 7 November 12, 1911 Succeeding No. 6		Distance from Elko	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
52			4	2				STATIONS Telegraph Offices and Calls	1				3	51	Freight		
Freight	Passenger	Passenger	DAILY	DAILY												DAILY	Passenger
P. M. L. 3.30	P. M. L. 6.35	A. M. L. 5.05	532	C.W.T.R.K.	532.3	DN... WINNEMUCCA ..WA	138.1	Yard		A. M. A. 2.45	A. M. A. 11.59	A. M. A. 10.45					
3.55	F 6.50	5.20	540		540.5	..... BLISS .....	124.9	84		2.28	F 11.44	10.15					
4.20	\$ 7.05	F 5.35	549	W.	548.4	D..... GOLCONDA .....Gd	117.0	85	8 am to 8 pm	\$ 2.13	\$ 11.29	9.45					
5.05	F 7.28	F 5.57	562		561.9	D..... RED HOUSE.....Rd	103.5	84	7 am to 7 pm	F 1.49	F 11.03	9.05					
5.45	F 7.51	6.20	575	W.	575.2	N..... NELSON .....	90.2	84	7 pm to 7 am	1.27	F 10.40	8.25					
6.35	F 8.16	F 6.45	591		590.5	..... RENNOX .....	74.9	83		1.01	F 10.11	7.35					
7.10	F 8.42	F 7.02	601	C.W.	600.8	D..... KAMPOS .....	64.6	84	6 am to 6 pm	F 12.45	F 9.53	7.02					
7.40	F 9.00	7.18	610		610.0	N..... DUNPHY .....	55.4	82	6 pm to 6 am	12.28	F 9.35	6.30					
8.10	\$ 9.19	\$ 7.36	619	W.	619.2	D..... BEOWAWE .....	46.2	84	6.30 am to 6.30 pm	\$ 12.12 AM	\$ 9.18	6.00					
8.40	F 9.33	7.50	627		627.1	..... CLURO .....	38.3	83		11.58 PM	F 9.02	5.35					
					635.3	..... E. & P. Ry. Crossing....	30.1										
9.10	F 9.50	F 8.06	636		635.8	..... PALISADE .....	29.6	84		11.42	F 8.46	5.10					
10.08	\$ 10.08	\$ 8.27	645	W.	644.4	DN..... CARLIN .....	21.0	84		\$ 11.26	\$ 8.27	4.45					
10.35	10.20	8.38	650		650.1	..... TONKA .....	15.3	83		11.16	8.15	4.30					
11.05	F 10.32	8.50	657		656.6	..... HUNTER .....	8.8	84		11.05	F 8.02	4.10					
11.45 P. M. A.	10.50 P. M. A.	9.05 A. M. A.	665	C.W.T.R.K.	665.4	DN..... ELKO .....	0.0	Yard		10.50 P. M. L.	7.45 A. M. L.	3.45 A. M. L.					
DAILY	DAILY	DAILY								DAILY	DAILY	DAILY					
8.15	4.15	4.00								3.55	4.14	7.00					
16.1	31.3	33.2								33.9	31.3	19.0					
								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:** Winnemucca and Elko.  
 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 block signals govern track through Tunnels 39, just west of Palisade; 41, west of Tonka; and 42, east of Tonka.  
 Home signal governing eastward trains located 315 feet west of portal of Tunnel 39. Home signal governing westward trains located 944 feet east of portal. Distant signal located 2,099 feet east of home signal.  
 Home signal governing eastward trains located 858 feet west of portal of Tunnel 41. Home signals governing westward trains located 231 feet east of portal.  
 Home signal governing eastward trains located 500 feet west of portal of Tunnel 42. Home signal governing westward trains located 200 feet east of portal.  
 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.  
 At Eureka and Palisade Railway Crossing, M. P. 635.3, eastward trains come to full stop 200 feet from crossing and ascertain it is clear and sound two blasts of whistle before proceeding. Westward trains must stop within 200 feet of crossing and send flagmen ahead to ascertain if crossing is clear, to protect the crossing, and only proceed on his signal. Flagman performing this service and enginemen of westward trains must be careful to see that signal to proceed is properly given and understood, and no effort must be made to move westward trains over the crossing until Eureka and Palisade trains, which may be approaching, have been brought to a stop and held until our trains clear the crossing.  
 Nos. 3 and 4 will stop on flag at Barth, M. P. 630.6, to take on and discharge passengers. Trains 3 and 4 will stop on flag at Road Crossing 634 feet west of Russel Spur at M. P. 582.4 to discharge or take on passengers.

EASTWARD			THIRD DISTRICT					WESTWARD									
SECOND CLASS			FIRST CLASS		Station Numbers	Coal, Water, Scales, Tables, Wyes, Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 7 November 12, 1911 Succeeding No. 6			Distance from Wendover	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS	
	52		4	2				STATIONS Telegraph Offices and Calls	1	3				51			
	Freight	Passenger	Passenger														
	DAILY	DAILY	DAILY											DAILY	DAILY	DAILY	
	A.M.L.	P.M.L.	A.M.L.											P.M.A.	A.M.A.	A.M.A.	
	12.45	11.00	9.15	665	C.W.T.R.K.	665.4	DN..... ELKO .....Ds	135.0	Yard					10.40	7.35	2.45	
	1.15	11.12	9.28	673		673.1	..... PARDO .....Ds	127.3	75					10.26	7.20	2.25	
	1.55	11.26	9.48	684		683.3	..... ELBURZ .....Ds	117.1	49					10.11	7.04	1.55	
	2.15	11.33	9.58	687		688.1	D..... HALLECK .....Hk	112.3	84			8.15 am to 8.15 pm	F	10.03	6.56	1.40	
	3.15	11.53 PM	10.15	699	W.	699.5	D..... DEETH .....WD	100.9	50			8 am to 8 pm	S	9.46	6.36	1.10	
	3.50	12.08 AM	10.31	709		708.6	..... STARR .....Ds	91.8	50					9.32	6.20	12.45	
	4.25	12.21	10.46	717	W.C.	717.3	2S..... WELLS .....Ws	83.1	50			7.30a to 4.30p 8.30p to 5.30a	S	9.19	6.04	12.21 AM	
	4.50	12.32	10.57	724		723.6	..... BOAZ .....Ds	76.8	50					9.09	5.53	11.55 PM	
	5.10	12.40	11.06	728		728.3	..... RUBY .....Ds	72.1	50					9.01	5.45	11.35	
	5.37	12.50	11.16	734		733.4	N..... TOBAR .....Ba	67.0	84			8.30 pm to 8.30 am	F	8.53	5.37	11.15	
	6.00	1.00	11.26	739	W.	738.5	..... VENTOSA .....Ds	61.9	50					8.45	5.29	10.55	
	6.35	1.15	11.42	747		747.2	..... SONAR .....Ds	58.2	50					8.30	5.15	10.20	
	7.00	1.30	11.55 AM	753		752.8	..... JASPER .....Ds	47.6	84					8.20	5.05	10.00	
	7.30	1.50	12.10 PM	761		761.3	..... LUKE .....Ds	39.1	84					7.59	4.43	9.20	
	7.50	2.00	12.20	766	W.C.Y.K.	765.8	DN..... SHAFTER .....Fa N. N. Crossing	34.6	125					7.50	4.35	9.00	
	8.20	2.13	12.35	772		772.1	..... SILVER ZONE .....Ds	28.3	84					7.35	4.20	8.25	
	8.40	2.25	12.45	778	W.	777.4	..... PROCTOR .....Ds	23.0	39					7.20	4.05	7.55	
	9.00	2.33	12.54	783		782.7	..... PILOT .....Ds	17.7	84					7.05	3.50	7.30	
	9.45	2.55	1.10	793		793.8	..... OLA, Nev. ....Ds	6.6	84					6.40	3.25	6.40	
	10.15 A.M.A.	3.10 A.M.A.	1.20 P.M.A.	801	C.W.O.T.R.K.	800.4	DN..WENDOVER, Utah..Wn	0.0	Yard					6.25 P.M.L.	3.10 A.M.L.	6.00 P.M.L.	
	DAILY	DAILY	DAILY											DAILY	DAILY	DAILY	
	9.30	4.10	4.05				Time over District							4.15	4.25	8.45	
	14.2	32.4	33.0				Average Speed per Hour							31.7	30.6	15.4	

**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 STATION:** Elko, 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.  
 Eastward passenger trains will not exceed 30 miles and eastward freight trains will not exceed 22 miles per hour between Proctor and M. P. 779.  
 All passenger trains must use three (3) minutes, and freight trains seven (7) minutes passing through Flower Pass Tunnel between Jasper and Luke.  
 The yard limits at Elko, Shafter and Wendover extend one mile east and one mile west of these stations. West yard limits at Wells extends 3700 feet west of west switch.  
 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 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**

**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. 7 November 12, 1911 Succeeding No. 6			Distance from Salt Lake	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS		
52			4	2				STATIONS Telegraph Offices and Calls						1	3	51		
Freight			Passenger	Passenger									Passenger	Passenger	Freight			
DAILY			DAILY	DAILY									DAILY	DAILY	DAILY			
	A. M. L. 11.15		A. M. L. 3.20		P. M. L. 1.30	801	C. W. O. T. R. K.	800.4	DN....	WENDOVER...Wn	121.2	Yard		P. M. A. 6.15	A. M. A. 3.00	P. M. A. 5.00		
	11.45 AM	F	3.36		1.45	809		809.3	.....	SALDURO.....	112.3	81		6.02	F 2.45	4.25		
	12.15 PM		3.55		2.00	819		819.5	.....	ARINOSA.....	102.1	87		5.49	2.26	3.50		
	12.55	F	4.12		2.15	829		829.3	.....	BARRO.....	92.3	83		5.36	F 2.10	3.05		
	1.25	F	4.28		2.32	839		839.6	2S.....	KNOLLS.....Ks	82.0	84	10 am to 4 am	5.23	F 1.52	2.32		
	2.05	F	4.43		2.50	849		848.6	.....	CLIVE.....	78.0	84		5.12	F 1.37	2.05		
	3.13	F	5.08	F	3.13	860		860.3	D.....	LOW.....Ho	61.3	84	6.40 am to 6.40 pm	F 4.55	F 1.17	1.30		
	4.27	S	5.30	S	3.31	873	C. W.	872.5	DN.....	DELLE.....De	49.1	102		S 4.27	\$12.46	12.15 PM		
	5.00	F	5.42		3.41	880		879.8	.....	TIMPIE.....	41.8	84		4.16	F12.33	11.45 AM		
	5.40	S	6.05	S	4.00	891	W	890.8	D.....	GRANTS.....Ra	30.8	84	7 am to 7 pm	S 4.00	\$12.16	11.10		
	6.00		6.17		4.11	896		896.4	.....	SPRAY.....	25.2	45		3.49	12.06 AM	10.55		
	6.25	F	6.29		4.20	902		901.9	.....	LAGO.....	19.7	84		3.39	F11.55 PM	10.40		
								906.7	..S. P., L. A. & S. L. Crossing..		14.9							
	6.50		6.40		4.30	907		907.2	.....	GARFIELD.....	14.4	84		3.30	11.45	10.20		
	7.20		6.55		4.45	915		914.5	.....	FOX.....	7.1	84		3.18	11.33	9.55		
	7.40		7.04		4.54	918		918.0	.....	BUENA VISTA.....	3.6	25		3.10	11.27	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							
	8.00 P. M. A.		7.15 A. M. A.		5.05 P. M. A.	921	C. W. O. T. R. K.	921.6	DN...	SALT LAKE CITY...UN	0.0	Yard		3.00 P. M. L.	11.15 P. M. L.	9.30 A. M. L.		
	DAILY		DAILY		DAILY								DAILY	DAILY	DAILY			
	8.45		3.55		3.35				Time over District					3.15	3.45	7.30		
	13.8		30.9		33.7				Average Speed per Hour					37.2	32.2	16.1		

**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.  
 Yard limits, Salt Lake, extend to Jordan River Bridge, between Eleventh West 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 and sound two blasts of whistle before proceeding.  
 No. 65 or No. 65 S Train when running extra will carry passengers between Salt Lake City and Wendover.

# COMMERCIAL SPURS

## MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
.....SULPHUR SPUR.....	476.3	1 W	4
..... RUSSELLS SPUR .....	582.4	1 W	3

### 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. FIKE,  
Chief Dispatcher, Elko