

WESTERN PACIFIC RAILWAY

FRANK G. DRUM and WARREN OLNEY, Jr., Receivers

EASTERN DIVISION

TIME 13 TABLE

In Effect at 12:01 A. M. "Pacific" or 120th Meridian Time

SUNDAY, DECEMBER 5th, 1915

This Time Table is for the exclusive use and guidance of the employes concerned. The Receivers reserve 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,
General Manager for Receivers

J. P. QUIGLEY,
Superintendent of Transportation

R. M. OGILVIE,
Superintendent

EASTWARD				FIRST DISTRICT										WESTWARD			
SECOND CLASS			FIRST CLASS		Station Numbers	Water, Fuel, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 13 December 5, 1915 Succeeding No. 12			Distance from Winnemucca	Capacity of Side Tracks	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. 7.30			P.M.L. 1.05	A.M.L. 1.00	438		438.3	DN.....	GERLACH.....Gr	94.0	Yard		A.M.A. 2.25	P.M.A. 2.35	P.M.A. 3.30		
7.45			f 1.13	1.08	448		442.8	.....	ASCALON.....	89.5	84		2.15	f 2.25	3.10	
8.15			f 1.30	1.25	451	W. 1 1/2 ml. E.	451.7	.....	TREGO.....	80.6	84		2.01	f 2.08	2.30	
8.45			f 1.48	1.46	461		461.5	.....	CHOLONA.....	70.8	84		1.46	f 1.48	1.48	
9.15			f 2.05	2.01	471		470.8	.....	RONDA.....	61.5	84		1.31	f 1.30	1.00	
9.30			s 2.12	f 2.07	475		474.6	2S.....	SULPHUR.....Ru	57.7	84	11 am to 5 pm 8 pm to 5 am	f 1.23	s 1.23	12.45		
10.15			f 2.37	2.29	488		487.8	.....	ANTELOPE.....	44.5	84		1.02	f 1.00	12.01 PM	
10.45			s 2.55	f 2.44	497	W.	496.6	2S.....	JUNGO.....Jo	35.7	84	8 a to 11.30 a 12.37 p to 6 p 8 pm to 5 am	f 12.44	s 12.40	11.30 AM		
11.10			f 3.07	2.55	503		503.4	.....	VENADO.....	28.9	84		12.31	f 12.26	11.10	
11.30 AM			f 3.17	3.03	508		508.3	.....	GASKELL.....	24.0	85		12.23	f 12.18	10.55	
12.07 PM			f 3.30	3.11	514	W.	514.5	D.....	PRONTO.....Rn	17.8	85	6.30 am to 6.30 pm	12.13	f 12.07 PM	10.40		
12.30			f 3.38	3.19	519		519.4	.....	RAGLAN.....	12.9	84		12.03 AM	f 11.59 AM	10.25	
12.55			f 3.48	3.29	526		525.6	.....	KRUM.....	6.7	84		11.52 PM	f 11.47	10.05	
1.30 P.M.A.			4.00 P.M.A.	3.40 A.M.A.	532	W.T.C.R.K.	532.3	DN....	WINNEMUCCA..Wa	0.0	Yard		11.40 P.M.L.	11.35 A.M.L.	9.45 A.M.L.		
DAILY			DAILY	DAILY									DAILY	DAILY	DAILY		
6.00			2.55	2.40									2.45	3.00	5.45		
15.6			32.2	35.2									34.0	31.3	16.3		
								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.
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 track.
 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 track 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.

SPEED RESTRICTIONS

Special attention is called to Rule 373 of the Transportation Department.
 Passenger trains will not exceed a speed of 50 miles per hour.
 Consolidation engines will not exceed a speed of 30 miles per hour.
 Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.

This Time Table is for the exclusive use and guidance of the employees concerned. The Receivers reserve the right to vary from it at pleasure. Always have at hand for reference, the book of rules of the transportation department.
 R. M. OGDEN, Superintendent
 J. P. OULLEY, Superintendent of Transportation
 C. M. LEBVEY, General Manager for Receivers

EASTWARD			SECOND DISTRICT										WESTWARD						
SECOND CLASS			FIRST CLASS			Station Numbers	Fuel, Water, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 13		Distance from Elko	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
	52		4	2	December 5, 1915 Succeeding No. 12				STATIONS Telegraph Offices and Calls					1	3		51		
	Freight		Passenger	Passenger									Passenger	Passenger		Freight			
	DAILY		DAILY	DAILY									DAILY	DAILY		DAILY			
	P. M. L. 2.30		P. M. L. 4.10	A. M. L. 3.45	532	C.W.T.R.K.	532.3	DN... WINNEMUCCA ..WA	133.1	Yard			P. M. A. 11.35	A. M. A. 11.25		A. M. A. 9.00			
	2.50		f 4.25	4.00	540		540.5	..... BLISS	124.9	84			11.22	f 11.10		8.30		
	3.10		s 4.40	f 4.13	548	W.	548.4	D..... GOLCONDA .....Gd	117.0	85	7 am to 7 pm	f 11.09	s 10.57			8.05			
	3.45		f 5.02	f 4.34	562		561.9	D..... RED HOUSE.....Rd	108.5	84	6.30 am to 6.30 pm	f 10.47	f 10.32			7.25			
	4.25		f 5.24	4.53	575	W.	575.2	..... ELLISON	90.2	84		10.26	f 10.08			6.50		
	5.15		f 5.49	f 5.15	590		590.5	..... RENNOX	74.9	83		10.03	f 9.40			6.05		
	6.07		f 6.07	5.34	601	W.	600.8	N..... KAMPOS .....Sy	64.6	84	7 pm to 7 am	f 9.48	f 9.21			5.34			
	6.45		f 6.23	f 5.49	610		610.0	F..... DUNPHY	55.4	82		f 9.33	f 9.05			4.55			
	7.25		s 6.39	f 6.04	619	W.	619.2	D..... BEOWAWE .....Be	46.2	84	6.30a-11.30a 1.30p-8.30p	f 9.18	s 8.48			4.25			
	8.05		f 6.59	6.17	627		627.1	..... CLURO	38.3	83		9.05	f 8.34			3.55		
							635.3	..... E. N. Ry. Crossing.....	30.1									
	8.47		s 7.20	f 6.32	636		635.8	D..... PALISADE .....Si	29.6	84	8 am to 8 pm	f 8.47	s 8.18			3.25			
	9.20		s 7.40	s 6.49	644	W.	644.4	2S..... CARLIN .....Ca	21.0	84	5.30a-11.00a 1.00p-4.30p	s 8.32	s 8.03			2.50			
	9.40		f 7.52	6.59	650		650.1	..... TONKA	15.3	83	7.00p-11.00p 12.30a-5.30a	8.21	f 7.53			2.30		
	10.05		f 8.07	7.10	657		656.6	..... HUNTER	8.8	84		8.07	f 7.42			2.10		
	10.45 P. M. A.		8.25 P. M. A.	7.25 A. M. A.	665	C.W.T.R.K.	665.4	DN..... ELKO .....Di	0.0	Yard		P. M. L. 7.50	A. M. L. 7.25			1.45 A. M. L.			
	DAILY		DAILY	DAILY								DAILY	DAILY			DAILY			
	8.15		4.15	3.40				Time over District				3.45	4.00			7.15			
	16.1		31.3	36.3				Average Speed per Hour				35.4	33.2			18.3			

**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.
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 track.
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 track 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 3000 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 tunnels.

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.
At Eureka-Nevada 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 flagman 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-Nevada trains, which may be approaching, have been brought to a stop and held until our trains clear the crossing.
Nos. 1, 2, 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.
Nos. 3 and 4 will stop on flag to receive and discharge passengers at road crossing just west of the junction switch at Preble, M. P. 553.6.

SPEED RESTRICTIONS

Special attention is called to Rule 373 of the Transportation Department.
Passenger trains will not exceed a speed of 50 miles per hour.
Consolidation engines will not exceed a speed of 30 miles per hour.
Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.

EASTWARD						THIRD DISTRICT						WESTWARD										
SECOND CLASS			FIRST CLASS			Station Numbers	Fuel, Water, Scates, Tables Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 13 December 5, 1915 Succeeding No. 12			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				Passenger	Passenger	Freight				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
			P.M.L. 11.45	P.M.L. 8.35	A.M.L. 7.35	665	C.W.T.R.K.	665.4	DN.....	ELKO.....Di	140.9	Yard		P.M.A. 7.40	A.M.A. 7.15		A.M.A. 12.45					
			12.15 AM	f 8.50	7.47	673		673.1	.....	PARDO.....	133.3	75		7.27	f 7.00		12.15 AM				
			12.50	f 9.08	8.06	683		683.3	.....	ELBURZ.....	123.1	49		7.07	f 6.40		11.30 PM				
			1.05	f 9.16	f 8.12	688		688.1	D.....	HALLECK.....Hk	118.2	84	5.45 am to 5.45 pm	f 6.58	f 6.30		11.10					
			1.50	s 9.36	s 8.30	699	W.	699.5	D.....	DEETH.....Wd	106.8	50	8.30a to 8.30p	s 6.40	s 6.07		10.25					
			2.20	f 9.51	8.45	709		708.6	.....	STARR.....	97.7	50		6.25	f 5.51		9.51				
			2.50	s 10.09	s 8.59	717	W.	717.3	2S.....	WELLS.....Ws	89.1	50	8 am to 11 am 1 pm to 7 pm 9.30p to 6.30a	s 6.11	s 5.36		9.25					
			3.10	f 10.20	9.10	724		723.6	.....	BOAZ.....	82.7	50		6.00	f 5.24		9.05				
			3.25	f 10.29	9.18	728		728.3	.....	RUBY.....	78.1	50		5.53	5.15		8.50				
			3.45	s 10.38	s 9.27	733		733.4	D.....	TOBAR.....Ba	73.0	84	7 am to 7 pm	s 5.44	s 5.05		8.35					
			4.00	f 10.47	9.35	738	W.	738.5	F.....	VENTOSA.....	67.8	50		5.35	f 4.55		8.20					
			4.40	f 11.02	9.51	747		747.2	.....	SONAR.....	59.1	50		5.23	f 4.40		7.50				
			5.10	f 11.12	10.03	753		752.8	F.....	JASPER.....	53.5	84		5.14	f 4.28		7.30					
			5.55	f 11.28	10.19	761		761.3	.....	LUKE.....	45.0	84		4.57	f 4.10		7.00				
			6.20	s 11.38	s 10.30	766	W.C.Y.K.	765.8	DNF....	SHAFTER.....Fa N. N. Crossing	40.5	125		s 4.49	s 4.00		6.45					
			6.55	f 11.51	10.41	772		772.1	F.....	SILVER ZONE.....	34.2	84		4.35	f 3.45		6.20					
			7.05	f 11.56 PM	10.46	774		774.3	.....	ARNOLD.....	32.0	No Siding		4.29	f 3.40		6.10				
			7.40	f 12.14 AM	11.02	783		783.3	F.....	PROCTOR.....	23.0	45		4.12	f 3.17		5.35					
			8.05	f 12.24	11.14	789		788.6	.....	PILOT.....	17.7	84		4.02	f 3.05		5.15				
			8.45	f 12.45	11.29	800		799.6	.....	OLA, Nev.....	6.6	84		3.43	f 2.40		4.30				
			9.15 A.M.A.	1.00 A.M.A.	11.40 A.M.A.	806	C.W.O.T. R.K.	806.3	DNF..	WENDOVER, Utah..Wn	0.0	Yard		3.30 P.M.L.	2.25 A.M.L.		4.05 P.M.L.					
			DAILY	DAILY	DAILY								DAILY	DAILY		DAILY						
			9.30	4.25	4.05				Time over District					4.10	4.50		8.40					
			14.8	31.9	34.5				Average Speed per Hour					33.8	29.1		16.2					

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

BULLETIN STATIONS: Elko, Wendover.
 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 track.
 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 track 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.

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.

SPEED RESTRICTIONS

Special attention is called to Rule 373 of the Transportation Department.
 Passenger trains will not exceed a speed of 50 miles per hour.
 Consolidation engines will not exceed a speed of 30 miles per hour.
 Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.
 No train or engine will use 3% line between Arnold and Proctor except on special orders.
 Eastward trains, when using the 3% line, will stop at Arnold and make a thorough test of the air brakes before proceeding.
 Eastward passenger trains, when using the 3% line between Arnold and Proctor, must not exceed 15 miles per hour, and freight trains must not exceed 10 miles per hour.
 Eastward trains, when using 3% line, must approach Proctor under full control, expecting to find siding occupied.
 Passenger trains will not exceed 30 and freight trains 22 miles per hour between Proctor and M. P. 785.
 All passenger trains must use three (3) minutes, and freight trains seven (7) minutes passing through Flower Pass Tunnel between Jasper and Luke.

EASTWARD				FOURTH DISTRICT				WESTWARD							
SECOND CLASS		FIRST CLASS		Station Numbers	Fuel, Water, Tables, Scales, Wyes, Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 13 December 5, 1915 Succeeding No. 12		Distance from Salt Lake	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS	
52	4	2	1				3	51				51			
Freight	Passenger	Passenger	Passenger	Passenger	Freight	Freight	STATIONS Telegraph Offices and Calls	Freight	Passenger	Passenger	Freight	Passenger	Passenger	Freight	Passenger
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DN... WENDOVER ... Wn	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
A. M. L. 10.25	A. M. L. 1.10	A. M. L. 11.50	806	C. W. O. T. R. K.	806.3	DN... WENDOVER ... Wn	121.2	Yard				P. M. A. 3.20	A. M. A. 2.15	P. M. A. 3.05	
10.50	f 1.25	12.05 PM	815		815.1	F..... SALDURO	112.3	81				3.03	f 2.01	2.30	
11.20	f 1.45	12.20	825		825.4	D..... ARINOSA Sa	102.1	87	7 am to 7 pm			2.45	f 1.45	2.00	
11.55 AM	f 2.03	12.35	835		835.1	..... BARRO	92.3	83				2.28	f 1.25	1.30	
12.55 PM	f 2.22	12.55	845		845.4	N..... KNOLLS Ks	82.0	84	7 pm to 7 am			2.13	f 1.05	12.55	
2.00	f 2.37	1.10	854		854.4	F..... CLIVE	73.0	84				2.00	f 12.50	12.20 PM	
2.50	f 3.00	f 1.40	866		866.1	D..... LOW Ho	61.3	84	7 am to 7 pm	f 1.40	f 12.30			11.40 AM	
3.45	s 3.20	s 1.58	878	C. W.	878.3	DNF..... DELLE De	49.1	102		s 1.21	s 12.01 AM			10.55	
4.15	f 3.33	f 2.10	886		885.7	F..... TIMPIE	41.8	84		f 1.09	f 11.45 PM			10.30	
5.00	s 3.53	s 2.27	897	W	896.7	D..... GRANTS Ra	30.8	84	7 am to 7 pm	s 12.54	s 11.25			9.50	
5.20	f 4.08	2.39	902		902.4	..... SPRAY	25.2	45		12.43	11.12			9.30	
5.45	f 4.23	2.51	908		907.7	..... LAGO	19.7	84		12.32	f 11.01			9.05	
					912.1	..... B. & G. Crossing	15.4								
					912.5	..S. P., L. A. & S. L. Crossing..	14.9								
6.05	f 4.38	f 3.03	913		913.0	D..... GARFIELD..... GF	14.4	84	11 am to 1 pm	f 12.22	f 10.50			8.45	
6.40	4.53	3.15	920		920.3	..... FOX	7.1	84		12.11	10.36			8.20	
7.05	5.01	3.22	924		923.8	..... BUENA VISTA.....	3.6	25		12.05 PM	10.28			8.05	
					925.9	..S. P., L. A. & S. L. Crossing..	1.6								
					926.2	..... O. S. L. Crossing.....	1.2								
					926.9	..... D. & R. G. Crossing.....	0.6								
7.30 P. M. A.	5.10 A. M. A.	3.30 P. M. A.	927	C. W. O. T. R. K.	927.5	DN... SALT LAKE CITY... UN	0.0	Yard		11.55 A. M. L.	10.15 P. M. L.			7.45 A. M. L.	
DAILY	DAILY	DAILY								DAILY	DAILY			DAILY	
9.05	4.00	3.40				Time over District				3.25	4.00			7.20	
13.3	30.3	33.0				Average Speed per Hour				35.4	30.3			16.5	

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.
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 station.
 East yard limits Delle extend one mile east of station.
 At terminal stations conductors will be responsible for safety of their trains until clear of the main track.
 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 track 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 track.
 At S. P., L. A. & S. L. crossing, M. P. 925.9, and at D. & R. G. crossing M. P. 926.9, all trains come to a full stop 200 feet from crossings and ascertain they are clear and sound two blasts of whistle before proceeding.

SPEED RESTRICTIONS
 Special attention is called to Rule 373 of the Transportation Department.
 Passenger trains will not exceed a speed of 50 miles per hour.
 Consolidation engines will not exceed a speed of 30 miles per hour.
 Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.
 All trains must reduce speed to 15 miles per hour approaching and passing over O. S. L. crossing at M. P. 926.2 and S. P., L. A. & S. L. crossing at M. P. 912.5 and stop before entering upon said crossings if they are being used by the trains or engines of those companies.
 Bingham and Garfield crossing, M. P. 912.1, is interlocked. Crossing will be governed by home signals only, there being no distant signals. All trains must approach this crossing under full control, and when home signal indicates "proceed," must not pass over crossing at a speed exceeding 12 miles per hour. When home signal indicates "stop," all trains must come to a full stop before reaching semaphore, as crossing is protected by derail and must not proceed until signal has been changed to "proceed" position.
 Nos. 3 and 4 will stop on flag at Terminal Spur, Mile Post 921.7.

CONNECTIONS AND COMMERCIAL SPURS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity	Station Numbers
..... SULPHUR SPUR	476.3	W	4	476
SOUTHERN PACIFIC CONNECTION,	553.6	1 W		554
..... RUSSELLS SPUR	582.4	1 W	3	582
..... MARBLE SPUR	861.4	1 E	3	861
..... B. & G. CONNECTION	912.0	1 W	10	912
... S. P. L. A. & S. L. CONNECTION ...	913.4	1 E		913
..... TERMINAL SPUR	921.7	1 W	25	922

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 enginemen to observe same.

J. S. SPELMAN,
Trainmaster, Elko

COMPANY SURGEONS

- Dr. Thos. W. Huntington, Chief Surgeon, San Francisco, Cal.
- Dr. C. E. Swezey, Local Surgeon, Winnemucca, Nev.
- Dr. P. J. Mangan, Assistant Surgeon, Winnemucca, Nev.
- Dr. J. H. Harper, Carlin, Nev.
- Dr. C. W. West, Local Surgeon, Elko, Nevada.
- Dr. A. J. Hood, Assistant Surgeon, Elko, Nev.
- Dr. A. C. Olmsted, Wells, Nev.
- Dr. J. F. Critchlow, Division Surgeon, Salt Lake City, Utah.
- Dr. Ernest VanCott, Assistant Surgeon, Salt Lake City, Utah.
- Dr. Wm. D. Donoher, Oculist and Aurist, Salt Lake City, Utah.

In all cases of serious emergency, medical attention will be secured for sick or injured patients with the greatest possible expedition, whether such attendant be a Company Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Company Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Company will not be responsible for expenses of physicians other than those regularly employed.

Stretchers are located at Gerlach, Winnemucca, Elko, Shafter, Wendover, and in baggage cars in all passenger trains. After stretchers have been used they must be promptly returned to place from which taken.

TONNAGE RATING CONSOLIDATION ENGINES

- First district — Eastward.....1650 tons.
Westward1600 tons.
- Second district—Eastward.....2000 tons.
Westward2000 tons.
- Third district — Eastward.....1450 tons.
Westward1800 tons.
- Fourth district—Eastward.....1600 tons.
Westward1800 tons.

The rating for the "207" class engines which have steam pressure cut to 180 lbs., will be ten per cent less than the rating for other consolidation engines.

The rating for passenger engines will be sixty-three per cent of the consolidation engine rating.

The tonnage rating is based on the maximum grade on each district. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to full capacity of engines.

W. S. PEACE,
Chief Dispatcher, Elko