

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## SALT LAKE DIVISION

# 49



To Take Effect Sunday, December 13, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,  
*General Manager.*

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

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

J. C. GOODFELLOW,  
*Superintendent.*

EASTWARD

SPARKS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Imlay	FIRST CLASS					SECOND CLASS
	566	564	562	560	102	606	14	318	28	30				21	317	9	27	101	605
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Mixed	Pacific Limited	Passenger	San Francisco Overland Limited	Passenger				Pacific Limited	Passenger	Fast Mail	San Francisco Overland Limited	Streamliner City of San Francisco	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Arrive Daily	Ar. Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily Ex. Sunday			
Yard POWYTBK	11.05 PM	2.40 PM	8.45 AM	2.45 AM	10.45 PM	7.20 PM	5.35 PM	8.15 AM	5.45 AM	5.05 AM	246.2	TO-R SPARKS 2.9	138.1	s 12.25 PM	s 7.00 PM	s 8.52 PM	s 9.35 PM	s 12.55 AM	s 6.35 PM
N 85-50 P	11.15	2.50	8.55	2.55	10.49	7.26	5.41	8.21	5.51	5.11	249.1	VISTA 4.0	135.2	12.20	6.54	8.47	9.30	12.50	f 6.30
50-98 P	11.22	2.58	9.03	3.03		f 7.32	5.46	8.26	5.56	5.16	253.1	HAFED 4.2	131.2	12.15	6.49	8.42	9.25	12.45	f 6.24
50-94 PW	11.29	3.06	9.11	3.11		f 7.38	5.51	8.32	6.01	5.22	257.3	DITHO 4.8	127.0	12.10	6.43	8.37	9.20		f 6.17
50-79 P	11.37	3.14	9.19	3.19	11.01	f 7.45	5.56	8.38	6.07	5.28	262.1	TO CLARK 4.6	122.2	12.04 PM	6.37	8.32	9.14	12.35	f 6.09
83-50 P	11.45	3.22	9.27	3.27		f 7.52	<b>6.01</b>	8.45	6.12	5.34	266.7	THISBE 4.7	117.6	11.59 AM	6.31	8.26	9.08		f <b>6.01</b>
96-46 PW	11.53 PM	3.30	9.35	3.35		f 7.59	6.06	8.52	6.18	5.39	271.4	GILPIN 4.7	112.9	11.53	6.25	8.20	9.02		f 5.45
Yard PY	12.01 AM	3.38	9.43	3.43	11.15	s <b>8.15</b>	f <b>6.12</b>	<b>9.00 AM</b>	6.23	5.45	276.1	TO-R FERNLEY 4.3	108.2	f 11.47	<b>* 6.12 PM</b>	<b>8.15</b>	8.56	12.21	s 5.35
49-98 P	12.08	3.45	9.50	3.50		8.30	6.17		6.28	5.50	280.4	ARGO 4.0	103.9	11.41		8.10	8.50		5.18
80-52 P	<b>12.14</b>	3.52	9.57	3.57		<b>8.45</b>	6.22		6.32	5.55	284.4	PATNA 3.7	99.9	11.36		8.05	<b>8.45</b>	<b>12.14</b>	5.10
Yard POWYTBK	12.22	4.00	10.05	4.05	11.24	s 8.52 PM	s 6.32		f 6.40	s 6.13	288.1	TO-R HAZEN 4.4	96.2	s 11.30		s 7.59	s 8.38	12.11	5.00 PM
50 102 PW	12.37	4.17	10.22	4.22			6.39		6.46	6.20	292.5	MASSIE 4.9	91.8	f 11.19		7.49	8.28		
50-100 P	12.45	4.27	10.32	4.32			6.44		6.51	6.26	297.4	FALAIS 4.6	86.9	11.13		7.44	8.22		
80-50 P	12.52	4.35	10.40	4.40	11.34		6.49		6.56	6.31	302.0	UPSAL 4.8	82.3	f 11.08		7.39	8.16	12.01 AM	
52-100 P	1.00	4.43	10.48	4.48			6.54		7.01	6.36	306.8	DESERT 4.9	77.5	11.02		7.34	8.10		
100-51 PW	1.08	4.53	<b>10.56</b>	4.56			6.59		7.06	6.41	311.7	TO PARRAN 4.4	72.6	f <b>10.56</b>		7.29	8.04		
100-50 P	1.15	5.00	11.05	5.03	11.44		7.03		7.11	6.46	316.1	HUXLEY 3.9	68.2	10.50		7.24	7.59	11.50 PM	
50-98 P	1.21	5.06	11.11	5.09			7.07		7.15	6.50	320.0	OALA 4.2	64.3	f 10.46		7.20	7.54		
50-98 P	1.28	5.13	11.18	5.16			<b>7.15</b>		7.19	6.55	324.2	MIRIAM 4.2	60.1	10.41		<b>7.15</b>	7.49		
55-93 P	1.35	5.20	11.25	5.23	11.53 PM		7.23		7.23	7.00	328.4	TOY 3.4	55.9	f 10.36		7.10	7.44	11.41	
102 P	1.41	5.27	11.32	5.30			7.28		7.27	7.04	331.8	TOULON 4.6	52.5	10.32		7.05	7.40		
102 P	1.48	5.35	11.40	5.38			<b>7.34</b>		7.32	7.09	336.4	GRANITE PT. 4.1	47.9	f 10.27		7.00	<b>7.34</b>		
PY	1.55	5.42	11.47	5.45	12.02 AM		7.42		7.37	7.14	340.5	PERTH 3.8	43.8	10.22		6.55	7.29	11.32	
125-125 PW	2.01	5.54	11.59 AM	5.57			s 7.50		f 7.42	s 7.18	344.3	TO LOVELOCK 4.7	40.0	s 10.12		s 6.50	s 7.23	11.28	
8 P	2.10	6.07	12.12 PM	6.10			7.57		7.50	7.29	349.0	KODAK 4.2	35.3	10.06		6.39	7.13		
Spur 45 P		6.21	12.26	6.24			8.03		7.56	7.35	353.2	WOOLSEY 4.6	31.1						
Spur 40 PW	2.26	6.34	12.39	6.37	12.18		f 8.10		8.02	7.41	357.8	OREANA 8.2	E.B. W.B. 26.3 26.5	f 9.57		6.30	7.03	11.17	
127 Center P	2.43	6.52	12.57	6.55			8.21		8.12	7.51	366.0	RYE PATCH 6.8	18.1 18.3	f 9.46		6.21	6.54		
Spur 5											372.6	VALERY 4.4	11.5 11.5						
134 Center PW	3.02	7.17	1.22	7.20	12.34		8.35		8.25	8.05	377.0	HUMBOLDT 7.1	7.1 7.1	f 9.33		6.08	6.41		
Yard POWYBK	3.15 AM	7.35 PM	1.40 PM	7.40 AM	12.40 AM		s 8.45 PM		s 8.35 AM	s 8.15 AM	384.1	TO-R IMLAY	0.0 0.0	9.22 AM		5.58 PM	6.30 PM	10.54 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily		(138.1)	137.9 138.1	Leave Daily	Lv. Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday
	(4.10) 33.09	(4.55) 28.04	(4.55) 28.04	(4.55) 28.04	(1.55) 71.94	(1.32) 27.32	(3.10) 43.54	(0.45) 39.86	(2.50) 48.67	(3.10) 43.54				(3.03) 45.27	(0.48) 37.37	(2.54) 47.62	(3.05) 44.78	(2.01) 68.47	(1.35) 26.46

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward first-class trains apply at train-order office.

No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 2nd, 8th, 14th, 20th and 26th of each month.

No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.

**RULES 72 and S-72.** Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

**RULE 85.** Extra trains must not run ahead of No. 605 without train-order authority.

**RULES 86, 87 and 93.** First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

\*No. 318 at Fernley will head in on siding at west end, proceed on siding to point opposite station, then back up on siding to west leg of wye, head out through west leg of wye.

\*No. 317 head in through west leg of wye to siding, back up on siding to point opposite station, then head out through crossover west of station—Schedule time and train orders of No. 317 will apply at this crossover.

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

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Carlin	FIRST CLASS					SECOND CLASS	
	578	576	574	572	570	14	28	30	102				21	1	9	27	101	77	61
	Freight	Freight	Freight	Local Freight	Freight	Pacific Limited	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco				Pacific Limited	Western Pacific Scenic Limited	Fast Mail	San Francisco Overland Limited	Streamliner City of San Francisco	Western Pacific Fast Freight	Western Pacific Fast Freight
Yard POWYBK	Leave Daily	Leave Daily	Leave Daily	Lv. Monday Wednesday Friday	Leave Daily	Leave Daily	Leave Daily	Leave	See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily			
	7.45 PM	1.45 PM	8.45 AM	5.01 AM	1.20 AM	8.50 PM	8.40 AM	8.20 AM	12.40 AM	384.1	(TO-R IMLAY 4.6	150.2	s 9.17 AM		s 5.53 PM	s 6.25 PM	10.54 PM		
Spur 61 P						f 9.00	8.50	f 8.29		388.7	MILL CITY 8.3	145.6	f 9.10		5.47	6.18			
127 Center W						9.12	9.02	8.39		397.0	COSGRAVE 9.6	137.3	f 9.00		5.38	6.09	10.44		
40 Spur P	8.35	2.35	9.35	5.51	2.05	9.25	9.15	8.50	1.01	406.6	ROSE CREEK 5.3	127.7	f 8.50		5.28	5.59	10.36		
100 P	8.45	2.45	9.45	6.01	2.15	9.31	9.21	8.56		406.8	BENIN 5.2	122.4	8.44		5.22	5.52			
93-105 PW	9.00	3.00	10.00	6.50	2.30	s 9.43	s 9.33	s 9.08		412.1	TO WINNEMUCCA 3.6	117.2	s 8.37		s 5.15	s 5.45			
PI	9.10 PM	3.10 PM	10.10 AM	7.01 AM	2.40 AM	9.48 PM	9.38 AM	9.13 AM	1.14 AM	417.3	TO-R WESO 2.4	113.6	8.28	4.18 PM	5.06	5.35	10.23		6.20 AM 2.20 PM
101 P										420.9	TULE 5.6	111.2	8.25	4.14	5.03	5.31			
80 P										423.3	EGLON 5.1	105.6	f 8.19						
92 PW										428.9	TO GOLCONDA 5.3	100.5	f 8.13	f 4.01	4.51	5.19	10.11		5.55 2.00
Spur 53 P										434.0	PREBLE 4.2	95.2	8.07	3.53	4.45	5.12			
Spur 52 P										439.3	COMUS 4.6	91.0	f 8.03				10.04		
51-51 P										443.5	IRON POINT 4.6	86.4	f 7.58	3.43	4.36	5.02			5.31 1.35
Spurs 51 53 P										448.1	HERRIN 4.7	81.8	f 7.53						
Spur 47 P										452.7	STONE HOUSE 3.9	77.1	f 7.48	3.33	4.27	4.52			
77 POW										457.4	VALMY 5.0	73.2	f 7.43				9.52		5.10 1.15
100 P										461.3	MOTE 4.6	68.2	f 7.38	3.24	4.18	4.42			
71 P										466.3	PIUTE 4.9	63.6	7.33						
71- PW										470.7	TO BATTLE MOUNTAIN 6.2	58.7	s 7.27	f 3.14	s 4.08	f 4.32	9.42		4.30 12.40
71 P										475.8	ROSNY 5.7	52.5	f 7.16						
68 P										482.0	ARGENTA 5.2	46.8	f 7.10	3.01	3.55	4.18			
100 P										487.7	MOSEL 5.6	41.6	f 7.04				9.29		
50 50 P										492.9	SHOSHONE 5.2	36.0	f 6.58	2.50	3.44	4.06			3.40 12.01 PM
Spurs 55 55 P										498.5	LADOGA 4.5	30.8							
98 PW										503.7	TO BEOWAWE 4.5	26.3	s 6.47	f 2.39	3.34	3.55	9.16		3.20 11.40 AM
Spur 51 53 P										508.2	OLURO 4.3	21.8	6.41	2.32	3.29	3.49			
Spurs 53 53 P										512.7	HARNEY 4.6	17.5	f 6.36	2.27	3.24	3.43			
Spurs 51 P										517.0	GERALD 3.6	12.9	6.30	2.21	3.18	3.37	9.02		2.50 11.15
I										521.6	E. N. Crossing 0.3	9.3							
I										525.2	E. N. Crossing 0.2	9.0							
51-55 PW										525.5	TO PALISADE 5.5	8.8	f 6.24	f 2.14	3.12	3.30			2.40 11.05
81 P										525.7	TYROL 3.3	3.3							
Yard POWTBK										531.2	TO-R CARLIN	0.0	6.10 AM	1.58 PM	2.58 PM	3.15 PM	8.46 PM		2.10 AM 10.35 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	534.5	(150.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	
	(1.25) 25.97	(1.25) 25.97	(1.25) 25.97	(2.00) 18.40	(1.20) 27.60	(0.58) 38.06	(0.58) 38.06	(0.53) 41.66	(0.34) 64.94			(3.07) 48.19	(2.20) 48.68	(2.55) 51.49	(3.10) 47.43	(2.08) 70.40	(4.10) 27.26	(3.45) 30.29	

See Western Pacific current time table for Eastward Southern Pacific schedules between Weso and Carlin.

A. B. S.

.....Time over District.....  
.....Average speed per hour.....

Rose Creek: Schedule time and train orders apply at end double track.  
No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 3rd, 9th, 15th, 21st and 27th of each month.  
No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.  
**RULES 72 and S-72.** Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.  
**RULES 86, 87 and 93.** First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

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

EASTWARD

M ONTELLO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Montello	FIRST CLASS					SECOND CLASS		
	576	574	570	578	28	30	102	14				21	1	9	27	101	61	77	
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Pacific Limited				Pacific Limited	Western Pacific Scenic Limited	Fast Mail	San Francisco Overland Limited	Streamliner City of San Francisco	Western Pacific Fast Freight	Western Pacific Fast Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily		
Yard POWBKT									534.5	TO-R CARLIN 3.0	127.4	s 6.01 AM	s 1.53 PM	s 2.50 PM	s 3.07 PM	s 8.43 PM	10.30 AM	2.00 AM	
N 79 P									537.5	VIVIAN 2.8	124.4	5.52	1.46	2.42	2.59	8.39	10.17	1.49	
Spur 42 P									540.3	TONKA 4.2	121.6	5.48	1.42	2.38	2.55		10.11	1.43	
48 47 P									544.5	MOLEEN 5.8	117.4	f 5.42	1.37	2.33	2.50		10.02	1.34	
70 P									550.3	AVENEL 4.2	111.6	5.35	1.31	2.27	2.44		9.52	1.24	
Yard PW									554.5	WEST ELKO 1.5	107.4	5.29	1.26	2.22	2.39		9.45 AM	1.15 AM	
81 P									556.0	TO-R ELKO 4.5	105.9	s 5.26	s 1.23	s 2.19	s 2.36	8.22	Via WP Yard 9.00 AM	Via WP Yard 12.15 AM	
Spur 40 P									560.5	COIN 4.3	101.4	f 5.15	1.13	2.10	2.28		8.50	12.03 AM	
Spurs 43 41 P									564.8	OSINO 3.0	97.1	f 5.10	1.08	2.06	2.23		8.43	11.56 PM	
87 PW									567.8	RYNDON 5.6	94.1	f					8.36	11.49	
99 P									573.4	ELBURZ 3.3	88.5	f 4.58	12.56	1.54	2.11	8.04	8.22	11.36	
81 P									576.7	TO HALLEOK 4.5	85.2	f 4.53	12.51	1.50	2.07		8.15	11.30	
Spur 45 P									581.2	RASID 4.1	80.7	4.48	12.46				8.08	11.23	
113 PW									585.3	NATCHEZ 4.3	76.6	f 4.43	12.41	1.42	1.59		8.01	11.16	
Spur 51									589.6	TO DEETH 4.8	72.3	f 4.37	f 12.35	1.38	1.55	7.52	7.54	11.09	
151-Spur 15 P									594.4	NARDI 4.7	67.5		12.30				7.46	11.01	
85 PI	10.30 PM	5.10 PM	10.15 AM	4.37 AM					599.1	TULASCO 4.5	62.8	f 4.26	12.25	1.29	1.46		7.38	10.53	
Yard POWYBK	10.50	5.30	10.35	4.57					603.6	TO-R ALAZON 3.9	58.3	f 4.21	12.20 PM	1.24	1.41	7.42	7.30 AM	10.45 PM	
Spur 2									607.5	TO-R WELLS 5.9	54.4	s 4.14		s 1.17	s 1.34				
Yard 106 PY	11.30	6.10	11.15	5.37					613.4	TO CEDAR 3.0	48.5								
97 47 PW	11.37	6.17	11.22	5.44					616.4	TO MOOR 3.7	45.5	f 3.58		1.02	1.19	7.28			
47 48 P	11.44	6.24	11.29	5.51					620.1	ANTHONY 4.0	41.8	f 3.53		12.57	1.14				
47 97 P	11.51	6.31	11.36	5.58					624.1	HOLBORN 3.4	37.8	f 3.48			1.09				
97 47 P	11.58 PM	6.38	11.43	6.05					627.5	FENELON 4.3	34.4	f 3.43		12.48	1.04	7.16			
47 47 P	12.06 AM	6.46	11.51	6.13					631.8	PEQUOP 5.0	30.1	f 3.38		12.43	12.59				
99 YWP	12.13	6.53	11.58 AM	6.20					636.8	ICARUS 3.8	25.1	3.32		12.37	12.53				
64 P									640.6	TO VALLEY PASS 4.2	21.3	f 3.27		12.32	12.48	7.03			
93 Center PW									644.8	COBRE 5.0	17.1	f 3.19		s 12.24	s 12.40				
Westwardtrack Spur 2 P									649.8	LORAY 3.6	12.1	f 3.09		12.07	12.29				
Yard POWYBK	1.30 AM	8.10 PM	1.15 PM	7.37 AM					653.4	TO-R MONTELLO 6.6	8.5	3.02		12.01 PM	12.22				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					655.3		6.6								
	(3.00) 19.43	(3.00) 19.43	(3.00) 19.43	(3.00) 19.43					661.9		0.0	2.42 AM		11.41 AM	12.01 PM	6.32 PM			
												Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	
												(3.19) 38.41	(1.33) 44.57	(3.09) 40.44	(3.06) 41.10	(2.11) 58.35	(3.00) 23.03	(3.15) 21.26	
												.....Time over District.....							
												.....Average speed per hour.....							

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

A.B.S.

D.T.

D.T.

Moor: Schedule time and train orders apply at end of double track.  
 Valley Pass: Schedule time and train orders apply at end of double track.  
 No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 3rd, 9th, 15th, 21st and 27th of each month.  
 No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.  
**RULES 72 and S-72.** Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.  
**RULES 86, 87 and 93.** First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

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

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Ogden	FIRST CLASS			
	574	570	578	616	576	28	30	102	14				9	27	101	21
	Freight	Freight	Freight	Mixed	Freight	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Pacific Limited				Fast Mail	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily		EB	WB	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily
Yard POWYBK	8.35 PM	1.40 PM	8.02 AM	6.00 AM	1.55 AM	3.05 PM	2.50 PM	5.21 AM	3.46 AM	661.9			11.36 AM	11.56 AM	6.32 PM	2.37 AM
N S 113 P				f 6.11		3.13	2.58		3.54	668.3			11.26	11.47	6.26	f 2.28
Grouse 121 P Gartney Spur 20						3.19	3.05		4.01	674.3			11.22	11.42		2.24
124-101 PWY	9.15	2.20	8.42	s 6.45 AM	2.35	3.25	3.12	5.38	4.08	679.8			11.10	11.29	6.13	s 2.11
97-51 P	9.22	2.27	8.49		2.42	3.30	3.17		4.14	684.5			11.04	11.23		2.04
97-50 P	9.29	2.34	8.56		2.49	3.35	3.22		4.19	688.8			10.59	11.17		1.58
110-50 P	9.36	2.41	9.03		2.56	3.40	3.27	5.49	4.24	693.2			10.54	11.12	6.03	1.52
98-50 P	9.43	2.48	9.10		3.03	3.45	3.32		4.29	697.6			10.49	11.07		1.46
43-80 PW	9.50	2.55	9.17		3.10	3.50	3.37		4.36	702.1			11.02		f 1.40	
110-50 P	9.57	3.02	9.24		3.17	3.55	3.43	5.59	4.41	706.4			10.40	10.57	5.53	f 1.34
110-50 P	10.04	3.09	9.31		3.24	4.00	3.49		4.46	711.1			10.35			1.28
93-49 P	10.12	3.17	9.39		3.32	4.06	3.55		4.52	716.3			10.29	10.46		f 1.22
100-51 PY	10.19	3.24	9.46		3.39	4.11	4.00	6.09	4.57	720.7			10.24	10.41	5.43	f 1.17
98-51 P	10.26	3.31	9.53		3.46	4.16	4.05		5.02	725.3			10.19	10.36		1.12
100-50 PW	10.33	3.38	10.00		3.53	4.21	4.10		5.07	730.0			10.14	10.31		f 1.07
50-107 PO	10.41	3.46	10.08		4.01	4.27	4.16	6.20	5.14	735.2			10.09	10.25	5.33	f 1.00
No Siding	10.49	3.54	10.18		4.09	4.33	4.23	6.26	5.21	740.0			10.03	10.18	5.28	12.53
105 P										741.1						
100 P Spur 10	11.10	4.15	10.39		4.30	4.49	4.41	6.36	5.39	744.8			9.51	10.06	5.19	f 12.41
96 P	11.32	4.37	11.01		4.52	5.07	4.58		5.56	750.1			9.34	9.49	5.07	12.24
No Siding P	11.39 PM	4.44	11.08 AM		4.59	5.13	5.03	6.51	6.01	752.2			9.26	9.41	5.03	f 12.16
Spur 10 P										755.2						f
51 PW						5.23	5.13		6.10	758.5			9.18	9.33		f 12.08
Spurs 15 47 P										763.7				9.26		f 12.01 AM
Center 125 Spur 7 24 P						5.38	5.28		6.25	767.2			9.08	9.21		11.56 PM
Spur 15 51										772.5			9.8	9.15		f 11.50
128 Center P						5.54	5.44	7.14	6.37	776.3			8.59	9.11		f 11.46
Spur 11										780.0						
Yard POWYBK	12.40 AM	5.45 PM	12.10 PM		6.01 AM	s 6.10 PM	s 6.00 PM	s 7.25 AM	s 6.55 AM	782.3			8.50 AM	9.00 AM	4.30 PM	11.35 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily				Leave Daily	Leave Daily	Leave See Footnote	Leave Daily
	(4.05) 29.48	(4.05) 29.48	(4.08) 29.05	(0.45) 23.86	(4.06) 29.36	(3.05) 39.04	(3.10) 38.02	(2.04) 59.07	(3.09) 38.11				(2.46) 43.83	(2.56) 41.04	(2.02) 59.60	(3.02) 39.95

STATIONS

TO-R MONTELLO  
6.4 6.4  
TECOMA TECOMA  
6.0 2.8  
GARTNEY GROUSE  
5.5 9.5

TO-R LUCIN  
4.7  
PIGEON  
4.3  
TECK  
4.4  
JACKSON  
4.4  
BEPPA  
4.5  
TO LEMAY  
4.3  
NEWFOUNDLAND  
4.7  
GROOME  
5.2  
ALLEN  
4.4  
HOGUP  
4.6  
OLNEY  
4.7  
STRONGKNOB  
5.2

TO LAKESIDE  
4.8  
TRESKEND  
1.1  
ENGL  
3.7  
MIDLAKE  
5.3  
COLIN  
2.1  
TO BRIDGE  
3.0  
SALINE  
3.3  
PROMONTORY PT.  
5.2  
BAGLEY  
3.5  
LITTLE MOUNTAIN  
5.3  
REESE  
3.8  
WEST WEBER  
3.7  
MARRIOTT  
1.4  
D. & R. G. CROSSING  
0.9  
TO-R OGDEN

(120.4)

.....Time over District.....  
.....Average speed per hour.....

Lucin: Schedule time and train orders apply at end double track.  
 Lakeside: Schedule time and train orders apply at end double track.  
 Bridge: Schedule time and train orders apply at end double track.  
 No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 3rd, 9th, 15th, 21st and 27th of each month.  
 No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.  
**RULES 72 and S-72.** Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.  
**RULES 86, 87 and 93.** First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except between Tresend and Bridge the time must be cleared not less than five minutes; all other trains and engines must clear the time not less than fifteen minutes.

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

ALTURAS SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD			Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Alturas Yard	WESTWARD	
	SECOND CLASS		FIRST CLASS				FIRST CLASS	SECOND CLASS
	552	318	317				555	
	Northwest Special	Passenger	Passenger				Oregon Special	
	Leave Daily	Leave Mon. Wed., Fri.	Arrive Tues. Thurs., Sat.	Arrive Daily				
Yard PYB	10.00 PM	★ 9.03 AM	s ★ 6.00 PM	9.40 AM				
11 WP	10.15	s 9.13	s 5.56	9.30				
59 P	10.30	f 9.19	f 5.48	9.19				
59 P	10.50	f 9.34	f 5.33	8.40				
17	11.02	f 9.42	f 5.24					
61 P	11.11	f 9.49	f 5.16	8.05				
Spur 19		f 9.58	f 5.06					
59 WP	11.35	f 10.04	f 5.00	7.40				
62 P	11.55 PM	f 10.18	f 4.45	7.15				
29 WP	12.20 AM	f 10.28	f 4.33	7.02				
59 P	12.29	f 10.36	f 4.24	6.52				
60 P	12.42	f 10.45	f 4.13	6.37				
59 P	12.47	f 10.50	f 4.08	6.30				
PI		f 10.52	f 4.06	6.25				
60 P	1.10	f 11.07	f 3.52	6.05				
73 P	1.30	f 11.23	f 3.37	5.40				
POWKY Yard	1.40 2.50	s 11.30 11.40	s 3.30 3.20	5.20 4.50				
68 P	3.16	f 11.56 AM	f 3.06	4.25				
59 WP	3.45	s 12.11 PM	s 2.49	3.45				
68 P	4.35	f 12.29	f 2.32	3.15				
Spur W10 P		f 12.38	f 2.23					
84 YP	5.25	f 12.49	f 2.13	2.35				
91 WPY	5.50	s 12.59	s 2.02	1.50				
Spur 30 P	6.10	s 1.09	s 1.52	1.20				
69 WYP	6.50	s 1.31	s 1.30	12.35				
71 YP	7.15	f 1.39	f 1.20	12.01 AM				
72 W	8.00	f 2.06	f 12.54	11.10 PM				
123 YWKP	8.30	s 2.21	s 12.42	10.40				
Spur 3	9.00	f 2.27	f 12.35	10.25				
Spur 12 P	9.10	f 2.31	f 12.32	10.20				
Spur 7		f 2.36	f 12.28					
6 P	9.50	f 2.55	f 12.14	9.40				
POWYK Yard	10.00 AM	s 3.00 PM	12.10 PM	9.30 PM				
	Arrive Daily	Arrive Mon. Wed., Fri.	Leave Tues. Thurs., Sat.	Leave Daily				
	(12.00) 15.06	(5.57) 30.38	(5.50) 30.99	(12.10) 14.86				

★ No. 318 at Fernley will head in on siding at West End, proceed on siding to point opposite station, then back up on siding to West Leg of Wye, head out through West Leg of Wye.  
 ★ No. 317 head in through West Leg of Wye to siding back up on siding to point opposite station, then head out through crossover west of station—second paragraph of Rule 5 will apply at this crossover.  
 Additional Stops.—Nos. 317 and 318 will stop on flag at Armstrong Road Crossing M. P. 448.7 at section headquarters near M. P. 412.4 and at Pyramid Post Office M. P. 319.6.  
 Schedule time and train orders of No. 317 and No. 318 at Alturas yard apply at Junction Switch, Lake View Branch.

ALTURAS SUB-DIVISION

Capacity of sidings in car lengths	EASTWARD			Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Wendel	WESTWARD	
	SECOND CLASS		FIRST CLASS				SECOND CLASS	
	620	619	619				619	
	Local Freight	Local Freight	Local Freight				Local Freight	
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily				
Yard PWKY					411.3	TO-R WESTWOOD	52.6	
P		9.15 PM			407.2	TO-R MASON	48.5	
59		9.24			406.6	FAOHT	47.9	
66 YP		9.45			402.3	LASCO	43.6	
66 YP		9.45			400.1	WESTWOOD JCT	41.4	
57 WP		10.05			399.4	R BLAIR	40.7	
84 P		10.25			394.8	GOUMAZ	36.1	
Yard PK		10.58 PM 12.01 AM			390.1	BUNNEL	31.4	
68 P		12.25			381.9	TO-R SUSANVILLE	23.2	
59 P		12.55			374.9	LEAVITT	16.2	
Yard POWKY		1.20 AM			367.1	TO LITCHFIELD	8.4	
		Arrive Daily Ex. Monday			358.7	TO-R WENDEL	4.05 AM	
		(4.05) 11.87				(48.5)	4.05 AM	
						.....Time over District.....	(4.43)	
						.....Average speed per hour.....	10.28	

EASTWARD MONTELLO SUB-DIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Ogden	SECOND CLASS	
	618	616				617	615
	Mixed	Mixed				Mixed	Mixed
	Leave Thursday Saturday	Leave Tuesday				Arrive Thursday Saturday	Arrive Monday
Yard YWP		6.50 AM	679.2	TO-R LUCIN	146.8	s 3.35 PM	
8 PW		f 7.53	699.8	WATERORESS	126.2	f 2.30	
108 OPYW	1.20 PM	f 10.01	734.1	TO-R KELTON	91.9	f 12.55 PM	f 12.55
Spur 4	1.40	f 10.21	743.9	NELLA	82.1	12.34	12.34
43	f 1.52	f 10.33	748.6	MONUMENT	77.4	f 12.24	f 12.24
5 P	f 2.00	f 10.41	751.6	KOSMO	74.4	f 12.15	f 12.15
44	f 2.16	f 10.52	755.6	LAKE	70.4	f 12.05 PM	f 12.05 PM
44 W	s 2.40	f 11.15	765.0	ROZEL	61.0	s 11.40 AM	s 11.40 AM
90 P	s 2.58	s 11.35 AM	772.9	PROMONTORY	53.1	s 11.20	s 11.20
34 P	f 3.30	f 12.58 PM	782.0	LAMPO	44.0	f 10.45	f 10.45
44 W	f 3.45	f 1.05	784.4	BLUE CREEK	41.6	f 10.35	f 10.35
44	f	f	788.4	CONNOR	37.6	f	f
44	f	f	793.8	BALFOUR	32.2	f	f
13	f	f	796.5	DATHOL	29.5	f	f
Spur 225			798.1	STOKES	27.9		
54K P	s 4.25 PM	s 1.45 PM	801.8	TO-R CORINNE	24.7	10.05 AM	10.05 AM
			802.9	CORINNE JCT.	23.1		
POWTBK			826.0	TO-R OGDEN	0.0		
	Arrive Thursday Saturday	Arrive Tuesday		(146.8)		Leave Thursday Saturday	Leave Monday
	(3.05) 21.79	(6.55) 17.41		.....Time over District.....		(2.50) 23.71	(5.30) 22.20
				.....Average speed per hour.....			

Trains operating between Ogden and Corinne will use Union Pacific R. R. tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne yard.

Normal position switch west end siding for U. P. R. R. main track Malad Branch.

Normal position switch at east end siding for S. P. main track.

Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain Time, and when operating on Southern Pacific tracks must set their watches to Pacific Time.

MINA SUB-DIVISION

Main schedule table for Mina Sub-Division, December 13, 1936. Includes sections for EASTWARD and WESTWARD (Narrow Gauge) with columns for Capacity of sidings, Second Class, and Third Class. Stations listed include HAZEN, BANGO, LAHONTAN, LAMAR, RUGBY, HAWES, APPIAN, PAWNEE, WEEKS, CHURCHILL, N. O. B. CROSSING, WABUSKA, LUX, MOQUIST, RIO VISTA, RESERVATION, ZAIS, SOHURZ, STUCKEY, GILLIS, NOLAN, MAGNUS, WALKER, THORNE, DOVER, KINKEAD, AOME, LUNING, MINA, LAWS, BIGELOW, BLACK CANYON, ZURICH, MONOLA, BENEME, ELNA, ABERDEEN, KEARSARGE, MANZANAR, OWENYO, MT. WHITNEY, ALICO, DOLOMITE, MOCK, TRAMWAY, KEELER.

Secondary schedule table for Fallon Branch, December 13, 1936. Includes sections for EASTWARD and WESTWARD with columns for Capacity of sidings, Second Class, and Third Class. Stations listed include HAZEN, MAHALA, MIRAGE, SANLAN, FALLON.

# SPECIAL INSTRUCTIONS



### RULE 2. Authorized Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.  
 Sparks.....W. R. Adams & Son Winnemucca.....Krenkel & Bosch  
 Alturas.....Wm. Mayben Ogden.....J. S. Lewis & Co.

### RULE 5. The following are designated for use as sidings:

The track north of main track at:  
 Vista Upsal Pequop Beppo Hogup  
 Thisbe Parran Pigeon Newfoundland Olney  
 Gilpin Huxley Teck Groome Strongknob  
 Patna Anthony Jackson Allen

The track south of the main track at:  
 Hafed Argo Desert Toy  
 Ditho Massie Ocala Fenelon  
 Clark Falais Miriam Lemay

**RULE 10 (j).** A new type of slow board has been adopted to indicate speed restrictions applying to Streamliner No. 101 and No. 102 when handled by Diesel power unit. It is a round board painted yellow with black figures.

### RULE 14. Other engine whistle signals:

Weso, signal 4211 —o— Upper arm Southern Pacific.  
 —o— Lower arm Western Pacific.  
 Alazon signal 7136 —o— Upper arm Southern Pacific.  
 —o— Lower arm Western Pacific.

For switch line up Lakeside, Lucin, Valley Pass, Moor.

**RULE 14 (d).** Six long sounds shall be indication flagman may return from west as prescribed by Rule 99, at Wendel on Westwood Branch.

**RULE 14 (e).** As specified below six long sounds shall be indication flagman may return from east as prescribed by Rule 99:

Lucin, on Promontory branch. Fernley, on Alturas Subdivision.  
 Hazen, on Mina Subdivision.

**RULES 17 and 19.** Night signals shall be displayed through all tunnels.

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

**RULE 21.** Streamliner CITY OF SAN FRANCISCO is not equipped with train indicators. No engine number will be used in train orders. It will be identified as Streamliner CITY OF SAN FRANCISCO and consists of two motor cars and nine articulated type passenger train cars.

**RULE 28.** In double-track territory signals shall be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

**RULE 72.** Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

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

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

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

**RULE 14 (k).** Shall be applied when approaching trains on opposite track.

**RULE 83 (A).** At the following stations, only the trains indicated shall register:

Alturas Yard—First class.  
 Blair—Nos. 619 and 620 when instructed by train order.  
 Fernley—Originating and terminating.  
 Lucin—Westward regular.  
 Hazen—First-class, and originating and terminating.  
 Wells—First-class, and originating and terminating. This registration for information of trains originating and helpers.  
 Montello—All trans.

Trains originating or terminating at Alturas Yard shall register at Alturas.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:

Lucin.....Westward regular trains.  
 Montello.....First-class trains.  
 Wells.....First-class trains.  
 Hazen.....Nos. 9, 14, 21, 27, 28, 30, 101 and 102.  
 Fernley.....No. 318 and No. 317.  
 Imlay.....First-class trains.  
 Mason.....Nos. 619, 620.

**RULE 83 (D).** If no operator on duty trains originating may leave without obtaining clearance as follows:

Lucin (Promontory Branch).  
 Mason—All trains.

**RULE 83 (E).** A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it shall register and place the restricting order number and date in column captioned "Signals."

**RULE 93.** Yard limits are established at:  
 Sparks Westwood Owenyo Carlin Elko  
 Wells Laws Imlay Wendel Alturas Yard  
 Tonopah Jct. Hazen Ogden Fallon Mina  
 Fernley Montello Wabuska Lucin (Promontory branch)  
 Moor Susanville Keeler

**SPARKS YARD**—Between 1½ miles west of Reno and 2,700 feet east of east switch at Sparks.

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

**LUCIN.** Yard limit signs apply only to Promontory Branch.

**CARLIN.** Trains and engines moving east on main track Carlin yard shall stop before fouling west detour.

**RULE D-97 (A).** Shall apply between Moor and Alazon, and between Valley Pass and Montello.

**RULE 98.** Railroad Crossings at Grade and Drawbridges not Interlocked.

D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

### RULE 104—NORMAL POSITION END OF DOUBLE TRACK AND JUNCTION SWITCHES:

Tresend, Lakeside, Moor and Rose Creek...For westward main track  
 Bridge, Lucin, Valley Pass and Perth....For eastward main track  
 Hazen (Fallon Line).....For Mina Line  
 Tonopah Jct.....For Keeler Line  
 Fernley (Alturas Subdivision).....For siding  
 Wendel.....For Alturas Line  
 Lucin (Promontory Branch).....For westward siding  
 Mason.....For Western Pacific.

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

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

Upper arm of double-arm signal No. 6162 shall govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), applicable to single track, governs. In addition to instructions contained in Rule 105, speed through this siding shall not exceed fifteen (15) miles per hour. For the information and guidance of enginemen, a sign has been placed on the south side of south siding one thousand (1,000) feet west of the clearance point east end.

**VALLEY PASS.** The normal position of east switch of crossover, which forms end of double track, shall be for movement from double track to siding.

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

**TRESEND.** The normal position of west switch of crossover, which forms end of double track, shall be for movement from double track to Engle siding.

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

**HAZEN.** Switches Hazen yard lined and locked for N. & C. main track through this yard as shown on blue-print bulletin boards Sparks, Hazen, Mina, and Imlay.

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

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

**RULE 104 (A).** Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner No. 101 and No. 102.

**RULE 105.** Icarus and Holborn. The track south of the main track is siding to be used by eastward trains, and the track north of the main track is siding to be used by westward trains.

Winnemucca: First track south of main track is siding to be used by eastward trains. Second track south of main track is siding to be used by westward trains.

Hazen: Track north of the main track is North siding. First track south of the main track is the South siding. Trains using South siding will leave west end of siding clear, for use by Mina sub-division trains, between west switch and connection east of station building; trains to enter and leave siding at this connection when practicable.

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

Wendel: All trains must obtain clearance.  
 Susanville: All trains must obtain clearance when an operator on duty.

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

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

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

**RULE 825.** Outfit cars shall not be left in front of buildings.



**RULE 834.** When lading of open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, projects above sides or ends of car, such cars shall not be placed in train next to cab of mallet engines.

**AUTOMATIC BLOCK SYSTEM**

**RULE 509.** A train or engine, when backing out of a siding or other track in block-system limits, shall, unless backed to clear block signal, proceed as if signal be in stop position.

When stopped by a block signal which governs movement over a drawbridge, train shall be preceded by flagman over drawbridge.

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Block Signal	Number	Location	Description of Protection Afforded
	3402	Perth.....	Spring switch with facing point lock.
	3403	Perth.....	" " " " " "
	4064	Rose Creek.....	" " " " " "
	4065	Rose Creek.....	" " " " " "
	6162	Moor.....	" " " " " "
	6173	Moor.....	" " " " " "
	7411	Engle.....	Spring switch.
	7522	Bridge.....	" "
	5262	Palisade.....	Rock slide fence M. P. 526.30 to M. P. 526.43.
	5285	Palisade.....	" " " " " "

**RULE 511.** Within block-signal limits, after switches of a crossover are thrown, wait three minutes before crossing over unless block signals protecting the movement not less than one-half mile distant can be seen to be in stop position.

**RULE 512 (A).** Where switch indicators and dwarf signals are used, movements to main track shall be governed as follows:

If indicator is clear, switches may be lined. When first switch or derail is lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, and after proper line-up has been made, Rule 512 (A) will govern movement to main track.

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

Main tracks Sparks yard between old ice house east of yard office and passenger station west end of yard not protected by block signals.

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

**VALLEY PASS.** Dwarf light-signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

**OIL-BUFFER SPRING SWITCHES**

1. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand.

When movement has been completed through switch, reverse movement must not be made until point closes.

2. Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

3. At Lovelock, Rye Patch, West Elko, Wells, and Little Mountain trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

4. Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

	M.P.H.
Perth.....Facing eastward.....	35
Trailing westward.....	35
Lovelock, Westward track	
Trailing from siding.....	25
Lovelock, Eastward track	
Trailing from siding.....	25
Rye Patch, Eastward track	
Trailing eastward from siding.....	25
Rose Creek.....Facing westward { Passenger.....	60
Freight.....	40
Trailing eastward.....	35
East Carlin.....Trailing eastward from W. P. detour.....	15
West Elko.....Trailing westward from W. P. detour....	15
Wells, Eastward track	
Trailing from siding.....	25
Moor.....Facing westward { Passenger.....	50
Freight.....	40
Trailing eastward from siding.....	15
Engle.....Facing westward.....	35
Trailing eastward from siding.....	35
Bridge.....Facing eastward.....	35
Trailing westward.....	35
Little Mountain, Westward track	
Trailing from siding.....	15
Little Mountain, Eastward track	
Trailing from siding.....	15

**HUMBOLDT**—Center siding, west end connects with westward track, east end with eastward track.

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping over oil-buffer spring switch and possibility of damaging same by reverse movement.

5. Oil-buffer spring-switch end double track Perth is equipped with mechanical facing point lock.

When signal 3403 located 600 feet east of end of double track is in stop position, oil buffer spring switch must be operated by hand before and after movement has been made.

Oil-buffer spring-switch end of double track Rose Creek is equipped with mechanical facing point lock.

When signal 4064 located west of end of double track is in stop position, oil-buffer spring-switch shall be operated by hand before and after movement has been made.

Oil-buffer spring-switch east end South siding Moor is equipped with mechanical facing-point lock. When route arm on signal 6162 located at west end South siding, which governs movement through siding, is in stop position, oil-buffer spring-switch at east end of siding shall be thrown by hand before and after movement has been made from siding to main track.

When home arm on signal 6164, east of Moor train-order office, is in stop position, eastward trains on main track shall see that east switch is lined for main track before passing over it.

**INTERLOCKING**

**PALISADE**—Limits extend from Interlocking signal 500 feet west of Tunnel No. 1, to signal 5255. Signals 5254 and 5255 are semi-automatic interlocking signals.

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

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

**AUTOMATIC INTERLOCKING**

**FLANIGAN**—Interlocking signals govern the use of crossing with Western Pacific Railroad at Flanigan. Normal position of the signals is "Stop." Train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing use of the crossing to change to "Proceed" position, provided no other train is in the approach circuit or within the limits of the plant.

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be governed by Rule 663.

**TRAIN AND AIR INSPECTION**

Freight and mixed trains shall stop as follows for inspection, and shall comply with Air-Brake Rule 50 if retainers used into following points:

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

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

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

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

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

If no operating stop is made at which there would be an opportunity for inspection, between Carlin and Imlay, either a standing or running inspection, whichever will best serve the purpose, must be made at some convenient location.

Running inspection shall be made before going on Great Salt Lake trestle from either direction; also at Elburz or Halleck westward.

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

**AIR-BRAKE RULE 2.** Between October 1 and March 31, engineers on freight and mixed trains shall open drain cocks on main reservoirs and dirt collectors on engine and tender and free them from all condensation at every train-inspection point, and at any other time when opportunity permits. Yard engineers shall do this when taking charge of engine and as often afterwards as opportunity permits.

**AIR-BRAKE RULE 11.** Air-brake inspection at points where no car-inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer shall apply brakes with 20-pound service reduction and leave them applied. Trainmen shall then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes shall be reported on Form 2809 and such cars shall be assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake-pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter shall comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account inoperative brakes, Rule 17 shall be complied with before departure.

Rule 34 shall be observed to determine by rolling inspection that each brake releases properly.

**AIR-BRAKE RULE 13.** At lay-over points for passenger equipment, where there are no car-inspectors, crews shall make air-brake test before starting on initial trip, as follows: Brake pipe shall be fully charged, engineer shall then apply air brake; trainmen shall examine each car to see whether all brakes are applied. If all brakes apply, trainmen shall give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

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

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

**AIR-BRAKE RULE 16.** Running air-brake test shall be made at:

Moor.....Westward Valley Pass...Eastward  
Crest.....Westward Sage Hen.....Both Directions  
Viewland.....Westward Westwood Jct.,Both Directions

Unless helper added or brake pipe separated, not necessary to make running air-brake test leaving Imlay and Montello.

**AIR-BRAKE RULE 17.** Rear-end air-brake test shall be made at:

MT. MONTGOMERY—Freight and mixed trains.  
WESTWOOD JUNCTION—Eastward freight and mixed trains.  
VIEWLAND—Westward freight trains.  
CREST—Westward freight trains.  
SAGE HEN—All freight trains.  
COBRE—Eastward freight trains.

MOOR—Westward freight trains. Except when stop for inspection and turning up retainers is made at Anthony, rear-end air-brake test may be made at Anthony.

**AIR-BRAKE RULE 56.** Retaining valves will be turned up on freight and mixed trains as follows:

Anthony or Moor to Wells—One Retainer for Each	150 M's
Cobre to Montello..... " " " "	150 M's
Promontory to Blue Creek.. " " " "	140 M's
Promontory to Lake..... " " " "	150 M's
M.P. 708 to Terrace..... " " " "	150 M's
M.P. 708 to Matlin..... " " " "	150 M's
2½ Miles West of Goumaz to Susanville	130 M's
Mt. Montgomery to Hammil " " " "	50 M's
Mt. Montgomery to Tonopah Jct. " " " "	50 M's
Sage Hen to Madeline..... " " " "	140 M's
Crest to Karlo..... " " " "	120 M's
Viewland to Wendel..... " " " "	140 M's
Sage Hen to Likely..... " " " "	140 M's

When all retainers are not used, the required number shall be turned up solid on the head-end of train.

Eastward freight trains stopped at Madeline may, to avoid stopping at Sage Hen, make inspection and rear-end test and turn up retainers at Madeline. Westward freight trains stopped at Karlo may, to avoid stopping at Viewland, make inspection and rear-end test and turn up retainers at Karlo.

The following shall govern use of retainers Tecoma to Lucin:

Retainers shall be used between Tecoma and Lucin when necessary in the judgment of conductor and engineer, except that on trains averaging one hundred M's or more per car, one retaining valve shall be used for every two hundred M's in train.

When retainers are not used between Tecoma and Lucin, maximum speed shall be thirty-five miles per hour.

Where retainers are used, the speed of freight trains on any grade of over one per cent shall not exceed 25 miles per hour. On grades of this character MORE THAN FIVE MILES LONG THE TIME CONSUMED IN TRAVELING ANY ONE MILE OF THE FIRST FIVE MILES SHALL NOT BE LESS THAN THREE MINUTES. This shall not be authority to exceed specified speed restrictions.

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

Eight retainers shall be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

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

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

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

Eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509, applicable to double track.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509, applicable to single track.

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

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

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

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

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

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

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

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

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

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

(G) A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance will be obtained authorizing such train Elko to Carlin.

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

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

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph of Rule 96 will apply at Western Pacific Elko to first-class trains only.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead of it, West Elko to Carlin.

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

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

EXAMPLE 1—"Eng.....run extra on.....Pacific track.....to....."

EXAMPLE 2—"Eng.....works extra on.....Pacific track.....M until.....M between.....and....."

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

Trains or engines stopped by these signals will observe Rule 509 in addition to interlocking rules.

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

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

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

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

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

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

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

East Carlin. Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made through this switch without first stopping and ascertaining that switch is properly lined.

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

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

(N) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard.

West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Oil-buffer spring-switch at Junction is normally lined for Southern Pacific main track.

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

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find detour signal 5545 in stop position, after stopping and before proceeding, will provide flag protection against westward trains moving on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour will not foul Southern Pacific main track until approaching train has passed or come to a stop.

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

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

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

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

#### USE OF NO. 2 TRACK BETWEEN SPARKS AND VISTA

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

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

An eastward train given right over opposing trains on No. 2 track Sparks to Vista or a first-class westward train given right over opposing trains on No. 2 track Vista to Sparks shall use No. 2 track and relinquish all right to main track unless order is annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks regardless of train given right to use No. 2 track except it be a section of a schedule. Eastward inferior trains receiving an order that a first-class westward train has right over opposing trains on No. 2 track Vista to Sparks may use the main track Sparks to Vista regardless of train given right to use No. 2 track except it be a section of a schedule. When orders cover movement of a section of an eastbound schedule, on No. 2 track, westward inferior trains shall not leave Vista on nor occupy main track at Vista unless they have authority against following section. When orders cover movement of a section of a first-class schedule on No. 2 track Vista to Sparks eastward inferior trains shall not leave Sparks unless they have authority against following section.

Speed restriction No. 2 track 25 miles per hour.

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

Trains using No. 2 track in either direction shall comply with Rule 17-C, "Headlight," that part of Rule 19 with reference to arranging markers, and Rule 99.

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

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

#### MISCELLANEOUS

1. Water or oil shall not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

4. For the purpose of pushing trains out of yards:

(a) No engine shall be placed behind wooden-underframe caboose or other wooden-frame equipment.

(b) Engines of 4000 or 4100 class shall not be placed behind steel-underframe cabooses.

(c) Air shall not be coupled through pusher engine.

(d) Yard engines regularly so used shall be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it shall not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine shall be placed behind wooden-underframe cars or cabooses.

(b) Helper engines heavier than Consolidation type shall not be placed behind steel-underframe cabooses between Montello-Valley Pass, Wells-Moor and Alturas-Wendel.

(c) In no case shall more than one helper engine be placed behind steel-underframe cabooses.

(d) When helper engines are used in rear of freight trains, Consolidation and lighter class must be placed behind heavier class.

(e) Engines with cars must not be cut off or coupled to a train while the train is in motion.

8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, rear brakeman shall open steam valve on rear of train at station one-mile board and engineman shall shut off the steam one-half mile from station.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, MT, and P class engines shall not enter Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point ten (10) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and shall not operate on Mina or Alturas, sub-divisions.

Engines exceeding 160,000 pounds on drivers shall not be operated on Promontory Branch beyond mile-board Lucin.

Engines shall not go on Trestle on County Spur Fallon, on spur Allen; Old Mill track located on north side Hazen, or on temporary outfit spur on north side Lovelock.

AC and Mikado engines shall not use old wye at Likely.

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

AC and Mikado engines shall not use any Fruit Growers' Supply Company's tracks at Susanville except main spur leading to mill pond and straight track on which scales are located, shall not enter sump track at Susanville from west end, and shall not use planing-mill track of Lassen Lumber & Box Company past the unloading dock from either end. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed ten (10) miles per hour on this track.

Trains and engines shall not go more than four hundred feet beyond east wye switch Fallon.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit shall hold on to about 10 cars.

Sugar-factory spur Fallon may be used at speed not exceeding 10 miles per hour by 2100 or small 2200 class engine.

Do not exceed eight miles per hour on spur leading to quarry from wye at Beneme.

SPECIAL INSTRUCTIONS

No locomotive other than six-wheel switch engines are permitted on any industry track north of the westward main track between Park Street and W. P. interchange at Reno.

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

20. Handling of freight cars in trains behind passenger cars carrying passengers is prohibited.

Baggage, express, mail, refrigerator, or other head-end cars shall not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express, or mail car, or a caboose.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Table with 10 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MIN. SEC.

STRUCTURES LESS THAN STANDARD CLEARANCE

Table with 5 columns: M. P., DESCRIPTION, NO., OVER, EAST OF. Lists various structures like bridges and tunnels with their locations and clearance details.

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

SPEED RESTRICTIONS

Maximum speed of Passenger trains must not exceed 50 M. P. H. and Freight and Mixed trains 35 M. P. H., except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

Main table with columns for Page No., BETWEEN, Streamliner Diesel Power Unit, Passenger (T 26, 32, 37, 40, etc.), Freight and Mixed, Engines backing except S-SE Type, Switch Engines S-SE Type, Forward, Backward and Light, and LIGHT ENGINES RUNNING FORWARD (E P A, T 26, 32, 37, 40, etc.).

**SPEED RESTRICTIONS**

Maximum Speed of Passenger trains must not exceed 50 M.P.H. and Freight and Mixed trains 35 M.P.H. except as otherwise provided for. Speed restrictions in miles per hour, will apply as follows:

Page No.	BETWEEN	PASSENGER						FREIGHT and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	LIGHT ENGINES RUNNING FORWARD			
		Stream-liner Diesel Power Unit	Maximum Except Stream-liner Diesel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)				E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 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, 6 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Eastward Tecoma to Lucin	95	65	65	50	45	40	35	30	20	45	40	35	30
5	Westward Lucin to Montello	80	60	60	50	45	40	40	30	20	45	40	35	30
5	Lucin and Lakeside, entering double track	35	35	35	35	35	35	35	30	20	35	35	35	30
5	Between Lucin and M.P. 715.56 (Allen)		60	60	50	45	40	40	30	20	45	40	35	30
5	Between Lucin and M.P. 706	80												
5	Between M.P. 706 and M.P. 711	95												
5	Between M.P. 711 and M.P. 715.56	80												
5	Between M.P. 735 and M.P. 740 (Rambo Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Between M.P. 740 and M.P. 752 (Salt Lake Trestle)	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Between M.P. 752 and M.P. 754 (Saline Fill)	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Eastward Saline to mile board west of Promontory Point	95												
5	Between M.P. 759 and west switch Little Mt. Turnout Engle and east switches Midlake and Colin	60	55	55	50	45	40	35	30	20	45	40	35	30
5	Bridge, leaving double track through turnout Westward—M.P. 775.54 (West Weber) to M.P. 768.40 (Little Mountain)	30	20	20	20	20	20	15	15	15	20	20	20	20
5	Between M.P. 734.60 (Lakeside) and M.P. 715.56 (Allen)	95	65	65	50	45	40	40	30	20	45	40	35	30
5	Eastward M.P. 771 (West of Reese) to M.P. 780.58 (Ogden Yard Limit)	95	65	65	50	45	40	40	30	20	45	40	35	30
2, 3, 4, 5	Turnouts and crossovers unless otherwise provided	10	10	10	10	10	10	10	10	10	10	10	10	10

**SPEED RESTRICTIONS**

Speed restrictions in miles per hour, will apply as follows:

Page No.	BETWEEN	PASSENGER		FREIGHT	Engines Backing	Switch Engines S-SE Type with Train or Light	LIGHT ENGINES RUNNING FORWARD
		Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3				
6	Between Fernley and Alturas; Wendel and Susanville, except as follows:	40	40	30	15	20	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361	35	35	30	15	20	30
6	Susanville and Westwood Junction	25	25	20	15	20	25
6	Susanville Yard, between outside switches	20	20	20	15	20	20
6	Westwood Junction and Mason	35	35	30	15	20	30
6	Between M.P. 361 and Viewland	30	30	20	15	20	30
6	On curve between M.P. 367 and M. P. 368	35	35	30	15	20	30
6	Between M.P. 375 and M. P. 385	30	30	20	15	20	30
6	Eastward from Crest to M.P. 395	30	30	20	15	20	30
6	Westward from M.P. 395 to Crest	30	30	30	15	20	30
6	Crest to M.P. 385	25	25	20	15	20	25
6	On curve at M.P. 391	20	20	20	15	15	20
6	On curve at M.P. 415	35	35	30	15	20	30
6	Between Madeline and Sagehen	30	30	20	15	20	30
6	Between Sagehen and M.P. 438	25	25	20	15	20	25
6	Over W.P. Crossing, Flanigan	20	20	20	15	20	20
6	Wendel Yard between outside switches	15	15	15	15	15	15
6	Lucin and Kelton	20	20	20	15	20	20
6	Kelton and Corinne	25	25	25	15	20	25
7	Fallon and Hazen	30	30	25	15	20	30
7	Hazen and Mina	40	40	30	15	20	30
7	Between Mina and Keeler	All Engs.		All Engs.	All Engs.		All Engs.
7	Mina and Tonopah Junction	40		30	15		20
7	Tonopah Junction and Queen	15		15	15		15
7	Queen and Hammil	20		20	15		20
7	Hamil and Chalfant	30		30	15		20
7	Chalfant and Laws	20		20	15		20
7	Laws and Keeler	30		30	15		20
6-7	Turnouts and Crossovers unless otherwise provided	10		10	10		10

- 2-3 Streamliner CITY OF SAN FRANCISCO, when running against the current of traffic on double or paired track, or when handled by steam power, must not exceed speed permitted steam passenger trains under the same conditions.
- 4-5
- 7 Between Hazen and Mina mixed trains, when handled by T 23; T 28; T 31; or smaller engines, may run 35 miles per hour.
- 6 Between M.P. 280 and yard limit Fernley, Alturas Sub-division, westward freight trains may run 35 miles per hour.
- 6 Fire train of Red River Lumber Company may make following speed: Between Mason and Westwood Jct., 35 miles per hour; between Westwood Jct. and Susanville 25 miles per hour, and through all tunnels 10 miles per hour. Maximum speed for McKen and gas electric motor cars when backing is 60 miles per hour, and restricted speed of passenger trains as indicated at various locations shall be observed. Tenders having capacity of over 7,000 gallons may be operated not to exceed 65 miles per hour, and those having capacity of 7,000 gallons or less shall not exceed 50 miles per hour, except the 50-mile per hour restriction shall not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less. Maximum speed for relief trains with steam derrick, 25 miles per hour. Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 miles per hour. Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 miles per hour. Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached, or engines with only caboose attached may make speed allowed passenger trains between Tresend and Bridge. Engines operated coupled tender to tender shall not exceed speed permitted for light engines of that class running backward. When all the weight has been removed from any one pair of drivers on an engine, the speed shall not exceed 20 miles per hour. When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed shall not exceed 30 miles per hour. Maximum speed of any disabled engine handled in train or running under own steam shall not exceed:
  - All classes, including S and SE engines, when not equipped with engine trucks.....20 miles per hour
  - When pilot removed.....20 miles per hour
  - When main rod only removed.....30 miles per hour
  - When side rods only are removed.....30 miles per hour
  - When both main and side rods are removed...20 miles per hour
  - When handled in train and all rods on.....30 miles per hour
- Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:
  - (a) Wooden baggage, express, and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.
  - (b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra train contain both wooden and steel passenger-carrying cars, the wooden equipment shall be kept together and on the rear.
- All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

SPECIAL INSTRUCTIONS—Concluded.

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

LOCATION OF STRETCHERS

Table with 6 columns: Ogden, Promontory Pt., Lakeside, Montello, Cobre, Wells, Elko, Carlin, Battle Mtn., Winnemucca, Imlay, Lovelock, Hazen, Sparks, Susanville, Westwood, Wabuska, Mina, Laws, Keeler, Alturas.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with 4 columns: CLASS, NOT AIR CONDITIONED (All-Steel, Steel Underframe), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Rows include Baggage, Baggage & Mail, Express Refr., Express, Horse, Postal, Postal Storage, Club, Official, Chair, Coaches, All-Day Lunch, Cafe Coach, Diner, Pullman-Observation, Pullman Bedroom Car, Pullman Sleeper, Tourist, Rail Gas-Electric Car.

\*Steel Underframe.

Main locomotive rating table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, and various route names (Sparks to Lovelock, Lovelock to Rye Patch, etc.) and their corresponding M ratings.

Table for Allowance for Empty and Underloaded Car, showing M ratings for different car types and weights (Less than 40 M's, 40 M's to 50 M's, More than 50 M's).

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown. Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

COMPANY SURGEONS

Table with 6 columns: LOCATION, NAME, TITLE, LOCATION, NAME, TITLE. Lists surgeons for various locations like San Francisco, Reno, Fallon, Susanville, etc.

Mileage—Main Line

Table showing mileage for main line routes: M.P. 238.8 west of Reno to Ogden, M.P. 238.8 west of Reno to Ogden, M.P. 275.856 Fernley to end of Division near Paola.

Branches

Table showing mileage for branches: Fallon, Malad Valley, Mina, Promontory, Westwood.

Summary of Total Branches (507.87) and Total Salt Lake Division (1391.33).

Table listing key personnel: CHIEF TRAIN DISPATCHERS (F. W. SMITH, H. G. VALLEAU), ASSISTANT CHIEF TRAIN DISPATCHERS (C. O'LAUGHLIN, H. F. McDONALD), TRAINMASTER AND ROAD FOREMAN OF ENGINES (S. H. BRAY, A. R. McEACHERN), ROAD FOREMAN OF ENGINES (W. H. MARLIN, G. H. MOORE), Terminal Trainmasters (W. E. EASTMAN, H. R. HAINES), T. J. FOLEY (Assistant Superintendent, Sparks), J. J. SULLIVAN (Assistant Superintendent, Ogden).



**SALT LAKE DIVISION**  
**SOUTHERN PACIFIC COMPANY**

SCALE OF MILES  
August, 1919

CLARK  
J  
B  
R  
L  
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N

WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK  
OPERATION

EUREKA

WHITE PINE

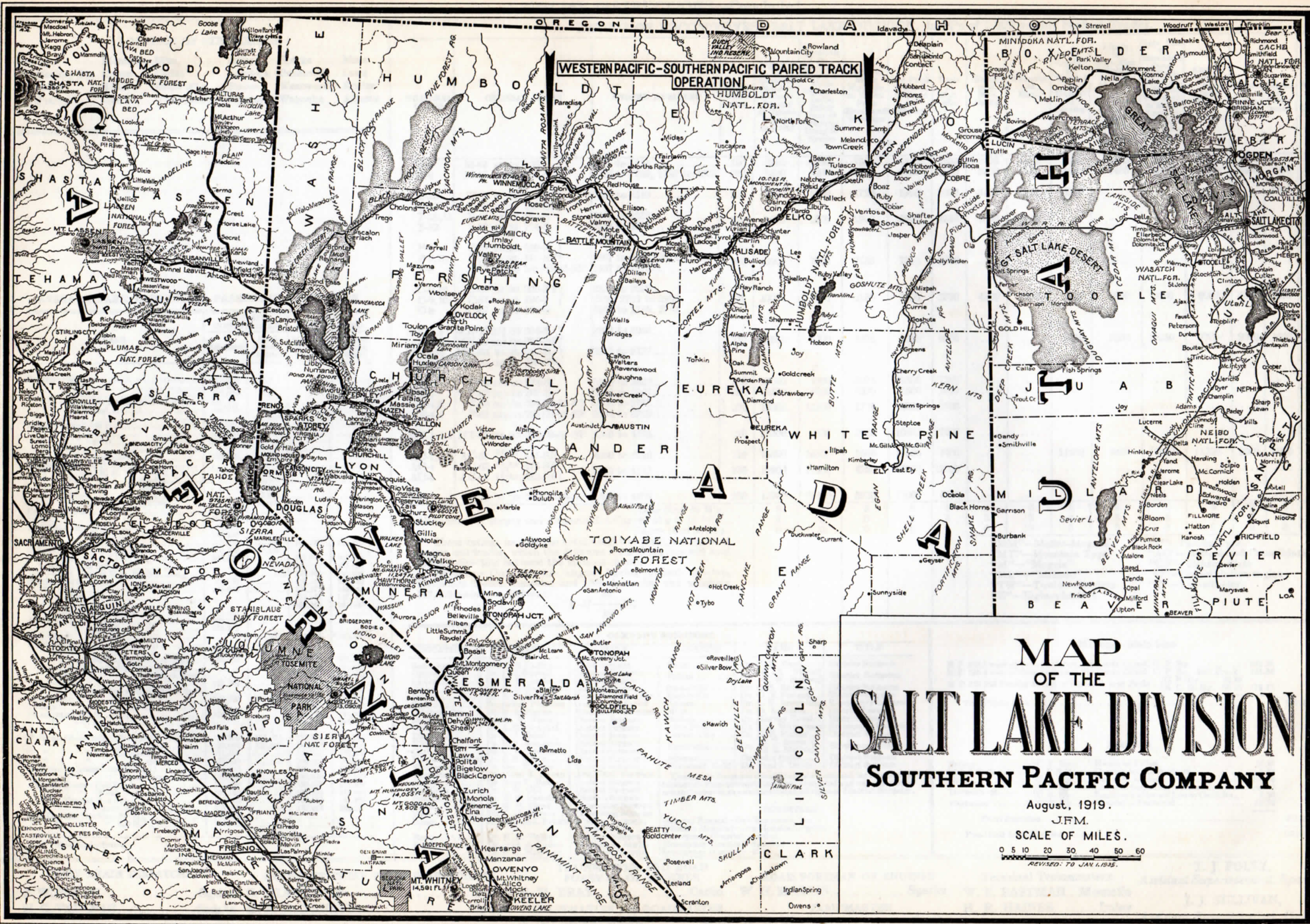
LANDER

TOYABE NATIONAL  
FOREST

MINERAL

ESMERALDA

CLARK



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

# MAP OF THE SALT LAKE DIVISION

## SOUTHERN PACIFIC COMPANY

August, 1919.  
J.F.M.

SCALE OF MILES.  
0 5 10 20 30 40 50 60  
REVISED: 70 JAN. 1, 1935.