



ASSISTANT SUPERINTENDENT

J. F. LYNCH.....Elko, Nevada

TRAINMASTERS

W. G. HOWELL.....Portola, Calif.
H. M. YOE.....Elko, Nevada
H. L. McGLOTHLEN.....Salt Lake City, Utah

TERMINAL TRAINMASTER

F. E. MILLER.....Portola, Calif.

ASSISTANT TRAINMASTERS

E. L. WILKS.....Portola, Calif.
I. L. KILGORE.....Wendover, Utah

ROAD FOREMEN OF ENGINES

P. H. JENNER.....Portola, Calif.
G. M. LORENZ.....Portola, Calif.
C. F. FIELDS.....Elko, Nevada
R. B. GORHAM.....Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

E. J. MATTINGLY.....Elko, Nevada

NIGHT CHIEF TRAIN DISPATCHERS

R. E. VONHARTEN.....Elko, Nevada
K. I. SCHELL.....Elko, Nevada

ASSISTANT CHIEF TRAIN DISPATCHERS

A. J. PIERS.....Portola, Calif.
A. M. LAMBERTY.....Elko, Nevada
G. W. NAYLOR.....Salt Lake City, Utah



**THE
WESTERN PACIFIC
RAILROAD CO.**



**EASTERN DIVISION
TIMETABLE**

40

EFFECTIVE SUNDAY, NOVEMBER 10, 1946

AT 12:01 A. M.

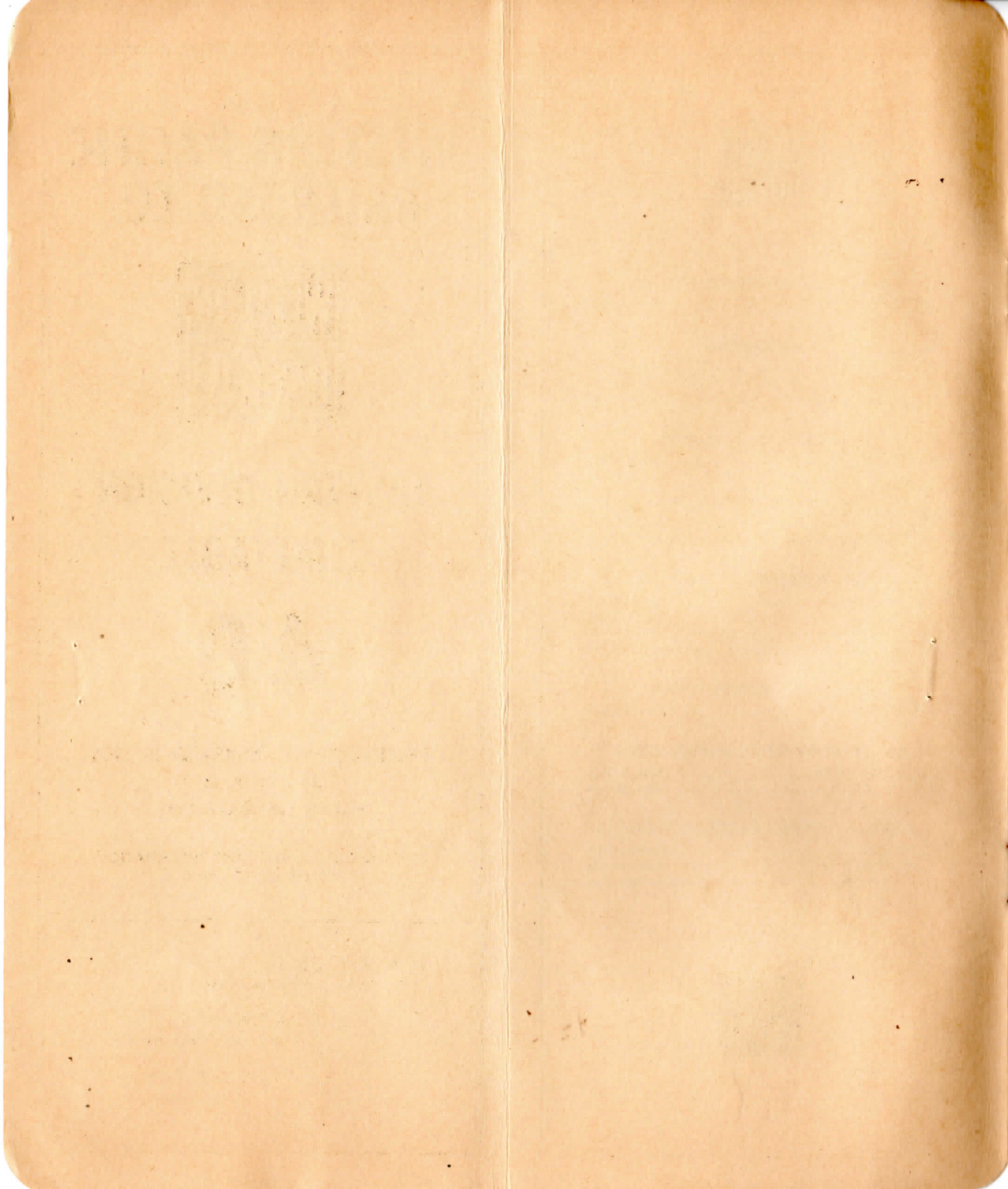
PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

H. A. MITCHELL,
Vice-President and General Manager.

E. T. GALLAGHER,
Superintendent of Transportation.

J. J. DUGGAN,
Superintendent.



EASTWARD

No.	Description	Rate	EASTWARD				Total	Remarks
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Subject and date of report to be written in this column. Complete details regarding this report, if desired, should be given in this column.

Special instructions regarding this report to be written in this column.

FIRST SUBDIVISION

EASTWARD

Fuel, Water, Fone, Table, Scale, We, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Timetable No. 40 November 10, 1946		Distance from Portola
			54	78	62	220		40		STATIONS		
			Fast Freight	Fast Freight	Fast Freight	Mixed		Exposition Flyer				
FWTO PYBRK	Yard	D Kl	Leave Daily PM 7.00	Leave Daily AM 11.00	Leave Daily AM 3.00	Leave Daily Mixed AM 2.00		Leave Daily AM 3.35	321.4	TO	PORTOLA	0.0
P	77	Jc	7.15	11.15	3.15	f 2.20		3.46	328.1	TO	HAWLEY (RR X'ing.)	6.7
P	77		7.25	11.27	3.25	f 2.30		3.52	332.4		HINDOO	11.0
PW	86	Ch	7.37	11.39	3.37	f 2.46		4.01	339.6	TO	CHILCOOT	18.2
PYR	62	Jn	7.43	11.45	3.43	s 3.00 AM		4.05	341.7	TO	RENO JCT.	20.3
P	76		7.50	AM 11.52 PM	3.50			4.11	346.0		SCOTTS	24.6
P	75		8.01	12.03	4.01			4.19	352.5		RED ROCK	31.1
PW	77		8.10	12.12	4.10			4.26	358.3		OMIRA	36.9
PWY	76	Do	8.35	12.40	4.38			s 4.38	362.9	TO	DOYLE	41.5
P	95	Hk	8.55	1.00	5.05			s 4.55	371.8	TO	HERLONG	50.4
P									373.0		EAST HERLONG	51.6
P	77		9.06	1.10	5.15			5.03	377.6		CALNEVA, CAL.	56.2
P	78		9.18	1.21	5.24			5.11	384.0		FLANIGAN, NEV.	62.6
I									384.3		SP CROSSING & CONNECTION	62.9
P	77	Pa	9.46	1.46	5.50			5.26	393.5	TO	SAND PASS	72.1
P	77		9.56	1.56	6.00			5.32	397.4		BRYANT	76.0
P	76		10.09	2.09	6.12			5.41	405.0		SANO	83.6
P	77		10.27	2.27	6.29			5.54	416.1		REYNARD	94.7
P	76		10.40	2.40	6.41			6.05	424.0		BRONTE	102.6
P	77		10.52	2.52	6.52			6.14	430.6		PHIL	109.2
FWY PRK	Yard	Gr	11.10 11.49	3.10 4.10	7.10 8.00			s 6.25 8.40	438.3	TO	GERLACH	116.9
P	76		PM 11.59	4.20	8.10			6.46	442.8		ASCALON	121.4
P	76		AM 12.13	4.35	8.23			6.55	451.5		TREGO	130.1
P	76		12.28	4.50	8.38			7.05	461.5		CHOLONA	140.1
P	76		12.42	5.05	8.52			7.14	470.8		RONDA	149.4
P	76	Ru	12.52	5.15	9.00			f 7.20	474.7	TO	SULPHUR	153.3
P	76		1.07	5.35	9.15			7.28	479.7		FLOKA	158.3
PY	76		1.40	6.00	9.40			7.42	488.1		ANTELOPE	166.7
WP	104	Jo	2.00	6.20	10.00			f 7.55	496.8	TO	JUNGO	175.4
P	76		2.10	6.30	10.10			8.04	503.4		VENADO	182.0
P	78		2.18	6.38	10.18			8.10	508.3		GASKELL	186.9
WP	75		2.28	6.48	10.28			8.19	514.2		PRONTO	192.8
P	76		2.37	6.57	10.37			8.26	519.4		RAGLAN	198.0
P	76		2.47	7.07	10.47			8.35	525.6		KRUM	204.2
FWT BRKP	Yard	Wa	3.00 AM	7.20 PM	11.00 AM	Arrive Daily Ex. Sunday		s 8.45 AM	532.3	TO	WINNEMUCCA	210.9
			Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily				
			(8.00) 26.4	(8.20) 25.3	(8.00) 26.4	(1.00) 20.3		(5.10) 40.8			Time over Subdivision.....	
											Average Speed per Hour.....	

Special instructions appearing on page 3 apply to both pages 2 and 3 where applicable.

Sulphur and Jungo. No. 40 reduce to fifteen (15) miles per hour passing stations, stopping when necessary, to permit exchange of U. S. Mail.

FIRST SUBDIVISION

Distance from San Francisco	Timetable No. 40 November 10, 1946 STATIONS		Distance from Winnemucca	WESTWARD					
				FIRST CLASS		SECOND CLASS			
				39 Exposition Flyer	61 Fast Freight	219 Mixed	77 Fast Freight	53 Fast Freight	
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
321.4	TO	PORTOLA 6.7	210.9	PM 9.55	AM 11.30	AM 11.50	PM 7.00	AM 3.30	
328.1	TO	HAWLEY (RR X'ing.) 4.3	204.2	9.42	11.15	11.35	6.40	3.15	
332.4		HINDOO 7.2	199.9	9.34	11.00	11.27	6.30	3.00	
339.6	TO	CHILCOOT 2.1	192.7	9.24	10.46	11.11	6.16	2.46	
341.7	TO	RENO JCT. 4.3	190.6	9.18	10.40	11.05 AM	6.10	2.40	
346.0		SCOTTS 6.5	186.3	9.09	10.32		6.02	2.32	
352.5		RED ROCK 5.8	179.8	8.56	10.15		5.45	2.15	
358.3		OMIRA 4.6	174.0	8.45	10.00		5.30	2.00	
362.9	TO	DOYLE 8.9	169.4	s 8.35	9.45		5.15	1.45	
371.8	TO	HERLONG 1.2	160.5	s 8.08	9.15		4.58	1.15	
373.0		EAST HERLONG 4.6	159.3						
377.6		CALNEVA, CAL. 6.4	154.7	8.01	9.01		4.48	1.01	
384.0		FLANIGAN, NEV. 0.3	148.3	7.53	8.50		4.39	12.50	
384.3		SP CROSSING & CONNECTION 9.2	148.0						
393.5	TO	SAND PASS 3.9	138.8	7.39	8.35		4.24	12.35	
397.4		BRYANT 7.6	134.9	7.32	8.25		4.14	12.25	
405.0		SANO 11.1	127.3	7.22	8.11		4.02	12.11 AM	
416.1		REYNARD 7.9	116.2	7.08	7.54		3.45	11.54 PM	
424.0		BRONTE 6.6	108.3	6.57	7.40		3.33	11.40	
430.6		PHIL 7.7	101.7	6.47	7.28		3.23	11.28	
438.3	TO	GERLACH 4.5	94.0	s 6.35 6.25	7.10 6.25		3.10 2.40	11.10 10.25	
442.8		ASCALON 8.7	89.5	6.18	6.15		2.33	10.15	
451.5		TREGO 10.0	80.8	6.08	6.01		2.20	10.01	
461.5		CHOLONA 9.3	70.8	5.58	5.46		2.05	9.46	
470.8		RONDA 3.9	61.5	5.48	5.32		1.51	9.32	
474.7	TO	SULPHUR 5.0	57.6	f 5.42	5.26		1.45	9.26	
479.7		FLOKA 8.4	52.6	5.35	5.18		1.37	9.18	
488.1		ANTELOPE 8.7	44.2	5.25	5.05		1.24	9.05	
496.8	TO	JUNGO 6.6	35.5	f 5.07	4.35		12.59	8.35	
503.4		VENADO 4.9	28.9	4.57	4.24		12.49	8.24	
508.3		GASKELL 5.9	24.0	4.51	4.15		12.41	8.15	
514.2		PRONTO 5.2	18.1	4.44	4.05		12.32	8.05	
519.4		RAGLAN 6.2	12.9	4.37	3.56		12.24	7.56	
525.6		KRUM 6.7	6.7	4.30	3.45		12.14	7.45	
532.3	TO	WINNEMUCCA	0.0	4.20 PM	3.30 AM		12.01 PM	7.30 PM	
				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
		..... Time over Subdivision.....		(5.35)	(8.00)	(0.45)	(6.59)	(8.00)
		..... Average Speed per Hour.....		37.8	26.4	27.1	30.2	26.4

Special Note. For rules governing movement of trains between east end of C.T.C., MP 320.035 (Delleker) and MP 321.386 (Portola Passenger Station), see page 17.

When first class 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.

Automatic Block Signals Tunnel 37. See Rule 505, page 12, for locations and limits.

Reno Junction. Switch indicators connected with block signals are located at head blocks of west siding switch and west main track switch of crossover. (See Rule 504-C, figures 1 and 3, and Rule 512.)

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

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

Gerlach. For train dispatching convenience Gerlach is established as a register station for all trains.

Rules 83, 83(A), 83(B), 83(C), 83(D), 83(E) and 96 apply.

Rule 83(A). Extra trains must register at Gerlach in addition to their originating and terminating stations.

Rule 83(B). Register must be checked at Gerlach against all trains which are superior or of the same class, whether or not such trains have been checked on other registers, or form "R" received at other stations, or have been met or passed by such trains, between either Portola or Winnemucca and Gerlach.

Rule 83(D). A train must not leave Gerlach without a clearance card.

Rule 96. First paragraph—Sections of scheduled trains may be created to Gerlach and signals may be taken down at Gerlach. Form "K" is not required when last section is discontinued at Gerlach. Second paragraph Rule 96 will not apply when sections are created at Gerlach.

Jungo. Regular No. 39 and No. 40 may take water when it will save them an extra stop, other trains take water only in emergency.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station.....	Discharge.....	.....	Salt Lake City
40	Any Station.....	Receive.....	Salt Lake City	.....

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	FIRST CLASS								Distance from San Francisco	Timetable No. 40		Distance from Winnemucca
			28	32	26	24	22	40	102	November 10, 1946		STATIONS		
			So. Pacific San Francisco Overland Limited	Southern Pacific Passenger	Southern Pacific Fast Mail	Southern Pacific Challenger	Southern Pacific Limited	Western Pacific Exposition Flyer	So. Pacific Streamliner City of San Francisco					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
FWTB RKP	Yard	Wa							AM 9.00		532.3	TO WINNEMUCCA	0.0	
PRKI	48	Wo	PM 10.30	PM 12.47	AM 10.03	AM 9.47	AM 9.10	AM 9.10	9.05	2.32	535.9	TO WESO (SP Conn.)	3.6	
P	77		10.35	12.52	10.08	9.52	9.15	9.10	9.10	2.37	540.5	TO BLISS	8.2	
PW	113	Gd	10.43	s 1.06	10.18	10.02	9.25	9.20	9.20	2.44	548.7	TO GOLCONDA	16.4	
P											553.6	TO PREBLE (SP Conn.)	21.3	
P	121	Rb	10.55	s 1.22	10.31	10.15	9.39	9.33	9.33	2.55	562.0	TO RED HOUSE	29.7	
P	112		11.07	1.36	10.44	10.28	9.52	9.46	9.46	3.06	575.4	TO ELLISON	43.1	
P		Nb	11.19	s 1.54	f 10.57	f 10.41	f 10.06	9.59	9.59	3.17	589.1	TO NORTH BATTLE MT'N	56.8	
P	120		11.21	1.57	10.59	10.43	10.08	10.01	10.01	3.19	590.5	TO RENNOX	58.2	
PW	120		11.30	2.07	11.08	10.53	10.18	10.11	10.11	3.27	600.6	TO KAMPOS	68.3	
P	76		11.39	2.17	11.17	11.02	10.28	10.21	10.21	3.35	610.0	TO DUNPHY	77.7	
PWF	128	Be	11.47	s 2.30	11.26	11.11	10.37	10.30	10.30	3.43	618.6	TO BEOWAWE (SP Conn.)	86.3	
P	113		PM 11.55	2.40	11.35	11.20	10.46	10.39	10.39	3.50	626.9	TO CLURO	94.6	
P											630.5	TO BARTH (SP Conn.)	98.2	
P	77		AM 12.07	s 2.55	11.47	11.32	10.58	10.51	10.51	4.01	635.8	TO PALISADE	103.5	
I			12.16	3.05	AM 11.56	11.41	11.08	11.00	11.00	4.10	643.4	TO WEST CARLIN (SP Conn.)	111.1	
PW	103	Ca	s 12.18	s 3.07	PM 12.08	s 11.43	s 11.10	11.02	s 4.12	4.15	644.5	TO CARLIN	112.2	
			12.26	3.18	12.08	11.53	11.20	11.02	11.02	4.15	644.5	TO EAST CARLIN (SP Conn.)	113.7	
P	83		12.28	3.20	12.10	AM 11.55	11.22	11.04	11.04	4.17	646.0	TO TONKA	117.9	
P			12.34	3.27	12.16	PM 12.01	11.28	11.10	11.10	4.22	650.2	TO HUNTER	124.3	
P	77		12.41	3.36	12.24	12.09	11.36	11.18	11.18	4.29	656.6	TO ELKO (SP Conn.)	133.1	
FWTY BRKP	Yard	Kn Di	AM 12.50	s 3.48	s 12.34	s 12.19	s 11.48	s 11.30	AM 11.30	AM 4.38	665.4			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			(2.20) 55.5	(3.01) 42.9	(2.31) 51.5	(2.32) 51.1	(2.38) 49.2	(2.30) 53.2	(2.06) 61.7			Time over Subdivision.....		
												Average Speed per Hour.....		

Automatic Block Signals, EASTWARD ONLY, except as noted below.

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

For special instructions applying to joint tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso and Beowawe.

When first class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

When Western Pacific Depot Telegraph Office Carlin open, Eastward Southern Pacific first class trains in addition to being cleared at Southern Pacific Telegraph Office Carlin, will not leave Carlin until clearance card has been obtained from Western Pacific Telegraph Office Carlin.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
40	Any station	Receive.....	Salt Lake City	
22	Any station	Receive.....	Beyond Ogden	

No. 22 stop at any station to discharge sleeping car passengers from Sacramento or beyond.

No. 24 stop on flag at any station to receive sleeping car passengers for beyond Ogden, and to discharge sleeping car passengers from Sacramento or beyond.

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

SECOND SUBDIVISION

EASTWARD			Distance from San Francisco	Timetable No. 40 November 10, 1946	Distance from Elko	WESTWARD			
SECOND CLASS						FIRST CLASS	SECOND CLASS		
78 Western Pacific Fast Freight	62 Western Pacific Fast Freight	54 Western Pacific Fast Freight				39 Exposition Flyer	61 Fast Freight	77 Fast Freight	53 Fast Freight
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
PM 8.00	PM 12.01	AM 4.00	532.3	TO WINNEMUCCA 3.6	133.1	PM 4.05	AM 2.30	AM 11.30	PM 6.30
8.15	12.10	4.15	535.9	TO WESO (SP Conn.) 4.6	129.5	4.00 PM	2.20 AM	11.20 AM	6.20 PM
			540.5	BLISS 8.2	124.9				
8.40	12.30	4.40	548.7	TO GOLCONDA 4.9	116.7				
			553.6	PREBLE (SP Conn.) 8.4	111.8				
9.00	12.50	5.00	562.0	TO RED HOUSE 13.4	103.4				
			575.4	ELLISON 13.7	90.0				
			589.1	TO NORTH BATTLE MT'N 1.4	76.3				
			590.5	RENNOX 10.1	74.9				
10.05	1.50	6.05	600.6	KAMPOS 9.4	64.8				
			610.0	DUNPHY 8.6	55.4				
10.40	2.30	6.40	618.6	TO BEOWAWE (SP Conn.) 8.3	46.8				
			626.9	CLURO 3.6	38.5				
			630.5	BARTH (SP Conn.) 5.3	34.9				
			635.8	PALISADE 7.6	29.6				
			643.4	WEST CARLIN (SP Conn.) 1.1	22.0				
PM 11.45	3.35	7.45	644.5	TO CARLIN 1.5	20.9				
			646.0	EAST CARLIN (SP Conn.) 4.2	19.4				
			650.2	TONKA 6.4	15.2				
			656.6	HUNTER 8.8	8.8				
12.30 AM	4.20 PM	8.30 AM	665.4	TO ELKO (SP Conn.)	0.0				
Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily
(4.30) 29.6	(4.19) 30.8	(4.30) 29.6		.....Time over Subdivision.....		(0.05) 43.2	(0.10) 21.6	(0.10) 21.6	(0.10) 21.6

Automatic Block Signals, EASTWARD ONLY, except as noted below.

Be governed by current timetable, bulletins and rules of Southern Pacific Company between Elko and Weso.

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

For special instructions applying to joint tracks between Weso and Alazon, see pages 18 and 19.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso and Beowawe.

When first class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any station	Discharge .....	.....	Salt Lake City

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Sidings	Telegraph Office Calls	FIRST CLASS							Distance from San Francisco	Timetable No. 40 November 10, 1946		Distance from Elko
			32 Southern Pacific Passenger	26 Southern Pacific Fast Mail	24 Southern Pacific Challenger	22 Southern Pacific Pacific Limited	40 Western Pacific Exposition Flyer	102 So. Pacific Streamliner City of San Francisco	28 So. Pacific San Francisco Overland Limited		STATIONS		
FWTY BRKP	Yard	Kn Di	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	665.4	TO ELKO (SP Conn.)	0.0	
P	120		PM 3.55	PM 12.36	PM 12.21	AM 11.50	AM 11.45	AM 4.38	AM 12.50	673.3	7.9 PARDO	7.9	
PW	122		4.07	12.46	12.31	PM 12.01	AM 11.56	4.46	12.58	683.3	10.0 ELBURZ	17.9	
P			4.21	12.58	12.43	12.15	PM 12.10	4.58	1.10	684.3	1.0 SP CONNECTION	18.9	
P	110	He	s 4.29	1.03	12.48	12.20	12.15	5.03	1.15	688.1	3.8 TO HALLECK	22.7	
PW	120	Dw	s 4.45	1.15	1.00	12.33	12.28	5.13	1.26	699.5	11.4 TO DEETH	34.1	
P										701.0	1.5 SP CONNECTION	35.6	
P	84		4.56	1.25	1.10	12.43	12.38	5.21	1.35	708.6	7.6 TULASCO	43.2	
PRI		A	5.05 PM	1.32 PM	1.17 PM	12.50 PM	12.45	5.26 AM	1.41 AM	713.6	5.0 TO ALAZON (SP Conn.)	48.2	
FWP	135	Ws					s 12.53			717.2	3.6 TO WELLS (UP Conn.)	51.8	
P	80						1.01			723.5	6.3 BOAZ	58.1	
P	106						1.07			728.2	4.7 RUBY	62.8	
P	76						1.14			733.4	5.2 TOBAR	68.0	
PW	76						1.21			738.6	5.2 VENTOSA	73.2	
PY	80	Nr					1.33			747.1	8.5 TO SONAR	81.7	
P		See * note					1.36			749.0	1.9 ROCKLAND	83.6	
P	80						1.46			752.7	3.7 HOGAN	87.3	
P	77						1.58			761.3	8.6 LUKE	95.9	
FWPY	220	Fa					s 2.08			765.9	4.6 TO SHAFTER (NN X'ing.)	100.5	
P	76						2.22			772.1	6.2 SILVER ZONE	106.7	
P	87						2.36			780.8	8.7 CLIFSIDE	115.4	
PW	43						2.40			783.3	2.5 PROCTOR	117.9	
P	86	Na					2.48			788.6	5.3 TO PILOT	123.2	
P	100						2.55			793.9	5.3 DYKE PIT	128.5	
P	76						3.02			799.0	5.1 OLA	133.6	
FWTY BRKP	Yard	Wn					s 3.15 PM			806.3	7.3 TO WENDOVER	140.9	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			(1.10) 41.3	(0.56) 51.6	(0.56) 51.6	(1.00) 48.2	(3.30) 40.3	(0.48) 60.2	(0.51) 56.7		Time over Subdivision.....		
											Average Speed per Hour.....		

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

For special instructions applying to joint tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains, between main tracks in front of telegraph office, Alazon.

Westward Automatic Block Signal Circuits. See Rule 505, page 12, for locations and limits.

Automatic Block Signals Tunnel 43. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 12, for locations and limits.

Wells. Crossover switch (just east of coal chute) is designated as west switch to siding. (See Rule 221.)

***Rockland.** No siding. All tracks for gravel train service only and must not be used by other trains except in emergency. Gravel

pit track No. 1 connected both ends, west switch MP 748.8, east switch MP 749.3, capacity 49 cars. Track No. 2 leads off track No. 1, capacity 40 cars.

Derail between main track and inside crossover switch, west end Rockland, on north side of crossover, is pipe connected to main track switch, a distance of 200 feet. Before lining switch care must be used to insure that all wheels have passed beyond derail. Men on ground must protect themselves against this pipe connection.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
40	Any Station	Receive	Salt Lake City	
22	Any Station	Receive	Beyond Ogden	

No. 22 stop at any station to discharge sleeping car passengers from Sacramento or beyond.

No. 24 stop on flag at any station to receive sleeping car passengers for beyond Ogden, and to discharge sleeping car passengers from Sacramento or beyond.

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

THIRD SUBDIVISION

EASTWARD			Distance from San Francisco	Timetable No. 40 November 10, 1946	Distance from Wendover	WESTWARD				
SECOND CLASS						FIRST CLASS		SECOND CLASS		
62 Western Pacific Fast Freight	54 Western Pacific Fast Freight	78 Western Pacific Fast Freight				39 Exposition Flyer	77 Fast Freight	53 Fast Freight	61 Fast Freight	
Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
PM 5.30	AM 9.30	AM 1.30	665.4	TO ELKO (SP Conn.) 7.9	140.9					
5.45	9.45	1.45	673.3	PARDO 10.0	133.0					
6.03	10.05	2.05	683.3	ELBURZ 1.0	123.0					
			684.3	SP CONNECTION 3.8	122.0					
6.10	10.13	2.13	688.1	TO HALLECK 11.4	118.2					
6.26	10.30	2.30	699.5	TO DEETH 1.5	106.8					
			701.0	SP CONNECTION 7.6	105.3					
			708.6	TULASCO 5.0	97.7					
6.40	10.43	2.45	713.6	TO ALAZON (SP Conn.) 3.6	92.7	PM 12.25	AM 5.00	PM 1.40	PM 8.00	
6.55	10.53	3.00	717.2	TO WELLS (UP Conn.) 6.3	89.1	12.17	4.50	1.30	7.50	
7.15	11.13	3.20	723.5	BOAZ 4.7	82.8	12.04 PM	4.34	1.15	7.35	
7.35	11.31	3.38	728.2	RUBY 5.2	78.1	11.59 AM	4.26	1.07	7.26	
7.45	11.39	3.47	733.4	TOBAR 5.2	72.9	11.53	4.18	12.51	7.18	
7.55	AM 11.53	3.56	738.6	VENTOSA 8.5	67.7	11.47	4.10	12.42	7.10	
8.06	PM 12.10	4.10	747.1	TO SONAR 1.9	59.2	11.37	3.58	12.28	6.58	
8.25	12.28	4.25	749.0	ROCKLAND 3.7	57.3	11.34	3.54	12.24	6.54	
8.30	12.33	4.30	752.7	HOGAN 8.6	53.6	11.28	3.48	12.18 PM	6.48	
8.50	12.50	4.50	761.3	LUKE 4.6	45.0	11.13	3.28	11.58 AM	6.28	
9.10	1.10	5.10	765.9	TO SHAFTER (NN X'ing.) 6.2	40.4	11.08	3.20	11.50	6.20	
9.30	1.30	5.30	772.1	SILVER ZONE 8.7	34.2	10.55	3.02	11.32	6.02	
10.00	1.55	6.00	780.8	CLIFSIDE 2.5	25.5	10.36	2.40	11.10	5.40	
10.25	2.20	6.25	783.3	PROCTOR 5.3	23.0	10.31	2.33	11.03	5.33	
10.35	2.30	6.35	788.6	TO PILOT 5.3	17.7	10.21	2.20	10.50	5.20	
10.50	2.48	6.50	793.9	DYKE PIT 5.1	12.4	10.11	2.07	10.37	5.07	
11.01	3.05	7.01	799.0	OLA 7.3	7.3	10.01	1.55	10.25	4.55	
11.12	3.15	7.12	806.3	TO WENDOVER	0.0	9.45 AM	1.30 AM	10.00 AM	4.30 PM	
11.30 PM	3.30 PM	7.30 AM				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(6.00) 23.5	(6.00) 23.5	(6.00) 23.5		.....Time over Subdivision.....		(2.40) 34.8	(3.30) 26.5	(3.40) 25.2	(3.30) 26.5
				.....Average Speed per Hour.....					

Automatic Block Signals, Eastward Only.

Be governed by current
timetable, bulletins and rules
of Southern Pacific Company
between Alazon and Elko.

RULES 86, S-87, S-89 and 93. Second class trains, extra trains, and yard engines must clear the time of Nos. 102 and 28 not less than 10 minutes.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

Proctor. Do not take water unless necessary and then only sufficient to make next water station.

Wendover. When first-class trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Spring switch, west end South siding. Approach lighting signal circuit extends 1850 feet west of switch and light signal can be seen from fireman's side of eastward engine for distance of 1800 feet.

Eastward trains and engines, including switch movements, will be governed by light signal indication of approach lighting signals on short mast at switch, and must approach circuit under control until light signal indication can be seen, and if displaying green light they may proceed. If signal is displaying red light, must stop

short of switch, after which trainman must examine switch for cocked or open switch point. If switch point can be closed for movement on main track, train may proceed. If no light displayed at light signal it must be regarded same as though red light displayed and same procedure followed. When stopped at switch by red light or account no light displayed, conductor will wire Chief Train Dispatcher and Signal Supervisor, Elko.

Opening of center blow-off cocks in signal circuit positively prohibited and injectors or sanders must not be put on in circuit if possible to avoid.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or Beyond)	Passengers from (or beyond)
39	Any Station	Discharge . . . . .	. . . . .	Salt Lake City

FOURTH SUBDIVISION

EASTWARD

			SECOND CLASS			FIRST CLASS		Distance from San Francisco	Timetable No. 40 November 10, 1946		Distance from Wendover
Fuel, Water, Fome, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	Car Capacity of Siding	Telegraph Office Calls	54 Fast Freight Leave Daily	78 Fast Freight Leave Daily	62 Fast Freight Leave Daily	40 Exposition Flyer Leave Daily	STATIONS				
FW YBRKP	Yard	Wn	PM 5.00	AM 8.30	AM 12.30	PM 3.30	806.3	TO	WENDOVER	0.0	
P	74		5.20	8.45	12.45	3.45	815.2		8.9 SALDURO	8.9	
P	79		5.40	9.05	1.05	3.58	825.2		10.0 ARINOSA	18.9	
P	75		6.00	9.30	1.25	4.11	835.2		10.0 BARRO	28.9	
PW	103	Ks	6.20	9.50	1.45	4.24	845.3	TO	10.1 KNOLLS	39.0	
P	76		6.40	10.10	2.00	4.35	854.4		9.1 CLIVE	48.1	
PY	108		7.15	10.45	2.25	4.55	866.1		11.7 LOW	59.8	
PFW	100	De	7.45	11.15	2.50	5.15	878.4	TO	12.3 DELLE	72.1	
P	75		7.58	11.28	3.00	5.26	885.7		7.3 TIMPIE	79.4	
P			8.11	11.41	3.10	5.35	892.9		7.2 ELLERBECK	86.6	
PWY	90	Bx	8.20	AM 11.50	3.16	5.40	896.7	TO	3.8 BURMESTER	90.4	
P	41		8.31	PM 12.01	3.24	5.46	902.4		5.7 SPRAY	96.1	
P	80		8.41	12.10	3.32	5.52	907.8		5.4 LAGO	101.5	
PI	22						912.1		4.3 B&G X'ING. & TFR.	105.8	
P	78	Gf	9.01	12.20	3.40	6.00	913.1	TO	1.0 GARFIELD (UP Conn.)	106.8	
							918.5		5.4 RITER (UP Conn.)	112.2	
P	76		9.15	12.38	3.52	6.10	920.8		2.3 FOX	114.5	
P	112		9.32	12.50	3.58	6.15	924.3		3.5 BUENA VISTA	118.0	
I							926.3		2.0 UP CROSSING	120.0	
							926.7		0.4 UP CROSSING	120.4	
			9.45	1.10	4.13		927.2		0.5 POLLARD JCT.	120.9	
							927.3		0.1 D&RGW CROSSING	121.0	
FWTO YBRKP	Yard	Un Dj				6.30 PM	928.0	TO	0.7 SALT LAKE CITY (U. D.)	121.7	
WOYB RKP	Yard	Fy	10.00 PM	1.30 PM	4.30 AM		930.4	TO	2.4 ROPER (Salt Lake City)	124.1	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
			(5.00) 24.8	(5.00) 24.8	(4.00) 31.0	(3.00) 40.6			Time over Subdivision.....		
									Average Speed per Hour.....		

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

Wendover. When first-class trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Knolls. Crossover switch (first switch west of water standpipe) is designated as East switch to siding. (See Rule 221.)

Ordinarily engine helping train on either side of Low Hill will be given running orders 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 must stop at meeting point and notify opposing train or trains that helper engine is following.

Delle. Siding is track south of main track west of coal chute. Westward engines, except regular No. 39's engine, take full tank water. No. 39's engine will take water when necessary.

No. 39 reduce speed passing station Delle to permit discharge of U. S. Mail.

Burmester. Siding is track south of main track east of depot.

Garfield. Westward trains holding main track to meet eastward trains will stop east of overlap post, located 516 feet west of Union

Pacific connection switch, until eastward train has passed home signal at B&G crossing.

Salt Lake City and Roper. Eastward and westward freight trains will enter and leave D&RGW 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 timetable or train order at Pollard Jct. for second-class and extra trains will apply at west end of D&RGW double freight main tracks. A westward first-class train which does not reach Pollard Jct. within 15 minutes from its leaving time, as registered at Salt Lake City, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

When operating in joint yard territory east of east curb of Jeremy Street, Western Pacific crews will obey instructions of terminal

FOURTH SUBDIVISION

Distance from San Francisco	Timetable No. 40 November 10, 1946	Distance from Roper	WESTWARD					
			FIRST CLASS			SECOND CLASS		
			39 Exposition Flyer	53 Fast Freight	61 Fast Freight	77 Fast Freight		
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
806.3	TO WENDOVER 8.9	124.1	AM 9.30	AM 9.00	PM 4.00	AM 1.00		
815.2	SALDURO 10.0	115.2	9.18	8.45	3.45	12.45		
825.2	ARINOSA 10.0	105.2	9.05	8.25	3.25	12.25		
835.2	BARRO 10.1	95.2	8.51	8.05	3.05	12.05 AM		
845.3	TO KNOLLS 9.1	85.1	8.38	7.45	2.45	11.45 PM		
854.4	CLIVE 11.7	76.0	8.29	7.30	2.30	11.30		
866.1	LOW 12.3	64.3	8.17	7.12	2.12	11.12		
878.4	TO DELLE 7.3	52.0	f 8.00	6.43	1.43	10.43		
885.7	TIMPIE 7.2	44.7	7.50	6.30	1.30	10.30		
892.9	ELLERBECK 3.8	37.5	7.43	6.20	1.20	10.20		
896.7	TO BURMESTER 5.7	33.7	7.39	6.14	1.14	10.14		
902.4	SPRAY 5.4	28.0	7.33	6.06	1.06	10.06		
907.8	LAGO 4.3	22.6	7.28	5.58	12.58	9.58		
912.1	B&G X'ING. & TFR. 1.0	18.3						
913.1	TO GARFIELD (UP Conn.) 5.4	17.3	7.22	5.50	12.50	9.50		
918.5	RITER (UP Conn.) 2.3	11.9						
920.8	FOX 3.5	9.6	7.14	5.38	12.38	9.38		
924.3	BUENA VISTA 2.0	6.1	7.10	5.32	12.32	9.32		
926.3	UP CROSSING 0.4	4.1						
926.7	UP CROSSING 0.5	3.7						
927.2	POLLARD JCT. 0.1	3.2	7.02	5.17	12.17	9.17		
927.3	D&RGW CROSSING 0.7	3.1						
928.0	TO SALT LAKE CITY (U.D.) 2.4	2.4	7.00 AM					
930.4	TO ROPER (Salt Lake City)	0.0		5.00 AM	12.01 PM	9.00 PM		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Time over Subdivision.....		(2.30)	(4.00)	(3.59)	(4.00)		
	Average Speed per Hour.....		48.7	31.0	31.0	31.0		

officers, including D&RGW officers having supervision over the terminal and, in addition to Western Pacific rules, will be governed by D&RGW Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

"Second and inferior class trains, extra trains, yard engines and light engines must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision, responsibility rests with the approaching train or engine."

Salt Lake City Union Depot Co. trackage between 1st South and 8th South Streets, D&RGW Rule 93 is modified as follows:

Trains have no timetable superiority between 1st South and 9th South Streets, Salt Lake City Union Depot Company's Yard, Salt Lake City. Yard crews and others occupying these tracks must make way for passenger trains without unnecessarily delaying them. In case of collision responsibility rests with approaching train or engine.

Interlocking Plant, 9th South Street, crossing D&RGW double freight main tracks and Union Pacific main track; color-light signals; Western Pacific crews be governed by Western Pacific rules.

City Ordinance restricts speed all trains between 8th North and 9th South Streets to 12 miles per hour.

Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

Cupolas of cabooses 605 series will not clear train shed roof, Union Depot, Salt Lake City.

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station.....	Discharge.....	Salt Lake City	Salt Lake City
40	Any Station.....	Receive.....	Salt Lake City	Salt Lake City

First Subdivision "A"—LOYALTON BRANCH

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls	EASTWARD		Distance from Clover Valley Jct.	Timetable No. 40 November 10, 1946	Distance from Loyalton	WESTWARD	
			SECOND CLASS					SECOND CLASS	
			416 Mixed					415 Mixed	
			Leave Mon., Wed., Fri.			STATIONS		Arrive Mon., Wed., Fri.	
				0.0		CLOVER VALLEY JCT.	12.7		
PR	74	Jc	PM 2.40	0.9	TO	0.9 HAWLEY (RR X'ING)	11.8	s PM 5.50	
PYRW	Yard	Yn	s 3.30 PM	12.7		11.8 LOYALTON	0.0	5.00 PM	
			Arrive Mon., Wed., Fri.					Leave Mon., Wed., Fri.	
			(0.50)			.....Time over Subdivision.....		(0.50)
			14.1			.....Average Speed per Hour.....		14.1

No. 416 is superior to No. 415.

Engines must not enter Standard Oil spur nor any of the tracks leading off Clover Valley Lumber Company main track, which is track connecting WP main track with Clover Valley Lumber Company lumber-yard tracks, Loyalton.

First Subdivision "B"—RENO BRANCH

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls	EASTWARD		Distance from Reno Junction	Timetable No. 40 November 10, 1946	Distance from Reno	WESTWARD	
			SECOND CLASS					SECOND CLASS	
			220 Mixed					219 Mixed	
			Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	
YRP	Yard	Jn	AM 3.05	0.0	TO	RENO JUNCTION	33.1	s AM 11.00	
	Spur 1W 10		f 3.17	3.6		3.6 PLUMAS	29.5	f 10.47	
	12		f 3.38	10.1		6.5 PEAVINE	23.0	f 10.26	
	15		f 3.57	16.2		6.1 COPPERFIELD	16.9	f 10.07	
W	25		f 4.05	18.8		2.6 ANDERSON	14.3	f 10.00	
	Spur 1E 30		f 4.20	21.3		2.5 MARTIN	11.8	f 9.50	
	Spur 1E 5		f 4.30	23.4		2.1 PANTHER	9.7	f 9.35	
	Spur 1W 23		f 4.50	30.7		7.3 ROCKY MOUNT NO. 1	2.4	f 9.15	
	Spur 1W 24		f 4.55	31.2		0.5 ROCKY MOUNT NO. 2	1.9	f 9.10	
FWO TBRK	Yard	Rd	s 5.05 AM	33.1	TO	1.9 RENO	0.0	9.00 AM	
			Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	
			(2.00)			.....Time over Subdivision.....		(2.00)
			16.6			.....Average Speed per Hour.....		16.6

No. 220 is superior to No. 219.

Martin. Right hand switch point derail on main track to Lemon Valley Base, 104 feet east of head block to east switch on interchange track, which is in direction of Army Base. This switch point derail must be left lined to derail.

Derail located on main track at MP 31.4 which is 950 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Rocky Mount No. 1 or No. 2 spurs. This derail must first be opened and locked open while switching is being done and not be relined for the main track until switching is completed and cars properly coupled to engine, and have been charged to full air pressure.

Reno. Street crossings east and west of Nevada Transportation Company warehouse must be flagged and caution used in movement over streets.

Caution must be used in approaching East 6th Street.

Wig-wag Signals, 4th St.—Engines or cars must stop clear of outer edge of sidewalks on either side of 4th Street, before entering or occupying crossing from either direction at either crossing, except when moving westward from SP Transfer on East Street. This to provide 20 seconds elapsed time between times engines or cars enter signal circuits and actually enter street intersections, as required by Nevada State Law.

Whenever necessary to spot engines or cars within 100 feet west of West 4th Street sidewalk on SP Interchange (East Street) track, movement must first be made eastward on track to a point not less than 25 feet beyond east sidewalk of 4th Street; thence return westward and spot at point desired anywhere within 100 foot limit mentioned above. With this exception, cars or engines must not be spotted within signal circuit limits.

Fourth Subdivision "A"—ELLERBECK BRANCH

EASTWARD			Distance from Ellerbeck	Timetable No. 40 November 10, 1946 STATIONS	Distance from Dolomite	WESTWARD	
Fuel, Water, Pone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls					
P			0.0	ELLERBECK	4.7		
Y			2.7	2.7 WYE	2.0		
	8		3.7	1.0 FLUX	3.0		
Spur 1E 3			4.7	1.0 DOLOMITE	0.0		

East switch east leg of wye must be left lined for straight track to Dolomite as derail.

Fourth Subdivision "B"—TOOELE BRANCH

EASTWARD			Distance from Burmester	Timetable No. 40 November 10, 1946 STATIONS	Distance from Warner	WESTWARD	
Fuel, Water, Pone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Car Capacity of Sidings	Telegraph Office Calls					
PWY	125	Bx	0.0	TO BURMESTER	15.5		
	22		7.0	7.0 MARSHALL	8.5		
	Spur 1W 25		13.5	6.5 Conn. Tooele Ordnance Depot	2.0		
WYR	77		15.5	2.0 WARNER	0.0		

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GENERAL

RULE 6 (A). Symbol TO to left of station name indicates Train Order Office.

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamlined train "CITY OF SAN FRANCISCO."

Speed indicated by white oval slow boards applies to Diesel-powered streamlined train "CITY OF SAN FRANCISCO" unless yellow round slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 11. Second paragraph reading "Outside of block system or signal dispatching limits, a train finding a fusee burning on or near its track must stop and not proceed until it has burned out" will apply within block limits at Tunnels 37 and 43 and for westward movements through Tunnels 38, 39, 40, 41 and 42.

RULE 11 (A). Outside of block signal territory during dry season fusees may be dropped between rails of track to avoid danger of starting fires. If train stops over a lighted fusee the fusee must be removed from under train at once.

Fusees placed by hand must be placed outside end of ties in ballast slope or on top of sub-grade where will not start fires.

RULES S-17 and 99. Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50 foot and longer cars being handled, trains may find sidings inadequate between clearance points. Care must be taken to see that flag protection is furnished when taking siding to meet trains and headlights must not be extinguished until it is known that train is clear of the main track. The conductor or brakeman at rear end must see that proper signal, day or night, is given to head end when train is clear of main track.

After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been received by head end, headlight will be displayed and flag protection provided.

RULE S-72. Westward trains are superior to eastward trains of the same class except as noted on page 10.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train "CITY OF SAN FRANCISCO."

RULE 505. AUTOMATIC BLOCK SYSTEM

Tunnel 37. Automatic block signals govern movement of trains. Home Signal 3402 located 450 feet west of West Portal. No distant signal. 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. (See Rule 516).

Alazon. Westward: Three-position color-light type signals located at MP 715.9 and MP 714.9 (5725 feet east of Signal 7137-SA) govern approach of westward trains to Alazon interlocker. Signals are approach lighted. Approach circuit begins 4250 feet east of Signal 7159.

Eastward: Signal 7136-SA, home signal Alazon interlocker, is semi-automatic. Automatic portion of block extends only to sign reading "Block System Limit" opposite westward Signal 7149.

Rule 509, single track, applies in this territory.

Tunnel 43. Westward: Three-position color-light Signal 7555 located 2065 feet east of East Portal, two-position semaphore Distant Signal 7563 located 6000 feet east of Signal 7555, govern movement of westward trains through tunnel to "Block System Limit" sign opposite Signal 7536.

Eastward: Two-position semaphore Home Signal 7536 located 1875 feet west of West Portal, three-position color-light Signal 7522 located 6000 feet west of Signal 7536, govern movement of eastward trains through tunnel to "Block System Limit" sign opposite Signal 7555.

At Hogan: Eastward train holding main track meeting westward train must not pass clearance point at east switch until westward train has entered siding.

All signals are approach lighted.

CALL UP SIGNALS

Preble, Barth, Elburz and Deeth. Light type telephone indicators, controlled by train dispatcher, on Signal 5530 west of Preble, on Signal 6300 one-half mile west of Barth SP connection, on Signal 6818 west of Elburz, and on Signal 7006 east end Deeth siding. When illuminated, indicator will display letter "T" and home signal will indicate "stop." After stopping, train may proceed with caution not exceeding 12 MPH to first telephone and call dispatcher for instructions.

WESTWARD AUTOMATIC BLOCK SIGNAL CIRCUITS

Signal 6511 (200 feet east of Tunnel 42) and 6497 (200 feet east of Tunnel 41); control point 507 feet east of MP 647 and indicated by sign "Block System Limit" located on north side of track.

Signal 6369 (100 feet east of Tunnel 40) and 6357 (500 feet east of Tunnel 39); control point 2375 feet east of MP 632 and indicated by sign "Block System Limit" located on north side of track.

Signal 6287 (200 feet east of Tunnel 38); control point 3750 feet east of MP 625 and indicated by sign "Block System Limit" located on north side of track.

RULE 509. An automatic block signal with a triangular number plate bearing the letter "P" in addition to signal number, is also actuated by some special protective device.

When these signals indicate "stop," such additional inspection as necessary to insure safety of proceeding must be made of slide detector fences and track in their vicinity. Where circumstances require, train must be preceded by flagman.

SLIDE DETECTOR FENCES

MP Location	Block Signal Number	
	Eastward	Westward
628.5	{ 6262 6274	6287
634.4	{ 6330 6340	{ 6357 6369
636.4	{ 6340 6352 6366	6369
637.0	{ 6352 6366	
649.0	{ 6476 6490	{ 6497 6511
677.2	{ 6754 6772	

RULE 823. Chilcoot Log Loading Track. Crew spotting empties should set out from east end and shall not handle cars through tipple which has impaired clearance. Man in charge of log loading will work empties under and through tipple so that loads can be pulled from west end of track without working against this impaired clearance.

RULE 824. Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main track, or on track immediately adjacent to main track, boom or other parts of machine must not be operated to foul adjacent main track without proper flag protection. Such equipment must be at rest and clear of adjacent main track when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

RULE 834. Following signals will be used to notify crews of passing trains of defective conditions:

- Hot Journals By Day—Nose held with one hand with other hand pointing toward track.
- By Night—Stop Signal.
- Brakes Sticking By Day—Hands shoved in sliding motion out from body.
- By Night—Stop Signal.
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading shifted over Side or End of Car
- Swinging Car Door or Other Dangerous Condition.

} Stop Signal.

RULE 835. Caboose must not be dropped or kicked against other cars, nor other cars kicked or dropped against them.

When a caboose is kicked or dropped, a member of the crew must ride it. Hand brake must be tested before movement is started.

When coupling to a caboose, or coupling a caboose to other cars, movement must be stopped about ten feet from coupling and then moved slowly to a coupling.

If practicable, occupants of caboose must be warned in advance of impending couplings.

Persons occupying cabooses must brace themselves and remain seated while coupling is being made.

Switching at terminals with a caboose between engine and cars or with cars and caboose ahead of engine is prohibited.

RULE 838. The use of helper engines behind cabooses is prohibited, except in emergency cases when it is impossible to do otherwise.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of conductor it is safe, 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 which have not been inspected between Chilcote and Smoke Creek must take water and inspect at Smoke Creek; that do not inspect or take water at Jungo and which have not been inspected between Sulphur and Pronto must inspect at Pronto.

Westward freight trains that do not take water or inspect and which have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at Smoke Creek and which 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 from 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 that have not been inspected between Deeth and Shafter must stop at Shafter for inspection. All 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.

All Subdivisions: Freight trains handled with diesel power will not run to exceed 75 miles without making train inspection. Above instructions do not conflict with provisions of Rule 928.

Trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature must be stopped for inspection at intervals of not to exceed 50 miles unless all such cars are loaded less than 65 percent of marked capacity.

Westward freight trains must come to a stop at Alazon and, after complying with Rule 1165, make rolling inspection.

RULE 1155. At terminals where brake pipe has not been separated on passenger trains, terminal air brake test need not be made.

RULE 1156. Rear end plug test need not be made after detaching helper engine used behind caboose.

Rear end plug test must be made on eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

When doubleheading and lead engine is to be detached from train, air must be set by lead engine and stop made before being detached, then train engine must fully release air brakes and regain full working pressure before proceeding.

When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end plug test.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

Loyalton Branch Crossing, Hawley. 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" and crossing occupied.

SP Crossing (Flanigan) MP 384.3. Interlocked. Home signals located 550 feet east and west of crossing. Distant signals located 2500 feet east and 3226 feet west of home signals. Trains finding home signals at "stop" will be governed by Rule 663.

NN Crossing, MP 765.9. Not interlocked.

B&G Crossing (B&G Transfer) MP 912.1. Semi-automatic interlocked.

Home signal 556 feet east and 645 feet west of crossing, two-position color-light type, approach lighted. Normal position "stop."

Distant signals, semaphore type, 3800 feet east and 3816 feet west of home signals. Normal position "caution." (See Rule 602-B.)

Approach circuits start 3000 feet east and 2984 feet west of distant signals. Approach lighting circuits for home signals start at distant signals.

All signals governing route will clear for train when entering approach circuits providing interlocker limits not occupied.

Signal No. 4 (dwarf) and switch indicator installed on east end transfer track to govern movement from transfer track to Western Pacific main track. Eastward trains setting out or picking up from transfer track must stop west of, or clear of eastward home signal.

Trains finding home signals at "stop" will be governed by Rule 663.

UP Crossing MP 926.3. Interlocked.

Home signals 300 feet east and west of crossing two-position color-light type, approach-lighted. Indications, red "stop" and yellow "proceed with caution." Normal position red.

Fixed distant signals, semaphore type, 2020 feet west and 1750 feet east of home signals.

Approach lighting circuits start at distant signals. If no train or engines within interlocking limits, yellow indication will show in home signal after engine passes distant signal.

When home signal indicates "stop," and no train movement is evident on intersecting track, trainmen will proceed to crossing and operate time release marked "WP" in iron box marked "Release" at crossing. (Instructions in box.) If signal does not change to "Proceed with caution" after two minutes, be governed by Rule 663.

If a train or engine is standing between home signals on intersecting track, thorough understanding must be had with its crew before proceeding.

UP Crossing MP 926.7. Not interlocked.

Trains must approach with caution not exceeding ten (10) miles per hour, and not proceed across this crossing unless it is known to be clear.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles per hour will apply as follows:

Pages	BETWEEN	PASSENGER		FREIGHT	
		Maximum	Restriction	Maximum	Restriction
2	Portola and MP 324.1	50	..	35	..
and	MP 323.5 On curve	..	35	..	25
3	Doubleheading over Bridge 324.08	..	50	..	30
	MP 324.1 and Signal 3402	65	..	45	..
	Doubleheading over Bridge 324.66	..	50	..	30
	and Bridge 326.61	..	20	..	20
	Loyalton Branch Crossing	..	..	..	..
	Signal 3402 and Signal 3415	40	..	20	..
	Signal 3415 and MP 347.5	50	..	35	..
	MP 347.5 and MP 348.5 (sharp re-	..	..	..	..
	verse curves)	40	..	25	..
	MP 348.5 and Red Rock	55	..	35	..
	Red Rock and Omira	60	..	40	..
	Omira and Doyle	65	..	45	..
	Doyle and Flanigan	70	..	45	..
	Through automatic interlocker	..	..	..	..
	MP 384.3	..	20	..	20
	Flanigan and MP 390.75	60	..	40	..
	MP 390.75 and MP 398.5	45	..	25	..
	MP 398.5 and Sano	60	..	40	..
	Sano and Gerlach	65	..	45	..
	Gerlach and Sulphur	70	..	45	..
	Sulphur and Antelope	65	..	45	..
	Antelope and MP 496	50	..	30	..
	MP 493.9 and MP 494.6 on curves	..	40	..	25
	MP 496 and MP 504	70	..	45	..
	MP 504 and Winnemucca	60	..	40	..
4	Winnemucca and Cluro	70	..	45	..
and	Using turnouts Weso	..	20	..	20
5	Cluro and MP 638	50	..	35	..
	Through Tunnel 38 and over	..	..	..	..
	Bridge 628.89	..	45	..	35
	East end Tunnel 39 on curve	..	45	..	35
	MP 638 and MP 648	65	..	45	..
	West Carlin and East Carlin	..	35	..	20
	Using turnouts West and East	..	..	..	..
	Carlin	..	15	..	15
	MP 648 and MP 651	50	..	35	..
	MP 651 and MP 652.5	65	..	45	..
	MP 652.5 and Elko	70	..	45	..
	MP 664.5 and MP 666.1 (Elko	..	..	..	..
	Yard)	..	35	..	15
6	Elko and MP 673	70	..	45	..
and	MP 673 and MP 681	50	..	35	..
7	MP 681 and Alazon	70	..	45	..
	Using turnouts Alazon	..	20	..	20
	Alazon and MP 721	60	..	40	..
	MP 721 and Signal 7536	70	..	45	..
	MP 749.7 on curve	..	60	..	40
	Signal 7536 and Signal 7555	40	..	20	..
	Signal 7555 and MP 775	65	..	45	..
	MP 758.4 on curve	..	55	..	35
	Nevada Northern RR Crossing	..	20	..	20
	MP 775 and MP 782	50	..	25	..
	MP 776.5 and MP 778 (sharp	..	..	..	..
	curves)	..	35	..	20
	MP 779 on Arnold Loop	..	30	..	20
	MP 782 and MP 785	30	..	20	..
	MP 785 and Wendover	65	..	45	..
	MP 786.2 on curve	..	55	..	35
	MP 795.4 and MP 796.4 on	..	..	..	..
	curves	..	50	..	35
	East of Ola, first curve	..	40	..	25
8	Wendover and MP 856	70	..	45	..
and	MP 856 and MP 872	60	..	40	..
9	MP 867.5 and MP 868.5 on	..	..	..	..
	curves	..	50	..	35
	MP 872 and MP 925.3	70	..	45	..
	MP 878.8 on curve	..	55	..	35
	MP 886.6, MP 912.4, MP	..	..	..	..
	915.4 on curves	..	65	..	..
	MP 912.1 Over B&G Crossing	..	35	..	25
	MP 925.3 and Salt Lake City	20	..	20	..
10	Loyalton Branch	..	..	15	..
	Reno Branch	25	..	20	..
	Derail MP 31.4	..	10	..	10
11	Ellerbeck Branch	..	..	15	..
	Tooele Branch	..	..	20	..

SPEED RESTRICTIONS—STREAMLINE TRAINS

Maximum Speed—Diesel powered streamline trains:

Weso to MP 544.2 (East of Bliss)	80 MPH
MP 544.2 to MP 602.95 (East of Kampos)	90 MPH
MP 602.95 to MP 694.1 (East of Halleck)	80 MPH
MP 694.1 to Alazon	90 MPH

except between Cluro and MP 638; between MP 648 and MP 651; and between MP 673 and MP 681, steam train speeds apply.

When handled by steam power, will be governed by speed restrictions applying to steam trains.

MAXIMUM SPEEDS—MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS

Western Pacific (Class) Southern Pacific (Class)

D-225, 901 Series	60 MPH	MK-5, MK-6, Nos. 3241 to	
C-43, Nos. 21 to 65 incl.	50 MPH	3277 incl.	50 MPH
MK-60, Nos. 301 to 321		"F," 3600 and 3700 Series	45 MPH
Incl.	50 MPH	except if,	
MK-60-71, Nos. 322 to 336		"Cross Counter-balanced"	50 MPH
Incl.	50 MPH	All others	40 MPH
M-100, Nos. 401 to 407			
Incl.	50 MPH		
All others	40 MPH		

Passenger trains with cabooses on rear, fifty (50) miles per hour.

Western Pacific light engines running forward will be governed by speed of freight trains. Southern Pacific light engines running forward will be governed by following table.

S-SE Class	E. P. A, MT 1, 2, 3, 4, 5 GS 1	T 28, 32, 37, 40	M, T-1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2 - 10 Incl. C 18 - 29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2, AM 2
20 MPH	45 MPH	40 MPH	35 MPH	30 MPH

Class C-43 engines Nos. 1 to 20 inclusive, handling passenger or freight trains, or running light, must not run to exceed 45 miles without stopping to oil eccentrics to prevent damage.

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

Trains handling steam derricks, steam shovels, cranes, rotary snow plows or pile drivers on their own wheels, and car loads of logs, twenty-five (25) miles per hour.

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

Over all turnouts and crossovers, except as provided for at Weso, West and East Carlin and Alazon, ten (10) miles per hour.

Engines moving over NN Railway main track to make delivery or pick-up on joint tracks in NN Railway Yard, Shafter, fifteen (15) miles per hour.

MISCELLANEOUS

DOUBLEHEADING.

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

Second Subdivision—Two Mallet engines (SP or WP) or two SP engines heavier than SP Class F-3, 4 and 5, must not be doubleheaded between Weso and Elko, except that two SP "GS" type engines may be doubleheaded between Carlin and Elko.

Third Subdivision—Two Mallet engines (SP or WP) or two WP engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class), or two SP engines heavier than "GS" type must not be doubleheaded between Elko and SP Connection (MP 701).

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.

When a TP-29 engine is doubleheaded on a passenger train over a passenger district with another engine of greater pump capacity it should be placed next to train. When used as a helper over part of the passenger district it should be placed in the lead.

DIESEL ENGINES.

Diesel freight engines dead in train must have qualified messenger. In both cabs automatic brake valves must be cut out and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reverses locked in neutral position in all units. Messenger should watch brake cylinder pressure in cab nearest to locomotive handling train. Distributing valve pops must be set to 25 pounds pressure. Maximum speed 60 miles per hour.

Diesel switch engines dead in train must have qualified messenger. Automatic brake valve must be cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position. Maximum speed 45 miles per hour.

During freezing weather engine water cooling system must be drained on any type Diesel engine being towed.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, MP 320 (FRLCO. Yard)	MTP-44 or heavier	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
*Portola, Scale Track	Mikado or heavier	On Track Scale dead rail
Loyalton Branch	MTP-44 "	Entire branch
Reno Branch	MTP-44 "	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, MP 364.15	"	Beyond 200 feet east of frog
Flanigan Pit	"	Beyond 500 feet east of frog
Gerlach, Standard Oil Spur	All Engines	Beyond frog
Winnemucca, Gravel Pit Spur	MTP-44 or heavier	Beyond frog

PAIRED TRACK

Ellison, Spur off siding	Mikado or heavier	Beyond 500 feet west of frog
Palisade, Ore Transfer Track	All Engines	Beyond frog, either end
Elko, Coal Chute High-line	Mikado or heavier	On Trestle
Richfield Spur (off east detour)	"	Beyond frog
Shell and Texaco Spur (11th St.)	Mikado or heavier and MTP-44 Eng.	Beyond frog
Elburz, Spur off siding	Mikado or heavier	Beyond 200 feet west of frog
Death, Stock Track	"	Beyond frog
Wells, Coal Chute	All Engines	Over coal pit
Hogan, Ore Spur off siding	All Engines	Under overhead ore chute
Shafter, Coal Chute NN Main Track	All engines	Over coal pit North of connection switch with WP
Silver Zone	Mallet	Beyond frog, on spur
Wendover, Coal Chute High-line	Mikado or heavier	On Trestle
Salduro, Hiline Spur East Spur	"	Beyond frog
Delle, Coal Chute	All Engines	Over coal pit
Timpie Quarry, MP 886.7 (right or left tracks)	Mikado or heavier	Beyond second switch south of Highway crossing
Ellerbeck Branch, Flux	"	On or East of Wye
Tooele Branch, Warner	GS or heavier	On Wye
Saltus, Royal Salt Co. RR	All Engines	Beyond frog
Salt Lake City Fisher Brewery Spur Redman Spur	Mikado or heavier	Beyond frog
Roper Yard, Track 21	All Engines	Over scales

*Live rail is weighing rail.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

TONNAGE RATING

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.	4th Sub-div.	Reno Branch	Loyalton Branch	Tooele Branch
Eastward							
TP-29	1170	1950	975	1100	650	1950	420
MTP-44	2200	4000	1750	2000	.....	.....	650
C-43	1800	3600	1500	1700	1100	3000	650
MK-60	2600	5000	2250	2600	.....	.....	975
MK-60-71	2850	5000	2250	2600	.....	.....	1050
GS-64-77	2950	5000	2450	2800	.....	.....	1200
M-100 . . . . .	.....	.....	3500	4000	.....	.....	1500
*D-225	4750	6000	4500	5000	.....	.....	3000
			Wendover to Shafter	Shafter to Hogan			
Westward							
TP-29	1040	1950	780	930	1100	420	1950
MTP-44	1850	4000	1350	1620	1850	.....	3000
C-43	1600	3600	1150	1380	1600	650	3000
MK-60	2200	5000	1750	2100	2400	.....	5000
MK-60-71	2450	5000	1800	2200	2500	.....	5000
GS-64-77	2550	5000	1950	2400	2600	.....	5000
M-100 . . . . .	.....	.....	2850	3300	3800	.....	8000
*D-225	4500	6500	4250	4500	4750	.....	10000

*Reduce 25% of tonnage rating for each inoperative Diesel unit.

D&RGW 1200 series engines rating 200 tons less than MK-60 engines.

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

Add five tons friction for each car over 30 cars.

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

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)	320.0	1 E	150
DOYLE PIT (Doyle yard)	364.15	1 W	48
FLANIGAN PIT	387.4	1 W	94
SMOKE CREEK Phone, Water	412.6	1 W	15
KNIGHT	570.1	1 E	6
RUSSELL	582.5	1 E	6
JENKINS	592.1	1 E	12
LUKE PIT	759.8	1 E	49
SILSBEE	811.6	1 W	50
ARAGONITE	861.5	1 E	5
TIMPIE QUARRY	886.7	1 E	49
UP CONNECTION (Garfield)	913.6	1 E	14
SALTUS	915.0	1 E 1 W	3
TERMINAL	922.1	1 W	20

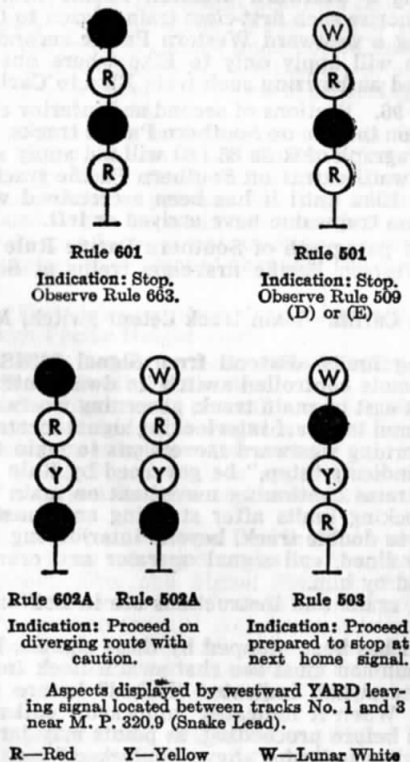
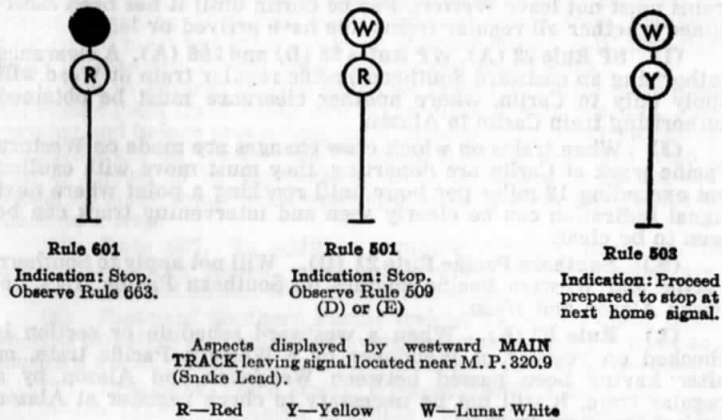
YARD LIMITS

West MP		East MP
319.94	Portola	323.09
BD 11.28	Loyalton	End of Branch
BI 0.00	Reno Junction (Reno Branch)	BI 0.83
BI 32.5	Reno	End of Branch
361.58	Doyle	364.22
437.03	Gerlach	439.45
530.02	Winnemucca	533.62
642.96	Carlin	647.08
663.60	Elko	666.76
716.30	Wells	719.16
764.96	Shafter	767.72
805.29	Wendover	808.21
876.34	Delle	879.41
895.28	Burmester	898.55
926.06	Salt Lake City and Roper	As indicated by yard limit signs

OPERATION OF TRAINS BETWEEN END OF CENTRALIZED TRAFFIC CONTROL AND PORTOLA PASSENGER STATION

(A) Train and engine movements between East End of Centralized Traffic Control, MP 320.035 (Delleker) and MP 321.386 (Portola passenger station), will be made by block signal indication, and under block signal rules, except as otherwise provided by following rules and special instructions:

(B) Signal Indications are as follows:



(C) Rules S-71, 72, S-72, 73 and 83. Superiority of trains is abolished. Schedules shown in timetable are for the purpose of permitting compliance with Rule 780 (C.T.C.S.) and certain special instructions included herein.

(D) All movements in this territory must be made with caution, as prescribed by Rule 93, and will be governed by indication of block signals and switch indicators as follows:

1. Westward signals located at the snake lead are equipped with white markers in lieu of number plates. Aspects and indications to these signals are shown above.

Trains desiring to enter main track at this point are authorized to operate the crossover switches, provided the east indicator shows clear and the westward (yard) leaving signal displays aspect per

Rule 502 (A). After the switches have been properly set, the move may be made under the aspect then displayed.

2. The eastward C.T.C. signal at Delleker governs train movements in the block extending eastward from the sign "END CTC" to Signal 3208. For the purpose of identification, a plate bearing the letters "SA" will be displayed on eastward C.T.C. signal at Delleker, in addition to the letter "A".

C.T.C. rules will govern west of the sign "END CTC."

3. Westward signal located at clearance point of lower No. 1 track is equipped with white marker light in lieu of number plate. Aspects and indications are as shown in left column, Section (B). When trains or engines desire to enter main track at this point, member of crew will, if east and west indicators are clear, open box on indicator post and operate push button therein. After a time delay the white lights in the box and on the signal will be displayed provided C.T.C. signal at Delleker has not been cleared for an eastward train. After these white lights are displayed switch may be operated and move then made in accordance with signal aspect displayed.

4. All other signals in this area (except those listed in 1, 2 and 3 above) are automatic signals bearing a number plate for identification.

(E) Rule 512 (A) is modified to the extent that rear end protection is not required within these limits. This does not modify rule 99-A. Trains carrying passengers must be fully protected.

(F) At Portola, yard engines, light engines, switch cuts and others moving within yard must clear main track when required to avoid delay to through trains entering or leaving C.T.C. limits. Howlers, controlled by dispatcher, are provided at following locations:

West roundhouse lead switch.

West train yard lead switch (snake lead).

West switch to No. 10 track.

When these howlers are operated, main track must be cleared without delay.

(G) In addition dispatcher will furnish information to telegrapher, Portola, as to times eastward regular passenger trains or sections thereof are expected to reach Portola. Employees in charge of switch engines, light engines and similar moves must ascertain from telegrapher whether these trains are due before occupying main track and not delay them.

(H) Westward trains will be authorized by clearance at Portola but must not leave until given permission by C.T.C. dispatcher after member of crew advises him they are ready to leave. Telephones for purpose of communicating with C.T.C. dispatcher only are located as follows:

Booth on south side of No. 10 track opposite west wye switch.

West train yard lead switch (snake lead).

West roundhouse lead switch.

East roundhouse lead switch (booth just west of middle car inspectors' shanty).

(I) Push button is located on signal mast, Signal 3208, for the purpose of clearing signal for eastward movements after a westward movement out of train yard. When eastward Signal 3208 indicates "Stop," after being passed on westward move, operate push button and if no train in block, signal will change in sixty seconds to indicate "proceed, prepared to stop at next home signal."

(J) Telephones for communication with Portola Terminal are located as follows:

West train yard lead switch (snake lead).

West car inspectors' shanty (snake lead).

Middle car inspectors' shanty (at east roundhouse lead switch).

East lead switch shanty.

(K) Yard engines, light engines, switch cuts and other similar movements stopped by block signal or switch indicator indication which does not clear within three minutes, and for which reason is not known, will communicate with yardmaster who will arrange to have track cleared or appropriate arrangements made for the desired movement. If unable to contact yardmaster, will be governed by and proceed under Automatic Block Signal Rules.

(L) Delleker. Entrance to spur is through electrically-locked, hand-operated switch. Obtain permission from C.T.C. dispatcher (by telephone in instrument house near switch) for movement in and out.

(M) Derails on Delleker spur, west lead lower yard Portola and west end of west siding Portola Yard are pipe connected to main track switches. Switches must not be lined for main track until engines or cars have passed over derail.

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, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules S and X hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop," eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by signal rules applicable to single track.

(C) 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 extras on either track:

Example 1. "Eng. _____ run extra on _____ Pacific track _____ to _____." This form of order must be given to all opposing trains on that track.

Example 2. "Eng. _____ works extra on _____ Pacific track _____ M until _____ M between _____ and _____." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) 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.

Eastward Western Pacific first-class trains and eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin; other eastward Southern Pacific 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, will run expecting to find a train running ahead, East Carlin to Elko.

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 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first-class trains will register, and they will do so by ticket. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register. 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, West Elko to Carlin.

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

RULE 22. On eastward Southern Pacific trains between Weso and Alazon lead engines only will display signals and train indicators.

(E) **Rule 83.** Will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) **SP Rules 82 (A) and 83, WP Rules 83, 83 (D) and 206 (A).** Will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) **Rule 83 (B).** When an eastward schedule of 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.

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, it will not be necessary to check register at Alazon against the same train.

(H) **Rule 96.** 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 at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) **SP Rule 82 (A), WP Rules 83 (D) and 206 (A).** 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.

(J) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles per hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) **Southern Pacific Rule 21 (D).** Will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(L) **Rule 83 (B).** 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 the same train.

(M) **SP Rule 82 (A), WP Rules 83 (D) and 206 (A).** 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.

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

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

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

(P) **West Carlin.** Main track detour switch, MP 643.4, interlocked.

Interlocking limits—Extend from Signal 6434SA, located 100 feet west of remote controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop," be governed by Rule 663(b), except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "locked" before signaling train to come ahead. When it indicates "unlocked," call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

West Carlin Detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin Yard.

(Q) **East Carlin.** Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Spring switch at junction is normally lined for Western Pacific main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by approach circuit sign located on south side of track, is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit beginning 1000 feet west. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until first-class trains on Western Pacific track have passed East Carlin.

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

(R) **Rule 667.** In addition, running switches must not be made, injectors or sanders used nor boosters started passing over remote controlled switch West Carlin and spring switch East Carlin.

(S) 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/or West Carlin detours.

(T) **Crossover, Third Street, Western Pacific Elko Yard.**
Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. This in no way relieves trains approaching on main track from complying with Rule 93.

Dwarf signal governing westward movements, located between main track and siding, in service at MP 665.5. This is two-position color-light type, approach lighted; indications yellow "proceed with caution" and red "stop." Approach lighting circuit starts 300 ft. east of Signal 6655. When Signal indicates stop, if view is clear and no eastward train can be seen approaching, westward engines or trains, after stopping, may proceed through Third Street crossover on to siding.

(U) **Elko.** East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(V) **West Elko.** Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Spring switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must stop and examine switch points before moving over this switch.

Automatic Home Signal 5543 is approach clearing and "Approach Circuit" sign installed 625 feet east of Home Signal 5543 on Western Pacific detour.

Westward trains from Western Pacific yard passing "Approach Circuit" sign will, if no westward trains on Southern Pacific track between 4th Street, Elko and Signal 5545, place Signal 5545 in "Stop" position. Westward trains from Western Pacific yard should avoid passing "Approach Circuit" sign when it is known that westward train on Southern Pacific track is approaching.

Push buttons located in box mounted on side of case of Signals 5543 and 5545, and instructions for operating push buttons posted inside these boxes.

Westward trains on west detour finding Signal 5543 remaining in "Stop" position and desiring to proceed ahead of approaching train on Southern Pacific track will push button numbered 5543. Signal will clear after time interval of 6 minutes. If, after passing "Approach Circuit" sign it is desired to let westward train on Southern Pacific track proceed, press push button numbered 5545 and Signal 5545 will clear after time interval of one minute.

Westward trains on Southern Pacific track finding Signal 5545 in "Stop" position due to westward train occupying "Approach Circuit" on detour and desiring to proceed ahead of westward train on detour will push button numbered 5545 and signal will clear after time interval of one minute. Westward train on Southern Pacific track desiring to let westward train on detour proceed ahead of them, will push button numbered 5543 and Signal 5543 will clear after time interval of 6 minutes.

If, after operating proper push button, signals fail to clear, train may proceed being governed by Southern Pacific Rules 509 (i) and 513.

(W) **Rule 667.** In addition, running switches must not be made, injectors or sanders used nor boosters started passing over spring switch West Elko.

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon
West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite WP Signal 7136SA.

East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.
At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE ROUTE SIGNALS

WESO

Eastward—From WP or SP
To WP {Upper arm } o —————
To SP {Lower arm } o ————— o

Westward—From SP
To SP {Upper arm } o ————— o
To WP {Lower arm } o —————

Westward—From WP
To SP {Dwarf signal } o ————— o
To WP {Dwarf signal } o —————

WEST CARLIN

Eastward
To Main Track (Arm signal) o —————
To Detour (Light signal) o ————— o. Red, "stop"
Yellow, "proceed with caution."

CARLIN

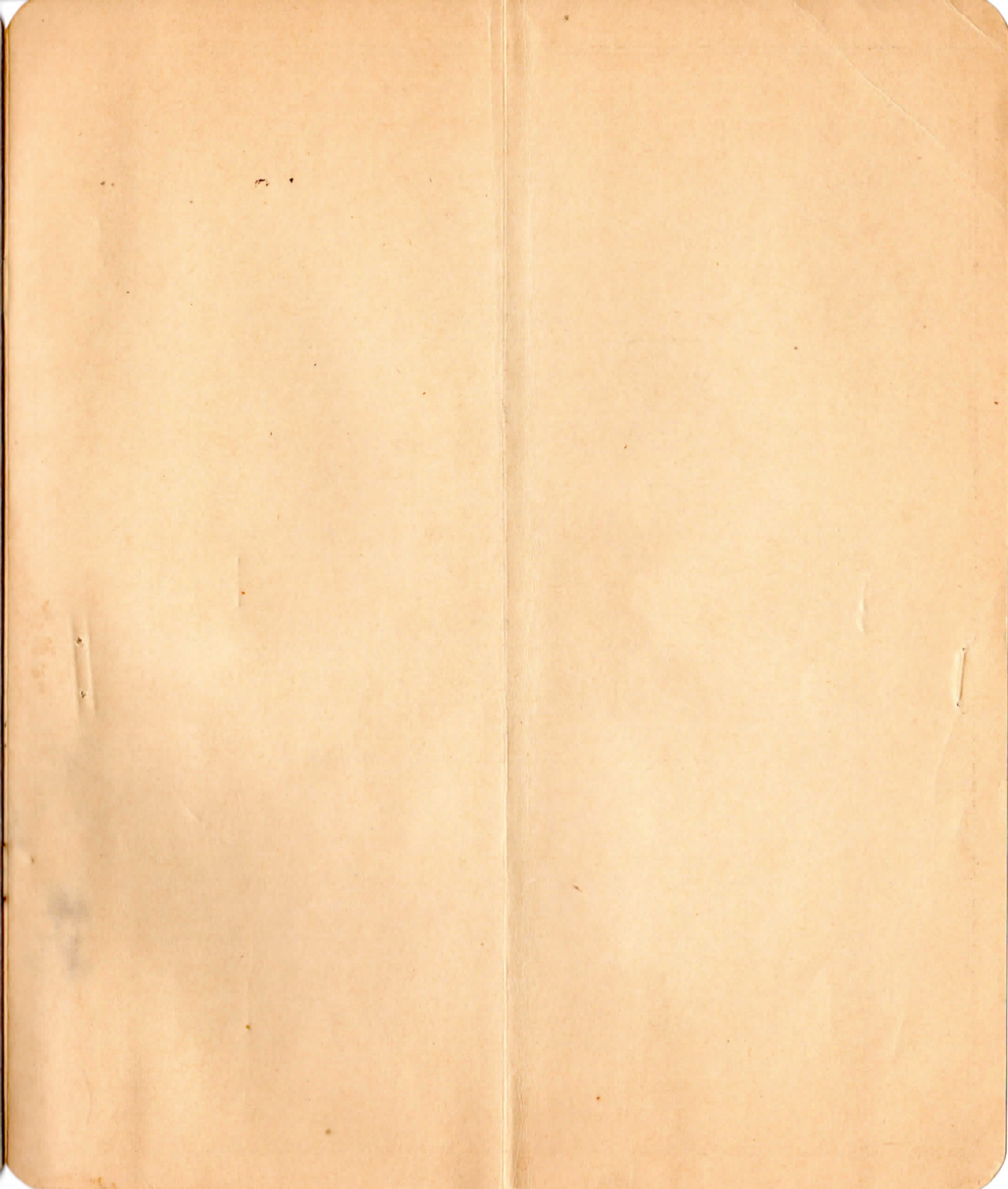
Westward
Approaching east end yard SP freight trains o ————— o
WP Trains..... o

ALAZON

Eastward
To WP {Upper arm } o —————
To SP {Lower arm } o ————— o

Westward—From SP or WP
To SP o ————— o
To WP o —————

When train has been given interlocking signal and does not wish to use route, give o o ————— o o sounds of whistle for information of signal operator.





SC. CALIF. 6147
F. (132) F. 6147
S. CALIF. 6147

Asst. Traffic Manager
Union Pacific R.
Monadnock Building
San Francisco, Calif.

RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif.	Dr. A. R. Kilgore	Chief Surgeon
Portola, Calif.	Dr. J. D. Coulter	Division Surgeon
Portola, Calif.	Dr. J. F. Narkevitz	Asst. Division Surgeon
Loyalton, Calif.	Dr. G. W. Burke	Local Surgeon
Reno, Nevada	Dr. G. O. Bradley	Local Surgeon
Reno, Nevada	Dr. Earle Creveling	Oculist and Aurist
Winnemucca, Nev.	Dr. K. L. Hartoch	Local Surgeon
Winnemucca, Nev.	Dr. G. F. Pope	Local Surgeon
Winnemucca, Nev.	Dr. Lin S. Felder	Local Surgeon
Carlin, Nevada	Dr. C. W. Eastman	Local Surgeon
Elko, Nevada	Dr. A. J. Hood	Division Surgeon
Elko, Nevada	Dr. R. P. Roantree	Asst. Division Surgeon
Elko, Nevada	Dr. C. E. Secor	Local Surgeon
Elko, Nevada	Dr. P. J. Del Giudice	Local Surgeon
Elko, Nevada	Dr. Dale Hadfield	Local Surgeon
Salt Lake City, Utah	Dr. R. S. Allison	Local Surgeon
Salt Lake City, Utah	Dr. F. D. Spencer	Local Surgeon
Salt Lake City, Utah	Dr. F. R. Slopanskey	Oculist and Aurist
Salt Lake City, Utah	Dr. E. B. Fairbanks	Oculist and Aurist

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif.	S. A. Pope	Manager of Time Service
Portola, Calif.	Wm. B. and Allan H. Lindsey	Watch Inspector
Reno, Nevada	R. Herz & Bros.	Watch Inspector
Winnemucca, Nevada	Krenkel & Bosch	Watch Inspector
Elko, Nevada	L. J. Wintermantel	Watch Inspector
Elko, Nevada	W. N. Blohm	Watch Inspector
Salt Lake City, Utah	H. B. Miller Co.	Watch Inspector

460 West Second South St.