

UNITED STATES RAILROAD ADMINISTRATION

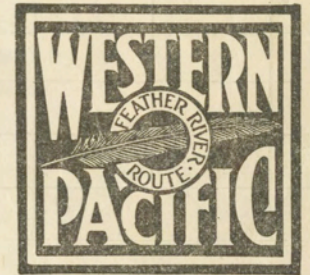
Walker D. Hines, Director General of Railroads

WESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

EASTERN DIVISION



To Take Effect Sunday, August 3, 1919, at 12:01 A. 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, Fone, Scales, Tables, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 4 August 3, 1919	STATIONS Telegraph Offices and Calls.	Distance from Winnemucca	FIRST CLASS			SECOND CLASS			Capacity of Sidings	Office Open
	156			72							71			155				
	Freight			Passenger							Passenger			Freight				
			Leave Daily			Leave Daily					Arrive Daily			Arrive Daily				
C. W. T. B. R. K. F.			4.10AM			12.50AM	438.4	DN GERLACH Gr	94.0	s	3.00AM			5.00AM			Yard	
			4.35			12.57	442.9	4.5 ASCALON	89.5		2.51			4.35			84	
W. 1 1/2 mi. E.			5.15		f	1.13	451.8	8.9 TREGO	80.6	f	2.35			3.45			84	
F.			6.00		f	1.28	461.6	9.8 OHOLONA	70.8	f	2.17			2.50			84	
			6.40			1.42	470.9	9.3 RONDA	61.5		2.00			2.00 1.35			84	
			7.00		f	1.50	474.7	3.8 2 S SULPHUR Ru	57.7	f	1.50			1.10			84	
			8.30		f	2.12	487.9	13.2 ANTELOPE	44.5	f	1.22			12.10AM			84	
W.			9.10		f	2.28	496.7	8.8 2 S JUNGO Jo	35.7	f	1.01			10.50PM			84	
			9.40		f	2.39	503.5	6.8 VENADO	28.9	f	12.48			10.20			84	
			10.00			2.48	508.4	4.9 GASKELL	24.0		12.37			10.00			85	
W.			10.25		f	2.58	514.6	6.2 N PRONTO Ru	17.8	f	12.24			9.35			85	
			10.45		f	3.07	519.5	4.9 RAGLAN	12.9	f	12.13			9.15			84	
			11.10		f	3.17	525.7	6.2 KRUM	6.7	f	12.03AM			8.55			84	
C. W. T. B. R. K.			11.40AM		s	3.30AM	532.4	6.7 DN WINNEMUCCA Wa	0.0		11.51 PM			8.30PM			Yard	
			Arrive Daily			Arrive Daily					Leave Daily			Leave Daily				
			7.30			2.40		Time over District			3.09			8.30				
			12.5			35.2		Average Speed per Hour			30.9			11.1				

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

Yard Limits: Gerlach and Winnemucca.

SPEED RESTRICTIONS.

Passenger trains and silk trains (passenger power) not exceed 42 and other trains 24 miles an hour.

EXCEPTIONS.

When freight cars are handled in troop or passenger trains, not exceed 24 miles an hour.

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

Consolidation engines not exceed 24 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.

Fuel, Water, Force Tables, Scales Weigh, Bulletin Registers, Stations Standard Cloths	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 4 August 3, 1919			Distance from Salt Lake	FIRST CLASS			SECOND CLASS			Capacity of Sidings	Office Open
	156			72				STATIONS Telegraph Offices and Calls				71			155				
	Freight		Leave Daily	Passenger		Leave Daily		DN		Wn		Passenger		Arrive Daily	Freight		Arrive Daily		
C. W. T. O. Y. B. R. K.			3.25PM			11.50AM	806.4	DN	WENDOVER	Wn	121.6	s	3.15PM			4.45PM		Yard	
			4.10			s 12.05PM	815.3	D	SALDURO	Sa	112.7	s	2.58			4.10		81	
			4.50			f 12.21	825.5		ARINOSA		102.5	f	2.40			3.30		87	
			5.30			12.37	835.3		BARRO		92.7		2.22			2.50		83	
			6.20			12.53	845.6		KNOLLS	Ks	82.4		2.05			2.05		84	
F.			7.00			f 1.08	854.6		OLIVE		73.4	f	1.52			1.08PM		84	
			8.30			f 1.30	866.3		LOW	Ho	61.7	f	1.30			11.55AM		84	
C. W. F.			9.45			f 1.50	878.5	DN	DELLE	De	49.5	f	1.07			10.30		102	
F.			10.20			f 2.03	885.8		TIMPIE		42.2	f	12.53			9.45		84	
F.			10.55			f 2.14	893.0		ELLERBECK		35.0	f	12.42			9.15			
W. Y. F.			11.20			s 2.23	896.8	2S	BURMESTER	Bx	31.2	s	12.34			9.00		84	
			11.50PM			2.34	902.4		SPRAY		25.6		12.25			8.35		45	
F.			12.20AM			2.45	907.9		LAGO		20.1		12.15			8.05		84	
							912.2		B. & G. Crossing and Transfer		15.8							25	
			12.50			f 2.56	913.5	D	GARFIELD	Gf	14.5	f	12.05PM			7.45		84	
F.			1.25			3.08	920.9		FOX		7.1		11.55AM			7.15		84	
			1.40			3.15	924.4		BUENA VISTA		3.6		11.50			7.00		25	
							926.4		L. A. & S. L. Crossing		1.6								
							926.8		O. S. L. Crossing		1.2								
							927.3		POLLARD COURT		0.7								
							927.4		D. & R. G. Crossing		0.6								
C. W. T. O. Y. B. R. K.			2.00AM			s 3.30PM	928.0	DN	SALT LAKE	Un	0.0		11.40AM			6.45AM		Yard	
			Arrive Daily			Arrive Daily							Leave Daily			Leave Daily			
			10.35			3.40			Time over District				3.35			10.00			
			11.5			33.1			Average Speed per Hour				33.9			12.1			

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

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

Eastward freight trains will enter D. & R. G. freight yard through connection at Pollard Court between Sixth West and Seventh West Streets, Salt Lake, and will stop on the curve just north of First South Street at connection with D. & R. G. main track.

SPEED RESTRICTIONS.

Passenger trains and silk trains (passenger power) not exceed 50 and other trains 24 miles an hour between Wendover and Arinosa, 45 and 24 miles an hour between Arinosa and B. & G. crossing, 50 and 24 miles an hour between B. & G. crossing and Salt Lake.

EXCEPTIONS

Between M. P. 899 and B. & G. crossing, passenger trains not exceed 30 and other trains 15 miles an hour.

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 sidings. Passenger trains also move carefully.

Trains must not exceed 15 miles an hour approaching and passing over O. S. L. crossing at M. P. 926.8, stopping before entering upon said crossing if it is being used by a train or engine of that railroad.

B. & G. crossing, M. P. 912.2, 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 25 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.

Westward freight trains will use siding at Delle.

Eastward

FOURTH DISTRICT
DEEP CREEK RAILROAD

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS				Distance from Gold Hill	Time Table No. 4		Distance from Wendover	FIRST CLASS				Capacity of Sidings	Office Open
						August 3, 1919								
						STATIONS Telegraph Offices and Calls								
				82										
				Mixed										
				Lv. Monday, Wednesday and Friday										
Y. F.				8.10PM	0.0	DF	GOLD HILL 7.9	44.6	s	7.10PM		20		
W.				f 8.55	7.9		GARRISON MONSTER 6.1	36.7	f	6.15		19		
				f 9.20	14.0		ERICKSON 11.4	30.6	f	5.50		8		
				f 10.10	25.4		SALT SPRINGS 19.2	19.2	f	5.05		11 Spur 1 E		
C. W. T. O. Y. B. R. K.				s 11.30PM	44.6	DN	WENDOVER Wn	0.0		3.40PM		Yard		
				Ar. Monday, Wednesday and Friday						Lv. Monday, Wednesday and Friday				
				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.

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.

Eastward

FOURTH DISTRICT
TOOELE BRANCH

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks					Distance from Warner	Time Table No. 4		Distance from Burmester					Capacity of Sidings	Office Open
						August 3, 1919								
						STATIONS Telegraph Offices and Calls								
					0.0		WARNER 8.5	15.5				77		
					8.5		MARSHALL 7.0	7.0				22		
W. Y. R.					15.5		BURMESTER Bx	0.0				125		

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

Yard limits at Burmester.

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

Eastward


FOURTH DISTRICT
ELLERBECK BRANCH

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks					Distance from Flux	Distance from Dolomite	Time Table No. 4		Distance from Ellerbeck					Capacity of Sidings	Office Open
							August 3, 1919								
							STATIONS Telegraph Offices and Calls								
					0.0		DOLOMITE 2.0	4.7				3 Car Spur 1 E			
Y					2.0		WYE 2.7	2.7							
					4.7		ELLERBECK	0.0							
					0.0		FLUX 1.0	3.7				8			
Y					1.0		WYE	2.7							

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

Trains will not exceed 12 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 order 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.

SPECIAL RULES—Continued.

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.

12-a. **WESO CLEARANCE CARD**—Authorization by clearance card of a regular eastward train originating at Weso, is authority to use the schedule to Carlin only, where a new clearance must be obtained, authorizing movement Carlin to Elko.

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 Westward 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) 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."

MISCELLANEOUS.

That part of third paragraph of Rule 221-A of "Rules and Regulations of the Transportation Department" reading, "But trainmen will re-light the signal," is cancelled.

Southern Pacific Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK**, send a flagman in advance immediately, wait at least five minutes after the flagman has started and then follow the flagman to the next distant or home block signal in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK**, a train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

When a train which is to take siding at meeting or passing point finds home signal, other than interlocking signal, in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to the fouling point of switch.

When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

INSTRUCTIONS FOR DELIVERY OF ORDERS TO HELPER ENGINES.

When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

SPECIAL RULES—Continued.

SPURS AND COMMERCIAL TRACKS
MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR.....	476.4	1 W	4
KNIGHT.....	570.1	1 E	3
RUSSELLS SPUR.....	582.5	1 E	3
JENKINS.....	592.1	1 E	3
MARBLE SPUR.....	861.5	1 E	3
TIMPIE QUARRY.....	887.0	1 E	50
L. A. & S. L. CONNECTION.....	913.5	1 E	
TERMINAL SPUR.....	922.2	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 on long descending grades. If engine is not equipped with independent brakes and over 30 cars in train, brakeman will turn up retainers on the 4 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. J. F. CRITCHLOW, Division Surgeon.....Salt Lake, Utah
- DR. C. E. SWEZEY, Local Surgeon.....Winnemucca, Nev.
- DR. J. S. WEBSTER, Assistant Local Surgeon.....Winnemucca, Nev.
- DR. G. F. POPE, Assistant Local Surgeon.....Winnemucca, Nev.
- DR. W. D. ROW, Local Surgeon.....Carlin, Nev.
- DR. M. J. RAND, Local Surgeon.....Elko, Nev.
- DR. A. J. HOOD, Assistant Local Surgeon.....Elko, Nev.
- DR. A. C. OLMSTED, Local Surgeon.....Wells, Nev.
- DR. W. B. EWING, Consulting Surgeon.....Salt Lake, Utah
- DR. R. S. ALLISON, Assistant Local Surgeon.....Salt Lake, Utah
- DR. WM. D. DONOHER, Oculist.....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 65% 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 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.

H. M. YOE,
Chief Train Dispatcher,
Elko, Nevada.

C. S. MAHAFFEY,
Assistant Chief Train Dispatcher,
Elko, Nevada.

G. L. SWARTZ,
Examiner.

A. J. DUBOIS,
H. T. FLINT,
K. W. JONES,
F. K. ROBERTS,
Train Dispatcher
" "
" "
" "

A. P. MICHELSON, Train Dispatcher
J. H. SWEET, " "
E. L. COKER, " "

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

C. L. FIKE,
Assistant Superintendent, Elko, Nevada.

J. I. BERRYHILL,
Trainmaster, Wendover, Utah.