

THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME

25

TABLE

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

MONDAY, APRIL 1, 1935

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.

G. W. CURTIS,
Superintendent.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 25 April 1, 1935	Distance from Winnemucca	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	Fast Freight	Fast Freight	Mixed	2 Scenic Limited	1 Scenic Limited				77 Fast Freight	219 Mixed	61 Fast Freight	Arrive Daily			
												Leave Daily	Leave Daily	Leave Daily	
F. W. I. O. P. Y. B. R. K.	5.45 PM	4.45 AM	1.30 AM	6.30 AM	10.00 PM	321.4	DN PORTOLA Ki	210.9	6.30 PM	12.20 AM	1.00 AM			Yard	
P.	5.55	4.55	1.40	6.36	9.54	324.1	GULLING JUNCTION 2.7	208.2	6.16	12.10	12.50			18	
P. Y.	6.01	5.00	1.45	6.39	9.51	326.1	CALPINE JUNCTION 2.0	206.2	6.11	12.06	12.45			75	
P.	6.06	5.05	f 1.55	6.42	9.48	328.1	HAWLEY Loyalton Branch Crossing 4.3	204.2	6.06	f 12.01 AM	12.40			75	
P.	6.18	5.15	f 2.05	6.48	9.42	332.4	HINDOO 7.2	199.9	5.52	f 11.50 PM	12.30			74	
P. W.	6.36	5.34	f 2.30	f 6.58	9.32	339.6	D CHILCOOT Ch	192.7	5.35	f 11.35	12.15 AM			60	
P. Y. R.	6.41	5.38	s 2.40 AM	f 7.02	9.27	341.7	N RENO JUNCTION Jn	190.6	5.20	11.25 PM	11.51 PM			74	
P.	6.53	5.49		7.09	9.19	346.0	SCOTTS 6.5	186.3	5.07		11.37			74	
P.	7.09	6.05		7.19	9.07	352.5	RED ROCK 5.8	179.8	4.47		11.17			75	
P.	7.23	6.18		7.28	8.56	358.8	OMIRA 4.6	174.0	4.30		10.58			74	
P. W.	7.45	6.30		s 7.37	8.48	362.9	DN DOYLE Do	169.4	4.15		10.45			74	
P.	8.05	6.51		7.50	8.33	371.5	HACKSTAFF 6.1	160.8	3.35		10.02			75	
P.	8.24	7.06		7.59	8.24	377.6	CALNEVA, CAL. 6.4	154.7	3.19		9.49			76	
P.	8.40	7.21		8.08	8.15	384.0	FLANIGAN, NEV. 0.3	148.3	3.02		9.35			76	
						384.3	S. P. Crossing and Connection 9.2	148.0						76	
P.	9.12	7.45		8.24	8.01	393.5	SAND PASS 3.9	138.8	2.36		9.12			75	
P.	9.22	7.55		8.30	7.55	397.4	BRYANT 7.6	134.9	2.26		9.00			74	
P.	9.38	8.11		8.41	7.44	405.0	SANO 11.1	127.3	2.05		8.44			75	
W. 4 miles west	10.05	8.45		8.57	7.29	416.1	REYNARD 7.9	116.2	1.35		8.21			74	
P.	10.24	9.08		9.08	7.17	424.0	BRONTE 6.6	108.3	1.13		8.05			75	
P.	10.40	9.30		9.18	7.05	430.6	PHIL 7.7	101.7	12.55		7.50			Yard	
F. W. Y.	11.40	10.30		s 9.35	6.52	438.3	DN GERLACH Gr	94.0	12.30 PM		7.30			81	
P.	11.52 AM	10.42		9.43	6.37	442.8	ASCALON 8.7	89.5	11.20 AM		6.37			81	
P.	12.08 PM	11.01		9.55	6.26	451.5	TREGO 10.0	80.8	11.01		6.09			81	
P.	12.28	11.19		10.08	6.14	461.5	CHOLONA 9.3	70.8	10.40		5.49			81	
P.	12.45	11.35		10.20	6.02	470.8	RONDA 3.9	61.5	10.20		5.32			81	
P.	12.55	11.44		f 10.26	5.56	474.7	D SULPHUR Ru	57.6	10.05		5.24			80	
P.	1.10	11.57 AM		10.35	5.49	479.7	FLOKA 8.4	52.6	9.53		5.14			81	
P.	1.35	12.19 PM		10.49	5.38	488.1	ANTELOPE 8.7	44.2	9.35		4.57			100	
W. P.	2.00	12.43		f 11.03	5.20	496.8	D JUNGO Jo	35.5	8.55		4.20			81	
P.	2.15	12.56		11.13	5.11	503.4	VENADO 4.9	28.9	8.40		4.07			83	
P.	2.25	1.04		11.19	5.05	508.8	GASKELL 5.9	24.0	8.30		3.59			80	
W. P.	2.45	1.20		11.30	4.57	514.2	PRONTO 5.2	18.1	8.15		3.49			78	
P.	2.58	1.32		11.38	4.48	519.4	RAGLAN 6.2	12.9	7.55		3.40			81	
P.	3.10	1.45		11.46	4.41	525.6	KRUM 6.7	6.7	7.45		3.30			Yard	
F. W. T. R. R. K. P.	3.25 AM	2.00 PM		s 11.59 AM	4.30 PM	532.8	DN WINNEMUCCA Wa	0.0	7.30 AM		3.15 PM			Yard	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily				
	9.40	9.15	1.10	5.29	5.30				11.00	.55	9.45				
	21.8	22.8	17.4	38.5	38.4				19.2	22.1	21.6				
							Time over Subdivision								
							Average Speed per Hour								

Yard Limits: Portola, Doyle, Gerlach and Winnemucca.

Reno Junction is register station for Nos. 219 and 220 only.

Westward second class and extra trains need not check register at Reno Jct. for No. 219.

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, 60 miles per hour between M. P. 504 and M. P. 527, 50 miles per hour other points, except, not exceed 35 miles per hour on curve M. P. 323.5, first reverse curve east of Scotts, curves M. P. 391 and M. P. 392, all curves between M. P. 395 and M. P. 398 and curve just east M. P. 494.

Freight and Mixed Trains, 40 miles per hour between M. P. 504 and M. P. 527, 35 miles per hour other points, except, not exceed 30 miles per hour descending grades Reno Jct. and Constantia, between Flanigan Pit and Sano, Antelope and Sulphur,

25 miles per hour on curve M. P. 323.5, first reverse curve east of Scott, curves M. P. 391 and M. P. 392, all curves between M. P. 395 and M. P. 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. 334.3.

For additional speed restrictions, see page 7.

Fuel, Water, Fone, Table, Scale, Weigh, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS							FIRST CLASS				Distance from San Francisco	Time Table No. 25 April 1, 1935	Distance from Elko	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	578	62	576	574	572	82	570	14	2	28	30				1	77	61		
	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Local Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Limited	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited	Advance SP San Francisco Overland Limited				Scenic Limited	Fast Freight	Fast Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Yard				
F. W. T. B. R. K. P.	2.45 PM					4.30 AM						582.8	DN WINNEMUCCA Wa	183.1					
P. R. K. I.	8.45 PM	3.00	2.10 PM	10.10 AM	7.01 AM	4.45	1.30 AM					585.9	DN WESO Wo	129.5	s 4.25 PM	6.30 AM	2.30 PM		
P.					7.13							540.5	DN BLISS	124.9	4.18 PM	6.20 AM	2.20 PM		
P. W.					7.40				f 10.24	f 12.28	9.55	548.7	D GOLCONDA Gd	116.7					
P.												553.6	PREBLE (S. P. Connection)	111.8			No Siding		
P.					8.10				10.41	f 12.44	10.11	562.0	D RED HOUSE Rh	103.4			82		
P.					8.35				10.58	1.00	10.27	575.2	ELLISON	90.2			81		
P.									f 11.15	f 1.16		589.1	D N. BATTLE MOUNTAIN Rh	76.3			No Siding		
P.					9.00				11.17	1.18	10.45	590.5	RENNOX	74.9			81		
P. W.					9.25				11.31	1.33	10.58	600.6	KAMPOS	64.8			81		
P.					9.45				11.43	1.45	11.10	610.0	DUNPHY	55.4			80		
P. W. F.	11.20 PM	5.45	5.10	1.10 PM	10.15	8.00	4.30		f 11.55 PM	f 1.55	11.21	619.0	DN BEOWAWA (S. P. Connection) Be	46.4			125		
P.					10.35				12.05 AM	2.04	11.31	627.1	OLURO	38.3			81		
P.					11.00				12 18	f 2.17	11.43	635.4	E. N. RY. CROSSING	80.0					
	12.20 AM		6.10 PM	2.10 PM	11.25 AM		5.30 AM		12.28	2.27	11.53	643.8	PALISADE Ad	29.6			81		
P. W.	Via S. P. Carlin Yard	7.00	VIA S. P. CARLIN YARD			9.15	Via S. P. Carlin Yard		s 12.30	f 2.29	s 11.55 AM	644.5	WEST CARLIN	22.1					
	1.55 AM		7.40 PM	3.40 PM			7.10 AM		12.43	2.32	12.08	646.0	CARLIN C	20.9			79		
P.									12.49	2.38	12.14	660.2	EAST CARLIN	19.4					
P.									12.58	2.47	12.23 AM	666.6	TONKA	15.2			85		
F. W. T. Y. B. R. K. P.	2.45 AM	8.00 PM	8.30 PM	4.30 PM		10.15 AM	8.00 AM		s 1.12 AM	s 3.00 PM	s 12.37 PM	665.4	HUNTER	8.8			81		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		DN ELKO Kn Di	0.0			Yard		
	3.35 .50	5.15	4.00 .50	4.00 .50	4.24	5.45	4.00 .50		3.07	2.55	2.59	2.59							
	30.0 22.9	25.4	26.8 22.9	26.8 22.9	24.4	23.1	26.8 22.9		43.9	45.6	45.4	45.4							
													Time Over Subdivision ▲		.07	.10	.10		
													Average Speed per Hour ▲		30.9	21.6	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.

For additional speed restrictions see page 7.

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 finding these interlocked home signals in stop position, be governed by Rule 663.

Maximum speed over Eureka-Nevada Railway crossing; passenger 35 and freight trains 25 miles an hour.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Ogden or East	
30	Any Station	Discharge		Sparks or West
30	Any Station	Receive	Ogden or East	

Fuel Water, Fone, Table, Scale, Way, Bulletin, Register, Station, Standard Clock, Interlocking Plant.	SECOND CLASS						FIRST CLASS				Distance from San Francisco	Time Table No. 25 April 1, 1935	Distance from Wendover	FIRST CLASS		SECOND CLASS		Capacity of Sidings			
	62	576	574	82	570	578	2	28	30	14				1	61	77	Yard				
	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Fast Freight	Southern Pacific Fast Freight	Southern Pacific Fast Freight	Western Pacific Scenic Limited	So. Pacific San Francisco Overland Limited	Advance S.P. San Francisco Overland Limited	Southern Pacific Limited				Scenic Limited	Fast Freight	Fast Freight					
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.	9.00PM	8.30PM	4.30PM	11.15AM	8.00AM	2.45AM					3.10PM	12.37PM	12.18PM	1.13AM	665.4	DN ELKO Kn Di	140 9	See Southern Pacific Current time table for Westward Western Pacific Schedules Alazon to Elko.			
P.											3.22	12.49	12.30	1.25	673.1		138.2				
P. W.											3.36	1.03	12.44	1.39	683.8		123.0				
P.											3.42	1.09	12.50	f 1.45	688.1		118.2				
P. W.											f 3.56	1.22	1.03	f 1.58	699.5		106.8				
P.															701.0		105.3				
P. R. I.	10.45	10.34PM	6.30PM	1.00PM	10.01AM	4.46AM									708.6		97.7				
F. W. P.	11.10			1.25							f 4.20				717.2	DN ALAZON A	92.7		12.20PM	7.30AM	10.45PM
P.	11.30			1.43							4.30				723.5	O. S. L. Connection WELLS Wa	89.1		f 12.13	7.20	10.30
P.	11.42			1.53							4.36				728.2		82.8		12.04PM	7.04	9.59
P.	11.55PM			2.05							f 4.43				733.4		78.1	11.58AM	6.53	9.46	
P. W.	12.07AM			2.17							4.50				738.6		72.9	f 11.51	6.40	9.32	
P. Y.	12.30			2.35							5.02				747.1		67.7	11.43	6.27	9.20	
P.	12.55			3.00							5.12				752.7		59.2	11.31	6.07	8.55	
P.	1.20			3.25							5.24				761.8		53.6	f 11.24	5.52	8.37	
F. W. P. Y.	1.45			3.50							s 5.36				765.9	DN SHAFTER Fa	40.4	s 11.01	5.15	8.00	
P. Y.	2.05			4.20							5.48				772.1		34.2	10.46	4.44	7.10	
P. W.	2.30			4.45							6.02				780.8		25.5	10.28	4.20	6.42	
P.	2.38			4.53							6.06				788.3		23.0	10.23	4.12	6.34	
P.	2.54			5.09							6.14				788.6		17.7	10.12	3.57	6.14	
P.	3.27			5.35							6.28				799.0		7.8	9.52	3.27	5.35	
F. W. T. O. Y. B. R. K. P.	3.50AM			6.00PM							s 6.40PM				806.8	DN WENDOVER Wn	0.0	9.35AM	3.00AM	5.00PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	
	6.50	2.04	2.00	6.45	2.01	2.01					3.30	1.02	1.02	1.02				2.45	4.30	5.45	
	20.6	23.3	24.1	20.9	23.9	23.9					40.3	46.2	46.2	46.2				33.7	20.6	16.1	

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 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.

Automatic Block Signals govern movement of trains through Tunnel 43.
 Home Signal 7536, located 1875 feet west of West Portal. Home Signal 7555, located 2065 feet east of East Portal.
 Overlap controlling Home Signal 7555 indicated by overlap post, located 2,000 feet west of Home Signal 7536. (See Rule 516.)

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Discharge	Ogden or East	Colfax or West
28	Any Station	Receive	Ogden or East	Colfax or West
30	Any Station	Discharge	Ogden or East	Sparks or West
30	Any Station	Receive	Ogden or East	Sparks or West

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. 25 April 1, 1935		Capacity of Sidings
		STATIONS Telegraph Offices and Calls		
P.	0.0	GULLING JUNCTION 1.7	2.4	
P.	1.7	GRIZZLY 0.7	0.7	Spur 1W 15
	2.4	GULLING	0.0	Spur 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.	SECOND CLASS		Distance from Calpine Jct.	SECOND CLASS		Capacity of Sidings
	314 Mixed			313 Mixed		
	Lv. Tuesday, Thurs., Sat.		Ar. Tuesday, Thurs., Sat.			
Y. P.	8.30 AM	0.0	11.30 AM	12.1	18	
	8.55	4.8	11.05	7.3		
	9.20	10.0	10.40	2.1		
Y. W.	9.30 AM	12.1	10.30 AM	0.0	12	
	Ar. Tuesday, Thurs., Sat.		Lv. Tuesday, Thurs., Sat.			
	1.00		1.00			
	12.1		12.1			

No. 314 is superior to No. 313.
Derail on main track 50 feet west of west house track switch Calpine.
Yard limits Calpine extend 1496 feet west of West Wye Switch.
Cars may be found on main track within yard limits at Calpine.
Maximum speed 15 miles an hour.

FIRST SUBDIVISION "C"
LOYALTON BRANCH

Eastward		Westward				
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Loyalton	SECOND CLASS		Capacity of Sidings
	416 Mixed			415 Mixed		
	Lv. Tuesday, Thurs., Sat.		Ar. Tuesday, Thurs., Sat.			
P. R.	12.01 PM	0.9	3.30 PM	11.8	74	
P. Y. R. W.	1.01 PM	12.7	2.30 PM	0.0	25	
	Ar. Tuesday, Thurs., Sat.		Lv. Tuesday, Thurs., Sat.			
	1.00		1.00			
	12.7		12.7			

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.	SECOND CLASS		Distance from Reno	SECOND CLASS		Capacity of Sidings
	220 Mixed			219 Mixed		
	Leave Daily		Arrive Daily			
Y. R. P.	2.45 AM	0.0	11.20 PM	33.2	80	
	f 2.57	3.4	11.07	29.8	Spur 1W 10	
	f 3.18	10.2	10.46	28.0	12	
	f 3.37	16.3	10.27	16.9	15	
W.	f 3.45	18.8	10.20	14.4	25	
F W O T B R K	s 4.30 AM	33.2	9.30 PM	0.0	100	
	Arrive Daily		Leave Daily			
	1.45		1.50			
	19.0		18.1			

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.
Street crossings east and west of Nevada Transportation Company warehouse, Reno, must be flagged and caution used in movement over these streets.
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. 25 April 1, 1935		Capacity of Sidings
		STATIONS Telegraph Offices and Calls		
P.	0.0	ELLERBECK 2.7	4.7	
Y.	2.7	WYE 1.0	2.0	8
	3.7	FLUX 1.0	3.0	3 Car Spur 1 E
	4.7	DOLOMITE	0.0	

Maximum speed 15 miles an hour.

FOURTH SUBDIVISION "B"
TOOLEE BRANCH

Eastward		Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Distance from Burmester	Time Table No. 25 April 1, 1935		Capacity of Sidings
		STATIONS Telegraph Offices and Calls		
P. W. Y.	0.0	28 BURMESTER 7.0	15.5	125
	7.0	MARSHALL 8.5	8.5	22
W. Y. R.	15.5	WARNER	0.0	77

Maximum speed 20 miles an hour.

SPECIAL RULES ADDITIONAL SPEED RESTRICTIONS

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, Loylton 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, Loylton,

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

Automatic Block Signals govern movement of trains through Tunnel 37.

Home Signal 3402 located 450 feet west of West Portal. Home Signal 3415 located 566 feet east of East Portal. Distant Signal 3419 located 1730 feet east of Home Signal 3415.

Overlap controlling Home Signal 3415 and Distant Signal 3419 indicated by overlap post located 1500 feet west of Home Signal 3402.

Reno Junction; switch indicators connected with tunnel block signals are located at head blocks of west siding switch and west main track switch of cross-over. (See Rule 504-C, Figures 1 and 3, and Rule 512.)

S. P. Crossing Mile Post 384.3 protected by automatic interlocker with home and distance signals located each side of crossing. Normal position of all signals is "Stop." Approach circuits located 3000 feet in advance of distance signals, and if no Southern Pacific train is using crossing, these signals will go to "Proceed" position at the time approach circuit is entered. Trains finding these interlocked home signals in stop position, be governed by Rule 663. (See Page 2 for maximum speed through automatic interlocker.)

GENERAL

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS EXCEPT AS NOTED ON PAGE 6.

TRAIN INSPECTION: When not restricted otherwise, conditions being favorable and in the judgment of Conductor it is safe to do, freight trains may run from one water stop to next water stop.

EXCEPTION: Eastward freight trains must stop at some point between Silver Zone and Wendover, or rolling inspection may be made, if, in judgment of Conductor and Engineer, it is safe to do so.

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 Rule 509 applicable to double track.

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 Inlay 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.

Trains or engines moving over west detour at Elko on to Southern Pacific main track which find detour signal 5545 in stop position, after stopping and before

proceeding, must provide flag protection against westward trains moving on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour will not foul Southern Pacific main track until approaching train has passed or come to a stop.

(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 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 light 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

(Continued from page 7)

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.

Trains or engines moving over east detour at Carlin on to Western Pacific main track which find detour signal 6453 in stop position, after stopping and before proceeding, must provide flag protection against eastward train moving on Western Pacific main track. If eastward train is seen or known to be approaching, train on the detour will not foul Western Pacific main track until approaching train has passed or come to a stop.

(P) Trains on which crew changes are made while on Southern Pacific tracks at Elko and while on Western Pacific tracks at Carlin, when departing will move with caution not exceeding twelve miles per hour until reaching a point where next signal indication can be clearly seen and intervening track approaching signal seen to be clear.

CROSSOVER, THIRD STREET, ELKO YARD

(Q) Inside switch connected with Switch Indicator which is connected to main track Block Signals 6638 and 6644. When eastward trains pass Signal 6638 indicator will show "Block Occupied" (Rule 504-C, Fig. 1 & 3). Before starting cross-over movement Trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for cross-over movement providing train which is to use cross-over is ready for movement. When Switch Indicator signal indicates "Block Occupied," switches will not be lined for cross-over movement until approaching train has passed, or stopped clear of cross-over. Before crossing over Trainmen will leave lighted fusee, and, when necessary, torpedoes on main track sufficient distance from cross-over to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93. See Rule 512.

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
BECKWORTH, 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	570.1	1 E	6
RUSSELLS	582.5	1 E	6
JENKINS	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
Westward	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 Jct. 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 Jct., 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. F. R. SLOPANSKEY	Oculist and Aurist	Salt Lake City, Utah
DR. E. B. FAIRBANKS	Oculist and Aurist	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
J. J. DUGGAN, Trainmaster	Wendover, Utah
A. P. MICHELSON, Chief Train Dispatcher	Elko, Nevada
H. M. YOE, Night Chief Train Dispatcher	Elko, Nevada