

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

11

TABLE

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

SUNDAY, MAY 6, 1928

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 the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

H. J. BEEM,
Superintendent.

Water, Fuel, Pone, Scales, Tables, Wires, Bulbs, Registers, Stations, Standard Clocks.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 11		Distance from Winnemucca	FIRST CLASS				SECOND CLASS				Capacity of Sidings
	54		62		4		2			May 6, 1928			1		3		61				
	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited	Pacific Express	Scenic Limited		Scenic Limited	Pacific Express		Scenic Limited	Pacific Express	Scenic Limited	Pacific Express	Fast Freight	Fast Freight	Fast Freight	Fast Freight	
	Leave Daily	Leave Daily			Leave Daily	Leave Daily			STATIONS Telegraph Offices and Calls.		Arrive Daily	Arrive Daily			Arrive Daily						
F. W. Y. B. R. K. P.	7.45 PM	12.20 PM			1.05 PM	12.55 AM	438.4	DN	GERLACH 4.5	Gr	94.0	s 1.45 AM	s 1.30 PM		10.00 AM			Yard			
P.	7.55	12.37			f 1.18	1.05	442.9		ASCALON 8.9		89.5	1.35	f 1.18		9.40			81			
P.	8.13	1.01			f 1.31	1.21	451.8		TREGO 9.8		80.6	1.21	f 1.01		9.05			81			
P.	8.33	1.45			f 1.45	1.34	461.6		OHOLONA 9.3		70.8	1.09	f 12.44		8.30			81			
P.	8.52	2.15			f 2.00	1.49	470.9		RONDA 3.8		61.5	12.55	f 12.30		8.05			81			
P.	9.00	2.35			s 2.09	1.58	474.7	D	SULPHUR 4.9	Ru	57.7	12.48	s 12.23		7.50			81			
P.	9.18	2.55			2.19	2.08	479.6		FLOKA 8.3		52.8	12.39	12.15		7.30			80			
P.	9.50	3.30			f 2.36	2.25	487.9		ANTELOPE 8.8		44.5	12.27	f 12.01 PM		7.00			81			
W. F. P.	10.17	4.05			s 2.51	2.40	496.7	DN	JUNGO 6.8	Jo	35.7	12.09 AM	s 11.41 AM		6.05			80			
P.	10.31	4.35			f 3.02	2.51	503.5		VENADO 4.9		28.9	11.57 PM	f 11.30		5.40			81			
P.	10.41	4.55			f 3.10	2.59	508.4		GASKELL 6.2		24.0	11.49	f 11.22		5.25			83			
W. P.	10.55	5.20			f 3.21	3.10	514.6		PRONTO 4.9		17.8	11.39	f 11.11		5.05			80			
P.	11.05	5.40			f 3.29	3.18	519.5		RAGLAN 6.2		12.9	11.31	f 11.02		4.45			78			
P.	11.21	6.05			f 3.39	3.28	525.7		KRUM 6.7		6.7	11.21	f 10.52		4.25			81			
F. W. T. B. R. K. P.	11.40 PM	6.30 PM			s 3.50 PM	s 3.40 AM	532.4	DN	WINNEMUCCA	Wa	0.0	11.10 PM	10.40 AM		4.00 AM			Yard			
	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily						
	3.55	6.10			2.45	2.45			Time over Subdivision			2.35	2.50		6.00						
	24.0	15.2			34.1	34.1			Average Speed per Hour			36.3	33.1		15.6						

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

Yard Limits: Gerlach and Winnemucca.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30, miles an hour. (See Rule 847.)

Maximum speed for all trains, except passenger, 20 miles an hour descending Antelope hill both directions.

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour. Passenger engines: Classes 71 and 86: When running light, 30 miles an hour. (See Rule 847.)

Trains must not exceed 15 miles an hour passing over Bridge Street, Winnemucca.

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

Rear end test prescribed by Rule 1076 will not be made at Winnemucca.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

No. 4 will hold Main Track at Gerlach over No. 3.

Freight trains may make the run between Gerlach and Sulphur and Sulphur and Pronto for train inspection if, in the judgment of train and enginemen, the train is in safe condition to make these points for train inspection.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and East.

H. J. BREEM,
Superintendent

J. P. QUIGLEY,
Superintendent of Transportation

E. W. MASON,
Vice President and General Manager

Fuel, Water, Fone, Tables, Scales, Weights, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS								FIRST CLASS						Distance from San Francisco	Time Table No. 11 May 6, 1928			Distance from Elko	FIRST CLASS			SECOND CLASS	Capacity of Sidings
	280	62	292	314	276	258	254	10	4	42	20	2	28	1		3	61							
	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Local Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Ogden Manifest	Southern Pacific Atlantic Express	Western Pacific Pacific Express	So. Pacific San Francisco Overland Limited	Southern Pacific Pacific Limited	Western Pacific Scenic Limited	Southern Pacific Gold Coast Limited	Western Pacific Scenic Limited		Western Pacific Pacific Express	Western Pacific Fast Freight							
F. W. T. B. R. K. P.	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily								
		7.30PM							4.00PM			3.45AM	532.4	DN WINNEMUCCA Wa	133.1	s 11.05PM	s 10.33AM	3.15AM	Yard					
P. R.	8.41PM	7.45	2.03PM	8.25AM	7.48AM	2.03AM	1.00AM	f 2.54PM	f 4.07	8.18AM	7.31AM	3.52	2.31AM	DN WESO Wo	129.1	10.57PM	f 10.25AM	3.00AM	50					
P.	8.52	8.00	2.15	8.44	8.03	2.15	1.20	f 3.03	f 4.14	8.25	7.39	4.00	2.38	BLISS	124.9				81					
P. W.	9.12	8.25	2.33	9.10	8.23	2.35	2.00	s 3.16	s 4.26	8.36	f 7.52	4.13	2.49	D GOLCONDA Gd	117.0				81					
														PREBLE (S. P. Connection)	111.8				No Siding					
	9.45	9.05	3.05	9.40	8.54	3.07	3.07	f 3.36	s 4.45	8.54	f 8.14	4.35	3.07	D RED HOUSE Rd	103.5				82					
P. W.	10.15	9.40	3.30	10.15	9.48	3.52	4.00	f 3.57	f 5.03	9.11	8.34	4.55	3.24	ELLISON	90.2				81					
P.								s 4.19	f 5.23	9.29	s 8.53	5.14	3.42	2. S. N. BATTLE MOUNTAIN Nb	76.5				No Siding					
P.	10.53	10.20	4.05	11.00	10.20	4.30	5.17	f 4.23	f 5.26	9.31	8.56	5.17	3.44	RENNOX	74.9				81					
P. W.	11.20	10.50	4.30	11.30	10.45	4.50	6.40	f 4.41	s 5.41	9.44	9.14	5.35	3.57	KAMPOS	64.6				81					
P.	11.40PM	11.40PM	4.57	11.55AM	11.10	5.10	7.30	f 4.57	f 5.54	9.57	f 9.29	5.50	4.09	D DUNPHY Ny	55.4				80					
P. W. F.	12.01AM	12.20AM	5.23	12.25PM	11.33	5.30	8.10	s 5.13	s 6.07	10.08	s 9.44	f 6.05	4.19	DN BEOWAWE (S. P. Connection) Be	46.9				81					
P.	12.25	12.50	5.42	12.55	11.55AM	5.50	8.40	f 5.32	f 6.20	10.21	9.56	6.17	4.30	OLURO	38.3				81					
														E. N. RY. CROSSING	30.1									
P.	12.55	1.25	6.01	1.20	12.20PM	6.10	9.10	s 5.49	s 6.34	10.35	f 10.11	f 6.32	f 4.45	PALISADE Ad	29.6				81					
	1.21AM	1.55	6.15PM	1.50PM	12.43PM	6.35AM	9.45AM	6.02	6.45	10.46	10.25	6.46	4.56	WEST CARLIN	22.1									
P. W.	Via S. P. Carlin Yard	2.00	VIA SOUTHERN PACIFIC CARLIN YARD					s 6.07	s 6.47	s 10.49	s 10.27	f 6.48	s 4.58	644.5	CARLIN C	21.0				79				
	2.31AM	2.05	7.20PM		1.53PM	7.45AM	11.15AM	6.32	6.51	11.01	10.44	6.51	5.13	EAST CARLIN	19.5									
P.	2.45	2.20	7.35		2.07	8.00	11.38AM	f 6.44	f 6.59	11.08	10.51	6.59	5.21	TONKA	15.3				85					
P.	3.05	2.50	7.55		2.25	8.20	12.10PM	f 6.57	f 7.10	11.18	11.01	7.10	5.32	HUNTER	8.8				81					
F. W. T. Y. B. R. K. P.	3.30AM	3.20AM	8.30PM		2.53PM	8.53AM	1.10PM	s 7.12PM	s 7.25PM	11.32AM	s 11.15AM	s 7.25AM	f 5.46AM	DN ELKO Kn Di	0.0				Yard					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily						
	6.49	7.50	6.27	5.25	7.05	6.50	12.10	4.18	3.25	3.14	3.44	3.40	3.15	Time Over Subdivision		.08	.08	.15						
	22.8	16.9	24.0	19.7	21.8	22.7	12.3	32.6	38.9	42.1	37.0	36.3	42.3	Average Speed per Hour		30.0	30.0	15.3						

See Southern Pacific Current time table for Westward Western Pacific schedules Elko to Weso.

Westward Trains are superior to Eastward Trains of the same class. For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Winnemucca, Carlin and Elko.
Eastward trains making Weso turn: Approaching Weso Eastward, enginemen will call for train order signal. If changed to proceed, train may proceed to the east end of the Western Pacific transfer track, respecting the position of automatic block signals, without flagging against westward trains on Western Pacific tracks, provided it is known that all eastward first class trains have left Weso. Should train order signal not be changed to proceed, it must not be passed but instead Conductor must report at telegraph office for instructions. In making westward movement Rule 99 must be observed fully between the Western Pacific transfer track and the east detour switch leading from Southern Pacific to the Western Pacific main tracks.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 35, miles an hour. (See Rule 847.)
Trains using turnouts at Weso must not exceed 25 miles an hour; when not using turnouts, passenger trains must not exceed 35 and other trains 25 miles an hour.
Trains must not exceed 15 miles an hour passing over Bridge Street, Winnemucca.
Trains must not exceed 15 miles an hour through Elko yard.

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 35 miles an hour; when handling passenger trains, 40 miles an hour. Passenger engines: When running light, 35 miles an hour. (See Rule 847.)
Speed of engines backing must not exceed 20 miles an hour on straight track. On curves, and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.
Where train line has not been separated air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.
Rear end test as prescribed by Rule 1076 will not be made on trains at Winnemucca and Elko, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.
Eastward freight trains not required to stop for other reasons, between points named below, may run from Winnemucca to Ellison, Golconda to Kampos, Ellison to Beowawe, Beowawe to Carlin, or Kampos to Carlin for train inspection.
Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

TUNNEL 39 AND EUREKA NEVADA RAILWAY CROSSING AT PALISADE.
Automatic block signals govern the movement of trains through Tunnel 39, just west of Palisade, as follows:
Automatic interlocked home Signal No. 6352, located 500 feet west of west portal of tunnel, governs eastward trains.
Automatic interlocked home Signal No. 6357, located 1090 feet east of east portal of tunnel governs westward trains. Westward trains must stop before passing over the Eureka-Nevada Railway crossing, regardless of the position of interlocked home Signal No. 6357.
Derails in the Eureka-Nevada Railway track on each side of the points where the Western Pacific crosses the Eureka-Nevada Railway west of Palisade are interlocked with the automatic home Signals Nos. 6352 and 6357 on the Western Pacific Railroad.
Trains stopped by these automatic interlocked home signals, in addition to following a flagman, as per rule, must not foul the Eureka-Nevada Railway crossing until it has been ascertained that the derails on the Eureka-Nevada Railway are set to derail.
Passenger trains must not exceed 25, freight trains 15, miles an hour over Eureka-Nevada Railway crossing.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and east.
No. 42 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 28 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.
No. 28 will stop on flag at Elko to discharge passengers from Reno and west, and for passengers for Ogden and east.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS							FIRST CLASS						Distance from San Francisco	Time Table No. 11 May 6, 1928	Distance from Wendover	FIRST CLASS		SECOND CLASS	Capacity of Sidings
	292	276	254	64	258	62	280	10	4	42	20	2	28				1	3	61	
	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Ogden Manifest	Western Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Atlantic Express	Western Pacific Express	So. Pacific San Francisco Overland Limited	Southern Pacific Limited	Western Pacific Scenic Limited	Southern Pacific Gold Coast Limited				Western Pacific Scenic Limited	Western Pacific Express	Western Pacific Fast Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily				
F. W. T. Y. B. R. K. P.	8.30 PM	2.53 PM	1.10 PM	12.01 AM	8.53 AM	4.20 AM	3.30 AM	7.12 PM	7.35 PM	11.32 AM	11.15 AM	7.35 AM	5.46 AM	665.5	DN ELKO Kn. Di.	140.9	See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.	Yard		
P.	8.55	3.12	1.45	12.19	9.08	4.45	3.50	f 7.27	f 7.49	11.44	11.28	7.47	5.58	673.2	Block Signals	133.2		80		
P. W.	9.20	3.38	2.35	12.44	9.30	5.15	4.15	f 7.44	f 8.05	11.58 AM	11.43	8.02	6.14	683.4	7.7	123.0		80		
P.	9.35	3.48	3.00	12.52	9.40	5.30	4.25	f 7.53	f 8.13	12.05 PM	f 11.51 AM	8.09	6.22	688.2	10.2	118.2		80		
P. W.	9.58	4.15	3.50	1.17	10.15	6.10	4.50	f 8.10	s 8.31	12.20	f 12.08 PM	8.25	6.38	699.6	4.8	106.8		80		
														701.1	11.4	105.3				
P.	10.20	4.40	4.40	1.39	10.46	6.35	5.17	f 8.30	f 8.45	12.34	12.22	8.38	6.53	708.6	1.5	97.8		80		
P. R.	10.34 PM	4.53 PM	5.10 PM	1.52	11.00 AM	6.50	5.31 AM	f 8.40 PM	f 8.53	12.42 PM	12.32 PM	8.47	7.03 AM	713.7	7.5	92.7				
F. W. P.				2.01		7.10		s 9.00				s 8.55		717.2	5.1	89.2		6.20 PM	f 5.05 AM	4.30 PM
P.				2.14		7.30		f 9.10				9.07		723.6	6.4	88.2		s 6.12	s 4.55	4.10
P.				2.24		7.45		f 9.17				9.15		728.8	4.7	82.8	6.01	f 4.44	3.50	
P.				2.34		8.05		s 9.24				9.23		733.4	5.1	78.1	5.54	f 4.36	3.36	
P. W.				2.46		8.25		f 9.33				9.31		738.6	5.2	73.0	5.46	s 4.28	3.18	
P. Y.				3.10		8.55		f 9.47				9.44		747.8	5.7	67.8	5.38	f 4.16	3.00	
P.				3.52		9.25		f 9.59				9.56		752.9	8.7	59.1	5.25	f 4.02	2.35	
P.				4.19		10.13		f 10.11				10.13		761.4	5.6	53.5	5.16	f 3.52	2.20	
F. W. P. Y.				5.00		10.40		s 10.21				10.30		765.9	8.5	45.0	4.57	f 3.33	1.35	
P. Y.				5.23		11.10		f 10.35				10.42		772.2	4.5	40.5	s 4.50	s 3.25	1.15	
				5.50		11.45		10.50				10.59		781.2	6.3	34.2	4.32	f 3.06	12.35 PM	
P. W.				5.56		11.55 AM		f 10.55				11.03		783.4	9.0	25.2	4.09	2.45	11.45 AM	
P.				6.14		12.20 PM		f 11.05				11.13		788.7	2.2	23.0	4.05	f 2.40	11.35	
P.				6.44		1.10		f 11.21				11.28		799.8	5.3	17.7	3.54	f 2.29	11.13	
F. W. T. O. Y. B. R. K. P.				7.00 AM		1.50 PM		s 11.35 PM				11.40 AM		806.4	11.1	6.6	3.34	f 2.09	10.15	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		DN WENDOVER Wn	0.0	3.15 PM	1.50 AM	9.30 AM	
	2.04	2.00	4.00	6.59	2.07	9.30	2.01	1.25	4.00	1.10	1.17	4.05	1.17				Leave Daily	Leave Daily	Leave Daily	
	23.3	24.1	12.0	20.1	22.8	14.8	23.9	32.8	35.2	41.3	37.5	34.5	37.5		Time Over Subdivision		3.05	3.15	7.00	
															Average Speed per Hour		30.1	28.5	13.2	

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

For special instructions applying to joint tracks between Weso and Alazon, see page 6.

Yard Limits: Elko, Shafter and Wendover.

SPEED RESTRICTIONS.

Except as otherwise provided by time-table, bulletin or train order, maximum speed between Elko and Alazon: Passenger trains 50, freight and mixed trains and engines running light, 35 miles an hour, except that consolidation and mikado engines handling passenger trains, may run 40 miles an hour. (See Rule 847.)

Trains must not exceed 15 miles an hour through Elko Yard.

Trains using turnouts at Alazon must not exceed 25 miles an hour; when not using turnouts, passenger trains must not exceed 35 and other trains 25 miles an hour.

Except as otherwise provided by time table, bulletin or train order, maximum speed between Alazon and Wendover: Passenger trains 50, freight and mixed trains

and engines running light, 30 miles an hour, except that consolidation and mikado engines handling passenger trains, may run 40 miles an hour. (See Rule 847.)

Maximum speed for all trains, except passenger, 20 miles an hour descending Jasper and Silver Zone hills, both directions.

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

Passenger trains must use 3, all other trains 5, minutes passing through Tunnel 43.

Passenger trains must not exceed 30, all other trains 20, miles an hour rounding Arnold Loop; between Proctor and Mile Post 785; and on first curve east of Ola.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made on passenger trains at Terminals.

Rear end test as prescribed by Rule 1076 will not be made on trains at Elko, Wendover and Salt Lake, except it must be made on eastward Southern Pacific trains at Elko and westward Western Pacific first-class trains at Elko.

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

Eastward freight trains will stop at some station between Silver Zone and Wendover for train inspection.

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.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and east.

No. 42 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 28 will stop on flag at all stations in Nevada for passengers to Cheyenne and beyond.

No. 10 will stop on flag at point opposite Southern Pacific Station, Ryndon.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Recister Stations, Standard Clocks.	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 11		Distance from Salt Lake	FIRST CLASS		SECOND CLASS		Capacity of Sidings			
		74 Fast Freight	62 Fast Freight			4 Pacific Express	2 Scenic Limited		May 6, 1928		1 Scenic Limited	3 Pacific Express		61 Fast Freight		
		Leave Daily	Leave Daily			Leave Daily	Leave Daily		STATIONS Telegraph Offices and Calls		Arrive Daily	Arrive Daily		Arrive Daily		
F. W. T. O. Y. B. R. K. P.		8.30 AM	3.05 PM		11.45 PM	11.45 AM	806.4	DN	WENDOVER	Wn	121.6	s 3.05 PM	s 1.40 AM		8.30 AM	Yard
P.		8.48	3.20		s 11.59 PM	f 11.58 AM	815.3	D	SALDURO	Sd	112.7	f 2.54	s 1.26		7.55	77
P.		9.08	3.50		f 12.13 AM	12.11 PM	825.5		ARINOSA		102.5	2.42	f 1.11		7.20	82
P.		9.26	4.23		f 12.26	12.23	835.3		BARRO		92.7	2.31	f 12.56		6.50	78
W.		9.50	4.53		f 12.40	12.35	845.6	D	KNOLLS	Ks	82.4	2.19	f 12.40		6.20	82
P.		10.07	5.18		f 12.55	12.46	854.6		OLIVE		73.4	2.09	f 12.22 AM		5.50	80
P.		10.44	6.18		f 1.17	1.10	866.3		LOW		61.7	1.53	f 11.58 PM		5.10	80
P. F. W.		11.25	6.58		s 1.40	1.30	878.5	DN	DELLE	De	49.5	1.30	s 11.30		4.20	80
P.		11.45 AM	7.23		f 1.53	1.42	885.8		TIMPIE		42.2	1.16	f 11.13		3.55	81
P.		12.01 PM	7.48		f 2.06	1.52	893.0		ELLERBECK		35.0	1.05	f 10.58		3.30	
P. W. Y.		12.16	8.03		s 2.13	s 1.59	896.8	2S	BURMESTER	Bx	31.2	s 12.58	s 10.50		3.20	80
P.		12.49	8.35		f 2.26	2.12	902.4		SPRAY		25.6	12.49	f 10.35		2.58	40
P.		1.05	9.15		f 2.38	2.25	907.9		LAGO		20.1	12.38	f 10.20		2.38	82
							912.2		B. & G. Crossing and Transfer		15.8					25
P.		1.22	10.05		f 2.51	2.38	913.5	D	GARFIELD	Gf	14.5	12.29	f 10.05		2.01	79
P.		1.37	10.35		f 3.05	2.50	920.9		FOX		7.1	12.19	f 9.49		1.32	80
		1.47	10.55			2.57	924.4		BUENA VISTA		3.6	12.14	9.42		1.20	55
							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. W. Crossing		0.6					
F. W. T. O. Y. B. R. K. P.		2.20 PM	11.30 PM		s 3.30 AM	s 3.15 PM	928.0	DN	SALT LAKE	Un	0.0	12.05 PM	9.30 PM		1.00 AM	Yard
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	
		5.50	8.25		3.45	3.30			Time over Subdivision			3.00	4.10		7.30	
		20.8	14.4		32.4	34.7			Average Speed per Hour			40.5	29.2		16.2	

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

Yard Limits: Wendover, Knolls, Delle, Burmester and Salt Lake.
Yard limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing.
Burmester Siding is the track running parallel with main track in front of the depot.

Westward freight trains requiring helper will use siding at Delle.

SPEED RESTRICTIONS.

Maximum speed for passenger trains 50, freight and mixed trains 30, miles an hour between Salt Lake and Clive.

Maximum speed for passenger trains 60, freight and mixed trains 35, miles an hour between Clive and Wendover. (See Rule 847).

Maximum speed for all trains, except passenger, 20 miles an hour descending Low hill, both directions.

Passenger trains reduce to 30, all other trains 20, miles an hour between Mile Post 899.0 and 910.5.

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

Trains must 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.

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour. Passenger engines, Classes 71 and 86: When running light, 30 miles an hour. (See Rule 847.)

Eastward freight trains will enter D. & R. G. W. 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. W. main track.

Where train line has not been separated air test as prescribed by Rule 1075 need not be made at Terminals.

Rear end test prescribed by Rule 1076 will not be made at Wendover and Salt Lake

Rule 1012 is modified as follows: It is not necessary to detach engine if, in the judgment of engineer, it is practical to take water or fuel without shocks which might injure stock, damage package freight, cause break-in-two, etc.

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 with caution, 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, and be governed by Rule 663. Crossing is protected by derail.

Nos. 1 and 2 will stop on flag at all stations in Nevada and Utah for revenue passengers to or from points Pueblo, Colorado, and East.

6 **FOURTH SUBDIVISION "A"**
ELLERBECK BRANCH Eastward Westward

Fuel, Water, Force, Tables, Scales, Ways, Bulletin, Register Stations, Standard Clocks.	Distance from Ellerbeek	Time Table No. 11		Distance from Dolomite	Capacity of Sidings
		May 6, 1928			
STATIONS Telegraph Offices and Calls					
P.	0.0	ELLERBECK	4.7		
		2.7			
Y.	2.7	WYE	2.0		
		1.0			
	3.7	FLUX	3.0		8
		1.0			
	4.7	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 Rule 847.)

FOURTH SUBDIVISION "B"
TOOELE BRANCH Eastward Westward

Fuel, Water, Force, Tables, Scales, Ways, Bulletin, Register Stations, Standard Clocks.	Distance from Burmester	Time Table No. 11		Distance from Warner	Capacity of Sidings
		May 6, 1928			
STATIONS Telegraph Offices and Calls					
P. W. Y.	0.0	28 BURMESTER Bx	15.5		125
		7.0			
	7.0	MARSHALL	8.5		22
		8.5			
W. Y. R.	15.5	WARNER	0.0		77

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed 15 miles an hour. (See Rule 847.)

SPURS AND COMMERCIAL TRACKS
MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
SULPHUR SPUR.....	476.4	1 W	4
KNIGHT F. 4.....	570.1	1 E	6
RUSSELLS SPUR F. 4.....	582.5	1 E	3
JENKINS F. 4.....	592.1	1 E	3
BARTH F. 4.....	630.8	None	None
ARNOLD F. 3 and 4.....	774.4	None	None
MARBLE SPUR.....	861.5	1 E	3
TIMPIE QUARRY.....	886.7	1 E	50
L. A. & S. L. CONNECTION.....	913.6	1 E 1 W	14
SALTUS.....	915.0	1 E 1 W	3
TERMINAL SPUR F. 3 and 4.....	922.1	1 W	20

ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

(A) Between Weso and Alazon tracks of the Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both Companies will use Western Pacific track Weso to Alazon, and all westward trains of both Companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train order, except as provided in Rules E and F hereof. Each Railroad will be operated under single track rules.

(B) On the Western Pacific between Weso and Alazon one-way automatic block signals are installed to protect following movements of eastward trains and in some places westward signals will be used.

On the Southern Pacific between Alazon and Weso automatic block signals governing eastward trains will, with a few exceptions, be taken out.

When a block signal indicates STOP between Weso and Alazon train may proceed with caution not exceeding six miles an hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509 prescribing double track procedure.

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter correctly, on the register, the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A Clearance Card or Train Order authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin where another Clearance Card or Train Order must be obtained authorizing the train Carlin to Alazon.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Movements over detours at Carlin and Elko must be made with caution.

(H) Westward first class trains and westward Western Pacific second class trains register by ticket at Alazon for the information of inferior trains. Other trains will not register.

Operator Alazon must enter correctly, on the register, the information furnished by register ticket, and transmit the registration of only the Western Pacific westward first class trains to the Southern Pacific operator at Wells, who must enter same on register.

Westward Southern Pacific inferior trains need not check Alazon Register against any westward first class train that appears on the register at Wells.

(I) Eastward Southern Pacific trains will be governed by the position of the train order signal at Alazon instead of obtaining a Clearance Card as provided in Rule 83 (D).

An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

An eastward inferior Southern Pacific train may run ahead of overdue eastward superior Southern Pacific trains Alazon to Wells on Southern Pacific track without train order authority, but must comply with Rule 83 at Wells.

(J) A Clearance Card authorizing a westward Western Pacific regular train at Alazon will apply only to Elko, where another Clearance Card must be obtained authorizing the train Elko to Carlin.

(K) Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class trains will register on joint register at Southern Pacific station Carlin. A first class eastward train, which does not reach East Carlin within 15 minutes from its leaving time as registered, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(L) Eastward Southern Pacific trains will not comply with first paragraph Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. Eastward Southern Pacific first class trains not scheduled to stop at Elko, may register by ticket. Eastward Southern Pacific second class and extra trains will not register at Elko. Last paragraph Rule 96, of Rules and Regulations of the Transportation Department will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register. Southern Pacific first class trains may register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same on register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(M) Train order signal Western Pacific Elko governs eastward Southern Pacific trains. Eastward Southern Pacific trains will be created at Carlin by clearance card or train order which establishes identification and authorizes movement Carlin to Alazon. These trains will not be required to secure a clearance card at Elko except when train order signal indicates stop.

(N) On the Western Pacific between 6.30 a.m. and 6.30 p.m. before passing around curves where view is obscured, enginemen will sound whistle signal 14-L.

(O) Second paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(P) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1.
"Eng.....run extra on.....Pacific track.....to....."

EXAMPLE 2.
"Eng.....works extra on.....Pacific track.....M until.....M between.....and....."
Western Pacific and Southern Pacific main track connections,
Weso and Alazon, interlocked.

STEAM WHISTLE ROUTE SIGNALS.

WESO—East bound signal 5356.	o ————	Upper Arm Western Pacific.
	o ————	Lower Arm Southern Pacific.
West bound dwarf signal 5361.	o ————	Western Pacific.
ALAZON—East bound signal 7136.	o ————	Upper Arm Southern Pacific.
	o ————	Lower Arm Western Pacific.
West bound signal 7137.	o ————	Southern Pacific.

RAILROAD SURGEONS

DR. T. W. HUNTINGTON, Chief Surgeon.....	San Francisco, Cal.
DR. R. S. ALLISON, Local Surgeon.....	Salt Lake City, Utah
DR. F. D. SPENCER, Asst. Local Surgeon.....	Salt Lake City, Utah
DR. W. D. DONOHER, Oculist.....	Salt Lake City, Utah
DR. A. C. OLMSTED, Local Surgeon.....	Wells, Nevada
DR. A. J. HOOD, Division Surgeon.....	Elko, Nevada
DR. R. P. ROANTREE, Local Surgeon.....	Elko, Nevada
DR. CHAS. E. SECOR, Asst. Local Surgeon.....	Elko, Nevada
DR. C. W. EASTMAN, Local Surgeon.....	Carlin, Nevada
DR. GEO. F. POPE, Local Surgeon.....	Winnemucca, Nevada

FOLLOWING DESIGNATED WATCH INSPECTORS

S. A. Pope, Supervisor of Time Service.....	San Francisco
Winnemucca, Nev.....	Krenkel & Bosch
Elko, Nev.....	Wintermantel & Littlefield
	Salt Lake City, (H. B. Miller Co.,
	Utah { 460 West 2d South St.

TONNAGE RATING

First Subdivision	
Eastward	{ Mikado Engine.....2500 tons
	{ Consolidation Engine.....1800 tons
	{ Passenger Engine.....1170 tons
Westward	{ Mikado Engine.....2200 tons
	{ Consolidation Engine.....1600 tons
	{ Passenger Engine.....1040 tons
Second Subdivision	
Eastward	{ Mikado Engine.....5000 tons
	{ Consolidation Engine.....3600 tons
	{ Passenger Engine.....1950 tons
Westward	{ Mikado Engine.....4600 tons
	{ Consolidation Engine.....3500 tons
	{ Passenger Engine.....2275 tons
Third Subdivision	
Eastward	{ Mikado Engine.....2000 tons
	{ Consolidation Engine.....1500 tons
	{ Passenger Engine.....975 tons
Westward	{ Mikado Engine.....1850 tons
	{ Consolidation Engine.....1200 tons
	{ Passenger Engine.....780 tons
Fourth Subdivision	
Eastward	{ Mikado Engine.....2250 tons
	{ Consolidation Engine.....1700 tons
	{ Passenger Engine.....1100 tons
Westward	{ Mikado Engine.....2250 tons
	{ Consolidation Engine.....1700 tons
	{ Passenger Engine.....1100 tons

To determine tonnage for helper trains on any subdivision add together the rating figures for class of engines furnished.

Figure 5 tons friction for each car over 30 cars. No car limit.

The tonnage rating is based on the maximum grade on each subdivision. 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.

C. E. RENNER,
Trainmaster,
Winnemucca, Nevada.

J. J. DUGGAN,
Trainmaster,
Wendover, Utah.

G. W. CURTIS,
Trainmaster,
Salt Lake City, Utah.

A. P. MICHELSON,
Chief Train Dispatcher,
Elko, Nevada.

A. J. PIERS,
Night Chief Train Dispatcher,
Elko, Nevada.