

# THE WESTERN PACIFIC RAILROAD CO.



## EASTERN DIVISION



# TIME 30 TABLE

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

## SUNDAY, FEBRUARY 6, 1938

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, We, Bulletin, Register Station, Standard Clock, | SECOND CLASS |              |              | FIRST CLASS    |  | Distance from San Francisco | Time Table No. 30<br>February 6, 1938   |       | Distance from Winnemucca | FIRST CLASS    |              |             | SECOND CLASS |      |  | Capacity of Sidings |
|--|--------------|--------------|--------------|----------------|--|-----------------------------|---|-------|--------------------------|----------------|--------------|-------------|--------------|------|--|---------------------|
|  | 82           | 62           | 220          | 2              |  |                             | STATIONS<br>Telegraph Offices and Calls |       |                          | 1              | 77           | 219         | 61           |      |  |                     |
|  | Fast Freight | Fast Freight | Mixed        | Scenic Limited |  |                             |   |       |                          | Scenic Limited | Fast Freight | Mixed       | Fast Freight |      |  |                     |
|  | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily    |  |                             | Arrive Daily                            |       | Arrive Daily             | Arrive Daily   | Arrive Daily |             |              |      |  |                     |
| F. W. T. O.<br>P. Y. B. R. K.  | 5.45 PM      | 4.45 AM      | 1.30 AM      | 6.35 AM        |  | 321.4                       | DN PORTOLA Ki                           | 210.9 | s 9.55 PM                |                | 5.00 PM      | s 12.20 AM  | 1.00 AM      | Yard |  |                     |
| P.   | 5.55         | 4.55         | 1.40         | 6.41           |  | 324.1                       | GULLING JUNCTION 2.7                    | 208.2 | 9.49                     |                | 4.47         | 12.10       | 12.50        |      |  |                     |
| P. Y.  | 6.01         | 5.00         | 1.45         | 6.44           |  | 326.1                       | CALPINE JUNCTION 2.0                    | 206.2 | 9.46                     |                | 4.42         | 12.06       | 12.45        | 18   |  |                     |
| P.   | 6.06         | 5.05         | f 1.55       | 6.47           |  | 328.1                       | D HAWLEY Jo<br>Loyalton Branch Crossing | 204.2 | 9.43                     |                | 4.37         | f 12.01 AM  | 12.40        | 75   |  |                     |
| P.   | 6.18         | 5.15         | f 2.05       | 6.53           |  | 332.4                       | HINDOO 4.3                              | 199.9 | 9.37                     |                | 4.25         | f 11.50 PM  | 12.30        | 75   |  |                     |
| P. W.  | 6.36         | 5.34         | f 2.30       | f 7.03         |  | 339.6                       | D OHILOOT Ch                            | 192.7 | f 9.27                   |                | 4.10         | f 11.35     | 12.15 AM     | 74   |  |                     |
| P. Y. R.   | 6.41         | 5.38         | s 2.40 AM    | f 7.07         |  | 341.7                       | N RENO JUNCTION Jn                      | 190.6 | f 9.23                   |                | 4.05         | 11.25 PM    | 11.51 PM     | 60   |  |                     |
| P.   | 6.53         | 5.49         |              | 7.13           |  | 346.0                       | SCOTTS 4.3                              | 186.3 | 9.16                     |                | 3.50         |             | 11.37        | 74   |  |                     |
| P.   | 7.09         | 6.05         |              | 7.23           |  | 352.5                       | RED ROCK 6.5                            | 179.8 | 9.05                     |                | 3.31         |             | 11.17        | 74   |  |                     |
| P.   | 7.23         | 6.18         |              | 7.31           |  | 358.3                       | OMIRA 5.3                               | 174.0 | 8.55                     |                | 3.15         |             | 10.58        | 75   |  |                     |
| P. W.  | 7.45         | 6.30         |              | s 7.39         |  | 362.9                       | DN DOYLE Do                             | 169.4 | s 8.48                   |                | 3.00         |             | 10.45        | 74   |  |                     |
| P.   | 8.05         | 6.51         |              | 7.51           |  | 371.5                       | HACKSTAFF 8.6                           | 160.8 | 8.33                     |                | 2.30         |             | 10.02        | 74   |  |                     |
| P.   | 8.25         | 7.06         |              | 7.59           |  | 377.6                       | CALNEVA, CAL. 6.1                       | 154.7 | 8.25                     |                | 2.17         |             | 9.49         | 75   |  |                     |
| P.   | 8.40         | 7.21         |              | 8.07           |  | 384.0                       | FLANIGAN, NEV. 6.4                      | 148.8 | 8.17                     |                | 2.05         |             | 9.35         | 76   |  |                     |
|  |              |              |              |                |  | 384.8                       | S. P. Crossing and Connection 0.3       | 148.0 |                          |                |              |             |              |      |  |                     |
| P.   | 9.12         | 7.45         |              | f 8.22         |  | 393.5                       | SAND PASS 9.2                           | 138.8 | f 8.04                   |                | 1.45         |             | 9.12         | 76   |  |                     |
| P.   | 9.22         | 7.55         |              | 8.27           |  | 397.4                       | BRYANT 3.9                              | 134.9 | 7.58                     |                | 1.33         |             | 9.00         | 75   |  |                     |
| P.   | 9.38         | 8.13         |              | 8.37           |  | 406.0                       | SANO 7.6                                | 127.3 | 7.47                     |                | 1.12         |             | 8.40         | 74   |  |                     |
| W. 4 miles<br>P. west  | 10.05        | 8.52         |              | 8.52           |  | 416.1                       | REYNARD 11.1                            | 116.2 | 7.33                     |                | 12.49        |             | 8.10         | 75   |  |                     |
| P.   | 10.24        | 9.14         |              | 9.03           |  | 424.0                       | BRONTE 7.9                              | 108.3 | 7.22                     |                | 12.33        |             | 7.50         | 74   |  |                     |
| P.   | 10.40        | 9.30         |              | 9.12           |  | 430.6                       | PHIL 6.6                                | 101.7 | 7.12                     |                | 12.20        |             | 7.30         | 75   |  |                     |
| F. W. Y.<br>P.   | 11.40        | 10.30        |              | s 9.30         |  | 438.3                       | DN GERLACH Gr                           | 94.0  | s 7.00                   |                | 12.01 PM     |             | 7.00         | Yard |  |                     |
| P.   | 11.52 PM     | 10.42        |              | 9.37           |  | 442.8                       | ASCALON 4.5                             | 89.5  | 6.47                     |                | 11.18 AM     |             | 6.26         | 81   |  |                     |
| P.   | 12.08 AM     | 11.01        |              | 9.47           |  | 451.5                       | TREGO 8.7                               | 80.8  | 6.38                     |                | 11.01        |             | 6.09         | 81   |  |                     |
| P.   | 12.28        | 11.19        |              | 9.58           |  | 461.5                       | CHOLONA 10.0                            | 70.8  | 6.27                     |                | 10.42        |             | 5.49         | 81   |  |                     |
| P.   | 12.45        | 11.35        |              | 10.09          |  | 470.8                       | RONDA 9.3                               | 61.5  | 6.17                     |                | 10.24        |             | 5.32         | 81   |  |                     |
| P.   | 12.55        | 11.44        |              | f 10.15        |  | 474.7                       | D SULPHUR Ru                            | 57.6  | f 6.11                   |                | 10.15        |             | 5.24         | 81   |  |                     |
| P.   | 1.10         | 11.57 AM     |              | 10.25          |  | 479.7                       | FLOKA 5.0                               | 52.6  | 6.03                     |                | 10.01        |             | 5.14         | 80   |  |                     |
| P.   | 1.35         | 12.19 PM     |              | 10.38          |  | 488.1                       | ANTELOPE 8.4                            | 44.2  | 5.52                     |                | 9.45         |             | 4.57         | 81   |  |                     |
| W. P.  | 2.00         | 12.43        |              | f 10.51        |  | 496.8                       | DN JUNGO Jo                             | 35.5  | f 5.35                   |                | 9.10         |             | 4.20         | 100  |  |                     |
| P.   | 2.15         | 12.56        |              | 11.00          |  | 503.4                       | VENADO 8.7                              | 28.9  | 5.26                     |                | 8.57         |             | 4.07         | 81   |  |                     |
| P.   | 2.25         | 1.04         |              | 11.05          |  | 508.3                       | GASKELL 6.6                             | 24.0  | 5.21                     |                | 8.48         |             | 3.59         | 83   |  |                     |
| W. P.  | 2.45         | 1.20         |              | 11.14          |  | 514.2                       | PRONTO 4.9                              | 18.1  | 5.14                     |                | 8.37         |             | 3.49         | 80   |  |                     |
| P.   | 2.58         | 1.32         |              | 11.21          |  | 519.4                       | RAGLAN 5.9                              | 12.9  | 5.04                     |                | 8.27         |             | 3.40         | 78   |  |                     |
| P.   | 3.10         | 1.45         |              | 11.28          |  | 525.6                       | KRUM 5.2                                | 6.7   | 4.56                     |                | 8.15         |             | 3.30         | 81   |  |                     |
| F. W. T.<br>B. R. K. P.  | 3.25 AM      | 2.00 PM      |              | s 11.40 AM     |  | 532.3                       | DN WINNEMUCCA Ws                        | 0.0   | 4.45 PM                  |                | 8.00 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         | 5.05           |  |                             |   |       | 5.10                     |                | 9.00         | .55         | 9.45         |      |  |                     |
|  | 21.8         | 22.8         | 17.4         | 41.2           |  |                             |   |       | 40.8                     |                | 23.6         | 22.1        | 21.6         |      |  |                     |
|  |              |              |              |                |  |                             |   |       |                          |                |              |             |              |      |  |                     |

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.  
 Loyalton Branch 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.  
 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 Flanigan, protected by automatic interlocker with home and distant signals located each side of crossing. Normal position of all signals is "Stop." Approach circuits located 3000 feet in advance of distant 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.



Capacity of Sidings  
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Eastward

SECOND SUBDIVISION

Westward 3

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant. | SECOND CLASS                  |                              |                               |                               |                                |                              |                               | FIRST CLASS                  |                                  |                                |  |                             |   | Distance from San Francisco | Time Table No. 30<br>February 6, 1938 | Distance from Elko            | FIRST CLASS    |              |              | Capacity of Sidings |           |
|---|-------------------------------|------------------------------|-------------------------------|-------------------------------|--------------------------------|------------------------------|-------------------------------|------------------------------|----------------------------------|--------------------------------|--|-----------------------------|---|-----------------------------|---------------------------------------|-------------------------------|----------------|--------------|--------------|---------------------|-----------|
|   | 578                           | 62                           | 576                           | 574                           | 572                            | 82                           | 570                           | 48                           | 14                               | 2                              | 28   | 88                          | 102   |                             |                                       |                               | 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 Forty-Niner | Southern Pacific Pacific Limited | Western Pacific Scenic Limited | So. Pacific San Francisco Overland Limited | Southern Pacific Challenger | So. Pacific Streamliner City of San Francisco |                             |                                       |                               | Scenic Limited | Fast Freight | Fast Freight |                     |           |
|   | Leave Daily                   | Leave Daily                  | Leave Daily                   | Leave Daily                   | Leave Wed., Fri.               | Leave Daily                  | Leave Daily                   | Leave<br>+ See Note Below    | Leave Daily                      | Leave Daily                    | Leave Daily                                | Leave Daily                 | Leave<br>★ See Note Below                     | 582.3                       | DN WINNEMUCCA Wa                      | 188.1                         | s 4.39 PM      | 7.10 AM      | 2.30 PM      | Yard                |           |
| F. W. T. B. R. K. P.  |                               | 2.45 PM                      |                               |                               |                                | 4.30 AM                      |                               |                              |                                  | 11.50 AM                       |  |                             |   | 585.9                       | DN WESO Wo                            | 129.5                         | 4.33 PM        | 7.00 AM      | 2.20 PM      | 50                  |           |
| P. R. K. I.   | 6.35 PM                       | 3.00                         | 2.45 PM                       | 7.30 AM                       | 6.00 AM                        | 4.45                         | 2.05 AM                       |                              | 10.35 PM                         | 9.45 PM                        | 11.56 AM                                   | 10.05 AM                    | 9.30 AM                                       | 1.14 AM                     | 540.5                                 | DN BLISS                      | 124.9          |              |              |                     | 81        |
| P.  |                               |                              |                               |                               | 6.13                           |                              |                               |                              |                                  | 9.51                           | 12.02 PM                                   | 10.10                       | 9.37  | 1.19                        | 548.7                                 | D GOLCONDA Gd                 | 116.7          |              |              |                     | 81        |
| P. W.   | 7.00                          | 3.25                         | 3.10                          | 7.55                          | 6.40                           | 5.10                         | 2.30                          |                              | 10.48                            | f 10.03                        | f 12.17                                    | 10.19                       | 9.47  | 1.27                        | 553.6                                 | D PREBLE (S. P. Connection)   | 111.8          |              |              |                     | No Siding |
| P.  |                               |                              |                               |                               |                                |                              |                               |                              |                                  |                                |  |                             |   |                             | 552.0                                 | D RED HOUSE Rh                | 103.4          |              |              |                     | 82        |
| P.  | 7.25                          | 3.50                         | 3.35                          | 8.20                          | 7.10                           | 5.35                         | 2.55                          |                              | 11.02                            | f 10.21                        | f 12.35                                    | 10.33                       | 10.03   | 1.39                        | 575.2                                 | D ELLISON                     | 90.2           |              |              |                     | 81        |
| P.  |                               |                              |                               |                               | 7.35                           |                              |                               |                              |                                  | 10.36                          | 12.51                                      | 10.47                       | 10.18   | 1.51                        | 589.1                                 | D N. BATTLE MOUNTAIN Nb       | 76.3           |              |              |                     | No Siding |
| P.  |                               |                              |                               |                               |                                |                              |                               |                              |                                  | f 10.53                        | f 1.07                                     |                             | f 10.33                                       |                             | 590.5                                 | RENNOX                        | 74.9           |              |              |                     | 81        |
| P. W.   | 8.40                          | 5.05                         | 4.55                          | 9.40                          | 8.25                           | 6.55                         | 4.10                          |                              | 11.30                            | 10.56                          | 1.09                                       | 11.02                       | 10.35   | 2.04                        | 600.6                                 | KAMPOS                        | 64.8           |              |              |                     | 81        |
| P.  |                               |                              |                               |                               | 8.45                           |                              |                               |                              | 11.40                            | 11.10                          | 1.21                                       | 11.12                       | 10.47   | 2.13                        | 610.0                                 | DN DUNPHY                     | 55.4           |              |              |                     | 80        |
| P. W. F.  | 9.15                          | 5.45                         | 5.35                          | 10.20                         | 9.15                           | 7.30                         | 4.45                          |                              | 11.50                            | f 11.22                        | 1.31                                       | 11.22                       | 10.58   | 2.21                        | 619.0                                 | DN BEOWAWE (S. P. Connection) | 46.4           |              |              |                     | 125       |
| P.  |                               |                              |                               |                               | 9.35                           |                              |                               |                              | 12.07 AM                         | 11.44                          | 1.51                                       | 11.39                       | 11.19   | 2.37                        | 627.1                                 | OLURO                         | 38.3           |              |              |                     | 81        |
| P.  |                               |                              |                               |                               |                                |                              |                               |                              |                                  |                                |  |                             |   |                             | 635.4                                 | E. N. RY. CROSSING            | 30.0           |              |              |                     |           |
| P.  |                               |                              |                               |                               | 9.58                           |                              |                               |                              | 12.18                            | f 11.59 PM                     | f 2.03                                     | 11.50                       | f 11.33                                       | 2.49                        | 635.8                                 | PALISADE Ad                   | 29.6           |              |              |                     | 81        |
| P. W.   | 10.15 PM                      |                              | 6.35 PM                       | 11.20 AM                      | 10.15 AM                       |                              | 5.45 AM                       |                              |                                  |                                | 2.12                                       | 11.59 AM                    | 11.43   |                             | 643.3                                 | WEST CARLIN                   | 22.1           |              |              |                     |           |
| P. W.   | Via S.P. Carlin Yard          | 7.00                         | Via S.P. Carlin Yard          | Via S.P. Carlin Yard          |                                | 8.45                         | Via S.P. Carlin Yard          |                              | s 12.29<br>12.34                 | s 12.13<br>12.25               | f 2.14                                     | s 12.02 PM<br>12.12         | s 11.46<br>11.56                              | s 2.59<br>3.01              | 644.5                                 | OARLIN C                      | 20.9           |              |              |                     | 79        |
| P.  | 11.10 PM                      |                              | 7.35 PM                       | 12.20 PM                      |                                |                              | 6.30 AM                       |                              | 12.37                            | 12.28                          | 2.17                                       | 12.15                       | 11.59 AM                                      |                             | 646.0                                 | EAST CARLIN                   | 19.4           |              |              |                     |           |
| P.  |                               |                              |                               |                               |                                |                              |                               |                              | 12.43                            | 12.35                          | 2.23                                       | 12.21                       | 12.06 PM                                      | 3.08                        | 650.2                                 | TONKA                         | 15.2           |              |              |                     | 85        |
| F. W. T. Y. B. R. K. P.   | 11.55 PM                      | 7.45 PM                      | 8.20 PM                       | 1.05 PM                       |                                | 9.30 AM                      | 7.15 AM                       |                              | 1.01 AM                          | s 12.56 AM                     | s 2.45 PM                                  | 12.40 PM                    | s 12.28 PM                                    | 3.22 AM                     | 655.4                                 | HUNTER                        | 8.8            |              |              |                     | 81        |
|   | Arrive Daily                  | Arrive Daily                 | Arrive Daily                  | Arrive Daily                  | Arrive Wed., Fri.              | Arrive Daily                 | Arrive Daily                  |                              | Arrive<br>+ See Note Below       | Arrive Daily                   | Arrive Daily                               | Arrive Daily                | Arrive Daily                                  | Arrive<br>★ See Note Below  |                                       |                               |                |              |              |                     | Yard      |
|   | 3.40   .45                    | 5.00                         | 3.50   .45                    | 3.50   .45                    | 4.15                           | 5.00                         | 3.40   .45                    |                              | 2.26                             | 3.11                           | 2.55                                       | 2.35                        | 2.53  | 2.08                        |                                       |                               |                |              |              |                     |           |
|   | 29.3   25.9                   | 26.6                         | 28.0   25.9                   | 28.0   25.9                   | 25.3                           | 26.6                         | 29.3   25.9                   |                              | 55.1                             | 43.4                           | 45.6                                       | 53.6                        | 46.3  | 61.7                        |                                       |                               |                |              |              |                     |           |

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

★No. 102 leaves Weso on 3rd, 9th, 15th, 21st and 27th of each month.

†No. 48 leaves Weso on 5th, 11th, 17th, 23rd and 29th of each month.

For special instructions applying to joint tracks between Weso and Alazon, see pages 7 and 8.

Yard Limits: Winnemucca, Carlin and Elko.

RULE 72. No. 102 is superior to other eastward first-class trains.

RULES 86 and 93. First-class trains must clear the time of Streamliner No. 102 not less than ten (10) minutes, and other trains and engines must clear the time of Streamliner No. 102 not less than fifteen (15) minutes.

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 point 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.

| 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             |                             |
| 88  | Any Station | Discharge            |                           | Sparks or West              |
| 88  | Any Station | Receive              | Ogden or East             |                             |







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FOURTH SUBDIVISION

Westward

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| Fuel, Water, Tons, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant. | SECOND CLASS                      |                                   | FIRST CLASS                             |    | 2<br>Scenic Limited<br>Leave Daily | Distance from San Francisco | Time Table No. 30<br>February 6, 1938 |                                    | Distance from Salt Lake - Roper Yd. | FIRST CLASS                        |             | SECOND CLASS |             | Capacity of Sidings |
|---|-----------------------------------|-----------------------------------|---|----|------------------------------------|-----------------------------|---------------------------------------|------------------------------------|-------------------------------------|------------------------------------|-------------|--------------|-------------|---------------------|
|   | 82<br>Fast Freight<br>Leave Daily | 62<br>Fast Freight<br>Leave Daily | STATIONS<br>Telegraph Offices and Calls |    |                                    |                             | 1<br>Scenic Limited<br>Arrive Daily   | 77<br>Fast Freight<br>Arrive Daily |                                     | 61<br>Fast Freight<br>Arrive Daily |             |              |             |                     |
|   |                                   |                                   | DN                                      | Wn |                                    |                             |                                       |                                    |                                     |                                    |             |              |             |                     |
| F. W. T. O.<br>Y.B.R.K.K.P.   | 5.45 PM                           | 3.50 AM                           |   |    | 6.20 PM                            | 806.3                       | DN                                    | WENDOVER                           | Wn                                  | 124.1                              | s           | 10.01 AM     |             | Yard                |
| P.  | 6.00                              | 4.10                              |   |    | 6.31                               | 815.2                       |                                       | SALDURO                            |                                     | 115.2                              |             | 9.49         |             |                     |
| P.  | 6.20                              | 4.30                              |   |    | 6.42                               | 825.2                       |                                       | ARINOSA                            |                                     | 105.2                              |             | 9.39         |             | 77                  |
| P.  | 6.40                              | 4.50                              |   |    | 6.52                               | 835.2                       |                                       | BARRO                              |                                     | 95.2                               |             | 9.29         |             | 83                  |
| P. W.   | 7.03                              | 5.15                              |   |    | 7.03                               | 845.3                       |                                       | KNOLLS                             |                                     | 85.1                               |             | 9.19         |             | 78                  |
| P.  | 7.25                              | 5.33                              |   |    | 7.13                               | 854.4                       |                                       | OLIVE                              |                                     | 78.0                               |             | 9.09         |             | 100                 |
| P.  | 8.05                              | 6.10                              |   |    | 7.30                               | 866.1                       |                                       | LOW                                |                                     | 64.3                               |             | 8.55         |             | 80                  |
| P.F.W.  | 8.50                              | 6.50                              |   |    | f 7.48                             | 878.4                       | DN                                    | DELLE                              | De                                  | 52.0                               | f           | 8.36         |             | 80                  |
| P.  | 9.10                              | 7.05                              |   |    | 7.58                               | 885.7                       |                                       | TIMPIE                             |                                     | 44.7                               |             | 8.24         |             | 190                 |
| P.  |                                   |                                   |   |    | 8.07                               | 892.9                       |                                       | ELLERBECK                          |                                     | 37.5                               |             | 8.15         |             | 81                  |
| P.W.Y.  | 9.30                              | 7.25                              |   |    | f 8.12                             | 896.7                       | D                                     | BURMESTER                          | Bx                                  | 33.7                               | f           | 8.09         |             | 80                  |
| P.  | 9.40                              | 7.37                              |   |    | 8.19                               | 902.4                       |                                       | SPRAY                              |                                     | 28.0                               |             | 8.01         |             | 40                  |
| P.  | 9.50                              | 7.55                              |   |    | 8.25                               | 907.8                       |                                       | LAGO                               |                                     | 22.6                               |             | 7.55         |             | 82                  |
| I.  |                                   |                                   |   |    |                                    | 912.1                       |                                       | B. & G. Crossing and Transfer      |                                     | 18.3                               |             |              |             | 25                  |
| P.  | 10.05                             | 8.10                              |   |    | 8.32                               | 918.1                       |                                       | GARFIELD                           |                                     | 17.3                               |             | 7.48         |             | 79                  |
| P.  | 10.20                             | 8.25                              |   |    | 8.41                               | 920.8                       |                                       | FOX                                |                                     | 9.6                                |             | 7.39         |             | 80                  |
|   | 10.30                             | 8.33                              |   |    | 8.45                               | 924.3                       |                                       | BUENA VISTA                        |                                     | 6.1                                |             | 7.35         |             | 55                  |
|   |                                   |                                   |   |    |                                    | 926.3                       |                                       | L. A. & S. L. Crossing             |                                     | 4.1                                |             |              |             |                     |
|   |                                   |                                   |   |    |                                    | 926.7                       |                                       | O. S. L. Crossing                  |                                     | 3.7                                |             |              |             |                     |
|   | 10.40                             | 8.45                              |   |    |                                    | 927.2                       |                                       | POLLARD JCT.                       |                                     | 3.2                                |             | 7.27         |             |                     |
|   |                                   |                                   |   |    |                                    | 927.3                       |                                       | D. & R. G. W. Crossing             |                                     | 3.1                                |             |              | 1.20        | 10.20               |
| F.W.T.O.<br>Y.B.R.K.K.P.  |                                   |                                   |   |    | s 9.00 PM                          | 928.0                       | DN                                    | SALT LAKE<br>Union Station         | Un                                  | 2.4                                |             | 7.25 AM      |             | Yard                |
| W.O.Y.B.R.<br>K.P.  | 11.00 PM                          | 9.00 AM                           |   |    |                                    | 930.4                       | DN                                    | SALT LAKE<br>Roper Yard            | Fy                                  | 0.0                                |             |              | 1.00 PM     | 10.00 PM            |
|   | Arrive Daily                      | Arrive Daily                      |   |    | Arrive Daily                       |                             |                                       |                                    |                                     |                                    | Leave Daily |              | Leave Daily | Leave Daily         |
|   | 5.15                              | 5.10                              |   |    | 2.40                               |                             |                                       | Time over Subdivision              |                                     | 2.36                               |             |              | 4.30        | 4.20                |
|   | 23.6                              | 24.0                              |   |    | 45.6                               |                             |                                       | Average Speed per Hour             |                                     | 46.3                               |             |              | 27.6        | 28.7                |

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 track south of main track, east of depot.  
 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.  
 B. & G. crossing Mile Post 912.1 interlocked. Westward home signal located 667 feet east of crossing; eastward home signal located 550 feet west of crossing. Trains must approach this crossing with caution, and finding these interlocked home signals in stop position, be governed by Rule 663.



**6** **FIRST SUBDIVISION "A"**  
**Eastward GULLING BRANCH Westward**

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock. | SECOND CLASS | Distance from Gulling Jct. | Time Table No. 30<br>February 6, 1938   |  | Distance from Gulling | Capacity of Sidings |
|---|--------------|----------------------------|---|--|-----------------------|---------------------|
|   |              |                            | STATIONS<br>Telegraph Offices and Calls |  |                       |                     |
| P.  | 0.0          |                            | <b>GULLING JUNCTION</b>                 |  | 2.4                   |                     |
| P.  | 1.7          |                            | <b>GRIZZLY</b>                          |  | 0.7                   | Spur 1W<br>15       |
|   | 2.4          |                            | <b>GULLING</b>                          |  | 0.0                   | Spur 1W<br>10       |

**FIRST SUBDIVISION "B"**  
**Eastward CALPINE BRANCH Westward**

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock. | SECOND CLASS | Distance from Calpine Jct. | Time Table No. 30<br>February 6, 1938   |  | Distance from Calpine | Capacity of Sidings |
|---|--------------|----------------------------|---|--|-----------------------|---------------------|
|   |              |                            | STATIONS<br>Telegraph Offices and Calls |  |                       |                     |
| Y. P.   | 10.30 AM     | 0.0                        | <b>CALPINE JUNCTION</b>                 |  | 12.1                  | 18                  |
|   |              | 4.8                        | <b>SUMMITT</b>                          |  | 7.3                   |                     |
|   |              | 10.0                       | <b>DAVIES JUNCTION</b>                  |  | 2.1                   |                     |
| Y. W.   | 11.30 AM     | 12.1                       | <b>CALPINE</b>                          |  | 0.0                   | 12                  |
|   |              |                            | Time over Subdivision                   |  |                       | 1.00                |
|   |              |                            | Average Speed per Hour                  |  |                       | 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.

**FIRST SUBDIVISION "C"**  
**Eastward LOYALTON BRANCH Westward**

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock. | SECOND CLASS | Distance from Clover Valley Jct. | Time Table No. 30<br>February 6, 1938   |  | Distance from Loyalton | Capacity of Sidings |
|---|--------------|----------------------------------|---|--|------------------------|---------------------|
|   |              |                                  | STATIONS<br>Telegraph Offices and Calls |  |                        |                     |
| P. R.   | 2.00 PM      | 0.9                              | <b>HAWLEY</b>                           |  | 11.8                   | 74                  |
| P. Y. R. W.   | 3.00 PM      | 12.7                             | <b>LOYALTON</b>                         |  | 0.0                    | 55                  |
|   |              |                                  | Time over Subdivision                   |  |                        | 1.00                |
|   |              |                                  | Average Speed per Hour                  |  |                        | 11.8                |

No. 416 is superior to No. 415.  
Engines must not enter Standard Oil Spur, Loyalton.  
At Loyalton Western Pacific engines must not enter any of the tracks leading off the Clover Valley Lumber Company main track, which is the track connecting our main track with the Clover Valley Lumber Company lumber yard tracks.

**FIRST SUBDIVISION "D"**  
**Eastward RENO BRANCH Westward**

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock. | SECOND CLASS | Distance from Reno Junction | Time Table No. 30<br>February 6, 1938   |  | Distance from Reno | Capacity of Sidings |
|---|--------------|-----------------------------|---|--|--------------------|---------------------|
|   |              |                             | STATIONS<br>Telegraph Offices and Calls |  |                    |                     |
| Y. R. P.  | 2.45 AM      | 0.0                         | <b>RENO JUNCTION</b>                    |  | 33.1               | 60                  |
|   |              | 3.6                         | <b>PLUMAS</b>                           |  | 29.5               | Spur 1W<br>10       |
|   |              | 10.1                        | <b>PEAVINE</b>                          |  | 23.0               | 12                  |
|   |              | 16.2                        | <b>COPPERFIELD</b>                      |  | 16.9               | 15                  |
| W.  | 3.45         | 18.8                        | <b>ANDERSON</b>                         |  | 14.3               | 25                  |
|   |              | 23.4                        | <b>PANTHER</b>                          |  | 9.7                | Spur 1E<br>5        |
| F. W. O.<br>T. B. R. K.   | 4.30 AM      | 33.1                        | <b>RENO</b>                             |  | 0.0                | 100                 |
|   |              |                             | Time over Subdivision                   |  |                    | 1.50                |
|   |              |                             | Average Speed per Hour                  |  |                    | 18.1                |

Yard Limits; Reno.  
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"**  
**Eastward ELLERBECK BRANCH Westward**

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock. | Distance from Ellerbeck | Time Table No. 30<br>February 6, 1938   |  | Distance from Dolomite | Capacity of Sidings |
|---|-------------------------|---|--|------------------------|---------------------|
|   |                         | STATIONS<br>Telegraph Offices and Calls |  |                        |                     |
| P.  | 0.0                     | <b>ELLERBECK</b>                        |  | 4.7                    |                     |
| Y.  | 2.7                     | <b>WYE</b>                              |  | 2.0                    |                     |
|   | 3.7                     | <b>FLUX</b>                             |  | 3.0                    | 8                   |
|   | 4.7                     | <b>DOLOMITE</b>                         |  | 0.0                    | 3 Car Spur<br>1 E   |

**FOURTH SUBDIVISION "B"**  
**Eastward TOOEELE BRANCH Westward**

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock. | Distance from Burmester | Time Table No. 30<br>February 6, 1938   |  | Distance from Warner | Capacity of Sidings |
|---|-------------------------|---|--|----------------------|---------------------|
|   |                         | STATIONS<br>Telegraph Offices and Calls |  |                      |                     |
| P. W. Y.  | 0.0                     | <b>BURMESTER</b>                        |  | 15.5                 | 125                 |
|   | 7.0                     | <b>MARSHALL</b>                         |  | 8.5                  | 22                  |
| W. Y. R.  | 15.5                    | <b>WARNER</b>                           |  | 0.0                  | 77                  |

**SPECIAL INSTRUCTIONS**

**RULE 19.** Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's-eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

**RULE S-72.** Westward trains are superior to eastward trains of the same class except as noted on Page 6.

**RULE 104 (A).** Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for No. 102 Streamliner CITY OF SAN FRANCISCO.

**RULE 838.** Second paragraph: Helper engines may be used behind caboose on rear end of trains within the States of Nevada and Utah; within State of California, helper engines must not be used behind caboose but may be coupled into train ahead of caboose or used on head end. When helper engines are placed behind caboose in Nevada and Utah, brake pipe must be connected and air cut through between caboose and helper engine. When helper engines are placed behind caboose, stop will be made to detach helper after train is over summits vicinity Antelope, Silver Zone and Low. Eastward trains requiring helper from Sonar will place helper on head end of train to Shafter. If helper required east of Shafter, may be placed either on head end or rear end from Shafter and if placed on head end will handle train to Clifside, where it will be detached.

After helper engines are detached from rear of train, it will not be necessary to make rear end plug test.

**RULE 927. TRAIN INSPECTION**—When not restricted otherwise, conditions being favorable and in judgment of Conductor it is safe to do so, freight trains may run from one water stop to next water stop for inspection, except as follows:

First Subdivision: All trains must be inspected at Gerlach. Eastward freight trains that do not inspect or take water at Doyle and that have not been inspected between Chilcote and M.P. 412 will take water and inspect at M.P. 412; that do not inspect or take water at Jungo and that have not been inspected between Sulphur and Pronto will take water and inspect at Pronto.

Westward freight trains that do not take water or inspect and that have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at M.P. 412 or that have not been inspected between Gerlach and Doyle must stop for inspection at Doyle.

However, helper trains stopping to add helper engine at Jungo or Sulphur will ordinarily make standing inspection at those points and in that case, additional stops for sole purpose of making standing inspection will not be necessary. If time required to complete standing train inspection at Jungo and Sulphur, after helper engine is added, would prevent train making next siding for opposing trains, inspection need not be made at those points, but will be made as outlined in preceding paragraphs.

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

Above instructions will not conflict with provisions of Rule 928.

**RULE 1155.** Where air pipe has not been separated, air test need not be made on passenger trains at terminals.

**RULE 1156.** Rear end test will be made on Eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

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.

**MISCELLANEOUS**

**DOUBLEHEADING:** First Subdivision: Between Portola and Doyle. Engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class) must not be doubleheaded.

Second Subdivision: Between Weso and Elko. Two Mallet engines (SP or WP) must not be doubleheaded. Two S.P. engines heavier than S.P. types F-3, 4 and 5 must not be doubleheaded.

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MISCELLANEOUS—Continued

Third Subdivision: Between Elko and S. P. connection (M.P. 701). Two Mallet engines (SP or WP) must not be doubleheaded. Two W.P. engines heavier than one W.P. Mallet (M-100 class) and one Consolidation (C-43 class) must not be doubleheaded.

When two Mallet or two engines heavier than those specified above are handling trains (or being towed) in above territories, they must be separated by five (5) cars.

Westward trains, Wendover to Shafter, forty (40) cars or less requiring one helper engine, will take helper ahead of road engine. Trains of more than forty (40) cars, will take helper on rear ahead of caboose or ahead of outfits or weak cars that may be on rear of train. If two helper engines required, will take one helper ahead of road engine and other on rear.

Out of Shafter helper engines may be taken on head end.

Ordinarily engine helping trains on either side of Low Hill will be given running order from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped, must protect movement and will stop at meeting point, notifying opposing train or trains that helper engine is following.

Mikado engines must not move beyond main track frog Constantia Stock track, Doyle, Flanigan and Dyke Pit tracks and must not move beyond highway crossing Timpie Quarry track.

Hayes derail located on Delleker spur, 285 feet from main track switch.

Mikado engines or engines of heavier type must not enter Delleker spur.

At Feather River Mill on Delleker spur, narrow gauge bridge crossings over main spur, old dock, new planer and No. 3 tracks must be opened before track is used. Lookout for close clearances all tracks.

Mikado engines or engines of heavier type must not be used on Gulling, Calpine, Loyalton and Reno branches, except mikado engines may be used on that portion of Reno branch at Reno Jet. between main track junction switch and road crossing east of east wye switch and may turn on wye, not exceeding ten (10) miles an hour.

USE OF 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 L, M and N 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 Rule 509, applicable to single track.

(C) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

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

Rule 83 (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

Rule 83 will not apply at Weso as between trains of the same class.

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

(E) All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

Rule 83 (B). When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after

having been passed between Carlin and Alazon by a regular train and when a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against same train.

Rule 83 will not apply at Carlin and Elko as between trains of the same class.

Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

(F) Third paragraph Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(G) 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 will be obtained authorizing such train Elko to Carlin.

(H) Eastward Western Pacific first-class trains will throw off register ticket to Southern Pacific operator at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin. Eastward Southern Pacific first-class trains will register on joint register at Southern Pacific Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead of it, East Carlin to Elko.

(I) Rules 83, 83 (D) and 206 (A) will not apply to Southern Pacific trains at Western Pacific Elko and trains will be governed by train-order signal at that station.

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 of Rule 96 will apply at Western Pacific Elko to first-class trains only.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will 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, will run expecting to find train running ahead of it, West Elko to Carlin.

(J) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(K) Between Weso and Alazon, dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create 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....."

(L) West Carlin. Signal 6434 located 100 feet west of remote control switch. Upper arm governs eastward movements on main track and works semi-automatically with main track block signals. Lower arm governs movements to detour. Dwarf light signals 6435 (main track) and 6437 (detour), both located 350 feet east of remote control switch, govern westward movements.

Trains or engines stopped by these signals will observe Rule 509 in addition to interlocking rules. If movement is to continue on main track, trainman will inspect switch points and remain at switch until engine enters interlocking limits. Engine may be moved over switch before sending trainman ahead. Switch can not be changed after engine has entered interlocking limits.

West Carlin Detour extends from West Carlin on Western Pacific to connection with Southern Pacific main track west end of Carlin yard.

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

Opposite remote-control switch, on pole, is telephone connected with signal operator at control tower. This telephone is to be used by trainmen in emergency to notify signal operator of route desired. If signal operator is unable to control switch and signal, upon instructions from him only, trainmen will crank switch. Crank, painted white, for this switch is on pole below telephone box. In using crank to throw switch, unlock cover, painted white, on switch machine; place crank on square shaft and turn crank three (3) full revolutions after switch points close so as to lock switch. When

switch crank has been removed from pole, notify signal operator by telephone as removal of this crank from pole disconnects the switch machine circuit and crank can be replaced on pole only by signal operator or maintainer.

After switch has been properly lined and locked, trainman will signal train to proceed, remaining at switch until engine reaches it. Switch cannot be changed after engine has entered interlocking limits.

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

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

(M) East Carlin Detour extends from east icehouse lead on Southern Pacific to East Carlin on Western Pacific.

East Carlin. Oil-buffer 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 through this switch without first stopping and ascertaining that switch is properly lined.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find detour signal 6458 in stop position, after stopping and before proceeding, will provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour will not foul Western Pacific main track until approaching train has passed or come to a stop.

Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and West Carlin detours.

(N) 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. Oil-buffer spring-switch at Junction is normally lined for Southern Pacific main track.

Western Pacific freight trains and engines 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 onto Southern Pacific main track which find detour signal 5545 in stop position, after stopping and before proceeding, will 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.

(O) Rule 667: In addition, blow-off cocks must not be opened, injectors put on, or boosters started passing over remote-control switch West Carlin and over oil-buffer switches East Carlin and West Elko.

(P) When trains on which crew changes are made while on Southern Pacific track at Elko and while on Western Pacific track at Carlin are departing, they 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 can be seen to be clear.

(Q) Rule 96: Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply to trains operating as follows:

At ELKO: Work extras and eastward extras on Southern Pacific tracks.

At CARLIN: Work extras and westward extras on Western Pacific tracks.

Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left and must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.



**CROSSOVER, THIRD STREET, WESTERN PACIFIC ELKO YARD**

(R) 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 crossover movement trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for crossover movement providing train which is to use crossover is ready for movement. When Switch Indicator signal indicates "Block Occupied," switches will not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen will leave lighted fusee, and, when necessary, torpedoes on main track sufficient distance from crossover 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.           |

Trains or engines desiring to enter interlocking limits when moving against current of traffic, or from siding, must receive authority from signal operator.

When train which has been given interlocking signal, does not wish to use crossing, give two short, two long and two short sounds of steam whistle for information of signal operator.

**SPURS AND COMMERCIAL TRACKS**

| STATIONS                      | Distance from San Francisco | How Connected | Cars Capacity |
|-------------------------------|-----------------------------|---------------|---------------|
| BECKWORTH, F 219 and 220..... | 327.0                       | No Siding     | ....          |
| CONSTANTIA.....               | 355.5                       | 2 W           | 45            |
| FLANIGAN PIT.....             | 387.4                       | 2 W           | 94            |
| MILE POST 412 Phone.....      | 412.0                       | 1 W           | 15            |
| KNIGHT.....                   | 570.1                       | 1 E           | 6             |
| RUSSELLS.....                 | 582.5                       | 1 E           | 6             |
| JENKINS.....                  | 592.1                       | 1 E           | 12            |
| LUKE PIT.....                 | 759.8                       | 1 E           | 75            |
| DYKE PIT.....                 | 794.4                       | 1 E           | 18            |
| 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**

| EASTWARD<br>Engine Class | 1st Sub-Div. | 2nd Sub-Div. | 3rd Sub-Div. | 4th Sub-Div. | Reno Branch | Cal-pine Branch | Loyal-ton Branch |
|--------------------------|--------------|--------------|--------------|--------------|-------------|-----------------|------------------|
|                          |              |              |              |              |             |                 |                  |
| MTP-44.....              | 2200         | 4000         | 1750         | 2000         | .....       | .....           | .....            |
| C-43.....                | 1800         | 3600         | 1500         | 1700         | 1100        | 650             | 3000             |
| MK-60.....               | 2600         | 5000         | 2250         | 2600         | .....       | .....           | .....            |
| MK-60-70.....            | 2850         | 5000         | .....        | .....        | .....       | .....           | .....            |
| M-100.....               | .....        | .....        | 3200         | 4000         | .....       | .....           | .....            |

  

| WESTWARD      | 1st Sub-Div. | 2nd Sub-Div. | 3rd Sub-Div. | 4th Sub-Div. | Reno Branch | Cal-pine Branch | Loyal-ton Branch |
|---------------|--------------|--------------|--------------|--------------|-------------|-----------------|------------------|
|               |              |              |              |              |             |                 |                  |
| MTP-44.....   | 2000         | 4000         | 1450         | 1850         | .....       | .....           | .....            |
| C-43.....     | 1600         | 3600         | 1200         | 1700         | 650         | 850             | 3000             |
| MK-60.....    | 2200         | 5000         | 1850         | 2400         | .....       | .....           | .....            |
| MK-60-70..... | 2450         | 5000         | .....        | .....        | .....       | .....           | .....            |
| M-100.....    | .....        | .....        | 3200         | 3800         | .....       | .....           | .....            |

To determine tonnage for helper trains, 1st, 3rd and 4th Sub-Divisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars. No car limit.

Tonnage rating based on maximum grade each Sub-Division; between points where grades are less than maximum, greater tonnage can be handled.

**SPEED RESTRICTIONS—STREAMLINE TRAINS**

Maximum Speed: Diesel powered streamline trains, eighty (80) miles an hour; when handled by steam power, will be governed by speed restrictions applying to steam trains.

**RULE 10 (J).** A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

**SPEED RESTRICTIONS—STEAM TRAINS**

Speed restrictions in miles per hour will apply as follows:

| Page   | BETWEEN   | Passenger              |             | Freight and Mixed |             |    |
|--|---|------------------------|-------------|-------------------|-------------|----|
|  |   | Maxi-mum               | Restriction | Maxi-mum          | Restriction |    |
| 2  | Portola and Gerlach.....                            | 50                     | ..          | 35                | ..          |    |
|  | Curve M.P. 323.5.....                               | ..                     | 35          | ..                | 25          |    |
|  | Double heading over Bridges Portola and Hawley..... | ..                     | ..          | ..                | 25          |    |
|  | Loyalton Branch crossing.....                       | ..                     | 35          | ..                | 25          |    |
|  | Passing through (Chilcoot) Tunnel 37.....           | ..                     | 2 mins.     | ..                | 4 mins.     |    |
|  | Descending grade Reno Jct.-Constantia.....          | ..                     | ..          | ..                | 30          |    |
|  | First reverse curve east of Scotts.....             | ..                     | 35          | ..                | 25          |    |
|  | Through Automatic Interlocker M.P. 384.3.....       | ..                     | 20          | ..                | 20          |    |
|  | Curves M.P. 391 and M.P. 392.....                   | ..                     | 35          | ..                | 25          |    |
|  | All curves between M.P. 395 and M.P. 398.....       | ..                     | 35          | ..                | 25          |    |
|  | Descending grades Flanigan Pit-Sano.....            | ..                     | ..          | ..                | 30          |    |
|  | Gerlach and Antelope.....                           | 60                     | ..          | 40                | ..          |    |
|  | Descending grade Antelope-Sulphur.....              | ..                     | ..          | ..                | 30          |    |
|  | Antelope and M.P. 496.....                          | 50                     | ..          | 25                | ..          |    |
| Curve east of M.P. 494.....  | ..  | 35                     | ..          | ..                |             |    |
| M.P. 496 and Winnemucca.....   | 60  | ..                     | 40          | ..                |             |    |
| 3  | Winnemucca and Cluro.....                           | 65                     | ..          | 40                | ..          |    |
|  | Using turn-outs Weso.....                           | ..                     | 25          | ..                | 25          |    |
|  | Cluro and M.P. 652.....                             | 50                     | ..          | 35                | ..          |    |
|  | Over Bridge 634.89.....                             | ..                     | 35          | ..                | 25          |    |
|  | Over Eureka-Nevada R. R. Crossing.....              | ..                     | 35          | ..                | 25          |    |
|  | Using turn-outs West and East Carlin.....           | ..                     | 15          | ..                | 15          |    |
|  | M.P. 652 and Elko.....                              | 65                     | ..          | 40                | ..          |    |
|  | 4   | Elko and Pardo.....    | 65          | ..                | 40          | .. |
|  |   | Pardo and Elburz.....  | 50          | ..                | 35          | .. |
|  |   | Elburz and Alazon..... | 65          | ..                | 40          | .. |
| Using turn-outs Alazon.....  |   | ..                     | 25          | ..                | 25          |    |
| Alazon and Sonar.....  |   | 60                     | ..          | 40                | ..          |    |
| Sonar and Luke.....  |   | 50                     | ..          | 25                | ..          |    |
| Passing through (Jasper) Tunnel 43.....                                  |   | ..                     | 2 mins.     | ..                | 4 mins.     |    |
| Luke and Silver Zone.....  |   | 60                     | ..          | 40                | ..          |    |
| Descending grade M.P. 773-Shafter, with helper engines cut in train..... |   | ..                     | ..          | ..                | 20          |    |
| Silver Zone and Wendover.....  |   | 50                     | ..          | 25                | ..          |    |
| M.P. 776 and M.P. 777½.....  | ..  | 30                     | ..          | 20                |             |    |
| Arnold Loop M.P. 779.....  | ..  | 30                     | ..          | 20                |             |    |
| M.P. 782 and M.P. 785.....   | ..  | 30                     | ..          | 20                |             |    |
| First curve east of Ola.....   | ..  | 30                     | ..          | 20                |             |    |
| 5  | Wendover and Clive.....                             | 65                     | ..          | 40                | ..          |    |
|  | Clive and M.P. 880.....                             | 50                     | ..          | 30                | ..          |    |
|  | M.P. 880 and Salt Lake.....                         | 65                     | ..          | 40                | ..          |    |
|  | Over B&G Crossing.....                              | ..                     | 35          | ..                | 25          |    |
| Over OSL Crossing M.P. 926.....  | ..  | 20                     | ..          | 20                |             |    |
| 6  | Gulling Branch.....                                 | ..                     | ..          | 12                | ..          |    |
|  | Calpine Branch.....                                 | ..                     | ..          | 15                | ..          |    |
|  | Loyalton Branch.....                                | ..                     | ..          | 15                | ..          |    |
|  | Reno Branch.....                                    | 35                     | ..          | 20                | ..          |    |
|  | Ellerbeck Branch.....                               | ..                     | ..          | 15                | ..          |    |
|  | Tooele Branch.....                                  | ..                     | ..          | 20                | ..          |    |

Maximum Speed, Western Pacific consolidation engines Nos. 1 to 65 inclusive, mikado engines Nos. 301 to 336 inclusive and Southern Pacific mikado engines MK-5 and MK-6, Nos. 3241 to 3277 inclusive, fifty (50) miles an hour; Southern Pacific "F" type engines 3600 and 3700 class, forty-five (45) miles an hour, and all other freight engines, forty (40) miles an hour, when handling passenger trains.

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

Speed of engines backing will not exceed twenty (20) miles an hour on straight track; on curves and where track conditions are unfavorable, speed must be reduced still further to that consistent with safety.

Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, twenty-five (25) miles an hour, handling log cars twelve (12) miles an hour.

Maximum speed, except as provided for at Weso, West and East Carlin and Alazon, over all turn-outs and crossovers, ten (10) miles an hour.

**RAILROAD SURGEONS**

|                           |                                 |                       |
|---------------------------|---------------------------------|-----------------------|
| DR. A. R. KILGORE.....    | Chief Surgeon.....              | San Francisco, Calif. |
| DR. W. B. McKNIGHT.....   | Division Surgeon.....           | Portola, Calif.       |
| DR. J. D. COULTER.....    | Assistant Division Surgeon..... | Portola, Calif.       |
| 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, Calif.      |
| 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, Calif. |
| W. H. Morgan.....                               | Portola, Calif.       |
| 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  |

|  |                 |
|--|-----------------|
| L. D. BRADY, Trainmaster.....                      | Portola, Calif. |
| C. E. McDONALD, Trainmaster.....                   | Wendover, Utah  |
| A. P. MICHELSON, Chief Train Dispatcher.....       | Elko, Nevada    |
| H. M. YOE, Night Chief Train Dispatcher.....       | Elko, Nevada    |
| E. J. MATTINGLY, Ass't Chief Train Dispatcher..... | Elko, Nevada    |