

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

2

TABLE

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

SUNDAY, JULY 18, 1920

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.

E. W. MASON,
General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

M. O'CONNOR,
Superintendent.

FIRST DISTRICT

Water, Fuel, Fone, Scales, Tables, Wyes, Bulletin Registers, Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 2 July 18, 1920.	Distance from Winnemucca	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	62			4		2				1		3	61			
	Freight			Passenger	Passenger					Passenger	Passenger	Freight				
	Leave Daily			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		Arrive Daily			
C. W. T. B. R. K. F.	10.30AM			1.40PM	12.55AM	438.4	DN	GERLACH 4.5	Gr	94.0	s 2.10AM	s 2.00PM		3.00PM	Yard	
	10.45			f 1.50	1.02	442.9		ASCALON 8.9		89.5	2.02	f 1.50		2.40	86	
F. W. 1 1/2 mi. E	11.20			f 2.08	1.16	451.8		TREGO 9.8		80.6	1.47	f 1.33		2.08	86	
F.	11.55AM			f 2.27	1.32	461.6		OHOLONA 9.3		70.8	1.32	f 1.17		1.17	86	
	12.40PM			f 2.42	1.45	470.9		RONDA 3.8		61.5	1.17	f 1.04		12.40	86	
	12.57			s 2.50	f 1.51	474.7	2 S	SULPHUR 13.2	Ru	57.7	f 1.10	s 12.57		12.20PM	86	
F.	2.05			f 3.15	2.15	487.9		ANTELOPE 8.8		44.5	12.48	f 12.35		11.30AM	86	
W.	2.30			s 3.30	f 2.32	496.7	DN	JUNGO 6.8	Jo	35.7	f 12.28	s 12.13		10.40	85	
	2.50			f 3.41	2.44	503.5		VENADO 4.9		28.9	12.17	f 12.01PM		10.20	86	
	3.05			f 3.52	2.52	508.4		GASKELL 6.2		24.0	12.10AM	f 11.51AM		10.05	88	
W.	3.20			s 4.00	f 3.03	514.6	N	PRONTO 4.9	Rn	17.8	f 11.59PM	s 11.40		9.45	85	
	3.35			f 4.10	3.12	519.5		RAGLAN 6.2		12.9	11.50	f 11.31		9.30	83	
	3.55			f 4.20	3.23	525.7		KRUM 6.7		6.7	11.40	f 11.20		9.10	86	
C. W. T. B. R. K.	4.30PM			s 4.35PM	s 3.35AM	532.4	DN	WINNEMUCCA	Wa	0.0	11.30PM	11.05AM		8.45AM	Yard	
	Arrive Daily			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily		
	6.00			2.55	2.40			Time over District			2.40	2.55		6.15		
	15.6			32.2	35.2			Average Speed per Hour			35.2	32.2		15.0		

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

Yard Limits: Gerlach and Winnemucca.

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

SPEED RESTRICTIONS.

Maximum speed consolidation engines 30 miles an hour. (See transportation rule 726).

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

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.

Maximum speed of freight trains 20 miles per hour descending Sulphur and Antelope hills.

SUNDAY, JULY 18, 1920

This Time Table is for the exclusive use and guidance of the employees of the company 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.

M. O'CONNOR,
Superintendent

J. F. QUIGLEY,
Superintendent of Transportation

E. W. MASON,
General Manager

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 2		Distance from Elko	FIRST CLASS			SECOND CLASS			Capacity of Sidings	
	62			4		2		July 18, 1920.			1	3		61				
	Freight			Passenger	Passenger			STATIONS Telegraph Offices and Calls	Passenger		Passenger	Freight						
Leave Daily			Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									
C. W. T. B. R. K.	5.30PM			4.45PM	3.40AM	532.4	DN WINNEMUCCA Wa	11.25PM	10.55AM	7.45AM			Yard					
	6.05			f 5.00	3.57	540.6	8.2 BLISS	11.09	f 10.42	7.05			86					
W.	6.35			s 5.14	s 4.08	548.5	7.9 D GOLCONDA Gd	10.55	s 10.27	6.35			86					
						553.6	5.1 PREBLE (S.P. Connection)											
	7.30			s 5.39	f 4.28	562.0	8.4 DN RED HOUSE Rd	10.32	s 10.05	5.40			87					
W.	8.30			f 6.00	4.50	575.3	13.3 ELLISON	10.10	f 9.40	4.50			86					
	9.45			f 6.27	5.15	590.6	15.3 RENNOX	9.45	f 9.13	3.50			86					
W.	10.20			s 6.50	5.30	600.9	10.3 2S KAMPOS Sy	9.30	s 8.53	3.20			86					
	10.50			f 7.05	f 5.45	610.1	9.2 D DUNPHY Ny	9.17	f 8.37	2.55			86					
C. W.	11.20			s 7.25	s 6.00	619.3	9.2 D BEOWAWE Be	9.02	s 8.22	2.30			86					
	11.55PM			f 7.44	6.15	627.2	7.9 OLURO	8.48	f 8.05	2.05			86					
						635.4	8.2 E. N. Ry. Crossing											
	12.30AM			s 8.00	s 6.30	635.9	0.5 D PALISADE Si	8.32	s 7.48	1.35			86					
W.	1.10			s 8.15	f 6.45	644.5	8.6 DN CARLIN Ca	8.15	s 7.30	1.10			84					
	1.30			f 8.25	6.55	650.2	5.7 TONKA	8.05	f 7.20	12.50			83					
	1.55			f 8.36	7.07	656.7	6.5 HUNTER	7.55	f 7.07	12.30			86					
C. W. T. Y. B. R. K.	2.30AM			s 8.50PM	s 7.25AM	665.5	8.8 DN ELKO K. Di.	7.40PM	6.50AM	12.01AM			Yard					
	Arrive Daily			Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily								
	9.00			4.05	3.45		Time over District	3.45	4.05	7.44								
	14.8			32.6	35.5		Average Speed per Hour	35.5	32.6	17.2								

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

Yard Limits: Winnemucca and Elko.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation engines 30 miles an hour. (See transportation rule 726).

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 Tunnel 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. Distant signal located 1920 feet west of home signal. 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 minutes, proceed, keeping at least 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 99, regardless of position of the fixed signal.

EUREKA NEVADA RAILWAY CROSSING AT PALISADE.

Derails in Eureka Nevada Railway track on each side of the points where the Western Pacific R. R. crosses the Eureka Nevada Railway west of Palisade are connected with automatic home signals on the Western Pacific Railroad.

Westward trains approaching the crossing will be governed by the block signal just east of the portal of Tunnel 39.

Eastward trains will be governed by home block signal located just west of the Eureka Nevada Railway crossing.

Trains stopped by these interlocking home signals will not proceed until it has been ascertained that the derails on the Eureka Nevada Railway are set to derail train and may then proceed.

Trains will not exceed 10 miles per hour over the Eureka Nevada Railway crossing.

ELKO YARD.

When No. 1 and 4 meet at Elko, No. 4 will take siding for No. 1 in front of passenger station.

When No. 3 and 2 meet at Elko, No. 3 will take siding in front of passenger station.

Present north main track from west switch to first cut-off east of passenger station will be used as main track, from that point to the east switch the south track will be used as main track, and the switches so set and locked. Trains not exceed 10 miles an hour passing over the switches at east and west end and through cut-off east of passenger station. West detour Southern Pacific connection.

Note.—Nos. 1 and 2 connect with Eureka-Nevada Railway No. 1, due to leave Palisade at 7.10 a. m., Mondays, Wednesdays and Fridays.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 2			Distance from Wendover	FIRST CLASS			SECOND CLASS			Capacity of Sidings			
	62				4		2		July 18, 1920.				1		3		61					
	Freight				Passenger		Passenger		STATIONS				Passenger		Passenger		Freight					
	Leave Daily				Leave Daily		Leave Daily		Telegraph Offices and Calls				Arrive Daily		Arrive Daily		Arrive Daily					
C. W. T. Y. B. R. K.				3.30AM			9.00PM	7.35AM	665.5	DN	ELKO	K Di	140.9	s	7.30PM	s	6.40AM			11.00PM	Yard	
				4.00		f	9.12	7.47	673.2		PARDO	Pa	133.2		7.17	f	6.27			10.30	85	
W.				4.40		f	9.30	8.03	683.4		ELBURZ		123.0		7.00	f	6.09			9.48	49	
				4.55		f	9.37	8.10	688.2		HALLEOK		118.2		6.52	f	6.02			9.37	85	
W.				5.42		s	9.59	s	8.30	699.6	D	DEETH	Wd	106.8	s	6.32	s	5.42			9.00	50
				6.17		f	10.15	8.45	708.6		STARR		97.8		6.20	f	5.25			8.30	50	
C. W.				6.45		s	10.30	s	8.57	717.2	DN	WELLS	Ws	89.2	s	6.08	s	5.10			8.05	50
				7.10		f	10.42	9.08	723.6		BOAZ		82.8		5.57	f	4.58			7.45	49	
				7.25		f	10.50	9.16	728.3		RUBY		78.1		5.50	f	4.50			7.32	49	
				7.50		s	11.00	s	9.25	733.4	D	TOBAR	Ba	73.0	s	5.42	s	4.40			7.15	85
W.				8.00		f	11.08	9.32	738.6	N	VENTOSA	Vn	67.8		5.33	f	4.30			7.00	85	
F.				8.30		f	11.20	9.45	747.3		SONAR		59.1		5.20	f	4.15			6.33	50	
F.				9.00		f	11.32	9.57	752.9		JASPER		53.5		5.11	f	4.05			6.15	60	
				9.40		f	11.45	10.11	761.4		LUKE		45.0		4.57	f	3.45			5.45	86	
C. W. F. Y.				10.20		s	11.55PM	s	10.20	765.9	DN	SHAFTER	Fa	40.5	s	4.50	s	3.35			5.30	125
F. Y.				10.55		f	12.10AM	10.33	772.2		SILVER ZONE		34.2		4.32	f	3.25			5.05	85	
				11.05		f	12.15	10.37	774.4		ARNOLD		32.0		4.28	f	3.20			4.55		
W. F.				11.35		f	12.35	10.57	783.4		PROCTOR		23.0		4.07	f	3.01			4.07	45	
				11.50AM		f	12.47	11.07	788.7	DN	PILOT	Na	17.7		3.55	f	2.50			3.30	96	
				12.30PM		f	1.04	11.24	799.8		OLA		6.6		3.35	f	2.25			2.40	84	
C. W. T. O. Y. B. R. K. F.				1.00PM		s	1.15AM	s	11.35AM	806.4	DN	WENDOVER	Wn	0.0	s	3.20PM	s	2.10AM			2.00PM	Yard
				Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily				Leave Daily		
				9.30			4.15	4.00			Time over District				4.10		4.30			9.00		
				14.8			33.2	35.2			Average Speed per Hour				33.8		31.3			15.6		

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

Yard Limits: Elko, Wells, Shafter and Wendover.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains handling five or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation and mikado engines 30 miles an hour. (See transportation rule 726).

Maximum speed of freight trains 20 miles per hour descending Jasper, Luke, Shafter and Silver Zone hills.

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.

Passenger trains will use 3, freight and mixed trains 5 minutes passing through Tunnel 43.

Passenger trains not exceed 30, freight and mixed trains 15 miles an hour rounding Arnold Loop.

Between Proctor and Mile Post 785, passenger trains not exceed 30, freight and mixed trains 15 miles an hour.

Automatic home block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals are located 1000 feet in advance of each portal. No distant signals.

A train finding the home signal at stop will immediately send flagman ahead with lighted red and white lantern; after waiting five minutes, proceed, keeping at least 1000 feet behind the flagman until through the tunnel. If no obstruction is found report the fact 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 99, regardless of position of the fixed signal.

Three per cent line between Arnold and Proctor will be handled as follows: Must not be used except by train order authority. Eastward trains stop at Arnold, turn up sufficient number of retainers to control train descending the grade, and before proceeding make thorough test of air brakes and retainers. Eastward trains approach Proctor under control expecting to find the siding occupied. Passenger trains not exceed 10, freight and mixed trains 6 miles an hour.

ELKO YARD.

When No. 1 and 4 meet at Elko, No. 4 will take siding for No. 1 in front of passenger station.

When No. 3 and 2 meet at Elko, No. 3 will take siding in front of passenger station.

Present north main track from west switch to first cut-off east of passenger station will be used as main track, from that point to the east switch the south track will be used as main track, and the switches so set and locked. Trains not exceed 10 miles an hour passing over the switches at east and west end and through cut-off east of passenger station. West detour Southern Pacific connection.

Fuel, Water, Fone Tables, Scales, Wyes, Blotting Registers, Station Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 2 July 18, 1920.			Distance from Salt Lake	FIRST CLASS		SECOND CLASS		Capacity of Sidings			
	62	Freight	Leave Daily	4	Passenger	2		Passenger	Leave Daily	Leave Daily		1	Passenger	3	Passenger		61	Freight	Arrive Daily
C. W. T. O. Y. B. R. K.		2.00PM			s 1.25AM	11.45AM	806.4	DN	WENDOVER	Wn	121.6	s 3.10PM	s 2.00AM			1.00PM	Yard		
F.		2.54			s 1.43	s 11.59AM	815.3	D	SALDURO	Sa	112.7	s 2.54	s 1.43			11.59AM	82		
		3.30			f 2.00	12.17PM	825.5		ARINOSA		102.5	2.39	f 1.22			11.15	87		
F.		4.10			f 2.17	12.34	835.3		BARRO		92.7	2.23	f 1.05			10.35	83		
		4.50			f 2.35	12.52	845.6	DN	KNOLLS	Ke	82.4	2.08	f 12.47			10.05	87		
F.		5.25			f 2.52	1.10	854.6		OLIVE		73.4	1.55	f 12.30			9.35	85		
F.		6.25			s 3.15	1.35	866.3		LOW		61.7	1.35	s 12.10AM			8.55	85		
C. W. F.		7.15			s 3.37	s 1.55	878.5	DN	DELLE	De	49.5	s 1.10	s 11.45PM			7.55	85		
F.		7.45			s 3.50	2.07	885.8		TIMPIE		42.2	12.56	s 11.31			7.30	86		
		8.15			f 4.03	f 2.17	893.0		ELLERBECK		35.0	f 12.45	f 11.17			7.12			
W. Y. F.		8.35			s 4.10	s 2.23	896.8	2S	BURMESTER	Bx	31.2	s 12.39	s 11.10			6.58	85		
		8.55			f 4.22	2.34	902.4		SPRAY		25.6	12.28	f 10.58			6.40	45		
F.		9.15			f 4.35	2.45	907.9		LAGO		20.1	12.17	f 10.44			6.20	87		
							912.2		B. & G. Crossing and Transfer		15.8						25		
		9.40			s 4.48	2.56	913.5	D	GARFIELD	Gf	14.5	12.07PM	s 10.32			6.01	84		
F.		10.17			f 5.05	3.08	920.9		FOX		7.1	11.56AM	f 10.17			5.35	85		
		11.00			5.15	3.15	924.4		BUENA VISTA		3.6	11.50	10.10			5.15	24		
							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.		11.30PM			s 5.30AM	s 3.30PM	928.0	DN	SALT LAKE	Un	0.0	11.40AM	10.00PM			5.00AM	Yard		
		Arrive Daily			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily			Leave Daily			
		9.30			4.05	3.45			Time over District			3.30	4.00			8.00			
		12.8			28.6	32.4			Average Speed per Hour			34.7	30.4			15.2			

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

Yard Limits: Wendover, Delle, Burmester and Salt Lake.

SPEED RESTRICTIONS.

curves, and where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

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

Maximum speed for passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains not exceed 15 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.8, stopping if it is being used by a train or engine of that railroad.

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.

Passenger trains reduce to 30, freight and mixed trains 15 miles an hour between Mile Post 899 and B. & G. crossing.

Trains handling five or more loaded tank cars not exceed 20 miles an hour. Maximum speed consolidation and mikado engines 30 miles an hour. (See transportation rule 726).

B. & G. crossing, Mile Post 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 over crossing. When home signal indicates "stop," must stop before reaching semaphore, as crossing is protected by derail, and not proceed until signal has been changed to "proceed."

Westward freight trains will use siding at Delle.

Maximum speed of freight trains 20 miles an hour descending Clive and Delle hills.

Speed of engines backing not exceed 20 miles an hour on straight track. On

Eastward

FOURTH DISTRICT
ELLERBECK BRANCH

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks	Time Table No. 2 July 18, 1920.				Capacity of Sidings
	Distance from Ellerbeck	STATIONS Telegraph Offices and Calls	Distance from Dolomite		
	0.0	ELLERBECK	4.7		
Y	2.7	2.7 WYE	2.0		
	3.7	1.0 FLUX	3.0	8	
	2.7	1.0 WYE	2.0		
	4.7	2.0 DOLOMITE	0.0	3 Car Spur 1 E	

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

Maximum speed 12 miles an hour. (See transportation rule 726).

Eastward

FOURTH DISTRICT
TOOELE BRANCH

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations, Standard Clocks	Time Table No. 2 July 18, 1920.				Capacity of Sidings
	Distance from Burmester	STATIONS Telegraph Offices and Calls	Distance from Warner		
Y.	0.0	2 S BURMESTER Bx	15.5	125	
	7.0	7.0 MARSHALL	8.5	22	
W. Y. R	15.5	8.5 WARNER	0.0	77	

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

Maximum speed 12 miles an hour. (See transportation rule 726).

SPURS AND COMMERCIAL TRACKS

SPEED TABLE

MAIN LINE				Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
STATIONS	Distance from San Francisco	How Connected	Cars Capacity	6	10	25	2.24	38	1.34
SULPHUR SPUR.....	476.4	1 W	4	8	7.30	26	2.18	39	1.33
KNIGHT F. 3 & 4	570.1	1 E	3	10	6	27	2.13	40	1.30
RUSSELLS SPUR F. 3 & 4.....	582.5	1 E	3	12	5	28	2.8	41	1.27
JENKINS.....	592.1	1 E	3	15	4	29	2.5	42	1.25
MARBLE SPUR.....	861.5	1 E	3	16	3.45	30	2	43	1.23
TIMPIE QUARRY.....	887.0	1 E	50	17	3.31	31	1.56	44	1.21
L. A. & S. L. CONNECTION.....	913.5	1 E		18	3.20	32	1.52	45	1.20
TERMINAL SPUR F. 3 & 4.....	922.2	1 W	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				

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

G. L. SWARTZ,
Assistant Chief Train Dispatcher,
Elko, Nevada.

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

J. L. BERRYHILL,
Trainmaster, Winnemucca, Nevada.

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

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspected.

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. G. F. POPE, Assistant Local Surgeon.....Winnemucca, Nev.
- DR. W. D. ROW, Local SurgeonCarlin, Nev.
- DRS. HOOD, RAND and SECOR, Local Surgeons.....Elko, Nev.
- DR. A. C. OLMSTED, Local SurgeonWells, Nev.
- DR. W. B. EWING, Consulting Surgeon.....Salt Lake, Utah
- DR. R. S. ALLISON, Assistant Local Surgeon.....Salt Lake, Utah
- DR. W. D. DONOHER, OculistSalt 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.....1750 tons,
- Westward.....1550 tons.
- Second district, Eastward.....2500 tons,
- Westward.....3400 tons.
- Third district, Eastward.....1400 tons,
- Westward.....2200 tons,
- Helper, Wendover to Shafter.
- Westward.....2500 tons,
- Helper to Jasper.
- Fourth district, Eastward.....1600 tons,
- Eastward.....2300 tons,
- Helper, Clive to Low.
- Westward.....2800 tons,
- Helper, Delle to Low Pass.

The rating for mikado engines will be 50% above that for consolidation engines.

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.