



WORK SAFELY TODAY

EACH RULE VIOLATION IS A
POTENTIAL ACCIDENT

ASSISTANT SUPERINTENDENT

W. G. HOWELL.....Elko, Nevada

TRAINMASTERS

V. H. EDWARDS.....Portola, Calif.

H. M. YOE.....Elko, Nevada

G. S. ALLEN.....Wendover, Utah

L. D. MICHELSON.....Salt Lake City, Utah

ROAD FOREMEN OF ENGINES

M. W. HAMMOND.....Portola, Calif.

C. F. FIELDS.....Elko, Nevada

G. M. LORENZ.....Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

G. W. NAYLOR.....Elko, Nevada

NIGHT CHIEF TRAIN DISPATCHERS

P. L. HUCKABY.....Elko, Nevada

R. E. VON HARTEN.....Elko, Nevada



THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION TIMETABLE

48

EFFECTIVE SUNDAY, SEPTEMBER 30, 1951

AT 12:01 A. M.

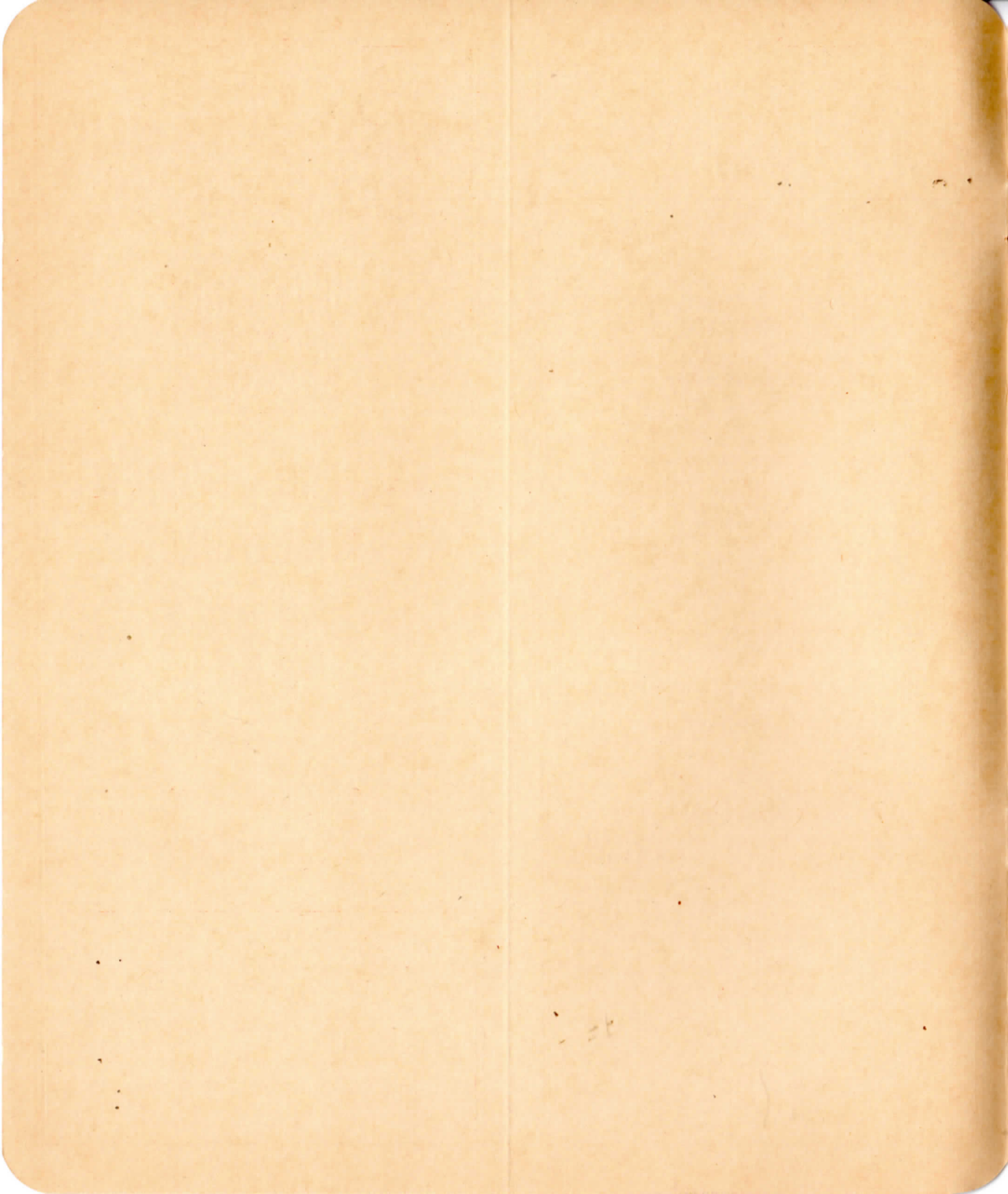
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

H. C. MUNSON,
Vice-President and General Manager.

E. T. GALLAGHER,
Superintendent of Transportation.

J. F. LYNCH,
Superintendent.



SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif.	Dr. G. F. Cushman	Chief Surgeon
Portola, Calif.	Dr. J. D. Coulter	Division Surgeon
Portola, Calif.	Dr. J. F. Narkevitz	Asst. Division Surgeon
Reno, Nevada	Dr. G. O. Bradley	Local Surgeon
Reno, Nevada	Dr. Earle Creveling	Oculist and Aurist
Reno, Nevada	Dr. George W. Burke	Local Surgeon
Winnemucca, Nev.	Dr. K. L. Hartoch	Local Surgeon
Winnemucca, Nev.	Dr. G. F. Pope	Local Surgeon
Winnemucca, Nev.	Dr. Frank V. Rueckl	Local Surgeon
Battle Mountain	Dr. Charles C. Hyde	Local Surgeon
Carlin, Nevada	Dr. C. W. Eastman	Local Surgeon
Elko, Nevada	Dr. A. J. Hood	Division Surgeon
Elko, Nevada	Dr. C. E. Secor	Local Surgeon
Elko, Nevada	Dr. G. A. Collett	Local Surgeon
Elko, Nevada	Dr. Dale Hadfield	Local Surgeon
Elko, Nevada	Dr. L. A. Moren	Local Surgeon
Elko, Nevada	Dr. George L. Moore	Local Surgeon
Elko, Nevada	Dr. John M. Read	Local Surgeon
Elko, Nevada	Dr. Tom Hood	Local Surgeon
Wells, Nevada	Dr. F. K. Root	Local Surgeon
Tooele, Utah	Dr. T. M. Aldous	Local Surgeon
Salt Lake City, Utah	Dr. R. S. Allison	Local Surgeon
Salt Lake City, Utah	Dr. Woodrow Nelson	Local Surgeon
Salt Lake City, Utah	Dr. E. B. Fairbanks	Oculist and Aurist
Salt Lake City, Utah	Dr. F. H. Raley	Oculist and Aurist
Salt Lake City, Utah	Dr. C. O. Rich	Dermatologist
Salt Lake City, Utah	Dr. Bernard J. Voss	Internist

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif.	C. D. Fabrin	Manager of Time Service
Portola, Calif.	Wm. B. and Allan H. Lindsey	Watch Inspector
Reno, Nevada	R. Herz & Bros.	Watch Inspector
Winnemucca, Nevada	Bosch & Son	Watch Inspector
Elko, Nevada	L. J. Wintermantel	Watch Inspector
Elko, Nevada	W. N. Blohm	Watch Inspector
Elko, Nevada	C. E. Cox	Watch Inspector
Salt Lake City, Utah 460 West 2nd South St.	H. B. Miller Co.	Watch Inspector
Salt Lake City, Utah 12 W. Broadway	Wilfred Burrell	Watch Inspector

FIRST SUBDIVISION—Eastward

				SECOND CLASS			FIRST CLASS		Distance from San Francisco	Timetable No. 48 September 30, 1951		Distance from Portola							
Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls		416	62	220	18		2	STATIONS								
					Mixed	F. B.	Local Freight	California Zephyr		Zephyrette									
					Leave Mon., Wed., Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Thurs., Sat.										
	RBKW FTYPO	Yard	Ki		PM 2.15	AM 9.30	AM 3.45	PM 5.28	AM 5.45	321.4	TO PORTOLA	0.0							
	PI	120			s 2.30 PM		4.00	5.37	f 5.55	327.7	6.3 HAWLEY (RR X'ing.)	6.3							
	P	124					4.25		f 6.07	339.3	11.6 CHILCOOT	17.9							
	YP	56					4.35 AM	5.51	6.11	341.8	2.5 RENO JCT.	20.4							
	P	127							6.17	345.8	4.0 SCOTTS	24.4							
	P	72							6.27	352.5	6.7 RED ROCK	31.1							
	YP	127	Do		Schedules shown for first-class trains do not confer any superiority whether or not C.T.C. is operative but must be respected by trains operating on such schedules or sections thereof. (Also see C.T.C.S. Rule 780)							s 6.42	362.8	10.3 DOYLE	41.4				
	P	84	Hk												s 6.25	s 7.05	371.7	8.9 HERLONG	50.3
	P																373.2	1.5 EAST HERLONG, (CAL.)	51.8
	P	70														7.17	383.8	10.6 FLANIGAN, (NEV.)	62.4
	I																384.3	0.5 SP Crossing & Connection	62.9
	P	125													6.47	7.30	393.6	9.3 SAND PASS	72.2
	P	125														7.43	405.1	11.5 SANO	83.7
	P	114													7.10	7.54	416.1	11.0 REYNARD	94.7
	P	73														8.08	430.6	14.5 PHIL	109.2
	KYP	126	Gr										PM 1.00		s 7.35	s 8.19	438.1	7.5 GERLACH	116.7
	P	125			Schedules shown for second-class trains do not confer any superiority whether or not C.T.C. is operative and trains must not be operated on these schedules. Times shown are for information only.							7.47	8.32	451.5	13.4 TREGO	130.1			
	P	125														8.41	461.5	10.0 CHOLONA	140.1
	P	125													8.03	8.50	470.8	9.3 RONDA	149.4
	P		Ru													s 8.55	474.9	4.1 SULPHUR	153.5
	P	125														9.00	479.6	4.7 FLOKA	158.2
	YP	125													8.20	9.09	487.9	8.3 ANTELOPE	166.5
	P	125	Jo												8.31	s 9.20	496.5	8.6 JUNGO	175.1
	P	125														9.31	508.3	11.8 GASKELL	186.9
	P	125													8.51	9.42	519.4	11.1 RAGLAN	198.0
Yard Limits	RBK FTY	Yard	Wa										3.30 PM		s 9.05 PM	s 9.55 AM	532.3	12.9 TO WINNEMUCCA	210.9
					Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Thurs., Sat.										
					416	62	220	18	2										

Centralized Traffic Control

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

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Loyalton or Reno Branch.

RULE 206 (A). Is modified to the extent that trains may be authorized at Portola to operate on the Loyalton or Reno Branch.

When engine crews change at Gerlach, incoming engine crew must deliver train orders and instructions to outgoing engine crew.

No. 1 stop at any station to discharge passengers from Salt Lake City or beyond.

FIRST SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 48 September 30, 1951 STATIONS	Distance from Winnemucca	FIRST CLASS		SECOND CLASS							
			17	1	61	77						
			California Zephyr	Zephyrette	R. T.	C. F. S.						
			Arrive Daily	Arrive Sun., Wed., Fri.	Arrive Daily	Arrive Daily						
			AM	PM	PM	PM						
321.4	TO PORTOLA 6.3	210.9	s 8.02	s 8.40	2.30	8.00						
327.7	HAWLEY (RR X'ing.) 11.6	204.6	7.52	f 8.28								
339.3	CHILCOOT 2.5	193.0		f 8.14								
341.8	RENO JCT. 4.0	190.5	7.37	8.08								
345.8	SCOTTS 6.7	186.5		8.01								
352.5	RED ROCK 10.3	179.8		7.50								
362.8	DOYLE 8.9	169.5		s 7.35								
371.7	HERLONG 1.5	160.6	s 7.05	s 7.17								
373.2	EAST HERLONG (CAL.) 10.6	159.1										
383.8	FLANIGAN, (NEV.) 0.5	148.5		7.01								
384.3	SP Crossing & Connection 9.3	148.0										
393.6	SAND PASS 11.5	138.7	6.42	6.47								
405.1	SANO 11.0	127.2		6.30								
416.1	REYNARD 14.5	116.2	6.19	6.19								
430.6	PHIL 7.5	101.7		6.05								
438.1	GERLACH 13.4	94.2	s 5.57	s 5.57	10.30 AM	4.30 PM						
451.5	TREGO 10.0	80.8	5.42	5.40								
461.5	CHOLONA 9.3	70.8		5.30								
470.8	RONDA 4.1	61.5	5.26	5.20								
474.9	SULPHUR 4.7	57.4		s 5.15								
479.6	FLOKA 8.3	52.7		5.10								
487.9	ANTELOPE 8.6	44.4	5.12	5.02								
496.5	JUNGO 11.8	35.8	5.01	s 4.50								
508.3	GASKELL 11.1	24.0		4.36								
519.4	RAGLAN 12.9	12.9	4.40	4.24								
532.3	TO WINNEMUCCA	0.0	4.28 AM	4.10 PM	7.00 AM	1.30 PM						
			Leave Daily	Leave Sun., Wed., Fri.	Leave Daily	Leave Daily						
			17	1	61	77						

Centralized Traffic Control

Schedules shown for first-class trains do not confer any superiority whether or not C.T.C. is operative but must be respected by trains operating on such schedules or sections thereof.
(Also see C.T.C.S. Rule 780)

Schedules shown for second-class trains do not confer any superiority whether or not C.T.C. is operative and trains must not be operated on these schedules. Times shown are for information only.

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

SECOND SUBDIVISION—Eastward

				FIRST CLASS						Distance from San Francisco	Timetable No. 48 September 30, 1951		Distance from Winnemucca
Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	28	18	22	2	24	102		STATIONS	CTC	
				So. Pacific San Francisco Overland	West. Pac. California Zephyr	Southern Pacific Mail	Western Pacific Zephyrette	Southern Pacific Gold Coast	So. Pacific City of San Francisco	Leave Daily			Leave Daily
	RBK FTP	Yard	Wa		PM 9.12		AM 10.00			532.3	TO WINNEMUCCA	0.0	
	RKIP		Wo	PM 10.12	9.17	AM 10.22	10.05	AM 7.30	AM 2.46	536.0	TO WESO (SP Conn.)	3.7	
	P	125		10.16	9.21	10.27	10.10	7.36	2.50	540.5	4.5 BLISS	8.2	
	WP	125		10.24	9.27	10.35	f 10.18	7.50	2.56	548.3	7.8 GOLCONDA	16.0	
	P									553.8	5.5 PREBLE (SP Conn.)	21.5	
	P	121	Rh	10.37	9.38	10.49	s 10.36	8.08	3.07	562.4	TO RED HOUSE	30.1	
	P	125		10.49	9.48	11.01	10.49	8.23	3.17	575.3	12.9 ELLISON	43.0	
	P			11.01	9.59	s 11.17	s 11.04	s 8.42		589.1	13.8 NORTH BATTLE MT'N	56.8	
	P	120		11.03	10.01	11.19	11.06	8.46	3.29	590.7	1.6 RENNOX	58.4	
	WP	125		11.12	10.09	11.29	11.16	8.58	3.37	600.6	9.9 KAMPOS	68.3	
	P	109		11.20	10.16	11.38	11.26	9.09	3.44	609.8	9.2 DUNPHY	77.5	
	WP	128	Be	11.29	10.24	11.49	s 11.37	9.24	3.52	619.5	TO BEOWAWE (SP Conn.)	87.2	
	P	113		11.36	10.31	11.57	11.45	9.35	3.58	626.9	7.4 CLURO	94.6	
	P									630.5	3.6 BARTH (SP Conn.)	98.2	
	P			11.48	10.43	PM 12.09	f AM 11.58	9.50	4.09	636.2	5.7 PALISADE	103.9	
	I			PM 11.56	10.50	12.19	PM 12.08	10.01	4.16	643.4	7.2 WEST CARLIN (SP Conn.)	111.1	
Yard Limits	RWP	103	C	s AM 12.09	10.52	s 12.22 12.32	s 12.12	s 10.05 10.15	s 4.18 4.23	644.6	1.2 CARLIN	112.3	
				12.12	10.55	12.35	12.16	10.19	4.26	646.0	1.4 EAST CARLIN (SP Conn.)	113.7	
	P	83		12.17	10.59	12.40	12.23	10.26	4.30	650.2	4.2 TONKA	117.9	
	P	120		12.24	11.05	12.46	12.31	10.34	4.36	656.6	6.4 HUNTER	124.3	
Yard Limits	RBKW FTYP	Yard	Kn Di	12.33 AM	s 11.15 PM	s 12.55 PM	s 12.45 PM	s 10.45 AM	4.46 AM	665.4	TO ELKO (SP Conn.)	133.1	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily				
				28	18	22	2	24	102				

Special instructions appearing on pages 4 and 5 will apply to both pages where applicable.

Eastward trains will be authorized at Winnemucca by clearance card. Clearance card for section must read "No Signals" or "Green Signals" and signal order must be obtained before leaving interlocking limits, Weso.

Eastward extra trains must have train-order authority for movements east of interlocking limits Weso.

Train orders may be issued at Winnemucca governing movements east of CTC limits.

When an eastward train is checked on the register at Winnemucca, it will not be necessary to check register at Weso against the same train.

Train-order hoop holder for delivery of clearances and train orders to all trains in front of telegraph offices at Weso and Beowawe and to eastward SP trains at Elko.

Carlin is register station for eastward first-class trains only.

SECOND SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 48 September 30, 1951		Distance from Elko	FIRST CLASS																
	STATIONS	C. T. C.		17	1	12	13	14	15	16	18	19								
				California Zephyr	Zephyrette															
				Arrive Daily	Arrive Sun., Wed., Fri.															
532.3	TO WINNEMUCCA		133.1	AM 4.21	PM 4.00															
536.0	TO WESO (SP Conn.)		129.4	AM 4.16	PM 3.55															
540.5	BLISS		124.9																	
548.3	GOLCONDA		117.1																	
553.8	PREBLE (SP Conn.)		111.6																	
562.4	TO RED HOUSE		103.0																	
575.3	ELLISON		90.1																	
589.1	NORTH BATTLE MT'N		76.3																	
590.7	RENNOX		74.7																	
600.6	KAMPOS		64.8																	
609.8	DUNPHY		55.6																	
619.5	TO BEOWAWE (SP Conn.)		45.9																	
626.9	CLURO		38.5																	
630.5	BARTH (SP Conn.)		34.9																	
636.2	PALISADE		29.2																	
643.4	WEST CARLIN (SP Conn.)		22.0																	
644.6	CARLIN		20.8																	
646.0	EAST CARLIN (SP Conn.)		19.4																	
650.2	TONKA		15.2																	
656.6	HUNTER		8.8																	
665.4	TO ELKO (SP Conn.)		0.0																	
				Leave Daily	Leave Sun., Wed., Fri.															
				17	1															

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

Special instructions appearing on pages 4 and 5 will apply to both pages where applicable.

No. 28 will stop at Elko to discharge revenue passengers from Reno or beyond, and will stop at Elko to receive revenue passengers for Ogden or beyond.

No. 24 will stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

No. 1 stop at any station to discharge passengers from Salt Lake City or beyond.

THIRD SUBDIVISION—Eastward

		SECOND CLASS					FIRST CLASS					Distance from San Francisco	Timetable No. 48 September 30, 1951		Distance from Elko	
		62	54	78	18	2	22	24	102	28	Automatic Block System, Eastward Only.		STATIONS			
		F. B.	F. F.	F. F.	West Pac. California Zephyr	Western Pacific Zephyrette	Southern Pacific Mail	Southern Pacific Gold Coast	So. Pacific City of San Francisco	So. Pacific San Francisco Overland			TO			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Yard Lmts.	Symbols, Rule 6(A), Car Capacity of Sidings	Kn Di	PM 11.30	PM 3.30	AM 7.30	PM 11.17	PM 1.15	PM 12.57	AM 10.50	AM 4.46	AM 12.33	665.4	TO ELKO (SP Conn.)	0.0		
	P	127	PM 11.45	3.45	7.45	11.26	1.26	1.09	11.02	4.54	12.42	673.3	7.9	PARDO	7.9	
	WP	122	AM 12.01	4.01	8.01	11.38	1.38	1.21	11.15	5.05	12.54	683.3	10.0	ELBURZ	17.9	
	P											684.3	1.0	SP CONNECTION	18.9	
	P	110	12.08	4.08	8.08	11.43	1.43	1.26	11.22	5.09	12.59	688.4	4.1	HALLECK	23.0	
	P	120	12.22	4.22	8.22	11.54	1.54	1.38	11.37	5.18	1.09	700.0	11.6	DEETH	34.6	
	P											701.0	1.0	SP CONNECTION	35.6	
	P	84	12.33	4.33	8.33	AM 12.02	2.02	1.48	11.47	5.25	1.18	708.8	7.8	TULASCO	43.4	
	RIP	A	12.44	4.44	8.44	12.07	2.08	1.55	11.55	5.30	1.24	713.6	4.8	TO ALAZON (SP Conn.)	48.2	
	P	125	Ws 12.55	4.55	8.55	12.13	s 2.15					717.9	4.3	TO WELLS (UP Conn.)	52.5	
	P	80	1.21	5.06	9.06	12.19	2.22					723.5	5.6	BOAZ	58.1	
	P	125	1.27	5.13	9.13	12.24	2.27					728.2	4.7	RUBY	62.8	
	P	50	1.34	5.20	9.20	12.29	2.32					733.6	5.4	TOBAR	68.2	
	P	125	1.41	5.27	9.27	12.34	2.37					738.9	5.3	VENTOSA	73.5	
	YP	125	1.53	5.39	9.39	12.41	2.45					747.1	8.2	SPRUCE	81.7	
	P	See note	1.56	5.42	9.42	12.43	2.48					749.0	8.9	ROCKLAND	83.6	
	P	80	2.08	5.54	9.54	12.55	2.54					752.7	3.7	HOGAN	87.3	
	P	77	2.25	6.11	10.10	1.05	3.04					761.3	8.6	LUKE	95.9	
Yard Lmts.	YP	220	Fa 2.40	6.30	10.25	1.13	s 3.15					766.5	5.2	TO SHAFER (NN X'ing.)	101.1	
	P	76	3.03	7.07	10.44	1.19	3.23					772.1	5.6	SILVER ZONE	106.7	
	P	87	3.23	7.27	11.15	1.32	3.37					781.2	9.1	CLIFSIDE	115.8	
	P	43	3.29	7.33	11.21	1.36	3.41					783.5	2.3	PROCTOR	118.1	
	P	86	3.43	7.47	11.35	1.44	3.50					788.8	5.3	PILOT	123.4	
	P	100	3.54	7.58	11.45	1.49	3.57					794.0	5.2	DYKE PIT	128.6	
	P	76	4.05	8.09	AM 11.55	1.54	4.04					799.0	5.0	OLA (NEV.)	133.6	
Yard Lmts.	RBK FTYP	Yd. Wn	AM 4.20	PM 8.25	PM 12.10	AM 2.04	s 4.15					806.3	7.3	TO WENDOVER (UTAH)	140.9	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
			62	54	78	18	2	22	24	102	28					

RULES 86, S-87, S-89 and 93. Outside automatic block system limits, opposing second-class trains, extra trains and engines must clear the time of Nos. 17 and 18 not less than fifteen minutes and second-class trains, extra trains and engines in the same direction must clear the time of Nos. 17 and 18 not less than twenty minutes before the arriving, or leaving, or train-order time at that station.

RULE 204. Train orders may be issued to No. 17 on the fourth subdivision, or to No. 18 on the third subdivision, which affect their movement on either or both subdivisions, provided same conductor and engineer operate the train through Wendover.

Train-order hoop holder for delivery of clearances and train orders to all trains in front of telegraph office at Alazon and to eastward SP trains at Elko.

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

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.

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

No. 24 will stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

No. 18 stop Wendover to discharge passengers, and will stop on flag to receive passengers destined to points where scheduled to stop.

No. 1 stop at any station to discharge passengers from Salt Lake City or beyond.

THIRD SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 48 September 30, 1951	Distance from Wendover	FIRST CLASS			SECOND CLASS							
			1	17		77	53	61					
			Zephyrette	California Zephyr		C. F. S.	F. F.	R. T.					
STATIONS			Arrive Sun., Wed., Fri.	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily					
665.4	TO ELKO (SP Conn.) 7.9	140.9											
673.3	PARDO 10.0	133.0											
683.3	ELBURZ 1.0	123.0											
684.3	SP CONNECTION 4.1	122.0											
688.4	HALLECK 11.6	117.9											
700.0	DEETH 1.0	106.3											
701.0	SP CONNECTION 7.8	105.3											
708.8	TULASCO 4.8	97.5											
713.6	TO ALAZON (SP Conn.) 4.3	92.7	AM 11.50	AM 1.32		AM 4.50	PM 1.30	PM 9.00					
717.9	TO WELLS (UP Conn.) 5.6	88.4	s 11.43	1.27		4.40	1.15	8.45					
723.5	BOAZ 4.7	82.8	11.37	1.21		4.30	1.05	8.35					
728.2	RUBY 5.4	78.1	11.32	1.17		4.24	12.59	8.29					
733.6	TOBAR 5.3	72.7	11.27	1.12		4.17	12.52	8.22					
738.9	VENTOSA 8.2	67.4	11.22	1.07		4.10	12.45	8.15					
747.1	SPRUCE 1.9	59.2	11.14	1.00		4.00	12.35	8.05					
749.0	ROCKLAND 3.7	57.3	11.12	12.58		3.57	12.32	8.02					
752.7	HOGAN 8.6	53.6	11.08	12.55		3.52	12.27	7.57					
761.3	LUKE 5.2	45.0	10.58	12.45		3.32	12.07 PM	7.37					
766.5	TO SHAFTER (NN X'ing.) 5.6	39.8	s 10.50	12.39		3.20	11.55 AM	7.25					
772.1	SILVER ZONE 9.1	34.2	10.44	12.33		3.03	11.37	7.07					
781.2	CLIFSIDE 2.3	25.1	10.29	12.18		2.42	11.15	6.45					
783.5	PROCTOR 5.3	22.8	10.25	12.14		2.36	11.08	6.38					
788.8	PILOT 5.2	17.5	10.16	12.05 AM		2.22	10.53	6.23					
794.0	DYKE PIT 5.0	12.3	10.09	11.59 PM		2.08	10.38	6.08					
799.0	OLA (NEV.) 7.3	7.3	10.02	11.53		1.54	10.23	5.53					
806.3	TO WENDOVER (UTAH)	0.0	9.50 AM	11.42 PM		1.15 AM	10.00 AM	5.30 PM					
			Leave Sun., Wed., Fri.	Leave Daily		Leave Daily	Leave Daily	Leave Daily					
			1	17		77	53	61					

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

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

FOURTH SUBDIVISION—Eastward

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Timetable No. 48 September 30, 1951		Distance from Wendover
				54	78	62	2	18		STATIONS		
				F. F.	F. F.	F. B.	Zephyrette	California Zephyr				
				Leave Daily	Leave Daily	Leave Daily	Leave Mon., Thurs., Sat.	Leave Daily				
				PM 10.00	PM 1.00	AM 5.30	PM 4.25	AM 2.06	806.3	TO	WENDOVER	0.0
	P	74		10.15	1.15	5.45	4.35	2.16	815.2		8.9 SALDURO	8.9
	P	79		10.27	1.27	5.57	4.44	2.24	825.1		9.9 ARINOSA	18.8
	P	75		10.39	1.39	6.09	4.53	2.32	835.1		10.0 BARRO	28.8
	P	97		11.07	1.52	6.22	f 5.02	2.40	845.3		10.2 KNOLLS	39.0
	P	76		PM 11.41	2.03	6.33	5.10	2.48	854.4		9.1 CLIVE	48.1
	YP	108		AM 12.05	2.28	7.00	5.23	3.01	866.2		11.8 LOW	59.9
	P	100	De	12.22	2.47	7.17	f 5.36	3.14	878.2	TO	12.0 DELLE	71.9
	P	75		12.33	2.58	7.30	5.44	3.22	885.7		7.5 TIMPIE	79.4
	P			12.44	3.09	7.45	5.52	3.30	892.9		7.2 ELLERBECK	86.6
	YP	90	Bx	12.52	3.17	8.12	f 5.57	3.35	897.3	TO	4.4 BURMESTER	91.0
	P	41		1.00	3.25	8.27	6.03	3.41	902.4		5.1 SPRAY	96.1
	P	80		1.09	3.34	8.42	6.09	3.47	907.8		5.4 LAGO	101.5
	IP	22							912.1		4.3 D&RGW X'ING. & TFR.	105.8
	P	78		1.19	3.44	9.00	6.16	3.54	913.4		1.3 GARFIELD (UP Conn.)	107.1
	P	76		1.31	3.56	9.15	6.24	4.02	920.8		7.4 FOX	114.5
	P	112		1.37	4.02	9.25	6.28	4.06	924.5		3.7 BUENA VISTA	118.2
	I								926.3		1.8 UP CROSSING	120.0
	I			1.49	4.14	9.40	6.38	4.14	927.2		0.4 UP CROSSING	120.4
	I								927.3		0.5 POLLARD JCT.	120.9
	RBKW FTYPO	Yard	Un				s 6.45 PM	s 4.20 AM	928.0	TO	0.1 D&RGW CROSSING	121.0
	I								928.7		0.7 UP CROSSING	122.4
	RBK WYPO	Yard	Fy	2.05 AM	4.30 PM	10.00 AM			930.4	TO	1.7 ROPER (Salt Lake City)	124.1
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily				
				54	78	62	2	18				

RULES 86, S-87, S-89 and 93. Outside automatic block system limits, opposing second-class trains, extra trains and engines must clear the time of Nos. 17 and 18 not less than fifteen minutes and second-class trains, extra trains and engines in the same direction must clear the time of Nos. 17 and 18 not less than twenty minutes before the arriving, or leaving, or train-order time at that station.

RULE 204. Train orders may be issued to No. 17 on the fourth subdivision, or to No. 18 on the third subdivision, which affect their movement on either or both subdivisions, provided same conductor and engineer operate the train through Wendover.

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.

Delle. Siding is track south of main track west of depot.

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 D&RGW crossing, MP 912.1.

No. 17 stop Wendover to discharge passengers, and will stop on flag to receive passengers destined to points where scheduled to stop.

No. 1 stop at any station to discharge passengers from Salt Lake City or beyond.

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

Salt Lake City and Roper. Eastward and westward freight trains will enter and leave D&RGW running tracks through interlocking between Pollard Jct. and 1st So. St., Salt Lake City. Movement against current of traffic on these two running tracks can be made only under flag protection between 1st So. and 21st So. Streets. Trains will keep to the right. Eastward trains arriving Roper, unless otherwise instructed, will stop at 21st So. St. and get head in from yardmaster through the two-way speaker located near 21st So. St.

Time specified in timetable or train order at Pollard Jct. for westward second-class and extra trains will apply at westward home signal at 2nd So. St. A westward superior 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 St., WP crews will obey instructions of terminal officers, including D&RGW officers having supervision over the terminal and, in addition to WP rules, will be governed by D&RGW Rule 93, which reads as follows:

FOURTH SUBDIVISION—Westward

9

Distance from San Francisco	Timetable No. 48 September 30, 1951		FIRST CLASS			SECOND CLASS							
	Distance from Roper	STATIONS	1	17		53	61	77					
			Zephyrette	California Zephyr		F. F.	R. T.	C. F. S.					
	Arrive Sun., Wed., FrL	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
806.3	TO	WENDOVER 8.9											
815.2		SALDURO 9.9	s	AM 9.45	PM 11.40		AM 9.20	PM 4.50	AM 12.45				
825.1		ARINOSA 10.0		9.34	11.31		9.05	4.35	12.30				
835.1		BARRO 10.2		9.25	11.23		8.52	4.17	12.18				
845.3		KNOLLS 9.1	f	9.16	11.15		8.39	4.04	12.06 AM				
854.4		CLIVE 11.8		9.07	11.07		8.25	3.50	11.53 PM				
866.2		LOW 12.0		8.58	11.00		8.10	3.37	11.41				
878.2	TO	DELLE 7.5	f	8.46	10.49		7.47	3.17	11.25				
885.7		TIMPIE 7.2		8.33	10.36		7.17	2.47	11.06				
892.9		ELLERBECK 4.4		8.24	10.30		7.05	2.35	10.57				
897.3	TO	BURMESTER 5.1	f	8.17			6.54	2.24					
902.4		SPRAY 5.4		8.12	10.20		6.47	2.17	10.42				
907.8		LAGO 4.3		8.06			6.39	2.09					
912.1		D&RGW X'ING. & TRF. 1.3		8.00	10.09		6.30	2.00	10.26				
913.4		GARFIELD (UP Conn.) 7.4											
920.8		FOX 3.7		7.54	10.03		6.20	1.50	10.17				
924.5		BUENA VISTA 1.8		7.46	9.55		6.08	1.38	10.05 9.31				
926.3		UP CROSSING 0.4		7.42	9.51		6.02	1.32	9.25				
926.7		UP CROSSING 0.5											
927.2		POLLARD JCT. 0.1											
927.3		D&RGW CROSSING 0.7		7.34	9.44		5.48	1.18	9.16				
928.0	TO	SALT LAKE CITY (U. D.) 0.7											
928.7		UP CROSSING 1.7		7.30 AM	9.40 PM								
930.4	TO	ROPER (Salt Lake City)					5.30 AM	1.00 PM	9.00 PM				
				Leave Sun., Wed., FrL	Leave Daily		Leave Daily	Leave Daily	Leave Daily				
				1	17		53	61	77				

"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 and engines must move on all tracks within yard limits prepared to stop unless the track is seen or known to be clear."

Joint switch crews, when operating in joint-yard territory west of east curb of Jeremy St., will be governed by WP Rule 93, which reads as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

"Second- and inferior-class trains, extra trains and engines must approach and move with caution within yard limits.

"When not protected by block signals or when moving against the current of traffic, first-class trains must approach and move with caution within yard limits."

Salt Lake City Union Depot and RR Co. Rule No. 1 reads:

"Trains have no timetable superiority between 1st So. and 9th So. Sts., SLCUD Co. trackage on 4th West St., Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Co. tracks prepared to stop within one-half the range of vision."

Salt Lake City Union Depot and RR Co. Rule No. 3 reads:

"Switchmen and others using SLCUD and RR Co. tracks will be held responsible for leaving switches as found by them when passing in and out of yards unless switches are being handled by Union Depot Co. switchtender. Proceed signal from switchtender to trains entering yard does not necessarily indicate that track to be used is clear."

WP trains have no timetable superiority on WP passenger running track between westward home signal located between 5th and 6th West Sts. and Salt Lake City UD and RR Co. trackage.

Unless otherwise directed No. 18 will use track 3, Salt Lake City Union Depot.

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

City ordinance restricts speed all trains between 1st So. and 9th So. Sts. to 12 MPH. Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

Interlocking Plant, 9th So. St., crossing D&RGW two running tracks and UP main tracks; color-light signals; derails; WP crews be governed by WP rules.

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

Eastward FIRST SUBDIVISION "A"—LOYALTON BRANCH Westward

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS		Distance from Clover Valley Jct.	Timetable No. 48 September 30, 1951	Distance from Loyalton	THIRD CLASS	
				416 Mixed	Leave Mon., Wed., Fri.				415 Mixed	Arrive Mon., Wed., Fri.
						0.0	CLOVER VALLEY JCT.	12.7		
	P	120		PM 2.40		0.9	0.9 HAWLEY (RR X'ING)	11.8	PM 5.50	
	RWYP	Yard	Yn	s 3.30 PM		12.7	11.8 LOYALTON	0.0	5.00 PM	
				Arrive Mon., Wed., Fri.					Leave Mon., Wed., Fri.	
				416					415	

Steam 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.

Eastward FIRST SUBDIVISION "B"—RENO BRANCH Westward

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS		Distance from Reno Junction	Timetable No. 48 September 30, 1951	Distance from Reno	THIRD CLASS	
				220 Local Freight	Leave Daily Ex. Sunday				219 Local Freight	Arrive Daily Ex. Sunday
	YP	56		AM 4.40		0.0	RENO JUNCTION	33.1	AM 10.50	
		Spur 1W 10		4.50		3.6	3.6 PLUMAS	29.5	10.38	
		12		5.10		10.1	6.5 PEAVINE, (CAL.)	23.0	10.18	
		15		5.30		16.2	6.1 COPPERFIELD, (NEV.)	16.9	9.59	
		25		5.39		18.8	2.6 ANDERSON	14.3	9.51	
		Spur 1E 5		5.55		23.4	4.6 PANTHER	9.7	9.36	
		Spur 1W 23		6.15		30.7	7.3 VAUGHN MILL No. 1	2.4	9.15	
		Spur 1W 24		6.20		31.2	0.5 VAUGHN MILL No. 2	1.9	9.10	
		Spur 1W 24		6.23		31.42	0.22 ROCKY MOUNT No. 1	1.68	9.07	
		Spur 1E 40		6.25		31.57	0.15 ROCKY MOUNT No. 2	1.53	9.05	
	RBK TO	Yard	Rd	6.30 AM		33.1	1.53 RENO	0.0	9.00 AM	
				Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	
				220					219	

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Loyalton or Reno Branch.

RULE 206 (A). Is modified to the extent that trains may be authorized at Portola to operate on the Loyalton or Reno Branch.

Rocky Mount No. 2. No derail, keep hand brakes set and do not leave cars east of first road crossing.

DERAIL located on main track at MP 31.64 which is 370 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Vaughn Mill No. 1, Vaughn Mill No. 2, Rocky Mount No. 1, or on Rocky Mount No. 2 spurs. This derail must first be opened and locked open while switching is being done and not be relined for 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, which is protected by flasher light and bell signals.

Flasher light and bell 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.

Eastward FOURTH SUBDIVISION "A"—ELLERBECK BRANCH Westward

				Distance from Ellerbeck	Timetable No. 48 September 30, 1951	Distance from Dolomite		
Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls					STATIONS	
P				0.0	ELLERBECK	4.7		
	Spur 1E 17			0.9	0.9 USS&R Co Spur	3.8		
Y				2.7	1.8 WYE	2.0		
	8			3.7	1.0 FLUX	1.0		
	Spur 1E 3			4.7	1.0 DOLOMITE	0.0		

USS&R Co. Spur is on 1% grade, has derail 192 feet from switch. Engines or cars must not pass beyond PROTECTIVE SIGN. Cars left there must be properly secured.

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

Eastward FOURTH SUBDIVISION "B"—TOOELE BRANCH Westward

				Distance from Burmester	Timetable No. 48 September 30, 1951	Distance from Warner		
Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls					STATIONS	
YP	90	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		
RY	77			15.5	2.0 WARNER	0.0		

ALL SUBDIVISIONS

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

RULE 10 (J). Speed-control boards that prescribe reduction in speed will be located to the right of track in the direction of approach 4000 feet in advance of point of restriction.

Speed-control boards that authorize an increase in speed will be located at the point where higher speed is permissible and speed may be increased accordingly as soon as rear of train has passed such speed-control board.

The higher number on white oval speed-control board indicates the maximum permissible speed of passenger trains whose consist includes conventional passenger car equipment, and the lower number indicates the maximum permissible speed for freight trains. Where but one number is shown, it indicates the maximum permissible speed for both conventional passenger and freight trains.

Round yellow speed-control boards indicate the maximum permissible speed of diesel-powered California Zephyr and City of San Francisco trains. Round yellow speed-control boards will be displayed on the same post below the white oval speed-control board, or on separate posts.

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 Tunnel 43 and for westward movements through Tunnels 38, 39, 40, 41 and 42.

RULE 11 (A). Outside block system or C.T.C. limits fusees may be placed between rails of track when necessary to avoid danger of fire. If train overruns a lighted fusee it must be removed from under train at once. Within block system or C.T.C. limits freight or mixed trains finding burning fusee between rails must stop and remove it before proceeding under first paragraph of Rule 11.

RULE 17. Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen and engineers from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

RULES 17, 17(C) and S-17. Except as otherwise provided in Rules 17, 17(C) and S-17, engineers operating locomotives in passenger or freight service, or running light on main track, except when switching, will display headlights during daylight hours as well as night hours.

RULES S-17, S-90 and 99. Figures indicating "Car Capacity of Sidings" are number of cars, based on average allowance of 48 feet per car, that tracks will hold between clearance points, plus 150 feet for engine and caboose. Outside of CTC territory care must be taken to see that flag protection is furnished when taking siding to meet trains unless it is definitely known that train is clear of the 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. This does not in any way relieve the approaching train from complying with provisions of Rule S-90.

RULE S-72. Westward trains are superior to eastward trains of the same class except within C.T.C. limits.

RULE 83 (B). No. 17 register by ticket at Wendover and Portola. No. 18 register by ticket at Portola, Elko and Wendover.

RULE 99. Outside of automatic block system or C.T.C. limits, two additional torpedoes will be placed on the rail, one and one-fourth miles from rear of train when protecting against schedules of No. 17 and No. 18 (Zephyrs).

RULE 104 (C). Switches at various locations near road crossings are equipped with Safety Switch Locks. To use any switch so equipped unlock both standard switch stand and safety switch lock and step on treadle to release safety device. When use of switch is complete, both switch stand and safety switch lock must be locked.

RULE 104 (G). Second paragraph is cancelled, following governs:

Dropping or kicking cars must not be done with occupied outfit cars, or cars containing livestock, explosives, inflammables, or other commodities placarded "Dangerous," or open top cars on which load is likely to shift. Other cars must not be cut off and allowed to strike such cars.

RULE 221. Sixth paragraph is cancelled, following governs: When light is not displayed in train-order signal at night, day indication will govern. Report of light not burning must be made promptly to the Chief Dispatcher.

Operators may deliver train orders without stopping train, provided such train is not restricted at that station, however they are prohibited from signaling trains to proceed on main track.

RULE 505. AUTOMATIC BLOCK SYSTEM

Alazon. Westward: Signals located at MP 715.9 and MP 714.9 (5725 feet east of semi-automatic (SA) signal at MP 713.7) govern approach of westward trains to Alazon interlocker.

Eastward: Semi-automatic (SA) signal at MP 713.6 is home signal for Alazon interlocker. Automatic portion of block extends only to sign reading "Block System Limit" opposite westward signal 714.9.

Rule 509, single track, applies in this territory.

Tunnel 43. Westward: Signal 7555 located 2065 feet east of East Portal, 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: Signal 7536 located 1875 feet west of West Portal, 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.

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

Signals 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.

Signals 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 or an absolute signal equipped with triangular letter plate bearing letter "P" is also actuated by some special protective device.

Block Signals or absolute signals so equipped include in their circuits protective devices known as "Fire Detectors" or "Slide Fences."

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

FIRE DETECTORS, SLIDE FENCES AND TUNNEL PROTECTION

Tunnel Location	Block Signal Number	
	Eastward	Westward
Tunnel 37.....	Abs. E. Chilcoat	{3415 3417
Bridge Location	Block Signal Number	
	Eastward	Westward
610.21.....	6102	
628.89.....	6286	
MP Location	Block Signal Number	
	Eastward	Westward
628.5.....	6274	6287
634.4.....	6340	{6357 6369
636.4.....	{6340 6352 6366	6369
637.0.....	{6352 6366	
649.0.....	{6476 6490	{6497 6511
677.2.....	6772	

RULE 823. Chilcoat Log Loading Track. Account impaired clearance, empties must be spotted from east end and loads picked up from west end. Shoving or pulling cars under or through tipple is prohibited, shippers will do this work.

RULE 834. STOP signal will be given by day or night to notify crews of passing trains of hot journals, brakes sticking, hot wheels, broken wheels, defective truck, dragging brake connection, lading shifted over side or end of car, swinging car doors, or other dangerous conditions. By day the STOP signal will be followed for:

Hot Journals..... Nose held with one hand with other hand pointing toward track.

Brakes sticking,
Sliding Wheels or

Hot Wheels..... Hands shoved in sliding motion out from body.

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 except a cut of cars may be pulled with caboose to point where caboose is to be set over.

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

RULE 882. No person will be permitted to ride on an engine without a written order from the Vice-President and General Manager, except employes in the discharge of their duties and those holding transportation endorsed to that effect.

RULES 927, 1025 and 1038—TRAIN INSPECTION.

All Subdivisions: Where stops are made for other reasons, inspection of train must be made as often as practicable. When weather conditions restrict visibility, the conductor will designate additional stops for inspection that are necessary in his judgment.

RULE 1174. On eastward freight trains between Silver Zone and Wendover, an understanding must be had between conductor and engineer as to number of retainers necessary to control train and they must be used accordingly. When retainers are used a 10-minute stop must be made at Pilot for train inspection and to permit heat to equalize in wheels.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

Loyalton Branch Crossing, Hawley, MP 328.12. Interlocked. When using dual-control switch east end Hawley siding in hand-throw position, movement must be made in accordance with Rules 776 and 663 (c).

SP Crossing (Flanigan) MP 384.3. Interlocked. When using dual-control switch east end Flanigan siding in hand-throw position, movement must be made in accordance with Rules 776 and 663 (c). Selector lever on dual-control switch is electrically-locked. Lock instructions posted in telephone box east end Flanigan. Lock release checks Southern Pacific home signals in stop position.

NN Crossing, MP 765.9. Not interlocked.

D&RGW X'ing & T'fr. MP 912.1. Modified interlocked. 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.

UP Crossing MP 926.3. Interlocked.

When home signal indicates "stop" and no train movement is evident on intersecting track, trainmen will proceed to crossing and operate push-button release marked "WP", depress push-button 5 seconds and release. 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 and not proceed across this crossing unless it is known to be clear.

Pollard Jct. MP 927.2
D&RGW X'ing MP 927.3 } (Grant) Interlocked.

Western Pacific Rules apply except Rule 663(b) is modified as follows:

Upon receiving authority by telephone from leverman be governed by his instructions, examining route and operating switches by hand as required before proceeding.

UP Crossing MP 928.7. Interlocked. WP Rules apply.

SPEED RESTRICTIONS—in miles per hour will apply as follows:

BETWEEN	Passenger				Freight	
	California Zephyr and City of San Francisco		Other Passenger Trains		All Freight Trains	
	Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions
First Subdivision—Pages 2-3						
Portola and MP 324.1	55		50		35	
MP 323.45 and MP 323.7 on curve		40		35		25
**Doubleheading over Bridge 324.08						30
MP 324.1 and MP 342.1	79		70		50	
**Doubleheading over Bridge 324.66				50		30
**Doubleheading over Bridge 326.61				50		30
*MP 328.12 Loyalton Br. R.R. X'ing		75				40
MP 340.3 and MP 342.1 (Tunnel 37)		45		45		25
MP 342.1 and MP 352.7	60		50		35	
MP 343.7 and MP 343.85 on curve		50		45		30
MP 345.5 and MP 346.8 on curves		55				
MP 347.5 and MP 348.5 on curves		50		40		25
MP 352.7 and MP 363.2	70		65		45	
MP 352.7 and MP 353 on curve		65		60		40
MP 363.2 and MP 384.2	79		70		50	
MP 384.2 and MP 391	65		60		40	
*MP 384.3 SPRR X'ing		40		30		30
MP 390.7 and MP 391 on curves		45		40		25
MP 391 and MP 398.5	50		45		25	
MP 395.3 and MP 397.75 on curves		45				
MP 398.5 and MP 404.7	65		60		40	
MP 404.7 and Gerlach	75		65		50	
MP 429.5 and MP 430.3 on curve		70				
MP 433.5 and MP 434.1 on curve		70				
Gerlach and MP 475.5	79		70		50	
MP 475.5 and MP 488.3	75		65		45	
MP 480.2 and MP 481.2 on curves		70				
MP 488.3 and MP 496	55		50		30	
MP 493.9 and MP 494.6 on curves		45		40		25
MP 496 and Winnemucca	79		70		50	
MP 506.5 and MP 527		70		60		40
Second Subdivision—Pages 4-5						
Winnemucca and MP 628.3	79		70		50	
Using turnouts, Weso		25		20		20
MP 536.7 and MP 537.1		75				
MP 610.1 and MP 611		70		65		
MP 625.5 and MP 625.8		70		65		45
MP 628.3 and MP 638.3	50		50		35	
MP 628.3 and MP 629.1				45		
MP 635.5 and MP 636.8				45		
MP 638.3 and MP 648.3	79		65		50	
West Carlin and East Carlin		35		35		20
Using turnouts, West and East Carlin		20		15		15
MP 648.3 and MP 651	65		60		40	
MP 650.4 and MP 651		50		50		35
MP 651 and MP 652.6	70		65		45	
MP 652.6 and Elko	79		70		50	
MP 664.4 and MP 665.4 (Elko Yard)		35		35		15

BETWEEN	Passenger				Freight	
	California Zephyr and City of San Francisco		Other Passenger Trains		All Freight Trains	
	Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions
Third Subdivision—Pages 6-7						
Elko and Alazon	79		70		50	
MP 665.4 and MP 666.4 (Elko Yard)		35		35		15
MP 673.8 and MP 673.9		70		65		
MP 674.8 and MP 681.1		50		50		35
Using turnouts, Alazon		25		20		20
Alazon and MP 720.5	70		60		40	
MP 716.3 and MP 717.1 on curve		65				
MP 720.5 and MP 753.2	79		70		50	
MP 753.2 and MP 755.2	45		45		25	
MP 755.2 and MP 775.3	79		70		50	
MP 758.4 and MP 758.7 on curve		60		55		35
MP 759.4 and MP 759.8 on curve		75				
MP 765.9 NRRR Crossing		25		20		20
MP 772.7 and MP 773.1 on curve		65		60		45
MP 775.3 and MP 782	55		50		25	
MP 776.6 and MP 778.1 on curves		40		35		
MP 778.7 and MP 779.2 on curve		35		30		20
MP 782 and MP 784.5	35		30		20	
MP 784.5 and Wendover	70		65		45	
MP 784.6 and MP 784.9		60		55		35
MP 785.8 and MP 786.5		65		60		40
MP 795.4 and MP 795.7		55		50		35
MP 796.0 and MP 796.35		65		60		40
MP 799.5 and MP 800		45		40		25
Fourth Subdivision—Pages 8-9						
Wendover and MP 856.6	79		70		50	
MP 856.6 and MP 872	70		65		45	
MP 856.6 and MP 856.9 on curve		65		60		40
MP 864.3 and MP 864.7 on curve		65		60		40
MP 867.5 and MP 868.8 on curves		60		55		35
MP 872 and MP 890	79		70		50	
MP 878.7 and MP 879 on curve		60		55		35
MP 886.5 and MP 886.7 on curve		70		65		45
MP 890 and MP 925.75	60		60		40	
*MP 912.1 D&RGWRR X'ing		40		35		25
MP 925.75 and Pollard Jct.	20		20		20	
Pollard Jct. and Salt Lake City		12		12		
Pollard Jct. and Roper Yard					12	
Loyalton Branch..... Page 10					15	
Reno Branch..... Page 10	25		25		25	
Derail MP 31.64..... Page 10		10		10		10
Ellerbeck Branch..... Page 11					15	
Tooele Branch..... Page 11	20		20		20	

*Trains approaching interlocked crossings must reduce to speeds shown above before engine passes home signal.

**This applies to trains handled by steam engines only.

MAXIMUM SPEEDS—MISCELLANEOUS**FREIGHT ENGINES HANDLING PASSENGER TRAINS****Western Pacific (Class)**

S-50, Nos. 501 to 503 incl.	50 MPH
S-50, Nos. 504 to 511 incl.	65 MPH
S-57, Nos. 551 to 562 incl.	65 MPH
S-60, Nos. 581 to 585 incl.	65 MPH
D-225, Nos. 901 to 912 incl.	65 MPH
D-239, Nos. 913 to 924 incl.	65 MPH

Southern Pacific (Class)

MK-5, MK-6, Nos. 3241 to 3277 incl.	50 MPH
"F," 3600 and 3700 Series	50 MPH
DEF-2, 3, 4 and 5	55 MPH
DEF-1, Nos. 6138 and 6139	55 MPH
DEF-1, Nos. 6100 to 6137 incl.	65 MPH
All others	40 MPH

Southern Pacific light engines running forward will be governed by following table:

DEP-3, 4, 5, 6	AC	B. M. SP		
A, GS, Mt.	DERS-1, 2	C-2, 4, 5, 8, 9, 10	C-15	S, SE
DEF-1, 2, 3, 4, 5	DERS-200	C-18, 19, 26, 27, 28, 29	DES-200	
P-1, 3, 4, 5, 6, 7, 8, 10, 11, 12	DES-1 to 7 Incl.	T-1, 8, 23, 28, 31, 57, 58	MK-2, 4, 10, 11	
	DES-100 to 109 Incl.	Other engines not listed	MM	
	F		TW	
	MK-5, 6, 7, 8, 9			
	T-26, 32, 37, 40			
50 MPH	40 MPH	35 MPH	30 MPH	20 MPH

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

Engines backing, except diesel switchers, will not exceed 20 MPH on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to that consistent with safety.

Passenger trains handling troop sleepers, troop kitchen cars or high speed box cars, 60 MPH.

Passenger trains with cabooses on rear, 50 MPH.

Trains handling Southern Pacific scale test cars, 40 MPH.

Trains handling WP steam derrick 37 on tangent track 35 MPH and on curves 5 MPH less than speed prescribed for freight trains, but not exceeding 30 MPH, other steam derricks, steam shovels, cranes, rotary snow plows or pile drivers on their own wheels, car loads of logs and loaded air dump WP 11000 series cars, 25 MPH.

All trains or engines through turnouts, crossovers, sidings and other inside tracks, 10 MPH (except as provided for; through power operated switches at sidings on first subdivision and through turnouts at Weso, West and East Carlin and at Alazon).

Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in UP yard at Wells and are prohibited from entering north end of set out track and must not enter south end to exceed five car lengths.

Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in NN yard at Shafter and are prohibited from using NN rip track.

MISCELLANEOUS**DOUBLEHEADING.**

Steam engines heavier than SP F-3, 4 and 5 must not be double-headed between Weso and SP connection (MP 701), except that two "GS" type engines may be doubleheaded between Carlin and SP connection (MP 701).

When two or more steam engines which are prohibited from doubleheading in the above territory are in the same train, either in service or dead, they must be separated by at least 5 cars.

Diesel engines may be doubleheaded on head end of westward freight trains Wendover to Spruce when the total units do not exceed four. If the total units exceed four, the helper engine must be cut in on rear just ahead of caboose or weak cars.

DIESEL ENGINES.

When two or more diesel engines, either road or yard, are being towed dead in freight trains they must be separated by not less than five cars.

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.

Fireman on diesel freight locomotive must not leave the forward cab while train is in motion unless authorized by the engineer, who must give four short sounds of alarm gong to indicate that head brakeman must immediately come forward and comply with Transportation Rule 34 before fireman leaves and until return of fireman. When third seat is available, head brakeman shall ride in forward cab.

AIR BRAKE RULES

RULE 24-B. On passenger trains at points where terminal tests are made, when the continuity of the brake pipe is not disturbed, or motive power not changed, the incoming engineman, after making station stop as prescribed by the rules, must apply the train brakes with a 15 pound brake pipe reduction immediately after stopping and without waiting for a signal.

The brake pipe leakage must be noted, then the reduction increased to a total of 20 pounds. The incoming engineman will notify the outgoing engineman the amount of brake pipe leakage.

Release of the train brakes will be made upon receiving the proper release signal.

RULE 44. When making a running brake test as prescribed by Air Brake Rule 44, trainmen will use one long blast of the communicating signal instead of signal provided for by Transportation Rule 16 (h).

Zephyrette trains will make a running brake test.

RULES 24-B and 24-C. DIESEL POWERED CALIFORNIA ZEPHYR TRAINS.

If motive power is changed at any intermediate station or terminal or continuity of brake pipe disturbed, air brake tests must be made as prescribed by Rules 24-B and 24-C.

At Portola, Gerlach and Elko, the incoming engineer, after making station stop, must make a full service electro-pneumatic brake application (approximately 75 pounds). Release will be made by outgoing engineer upon receiving proper signal. If electro-pneumatic brake is inoperative the above instructions will apply using the automatic brake, except that a 20-pound brake-pipe reduction will be made.

Observation will be made that rear brakes apply. On receipt of proper signal outgoing engineer will release brakes. Observation will be made to note that rear brakes release.

At Winnemucca only, an electro-pneumatic brake test will be made of the train brakes, unless electro-pneumatic brake is inoperative, in which case, an automatic brake test will be made. The engineer will make service brake application as prescribed above as soon as train stops without waiting for signal. Car inspectors will inspect train, but will not furnish Form 809-G unless motive power changed or continuity of brake-pipe is disturbed.

TRAINS EQUIPPED WITH ELECTRO-PNEUMATIC BRAKE

Electro-pneumatic brake wire connectors and straight air hose must be connected between all cars and engine. Cutout cocks must be open except on the rear of last car and electro-pneumatic brake wire connectors securely fastened in their receptacles. Electro-pneumatic brake wire connectors must not be disconnected while train is in motion.

When a train leaves its originating terminal with automatic air brakes, or when operation of brakes is changed enroute from electro-pneumatic to automatic, the incoming engineer must inform the outgoing engineer that electro-pneumatic brake is inoperative. No attempt must be made to use the electro-pneumatic brake unless defects are corrected and a standing test is made as prescribed by Rules 24-B and 24-C.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)	320.0	1 E	150
SULPHUR P	474.9	1 W	30
WESO	536.0	1 E	48
KNIGHT	570.1	1 E	6
RUSSELL P	582.5	1 E	6
JENKINS	592.1	1 E	12
SILSBEE	811.6	1 W	50
ARAGONITE	861.5	1 E	5
UP CONNECTION (Garfield)	913.6	1 E	14
SALTUS	915.0	Both Ends	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 0.81
BI 32.43 Reno	End of Branch
530.02 Winnemucca	533.60
642.96 Carlin	647.13
663.60 Elko	666.76
764.96 Shafter	767.73
805.28 Wendover	808.31
926.06 Salt Lake City and Roper	As indicated by yard limit signs

SWITCHING LIMITS

West MP	East MP
437.03 Gerlach	439.45

TONNAGE RATING

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.	4th Sub-div.	Reno Branch	Loyalton Branch	Tooele Branch
Eastward							
S-50,501-511	1000	2000	1000	1200	1000	2500	700
S-57,551-562	1200	2500	1200	1500	1200	2500	750
S-60,581-585	1200	2500	1200	1500	1200	2500	750
*D-176,801-805	2950	5000	2450	2800	1400		1200
**D-225,901-912	6500	12500	6500	6500	4000		3000
**D-239,916-924	8000	15000	8000	8000	5000		3750
Westward							
S-50,501-511	1200	2500	1000	1200	700	2000	2000
S-57,551-562	1500	3000	1150	1500	900	2500	2500
S-60,581-585	1500	3000	1150	1200	1500	2500	2500
*D-176,801-805	2550	5000	1950	2400	2600	1050	5000
**D-225,901-912	6500	12500	5000	6500	2000		10000
**D-239,913-924	8000	15000	6750	8000	2500		12500

*Reduce 33½% of tonnage rating for each; inoperative, or detached Diesel unit.

**Reduce 25% of tonnage rating for each; inoperative, or detached Diesel unit.

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.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, MP 320 (FRLCO. Yard)	All except Diesel Switch Engines	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
*Portola, Scale Track	All except Diesel Switch Engines	On Track Scale dead rail
Loyalton Branch	MTP-44 or heavier Steam Engines	Entire Branch
Loyalton	All except Diesel Switch Engines	On Standard Oil Co. Track
Reno Branch	MTP-44 or heavier Steam Engines	From 200 feet beyond east Wye switch on Reno Branch, Reno Jct. to Reno
*Reno, Track Scales	All Engines	On Track Scale live rail
Ellison, Spur off siding	MK-60 or heavier	Beyond 500 feet west of frog
Elburz, Spur off siding	All Engines	Beyond 200 feet west of frog
Deeth, Stock Track	" "	Beyond frog
Hogan, Ore Spur off siding	All Engines	Under overhead ore chute
Silver Zone	" "	Beyond frog, on spur
Saltus, Royal Salt Co. RR	" "	Beyond frog
Salt Lake City, Fisher Brewery Spur	MK-60 or heavier	Beyond frog
Redman Spur	" "	Beyond frog
Roper Yard, Track 21	All Engines	Over Scales

*Live rail is weighing rail

FIRST AND SECOND SUBDIVISIONS

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

(A) Rules and Regulations of Transportation Department Centralized Traffic Control System with Modifications shown herein will apply within limits of C.T.C. system extending from West Train Yard Switch (MP 320.25), Portola, to Eastward Interlocking Home Signal, Weso (MP 535.5).

(a) Add to definitions:

Medium Speed—A speed not exceeding 35 MPH.

(b) Add following signal aspects and indications:

Rule 752 (B).

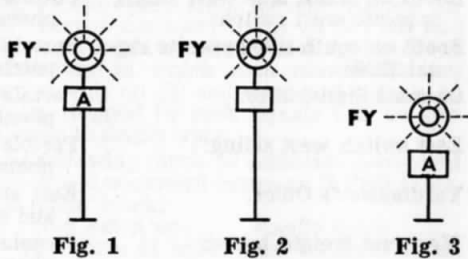


Fig. 1

Fig. 2

Fig. 3

FY—Flashing Yellow.

Indication: Proceed approaching next signal at medium speed.

Name: Approach medium.

(B) Rule S-17, Rule 19 Fig. 8, and Rule 19(A). Will not apply when train is on siding, and train moving on main track will be governed by signal indication.

(C) **RULE 105.** Sidings within C.T.C. limits, except north siding Winnemucca Yard, are not included in signal circuits between clearance points. Trains and engines must move on sidings in accordance with Rule 105.

(D) All sidings within C.T.C. territory are controlled sidings equipped with dual-control switches, except Reno Junction. Telephones for communicating with the dispatcher are located on instrument houses adjacent to switches.

(E) Electrically-locked hand-operated switches are pipe connected to derail.

(F) **RULE 752—Fig. 2.** Yellow over dark instead of yellow over red.

Fig. 6. Yellow over dark instead of yellow over red.

Indication: Proceed prepared to stop at next signal. Trains exceeding medium speed must immediately reduce to that speed.

(G) **RULE 755—Fig. 2.** Green over dark instead of green over red.

Fig. 6. Green over dark instead of green over red.

(H) **RULE 772(c).** Last sentence revised to read as follows:

After electric lock is released, if no signal governs movement, train or engine must proceed with caution to the first governing signal.

(I) **RULE 776(A).** When authorized verbally by train dispatcher to enter or continue on the main track train will proceed with caution not exceeding 15 MPH until rear end of train passes next signal displaying proceed indication. Train dispatcher must be notified when train reaches next absolute signal, regardless of indication displayed by that signal.

(J) **RULES 751(A) and 778.** When a train is moving through a block, and finds an automatic block signal in stop position it will not be necessary to send a flagman ahead but, after stopping, train may proceed with caution not exceeding 15 MPH.

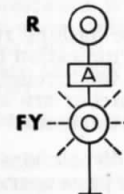
(K) **RULE 779.** Rule 779 and Special Instructions on page 15 are modified to read: Maximum speed of all trains or engines through a turn-out or siding equipped with power-operated switches in C.T.C. limits, not to exceed 20 MPH.

(L) Cars must not be left on sidings except in case of emergency and then only after notifying train dispatcher. When cars are left on a siding, hand brakes must be applied and, in addition, wheels must be blocked.

(M) **WINNEMUCCA.** Passenger trains after having been properly cleared at Winnemucca will be governed by signal indication and may proceed without crew member contacting the train dispatcher. Freight trains must not depart until permission is obtained from the train dispatcher.

Absolute signals and power switches located at each end of north and south siding.

Following signal aspect and signal indication added per Rule 756:



Name: Diverging Approach.

Indication: Proceed on diverging route. Approach next signal prepared to stop. Observe prescribed speed through turn-out.

North siding is a controlled siding. Movements on this siding will be made in accordance with indications displayed on absolute signals at either end and on automatic signals 5322 and 5321 located immediately adjacent to crossover between main track and north siding.

Certain switches leading into north siding are not electrically locked—see Rule 772(d).

Winnemucca, Crossover just West of Depot: Electrically locked hand-operated main track switch on crossover between main track and north siding just west of depot is pipe-connected and operates inside switch of crossover. Care must be taken to insure that all wheels have passed over inside switch before aligning main track switch. Movements on north track after using crossover will proceed with caution to the first governing signal.

Winnemucca House Track: Main track switch and inside switch of crossover to house track Winnemucca are individually electrically locked. Both switches must be released before movement is started, and one or both switches must be kept open until the movement is completed.

Telephones for communication with dispatcher are located adjacent to electric locks.

FIRST SUBDIVISION

C.T.C.S.

(A) Trains will be authorized at Portola and Winnemucca by clearance card, addressed as instructed by train dispatcher. Trains originating at intermediate stations will be authorized verbally by train dispatcher, except at Gerlach when there is an operator on duty, they will obtain a clearance card.

(B) Gerlach. All switches connecting siding with other tracks except main track must be left lined for siding.

OPERATION OF TRAINS AND ENGINES BETWEEN EAST AND WEST TRAIN YARD SWITCHES PORTOLA YARD

(A) A flashing red aspect displayed by automatic signals between east train yard switch Portola, MP 322.13, and west train yard switch Portola, MP 320.25, authorizes yard switching or engine movements on the main track within these limits and is an indication the electrically-locked switches within these limits have been unlocked by the train dispatcher. Complete instructions for operation of electrically-locked switches are posted in telephone box located vicinity of switches.

(B) The absence of the flashing red aspect or the removal of the flashing red aspect is an indication that the train dispatcher desires the main track cleared for through train movements. Howlers controlled by the train dispatcher are located throughout the yard, and when operated the main track must be cleared immediately.

(C) In addition, train dispatchers will furnish information to operator, Portola, as to times passenger trains are expected to reach Portola. Employees in charge of switch engines, light engines, and similar moves must ascertain from operator whether these trains are due before occupying main track and not delay them.

(D) When main track is used on authority of flashing red aspect, all movements must be made with caution.

(E) Eastbound absolute signals at West Train Yard switch are under electrically-coordinated joint control of train dispatchers for the Third Subdivision, Western Division and First Subdivision, Eastern Division.

Permission to take switch or derail at West End Train Yard, Portola, in hand throw must be obtained from Western Division Train Dispatcher. Western Division Train Dispatcher will in turn contact Eastern Division Dispatcher for his concurrence.

When West Train Yard switch is in hand-operated position, derailling switch, if used, must also be hand operated.

(F) Train washer located on main track between west pocket track switch and east switch west siding.

Automatic signals 3210 and 3211 located adjacent to washer are equipped with marker lights indicating the position of washing arches.

All indications displayed by these signals are subject to the restrictions imposed by the marker lights and the following will govern:

LUNAR WHITE: Washer clear — Movement may be made through washer with caution, not exceeding 10 MPH.

PURPLE: Washing position — Restricted clearance. All trains and engines to be washed STOP and then proceed not exceeding 2 MPH.

Lunar white light must be displayed for all non-washing movements. If lunar white light not displayed for non-washing movements, trains and engines must STOP, check all washing arches, see they are locked in clear, then movement may be made through washer with caution not exceeding 10 MPH.

Employees are prohibited from riding on sides or tops of trains, cars or locomotives while passing through train washer in operating position.

(G) After being authorized by clearance card at Portola trains must not leave until given permission by train dispatcher after member of crew advises him that they are ready to leave, except Nos. 17 and 18 will leave when ready being governed by signal indications.

(H) Derail on west end of west siding Portola Yard pipe-connected to main track switch. Switch must not be lined for main track until engines or cars have passed over derail.

(I) Telephones are located as follows:

Relay house, west train yard switch:	West train dispatcher and west code phone.
Booth on south side west siding opposite west switch:	Portola terminal and east code phone.
Booth on south side opposite signal 3208:	Portola terminal, west train dispatcher, west code phone.
On mast Signal 3210:	Portola terminal and east code phone.
East switch west siding:	Portola terminal and east code phone.
Yardmaster's Office:	East and west train dispatchers and east and west code phone.
West end freight house:	Portola terminal and east code phone.
Relay case south of ice track, opposite locks 6A and 6B:	Portola terminal, east train dispatcher and east code phone.
Relay house east train yard switch:	East train dispatcher and east code phone.

(J) Yard track indicators located opposite absolute signals governing movements of eastward or westward freight trains into Portola Yard will indicate to such trains the number of the track on which they are to yard their trains.

When indicator is dark yardmaster must be contacted at head-in switch to obtain track assignment.

(K) Delleker. Entrance to spur is through electrically-locked hand-operated switch. Derail is pipe-connected to main track switch. Switch must not be lined for main track until engines or cars have passed over derail.

SECOND AND THIRD SUBDIVISIONS

USE OF PAIRED TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of SP and WPRR will be used jointly. All eastward trains of both companies will use WPRR track, and all westward trains of both companies will use SP track, unless otherwise instructed by train order, except as provided in Sections (S) and (X) hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop," eastward trains on WPRR and westward trains on SP will be governed by signal rules applicable to double track, except when train movements are authorized under Section (C) hereof eastward trains on WPRR and westward trains on SP will be governed by signal rules applicable to single track within the territory in which such movements are authorized. Where eastward signals on SP and westward signals on WPRR 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 SP track and westward extras on WPRR track, or to create a work extra 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..... untilM between.....and.... .."

This form of order must be given to eastward trains on WPRR track if order applies to WPRR track; and to westward trains on SP track if order applies to SP track, before they enter the territory covered.

When moving westward on WPRR track between Alazon and Weso, maximum speed of passenger trains 50 MPH, freight and mixed trains and engines 40 MPH, but must observe all other speed restrictions. Unless proceed signal received, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

(D) Eastward SP regular trains and WPRR regular trains register by ticket at Weso, other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit registration of eastward SP first-class trains and eastward WPRR first-class trains to WPRR Operator Winnemucca, who will enter same on register.

Eastward WPRR first-class trains and eastward SP first-class trains leaving Carlin will register by ticket at WP Carlin and operator will enter same on joint register at SP station Carlin; other eastward SP trains will register on joint register at SP 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 SP first-class trains register by ticket at Elko. Eastward SP 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 WP Elko.

SP Elko is register station only for westward first-class trains, who will register by ticket, whether train-order office is open or closed. Operator SP Elko telephone registrations to operator WPRR Elko who will enter on register. A westward first-class train which does not reach West Elko within 15 minutes from its registered leaving time will run expecting to find a train running ahead, West Elko to Carlin.

Westward WPRR regular trains register by ticket at Alazon. Other trains will not register.

RULE 22. On eastward SP trains between Weso and Alazon lead engine 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 and WPRR Rules 83, 83 (D) and 206 (A) will not apply to SP trains at WPRR 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 or section is checked on register at Imlay or WPRR 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 an SP train, or at Elko by a WPRR 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 WPRR track.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on WPRR track. Such trains must not leave WPRR Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) **SP RULE 82 (A) and WPRR RULES 83 (D) and 206 (A).** A clearance authorizing an eastward SP 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 WPRR track at Carlin are departing, they must move with caution not exceeding 12 MPH until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) SP Rule 21 (D) will not apply to SP and WPRR engines on SP track between Alazon and Weso.

(L) **RULE 83 (B).** When a westward schedule or section is checked on register at Wendover by a WPRR 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) and WPRR RULES 83 (D) and 206 (A).** A clearance authorizing a westward WPRR first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward WPRR second-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-class trains may be created Alazon to Elko on SP track.

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

(O) **SP RULE 220.** Third paragraph will apply to westward WPRR first-class trains at SP Elko.

WPRR RULE 221. Within block system limits, eastward only, between Weso and Alazon, seventh and eighth paragraphs are modified as follows: It will not be necessary for engineer to sound 14 (j) nor the acknowledgment 14 (g), approaching a train-order office. It will not be necessary for trains to obtain clearance card if train-order signal at an open train-order office is first seen in proceed position, and is not changed to indicate stop before passing it.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view point. Operator must, after train passes, display signal in stop position before OS report is made to the dispatcher.

Also, within limits specified above, train-order signal may be cleared for a first-class train for which there are no orders when orders are held for another train in the same direction, provided such orders do not restrict the train addressed at that station, and further provided that permission is first obtained from the train dispatcher. Such permission must not be granted if the train to which orders are addressed has passed the last open train-order office.

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

Interlocking limits extend from semi-automatic (SA) signal at MP 643.4, 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), eastward trains continuing movement on main track 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 one of these signals, before flagging over switch, trainman must see that switch lock indicator located on west end of instrument case opposite switch indicates "locked" before signaling train to proceed. 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 WPRR main track at West Carlin to connection with SP main track at west end of Carlin yard.

(Q) **East Carlin.** Detour extends from east icehouse lead on SP to East Carlin on WPRR. Spring switch at junction is normally lined for WPRR 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 normally displays stop indication. Approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign, and is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit. Eastward trains or engines from SP must not enter approach clearing circuit until first-class and other superior trains on WPRR track have passed East Carlin, unless letter "M" is illuminated in indicator on Signal 6458, or until flag protection against eastward trains has been provided on WPRR main track. If eastward train is seen or known to be approaching, train on detour must not foul WPRR main track until approaching train has passed or comes to a stop.

Eastward trains or engines on WPRR track finding Signal 6460 displaying stop indication, must, in addition to provisions of Rule 509 (f), provide flag protection against eastward movements from East Carlin detour to WPRR main track, unless detour is seen to be clear.

Flashing white light located on instrument case 20 feet west of west switch East Detour to WP track at Carlin indicates that "M" indicator located on Signal 6458 is illuminated and when flashing, confirms authority to move over approach circuit on detour.

When letter "M" is illuminated (see Rule 705, Fig. 2) an eastward SP extra train is authorized to run ahead of eastward first-class and other superior trains East Carlin to Pardo, but must observe any restrictions that may be imposed by Signal 6458 or other signals. Train dispatcher must be informed in advance of any known condition that will delay the inferior train or prevent it from making usual speed after it has been given "M" indication to proceed. First-class and other superior trains must run expecting to find inferior trains moving in advance East Carlin to Pardo on authority of the "M" indication.

This does not relieve inferior trains from providing flag protection if stopped or delayed.

(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 SP freight trains and other trains when so directed, also engines moving between WPRR and SP yards will use East Carlin and/or West Carlin detours.

(T) Crossover, Third St. WPRR Elko yard. Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator 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 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 feet 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 St. crossover onto siding.

(U) **Elko.** East detour extends from SP siding to WPRR freight yard.

(V) **West Elko.** Detour extends from WPRR freight yard to West Elko on SP.

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

Signal 5543 is approach clearing and Approach Circuit sign installed 625 feet east of Signal 5543 on WPRR detour.

Westward trains from WPRR yard passing Approach Circuit sign will, if no westward trains on SP track between Fourth St. Elko and Signal 5545, place Signal 5545 in "stop" position. Westward trains from WPRR yard should avoid passing Approach Circuit sign when it is known that westward train on SP 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 SP 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 SP track to proceed, press push button numbered 5545 and Signal 5545 will clear after time interval of one minute.

Westward trains on SP 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 SP 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 SP Rules 509 (F) paragraph (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 WPRR freight trains and other trains when so directed, also engines moving between SP and WPRR yards will use East Elko and/or West Elko detours.

(Y) **Weso.** Interlocked. Westward interlocking (SA) signals governing movement into CTC territory on WPRR track are also absolute signals. CTC and Interlocking Rules will apply to all indications displayed on these signals.

When "stop" indication is displayed a member of the crew must obtain permission to proceed from the train dispatcher per Rule 776. In addition, movements through Interlocking limits will be made as prescribed by Rule 663.

Westward movement through crossover to SP track may be made only as prescribed by SP Rule 663 (a) or (b).

Westward inferior WPRR trains must arrive Weso sufficiently in advance of superior WPRR trains to avoid delaying them between Weso and Winnemucca.

Alazon. Interlocked. West limits, semi-automatic (SA) signal at MP 713.6 on WPRR track and a point on SP track opposite this semi-automatic (SA) signal.

East limits, semi-automatic (SA) signal at MP 713.7 on WPRR track and semi-automatic (SA) signal at MP 603.5 on westward SP track and a point opposite this semi-automatic (SA) signal on eastward SP track.

At Alazon trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

Weso:	Eastward—From WPRR or SP:	To WPRR, Upper arm, o — —,
		To SP, Lower arm, o — o.
	Westward—From SP:	To SP, Upper unit, o — o,
		To WPRR, Lower unit, o — —.
	Westward—From WPRR:	To SP, Dwarf signal, o — o,
		To WPRR, Dwarf signal, o — —
Carlin:	Westward: Approaching east end yard:	SP freight trains, o — o,
		WPRR trains, — o.
Alazon:	Eastward—	To WPRR, Upper unit, o — —,
		To SP, Lower unit, o — o.
	Westward—From SP or WPRR:	To SP, Upper arm, o — o,
		To WPRR, Lower arm, 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.

(Z) **WPRR RULE 1094 and SP RULE 833.** Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main tracks 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.

