

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME 23 TABLE

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

SUNDAY, NOVEMBER 5, 1933

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 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.

Fuel, Water, Foss, Table, Scale, We, Bulletin, Register Station, Standard Clock,	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 23 November 5, 1933		Distance from Winnemucca	FIRST CLASS		SECOND CLASS		Capacity of Siding		
	82	62	220	2			1	219		61	Arrive Daily	Arrive Daily	Yard			
	Fast Freight	Fast Freight	Mixed	Scenic Limited	Scenic Limited		Mixed	Fast Freight								
F. W. T. O. P. Y. B. R. K.	7.30 PM	4.45 AM	2.00 AM		3.10 AM	321.4	DN	PORTOLA	Ki	210.9	s	5.15 AM	s	12.35 AM	1.00 AM	Yard
P.	7.40	4.55	2.10		3.16	324.1		GULLING JUNCTION		208.2		5.09		12.24	12.50	
P.Y.	7.46	5.06	2.15		3.19	326.1		CALPINE JUNCTION		206.2		5.06		12.18	12.45	18
P.	7.51	5.12	f 2.25		f 3.22	328.1	D	HAWLEY Loyalton Branch Crossing	Je	204.2	f	5.03	f	12.13	12.40	75
P.	8.02	5.27	f 2.35		3.29	332.4		HINDOO		199.9		4.57	f	12.01 AM	12.30	75
P.W.	8.22	5.52	f 3.00		f 3.40	339.6	D	OHIOOOT	Ch	192.7	f	4.47	f	11.45 PM	12.15	74
P.Y.R.	8.27	5.58	s 3.10 AM		f 3.44	341.7	N	RENO JUNCTION	Jn	190.6	f	4.43		11.35 PM	12.03 AM	60
P.	8.38	6.09			3.51	346.0		SCOTTS		186.3		4.35			11.47 PM	74
P.	8.54	6.25			4.02	352.5		RED ROOK		179.8		4.23			11.23	74
P.	9.07	6.38			f 4.12	358.3		OMIRA		174.0	f	4.12			11.00	75
P.W.	9.25	6.55			s 4.24	362.9	DN	DOYLE	Do	169.4	s	4.03			10.40	74
P.	9.45	7.13			4.37	371.5		HACKSTAFF		160.8		3.46			9.45	74
P.	10.00	7.26			f 4.47	377.6		CALNEVA. CAL.		154.7	f	3.37			9.30	75
P.	10.15	7.40			4.57	384.0		FLANIGAN. NEV.		148.3		3.27			9.15	76
						384.8		S. P. Crossing and Connection		148.0						
P.	10.45	8.05			f 5.13	393.5		SAND PASS		138.8	f	3.13			8.52	76
P.	10.56	8.15			5.19	397.4		BRYANT		134.9		3.06			8.40	75
P.	11.14	8.32			5.31	405.0		SANO		127.3		2.53			8.24	74
W. 4 miles P. west	11.44 PM	9.02			5.48	416.1		REYNARD		116.2		2.35			7.59	75
P.	12.01 AM	9.20			6.00	424.0		BRONTE		108.3		2.23			7.42	74
P.	12.16	9.35			6.11	430.6		PHIL		101.7		2.12			7.27	75
F. W. Y. K. P.	1.20	10.20			s 6.33	438.3	DN	GERLACH	Gr	94.0	s	2.00			7.10	Yard
P.	1.42	10.32			6.41	442.8		ASCALON		89.5		1.42			6.25	81
P.	2.00	10.48			6.52	451.5		TREGO		80.8		1.31			6.07	81
P.	2.20	11.08			7.05	461.5		CHOLONA		70.8		1.18			5.47	81
P.	2.38	11.24			7.17	470.8		RONDA		61.5		1.07			5.28	81
P.	2.46	11.33			f 7.24	474.7	D	SULPHUR	Ru	57.6	f	1.00			5.18	81
P.	3.01	11.48 AM			7.33	479.7		FLOKA		62.6		12.52			5.07	80
P.	3.25	12.13 PM			7.47	488.1		ANTELOPE		44.2		12.40			4.50	81
W.F.P.	3.48	12.38			f 8.02	496.8	D	JUNGO	Jo	35.5	f	12.24			4.13	100
P.	4.00	12.51			8.12	503.4		VENADO		28.9		12.13			4.00	81
P.	4.10	1.01			8.19	508.3		GASKELL		24.0		12.06 AM			3.50	83
W. P.	4.22	1.15			f 8.31	514.2		PRONTO		18.1	f	11.57 PM			3.38	80
P.	4.34	1.30			8.40	519.4		RAGLAN		12.9		11.45			3.27	78
P.	4.47	1.45			8.49	525.6		KRUM		6.7		11.36			3.15	81
F. W. T. B. R. K. P.	5.00 AM	2.00 PM			s 9.00 AM	532.3	DN	WINNEMUCCA	Wa	0.0		11.25 PM			3.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily						Leave Daily		Leave Daily	Leave Daily		
	9.30	9.15	1.10		5.50			Time over Subdivision		5.50			1.00	10.00		
	22.2	22.8	17.4		36.2			Average Speed per Hour		36.2			20.3	21.1		

Nos. 1 and 2 will stop on flag at all stations for revenue passengers.
 Yard Limits: Portola, Doyle, Gerlach and Winnemucca.
 Reno Junction is register station for Nos. 219 and 220 only.
 When passenger trains meet at Portola or Winnemucca, siding adjacent to main track in front of depot, will be used by train taking siding, unless otherwise specified by train order.
 Maximum speed, passenger trains, 50 miles an hour, except will not exceed 35 miles

an hour on curve at M. P. 323.5, on first reverse curve east of Scotts, on curves at M. P. 391 and 392, on all curves between M. P. 395 and 398 and on curve just east of M. P. 494.
 Maximum speed, freight and mixed trains, 35 miles an hour, except will not exceed 30 miles an hour descending grades, between Reno Junction and Constantia, Flanigan Pit and Sano, Antelope and Sulphur; 25 miles an hour on curve M. P. 323.5, on first reverse curve east of Scotts, on curves at M. P. 391 and 392, on all curves between

M. P. 395 and 398 and descending grade Antelope to Jungo.
 Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel 37.
 Maximum speed, all trains, 20 miles an hour through automatic interlocker M. P. 384.3.
 For additional speed restrictions, see page 7.
 Freight trains will not run to exceed 50 miles without stopping for train inspection.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS							FIRST CLASS			Distance from San Francisco	Time Table No. 23 November 5, 1933	Distance from Elko	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	578	62	576	572	574	82	570	10	2	28				1	61			
	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Local Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Mail and Express	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited				Western Pacific Scenic Limited	Western Pacific Scenic Limited			
F. W. T. B. R. K. P.		3.00PM					6.00AM			9.05AM	532.3	DN WINNEMUCCA Wa	133.1	s 11.20PM		2.15PM	Yard	
P. R. K. I.	8.41PM	3.15	2.03PM	8.35AM	7.31AM	6.15	2.10AM			f 12.50PM	585.9	DN WESO Wo	129.5	11.13PM		2.05PM	80	
P.				8.47						f 12.57	540.5	BLISS	124.9				81	
P. W.				9.31						s 1.09	548.7	D GOLOONDA Gd	116.7				81	
P.											553.6	PREBLE (S. P. Connection)	111.8				No Siding	
P.				10.05						s 1.26	562.0	D RED HOUSE Rh	103.4				82	
P. W.				10.40						f 1.43	575.2	ELLISON	90.2				81	
P.										s 2.00	589.1	D N. BATTLE MOUNTAIN Nb	76.3				No Siding	
P.				11.15						f 2.02	590.5	RENNOX	74.9				81	
P. W.				11.50AM						f 2.15	600.6	KAMPOS	64.8				81	
P.				12.20PM						f 2.26	610.0	DUNPHY	55.4				80	
P. W. F.	11.40PM	6.40	5.23	1.04	11.30AM	9.30	5.30			s 2.37	619.0	DN BEOWAWE (S. P. Connection) Be	46.4				125	
P.				1.30						f 2.48	627.1	CLURO	38.3				81	
											635.4	E. N. RY. CROSSING	30.0					
P.				2.05						s 3.03	635.8	PALISADE Ad	29.6				81	
	12.50AM		6.25PM	2.30PM	12.40PM		6.30AM			3.13	643.8	WEST GARLIN	22.1					
P. W.	Via S. P. Carlin Yard	8.00	VIA S. P. CARLIN YARD			11.00	Via S. P. Carlin Yard			s 3.15	644.5	CARLIN C	20.9				79	
	1.50AM		7.30PM		1.50PM		7.45AM			3.25	646.0	EAST GARLIN	19.4					
P.										f 3.35	650.2	TONKA	15.2				85	
P.										f 3.44	656.6	HUNTER	8.8				81	
F.W.T.Y.B. R. K. P.	2.45AM	9.00PM	8.30PM		2.50PM	11.59AM	8.50AM			s 3.58PM	665.4	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				Leave Daily	Leave Daily	
	4.09 .55	6.00	4.22 1.00	5.55	5.09 1.00	5.59	4.20 1.05			3.08	3.10	2.46				.07	.10	
	25.9 21.2	22.2	24.6 19.4	18.2	20.9 19.4	22.2	24.8 17.9			43.7	42.0	49.8				30.9	21.6	

▲Time over sub-division and average speed per hour, for S. P. Fast freights, shown separate from Weso to West Carlin and East Carlin to Elko.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

Yard Limits: Winnemucca, Carlin and Elko.

Maximum speed between Winnemucca and Cluro and between Mile Post 652 and Elko, passenger trains 60 and freight trains 40 miles an hour. Between Cluro and Mile Post 652, passenger trains 50 and freight trains 35 miles an hour. All trains using turn-outs at Weso, must not exceed 25 miles an hour and using detours, West and East Carlin, 20 miles an hour.

Passenger trains must not exceed 35 and freight trains 25 miles an hour over Bridge 634.89.

Trains must not exceed 20 miles an hour through Elko Yard.

For additional speed restrictions see page 7.

Eastward freight trains not required to stop for other reasons, may run Winnemucca to Kampos and Kampos to Elko for train inspection.

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 Eureka-Nevada Railway crossing, regardless of position of interlocked home Signal No. 6357.

Derails on Eureka-Nevada Railway track on each side of the points where Western Pacific crosses Eureka-Nevada Railway west of Palisade are interlocked with automatic home Signals Nos. 6352 and 6357 on Western Pacific Railroad.

Trains stopped by these automatic interlocked home signals, in addition to following a flagman, as per rule, must not foul Eureka-Nevada Railway crossing until it has been ascertained that derails on 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 for revenue passengers.

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

No. 28 will stop at North Battle Mountain to discharge passengers originating Sacramento and points west, and will slow down sufficiently passing Golconda and North Battle Mountain to discharge mail.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS						FIRST CLASS			Distance from San Francisco	Time Table No. 23 November 5, 1933	Distance from Wendover	FIRST CLASS		SECOND CLASS		Capacity of Sidings									
	62	576	574	82	570	578	10	2	28				1	61												
	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Mail and Express	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited				Western Pacific Scenic Limited	Western Pacific Scenic Limited												
F. W. T. Y. B. R. K. P.	10.00PM	8.30PM	2.50PM	1.00PM	8.50AM	2.45AM				3.58PM	12.25PM	11.11AM	665.4	DN	ELKO	Kn. Di.	140.9									
P.										f 4.12	12.38	11.23	673.1		PARDO		188.2	See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.								
P. W.										f 4.27	f 12.54	11.38	683.8		ELBURZ		123.0									
P.										f 4.33	f 1.01	11.44	688.1		HALLEOK		118.2									
P. W.										f 4.47	f 1.16	11.58AM	699.6		DEETH		108.8									
P.													701.0		S. P. CONNECTION		105.3									
P. R. I.	11.45PM	10.34PM	4.53PM	2.45PM	11.00AM	4.46AM				f 4.58	1.28	12.08PM	708.6		TULASOO		97.7									
F. W. P.	12.10AM			3.10						f 5.05PM	1.35	12.15PM	718.6		ALAZON	A	92.7					6.55PM			6.45AM	
P.	12.25			3.28									717.2	28	O. S. L. Connection WELLS	We	89.1					f 6.47			6.30	80
P.	12.35			3.38									723.5		BOAZ		82.8					6.37			6.15	80
P.	12.47			3.50									728.2		RUBY		78.1					6.30			6.04	100
P. W.	12.58			4.01									733.4		TOBAR		72.9	f 6.22			5.51	80				
P. Y.	1.15			4.18									738.6		VENTOSA		67.7	f 6.14			5.38	80				
P.	1.40			4.43									747.1		SONAR		59.2	6.02			5.17	80				
P.	2.05			5.07									752.7		JASPER		53.6	f 5.54			5.02	80				
F. W. P. Y.	2.35			5.30									761.8		LUKE		45.0	5.38			4.37	81				
P. Y.	3.00			6.10									765.9	DN	N. N. Crossing SHAFTER	Fa	40.4	s 5.30			4.25	220				
P. W.	3.25			6.35									772.1		SILVER ZONE		84.2	5.13			3.50	80				
P.	3.33			6.43									780.8		OLIFSIDE		25.5	4.51			3.25	80				
P.	3.50			6.59									783.3		PROCTOR		23.0	4.46			3.14	40				
P.	4.15			7.25									788.6		PILOT		17.7	4.35			2.55	84				
F. W. T. O. Y. B. R. K. P.	4.40AM			7.45PM									799.0		OLA		7.3	4.16			2.20	70				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	806.8	DN	WENDOVER	Wn	0.0	4.00PM			1.45AM	Yard				
	6.40	2.04	2.03	6.45	2.10	2.01				1.07	4.05	1.04			Time over Subdivision			2.55			5.00					
	21.1	23.3	23.5	20.9	22.2	23.9				43.2	34.5	45.2			Average Speed per Hour			31.8			18.5					

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

Yard Limits: Elko, Wells, Shafter and Wendover.
 When passenger trains meet at Wendover, the siding in front of depot will be used by train taking siding unless otherwise specified by train order.
 Maximum speed between Elko and Pardo and between Elburz and Alazon, passenger trains 60 and freight trains 40 miles an hour. Between Pardo and Elburz and between Alazon and Wendover, passenger trains 50 and freight trains 35 miles an hour.
 Passenger trains must not exceed 30 miles an hour between M. P. 776 and M. P. 777½, rounding Arnold Loop M. P. 779, between M. P. 782 and M. P. 785 and rounding first curve east of Ola.

Maximum speed freight trains descending grades, 25 miles an hour and must not exceed 20 miles an hour between M. P. 776 and M. P. 777½, rounding Arnold Loop M. P. 779, between M. P. 782 and M. P. 785 and rounding first curve east of Ola.
 Trains must not exceed 20 miles an hour through Elko Yard.
 Trains using turn-outs at Alazon must not exceed 25 miles an hour.
 Passenger trains must use 2, all other trains 4 minutes, passing through Tunnel 43.
 For additional speed restrictions see page 7.

Freight trains may run between following stations for Train Inspection:
EASTWARD—Elko to Wells, Elburz to Ventosa, Wells to Shafter and must stop at some point between Silver Zone and Wendover, except Southern Pacific freight trains may run without stopping for train inspection Carlin to Alazon, slowing down and make rolling inspection at some intermediate point.
WESTWARD—Wendover to Shafter and Shafter to Wells.
 Automatic block signals govern trains through Tunnel 43, between Jasper and Luke. Home signals located 1000 feet in advance of each portal. No distant signals.

- Nos. 1 and 2 will stop on flag at all stations for revenue passengers.
- No. 28 will stop on flag at all stations in Nevada for revenue passengers to Cheyenne and beyond.
- No. 10 will stop on flag at Ryndon.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 23 November 5, 1933	STATIONS Telegraph Offices and Calls	Distance from Salt Lake—Roper Yd.	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	82 Fast Freight	62 Fast Freight	2 Scenic Limited	1 Scenic Limited					61 Fast Freight	Yard			
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard	
F. W. T. O. Y. B. R. K. P.	8.45 PM	5.40 AM	4.35 PM	806.3	DN	WENDOVER	Wn	124.1	s	3.50 PM	1.00 AM	Yard	
P.	9.03	6.01	4.46	815.0		SALDURO		115.4		3.39	12.43	77	
P.	9.23	6.21	4.58	825.4		ARINOSA		105.0		3.27	12.24	82	
P.	9.41	6.40	5.09	835.1		BARRO		95.3		3.16	12.05 AM	78	
P. W.	10.01	7.00	f 5.21	845.4		KNOLLS		85.0	f	3.04	11.45 PM	100	
P.	10.20	7.20	5.32	854.4		OLIVE		76.0		2.53	11.25	80	
P.	11.00	8.05	5.48	866.1		LOW		64.3		2.38	11.00	80	
P. F. W.	11.45 PM	8.45	f 6.10	878.4	DN	DELLE	De	52.0	f	2.15	10.20	190	
P.	12.05 AM	9.05	6.20	885.7		TIMPIE		44.7		2.00	9.55	81	
P.			6.30	892.9		ELLERBECK		37.5		1.51			
P. W. Y.	12.27	9.27	s 6.37	896.7	D	BURMESTER	Bx	38.7	s	1.45	9.33	80	
P.	12.39	9.39	6.45	902.4		SPRAY		28.0		1.37	9.20	40	
P.	12.50	9.50	6.52	907.8		LAGO		22.6		1.31	9.08	82	
I.				912.1		B. & G. Crossing and Transfer		18.3				25	
P.	1.03	10.03	f 7.00	913.1		GARFIELD		17.3	f	1.24	8.55	79	
P.	1.20	10.20	7.10	920.8		FOX		9.6		1.15	8.40	80	
	1.27	10.27	7.15	924.3		BUENA VISTA		6.1		1.10	8.32	55	
				926.3		L. A. & S. L. Crossing		4.1					
				926.7		O. S. L. Crossing		3.7					
	1.40	10.40		927.2		POLLARD JCT.		3.2		1.02	8.20		
				927.3		D. & R. G. W. Crossing		3.1					
F. W. T. O. Y. B. R. K. P.			s 7.30 PM	928.0	DN	SALT LAKE Union Station	Un	2.4		1.00 PM		Yard	
W. O. Y. B. R. K. P.	2.00 AM	11.00 AM		930.4	DN	SALT LAKE Roper Yard	Fy	0.0			8.00 PM	Yard	
	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily		
	5.15	5.20	2.55			Time over Subdivision				2.50	5.00		
	23.6	23.3	41.7			Average Speed per Hour				43.0	24.8		

Yard Limits: Wendover, Delle, Burmester and Salt Lake.
 Yard Limits Salt Lake extend to 500 feet west of L. A. & S. L. Railroad crossing. When passenger trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.
 Burmester siding is the track south of main track, east of Depot.
 Maximum speed for passenger trains, between Wendover and Clive, 60 miles an hour; between Clive and Delle, 50 miles an hour and between Delle and Salt Lake, 60 miles an hour.
 Maximum speed for freight trains, between Wendover and Clive, 40 miles an hour; between Clive and Delle, 30 miles an hour and between Delle and Pollard Jct., 40 miles an hour.
 Trains must not exceed 20 miles an hour approaching and passing over O. S. L. crossing, Mile Post 926.7, stopping if it is being used by a train or engine of that railroad.
 For additional speed restrictions see page 7.

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jct. Eastward trains will enter right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave double track. There are three switches at west end of double track and normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling Yardmaster's attention to approaching train so arrangements can be made to head train into clear track.
 Time specified in time-table or train order at Pollard Jct., except first class, will apply at west end of D. & R. G. W. double freight main tracks. A first-class westward train which does not reach Pollard Jct., Salt Lake, within 15 minutes from its

leaving time, as registered at Union Station, Salt Lake, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

Freight trains may run between following stations for train inspection:

EASTWARD—Wendover to Clive, Delle to Roper Yard.

WESTWARD—Roper Yard to Delle, and must stop at Clive or some point between Clive and Wendover.

B. & G. R. R. crossing Mile Post 912.1 interlocked and protected by derail. Westward home signal located 667 feet east of crossing; eastward home signal located 550 feet west of crossing with derails located 70 feet inside of home signals. Trains must approach this crossing with caution; when home signal indicates proceed, passenger trains will not exceed 35 miles and freight trains 25 miles an hour over crossing. When home signal indicates stop, must stop before reaching home signal and be governed by Rule 663.

Nos. 1 and 2 will stop on flag at all stations for revenue passengers.

FIRST SUBDIVISION "A"
GULLING BRANCH

Eastward		Westward			
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Gulling Jct.	Time Table No. 23 November 5, 1933			
		STATIONS Telegraph Offices and Calls			
		P.	0.0	GULLING JUNCTION	2.4
		P.	1.7	GRIZZLY	0.7
	2.4	GULLING	0.0		
		Capacity of Sidings			
		Sour 1W 15			
		Sour 1W 10			

Maximum speed 12 miles an hour. Track east of Grizzly Cook House must not be used.

FIRST SUBDIVISION "B"
CALPINE BRANCH

Eastward		Westward				
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Calpine Jct.	Time Table No. 23 November 5, 1933				
		STATIONS Telegraph Offices and Calls				
		Y. P.	8.30 AM	0.0	CALPINE JUNCTION	12.1
			8.55	4.8	SUMMITT	7.3
	9.20	10.0	DAVIES JUNCTION	2.1		
Y. W.	9.30 AM	12.1	D CALPINE	0.0		
		Capacity of Sidings				
		18				
		12				
		Lv. Tuesday Thurs., Sat.				
		Ar. Tuesday Thurs., Sat.				
		1.00				
		Time over Subdivision				
		12.1				
		Average Speed per Hour				
		12.1				

Westward Trains are superior to Eastward Trains of the same class, except No. 314 is superior to No. 313. Derailed on main track 50 feet west of west house track switch Calpine. Yard Limits: Calpine yard extends to 200 feet west of Davies Junction. Maximum speed 15 miles an hour.

FIRST SUBDIVISION "C"
LOYALTON BRANCH

Eastward		Westward				
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Clover Valley Jct.	Time Table No. 23 November 5, 1933				
		STATIONS Telegraph Offices and Calls				
		P. R.	12.01 PM	0.9	D HAWLEY	11.8
		P. Y. R. W.	1.01 PM	12.7	D LOYALTON	0.0
		Capacity of Sidings				
		74				
		25				
		Lv. Tuesday Thurs., Sat.				
		Ar. Tuesday Thurs., Sat.				
		1.00				
		Time over Subdivision				
		12.7				
		Average Speed per Hour				
		12.7				

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415. Maximum speed 15 miles an hour.

FIRST SUBDIVISION "D"
RENO BRANCH

Eastward		Westward				
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Reno Junction	Time Table No. 23 November 5, 1933				
		STATIONS Telegraph Offices and Calls				
		Y. R. P.	3.45 AM	0.0	N RENO JUNCTION	33.2
			3.57	3.4	PLUMAS	29.8
	4.18	10.2	PEAVINE	23.0		
	4.37	16.3	COPPERFIELD	16.9		
W.	4.45	18.8	ANDERSON	14.4		
F. W. O. T. B. R. K.	5.35 AM	33.2	D RENO	0.0		
		Capacity of Sidings				
		80				
		Spur 1W 10				
		12				
		15				
		25				
		100				
		Leave Daily				
		2.00				
		Time over Subdivision				
		18.1				
		Average Speed per Hour				
		16.6				

Yard Limits; Reno

Maximum speed, passenger trains 35, freight and mixed trains 20 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 855. Road crossings east and west of Nevada Transportation Company warehouse, Reno, must be flagged and caution used in movement over this track. Caution must be used in approaching East 6th Street, Reno.

FOURTH SUBDIVISION "A"
ELLERBECK BRANCH

Eastward		Westward			
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Distance from Ellerbeck	Time Table No. 23 November 5, 1933			
		STATIONS Telegraph Offices and Calls			
		P.	0.0	ELLERBECK	4.7
		Y.	2.7	WYE	2.0
	3.7	FLUX	3.0		
	4.7	DOLOMITE	0.0		
		Capacity of Sidings			
		8			
		3 Car Spur 1 E			

Maximum speed 15 miles an hour.

FOURTH SUBDIVISION "B"
TOOELE BRANCH

Eastward		Westward			
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Distance from Burmester	Time Table No. 23 November 5, 1933			
		STATIONS Telegraph Offices and Calls			
		P. W. Y.	0.0	28 BURMESTER	15.5
		W. Y. R.	7.0	MARSHALL	8.5
	15.5	WARNER	0.0		
		Capacity of Sidings			
		125			
		22			
		77			

Maximum speed 20 miles an hour.

SPECIAL RULES

ADDITIONAL SPEED RESTRICTIONS

GENERAL

Maximum speed for Western Pacific mikado and consolidation engines when handling passenger trains, 50 miles an hour.

Maximum speed for Southern Pacific mikado engines 3200 class, 40 miles an hour, irrespective of service.

Engines running light will be governed by speed provided for freight trains.

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.

Except as provided for at Weso, West and East Carlin and Alazon, maximum speed over all turn-outs and cross-overs, 10 miles an hour.

Trains handling loaded Log Cars must not exceed 12 miles an hour.

MISCELLANEOUS

First Sub-Division and Branches

Doubleheading with two mikado or engines of a heavier type, is prohibited between Portola and Gerlach; when mikado and consolidation engines doublehead between Portola and Gerlach speed must not exceed 25 miles an hour over bridges between Portola and Hawley.

Mikado or engines of heavier type must not be used on Gulling, Calpine, Loyalton or Reno branches.

Mikado engines must not go beyond main track frog, Flanigan and Doyle Pits and Constantia stock tracks.

Engines must not enter onto Standard Oil Spur, Loyalton.

W. P. crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach with caution expecting to find signals at stop.

S. P. crossing M. P. 384.3. Automatic interlocked. Home signals 550 feet east and west of crossing. Distant signals 2500 feet east and 3226 feet west of home signals.

Tunnel 37. Home signals 566 feet east and 450 feet west of Tunnel. One distant signal 1730 feet east of home signal. At Reno Junction, switch indicators are located at headblocks of west siding switch and at west main track switch of cross-over. See Rule 512.

GENERAL

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

Where air pipe has not been separated, air test as prescribed by Rule 1155, need not be made on passenger trains at terminals.

Rear end test as prescribed by Rule 1156 will not be made at terminals, except it must be made on eastward Southern Pacific trains and westward Western Pacific first class trains at Elko.

When two engines are doubleheading and lead engine is to be detached from train, air will be set by lead engine and stop made before being detached, then train engine will fully release air brakes and regain full working pressure before proceeding; where air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

Rule 838: Second paragraph must be observed within State of California but in States of Nevada and Utah is modified, as follows: when helper engine is coupled to rear of train, it may be detached without stopping, when speed does not exceed 10 miles an hour; eastward or westward on Antelope grade; eastward on Jasper and Silver Zone grades and eastward or westward on Low grade.

When helper engine is used on rear end on these grades, it will not be necessary to have air connection between train and helper.

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

(A) Between Weso and Alazon, tracks of 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) When a block signal indicates stop between Weso and Alazon, train may proceed as follows:

Eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by paragraph (f), Rule 509.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by paragraph (e), Rule 509.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso.

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

Eastward inferior trains need not check Weso register against any eastward first class train or preceding section that appears on the register at either Imlay or Winnemucca. Rule 83 will not apply at Weso as between trains of same class.

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

(E) West Carlin Detour extends from West Carlin on Western Pacific to a connection with Southern Pacific main track west end of Carlin Yard. East Carlin Detour extends from east ice house lead on 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) All eastward S. P. trains and westward regular S. P. and W. P. trains will register at Alazon by ticket.

Eastward inferior trains need not check Alazon register against any eastward first class train or preceding section that appears on the register at Carlin or Elko.

Eastward S. P. trains will obtain clearance at Alazon.

(H) Train orders and clearance held by engineers No. 1 arriving Southern Pacific Elko will be transferred to relief engineer at Southern Pacific Elko by Conductor when operator not on duty.

(I) A clearance authorizing a westward Western Pacific first class train at Alazon will authorize such first class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(J) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin. 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, East Carlin to Elko.

(K) 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 may register by ticket at Elko. 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

and will register by ticket. Registration of first class trains will be transmitted to 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, West Elko to Carlin.

(L) Train order signal Western Pacific Elko governs eastward Southern Pacific trains. These trains will not be required to secure a clearance at Elko except when train order signal indicates stop.

(M) Between Weso and Alazon, Dispatchers must use following forms to authorize 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....."

(N) WEST CARLIN. The upper arm of Signal 6434, located one hundred feet west of remote control switch, will govern the position of this switch. Upper arm works semi-automatically with main track block signals. Trains stopped by upper arm of Signal 6434 must observe Rule 509, in addition to interlocking rules. Lower arm will govern detour.

Trains desiring movement onto detour, will when approaching Signal 6434, sound one short and one medium long blast of the steam whistle to notify Signalman to line switch for detour.

Dwarf lighted signals (6435, main track; 6437, detour), both 350 feet east of remote control switch, north side of track, control westward movement.

Opposite remote control switch, on pole, is telephone connected with Signalman at Control Tower. This telephone is to be used by trainmen in emergency to notify Signalman the desired route they wish to take in case route is not lined up. If Signalman states he is unable to control switch and signal, upon instructions from the Signalman only will trainmen crank switch. Crank, painted white, for this switch is on pole below telephone box, and in using crank to throw switch unlock cover painted white on switch machine, placing crank on square shaft and continuing to turn crank three (3) full revolutions after switch points close so as to lock the switch. When switch crank has been removed from the pole, notify the Signalman by telephone, as the removal of this crank from the pole disconnects the switch machine circuit and crank can only be replaced on the pole by signalman or maintainer.

After switch has been properly lined and locked, trainman will signal train to proceed, remaining at the switch until train reaches a point east of Signal 6434. Switch cannot be changed after engine has entered interlocking limits.

Transportation Rule 663 must be complied with, except that part referring to Rule 628.

Second paragraph of Rule 628 will not apply at west Carlin.

Blow-off cocks, sanders or injectors must not be used and must not start boosters passing over this switch.

(O) EAST CARLIN. Oil spring switch at Junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made over this switch without first stopping and ascertaining that switch is properly lined. Blowoff cocks, sanders or injectors must not be used in vicinity of this switch.

Western Pacific and Southern Pacific main track connections, Weso and Alazon, interlocked.

STEAM WHISTLE ROUTE SIGNALS.

WESO—Eastward signal 5356.	0 ———	Upper Arm Western Pacific.
	0 ——— 0	Lower Arm Southern Pacific.
Westward dwarf signal 5361.	0 ———	Western Pacific.
ALAZON—Eastward signal 7136.	——— 0	Upper Arm Southern Pacific.
	0 ———	Lower Arm Western Pacific.
Westward signal 7137.	——— 0	Southern Pacific.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
BECKWOURTH, F 1, 2, 219 and 220.....	327.0	No Siding
CONSTANTIA.....	355.5	2 W	45
FLANIGAN PIT.....	387.4	2 W	94
SULPHUR SPUR.....	476.4	1 W	7
KNIGHT F 10.....	570.1	1 E	6
RUSSELLS F 10.....	582.5	1 E	6
JENKINS F 10.....	592.1	1 E	12
ARAGONITE.....	861.5	1 E	5
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.....	922.1	1 W	20

TONNAGE RATING

First Subdivision

Eastward	Mikado Engine with booster.....	2850 tons
	Mikado Engine.....	2600 tons
	Consolidation Engine.....	1800 tons
Westward	Passenger Engine.....	1170 tons
	Mikado Engine with booster.....	2600 tons
	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.....	5000 tons
	Consolidation Engine.....	3600 tons
	Passenger Engine.....	1950 tons

Third Subdivision

Eastward	Mikado Engine.....	2250 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.....	2600 tons
	Consolidation Engine.....	1700 tons
	Passenger Engine.....	1100 tons
Westward	Mikado Engine.....	2400 tons
	Consolidation Engine.....	1700 tons
	Passenger Engine.....	1100 tons

Reno Branch: Eastward, Reno Jet. to Copperfield, consolidation engines 1100 tons, passenger engines 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 700 tons, passenger engines 450 tons. Copperfield to Reno Jet., car limit.

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

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

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.

RAILROAD SURGEONS

DR. A. R. KILGORE.....	Chief Surgeon.....	San Francisco, Cal.
DR. A. J. HOOD.....	Division Surgeon.....	Elko, Nevada
DR. R. P. ROANTREE.....	Assistant Division Surgeon.....	Elko, Nevada
DR. CHAS. E. SECOR.....	Local Surgeon.....	Elko, Nevada
DR. W. A. LAVERY.....	Local Surgeon.....	Loyalton, Cal.
DR. S. K. MORRISON.....	Local Surgeon.....	Reno, Nevada
DR. C. R. WEST.....	Assistant Local Surgeon.....	Reno, Nevada
DR. GEO. E. POPE.....	Local Surgeon.....	Winnemucca, Nevada
DR. C. W. EASTMAN.....	Local Surgeon.....	Carlin, Nevada
DR. A. C. OLMSTED.....	Local Surgeon.....	Wells, Nevada
DR. R. S. ALLISON.....	Local Surgeon.....	Salt Lake City, Utah
DR. F. D. SPENCER.....	Assistant Local Surgeon.....	Salt Lake City, Utah
DR. W. D. DONOHER.....	Oculist and Aurist.....	Salt Lake City, Utah
DR. E. W. BROWNING.....	Oral Surgeon.....	Salt Lake City, Utah

WATCH INSPECTORS

S. A. Pope, Manager of Time Service.....	San Francisco, Cal.
R. Herz & Bros.....	Reno, Nevada
Krenkel & Bosch.....	Winnemucca, Nevada
L. J. Wintermantel.....	Elko, Nevada
Emile Mettetal.....	Elko, Nevada
H. B. Miller, 460 West Second South Street.....	Salt Lake City, Utah

C. E. RENNER, Trainmaster.....	Winnemucca, Nevada
G. W. CURTIS, Trainmaster.....	Wendover, Utah
A. P. MICHELSON, Chief Train Dispatcher.....	Elko, Nevada
H. M. YOE, Night Chief Train Dispatcher.....	Elko, Nevada