

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

WESTERN PACIFIC RAILROAD EASTERN DIVISION



TIME 14 TABLE

In Effect at 12:01 A. M. "Pacific" Time

SUNDAY, SEPTEMBER 24, 1916

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 revised book of rules of the transportation department.

C. M. LEVEY,
President

E. W. MASON,
General Superintendent

K. M. NICOLES,
Superintendent of Transportation

J. S. SPELMAN,
Superintendent

EASTWARD

FIRST DISTRICT

WESTWARD

Water, Fuel, Scales, Tablets, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 14 September 24, 1916		Distance from Winnemucca	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open		
	52			4				STATIONS			1		3				51	
	Freight			Passenger				Telegraph Offices and Calls			Passenger		Passenger				Freight	
	DAILY			DAILY							DAILY		DAILY				DAILY	
W. C. T. B. R. K.	A.M.L.			P.M.L.	A.M.L.	438.3	DN.....	GERLACH.....Gr	94.0	A.M.A.	P.M.A.	P.M.A.			Yard			
	7.30			1.05	1.00			4.5		2.25	2.35	3.30						
	7.45		f	1.13	1.08	442.8		ASCALON.....	89.5	2.15	f 2.25	3.15		84				
W. 1 1/2 ml. E.	8.15		f	1.30	1.25	451.7		TREGO.....	80.6	2.01	f 2.08	2.55		84				
	8.45		f	1.48	1.46	461.5		CHOLONA.....	70.8	1.46	f 1.48	2.30		84				
	9.15		f	2.05	2.01	470.8		RONDA.....	61.5	1.31	f 1.30	2.05		84				
	9.30		s	2.12	f 2.07	474.6	D.....	SULPHUR.....Ru	57.7	f 1.23	s 1.23	1.23		84	7 am to 7 pm			
	10.15		f	2.37	2.29	487.8	N.....	ANTELOPE.....ON	44.5	1.02	f 1.00	12.30 PM		84	7 pm to 7 am			
W.	10.45		s	2.55	f 2.43	496.6	D.....	JUNGO.....Jo	35.7	f 12.44	s 12.40	11.30 AM		84	7 am to 7 pm			
	11.10		f	3.07	2.52	508.4		VENADO.....	28.9	12.31	f 12.26	11.10		84				
	11.30 AM		f	3.17	2.59	508.3		GASKELL.....	24.0	12.23	f 12.18	10.55		85				
W.	12.07 PM		f	3.30	3.08	514.5	D.....	PRONTO.....Rn	17.8	12.13	f 12.07 PM	10.40		85	6.30 am to 6.30 pm			
	12.23		f	3.38	3.15	519.4		RAGLAN.....	12.9	12.03 AM	f 11.59 AM	10.25		84				
	12.40		f	3.48	3.24	525.6		KRUM.....	6.7	11.52 PM	f 11.47	10.05		84				
W. T. C. B. R. K.	1.00 P.M.A.			4.00 P.M.A.	3.35 A.M.A.	532.3	DN....	WINNEMUCCA..Wa	0.0	11.40 P.M.L.	11.35 A.M.L.	9.45 A.M.L.		Yard				
	DAILY			DAILY	DAILY					DAILY	DAILY	DAILY						
	5.30			2.55	2.35			Time over District		2.45	3.00	5.45						
	17.0			32.2	36.0			Average Speed per Hour		34.0	31.3	16.3						

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

SPEED RESTRICTIONS

Passenger trains will not exceed 50 miles an hour.
 Consolidation engines will not exceed 30 miles an hour.
 Speed of engines backing will not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

SUNDAY, SEPTEMBER 24, 1916
 In Effect at 12:01 A.M. "Pacific" Time

Always have at hand for reference the revised 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

C. M. LEVRY, President
 E. W. MASON, General Superintendent
 K. M. NICOLAS, Superintendent of Transportation
 J. S. SPELMAN, Superintendent

EASTWARD

SECOND DISTRICT

WESTWARD

Fuel, Water, Scales, Tablets, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 14 September 24, 1916 STATIONS Telegraph Offices and Calls	Distance from Elko	FIRST CLASS			SECOND CLASS			Capacity of Side Tracks	Office Open
	52			4		2				1	3		51				
	Freight			Passenger		Passenger				Passenger	Passenger		Freight				
	DAILY			DAILY		DAILY				DAILY	DAILY		DAILY				
C.W. T. B.R.K.	P.M.L. 2.00	P.M.L. 4.10	A.M.L. 3.40	532.3	DN... WINNEMUCCA ..WA	133.1	P.M.A. 11.35	A.M.A. 11.25	A.M.A. 9.00	Yard							
	2.25	f 4.25	3.55	540.5	..... BLISS	124.9	11.22	f 11.10	8.30	84						
W.	2.50	s 4.40	f 4.09	548.4	D..... GOLCONDA .....Gd	117.0	f 11.09	s 10.57	8.05	85	7 am to 7 pm						
	3.25	f 5.02	f 4.31	561.9	D..... RED HOUSE.....Rd	108.5	f 10.47	f 10.32	7.25	84	6.30 am to 6.30 pm						
W.	4.10	f 5.24	4.51	575.2	..... ELLISON	90.2	10.26	f 10.08	6.50	84						
	4.50	f 5.49	f 5.14	590.5	..... RENNOX	74.9	10.03	f 9.40	6.05	83						
W.	5.30	f 6.07	5.34	600.8	N..... KAMPOS .....Sy	64.6	f 9.48	f 9.21	5.34	84	7 pm to 7 am						
	6.23	f 6.23	f 5.49	610.0	D..... DUNPHY .....Du	55.4	f 9.33	f 9.05	4.55	82	7 am to 7 pm						
W..C	7.15	s 6.39	f 6.04	619.2	D..... BEOWAWE .....Be	46.2	f 9.18	s 8.48	4.25	84	7 am to 7 pm						
	7.55	f 6.59	6.17	627.1	..... CLURO .....Cl	38.3	9.05	f 8.34	3.55	83						
				635.3	..... E. N. Ry. Crossing.....	30.1										
	8.47	s 7.20	f 6.32	635.8	D..... PALISADE .....Si	29.6	f 8.47	s 8.18	3.25	84	7.30a - 7.30p						
W.	9.20	s 7.40	s 6.49	644.4	2S..... CARLIN .....Ca	21.0	s 8.32	s 8.03	2.50	84	6.30a - 11.30a 12.30p - 4.30p 4.30p - 12.01a 1.01a to 2.30a						
	9.40	f 7.52	6.59	650.1	..... TONKA	15.3	8.21	f 7.53	2.30	83						
	10.05	f 8.07	7.10	656.6	..... HUNTER	8.8	8.07	f 7.42	2.10	84						
C.W.T. B.R.K.	10.45 P.M.A.	8.25 P.M.A.	7.25 A.M.A.	665.4	DN..... ELKO .....Di	0.0	7.50 P.M.L.	7.25 A.M.L.	1.45 A.M.L.	Yard							
	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY								
	8.45	4.15	3.45		Time over District		3.45	4.00	7.15								
	15.2	31.3	35.5		Average Speed per Hour		35.4	33.2	18.3								

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

Unless otherwise specified by train order, when passenger trains meet at Elko, or when an eastward passenger train is directed by train order to meet a westward train of any class at Elko, the pocket track in front of depot will be used by the train taking siding.

Automatic block signals govern trains 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 at stop, will immediately send flagman ahead with lighted red and white lantern. After waiting five (5) minutes, will proceed, keeping at least one thousand (1,000) feet behind the flagman until through the tunnel. If no obstruction is found, report the facts to the Superintendent from the first open telegraph office. In case train is stopped within block limits, it must be immediately protected as per rule ninety-nine (99), regardless of position of the fixed signal.

At Eureka-Nevada Railway Crossing, M. P. 635.3, eastward trains will stop 200 feet from crossing and ascertain it is clear, sounding two blasts of whistle before proceeding. Westward trains will 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.

Barth, M. P. 630.6, is flag stop for Nos. 1, 2, 3 and 4.

Road crossing 634 feet west of Russel Spur at M. P. 582.4, and road crossing just west of the junction switch at Preble, M. P. 553.6, are flag stops for Nos. 3 and 4.

SPEED RESTRICTIONS

Passenger trains will not exceed 50 miles an hour.

Consolidation engines will not exceed 30 miles an hour.

Speed of engines backing will not exceed 20 miles an 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

Class	Fuel, Water, Scales, Tables, Wyes, Bulletin Register, Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 14 September 24, 1916	Distance from Wendover	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open
		52			4	2				1	3	51			
		Freight			Passenger	Passenger				Passenger	Passenger	Freight			
	C. W. T. B. R. K.	P.M.L. 11.45			P.M.L. 8.35	A.M.L. 7.35	665.4	DN..... ELKO Di	140.9	P.M.A. 7.40	A.M.A. 7.00			Yard	
		12.15 AM			f 8.50	7.47	673.1	..... PARDO PA	133.3	7.27	f 6.40		12.15 AM	75	
		12.50			f 9.08	8.06	683.3	..... ELBURZ Di	123.1	7.07	f 6.20		11.30 PM	49	
		1.05			f 9.16	f 8.12	688.1	D..... HALLECK V..... Hk	118.2	f 6.58	f 6.10		11.10	84	5.45 am to 5.45 pm
	W.	1.45			s 9.36	s 8.30	699.5	D..... DEETH Wd	106.8	s 6.40	s 5.47		10.25	50	8.30a to 8.30p
		2.15			f 9.51	8.45	708.6	..... STARR Di	97.7	6.25	f 5.31		9.51	50	
	W.	2.40			s 10.10	s 8.59	717.3	DN..... WELLS Ws	89.1	s 6.11	s 5.16		9.25	50	
		2.58			f 10.22	9.10	723.6	..... BOAZ Di	82.7	6.00	f 5.04		9.05	50	
		3.10			f 10.31	9.18	728.3	..... RUBY Di	78.1	5.53	4.55		8.50	50	
		3.30			s 10.41	s 9.27	733.4	D..... TOBAR Ba	73.0	s 5.44	s 4.45		8.35	84	7 am to 7 pm
	W.	3.45			f 10.51	f 9.35	738.5	F..... VENTOSA Di	67.8	f 5.35	f 4.35		8.20	50	
		4.20			f 11.07	9.51	747.2	..... SONAR Di	59.1	5.23	f 4.20		7.50	50	
		5.00			f 11.18	10.03	752.8	F..... JASPER Di	53.5	5.14	f 4.08		7.30	84	
		5.50			f 11.34	10.19	761.3	..... LUKE Di	45.0	4.57	f 3.50		7.00	84	
	W.C.Y. K.	6.20			s 11.45	s 10.30	765.8	DNF.... SHAFER Fa	40.5	s 4.49	s 3.42		6.45	125	
		6.55			f 11.58 PM	10.41	772.1	F..... SILVER ZONE..... Di	34.2	4.32	f 3.25		6.20	84	
		7.05			f 12.03 AM	10.46	774.3	..... ARNOLD Di	32.0	4.26	f 3.18		6.10	No Siding	
		7.40			f 12.21	11.02	783.3	F..... PROCTOR Di	23.0	4.06	f 2.57		5.35	45	
		8.05			f 12.32	11.14	788.6	..... PILOT NK	17.7	3.54	f 2.45		5.15	84	
		8.45			f 12.53	11.29	799.6	..... OLA, Nev..... Di	6.6	3.35	f 2.20		4.30	84	
	C. W. O. T. B. R. K.	9.15 A.M.A.			1.10 A.M.A.	11.40 A.M.A.	806.3	DNF.. WENDOVER, Utah.. Wn	0.0	3.20 P.M.L.	2.05 A.M.L.		4.05 P.M.L.	Yard	
		DAILY			DAILY	DAILY				DAILY	DAILY		DAILY		
		9.30			4.35	4.05		Time over District		4.20	4.55		8.40		
		14.8			30.7	34.5		Average Speed per Hour		32.5	28.7		16.2		

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

West yard limits at Shafter extend one mile west of N. N. R. R. crossing.
 East yard limits at Wells extend one mile east of east switch.
 Unless otherwise specified by train order, when passenger trains meet at Elko, or when an eastward passenger train is directed by train order to meet a westward train of any class at Elko, the pocket track in front of depot will be used by the train taking siding.
 Automatic home block signals govern trains 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 at stop, will immediately send flagman ahead with lighted red and white lantern. After waiting five (5) minutes, proceed, keeping at least one thousand (1,000) feet behind the flagman until through the tunnel. If no obstruction is found, report the facts to the Superintendent from the first open telegraph office. In case train is stopped within block limits, it must be immediately protected as per rule ninety-nine (99), regardless of position of the fixed signal.

SPEED RESTRICTIONS
 Passenger trains will not exceed 50 miles an hour.
 Consolidation engines will not exceed 30 miles an hour.
 Speed of engines backing will not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.
 Between Proctor and M. P. 785 passenger trains will not exceed 30 and other trains 20 miles an hour.
 Passenger trains will use three (3) and other trains seven (7) minutes passing through Flower Pass Tunnel.
 The 3% line between Arnold and Proctor will be handled as follows:
 Must not be used except by train order authority.
 Eastward trains will stop at Arnold and make test of air before proceeding.
 Eastward trains will approach Proctor under control, expecting to find the siding occupied.
 Eastward passenger trains will not exceed 15 and other trains 10 miles an hour.

EASTWARD

FOURTH DISTRICT

WESTWARD

Fuel, Water, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 14 September 24, 1916	Distance from Salt Lake	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open	
	52			4	2				1	3	51				
	Freight			Passenger	Passenger				Passenger	Passenger	Freight				
	DAILY			DAILY	DAILY				DAILY	DAILY	DAILY	DAILY			DAILY
C. W. O. T. B. R. K.	A. M. L. 10.25			A. M. L. 1.20	A. M. L. 11.50	806.3	DN... WENDOVER ... Wn	121.2	P. M. A. 3.10	A. M. A. 1.55	P. M. A. 3.00			Yard	
	10.50			f 1.40	12.05 PM	815.1	F..... SALDURO	112.3	2.54	f 1.40	2.25			81	
	11.20			f 1.56	12.20	825.4	D..... ARINOSA ... Sa	102.1	2.39	f 1.24	2.00			87	
	11.55 AM			f 2.12	12.35	835.1	..... BARRO	92.3	2.23	f 1.05	1.30			83
	12.55 PM			f 2.30	12.55	845.4	N..... KNOLLS Ks	82.0	2.08	f 12.50	12.55			84	
	1.55			f 2.45	1.10	854.4	F..... CLIVE	73.0	1.55	f 12.35	12.20 PM			84	
	2.50			f 3.08	f 1.35	866.1	D..... LOW Ho	61.3	f 1.35	f 12.15 AM	11.40 AM			84	
C. W	3.45			s 3.27	s 1.58	878.3	DNF..... DELLE De	49.1	s 1.10	s 11.45 PM	10.55			102	
	4.15			f 3.38	f 2.10	885.7	F..... TIMPIE	41.8	f 12.56	f 11.30	10.30			84	
W	5.00			s 3.56	s 2.27	896.7	D..... GRANTS Ra	30.8	s 12.39	s 11.10	9.50			84	
	5.20			f 4.08	2.39	902.4	..... SPRAY	25.2	12.28	10.57	9.30			45
	5.45			f 4.23	2.51	907.7	..... LAGO	19.7	12.17	f 10.46	9.05			84
						912.1	..... B. & G. Crossing	15.4						
						912.5	..... L. A. & S. L. Crossing	14.9						
	6.05			f 4.38	f 3.08	913.0	D..... GARFIELD..... GF	14.4	f 12.07 PM	f 10.35	8.45			84	
	6.40			4.53	3.15	920.3	..... FOX	7.1	11.56 AM	10.21	8.20			84
	7.05			5.01	3.22	923.8	..... BUENA VISTA.....	3.6	11.50	10.13	8.05			25
						925.9	..... L. A. & S. L. Crossing	1.6						
						926.2	..... O. S. L. Crossing	1.2						
						926.9	..... D. & R. G. Crossing	0.6						
C. W. O. T. B. R. K.	7.30 P. M. A.			5.10 A. M. A.	3.30 P. M. A.	927.5	DN... SALT LAKE CITY... UN	0.0	11.40 A. M. L.	10.00 P. M. L.	7.45 A. M. L.			Yard	
	DAILY			DAILY	DAILY				DAILY	DAILY	DAILY				
	9.05			3.50	3.40		Time over District		3.30	3.55	7.15				
	13.3			31.6	33.0		Average Speed per Hour		34.6	30.9	17.1				

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

Yard limits, Salt Lake, extend to Jordan River Bridge, between Eleventh West and Twelfth West Streets.

West yard limits Delle extend one mile west of west switch. Eastward freight trains will enter Denver & Rio Grande freight yard through connection at Pollard Court between Sixth West and Seventh West Streets, 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.

SPEED RESTRICTIONS

Passenger trains will not exceed 50 miles an hour. Consolidation engines will not exceed 30 miles an hour. Speed of engines backing 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.

Trains must reduce speed to 15 miles an hour approaching and passing over O. S. L. crossing at M. P. 926.2 and L. A. & S. L. crossing at M. P. 912.5, stopping before entering upon said crossings if they are being used by a train or engine 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. Trains must approach this crossing under control, and when home signal indicates "proceed," will not exceed 12 miles an hour passing over the crossing. When home signal indicates "stop," trains must stop before reaching semaphore, as crossing is protected by derail, and will not proceed until signal has been changed to "proceed."

Terminal Spur, Mile Post 921.7, is flag stop for Nos. 3 and 4.

W. S. BRACE
Chief Dispatcher, Bkko

M. O'CONNOR
Trainmaster, Bkko

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
..... SULPHUR SPUR	476.3	W	4
SOUTHERN PACIFIC CONNECTION.	553.6	1 W	
..... RUSSELLS SPUR	582.4	1 W	3
..... MARBLE SPUR	861.4	1 E	3
..... B. & G. CONNECTION	912.0	1 W	10
..... L. A. & S. L. CONNECTION	913.4	1 E	
..... TERMINAL SPUR	921.7	1 W	25

SPEED TABLE

Speed per Hour	Time of Performance			Speed per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M S	M S	M S	Miles	M S	M S	M S
1	15	30	60	31	0 29	0 58	1 56
2	7 30	15	30	32	0 28	0 56	1 52
3	4	10	20	33	0 27	0 54	1 49
4	3 45	7 30	15	34	0 26	0 53	1 45
5	3 0	6 0	12 0	35	0 25	0 51	1 42
6	2 30	5 0	10 0	36	0 25	0 50	1 40
7	2 8	4 17	8 34	37	0 24	0 48	1 37
8	1 52	3 45	7 30	38	0 23	0 47	1 34
9	1 40	3 20	6 40	39	0 23	0 46	1 32
10	1 30	3 0	6 0	40	0 22	0 45	1 30
11	1 21	2 43	5 27	41	0 21	0 43	1 27
12	1 15	2 30	5 0	42	0 21	0 42	1 25
13	1 9	2 18	4 37	43	0 20	0 41	1 23
14	1 4	2 8	4 17	44	0 20	0 40	1 21
15	1 0	2 0	4 0	45	0 20	0 40	1 20
16	0 56	1 52	3 45	46	0 19	0 39	1 18
17	0 52	1 46	3 31	47	0 19	0 38	1 16
18	0 50	1 40	3 20	48	0 18	0 37	1 15
19	0 47	1 34	3 9	49	0 18	0 36	1 13
20	0 45	1 30	3 0	50	0 18	0 36	1 12
21	0 42	1 25	2 51	51	0 17	0 35	1 10
22	0 40	1 21	2 43	52	0 17	0 34	1 9
23	0 39	1 18	2 36	53	0 17	0 34	1 7
24	0 37	1 15	2 30	54	0 16	0 33	1 6
25	0 36	1 12	2 24	55	0 16	0 32	1 5
26	0 34	1 9	2 18	56	0 16	0 32	1 4
27	0 33	1 6	2 13	57	0 15	0 31	1 3
28	0 32	1 4	2 8	58	0 15	0 31	1 2
29	0 31	1 2	2 4	59	0 15	0 30	1 1
30	0 30	1 0	2 0	60	0 15	0 30	1 0

M. O'CONNOR,
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 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