

*H. M. Lane*

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## SALT LAKE DIVISION

# 47



To Take Effect Sunday, June 17, 1934, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,  
*General Manager.*

W. B. KIRKLAND,  
*Superintendent of Transportation.*

L. U. MORRIS,  
*Assistant General Manager.*

J. C. GOODFELLOW,  
*Superintendent.*



Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 47 June 17, 1934	Distance from Imlay	FIRST CLASS					THIRD CLASS	
	566	564	562	560	606	10	318	28				21	605	317	27	9	563	
	Freight	Freight	Freight	Freight	Mixed	Pacific Limited	Passenger	San Francisco Overland Limited				Pacific Limited	Mixed	Passenger	San Francisco Overland Limited	Mail	Manifest Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Mon., Wed., Fri.	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily		
Yard POWYBK	4.10 PM	12.40 PM	5.45 AM	12.01 AM		8.50 PM	8.10 AM	8.00 AM	5.30 AM	246.2	TO-R SPARKS 2.9	138.1	s 12.40 PM	s 6.30 PM	s 7.10 PM	s 9.20 PM	s 9.30 PM	
N S 85-50 P	4.20	12.50	5.55	12.10		8.57	f 8.16	8.06	5.36	249.1	VISTA 4.0	135.2	12.33	f 6.22	7.03	9.13	9.24	
50-98 P	4.28	12.58	6.03	12.18		f 9.08 9.19	f 8.21	8.11	5.41	253.1	HAFED 4.2	131.2	12.28	f 6.15	6.58	9.08	9.19	
50-94 PW	4.36	1.06	6.12	12.27		f 9.29	f 8.26	8.17	5.46	257.3	DITHO 4.8	127.0	12.23	f 6.08	6.53	9.03	9.14	
50-79 P	4.45	1.15	6.21	12.36		f 9.36	f 8.32	8.23	5.51	262.1	TO OLARK 4.6	122.2	12.17	f 6.01	6.47	8.57	9.08	
83-50 P	4.53	1.24	6.29	12.44		f 9.43	f 8.38	8.30	5.56	266.7	THISBE 4.7	117.6	12.11	f 5.54	6.41	8.51	9.02	
96-46 PW	5.01	1.32	6.37	12.52		f 9.50	f 8.44	8.37	6.01	271.4	GILPIN 4.7	112.9	12.04 PM	f 5.47	6.35	8.45	8.56	
Yard PY	5.10	1.40	6.45	1.01		s 10.00	s 8.52	* 8.45 AM	6.07	276.1	TO-R FERNLEY 4.3	108.2	f 11.58 AM	s 5.38	* 6.25 PM	f 8.39	8.50	
49-98 P	5.20	1.48	6.52	1.09		10.08	f 8.57		6.12	280.4	ARGO 4.0	103.9	11.52	5.20		8.34	8.45	
80-52 P	5.30	1.55	7.00	1.17		f 10.14	f 9.02		6.16	284.4	PATNA 3.7	99.9	11.47	5.10		8.29	8.40	
Yard POWYBK	5.38	2.02	7.07	1.24		s 10.20 PM	s 9.17		s 6.25	288.1	TO-R HAZEN 4.4	96.2	s 11.40	5.00 PM		s 8.22	s 8.34	
50 102 PW	6.01	2.20	7.25	1.41			f 9.24		6.31	292.6	MASSIE 4.9	91.8	f 11.28			8.12	8.24	
50-100 P	6.10	2.30	7.35	1.51			f 9.30		6.36	297.4	FALAIS 4.6	86.9	11.22			8.06	8.19	
80-50 P	6.18	2.38	7.43	1.59			f 9.35		6.41	302.0	UPSAL 4.8	82.3	f 11.17			8.00	8.14	
52-100 P	6.26	2.46	7.51	2.07			f 9.40		6.46	306.8	DESERT 4.9	77.5	11.11			7.54	8.09	
100-51 PW	6.34	2.53	7.59	2.15			f 9.46		6.51	311.7	PARRAN 4.4	72.8	f 11.05			7.48	8.03	
100-50 P	6.42	3.01	8.07	2.23			f 9.51		6.56	316.1	HUXLEY 3.9	68.2	10.59			7.43	7.58	
50-98 P	6.48	3.07	8.13	2.29			f 9.55		7.00	320.0	OCALA 4.3	64.3	f 10.55			7.38		
50-98 P	6.56	3.15	8.20	2.37			f 10.00		7.05	324.2	MIRIAM 4.2	60.1	10.50			7.33	7.49	
55-98 P	7.04	3.23	8.28	2.45			f 10.05		7.10	328.4	TOY 3.4	55.9	f 10.45			7.28	7.44	
102 P	7.10	3.30	8.35	2.52			f 10.10		7.14	331.8	TOULON 4.6	52.5	10.40			7.24	7.40	
102 P	7.18 7.35	3.38	8.43	3.00			f 10.16		7.19	336.4	GRANITE PT. 4.1	47.9	f 10.35			7.18	7.35	
PY	7.45	3.48	8.50	3.10			f 10.21		7.24	340.6	PERTH 3.8	43.8	10.30			7.13	7.30	
125-125 PW	8.00	4.00	9.10	3.30			s 10.34		s 7.30	344.3	TO LOVELOCK 4.7	40.0	s 10.25			s 7.08	s 7.25	
8 P	8.15	4.15	9.30	3.45			f 10.42		7.37	349.0	KODAK 4.2	35.3	10.16			6.59	7.15	
Spur 45 P	8.30	4.30	9.45	4.00			f 10.48		7.43	353.2	WOOLSEY 4.6	31.1						
Spur PW	8.45	4.50	10.00	4.20			f 10.55		7.50	357.8	OREANA 5.2	E.B.W.B. 26.3 26.5	f 10.06			6.49	7.06	
127 center P	9.10	5.15	10.25	4.45			f 11.06		8.00	366.0	RYE PATCH 6.8	18.1 18.3	f 9.55			6.40	6.57	
Spur 6							f			372.6	VALERY 4.4	11.5 11.5						
134 center PW	9.37	5.42	10.50	5.12			f 11.20		8.13	377.0	HUMBOLDT 7.1	7.1 7.1	f 9.43			6.28	6.45	
Yard POWYBK	9.50 PM	6.05 PM	11.10 AM	5.30 AM			s 11.30 AM		s 8.23 AM	384.1	TO-R IMLAY	0.0 0.0	9.32 AM			6.18 PM	6.35 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Ar. Mon., Wed., Fri.	Arrive Daily		138.1	137.9 138.1	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily

(5.40)	(5.25)	(5.25)	(5.20)	(1.30)	(3.20)	(0.45)	(2.53)	..... Time over District .....	(3.08)	(1.30)	(0.45)	(3.02)	(2.55)	(0.30)
24.33	25.46	25.46	25.14	27.93	41.37	39.86	47.80	..... Average speed per hour .....	44.07	27.93	39.86	45.52	47.34	24.00

The track north of the main track at Vista, Thisbe, Gilpin, Patna, Upsal, Parran and Huxley, and the track south of the main track at Hafed, Ditho, Clark, Argo, Massie, Falais, Desert, Ocala, Miriam and Toy is the siding. Schedule time and train orders apply at the end of double track at Perth.

- \* NO. 318 AT FERNLEY WILL HEAD IN ON SIDING AT WEST END. PROCEED ON SIDING TO POINT OPPOSITE STATION, THEN BACK UP ON SIDING TO WEST LEG OF WYE, HEAD OUT THROUGH WEST LEG OF WYE.
- \* NO. 317 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT THROUGH CROSS OVER WEST OF STATION—SECOND PARAGRAPH OF RULE 5 WILL APPLY AT THIS CROSSOVER.

**OIL BUFFER SPRING SWITCHES**

- PERTH—Normal position for eastward main track.
- LOVELOCK—At west end north siding, normal position for westward main track. At east end south siding, normal position for eastward main track. Trains moving against current of traffic must stop and ascertain switches properly lined before using.
- RYE PATCH—East switch center siding connecting with eastward track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Cheyenne



Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 47 June 17, 1934	Distance from Carlin	FIRST CLASS				SECOND CLASS
	578	576	574	572	570	10	28				21	27	9	1	61
	Freight	Freight	Freight	Local Freight	Freight	Pacific Limited	San Francisco Overland Limited				Pacific Limited	San Francisco Overland Limited	Mail	Western Pacific Scenic Limited	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Lv Monday Wednesday Friday	Leave Daily	Leave Daily	Leave Daily		<b>STATIONS</b>		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard POWYBK	7.20 PM	12.45 PM	8.35 AM	5.40 AM	12.05 AM			384.1	TO-R IMLAY	150.2	s 9.27 AM	s 6.13 PM	s 6.30 PM		
Spur 61 P								388.7	MILL CITY	145.6	f 9.20	6.07	6.23		
127 Center W								397.0	COSGRAVE	137.3	f 9.11	5.58	6.14		
N 40 S	8.10	1.35	9.25	6.40	12.55			406.6	ROSE CREEK	127.7	f 9.00	5.48	6.04		
100 P	8.20	1.45	9.35	6.50	1.05			406.8	BENIN	122.4	8.53	5.42	5.58		
93-105 PW	8.35	2.00	9.50	7.30	1.20			412.1	TO WINNEMUCCA	117.2	s 8.46	s 5.35	s 5.51		
PI	8.45 PM	2.10 PM	10.00 AM	7.40 AM	1.30 AM			417.3	TO-R WESO	118.6	8.37	5.26	5.42	4.33 PM	2.05 PM
101 P								420.9	TULE	111.2	8.34	5.23	5.39	4.27	1.55
80 P								423.3	EGLON	106.6	f 8.28			4.21	1.44
92 PW								428.9	TO GOLCONDA	100.5	f 8.21	5.10	5.26	f 4.14	1.30
Spur 53 P								434.0	PREBLE	95.2	8.14	5.04	5.20	4.07	1.15
Spur 52 P								439.3	COMUS	91.0	f 8.09			4.01	1.05
51-51 P								443.5	IRON POINT	86.4	f 8.03	4.54	5.11	3.56	12.55
Spurs 51 53 P								448.1	HERRIN	81.8	f 7.58			3.51	12.45
Spur 47 P								452.7	STONE HOUSE	77.1	f 7.53	4.44	5.02	3.45	12.35
77 POW								457.4	VALMY	73.2	f 7.48			f 3.40	12.27
100 P								461.3	MOTE	68.2	f 7.43	4.35	4.53	3.34	12.15
71 P								466.3	PIUTE	63.6	7.38			3.28	12.05 PM
71- PW								470.7	TO BATTLE MOUNTAIN	58.7	s 7.32	f 4.25	s 4.43	f 3.22	11.50 AM
71 P								475.8	ROSNY	52.5	f 7.20			3.11	11.25
68 P								482.0	ARGENTA	46.8	f 7.13	4.12	4.30	3.05	11.15
100 P								487.7	MOSEL	41.6	f 7.07			2.59	11.07
50 50 P								492.9	SHOSHONE	36.0	f 7.01	4.01	4.19	2.53	10.58
Spurs 55 55 P								498.5	LADOGA	30.8				2.47	10.49
98 PW								503.7	TO BEOWAWE	26.3	f 6.49	3.51	4.09	f 2.41	10.39
Spur 51 53 P								508.2	CLURO	21.8	6.43	3.45	4.04	2.36	10.28
Spurs 53 53 P								512.7	HARNEY	17.5	f 6.38	3.40	3.59	2.30	10.18
Spurs 51 52 P								517.0	GERALD	12.9	6.32	3.34	3.53	2.24	10.08
I								521.6	E. N. Crossing	9.3					
I								525.2	E. N. Crossing	9.0					
51-55 PW								525.5	TO PALISADE	8.8	f 6.25	3.27	3.47	f 2.16	9.55
81 P								525.7	TYROL	3.3					9.40
Yard POWTBK								531.2	TO-R CARLIN	0.0	6.10 AM	3.13 PM	3.33 PM	2.00 PM	9.25 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday Friday	Arrive Daily			534.5	(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.25)	(1.25)	(1.25)	(2.00)	(1.25)				..... Time over District.....		(3.17)	(3.00)	(2.57)	(2.33)	(4.40)
	25.97	25.97	25.97	18.40	25.97				..... Average speed per hour.....		45.74	50.06	50.91	44.54	24.21

See Western Pacific Current Timetable for Eastward Southern Pacific schedules between Weso and Carlin.

Schedule time and train orders apply at the end of double track at Rose Creek.

OIL BUFFER SPRING SWITCHES  
Rose Creek—Normal position for westward main track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge revenue passengers		Cheyenne

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 47 June 17, 1934	Distance from Montello	FIRST CLASS				SECOND CLASS
	576	574	570	578	10	28				21	27	9	1	61
	Freight	Freight	Freight	Freight	Pacific Limited	San Francisco Overland Limited				Pacific Limited	San Francisco Overland Limited	Mail	Western Pacific Seaside Limited	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard POWBKT							534.5	TO-R CARLIN 3.0	127.4	s 6.00 AM	s 3.08 PM	s 3.28 PM	s 1.55 PM	9.15 AM
N 8 79 P							537.5	VIVIAN 2.8	124.4	5.51	3.00	3.20	1.48	9.04
Spur 42 P							540.3	TONKA 4.2	121.6	5.47	2.56	3.16	1.44	8.58
48-47 P							544.5	MOLEEN 5.8	117.4	f 5.41	2.51	3.11	1.39	8.49
70 P							550.3	AVENEL 4.3	111.6	5.34	2.45	3.05	1.33	8.39
Yard PW							554.5	WEST ELKO 1.5	107.4	5.28	2.40	3.00	1.28	8.30 AM
81 P							556.0	TO-R ELKO 4.5	105.9	s 5.25	s 2.38	s 2.58	s 1.25 s 1.20	Via WP Yard 8.20 AM
Spur 40 P							560.5	COIN 4.3	101.4	f 5.17	2.31	2.51	1.15	8.05
Spurs 45-41 P							564.8	OSINO 3.0	97.1	f 5.12	2.26	2.46	1.10	7.58
87 PW							567.8	RYNDON 5.6	94.1	f				7.51
99 P							573.4	ELBURZ 3.3	88.5	f 5.00	2.14	2.34	12.58	7.37
81 P							576.7	TO HALLECK 4.5	85.2	f 4.55	2.10	2.30	f 12.53	7.30
Spur 45 P							581.2	RASID 4.1	80.7	4.49			12.48	7.23
113 PW							585.3	NATCHEZ 4.3	76.6	f 4.44			12.43	7.16
Spur 51 P							589.6	TO DEETH 4.8	72.3	f 4.38	1.57	2.17	f 12.37	7.09
151-Spur 15 P							594.4	NARDI 4.7	67.5	4.32	1.52	2.12	12.32	7.01
85 PI	10.34 PM	4.30 PM	10.01 AM	4.46 AM			599.1	TULASCO 4.5	62.8	f 4.27	1.47	2.07	12.27	6.53
Yard POWYBK	10.59	5.00	10.25	5.06			603.6	TO-R ALAZON 3.9	58.3	f 4.22	1.42	2.02	12.22 PM	6.45 AM
Spur 2							607.5	TO-R WELLS 5.9	54.4	s 4.16	s 1.36	s 1.56		
Yard 47-108 PY	11.43	6.05	11.15	5.49			613.4	CEDAR 3.0	48.5					
97-47 PW	11.52	6.14	11.26	5.57			616.4	TO MOOR 3.7	45.5	f 4.01	1.21	1.42		
47-48 P	11.59 PM	6.24	11.35	6.06			620.1	ANTHONY 4.0	41.8	f 3.55	1.16	1.37		
47-97 P	12.08 AM	6.33	11.43	6.15			624.1	HOLBORN 2.4	37.8	f 3.50	1.11	1.32		
97-47 P	12.17	6.42	11.51 AM	6.24			627.5	FENELON 4.3	34.4	f 3.45	1.06	1.27		
47-47 P	12.28	6.53	12.01 PM	6.34			631.8	PEQUOP 5.0	30.1	f 3.39	1.00	1.21		
99 YWP	12.37	7.02	12.08	6.41			636.8	ICARUS 2.8	25.1	3.32	12.54	1.15		
64 P	12.57	7.22	12.28	7.01			640.6	TO VALLEY PASS 4.2	21.3	f 3.27	12.50	1.11		
93 center PW							644.8	COBRE 5.0	17.1	f 3.19	s 12.42	s 1.03		
P							649.8	LORAY 3.6	12.1	f 3.09	12.31	12.47		
Westward track Spur 2 P							653.4	TIOGA 1.9	8.5	3.02	12.24	12.40		
Yard POWYBK	2.05 AM	8.27 PM	1.30 PM	8.01 AM			655.3	ULLIN 6.6	6.6					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			661.9	TO-R MONTELLO 0.0	0.0	2.42 AM	12.04 PM	12.20 PM		Leave Daily

See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.

A. B. S.

D. T.

D. T.

(3.31)	(3.57)	(3.29)	(3.15)	(1.40)	(1.38)	.....Time over District.....	(3.18)	(3.04)	(3.08)	(1.33)	(2.30)
16.57	14.75	16.73	18.10	34.98	35.09	.....Average speed per hour.....	38.60	41.54	40.66	44.57	27.64

The track north of the Main Track at Anthony and Pequop and the track south of the Main Track at Fenelon is the siding. Schedule time and train orders will apply at the end of double track at Moor and Valley Pass.

OIL BUFFER SPRING SWITCHES

MOOR—East Switch South siding.  
 WELLS—East switch track No. 1, normal position for eastward main track. Trains passing from track No. 1 to eastward main will be governed by dwarf light signal No. 6080, located on south side of track No. 1, 268 feet west of switch.  
 WEST ELKO—Normal position for westward Southern Pacific track. Eastward movement must not be made over this switch without stopping and ascertaining switch properly lined.  
 EAST CARLIN—At junction of Detour and Western Pacific main track. Normal position for Western Pacific main track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Train	At	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	To discharge passengers	Cheyenne



Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 47 June 17, 1934	Distance from Ogden	FIRST CLASS			THIRD CLASS		
	596	594	592	616	590	10	28				27	9	21			615
	Freight	Freight	Freight	Mixed	Freight	Pacific Limited	San Francisco Overland Limited				San Francisco Overland Limited	Mail	Pacific Limited			Mixed
Yard POWYBK	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	EB	WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon.		
N 8 113 P	6.55 PM	12.20 PM	6.05 AM	6.00 AM	12.15 AM			681.9								
Grouse 121 P Gartney Spur 20				f 6.11				688.3								
124-101 PWY	7.40	1.05	6.55	s 6.45 AM	1.05			679.8								
97-51 P	7.49	1.14	7.04		1.14			684.5								
97-50 P	7.56	1.21	7.11		1.21			688.8								
110-50 P	8.04	1.29	7.19		1.29			693.2								
98-50 P	8.12	1.36	7.26		1.46			697.6								
43-80 PW	8.20	1.54	7.35		1.55			702.1								
110-50 P	8.27	2.05	7.45		2.04			706.4								
110-50 P	8.35	2.12	7.53		2.11			711.1								
99-40 P	8.44	2.20	8.02		2.20			716.3								
100-51 PY	8.52	2.28	8.11		2.28			720.7								
98-51 P	8.59	2.35	8.18		2.35			725.3								
100-50 PW	9.17	2.45	8.26		2.45			730.0								
50-107 PO	9.27	2.55	8.37		2.55			735.2								
	9.38	3.06	8.46		3.06			740.0								
105 P								741.1								
100 P Spur 10	9.57	3.25	9.05		3.25			744.8								
96 P	10.19	3.47	9.27		3.47			750.1								
P	10.28	3.56	9.36		3.56			752.2								
Spur 10 P								755.2								
51 PW	10.42	4.10	9.55		4.10			758.5								
Spurs 15 47 P								763.7								
Center 125 Spur 7 24	10.59	4.28	10.15		4.29			767.2								
Spur 15 51								772.5								
128 Center P	11.19	4.48	10.35		4.48			776.8								
Spur 11								780.0								
								781.4								
Yard POWYBK	11.40 PM	5.15 PM	11.00 AM		5.15 AM			782.3								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily			Arrive Daily	Arrive Daily							Leave Mon.

(4.45) 25.34 (4.55) 24.82 (4.55) 24.82 (0.45) 23.86 (5.00) 24.08 (3.15) 37.29 (3.10) 38.02 ..... Time over District..... (2.59) (2.55) (3.02) (0.55)  
 ..... Average speed per hour..... 40.35 41.28 39.95 20.40

Schedule time and train orders will apply at the end of double track at Lucin, Lakeside and Bridge.  
 Trainmen and Enginemen are subject to rules and regulations of Ogden Union Railway and Depot Co. while in Terminal Yard at Ogden.  
 The track north of the main track at Jackson, Newfoundland, Groome, Strongknob, Hogup, Olney, Allen, Beppo, Teck and Pigeon and the track south of the main track at Lemay is the siding.  
 Spurs at Marriott, Little Mountain, Bagley, Saline and Rambo spur MP. 739.3 connected with westward track.

NO SIDING BRIDGE—Trains occupying westward track between cross over and end of double track must observe Rule 99.  
 Trains moving against current of traffic between cross over and end of double track can only do so under flag protection or by train order.

OIL BUFFER SPRING SWITCHES  
 LITTLE MOUNTAIN—Center siding, west end connects with westward track, east end with eastward track.  
 BRIDGE—Normal position for eastward main track.  
 ENGLE—Normal position for westward main track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Cheyenne



ALTURAS SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD			Distance from San Francisco	WESTWARD			
	SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
	552 Northwest Special Leave Daily	318 Passenger Leave Mon., Wed., Fri.	Time Table No. 47 June 17, 1934		STATIONS	317 Passenger Arrive Tues., Thurs., Sat.	555 Oregon Special Arrive Daily	Distance from Alturas Yard
Yard PYB	10.00 PM	* 8.48 AM	278.1	TO-R FERNLEY 2.0	180.8	s *6.20 PM	9.30 AM	
11 WP	10.15	s 8.58	278.1	WADSWORTH 3.1	178.8	s 6.14	9.15	
59 YP	10.30	f 9.04	281.2	DODGE 9.3	175.7	f 6.06	9.04	
59 P	10.50	f 9.19	290.5	NUMANA 5.0	166.4	f 5.51	8.25	
17	11.02	f 9.28	295.5	LIBBY 3.9	161.4	f 5.40		
61 P	11.11	f 9.35	299.4	HESLIP 5.4	157.5	f 5.31	7.45	
Spur 19		f 9.44	304.8	ROMOLO 3.4	152.1	f 5.19		
59 WP	11.35	f 9.50	308.2	SUTOLIFFE 8.4	148.7	f 5.12	7.20	
62 P	11.55 PM	f 10.05	316.6	BRISTOL 5.3	140.3	f 4.55	7.05	
29 WP	12.20 AM	f 10.16	321.8	BIG CANYON 4.3	135.1	f 4.43	6.52	
59 P	12.29	f 10.24	326.1	ZENOBIA 6.7	130.8	f 4.34	6.42	
60 P	12.42	f 10.34	332.8	ASTOR 2.8	124.1	f 4.23	6.27	
59 P	12.47	f 10.40	335.6	EASTON 0.8	121.3	f 4.19	6.20	
PI		f 10.42	336.4	FLANIGAN W. P. Crossing 8.8	120.5	f 4.17	6.15	
60 P	1.10	f 10.57	345.2	STACY 9.6	111.7	f 4.02	5.55	
73 P	1.30	f 11.13	354.8	AMEDEE 3.9	102.1	f 3.47	5.35	
POWKY Yard	1.40 2.50	s 11.20 s 11.30	358.7	TO-R WENDEL 7.0	98.2	s 3.40 s 3.30	5.20 4.50	
75 P	3.16	f 11.46 AM	365.7	VIEWLAND 9.0	91.2	f 3.14	4.25	
64 WP	3.45	s 12.01 PM	374.7	KARLO 8.9	82.2	s 2.55	3.45	
74 P	4.35	f 12.19	383.6	SECRET 4.4	73.3	f 2.37	3.15	
Spur 10 P		f 12.23	388.0	HORSE LAKE 4.5	68.9	f 2.27		
65 YP	5.25	f 12.39	392.5	CREST 5.4	64.4	f 2.17	2.35	
82 WPY	5.50	s 12.49	397.9	RAVENDALE 6.8	59.0	s 2.06	2.05	
Spur 8 P	6.10	s 12.59	404.7	TERMO 14.2	52.2	s 1.55	1.35	
100 WYP	6.50	s 1.21	418.9	TO MADELINE 4.4	38.0	s 1.33	12.35	
71 YP	7.15	f 1.29	423.3	SAGE HEN 10.7	33.6	f 1.22	12.01 AM	
77 W	8.00	f 1.56	434.0	INDIAN CAMP 4.7	22.9	f 12.54	11.10 PM	
123 YWKP	8.30	s 2.11	438.7	TO LIKELY 3.2	18.2	s 12.42	10.40	
Spur 7	9.00	f 2.17	441.9	WIDGEON 1.7	15.0	f 12.35	10.25	
Spur 12 P	9.10	f 2.21	443.6	BAYLEY 12.0	13.3	f 12.32	10.20	
6 P	9.50	f 2.45	455.6	PAOLA 1.3	1.3	f 12.14	9.40	
POWYK Yard	10.00 AM	s 2.50 PM	458.9	ALTURAS YARD	0.0	12.10 PM	9.30 PM	
	Arrive Daily	Arrive Daily		(180.8)		Leave Tues. Thurs., Sat	Leave Daily	
	(12.00) 15.06	(6.02) 29.94		.....Time over District.....	(6.10) 29.59	(12.00) 15.06		
				.....Average speed per hour.....				

SCHEDULE TIME AND TRAIN ORDERS OF TRAINS 317 AND 318 AT ALTURAS YARD APPLY AT JUNCTION SWITCH, LAKEVIEW BRANCH.  
 \*NO. 318 AT FERNLEY WILL HEAD IN ON SIDING AT WEST END, PROCEED ON SIDING TO POINT OPPOSITE STATION, THEN BACK UP ON SIDING TO WEST LEG OF WYE, HEAD OUT THROUGH WEST LEG OF WYE.  
 \*NO. 317 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT THROUGH CROSS OVER WEST OF STATION SECOND PARAGRAPH OF RULE 5 WILL APPLY AT THIS CROSS OVER.  
 ADDITIONAL STOPS:—NOS. 317 AND 318 WILL STOP ON FLAG AT ARMSTRONG ROAD CROSSING M. P. 448.7 AT SECTION HEADQUARTERS NEAR M. P. 412.4 AND AT PYRAMID POST OFFICE M. P. 319.6.

WENDEL SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD			Distance from San Francisco	WESTWARD			
	SECOND CLASS		FIRST CLASS		SECOND CLASS		FIRST CLASS	
	620 Local Freight Leave Daily Ex. Sunday	Time Table No. 47 June 17, 1934 Westwood Branch	STATIONS		619 Local Freight Arrive Daily Ex. Sunday	STATIONS	Distance from Wendel	SECOND CLASS
Yard PWKY			411.3	TO-R WESTWOOD 4.1	52.6			
P	9.15 PM		407.2	TO-R MASON 0.6	48.5	7.13 AM		
59	9.24		406.6	FACHT 4.3	47.9	7.10		
			402.3	LASCO 2.2	43.6			
66 YP	9.45		400.1	WESTWOOD JOT. 0.7	41.4	6.50		
			399.4	BLAIR 4.6	40.7			
57 WP	10.05		394.8	GOUMAZ 4.7	36.1	6.25		
84 P	10.25		390.1	BUNNEL 8.2	31.4	6.00		
Yard PK	10.58 PM 12.01 AM		381.9	TO-R SUSANVILLE 7.0	23.2	5.25		
68 P	12.25		374.9	LEAVITT 7.8	16.2	4.50		
59 P	12.55		367.1	TO LITCHFIELD 8.4	8.4	4.30		
Yard POWKY	1.20 AM		358.7	TO-R WENDEL (48.5)		4.05 AM		
	Arrive Daily Ex. Monday					Leave Daily Ex. Sunday		
	(4.05) 11.87			.....Time over District.....	(3.08) 15.47			
				.....Average Speed per Hour.....				

TRAINS BETWEEN WESTWOOD AND MASON GOVERNED BY WESTERN PACIFIC TIME TABLE AND BOOK OF RULES.  
 RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
 RULE 83 (B). Nos. 619-620 may register by ticket at Mason if an operator on duty.  
 RULE 83 (D). Trains must obtain a clearance before leaving Mason and Wendel.  
 RULE 104. Normal position of junction switch at Mason for Southern Pacific track.



EASTWARD

WESTWARD

EASTWARD

(Narrow Gauge)

WESTWARD

Table with columns: Capacity of sidings, First Class 606, Distance from San Francisco, Time Table No. 47 June 17, 1934, Mina Branch, STATIONS, Distance from Mina, First Class 605, Arrive Daily Ex. Sunday.

Table with columns: Capacity of sidings, Third Class 614, Second Class 612, 124, Distance from San Francisco, Time Table No. 47 June 17, 1934, Mina Branch, STATIONS, Distance from Keeler, Second Class 123, 611, Third Class 613, Arrive Daily Ex. Sunday.

(5.35) Time over District ..... (5.00) Average speed per hour ..... 23.08 ..... 25.78

EASTWARD

When using Wye Thorne do so under flag protection

WESTWARD

Table with columns: Capacity of sidings, Second Class 604, First Class 602, Distance from San Francisco, Time Table No. 47 June 17, 1934, Fallon Branch, STATIONS, Distance from Fallon, Second Class 601, Third Class 603, Arrive Daily Ex. Sunday, Leave Daily.

Table with columns: Capacity of sidings, Third Class 614, Second Class 612, 124, Distance from San Francisco, Time Table No. 47 June 17, 1934, Fallon Branch, STATIONS, Distance from Keeler, Second Class 123, 611, Third Class 613, Arrive Daily Ex. Sunday, Leave Daily.

(0.45) Time over District ..... (0.45) Average speed per hour ..... 21.06 ..... 21.06



SPECIAL INSTRUCTIONS



Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 47 June 17, 1934		Distance from Ogden	SECOND CLASS	
	618	616		617	615			
	Mixed	Mixed		Mixed	Mixed			
	Leave Thursday Saturday	Leave Tuesday		Promontory Branch		Arrive Thursday Saturday	Arrive Monday	
Yard YWP		6.50 AM	679.2	TO-R LUCIN 12.4	146.8	8 4.20 PM		
44	f	7.28	691.8	BOVINE 8.2	134.4	f 3.40		
8 PW	f	7.53	699.8	WATERORESS 13.0	126.2	f 3.15		
33 Y	f	8.33	712.8	MATLIN 9.8	118.2	f 2.35		
35	f	9.03	722.6	OMBEY 4.7	103.4	f 2.05		
Spur 9	f	9.18	727.3	PEPLIN 6.3	98.7	f 1.45		
108 OPYW	1.20 PM	10.01	734.1	TO-R KELTON 9.8	91.9	1 12.50 PM	1 1.20	
Spur 4	1.47	10.25	743.9	NELLA 4.7	82.1	12.25	12.25	
43	f	2.02	748.6	MONUMENT 2.0	77.4	f 12.13	f 12.13	
5 P	f	2.11	751.6	KOSMO 4.0	74.4	f 12.05 PM	f 12.05 PM	
44	f	2.23	756.6	LAKE 9.4	70.4	f 11.55 AM	f 11.55 AM	
44 W	s	2.53	766.0	ROZEL 7.9	61.0	s 11.30	s 11.30	
90 P	s	3.18	772.9	PROMONTORY 9.1	53.1	s 11.10	s 11.10	
34 P	f	3.50	782.0	LAMPO 2.4	44.0	f 10.35	f 10.35	
44 W	f	4.01	784.4	BLUE CREEK 4.0	41.8	f 10.25	f 10.25	
44	f	f	788.4	CONNOR 5.4	37.6	f	f	
44	f	f	793.8	BALFOUR 3.7	32.2	f	f	
13	f	f	796.5	DATHOL 1.6	29.5	f	f	
Spur 225			798.1	STOKES 2.3	27.9			
54 K P	s	4.45 PM	801.3	TO-R CORINNE 1.6	24.7	9.50 AM	9.50 AM	
			802.9	CORINNE JOT. 23.1	23.1			
POWTBK			826.0	TO-R OGDEN	0.0			
	Arrive Thursday Saturday	Arrive Tuesday		(146.8)		Leave Thursday Saturday	Leave Monday	
	(3.25) 19.66	(7.10) 17.03	.....Time over District.....			(3.00) 22.40	(6.30) 18.78	

Trains operating between Ogden and Corinne will use Oregon Short Line tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Oregon Short Line trains through Corinne yard.

Normal position switch west end siding for O. S. L. main track Malad Branch.  
Normal position switch at east end siding for S. P. main track.

Train and enginemen when operating over O. S. L. tracks must set their watches to Mountain Time, and when operating on Southern Pacific tracks must set their watches to Pacific Time at Corinne.

EASTWARD

WESTWARD

Capacity of sidings in car lengths	Distance from Teosma	Time Table No. 47 June 17, 1934		Distance from end of track
		Tuttle Branch		
		STATIONS		
91 P	0.0	TECOMA 4.2	4.3	
	4.2	Copper Co.'s Tipple 0.1	0.1	
	4.3	TUTTLE	0.0	
		(4.3)		

**RULE 2.** The following are designated Watch Inspectors:  
S. A. Pope, Manager Time Service, 65 Market St., San Francisco.  
Sparks.....W. R. Adams & Son Winnemucca.....Krenkel & Bosch  
Alturas.....M. Einarsson Ogden.....J. S. Lewis & Co.

**RULE 14 (e).** Lucin when recalling flagman from the East on Corinne Line at Hazen, when recalling flagman from east on Mina Subdivision, at Fernley when recalling flagman on Alturas Subdivision, and at Wendel when recalling flagman from Wendel Subdivision use six long sounds of steam whistle.

**RULE S-72.** WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

**RULE 83.** Train registers are not maintained at Bridge, Tresend, Lakeside Valley Pass, Moor, Rose Creek, or Perth. If a positive observation check be made between Ogden and Bridge; Tresend and Lakeside, Montello and Valley Pass, Alazon and Moor, Rose Creek and Imlay, and between Lovelock and Perth, it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

**RULE 83 (A).** At the following stations, only the trains indicated will register:  
Fernley—Trains originating and terminating.  
Lucin—Westward regular trains.  
Hazen—First class and trains originating and terminating.  
Wells—First class and trains originating and terminating. This registration for information of trains originating and helpers.  
Trains originating or terminating at Alturas yard will register at Alturas.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:  
Lucin.....Westward regular trains.  
Wells.....First class trains  
Hazen.....Nos. 9, 10, 21, 27 and 28  
Fernley...No. 318 and No. 317  
Imlay.....Nos. 9, 10, 21, 27 and 28

**RULE 83 (D).** If telegrapher on duty trains must obtain a clearance before leaving  
Lucin (Corinne Line) Susanville—All trains

**RULE 86 (b).** Eastward inferior trains may run ahead of overdue eastward superior trains Alazon to Wells, without train order authority.

**RULE 93.** Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, will proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

Trains and engines moving east on main track Carlin Yard must stop before fouling west detour.

**SPARKS YARD**—Between 1½ miles west of Reno and 2700 feet east of east switch at Sparks.

Yard limit signs, Lucin, apply only to Promontory Branch.

**RULE D-97 (A).** Trains moving with the current of traffic may run extra, without train order authority between Moor and Alazon, but must obtain clearance before commencement of trip if at an open train order office.

**RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED**  
D. & R. G. W. R. R.—Ogden-Stop. N. C. B. R. R.—Wabuska-Stop.

**RAILROAD CROSSINGS GOVERNED BY AUTOMATIC SIGNALS PALISADE**

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Co.'s line. Westward trains approaching railroad crossing east of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home signal No. 5255 located just east of the east crossing.

Eastward trains will be governed by distant signal No. 5248 and home signal No. 5252 both west of west crossing and home signal No. 5254, west of east crossing. Trains stopped by these home signals will be governed by Rule 663-C.

**RULE 103-A** pertains to switching movements over public crossings either by yard or road crews. It is not to be confused with pulling or shoving movements which are covered by Rule 103. It pertains to movements when making drop and kicking or cutting off cars over a public street or highway crossing not protected by gates or flagman, in which instance a member of the crew should take position at the crossing to protect same before movements are started.

**RULE 104.** Normal position end of double track and junction switches:  
Tresend, Lakeside, Moor and Rose Creek...For westward main track  
Lucin, Valley Pass, Perth and Bridge.....For eastward main track  
Hazen (Fallon Line).....For Mina Line Wendel.....For Alturas Line  
Tonopah Jet.....For Keeler Line Lucin (Corinne Line) For westward main track  
Fernley (Wendel Subdivision). For siding

Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard will be for movement through crossover. This route through track No. 2 will be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

West limit Mina Subdivision is at junction switch of Fallon line, Hazen. Tracks between that point and main track of Sparks Subdivision will be considered as yard tracks.

Trains using south siding Hazen will enter and use this track via connection east of station, leaving track west of this point clear for trains to or from Mina Subdivision.

At end of double track, except Tresend, or where oil buffer spring switches are located, operator when one on duty will line and lock switches, provided head end authority of train is not restricted. Operator will also line other switches as follows:

- Moor.....From either north or south siding to westward main track.
- Valley Pass...From siding to eastward main track.
- Lakeside....From south siding to eastward main track.
- Lucin.....From north siding to westward main track.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from dispatcher what the line-up must be. Trains taking siding Valley Pass from the East must know route properly lined and whether or not siding occupied before entering, regardless of fact switches being handled by operator.

Whistle signal for switch line-up at Lucin, Valley Pass, Lakeside and Moor,  
o

**RULE 221, fifth paragraph:** Should train order signal at Lovelock indicate stop eastward trains moving on eastward track may proceed to telegraph office providing block signal No. 3440 indicates proceed.

**RULE 221.** Light will not be displayed in train order signals on Mina Subdivision or Westwood and Promontory branches, except when train orders are to be delivered.

**RULE 221 (A):** It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at.....M.....Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

**RESTRICTED TRACKS.** AC 4-5-6, F, GS, MT and P class locomotives must not enter Union Oil Spur Elko, Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point ten (10) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and must not operate on Mina or Fernley-Alturas lines, on Corinne line beyond mile board Lucin or on Tuttle Branch.

Engines must not go on Trestle on County Spur Fallon.  
Mallet and Mikado engines must not use old wye at Likely.

Engines exceeding 210,000 pounds on drivers must not be operated on Palisade transfer trestle.

Mallet and mikado engines must not use any of Fruit Growers' Supply Company's tracks at Susanville except main spur leading to mill pond and straight track on which scales are located.

Sandloading track Fernley will not accommodate any equipment higher than side-boarded flat cars. Engines switching this pit hold on to about 10 cars.

INTERLOCKING PLANTS FLANIGAN

Automatic signals govern use of crossing with Western Pacific Railroad at Flanigan. Home and distant signals connected with this plant normal position will be STOP. A train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing its use of crossing to change to proceed position, provided no other train is within the limits of the plant.

If home signal does not give proceed indication for train which is to use crossing, the train must be preceded by flagman and train must not move from the signal in STOP position until it receives proceed signal from flagman while standing on the Railroad Crossing. Flagman must not give proceed signal until satisfied that any approaching train has stopped.

WESO—Signal 4208 to signal 4211 on Southern Pacific track.  
Signal 4206 to east switch of east crossover on Western Pacific track

ALAZON—Signal 7136 to a point on Southern Pacific track opposite signal 6035, and to signal 7137 on Western Pacific track.  
On Southern Pacific track, signal 6035 to opposite signal 7136 on Western Pacific track.

STEAM WHISTLE ROUTE SIGNALS

- WESO—Signal 4211. o Upper arm, Southern Pacific.
- o Lower arm, Western Pacific.
- ALAZON—Signal 6034. o Upper arm, Southern Pacific.
- o Lower arm, Western Pacific.

Westward freight trains stopping at Moor must stop with forward end of train clear of signal 6165 to permit Westward helper engines to move off of wye.



**AUTOMATIC BLOCK SYSTEM**

At Sparks semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Main tracks Sparks yard between old Ice House east of yard office and passenger station west end of yard not protected by block signals. All trains and yard engines will move with caution this territory.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop engine, after stopping at signal, will proceed only on hand signal from herder, who will not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

**MOOR.** The normal position of west switch of crossover, which forms end of double track, will be for movement from double track to south siding.

Whistle signal —o— for switch line up to single track must not be given unless the train has authority to proceed.

Upper arm of double arm signal No. 6162 will govern movement from eastward track to single track. Lower arm Signal 6162 governs eastward movement through siding. Rule 509 (e), single track, governs. In addition to instructions contained in Rule 105, speed through this siding will not exceed ten (10) miles per hour. For the information and guidance of engineers, a sign has been placed on the south side of south siding one thousand (1000) feet west of the clearance point east end.

Dwarf light signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed, if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied.

Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

**RULE 516.** Overlap is located at Weso.

**OIL BUFFER SPRING SWITCHES**

When block signal in advance of facing point oil buffer spring switch indicates "stop," or if not protected by block signals, examine switch before using. Switch point must be against rail before passing over it.

If engine or car is partially run through these switches, movement must be continued; to reverse would result in derailment. When movement completed through switch, reverse movement must not be made until point closes.

Running switches are forbidden. Switches can be operated by keeping steady pressure on switch stand lever until movement is completed and lever latched.

Blow-off cocks and sanders must not be used; boosters and injectors must not be started, while passing over these switches.

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear Westward main track. This to avoid trains stopping over oil buffer switch and possibly damaging same by making reverse movement.

**TRAIN AND AIR INSPECTION.** Following will govern use of Air Brake retainers on freight and mixed trains per operative brake:

Anthony or Moor to Wells.....150 Ms	Mt. Montgomery to Hammil..... 50 Ms
Cobre to Montello.....150 Ms	Mt. Montgomery to Tonopah Jet.. 50 Ms
Promontory to Blue Creek.....140 Ms	Moundhouse to Dayton.....100 Ms
Promontory to Lake.....150 Ms	Sage Hen to Madeline.....140 Ms
M. P. 708 to Terrace.....150 Ms	Crest to Karlo.....120 Ms
M. P. 708 to Matlin.....150 Ms	Viewland to Wendel.....140 Ms
2½ miles west of Goumaz to Susanville.....120 Ms	Sage Hen to Likely.....140 Ms

The following will govern use of retainers Tecoma to Lucin:

Retainers will be used between Tecoma and Lucin on trains of less than one hundred Ms per operative brake when necessary in the judgment of conductor and engineer, and on trains of one hundred Ms or more per operative brake one retaining valve will be used for every two hundreds Ms in train.

Speed of freight trains using retainers must not exceed 25 M. P. H. and for first five miles, time consumed in traveling any one mile must not be less than three minutes. Except from M. P. 672 to M. P. 677, where 25 miles per hour may be made.

These instructions will not affect speed where maximum now specified is lower.

All retainers must be turned up on express and other trains of passenger equipment when composed of 19 or more cars Cobre to Montello and Moor to Wells.

Turn up eight retainers on head end of trains of passenger equipment when composed of twelve (12) or more cars between Sage Hen and Likely.

Freight and mixed trains will stop as follows for inspection and compliance with Air Brake Rule 50:

**EASTWARD**—Cobre, Tioga, Lucin or Pigeon, Bunnel, M. P. 430, Alturas line, or Indian Camp and at Goumaz, trains handling logs—M. P. 462 and 471—Keller Line, Hammil, Queen, except when train is running in good order, it will not be necessary to stop at M. P. 471 but instead, will stop at Benton, and if train running in good order it will not be necessary to stop at Hammil for inspection indicated in air brake Rule No. 50.

**WESTWARD**—Anthony or Moor, Halleck or Elburz, Secret, M. P. 454—Keeler Line, Basalt, Belleville, Tonopah Jct., except when trains are running in good order it will not be necessary to stop at Tonopah Junction for inspection indicated in air brake Rule No. 50.

Engineers on freight and mixed trains must open drain cock on main reservoirs and dirt collectors on engine and tender and free them of all condensation at every train inspection point, and at any other time that opportunity permits.

Yard engineers must open drain cock on main reservoirs and dirt collectors on engine and tender to free them of all condensation when taking charge of engine at the beginning of each shift and as often thereafter as opportunity permits.

These instructions to apply between October 1st and March 31st.

Engines running light on descending grades of over one and one-half per cent will make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

Where train handling logs takes siding to meet opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Between Ogden and Sparks, if not otherwise restricted, freight trains may operate from one water stop to another without stopping for inspection, provided in judgment of conductor it is safe to do so.

If weather or other conditions require more frequent inspection, conductor will arrange.

Running inspection must be made before going on Great Salt Lake trestle from either direction; also at Elburz or Halleck. Both standing and running inspection must be made at all stops.

Upon arrival of passenger trains at Carlin, the incoming engineer will release the air brake after train comes to rest at the designated station stop, unless the engine is to be detached, in which case the brakes shall be left applied.

The outgoing engineer, just before the train is ready to proceed, will make an "Application and Release," test from the engine when inspector or trainmen will note that the rear brakes of train apply and then signal for a release, noting that rear brakes release.

Unless helper added or brake pipe separated, running air brake test as per Rule 16, Air Brake rules, is not necessary on passenger trains leaving Imlay and Montello.

Standing air brake tests must be made at:

<b>MT. MONTGOMERY</b> Freight and mixed trains.	<b>CREST</b> Westward freight trains.
<b>WESTWOOD JUNCTION</b> Eastward freight and mixed trains.	<b>SAGE HEN</b> All freight trains.
<b>VIEWLAND</b> Westward freight trains.	<b>COBRE</b> Eastward freight trains.
	<b>MOOR</b> Westward freight trains.
	Except when stop for inspection and turning up retainers is made at Anthony, standing air brake test may be made at Anthony.

**USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE**

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

(B) When a block signal indicates STOP between Weso and Alazon train may proceed as follows:

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

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

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

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

Eastward inferior trains need not check Weso register against any eastward first class train or preceding section that appears on the register at either Imlay or Winnemucca.

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

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

Trains or engines moving over the west detour at Elko on to Southern Pacific main track which find detour signal 554.5 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, the train on the detour will not foul Southern Pacific main track until the 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.

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

(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 of it, West Elko to Carlin.

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

(M) Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(N) Between Weso and Alazon, Dispatchers must use the 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....."



SPECIAL INSTRUCTIONS—Continued

(O) West Carlin.

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

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

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

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

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

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

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

(P) East Carlin. Oil spring switch at junction is normally lined for Western Pacific main track. Eastward trains moving off of detour will run through switch when lined in normal position.

Trains or engines moving over the east detour at Carlin on to Western Pacific main track which find detour signal 645.8 in stop position, after stopping and before proceeding, must provide flag protection against eastward train moving on the Western Pacific main track. If eastward train is seen or known to be approaching the train on the detour will not foul Western Pacific main track until the approaching train has passed or come to a stop.

(Q) 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.

STRUCTURES LESS THAN STANDARD CLEARANCE

Table with columns: M. P., DESCRIPTION, No., OVER, EAST OF. Lists various bridges and tunnels with their locations and clearance details.

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

SPEED RESTRICTIONS

EXCEPT AS OTHERWISE PROVIDED TRAINS BETWEEN OGDEN AND SPARKS MUST NOT EXCEED: PASSENGER—60 MILES PER HOUR FREIGHT—40 MILES PER HOUR. PASSENGER—50 MILES PER HOUR WHEN WATER CAPACITY OF TENDER IS LESS THAN 9000 GALLONS.

MAXIMUM ALLOWABLE SPEED OF ENGINES IN PASSENGER SERVICE, EXCEPT TEN-WHEEL, PACIFIC, ATLANTIC AND MOUNTAIN TYPE, IS 40 MILES PER HOUR.

FOLLOWING SPEED RESTRICTIONS WILL GOVERN ENGINES RUNNING LIGHT IN FORWARD MOTION: 20 MPH CLASS S AND SE.

30 MPH CLASS C-11; 2, 14, 15, 17; TW: MK-2, 4; MC-2, 4, 6; AC-1, 2, 3, 4, 5, 6; MM-2; AM. 35 MPH CLASS M; T: C-2 TO 10 INC.; C-18 TO 29 INC.; MK-5, 6, 7, 8, 9; SP-1, 2, 3; F-1, 2, 3, 4, 5, 6. 40 MPH CLASS A; E; P; MT-1, 2, 3, 4, 5; GS-1.

CLASS S AND SE ENGINES HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

ENGINES RUNNING BACKWARD ON MAIN TRACK BETWEEN OGDEN AND SPARKS MUST NOT EXCEED 30 MILES PER HOUR, EXCEPT S AND SE ENGINES WILL NOT EXCEED 20 MILES PER HOUR, AND 15 MILES PER HOUR ON OTHER SUB-DIVISIONS, ALL CLASSES.

STEAM DERRICK OR RELIEF OUTFIT MUST NOT EXCEED 25 MILES PER HOUR.

LIGHT ENGINES AND ENGINES WITH CABOOSSES OR WITH CABOOSSES ATTACHED TO PASSENGER EQUIPMENT MAY MAKE SPEED ALLOWED PASSENGER TRAINS ON SALT LAKE TRESTLE BETWEEN TRESEND AND BRIDGE.

LIGHT ENGINES EXCEPT YARD ENGINES MUST NOT EXCEED 35 MILES PER HOUR, VALLEY PASS TO MONTELLO ON EASTWARD TRACK, MOOR TO WELLS ON WESTWARD TRACK AND TECOMA TO LUCIN ON EASTWARD TRACK.

MIXED TRAINS BETWEEN HAZEN AND MINA WHEN HANDLED BY ENGINES OF CLASSES T-23, T-28, AND T-31 OR SMALLER MAY RUN 35 MILES PER HOUR.

SPEED RESTRICTIONS BETWEEN FERNLEY AND SUSANVILLE WENDEL AND ALTURAS YARD

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 40 MILES PER HOUR AND MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 30 MILES PER HOUR.

MAXIMUM SPEED OF ANY LIGHT ENGINE RUNNING FORWARD MUST NOT EXCEED 30 MILES PER HOUR, AND RUNNING BACKWARD 15 MILES PER HOUR.

CLASS S AND SE ENGINES RUNNING LIGHT OR HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

FIRE TRAIN OF RED RIVER LUMBER COMPANY PERMITTED TO MAKE THE FOLLOWING SPEED:

Table with columns: BETWEEN MASON AND WESTWOOD JUNCTION, BETWEEN WESTWOOD JUNCTION AND SUSANVILLE, THROUGH TUNNELS. Lists speeds in miles per hour.

Dead or disabled engines will not be moved to exceed following speed: Main rod only removed, 30 miles per hour. Side rods only removed, 30 miles per hour. Both main and side rods removed, 20 miles per hour.

SPEED TABLE

Table with columns: Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec., Speed per Hour, 1 Mile in Min. Sec. Lists speeds for various distances.

Following is maximum speed of freight and passenger trains to be used between D. & R. G. crossing Ogden and Lakeside:

Table with columns: BETWEEN, MILES, PASSENGER (Speed, Time), FREIGHT (Speed, Time). Lists speeds and times for various routes.

NOTE 'equals minutes. "equals seconds. MPH equals Miles Per Hour.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Table with columns: Page, BETWEEN, Passenger, Freight. Lists speed restrictions for various routes and locations.



MISCELLANEOUS

Track paralleling and north of main track between Sparks and Vista will be known as No. 2 track. Limits of track designated by "End of No. 2 track" signs Vista and Sparks.

Westward trains except first class are authorized to use No. 2 track without train order authority whenever they cannot make Sparks for a superior eastward train or ahead of a superior westward train. Eastward trains and westward first class trains must not use No. 2 track unless authorized by train order Form D-R.

An eastward train given right over opposing trains on No. 2 track Sparks to Vista or a first class westward train given right over opposing trains on No. 2 track Vista to Sparks must use No. 2 track and relinquish all right to main track unless order is annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks regardless of train given right to use No. 2 track except it be a section of a schedule and eastward inferior trains receiving an order that a first class westward train has right over opposing trains on No. 2 track Vista to Sparks may use the main track Sparks to Vista regardless of train given right to use No. 2 track except it be a section of a schedule. When orders cover movement of a section of an eastbound schedule, on No. 2 track, westward inferior trains must not leave Vista on or occupy main track at Vista unless they have authority against following section, and when orders cover movement of a section of a first class schedule on No. 2 track Vista to Sparks eastward inferior trains must not leave Sparks unless they have authority against following section.

Speed restrictions No. 2 track 25 miles per hour.

Normal position of crossover switch west end of Vista lined for No. 2 track. Track beyond or east of this crossover will be known and used as north siding Vista.

Trains using No. 2 track in either direction will comply with Rules 17-c, "Head-light," that part of Rule 19 with reference to arranging markers, Rule 99.

No. 2 track is equipped with block signals for westward movement only.

Within limits of track 2, Sparks-Vista, a fusee will not apply to the track on which a train is running if displayed beyond the first rail of the adjoining main track.

WATER OR OIL must not be taken at Wells on westward freight trains and at Goumaz on eastward freight trains without detaching engine. In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, locomotives must be cut off before spotting at column.

Short moves with heavy freight trains to spot for oil or water are prohibited.

Engines equipped with snow plow requiring use of long draw bars must not be coupled behind other equipment when used as helpers. This will not apply to Consolidation engines equipped with snow plow when used as helper engines out of Alturas, when placed behind caboose with all-steel equipment.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear

All cars moved in passenger trains must be equipped with steel tired or all steel wheels.

LOCATION OF STRETCHERS

Ogden	Montello	Elko	Imlay	Sparks	Mina
Promontory Pt.	Cobre	Carlin	Lovelock	Susanville	Laws
Lakeside	Wells	Battle Mtn.	Hazen	Westwood	Keeler
(Quarry)	Deeth	Winnemucca	Fernley	Wabuska	Alturas

RATING OF LOCOMOTIVES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pres-	Sparks to Lovelock Moor to Holborn Pequoop to Ogden Pequoop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequoop Imlay to Sparks	Wells to Moor Montello to Valley Pass Hazen and Wabuska	Rye Patch to Deeth to Holborn to Pequoop	Lucin to Montello	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Viewland to Wendel Viewland to Karlo Crest to Madeline to Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susanville	Susan to Westwood	Westwood to Susanville
M-4	M-63 20/28 126	1615 to 1719	190	6350	4200	1300	4800	2950	1400	3800	1100	5150	3850	5400	900	1800
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	7800	5200	1600	6000	3650	1730	4600	1400	6300	4750	5400	900	1800
T-23	T-63 21/28 148-S	2301 to 2310	210	8200	5400	1725	6300	3800	1830	4900	....	....	....	....	1000	1900
T-23	T-63 21/28 145-SF															
T-23,31	T-63 22/28 162-S															
T-32	T-69 23/28 174-S	2311 to 2362	210	9000	5900	1900	6900	4250	2010	....	....	....	....	....	....	....
		2363 to 2384														
P-8	P-73 25/30 180-S	2461 to 2475, 2478 to 2483	200	10000	7000	2150	7500	5000	....	....	....	....	....	....	....	....
P-8,10	P-73 25/30 181-SF															
P-8	P-73 25/30 183/B-63-SF															
C-9,10	C-57 22/30 200-SF	2513 to 2599	210	10000	7000	2150	7500	5000	2200	6000	1800	8000	6000	6800	1260	2350
C-9,10	C-57 22/30 194-S															
C-8	C-57 22/30 192-S															
MK-2,4	MK-57 23 1/2/30 206-S	3200 to 3240	210	12000	8700	2475	9200	6000	....	7250	2300	10250	7700	8000	1650	2950
MK-2,4	MK-57 23 1/2/30 206-SF															
MK-5,6	MK-63 26/28 210-S															
MK-5,6	MK-63 26/28 210-SF	3241 to 3277	200	13000	9800	3075	10500	7500	....	....	....	....	....	....	....	....
F-1	F-63 27 1/2/32 273-S															
F-4,5	F-63 29 1/2/32 306/B-61-SF															
F-4,5	F-63 29 1/2/32 306/B-62-SF	3668 to 3763	200	14000	11500	3725	12000	8500	....	....	....	....	....	....	....	....
	F-63 29 1/2/32 306/B-62-SF															
MT-1,3,4	MT-73 28/30 246/B-60-SF	3764 to 3768	210	13000	9800	2925	10500	7500	....	....	....	....	....	....	....	....
AC-1,2,3	AC-57 24 1/2/32 441-SF	4300 to 4375	210	18500	16500	3950	17000	9100	....	11200	3400	13000	11250	8000	3000	4400
AC-4	AC-63 24 1/2/32 475-SF															
AC-5	AC-63 24 1/2/32 483-SF															
GS-1	GS-73 27/30 262/B-58-SF	4400 to 4409	250	13700	10400	3025	11000	7900	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Car				Less than 40 M's	6	6	3	6	6	6	6	6	6	6	3	6
				40 M's to 50 M's	3	3	0	3	3	3	3	3	3	3	0	3
				More than 50 M's	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:  
C-57—187  
30

"MM"—Mallet-Moguls  
"MT"—Mountain Type  
"M"—"Moguls"  
"Mk"—"Mikado"  
"TW"—Twelve-wheelers  
"E"—Eight-wheelers  
"P"—Pacific Type  
"AC"—Articulated Consolidation  
"GS"—Golden State  
"C"—Consolidation engine  
"T"—Ten-wheelers

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon	Fallon	Dr. [H. K. Wilson]	District Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon	Susanville	Dr. G. S. Martin	District Surgeon
Ogden	Dr. Wm. M. McKay	Asst. Dist. Surgeon	Susanville	Dr. G. R. Fortson	District Surgeon
Ogden	Dr. R. L. Draper	District Surgeon	Schurz	Dr. L. T. Browning	Emergency Surgeon
Ogden	Dr. E. C. Rich	Consulting Surgeon	Mina	Dr. D. A. Smith	District Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist	Bishop	Dr. Harvey Crook	District Surgeon
Brigham City	Dr. R. A. Pearse	Emergency Surgeon	Lone Pine	Dr. M. A. Williamson	Emergency Surgeon
Montello	Dr. H. E. Belnap	District Surgeon	Mason	Dr. W. M. Edwards	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon	Carson City	Dr. E. E. Hamer	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon	Yerrington	Dr. J. T. Reese	Emergency Surgeon
Carlin	Dr. R. J. Roantree	District Surgeon	Alturas	Dr. John Stiles	District Surgeon
Battle Mountain	Dr. C. W. Eastman	District Surgeon	Westwood, Calif.	Dr. Fred J. Davis	District Surgeon
Winnemucca	Dr. S. R. Clark	District Surgeon			
Winnemucca	Dr. Geo. F. Pope	District Surgeon			
Winnemucca	Dr. Chas. E. Swesy	Asst. Dist. Surgeon			
Imlay	Dr. John T. Beale	District Surgeon			
Lovelock	Dr. E. K. Smith	District Surgeon			
Fernley	Dr. L. S. Bambauer	District Surgeon			
Sparks	Dr. H. A. Paradis	District Surgeon			
Reno	Dr. W. H. Hood	Consulting Surgeon			
Reno	Dr. T. H. Harper	Consulting Surgeon			
Reno	Dr. Horace J. Brown	District Surgeon			
Reno	Dr. M. R. Walker	District Surgeon			
Reno	Dr. John A. Fuller	Oculist and Aurist			

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
DIVISION HOSPITAL	OGDEN
EMERGENCY HOSPITAL	OGDEN
EMERGENCY HOSPITAL	SPARKS
EMERGENCY HOSPITAL	MINA

Mileage—Main Line

M.P. 238.8 west of Reno to Ogden, via Lucin Cutoff	C. P. Ry.	543.35
M.P. 238.8 west of Reno to Ogden, via Lucin Cutoff	C. P. Ry., 2nd Track	161.36
M.P. 275.856 Fernley to end of Division near Paola	C. P. Ry.	82.84
	(N. C. O. Ry.)	95.91
<b>Total Main Line</b>		<b>883.46</b>

Branches

Fallon	C. P. Ry.	Hazen to Fallon	15.92
Malad Valley	O. S. L. Ry.	Corrine Jet. to Brigham	3.83
Mina	C. P. Ry.	Hazen to Keeler	289.36
Moundhouse Branch	C. P. Ry.	Churchill to Moundhouse	26.27
Promontory	C. P. Ry.	Lucin to beginning of leased line	141.64
	U. P. Ry.	Beginning of leased line to Cecil Jet.	3.36
Westwood	C. P. Ry.	Wendel to Westwood	63.76
<b>Total Branches</b>			<b>534.14</b>
<b>Total Salt Lake Division</b>			<b>1417.60</b>

TRAINMASTERS

<b>CHIEF TRAIN DISPATCHERS</b>	<b>ASSISTANT CHIEF TRAIN DISPATCHERS</b>
F. W. SMITH	C. O'LAUGHLIN
H. G. VALLEAU	H. F. McDONALD

S. H. BRAY	Carlin	<b>ROAD FOREMAN OF ENGINES</b>
G. H. MOORE	Sparks	W. G. FIFIELD
<b>TRAINMASTER and ROADMASTER</b>		
A. R. McEACHERN	Mina	

Terminal Trainmasters

J. F. McCUISTON	Montello
T. W. CARDWELL	Imlay
G. B. SMITH	Carlin
J. BESANT	Carlin
F. V. SWIERSKI	Sparks

T. J. FOLEY,  
Assistant Superintendent, Sparks.

H. W. WISTNER,  
Assistant Superintendent, Ogden.



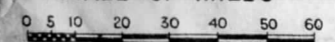


**WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION**

# MAP OF THE SALT LAKE DIVISION

## SOUTHERN PACIFIC COMPANY

August, 1919  
JFM  
SCALE OF MILES



REVISED JAN 22, 1927  
 " DEC 27, 1927  
 " AUG 2, 1928  
 " JAN 13, 1929  
 " JUL 13, 1929  
 " APR 31, 1929  
 " FEB. 6, 1930