

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

WESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

EASTERN DIVISION

To Take Effect Sunday, November 3, 1918, at 1:00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

W. R. SCOTT,
Federal Manager.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

J. S. SPELMAN,
General Superintendent.

R. L. RUBY,
Acting Superintendent of Transportation.



Water, Fuel Scales, Tables Wyes, Bulletin Registers, Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 1 November 3, 1918			Distance from Winnemucca	FIRST CLASS			SECOND CLASS			Capacity of Side Tracks	Office Open
	52			72				STATIONS Telegraph Offices and Calls.				71			51				
	Freight		Leave Daily	Passenger		Leave Daily		Gr	Gr	Gr		Passenger		Arrive Daily	Freight		Arrive Daily		
W. C. T. B. R. K.			7.30AM			12.30AM	438.3	DN	GERLACH	Gr	94.0	s	2.45AM			3.30PM		Yard	
			7.50			f 12.38	442.8		ASCALON		89.5	f	2.37			3.15		84	
W. 1 1/2 mi. E.			8.20			f 12.55	451.7		TREGO		80.6	f	2.22			2.55		84	
			8.55			f 1.16	461.5		CHOLONA		70.8	f	2.04			2.30		84	
			9.30			f 1.32	470.8		RONDA		61.5	f	1.47			2.05		84	
			9.45			s 1.38	474.6	2. S	SULPHUR	Ru	57.7	s	1.38			1.25		84	
			11.00			f 2.00	487.8		ANTELOPE		44.5	f	1.16			12.30PM		84	
W.			11.30AM			s 2.16	496.6	2. S	JUNGO	Jo	35.7	s	12.56			11.30AM		84	
			12.05PM			f 2.25	503.4		VENADO		28.9	f	12.46			11.10		84	
			12.25			f 2.33	508.3		GASKELL		24.0	f	12.37			10.55		85	
W.			1.00			f 2.43	514.5	D	PRONTO	Rn	17.8	f	12.25			10.40		85	
			1.25			f 2.50	519.4		RAGLAN		12.9	f	12.14			10.25		84	
			1.45			f 2.59	525.6		KRUM		6.7	f	12.04AM			10.05		84	
W. T. C. B. R. K.			2.05PM			s 3.10AM	532.3	DN	WINNEMUCCA	Wa	0.0		11.50PM			9.45AM		Yard	
			Arrive Daily			Arrive Daily							Leave Daily			Leave Daily			
			6.35			2.40			Time over District				2.55			5.45			
			14.3			35.2			Average Speed per Hour				32.2			16.3			

Westward Trains are Superior to Eastward Trains of the same class.

Yard Limits: Gerlach and Winnemucca.

SPEED RESTRICTIONS.

Passenger trains and silk trains will not exceed 45 and other trains 25 miles an hour.

EXCEPTIONS.

When freight cars are handled in troop or passenger trains, not exceed 25 miles an hour.

Oil trains not exceed 23 miles an hour. Five loaded tanks constitute an oil train.

Freight trains not exceed 10 miles an hour, entering, moving on and leaving all side tracks. Passenger trains also move carefully.

Consolidation engines not exceed 30 miles an hour.

Speed of engines backing 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.

Freight trains, both directions, stop for train inspection at Trego and Jungo.

For the government and information of employees only, and not intended for the use of the public.

W. R. SCOTT

General Manager

R. L. KURY

Chief Superintendent of Transportation

J. S. SPELMAN

General Superintendent

F. E. BURCKHARTER

Chief General Manager

R. H. DYER

General Manager

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1		Distance from Elko	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open
	52	314	254	316	6	20	72	2		November 3, 1918			71		51			
	Western Pacific Freight	Southern Pacific Local Freight	Southern Pacific Ogden Manifest	Southern Pacific Local Freight	Southern Pacific Atlantic Express	Southern Pacific Limited	Western Pacific Passenger	Southern Pacific Overland Limited		STATIONS Telegraph Offices and Calls			Western Pacific Passenger		Western Pacific Freight			
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily		Arrive Daily						
C. W. T. B. R. K.	3.00PM						3.15AM		532.3	DN WINNEMUCCA 4.0 Wa	133.1	s 11.45PM		9.05AM			Yard	
	3.20	8.40AM	1.25AM		3.10PM	6.15AM	3.25	2.25AM	536.3	DN WESO 4.2 WO	129.1	11.35PM		8.50AM				
	3.40	9.00	1.40		f 3.20	6.23	f 3.35	2.33	540.5	BLISS 7.9	124.9						84	
W.	4.15	9.45	2.15		s 3.38	6.38	s 3.50	2.47	548.4	DN GOLCONDA 5.2 Gd	117.0						85	
					f				553.6	PREBLE (S. P. Connection) 8.3	111.8						No Siding West end Connection	
	5.10	10.45	3.07		s 4.07	7.00	s 4.13	3.07	561.9	D RED HOUSE 13.3 Rd	103.5						84	8.00 AM to 8.00 PM
W.	6.05	11.45AM	4.00		f 4.34	7.22	f 4.33	3.30	575.2	ELLISON 15.3	90.2						84	
	7.10	1.05PM	4.56		s 5.08	f 7.48	4.56	3.56	590.5	DN RENNOX 10.3 Ro	74.9						84	
W.	7.50	2.00	6.20		f 5.30	8.05	f 5.18	4.13	600.8	KAMPOS 9.2 Sy	64.6						84	
	8.25	2.45	7.10		f 5.49	8.21	f 5.33	4.28	610.0	D DUNPHY 9.2 Du	55.4						82	5.30 AM to 5.30 PM
C. W.	9.05	3.30	8.00		s 6.08	f 8.36	s 5.48	4.42	619.2	D BEOWAWA 7.9 Dr	46.2						84	5.45 AM to 5.45 PM
	9.35	4.15	8.50		f 6.26	8.50	f 6.01	4.55	627.1	DN OLURO 8.2 Ku	38.3						83	
									635.3	E. N. RY. CROSSING 0.5	30.1							
	10.20	5.00	9.35		s 6.45	f 9.05	f 6.17	5.10	635.8	PALISADE 7.6 Si	29.6						84	
									643.4	WEST CARLIN 0.5	22.0							
C. W. T. B. K. R.	10.50	5.45PM	10.10 11.10	5.45AM	f 7.05 7.25	s 9.20 9.30	s 6.34 6.39	s 5.25 5.30	645.6	DN CARLIN (S. P. Station) 1.0 C							Yard	
	11.18		11.45AM	6.15	f 7.38	9.42	f 6.50	5.41	650.1	EAST CARLIN 4.5	19.8						83	
	11.50PM		12.25PM	6.45	f 7.55	9.53	f 7.01	5.52	656.6	TONKA 6.5	8.8						84	
C. W. T. Y. B. R. K. T.	12.25AM		1.15PM	7.16AM	s 8.13PM	s 10.10AM	s 7.16AM	s 6.07AM	665.4	DN ELKO 8.8 Di	0.0						Yard	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily		Leave Daily				
	9.25	9.05	11.50	1.45	5.03	3.55	4.01	3.42		Time over District		0.10		0.15				
	14.2	10.9	12.0	12.3	27.7	34.8	34.0	36.1		Average Speed per Hour		25.0		16.0				

Westward Trains will run over Southern Pacific track and be governed by Southern Pacific Time Table between Elko and Weso.

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Winnemucca, Carlin and Elko.

SPEED RESTRICTIONS.

Passenger trains and silk trains will not exceed 40 and other trains 23 miles an hour.

EXCEPTIONS.

When freight cars are handled in troop or passenger trains, not exceed 25 miles an hour.

Freight trains not exceed 10 miles an hour, entering, moving on and leaving all side tracks. Passenger trains also move carefully.

All trains not exceed 10 miles an hour passing through turnouts at Weso, Beowawe, Carlin and Elko, and through freight yard at Elko.

All trains, except passenger, not exceed 20 miles an hour between Cluro tunnel No. 38 and east end of tunnel No. 42 east of Tonka. Look out for falling rock at portals of tunnels at Palisade.

Consolidation engines not exceed 30 miles an hour.

Speed of engines backing 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.

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 2099 feet east of home signal.

Home signal governing eastward trains located 858 feet west of portal of Tunnel 41. Home signal 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 (1000) 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 enginemmen 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.

Freight trains stop for train inspection at Golconda and Kampos.

Trains must obtain a clearance card, Form 2643, before leaving Carlin Southern Pacific Station.

Additional flag stops for No. 6: Road crossing 630 feet west of Russel spur, M. P. 582.4; Barth, M. P. 630.6.

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS				Distance from San Francisco	Time Table No. 1 November 3, 1918	Distance from Wendover	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open		
	254 Southern Pacific Ogden Manifest	316 Southern Pacific Local Freight	52 Western Pacific Freight	6 Southern Pacific Atlantic Express	20 Southern Pacific Pacific Limited	72 Western Pacific Passenger	2 Southern Pacific Overland Limited				71 Western Pacific Passenger			51 Western Pacific Freight				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily			Arrive Daily				
C. W. T. B. R. K. Y.	11.45AM	8.00AM	1.25AM	8.13PM	10.10AM	7.21AM	6.07AM	665.4	DN	ELKO	Di	140.9			Yard			
	12.40PM	8.45	2.00	f 8.30	10.22	f 7.34	6.22	673.1	DN	PARDO	Pa	133.2			75			
W.	1.45	9.40	2.45	f 8.54	10.41	f 7.54	6.40	683.3		ELBURZ		123.0			49			
	2.10	10.00	3.00	s 9.02	f 10.46	f 8.00	6.47	688.1	D	HALLECK	Hk	118.2			84	5.45 AM to 5.45 PM		
W.	3.30	11.07	3.55	s 9.29	f 11.07	s 8.18	7.07	699.5		DEETH	Wd	106.8			50			
								701.0		S. P. CONNECTION		105.3						
	4.25	11.40	4.40	f 9.50	11.23	f 8.35	7.23	708.5		STARR		97.8			50			
W.	5.00PM	11.55AM	5.10	10.00PM	11.30AM	8.43	7.30AM	713.1	DN	ALAZON	A	93.2	6.36PM					
			5.25			s 8.50		717.1	D	WELLS	Ws	89.2	s 6.26			50	7.00 AM to 7.00 PM	
			5.45			f 9.01		723.5		BOAZ		82.8	f 6.15			50		
			6.00			f 9.08		728.2		RUBY		78.1	6.08			50		
			6.20			s 9.16		733.3	D	TOBAR	Ba	73.0	s 5.59			84	7.00 AM to 7.00 PM	
			6.40			f 9.25		738.5	F	VENTOSA		67.8	f 5.50			50		
			7.15			f 9.42		747.2		SONAR		59.1	f 5.38			50		
			7.55			f 9.55		752.8	F	JASPER		53.5	f 5.29			84		
			8.35			f 10.10		761.3		LUKE		45.0	f 5.12			84		
Y. K. C. W.			9.00			s 10.30		765.8	DNF	SHAFTER	Fa	40.5	s 5.04			125		
Y.			9.35			f 10.41		772.1	F	SILVER ZONE		34.2	f 4.47			84		
			9.45			f 10.46		774.3		ARNOLD		32.0	f 4.41					
			10.20			f 11.00		783.3	F	PROCTOR		23.0	f 4.21			45		
			10.45			f 11.10		788.6	N	PILOT	Na	17.7	f 4.09			84	3.00 PM to 3.00 AM	
			11.25			f 11.25		799.7		OLA		6.6	f 3.50			84		
C. W. O. Y. T. B. R. K.			11.55AM			s 11.35AM		806.3	DNF	WENDOVER	Wn	0.0	3.35PM			Yard		
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily					
	5.15	3.55	10.30		1.47	1.20	4.14	1.23										
	9.1	12.2	13.3		27.0	35.8	33.2	34.8										
										Time over District		3.01				5.40		
										Average Speed per Hour		30.9				16.4		

Westward Trains will run over Southern Pacific track and be governed by Southern Pacific Time Table between Alazon and Elko.

Westward Trains are Superior to Eastward Trains of the same class.

Yard Limits: Elko, Wells, Shafter and Wendover. East yard limits at Wells extend one mile east of east switch. West yard limits at Shafter extend one mile west of N. N. R. R. crossing.

SPEED RESTRICTIONS BETWEEN ELKO AND ALAZON.

Passenger trains and silk trains will not exceed 40 and other trains 23 miles an hour.

EXCEPTIONS.

When freight cars are handled in troop or passenger trains, not exceed 25 miles an hour.

Freight trains not exceed 10 miles an hour, entering, moving on and leaving all side tracks. Passenger trains also move carefully.

All trains not exceed 10 miles an hour passing through turnouts at Elko, Deeth and Alazon.

Consolidation engines not exceed 30 miles an hour.

Speed of engines backing 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.

SPEED RESTRICTIONS BETWEEN ALAZON AND WENDOVER.
Passenger trains and silk trains will not exceed 45 and other trains 25 miles an hour.

EXCEPTIONS.

When freight cars are handled in troop or passenger trains, not exceed 25 miles an hour.

Oil trains not exceed 23 miles an hour. Five loaded tanks constitute an oil train.

Freight trains not exceed 10 miles an hour, entering, moving on and leaving all side tracks. Passenger trains also move carefully.

Passenger trains will use three (3) and other trains seven (7) minutes passing through Flower Pass Tunnel.

Passenger trains not exceed 30 miles an hour rounding Arnold Loop.

Between Proctor and M. P. 785, passenger trains not exceed 30 and other trains 20 miles an hour.

Consolidation engines not exceed 30 miles an hour.

Speed of engines backing 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.

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. Automatic home block signals govern trains through Flower Pass Tunnel between Jasper and Luke. Home signals are located one thousand (1000) 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 (1000) 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.

Freight trains, both directions, stop for train inspection at Deeth, Ventosa, Shafter and Pilot, except that westward trains need not stop at Pilot if no indication of hot journals.

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1		Distance from Salt Lake	FIRST CLASS				SECOND CLASS				Capacity of Side Tracks	Office Open		
	52				72					November 3, 1918			71				51							
	Freight				Passenger					STATIONS Telegraph Offices and Calls			Passenger				Freight							
Leave Daily				Leave Daily						Arrive Daily				Arrive Daily										
C. W. O. T. B. R. K. Y.				12.50PM				11.40AM	806.3	DN	WENDOVER	Wn	121.6	s	3.25PM				3.00PM				Yard	
				1.20				f 11.55AM	815.1	D	SALDURO	Sa	112.7	f	3.10				2.25				81	7 AM to 7 PM
				2.00				f 12.08PM	825.4		ARINOSA		102.5	f	2.55				2.00				87	
				2.40				f 12.22	835.1		BARRO		92.7	f	2.40				1.25				83	
				3.20				f 12.34	845.4	N	KNOLLS	Ks	82.4	f	2.25				12.34				84	7 PM to 7 AM
				3.50				f 12.48	854.4	F	OLIVE		73.4	f	2.14				12.05PM				84	
				5.05				f 1.13	866.1	D	LOW	Ho	61.7	f	1.55				11.30AM				84	7 AM to 7 PM
C. W.				5.30				s 1.30	878.3	DNF	DELLE	De	49.5	s	1.30				10.20				102	
				6.30				f 1.50	885.7	F	TIMPIE		42.2	f	1.18				9.40				84	
				7.00				f 2.06	892.9		ELLERBECK		35.0	f	1.01				9.15					
W. Y.				7.20				s 2.16	896.7	D	BURMESTER	Ra	31.2	s	12.54				9.00				84	7 AM to 7 PM
				7.45				f 2.28	902.3		SPRAY		25.6		12.42				8.40				45	
				8.25				f 2.43	907.8		LAGO		20.1	f	12.27				8.05				84	
									912.1		B. & G. CROSSING		15.8											
				8.50				f 2.55	913.4	DN	GARFIELD	GF	14.5	f	12.15				7.45				84	
				9.20				3.07	920.8		FOX		7.1		12.04PM				7.20				84	
				9.35				3.15	924.3		BUENA VISTA		3.6		11.55AM				7.05				25	
									926.3		L. A. & S. L. CROSSING		1.6											
									926.7		O. S. L. CROSSING		1.2											
									927.3		D. & R. G. CROSSING		0.6											
C. W. O. T. B. R. K.				10.00PM				s 3.30PM	927.9	DN	SALT LAKE	UN	0.0		11.40AM				6.45AM				Yard	
				Arrive Daily				Arrive Daily							Leave Daily				Leave Daily					
				9.10				3.50			Time over District				3.45				8.15					
				13.2				31.7			Average Speed per Hour				32.4				14.7					

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Wendover, Delle, Burmester and Salt Lake. 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, 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 and silk trains will not exceed 45 and other trains 25 miles an hour.

EXCEPTIONS

Between M. P. 899 and B. & G. crossing, passenger trains not exceed 25 and other trains 15 miles an hour.

When freight cars are handled in troop or passenger trains, not exceed 25 miles an hour.

Oil trains not exceed 23 miles an hour. Five loaded tanks constitute an oil train.

Freight trains not exceed 10 miles an hour, entering, moving on and leaving all side tracks. Passenger trains also move carefully.

All trains not exceed 15 miles an hour approaching and passing over O. S. L. crossing at M. P. 926.7 and L. A. & S. L. crossing at M. P. 912.6, stopping before entering upon said crossings if they are being used by a train or engine of those railroads.

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."

Consolidation engines not exceed 30 miles an hour.

Speed of engines backing 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.

Trains will not exceed 12 miles an hour on Ellerbeck Branch and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Westward freight trains will use passing track at Delle.

Freight trains, both directions, stop for train inspection at Delle and Knolls.

Fuel, Water Tables, Scales Weigh, Bulletin Registers, Stations Standard Clocks	FIRST CLASS				Distance from Gold Hill	Time Table No. 1		Distance from Wendover	FIRST CLASS				Capacity of Side Tracks	Office Open
						November 3, 1918								
						STATIONS Telegraph Offices and Calls								
				82 Mixed					81 Mixed					
				Lv. Monday, Wednesday, Friday Only					Ar. Monday, Wednesday, Friday Only					
Y.				8.10PM	0.0	GOLD HILL	44.6	s 7.10PM				20		
W.				f 8.55	7.9	GARRISON MONSTER	36.7	f 6.15				19		
				f 9.20	14.0	ERICSON	30.6	f 5.50				8		
				f 10.10	25.4	SALT SPRINGS	19.2	f 5.05				11 Spur		
				f 10.40	32.8	DESERT	11.8	f 4.30				5 Spur		
C. W. O. R. T. Y. B. K.				s 11.30PM	44.6	DN WENDOVER Wn	0.0	3.40PM				Yard		
				Ar. Monday, Wednesday, Friday Only				Lv. Monday, Wednesday, Friday Only						
				3.20		Time over District		3.30						
				13.4		Average Speed per Hour		12.7						

Westward Trains are superior to Eastward Trains of the same class.

Trains receive clearance at Wendover. Yard limits at Wendover.

Trains will not exceed 15 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Fuel, Water Tables, Scales Weigh, Bulletin Registers, Stations Standard Clocks					Distance from Warner	Time Table No. 1		Distance from Burmester					Capacity of Side Tracks	Office Open
						November 3, 1918								
						STATIONS Telegraph Offices and Calls								
Y.					0.0	WARNER	15.5					77		
					8.5	MARSHALL	7.0					22		
W. Y. R.					15.5	BURMESTER RA	0.0					125		

Westward Trains are superior to Eastward Trains of the same class.

Trains receive clearance at Burmester. Yard limits at Burmester.

Trains will not exceed 15 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

“SAFETY FIRST”

SPECIAL RULES

SPECIAL RULES FOR THE JOINT OPERATION OF TRAINS ON SOUTHERN PACIFIC AND WESTERN PACIFIC RAILROADS BETWEEN ALAZON AND WESO, SUPERSEDING ANY RULE OR SPECIAL INSTRUCTIONS INCONSISTENT HEREWITH.

1. Westward Western Pacific trains will move over the Southern Pacific track Alazon to Weso, and Eastward Southern Pacific trains will move over the Western Pacific track Weso to Alazon, unless otherwise directed.

The track of each railroad will be operated as a single track under its respective superintendent, time-table and rules.

2. Westward trains of both railroads will move over the detour main track via the Western Pacific station at Elko, and must not exceed a speed of ten (10) miles an hour over this detour.

The normal position of switches at East Elko and West Elko will be for the Elko detour.

Eastward trains of both railroads will move over the detour main track via Southern Pacific station at Carlin, and must not exceed a speed of ten (10) miles an hour over this detour.

The normal position of switches at West Carlin and East Carlin will be for the Carlin detour.

Trains must approach and pass through Alazon and Weso under control (caution) not exceeding twelve (12) miles an hour.

3. Between the points of divergence, where Southern Pacific and Western Pacific tracks parallel within the Southern Pacific Carlin yard and Western Pacific Elko yard, the main track may be occupied without protection, except when on the time of a first-class train, or during blizzards or other elements that may obscure the view.

In other parts of Carlin and Elko yards and in other yards and station limits between Weso and Alazon, inclusive, Rule 99 must be observed.

4. Trains must approach all stations where the view is obscured (not included in block signal limits) at a rate of speed that will enable them to stop should an emergency arise.

Responsibility for collision rests with the following train, but this does not relieve the leading train from protecting itself.

5. **AUTOMATIC BLOCK SIGNALS**—With the exception of Carlin yard and Elko detour single track automatic block signals are in operation on the Southern Pacific track between Alazon and Weso.

When a Westward train on this track is stopped by block signal it may proceed after waiting one minute, running under control (caution), not exceeding six (6) miles an hour except when it is known by train orders or by an opposing schedule of the time-table, that an opposing movement is being made, then train may proceed when signal is cleared, or if not cleared, send a flagman in advance, immediately; wait five minutes, or longer if conditions warrant, after flagman has started, and then proceed under control (caution) to the next clear signal, or, if the signal next in advance is in plain view, and track ahead is seen to be clear, proceed under control (caution), not exceeding six (6) miles an hour.

Should it become necessary to authorize an Eastward train to move over the Southern Pacific track, Westward trains which have been advised, and Eastward train so authorized to move, will then apply that portion of Southern Pacific Rule 504 governing movement on single track.

6. **MARKERS**—If an Eastward train is authorized to move over the Southern Pacific track, or a Westward train over the Western Pacific track, from and

to any station between Alazon and Weso, inclusive, under time-table or train order authority, it must by night display green lights to the front and side, and a green light to the rear on the side next to the other track, and a red light to the rear on the opposite side.

7. **CROSSING OVER**—Except at Alazon and Weso, and at Carlin and Elko as provided in Rule 3, trains or engines moving on the Western Pacific track must not cross over or move to the Southern Pacific track, or trains or engines moving on the Southern Pacific track must not cross over or move to the Western Pacific track without first protecting in both directions on such track.

At Alazon and Weso switching movements must not be made except under proper protection in both directions.

At Alazon, should it become necessary for a train or engine to cross over the Southern Pacific main track to or from the siding, it must first be protected in both directions on the main track as prescribed by Rule 99.

8. **SECTIONS REVERSING POSITIONS**—Between Alazon and Weso a section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

Under Form "F," Example 9, when sections are reversed conductors and enginemen of trains addressed will exchange orders and signals.

9. **DERAILMENT OR OBSTRUCTION**—Where Southern Pacific and Western Pacific tracks parallel to the extent that engines, cars or other equipment of one track might obstruct the other, trains on the opposite track must be protected, until it is known that such track is not obstructed.

10. **FUSEE**—Except within the automatic block signal system a fusee on or near the track burning red must not be passed until burned out. When burning yellow it is a caution signal.

Within the automatic block signal system, if a train finds a fusee on or near the track burning red, it must stop and may then proceed under control (caution), not exceeding six (6) miles an hour, to the obstruction or to a clear signal or until track is seen to be clear. When burning yellow it is a caution signal. The display of a red or yellow fusee does not relieve the preceding train from complying with Rule 99.

11. **TORPEDO**—The explosion of one torpedo is a signal to stop; the explosion of two, not more than two rail lengths apart, is a signal to reduce speed and look out for a stop signal.

Where one torpedo is exploded, if no person is at hand to explain, train must be preceded by a flagman, wait five minutes and follow the flagman for one-half mile, except when track ahead is seen to be clear, or if within automatic block signal system the signal in the vicinity indicates proceed, then train may proceed under control (caution) not exceeding six (6) miles an hour for one-half mile.

12. **SPACING OF TRAINS ON THE WESTERN PACIFIC TRACK**—Trains in the same direction must keep at least ten (10) minutes apart, except in closing up at stations and as hereafter provided.

A light engine, or an engine with a caboose running extra, or running under authority of a time-table schedule, must not follow a passenger train less than twenty (20) minutes.

When a clearance is to be issued to a train in less time than herein provided, after a preceding train has left, operator must note thereon time following train may leave and such time must be ten (10) minutes later than the time the preceding train left, except where a light engine or an engine with a caboose is following a passenger train, in which case the time must be twenty (20) minutes.

Train and enginemen will be held responsible if they knowingly follow a train in less time or leave a station before the time specified to leave as shown on their clearance card.

13. **WESO REGISTER**—Eastward regular trains and Westward Western Pacific regular trains will register by ticket (Form 2642) for the information of inferior trains. Other trains will not register. However, this does not relieve any train from complying with Rule 83 when necessary.

Operator Weso must enter correctly the information on the register furnished by Form 2642 and telegraph the registration of only the **Eastward** regular trains to the Western Pacific operator at Winnemucca, who must enter same as sent on a register marked "Weso Register." Operator at Winnemucca must then repeat the train number and signals as registered to the operator at Weso and obtain his OK.

Operators at Weso and Winnemucca will be held responsible for the correct transmission and entry of the Eastward regular trains on the Weso Register at the Western Pacific Winnemucca office.

Eastward Western Pacific inferior trains need not check Weso Register against any Eastward superior schedule shown on Register at Winnemucca, marked "Weso Register," as having been fulfilled out of Weso.

14. **WESO SWITCH LINE UP**—All switches will be lined up for Western Pacific and Southern Pacific main tracks. Operator will handle both switches (B) and (C) connecting with Southern Pacific main track.

15. **WESO SIGNAL INSTRUCTIONS**—The upper arm of the two-arm Westward semaphore signal (4209), located on Southern Pacific track just east of the east crossover, governs Southern Pacific Westward trains.

Trains desiring this route will call for signal by one long and one short sound of the whistle (—O) and if not received stop before passing signal.

The lower arm governs movement of the Western Pacific trains through switch "B" to west crossover.

Trains desiring this route will call for signal by one short and two long sounds of the whistle (O—) and if not received stop before passing signal.

Eastward Southern Pacific trains must not pass home signal (4208) west of the east end of the west crossover unless it indicates proceed, then proceed to, but not beyond, Signal (4210) at east end of east crossover, until it indicates proceed.

After the switch connecting the east crossover with the Western Pacific main track has been set for a Southern Pacific train to enter the Western Pacific main track, train may proceed if signal (4210) goes to proceed position. If not, it indicates there is a train within the block signal limit on the Western Pacific main track and the main track must not be fouled until the signal (4210) indicates proceed, or proper protection is provided.

Eastward Western Pacific trains approaching the east end of the east crossover will be governed by caution signal (4206) located west of switch (A) at the west end of the west crossover, and home signal (4212) west of the east end of the east crossover, and must not pass the home signal (4212) while in stop position, unless it is known that the main track is not fouled at the east switch of the east crossover, and then, after stopping, proceed only with caution through the limits of the block indicated by the block limit sign located one mile east.

16. **ALAZON REGISTER**—Westward regular trains and Eastward Southern Pacific regular trains will register by ticket (Form 2642) for the information of inferior trains. Other trains will not register. However, this does not relieve any train from complying with Rule 83 when necessary.

Operator Alazon must enter correctly on the register the information furnished by Form 2642 and telegraph the registration of only the **Westward** regular trains to the Southern Pacific Operator at Wells, who must enter same as sent on a Register marked "Alazon Register." Operator Wells must repeat the train number and signals, as registered, to the operator at Alazon and obtain his OK.

Operators at Alazon and Wells will be held responsible for the correct transmission and entry of Westward regular trains on the Alazon Register at Southern Pacific Wells office.

Westward Southern Pacific inferior trains need not check Alazon Register against any Westward superior schedule shown on the Register at Wells, marked "Alazon Register," as having been fulfilled out of Alazon.

17. **ALAZON SWITCH LINE UP**—All switches will be lined up for Southern Pacific and Western Pacific main tracks. Operator will handle crossover switches A, B, C, and D at the east end connecting the Southern Pacific and Western Pacific main tracks.

18. **ALAZON SIGNAL INSTRUCTIONS**—The upper arm of the two-arm Eastward semaphore signal (6034), located just west of the west crossover at the east end governs Western Pacific Eastward trains.

Trains desiring this route will call for signal by one short and two long sounds of the whistle (O—), and if not received stop before passing signal.

The lower arm governs movement of Southern Pacific Eastward trains through switches A and B of the west crossover at the east end.

Trains desiring this route will call for signal by one long and one short sound of the whistle (—O), and if not received stop before passing the signal.

Westward Southern Pacific trains must not pass home signal (6033) east of the east crossover until it indicates proceed.

Westward Western Pacific trains must not pass home signal (6035) located to the left of Western Pacific main track east of the east crossover, or move through switches D and C, until the signal indicates proceed.

INSTRUCTIONS TO TRAIN DISPATCHERS AND OPERATORS.

19. If an Eastward extra is to be moved on, or a work extra authorized to use the Southern Pacific track, a "19" form train order must be issued to all Westward trains to advise them of such movement in order that Southern Pacific single track automatic block signal Rule 504 may be applied.

20. If an opposing movement is to be made on the Western Pacific track, the "31" form train order must be used to restrict the superior train.

21. Should it become necessary to move an Eastward train on the Southern Pacific track or a Westward train on the Western Pacific track, or create a work extra, single track Forms G and H must be used.

22. Unless some form of block signals is used, operators must space all trains in the same direction not less than ten (10) minutes apart, except when a light engine or an engine with a caboose running extra or running under authority of a time-table schedule is following a passenger train, in which case they must be spaced not less than twenty (20) minutes apart.

Dispatchers must advise operators of the approach of light engines or an engine with a caboose, running extra or under authority of a schedule.

During blizzards, fogs or other elements that may obscure the view, dispatcher must, whenever and wherever it becomes necessary, instruct operators to space trains more than the time prescribed.

Operators must promptly advise dispatcher of storms and if unable to immediately consult him during blizzards, fogs or other elements that obscure the view or may injure the roadbed or bridges, caution all trains and if conditions warrant, except within automatic block signal system, space trains more than the specified time, advising following trains the time preceding train left.

23. When dispatchers issue Form G or H orders, the route must be stated in full.

EXAMPLE 1.

"Eng. 99 run extra on.....Pacific track A to F."

EXAMPLE 2.

"Eng. 99 works on.....Pacific track....., to.....between D and E."

SPECIAL RULES—Continued.

**SPURS AND COMMERCIAL TRACKS
MAIN LINE**

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR.....	476.3	1 W	4
KNIGHT.....	570.0	1 E	3
RUSSELLS SPUR.....	582.4	1 W	3
JENKINS.....	592.0	1 E	3
MARBLE SPUR.....	861.4	1 E	3
B. & G. CONNECTION.....	912.1	1 W	10
L. A. & S. L. CONNECTION.....	913.4	1 E	
TERMINAL SPUR.....	922.1	1 W	20

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

TAKING WATER.

Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

SPEED ON DESCENDING GRADES AND USE OF RETAINERS.

Freight trains will not exceed 20 miles an hour descending grades. If engine is not equipped with independent brakes and over 30 cars in train, brakeman will turn up retainers on the four head cars on long descending grades.

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspection made of running gear, wheels, etc.

RAILROAD 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, Nev.
- DR. A. J. HOOD, Assistant Surgeon.....Elko, Nev.
- DR. A. C. OLMSTED.....Wells, Nev.
- DR. J. F. CRITCHLOW, Division Surgeon.....Salt Lake, Utah
- DR. ERNEST VAN COTT, Assistant Surgeon.....Salt Lake, Utah
- DR. WM. D. DONOHER, Oculist and Aurist.....Salt Lake, 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 Railroad Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Railroad Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Railroad 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;
- Westward.....1500 tons.
- Second district, Eastward.....2400 tons.
- Westward.....3000 tons.
- Third district, Eastward.....1450 tons.
- Westward.....2300 tons,
- Helper, Wendover to Shafter.
- Westward.....2500 tons,
- Helper to Jasper.
- Fourth district, Eastward.....1600 tons.
- Eastward.....2300 tons,
- Helper, Clive to Low.
- Westward.....2300 tons,
- Helper, Delle to Low Pass.

The rating for passenger engines will be sixty-five 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.

Have at hand for reference, Book of Rules of the Transportation Department of the Western Pacific, Book of Rules and Regulations and Current Time Table of the Salt Lake Division, Southern Pacific.

C. L. FIKE,
Chief Train Dispatcher,
Elko, Nevada.

G. L. SWARTZ, Train Dispatcher
H. M. YOE, " "
C. S. MAHAFFEY, " "

A. J. DUBOIS, Train Dispatcher
P. D. LARRIMORE, " "
H. T. FLINT, " "

J. L. BERRYHILL,
Trainmaster, Elko, Nevada.

H. J. BEEM,
Trainmaster, Wendover, Utah.

M. O'CONNOR,
Superintendent, Elko, Nevada.