

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

56



To Take Effect Sunday, March 8, 1942, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS					Distance from San Francisco	Time-Table No. 56 March 8, 1942	Distance from Inlay	FIRST-CLASS					SECOND-CLASS		
	566	564	562	560	102	22	606	28	88				101	21	605	27	87	563	561	565
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Pacific Limited	Mixed	San Francisco Overland Limited	Challenger				Streamliner City of San Francisco	Pacific Limited	Mixed	San Francisco Overland Limited	Challenger	Freight	Freight	Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Sparks yard BKWOTYP	5.55 PM	12.01 PM	5.55 AM	12.01 AM	10.45 PM	9.45 PM	7.05 PM	6.45 AM	5.25 AM	246.2	TO-R SPARKS	138.1	s 2.30 AM	s 12.35 PM	s 6.15 PM	s 8.05 PM	s 9.25 PM	11.50 AM	7.08 PM	2.40 AM
N Spur 49 P	6.03	12.10	6.03	12.10	10.49	9.50	7.11	6.50	5.30	249.1	VISTA	135.2	2.25	12.26	f 5.58	7.55	9.17	11.41	7.00	2.31
123 P	6.10	12.19	6.11	12.17		9.55	f 7.18	6.56	5.35	253.1	HAFED	131.2	2.20	12.19	f 5.50	7.49	9.10	11.35	6.54	2.25
49 95 WP	6.17	12.27	6.18	12.24		10.01	f 7.26	7.01	5.40	257.3	DITHO	127.0		12.13	f 5.38	7.43	9.03	11.28	6.47	2.18
50 117 P	6.25	12.35	6.26	12.32	11.01	10.06	f 7.36	7.06	5.45	262.1	TO CLARK	122.2	2.10	12.07	f 5.30	7.36	8.57	11.20	6.39	2.10
130 P	6.32	12.42	6.33	12.39		10.11	f 7.44	7.11	5.51	266.7	THISBE	117.6		12.01 PM	f 5.22	7.29	8.51	11.13	6.32	2.02
97 45 WP	6.40	12.50	6.41	12.47		10.16	f 7.53	7.16	5.56	271.4	GILPIN	112.9	2.00	11.55 AM	f 5.16	7.22	8.44	11.05	6.24	1.54
Yard Limits YP	6.48	12.58	6.49	12.55	11.15	f 10.23	s 8.05	7.21	6.02	276.1	TO-R FERNLEY	108.2	1.56	s 11.48	s 5.05	7.16	f 8.36	10.57	6.16	1.46
48 98 P	6.56	1.05	6.56	1.02		10.29	8.15	7.25	6.07	280.4	ARGO	103.9		11.40	4.54	7.08	8.28	10.50	6.09	1.39
114 P	7.03	1.11	7.02	1.08		10.33	8.23	7.29	6.12	284.4	PATNA	99.9	1.49	11.35	4.47	7.03	8.23	10.44	6.03	1.33
Yard Limits BKWOTYP	7.09	1.17	7.08	1.14	11.24	s 10.43	s 8.40 PM	s 7.35	s 6.22	288.1	TO-R HAZEN	96.2	1.46	s 11.29	4.40 PM	s 6.58	s 8.15	10.38	5.57	1.28
50 102 P	7.16	1.24	7.15	1.21		10.50		7.41	6.28	292.5	MASSIE	91.8		11.19		6.48	8.07	10.31	5.50	1.21
50 101 P	7.24	1.31	7.23	1.29		10.55		7.46	6.33	297.4	FALAIS	86.9	1.39	11.14		6.43	8.02	10.23	5.42	1.13
82 50 P	7.31	1.38	7.30	1.36	11.34	11.00			6.38	302.0	UPSAL	82.3	1.36	11.09		6.38	7.57	10.16	5.35	1.06
49 105 P	7.39	1.46	7.38	1.44		11.05		7.55	6.43	306.8	DESERT	77.5		11.04		6.33	7.52	10.08	5.27	12.58
122 50 WP	7.47	1.54	7.46	1.52		11.10			6.48	311.7	TO PARRAN	72.6		10.59		6.28	7.47	10.00	5.19	12.50
100 50 P	7.54	2.01	7.53	1.59	11.44	11.15		8.04	6.53	316.1	HUXLEY	68.2	1.25	10.54		6.23	7.42	9.53	5.12	12.43
50 98 P	8.00	2.07	7.59	2.05	11.47	11.19		8.08	6.57	320.0	OOCALA	64.3		10.50		6.19	7.38			
49 99 P	8.07	2.14	8.06	2.12	11.50	11.24		8.12	7.02	324.2	MIRIAM	60.1		10.45		6.15	7.33	9.41	5.00	12.31
55 94 P	8.14	2.21	8.13	2.19	11.53	11.29			7.06	328.4	TO TOY	55.9	1.16	10.40		6.11	7.26	9.34	4.53	12.24
102 P	8.21	2.27	8.19	2.25		11.34		8.19	7.10	331.8	TOULON	52.5		10.36		6.07	7.21	9.29	4.47	12.18
102 P	8.28	2.34	8.26	2.32	11.59 PM	11.39			7.15	336.4	GRANITE PT.	47.9		10.31		6.02	7.16	9.22	4.40	12.11
19 YP	8.35	2.41	8.34	2.39	12.02 AM	11.44		8.28	7.20	340.5	PERTH	43.8	1.07	10.26		5.58	7.12	9.15	4.33	12.04 AM
134 125 WP	8.42	2.47	8.43	2.45	12.06	s 11.54 PM		s 8.34	s 7.30	344.3	TO LOVELOCK	40.0	1.03	s 10.20		s 5.52	s 7.07	9.08	4.27	11.58 PM
Spur 7 P						12.01 AM		8.41	7.38	349.0	KODAK	35.3	12.58	10.10		5.42	6.58			
Spur 73 P						12.06		8.46	7.44	353.2	WOOLSEY	31.1								
Spur 38 WP	9.06	3.10	9.06	3.07	12.18	f 12.12		8.51	7.50	357.8	OREANA	26.3	12.52	f 10.02		5.33	6.50			
M 126 P					12.24	12.24		9.00	8.01	366.0	RYE PATCH	18.1	12.45	9.53		5.25	6.42	8.35	3.54	11.25
Spur 8										372.6	VALERY	11.5								
M 133 Spur 13 WP					12.34	12.36		9.11	8.13	377.0	HUMBOLDT	7.1	12.35	9.41		5.15	6.30			
Yard Limits BKOWYP	10.00 PM	4.01 PM	10.00 AM	4.01 AM	12.40 AM	s 12.46 AM		s 9.22 AM	s 8.23 AM	384.1	TO-R IMLAY	0.0	12.29 AM	9.31 AM		5.05 PM	6.20 PM	8.02 AM	3.20 PM	10.52 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(138.1)	137.9	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.05) 33.77	(4.00) 34.47	(4.05) 33.77	(4.00) 34.47	(1.55) 71.94	(3.01) 45.71	(1.35) 26.46	(2.37) 52.70	(2.58) 46.48		Time over District Average Speed per Hour.		(2.01) 68.47	(3.04) 45.03	(1.35) 26.46	(3.00) 46.03	(3.05) 44.78	(3.48) 36.66	(3.48) 36.66	(3.48) 36.66

RULE 5. Vista: Schedule time and train orders apply at end of double track.

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.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93. Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Second class and extra trains may run ahead of No. 605 Hazen to Sparks.

No. 27 reduce speed to 10 MPH at Fernley, daily except Sunday, to dispatch U. S. mail.

No. 28 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 & 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge	Points beyond Ogden	Colfax or West
28	Any Station	Receive		Sparks or West
88	Any Station	Discharge	Ogden or East	
88	Any Station	Receive		

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS				Distance from San Francisco	Time-Table No. 56 March 8, 1942	Distance from Carlin	FIRST-CLASS					SECOND-CLASS				
	576	574	572	570	28	88	102	22				39	21	27	87	101	563	77	561	61	565
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited				Western Pacific Exposition Flyer	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard Limits BKWOYP	10.15 PM	4.15 PM	10.15 AM	4.15 AM	9.27 AM	8.30 AM	12.40 AM	12.51 AM	384.1	TO-R IMLAY 4.6	150.2	s 9.26 AM	s 4.58 PM	s 6.15 PM	12.29 AM	7.25 AM		3.00 PM		10.00 PM	
N Spur 56 P					9.33	f 8.40		f 1.01	388.7	MILL CITY 8.3	145.6	f 9.18	4.51	f 6.06	12.25						
M 122 WP Spur 13					9.41	8.50	12.53	1.10	397.0	COSGRAVE 9.6	137.3	9.06	4.43	5.58	12.19						
Spur 11 P	10.55	4.55	10.55	4.55	9.51	9.02	1.01	1.20	406.6	TO ROSE CREEK 5.3	127.7	8.55	4.34	5.48	12.11	6.50		2.25		9.26	
100 P	11.05	5.05	11.05	5.05	9.57	9.08	1.05	1.26	412.1	BENIN 5.2	122.4	8.48	4.29	5.42	12.05	6.35		2.17		9.18	
W 105 E 95 WP	11.15	5.15	11.15	5.15	s 10.06	s 9.18	1.09	s 1.37	417.3	TO WINNEMUCCA 3.6	117.2	s 8.41	s 4.22	s 5.36	12.01 AM	6.27		2.09		9.10	
45 IP	11.25 PM	5.25 PM	11.25 AM	5.25 AM	10.12 AM	9.25 AM	1.14 AM	1.45 AM	420.9	TO-R WESO W. P. Connection 2.4	113.6	7.50 AM	8.31	4.14	5.27	11.58 PM	6.21	10.15 AM	2.04	4.30 PM	9.04
102 P									423.3	TULE 5.6	111.2	7.46	8.27	4.11							
82 P									428.9	EGLON 5.1	105.6	7.39	8.21		5.18						
93 WP									434.0	TO GOLCONDA 5.3	100.5	7.33	f 8.14	4.02	f 5.12	11.46	6.01	9.50	1.45	4.09	8.45
50 Spur 34 P									439.3	PREBLE W. P. Connection 4.2	95.2	7.27	8.07		5.06						
Spur 24 P									443.5	COMUS 4.6	91.0	7.22	8.02	3.53	5.02	11.39	5.45		1.29		8.29
49 49 P									448.1	IRON POINT 4.6	86.4	7.17	7.57	3.49	4.57			9.25		3.49	
Spur 51 P									452.7	HERRIN 4.7	81.8	7.12	7.52	3.45		5.30		1.15		8.15	
Spur 50 P									457.4	STONE HOUSE 3.9	77.1	7.07	7.47		4.48						
72 P									461.3	VALMY 5.0	73.2	7.02	f 7.43	3.37	4.44	11.27	5.17	9.05	1.02		8.02
101 P									466.3	MOTE 4.6	68.2	6.57	7.38		4.39					3.19	
73 P									470.9	PIUTE 4.9	63.6	6.52	7.33	3.28	4.34						
72 WP									475.8	TO BATTLE MOUNTAIN 6.2	58.7	6.47	s 7.27	s 3.23	s 4.28	11.17	4.55	8.30	12.40 PM	3.04	7.40
Spur 72 P									482.0	ROSNY 5.7	52.5		7.16		11.13		8.19				
102 P									487.7	ARGENTA 5.2	46.8	6.36	7.10	3.10	4.13		4.37	8.10		2.43	
50 49 P									492.9	MOSEL 5.6	41.6	6.31	7.04		4.08	11.04		8.01			
Spur 49 P									498.5	SHOSHONE 5.2	36.0		f 6.58	3.00	4.02	11.00	4.20	7.52		2.26	
99 P									503.7	LADOGA 4.5	30.8		6.53		3.56						
Spur 50 P									508.2	TO BEOWAVE W. P. Connection 4.5	26.3	6.16	f 6.48	2.51	f 3.50	10.51	4.05	7.35	11.50 AM	2.10	6.50
Spur 51 P									512.7	OLURO 4.3	21.8		6.42								
Spur 33 P									517.0	HARNEY 3.2	17.5		6.37	2.41	3.40	10.41					
52 55 WP									520.2	BARTH W. P. Connection 1.4	14.3										
83 P									521.6	GERALD 4.1	12.9	6.01	6.31	2.35	3.34		3.45	7.15		1.50	
Carlin Yard BKWOTP									525.7	TO PALISADE 5.5	8.8		f 6.25	2.29	f 3.28	10.31	3.35	7.05		1.40	
									531.2	TYROL 3.3	3.3										
									534.5	TO-R CARLIN W. P. Connection	0.0	5.43 AM	6.10 AM	2.15 PM	3.13 PM	10.21 PM	3.15 AM	6.45 AM	11.00 AM	1.20 PM	6.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.10) 31.37	(1.10) 31.37	(1.10) 31.37	(1.10) 31.37	(0.45) 48.80	(0.55) 39.92	(0.34) 64.58	(0.54) 40.66		Time over District.....	(2.07) 53.66	(3.16) 45.97	(2.43) 55.29	(3.02) 49.51	(2.08) 70.40	(4.10) 36.04	(3.30) 32.45	(4.00) 37.55	(3.10) 35.87	(4.00) 37.55	

Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Weso and Carlin.

On Southern Pacific tracks between Carlin and Weso Automatic Block System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions.

RULE 5. Rose Creek: Schedule time and train orders apply at end double track.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93: Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.

First-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge	Points beyond Ogden	Cheyenne Collax or West
28	Any Station	Discharge		
28	Any Station	Receive	Ogden or East Reno or West	Reno or West Sparks or West
28	North Battle Mtn.	Discharge		
88	Any Station	Discharge	Ogden or East Reno or West	Ogden or East
88	Any Station	Receive		
87	Any Station	Receive		
87	Any Station	Discharge		

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS				Distance from San Francisco	FIRST-CLASS					SECOND-CLASS						
	572	570	576	574	28	88	22	102		21	39	27	87	101	77	571	61	573			
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Pacific Limited	Streamliner City of San Francisco		Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Carlin Yard BKWOTP									534.5	TO-R CARLIN W.P. Connection 3.0	s 6.00 AM	5.43 AM	s 2.05 PM	s 3.03 PM	s 10.18 PM		6.45 AM	10.10 AM	1 20 PM	2.30 AM	
N 82 P									537.5	VIVIAN 2.8	5.51	5.36	1.58	2.56	10.13		6.33	9.59	1.09	2.17	
Spur 50 P									540.3	TONKA 4.2		5.33					6.28			2.11	
51 50 P									544.5	MOLEEN 5.8	5.42		1.51	2.49			6.19	9.45	12.54	2.04	
72 P									550.3	AVENEL 4.2	5.36	5.24	1.45	2.43			6.10			1.56	
									554.5	WEST ELKO W.P. Connection 1.5	5.31	5.20	1.40	2.38			6.00 AM	9.36	12.35 PM	1.48	
Elko Yard WP									556.0	TO-R ELKO W.P. Connection 4.5	s 5.28	s 5.17 5.10	s 1.37	s 2.35	9.57		Via WP Yard 5.30 AM	9.33	Via WP Yard 12.25 PM	1.45	
83 P									560.5	COIN 4.3	5.16		1.29	2.24							
Spur 48 P									564.8	OSINO 3.0	5.11	5.01	1.25	2.20			5.15		12.09 PM	1.30	
51 Spurs 49 P									567.8	RYNDON 5.6											
88 WP									573.4	ELBURZ 3.3	5.00	4.52	1.16	2.09	9.39		5.00	9.06	11.54 AM	1.15	
100 P									576.7	TO HALLECK 4.5	4.56	4.48	1.12	f 2.04							
82 P									581.2	RASID 4.1	4.51						4.48		11.42	1.03	
Spur 52 P									585.3	NATCHEZ 4.3	4.47	4.39									
112 WP									589.6	TO DEETH 1.5	4.42	4.35	1.00	f 1.50	9.27		4.35	8.41	11.29	12.50	
Spur 57									591.1	W.P. CONNECTION 3.3											
154 P									594.4	NARDI 4.7											
									599.1	TULASCO 4.5	4.32	4.25	12.50	1.38							
86 IP	6.15 PM	12.15 PM	6.15 AM	12.15 AM		1.47 PM	1.20 PM	5.50 AM	4.10 AM	603.6	TO-R ALAZON W.P. Connection 3.9	4.27	4.20 AM	12.46	1.34	9.17		4.05 AM	8.20	11.05 AM	12.25
Yard Limits BKWOYP	6.40	12.40	6.40	12.40		s 1.57	s 1.31	s 6.08	4.15	607.5	TO-R WELLS 6.1	s 4.20		s 12.39	s 1.27				8.10	12.15 AM	
Eastward Track Spur 3									613.6	CEDAR 2.8											
Yard Limits 50 E 102 YP	7.30	1.25	7.30	1.25		2.16	1.51	6.27	4.29	616.4	TO MOOR 3.7	3.48		12.24	1.09	9.03			7.46	11.20 PM	
98 50 WP	7.40	1.35	7.40	1.35		2.23	1.58	6.34	4.33	620.1	ANTHONY 4.0	3.44		12.20	1.05				7.40	11.12	
50 50 P									624.1	HOLBORN 3.4											
50 98 P	7.54	1.49	7.54	1.49		2.32	2.08	6.44	4.41	627.5	FENELON 4.3	3.36		12.12	12.57	8.51			7.25	10.57	
Spur 10 P	8.01	1.56	8.01	1.56		2.37	2.14	6.49	4.45	631.8	PEQUOP 5.0	3.31		12.07	12.52	8.47			7.18	10.49	
114 P	8.09	2.04	8.09	2.04		2.43	2.20	6.55	4.50	636.8	ICARUS 3.8	3.26		12.01 PM	12.46	8.42			7.10	10.40	
Yard Limits 114 WYP	8.30	2.25	8.30	2.25		2.48	2.25	7.00	4.54	640.6	TO VALLEY PASS 4.2	3.20		11.54 AM	12.39	8.38			7.00	10.30	
59 P						2.54	f 2.32	7.06		644.8	COBRE 5.0	17.1	3.13		11.46	f 12.31					
Spur M 94 18 WP						3.02	2.40	7.14	5.05	649.8	LORAY 3.6	12.1	3.04		11.37	12.22	8.26				
Eastward Track Spur 2 P									653.4	TIOGA 1.9	8.5	2.57		11.30	12.15 PM						
114 P						3.09	2.48	7.22	5.13	655.3	ULLIN 6.6	6.6									
Yard Limits BKWOYP	9.30 PM	3.35 PM	9.30 AM	3.25 AM		s 3.19 PM	s 2.58 PM	s 7.31 AM	5.21 AM	661.9	TO-R MONTELLO	2.40 AM		11.13 AM	11.58 AM	8.07 PM			5.40 AM	9.15 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	
	(3.15) 17.93	(3.20) 17.49	(3.15) 17.93	(3.10) 18.41		(1.32) 38.02	(1.38) 35.69	(1.41) 34.63	(1.11) 49.26		(3.20) 38.22	(1.23) 49.95	(2.52) 44.44	(3.05) 41.31	(2.11) 58.35			(2.40) 25.91	(4.30) 28.31	(2.15) 30.71	(5.15) 24.26

Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Carlin and Alazon.

On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93: Westward trains are superior to trains of the same class in the opposite direction; EXCEPTIONS: No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101. First-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

RULE 5. 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.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge	Reno or West Points beyond Ogden	Cheyenne Ogden or East
87	Any Station	Discharge		
87	Any Station	Receive		
28	Any Station	Discharge		
28	Any Station	Receive	Ogden or East	Sparks or West
88	Any Station	Discharge		
88	Any Station	Receive		

Capacity of sidings in car lengths	SECOND-CLASS				FIRST-CLASS				Distance from San Francisco	Time-Table No. 56 March 8, 1942	Distance from Ogden	FIRST-CLASS				SECOND-CLASS		
	572	570	576	574	28	88	22	102				27	87	101	21	571	573	
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Pacific Limited	Streamliner City of San Francisco				San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Freight	Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		East	West	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard Limits BKWOYP	10.15 PM	4.15 PM	10.10 AM	4.00 AM	3.24 PM	3.03 PM	7.38 AM	5.21 AM	661.9	(TO-R MONTELLO 6.4	120.4	121.2	s 11.08 AM	s 11.53 AM	8.07 PM	s 2.35 AM	5.10 AM	8.40 PM
N 113 P					3.32	3.12	7.47		668.3	TECOMA 6.4	114.0	114.8	11.00	11.45	8.01	2.27	4.57	8.27
Grouse 121 P Gartney Spur 23									674.3	TECOMA 6.0	108.0	112.0	10.56	11.41		2.23		
128 101 WYP	10.50	4.54	10.49	4.37	3.44	f 3.25	8.00	5.38	679.8	GARTNEY 5.5	102.5		10.43	s 11.27	7.48	2.10	4.23	7.53
98 51 P	10.58	5.02	10.57	4.45	3.49	3.30	8.05		684.5	TO-R LUCIN 4.7	97.8		10.37	11.21	7.44	2.05	4.15	7.44
100 50 P	11.05	5.09	11.04	4.52		3.35	8.11		688.8	PIGEON 4.3	93.5		10.32	11.16		2.00	4.08	7.37
109 P	11.12	5.16	11.11	4.59	3.58	3.40	8.16	5.49	693.2	TECK 4.4	89.1		10.27	11.11	7.38	1.55	4.01	7.30
98 Spur 10 P	11.19	5.23	11.18	5.06		3.45	8.21		697.6	JACKSON 4.4	84.7			11.06		1.50	3.54	
115 WP	11.26	5.30	11.25	5.13	4.07	3.50	8.26		702.1	BEPPU 4.5	80.2		10.18	11.01		1.45	3.47	7.17
110 Spur 10 P	11.33	5.37	11.32	5.20	4.12	3.55	8.31	5.59	706.4	TO LEMAY 4.3	75.9			10.55	7.28	1.40	3.40	7.10
110 50 P	11.41	5.45	11.40	5.28	4.17	4.00	8.36		711.1	NEWFOUNDLAND 4.7	71.2		10.09	10.50		1.35	3.32	7.02
94 49 P	11.49	5.53	11.48	5.36	4.22	4.06	8.42		716.3	GROOME 5.2	66.0			10.45		1.29	3.24	6.54
101 51 YP	11.56 PM	6.00	11.55 AM	5.43	4.27	4.11	8.47	6.09	720.7	ALLEN 4.4	61.6		10.00	10.40	7.18	1.24	3.17	6.47
99 50 P	12.03 AM	6.07	12.02 PM	5.50	4.32	4.16	8.52		725.3	HOGUP 4.6	57.0			10.35		1.19	3.10	6.40
100 50 P	12.11	6.15	12.10	5.58	4.38	4.22	8.57		730.0	OLNEY 4.7	52.3			10.30		1.14	3.02	6.32
49 107 OP	12.19	6.23	12.18	6.06	4.44	4.28	9.03	6.20	735.2	STRONGKNOB 5.2	47.1		9.46	s 10.24	7.08	1.08	2.54	6.24
	12.27	6.31	12.26	6.14	4.50	4.35	9.10	6.26	740.0	TO LAKESIDE 4.8	42.3		9.41	10.16	7.03	1.01	2.46	6.16
106 P	12.32	6.36		6.19					741.1	TRESEND 1.1	41.2							
Spur 12 108 P	12.48	6.54	12.48	6.36	5.07	4.52	9.29	6.36	744.8	ENGL 3.7	37.5		9.29	10.03	6.54	12.48	2.32	6.02
96 P	1.10	7.16	1.10	6.58	5.24	5.09	9.46		750.1	MIDLAKE 5.3	32.2		9.12	9.46	6.42	12.31	2.10	5.40
P	1.17	7.23	1.18	7.05	5.30	5.16	9.56	6.51	752.2	COLIN 2.1	30.1		9.04	9.33	6.37	12.23	2.00	5.30
Spur 13 P									755.2	TO BRIDGE 3.0	27.1							
51 WP					5.37	5.24	10.05		758.5	SALINE 3.3	23.8		8.57	9.22		12.13		
Spurs 19 52 P								7.03	763.7	PROMONTORY POINT 5.2	18.6							
M 127 Spur 8 P	1.44	7.46	1.43	7.30	5.47	5.35	10.22		767.2	BAGLEY 3.5	15.0		8.48	9.08	6.17	12.03 AM	1.35	5.05
Spur 30									772.5	LITTLE MOUNTAIN 5.3	9.8							
M 127 P					5.56	5.47	10.42	7.13	776.3	REESE 3.8	6.0		8.39	8.57		11.54 PM		
11 Spur									780.0	WEST WEBER 3.7	2.3							
Ogden yard BKWOYP	2.10 AM	8.10 PM	2.10 PM	7.55 AM	s 6.10 PM	s 6.05 PM	s 11.00 AM	s 7.25 AM	781.4	MARRIOTT 1.4	0.9							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	782.3	D. & R. G. CROSSING 0.9	0.0		8.30 AM	8.45 AM	6.05 PM	11.45 PM	1.10 AM	4.30 PM
	(3.55) 30.74	(3.55) 30.74	(4.00) 30.10	(3.55) 30.74	(2.46) 43.51	(3.02) 39.69	(3.22) 35.76	(2.04) 58.25		(120.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
													(2.38) 46.02	(3.08) 38.67	(2.02) 59.60	(2.50) 44.72	(4.00) 30.30	(4.10) 29.08

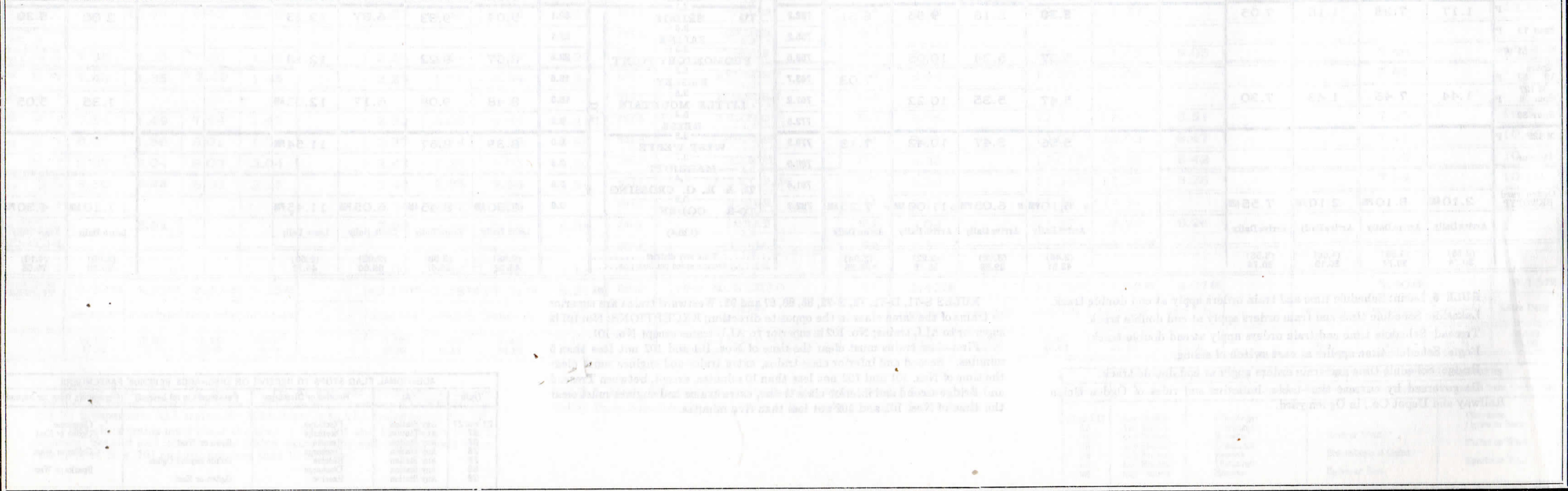
RULE 5. Lucin: Schedule time and train orders apply at end double track.
 Lakeside: Schedule time and train orders apply at end double track.
 Tresend: Schedule time and train orders apply at end double track.
 Engle: Schedule time applies at east switch of siding.
 Bridge: Schedule time and train orders apply at end double track.
 Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard.

RULES S-71, D-71, 72, S-72, 85, 86, 87 and 93: Westward trains are superior to trains of the same class in the opposite direction; **EXCEPTIONS:** No. 101 is superior to ALL trains; No. 102 is superior to ALL trains except No. 101.
 First-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes, except, between Tresend and Bridge second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than five minutes.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
23	Any Station	Discharge	Points beyond Ogden	Colfax or West
23	Any Station	Receive	Ogden or East	Sparks or West
88	Any Station	Discharge		
88	Any Station	Receive		

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco	Time-Table No. 56 March 8, 1942	Distance from Wendel	SECOND-CLASS	
	552 Freight	Leave Daily				559 Freight	Arrive Daily
Yard Limits YP	9.00 PM	276.1	TO-R	FERNLEY 2.0	82.6	9.40 AM	
Spur 12 WP	9.15	278.1		WADSWORTH 3.1	80.6	9.30	
107 P	9.30	281.2		DODGE 9.3	77.5	9.19	
56 P	9.50	290.5		NUMANA 5.0	68.2	8.40	
16 P	10.02	295.5		LIBBY 3.9	63.2		
57 P	10.11	299.4		HESLIP 5.4	59.3	8.05	
Spur 19		304.8		ROMOLO 3.4	53.9		
112 WP	10.35	308.2	TO	SUTOLIFFE 8.4	50.5	7.40	
57 P	10.55	316.6		BRISTOL 5.2	42.1	7.15	
28 WP	11.20	321.8		BIG CANYON 4.3	36.9	7.02	
111 P	11.29	326.1		ZENOBIA 6.7	32.6	6.52	
57 P	11.42	332.8		ASTOR 2.8	25.9	6.37	
56	11.47 PM	335.6		EASTON 0.8	23.1	6.30	
IP		336.4		FLANIGAN W. P. Crossing 8.8	22.3	6.25	
113 P	12.10 AM	345.2		STACY 9.6	13.5	6.05	
68	12.30	354.8		AMEDEE 3.9	3.9	5.40	
Yard Limits BKWOYP	12.40 AM	358.7	TO-R	WENDEL	0.0	5.20 AM	
	Arrive Daily			82.6		Leave Daily	
	(3.40) 22.52			.....Time over District.....		(4.20) 19.06	
				.....Average speed per hour.....			

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco	Time-Table No. 56 March 8, 1942	Distance from Alturas Yard	SECOND-CLASS	
	554 Freight	Leave Daily				551 Freight	Arrive Daily
Yard Limits BKWOYP	1.30 AM	358.7	TO-R	WENDEL 6.9	98.2	4.45 AM	
68 P	2.00	365.6		VIEWLAND 9.1	91.3	4.15	
102 WP	2.25	374.7	TO	KARLO 8.9	82.2	3.45	
69 P	3.15	383.6		SECRET 4.4	73.3	3.15	
Spur 10 WP		388.0		HORSE LAKE 4.5	68.9		
115 YP	4.05	392.5		OREST 5.4	64.4	2.30	
Yard Limits 102 WP	4.25	397.9	TO	RAVENDALE 6.8	59.0	2.00	
29 P	4.45	404.7		TERMO 14.2	52.2		
83 WYP	5.30	418.9	TO	MADLINE 4.4	38.0	1.20 AM	
115 YP	5.50	423.3		SAGE HEN 10.7	33.6		
72 W	6.35	434.0		INDIAN CAMP 4.7	22.9		
121 KWYP	7.20	438.7	TO	LIKELY 4.9	18.2	11.50 PM	
Spur 11 P	7.45	443.6		BAYLEY 2.8	13.3		
Spur 5		446.4		MCARTHUR 9.1	10.5		
P	8.10	455.5		PAOLA 1.4	1.4		
Yard Limits BKWOYP	8.20 AM	456.9	TO-R	ALTURAS	0.0	11.00 PM	
	Arrive Daily			(98.2)		Leave Daily	
	(6.50) 14.37			.....Time over District.....		(5.45) 17.07	
				.....Average speed per hour.....			



EASTWARD

WADSWORTH SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco	Time-Table No. 56 March 8, 1942		Distance from Westwood	SECOND-CLASS	
	556			555				
	Local Freight			Local Freight				
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday				
		3.00 AM	358.7	TO-R	WENDEL 8.4	52.6	9.20 AM	
Yard Limits BKWOYP				TO	LITCHFIELD 7.8	44.2		
55 P			367.1		LEAVITT 7.0	36.4		
64 P			374.9	TO-R	SUSANVILLE 8.2	29.4	8.20 8.15	
Yard Limits KP		4.05 4.15	381.9		BUNNEL 4.7	21.2		
60 P			390.1		GOUMAZ 4.6	16.5		
54 WP			394.8		BLAIR 0.7	11.9		
			399.4		WESTWOOD JOT 2.2	11.2	7.00	
62 YP		5.15	400.1		LASCO 4.3	9.0		
			402.3		FACHT 0.6	4.7		
			406.6	TO-R	MASON	4.1	6.30	
P		5.35	407.2					

BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF WESTERN PACIFIC R. R. BETWEEN MASON AND WESTWOOD. TIME AT WESTWOOD FOR INFORMATION ONLY.

P	Yard Limits BKWYP	5.50 AM	407.2	TO-R	MASON 4.1	4.1	6.15 AM
		Arrive Daily Ex. Sunday	411.3	TO-R	WESTWOOD	0.0	Leave Daily Ex. Sunday
		(2.50) 17.11			(48.5)		(3.05) 15.72
					Time over District.....		
					Average Speed per Hour.....		

EASTWARD

OGDEN SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco	Time-Table No. 56 March 8, 1942		Distance from Ogden	SECOND-CLASS	
	555			556				
	Local Freight			Local Freight				
	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday				
Yard Limits WYP		679.2	TO-R	LUCIN 20.6	146.8			
9 WP		699.8		WATERCRESS 34.3	126.2			
Yard Limits WYP		734.1		KELTON 9.8	91.9			
		743.9		NELLA 4.7	82.1			
Spur 9		748.6		MONUMENT 3.0	77.4			
5 P		751.6		KOSMO 4.0	74.4			
Spur 21		755.6		LAKE 9.4	70.4			
19 W		765.0		ROZEL 7.9	61.0			
32 P		772.9		PROMONTORY 9.1	53.1			
42 P		782.0		LAMPO 2.4	44.0			
Spur 18 W		784.4		BLUE CREEK 4.0	41.6			
		788.4		CONNOR 5.4	37.6			
Spur 20		793.8		BALFOUR 3.7	32.2			
Spur 234		798.1		DATHOL 1.6	29.5			
51 KP		801.3		STOKES 3.2	27.9			
				TO-R	CORINNE	24.7		

VIA UNION PACIFIC R. R. BETWEEN OGDEN AND CORINNE, BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF UNION PACIFIC R. R. AND MOUNTAIN STANDARD TIME.

51 KP	801.3	TO-R	CORINNE 1.6	24.7
	802.9		CORINNE JOT. 23.1	23.1
Ogden yard BKWOTYP	826.0	TO-R	OGDEN	0.0
			(146.8)	
			Time over District.....	
			Average Speed per Hour.....	

Corinne: Switches at both ends of siding and crossover switch west of station will be lined for continuous movement of Union Pacific trains via main track to and from Malad Branch.

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

MINA SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco	Time-Table No. 56 March 8, 1942		Distance from Tonopah Jct.	SECOND-CLASS	
	124 T. & G. Tonopah Express Mixed	606 Mixed		605 Mixed	123 T. & G. San Francisco Passenger Mixed			
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
Yard Limits BKWOTYP		9.15 PM	288.1	TO-R	HAZEN 4.8	137.9	s	4.15 PM
44	f	9.25	292.9		BANGO 2.3	133.1	f	4.05
	f		295.2		LAHONTAN 2.7	130.8	f	
43	f	9.34	297.9		RUGBY 9.1	128.1	f	3.55
46	f	9.52	307.0		APPIAN 6.8	119.0	f	3.38
10 P	s	10.05	313.8		WEEKS 2.6	112.2	s	3.23
35	f	10.10	316.4		CHURCHILL 11.6	109.6	f	3.17
Yard Limits WYP	s	11.00	328.0	TO	WABUSKA 3.9	98.0	s	2.55
5			331.9		LUX 15.8	94.1		
31	f	11.38	347.7		RESERVATION 6.5	78.3	f	2.03
38 W	s	11.53 PM	354.2	TO	SCHURZ 13.1	71.8	s	1.43
35 P	f	12.30 AM	367.3		GILLIS 2.0	58.7	f	1.15
Spur 1 P	f	12.37	369.3		NOLAN 15.1	56.7	f	1.11
43 Y	s	1.35	384.4	TO	THORNE 5.0	41.6	s	12.40 PM
44	f		389.4		DOVER 4.6	36.6	f	
35	f		394.0		KINKEAD 14.2	32.0	f	
	s	2.35	408.2		LUNING 8.8	17.8	s	11.50 AM
Yard Limits BKWOYP	3.45 AM	s 3.00 AM	417.0	TO-R	MINA 3.5	9.0	11.30 AM	s 11.10 AM
Spur 2	f	3.55	420.5		SODAVILLE 4.5	5.5	f	11.00
Spur 3	f		425.0		RHODES 1.0	1.0	f	
Yard Limits	s	4.10 AM	426.0		TONOPAH JOT.	0.0		10.40 AM
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday			(137.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(.25) 21.60	(5.45) 22.41			Time over District..... Average Speed per Hour.....		(4.45) 27.13	(.30) 18.00

When using Wye at Thorne, do so under flag protection.

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND-CLASS		Distance from San Francisco	Time-Table No. 56 March 8, 1942		Distance from Fallon	SECOND-CLASS	
	602 Mixed			603 Mixed				
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday				
Yard Limits BKWOTYP		7.45 AM	288.1	TO-R	HAZEN 5.4	15.8	s	2.35 PM
11	f	7.59	293.5		MAHALA 4.6	10.4	f	2.22
15	f	8.10	298.1		MIRAGE 2.8	5.8	f	2.13
Spur 8	f		300.9		SANLAN 3.0	3.0	f	
Yard Limits WYP	s	8.20 AM	303.9	TO-R	FALLON	0.0		2.00 PM
	Arrive Daily Ex. Sunday				(15.8)		Leave Daily Ex. Sunday	
	(0.35) 27.08				Time over District..... Average Speed per Hour.....		(0.35) 27.08	

SPECIAL INSTRUCTIONS

RULE 2. 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.....Chas. D. Anderson

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamline trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to these trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14. When engines are equipped with both air and steam whistles, air whistle shall be used in complying with Transportation Rules 14(L) and 14(P), and steam whistle shall be used for all other whistle signals.

RULE 14 (e). As specified below _____ shall be indication flagman may return from east as prescribed by Rule 99:
Lucin, on Promontory Branch.
Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 14 (k). Also sound signal when passing rear of train to be acknowledged by trainmen by train signal 12 (c).

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

Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 17 (c). For identification purposes headlight may be dimmed when passing the head end and rear end of train on adjoining tracks, except when nearing street or highway crossings.

RULE 21 (C). Indicators of trains arriving Sparks, Carlin, and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 28. In double-track territory signals will 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, except as noted on Pages 2, 3, 4, and 5.

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

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At the following stations only the trains indicated will register:

Susanville—Extra trains originating or terminating when instructed by train order.

Fernley—Originating or terminating.

Lucin—Westward regular.

Hazen—Originating or terminating.

Wells—First-class, and originating or terminating.

SPECIAL INSTRUCTIONS



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

- Lucin.....Westward regular trains.
- Montello.....Nos. 101 and 102.
- Wells.....First-class trains.
- Imlay.....First-class trains.
- Mason.....Nos. 555 and 556.

RULE 83 (D). If no operator on duty, trains originating may leave without obtaining clearance as follows: Mason, Susanville, Corinne, all trains. Mina—No. 124.

RULE 83 (E). A train may check the register against an extra when authorized by train-order in the following form:

“.....may check register at.....against Extra..... on order No.”

A train so authorized to check the register must also register.

An extra when instructed by train-order in the following form:

“Extra register at on order No.” will register, and place this order number and date in column captioned “Signals”.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Sparks.....West M.P. 241.63	Lucin, Prom. Br. West M.P. 679.19
East M.P. 247.60	East M.P. 679.85
Fernley.....West M.P. 274.43	Kelton.....West M.P. 733.16
On Main Track.. East M.P. 277.12	East M.P. 734.67
Wadsworth Subdivn.....	
East M.P. 276.77	Wabuska.....West M.P. 327.10
Hazen.....West M.P. 287.33	East M.P. 328.89
On Main Track.. East M.P. 289.84	
Mina Br.....East M.P. 289.23	Mina.....West M.P. 415.36
	East M.P. 418.48
Imlay.....West M.P. 382.60	
East M.P. 385.71	Tonopah Jet... West M.P. 425.26
Carlin.....West M.P. 533.40	East M.P. 426.65
East M.P. 536.46	Fallon.....West M.P. 302.86
Carlin W.P.... West M.P. 642.97	End Line.....East M.P. 304.63
East M.P. 647.09	Westwood.....West M.P. 409.52
Elko.....West M.P. 554.02	East M.P. 412.47
East M.P. 557.53	Susanville.... West M.P. 379.23
Wells.....West M.P. 606.20	East M.P. 382.32
East M.P. 609.50	Alturas West M.P. 454.90
Moor.....West M.P. 615.81	(On Sacto Divn.)
East M.P. 617.76	Ravendale.... West M.P. 396.97
Valley Pass.... West M.P. 638.49	East M.P. 398.13
East M.P. 642.00	Wendel.....West M.P. 357.26
Montello.....West M.P. 660.23	Wadsworth Subdivn.....
East M.P. 663.36	East M.P. 359.87
Ogden.....West M.P. 780.21	Westwood Br... East M.P. 359.65

Second and third paragraphs of Rule 93 interpreted as being applicable to all tracks within yard limits.

Outbound engines, moving from roundhouse 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.

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

LUCIN. Yard limit boards cover Promontory Branch only.

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

RULE 99. When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

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

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

When using lumber track spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104—NORMAL POSITION OF SWITCHES AT END OF DOUBLE TRACK AND JUNCTIONS WILL BE AS FOLLOWS:

Tresend, Lakeside, Lucin, Moor, Rose

Creek, Vista and Sparks.....For westward main track

Bridge, Valley Pass and Perth.....For eastward main track

Hazen (Mina Branch).....For Mina Branch

Hazen (Fallon Branch).....For Mina Branch.

Fernley (Wadsworth Subdivision).....For siding.

Wendel.....For Alturas Subdivision.

Lucin (Promontory Branch).....For westward siding.

Mason.....For Western Pacific.

Corinne.....For Union Pacific.

LAKESIDE. At end of double track operator when on duty will line and lock switch, provided head end authority of train is not restricted. Operator will also line switch from south siding to eastward main track.

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

Upper arm of two-arm Signal No. 6162 governs movement from eastward track to single track. Lower arm governs eastward movement through eastward siding. Rule 509 (e) governs.

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

Trains taking siding Valley Pass from the east must know route properly lined and whether or not siding occupied before entering.

TRESEND. The normal position of west switch of crossover, which forms end of double track, will 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 will be for movement through crossover. This route through track No. 2 will be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

HAZEN. Switches Hazen yard lined and locked for Mina Branch main track except Junction switch located as first switch east of passenger station.

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

RULE 105. The following are designated for use as sidings:

The track north of main track at:

Gilpin	Huxley	Teck	Hogup
Fernley	Anthony	Groome	Olney
Upsal	Pigeon	Allen	Strongknob
Parran			

The track south of the main track at:

Ditho	Massie	Ocala	Fenelon
Clark	Falais	Miriam	
Argo	Desert	Toy	

Holborn: The track north of the main track is siding assigned for use by eastward trains, and the track south of the main track is siding assigned for use by westward trains.

Moor: Track south of the main track is siding assigned for use by eastward trains and must not be used by westward trains except by train-order authority.

Winnemucca: First track south of main track is siding assigned for use by eastward trains. Second track south of main track is siding assigned for use by westward trains.

Hazen: Track north of the main track is siding assigned for use by eastward trains. First track south of the main track is siding assigned for use by westward trains. Trains using south siding will leave west end of siding clear, for use by Mina Subdivision trains, between west switch and junction switch to Mina Branch; trains to enter and leave siding through crossover east of Mina Branch junction switch 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.

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

That part third paragraph Rule 221—reading “Or orders are held for any other train in same direction, the operator must not clear the signal” applies at Alazon except, unless otherwise instructed operator may clear the train-order signal for westward Southern Pacific trains when no orders are held for westward Southern Pacific trains.

RULE 825. Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, when lading projects above sides and end walls of car must not be placed in train next to cab of AC class engines.

RULE 833. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

AUTOMATIC BLOCK SYSTEM

RULE 500 (A). Signals 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

SPECIAL INSTRUCTIONS

The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device. When these signals indicate "stop", in addition to complying with Rule 509, 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 train before proceeding:

Block Signal Number	Location	Description of Protection Afforded
P-2497	Vista.....	Spring switch with facing point lock.
P-2498	Vista.....	" " " " " " " "
P-2524	Hafed.....	Rock slide fence M. P. 252.40 to M. P. 252.80.
P-2535	Hafed.....	" " " " " " " "
P-2534	Hafed.....	" " " " M. P. 254.05 to M. P. 254.20 and M. P. 254.34 to M. P. 254.53.
P-2555	Hafed.....	" " " " " " " "
P-2552	Ditho.....	Rock slide fence M. P. 256.54 to M. P. 256.56 and M. P. 256.71 to M. P. 256.98.
P-2571	Ditho.....	" " " " " " " "
P-3402	Perth.....	Spring switch with facing point lock.
P-3403	Perth.....	" " " " " " " "
P-4064	Rose Creek.....	" " " " " " " "
P-4065	Rose Creek.....	" " " " " " " "
P-5181	Harney.....	Rock slide fence M. P. 517.7 to M. P. 518.2.
P-5195	Harney.....	" " " " " " " "
P-5255	Palisade.....	" " " " M. P. 524.37 to M. P. 524.41.
P-5262	Palisade.....	" " " " " " " "
P-5285	Palisade.....	" " " " M. P. 526.30 to M. P. 526.43.
P-5282	Tyrol.....	" " " " M. P. 530.70 to M. P. 530.72.
P-5307	Tyrol.....	" " " " " " " "
P-5306	Tyrol.....	" " " " M. P. 530.80 to M. P. 530.87.
P-5315	Tyrol.....	" " " " " " " "
P-5340	Carlin.....	Spring switch with facing point lock.
P-5396	Tonka.....	Rock slide fence over east portal Tunnel No. 2.
P-5401	Tonka.....	" " " " " " " "
P-5396	Tonka.....	" " " " M. P. 541.05 to M. P. 541.11 and M. P. 541.40 to M. P. 541.45.
P-5425	Tonka.....	" " " " " " " "
P-6162	Moor.....	Spring switch with facing point lock.
P-6173	Moor.....	" " " " " " " "
P-6396	Valley Pass.....	" " " " " " " "
P-6408	Valley Pass.....	" " " " " " " "
P-6409	Valley Pass.....	" " " " " " " "
P-6800	Lucin.....	" " " " " " " "
P-6801	Lucin.....	" " " " " " " "
P-7411	Engle.....	" " " " " " " "
P-7412	Engle.....	" " " " " " " "
P-7522	Bridge.....	" " " " " " " "
P-7523	Bridge.....	" " " " " " " "

SPARKS. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of 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.

Eastward main track Sparks, from 1400 feet east of engine lead switch to Dispatcher's office, not protected by block signals.

From Dispatcher's office to dwarf Signal 2459 on westward main track, not protected by block signals.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop", engine must after stopping at signal, proceed only on hand signal from herder. Herder must 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.

CARLIN. Dwarf light Signal 5341 located 900 feet east of switch to west detour Carlin protects westward movement over this switch.

Trains finding this signal indicating stop will inspect this switch to see points are properly lined and closed for movement on main track before passing over it.

MOOR. Lower arm on Signal 6162 just west of end of double track governs eastward movement through eastward siding.

When top arm on Signal 6164, east of Moor station building, is in stop position, eastward trains on main track must know that spring switch at east end of eastward siding is lined for main track before passing over it.

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 has passed Signal 6402 but has not passed 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.

Westward trains taking siding Valley Pass must not pass Signal 6409 until switch has been lined for movement from westward main track to siding and switch must not be relined for normal movement until rear of train has passed fouling point opposite west switch of crossover.

ENGLE. Signal 7412 governs eastward movements from siding to main track. Dwarf light type Signal 7410 governs eastward movements on main track. An eastward train on main track will hold Signal 7412 at "stop". Two push buttons numbered 7410 and 7412 are located in box between signal cases at Signal 7412.

With a train on siding to allow a train to pass on main track, the operation is automatic and requires no action on part of trainmen. Do not touch push button.

With a train on main track to allow a train to pass on siding, press push button 7412 once, then leave it alone and Signal 7412 should clear after a time interval of 45 seconds.

With trains on both main track and siding either Signal 7410 or 7412 should be clear if instructions above have been complied with and the block is clear of trains. To cause opposite signal to clear press push button showing signal number which is at stop and this will place opposite signal at stop and cause this signal to clear after a time interval of 45 seconds.

Copy of these instructions posted in push button box.

OGDEN. Dwarf light type signals, indicating "Red" and "Green" except signal governing eastward movements on eastward main track over freight crossing, which indicates "Red," "Yellow" and "Green," govern all movements over all tracks of O. U. R. & D. and D. & R. G. W. passenger and freight crossings in vicinity of Twenty-first Street, Ogden.

If signals on O. U. R. & D. tracks indicate "Stop" and no conflicting movement is being made, flagman shall proceed to the crossing and if derails on D. & R. G. W. are set to protect movement and signals governing indicate stop, he will then signal enginemen of his train or engine to proceed over the crossing.

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

If indicator indicates "block clear", switches may be lined. When first switch or derail is lined, signal will indicate "stop". When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper line-up has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

SPRING SWITCHES

Spring switches are identified by target on switch stand bearing letters "SS."

When making a 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.

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

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

Spring switches are located as follows and speed indicated must not be exceeded when passing over these switches:

		MPH	Stream- liner
Vista.....	Facing westward	Passenger.....	60 ..
		Freight.....	40 ..
	Trailing eastward	Passenger.....	35 ..
		Freight.....	30 ..
Perth.....	Facing eastward	Passenger.....	65 95
		Freight.....	40 ..
	Trailing westward	Passenger.....	35 ..
		Freight.....	30 ..
Lovelock, westward track	Trailing from siding	Passenger.....	25 ..
	Freight.....	20 ..	
Lovelock, eastward track	Trailing from siding	Passenger.....	25 ..
	Freight.....	20 ..	
Rye Patch, eastward track	Trailing eastward	Passenger.....	25 ..
	from siding.....	Freight.....	20 ..

		MPH	Stream- liner
Rose Creek.....	Facing westward	Passenger.....	70 ..
		Freight.....	40 ..
	Trailing eastward	Passenger.....	35 ..
		Freight.....	30 ..
Carlin, east end of west detour	Trailing eastward from W. P. detour.	15 ..	
	Trailing westward from No. 1 track..	15 ..	
Carlin, west end No. 1 track	Trailing eastward from S. P. detour..	15 ..	
	Trailing westward from W. P. detour.	15 ..	
Wells, eastward track	Trailing from siding	Passenger.....	25 ..
	Freight.....	20 ..	
Moor.....	Facing westward	Passenger.....	50 ..
		Freight.....	40 ..
	Trailing eastward	Passenger.....	25 ..
		from siding.....	Freight.....	20 ..
Valley Pass, end of double track....	Facing eastward	Passenger.....	60 80
		Freight.....	40 ..
	Trailing westward	Passenger.....	25 ..
		Freight.....	20 ..
Valley Pass, west end siding.....	Facing eastward	Passenger.....	60 80
		Freight.....	40 ..
	Trailing westward	Passenger.....	25 ..
		from siding	Freight.....	20 ..
Lucin.....	Facing westward	Passenger.....	35 ..
	Freight.....	30 ..	
Engle.....	Trailing eastward	Passenger.....	35 ..
	Facing westward	Passenger.....	35 ..
Bridge.....	Trailing eastward	Passenger.....	30 ..
	from siding.....	Freight.....	30 ..
Little Mountain, westward track	Facing eastward	Passenger.....	35 ..
	Freight.....	30 ..	
Little Mountain, eastward track	Trailing westward	Passenger.....	35 ..
	Freight.....	30 ..	
Little Mountain, westward track	Trailing from siding.....	15 ..	
	Trailing from siding.....	15 ..	

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping on spring switch.

Spring switches at end of double track Vista, Perth, Rose Creek, Valley Pass, Lucin and Bridge, at east end of west detour Carlin, at west end siding Valley Pass, at east end eastward siding Moor, and at east end of siding Engle are equipped with facing-point locks. When signals governing trailing movements are at "stop", spring switch must be operated by hand before and after movement has been made.

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of Western Pacific Railroad crossing. Normal position of the signals is "stop". Trains approaching will cause the signals governing use of the crossing to change to "proceed" position, if no other train in approach circuit on intersecting tracks or within the limits of the plant. If signal does not display "proceed" indication, be governed by Rule 663.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. Between Ogden and Sparks when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made between Hazen and Imlay east or west and between Bridge and Montello provided, in the judgment of conductor and engineer it is safe to do so, except trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature, must be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 percent of its marked capacity.

During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection shall be made.

Running inspection must be made before going on Great Salt Lake trestle from either direction, also at Lemay when standing inspection made at Lucin, Pigeon, Teck or Jackson. When running inspections are made, at least one trainman will so place himself as to take advantage of air currents or other atmospheric conditions.

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from the rear of caboose for marks of derailment so that train may be stopped promptly. In the absence of trainmen in cupola, conductor must devote as much time as possible in watching train. Where trains are rounding curves and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment-marks or dragging parts.

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

Mixed trains, including military trains, made up in part of freight cars equipped with cast iron wheels, shall be required to comply with rules and time table instructions applying to freight trains as they relate to stopping for train inspection, likewise speed restrictions.

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 33:

EASTWARD: Valley Pass or Icarus, Tioga; Lucin or Pigeon, except if stop at Lucin or Pigeon can be avoided, run may be continued to Jackson where inspection will be made; Bunnel, M.P. 430 (Alturas Sub-division) or Indian Camp and at Goumaz when handling logs.

WESTWARD: Anthony or Moor and Secret.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains is 80 pounds.

RULE 24. Rear end air-brake test shall be made in accordance with paragraph (b) at:

Valley Pass.....	Eastward freight trains.
Westwood Jet.....	Eastward freight and mixed trains.
Viewland.....	Westward freight trains.
Sage Hen.....	All freight trains.
Crest.....	Westward freight trains.
Moor.....	Westward freight trains.

In addition to points shown, rear end air brake test shall be made in accordance with paragraph B by all eastward freight trains at Moor, and by all westward freight trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of brake pipe is not changed between road engine and caboose, it will not be necessary to make rear end air brake test at those points.

RULE 33. 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
Valley Pass 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
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

Tecoma to Lucin: Trains averaging 100 M's or more per car, one retaining valve will be used for every 200 M's in train.

Eastward freight trains stopped at Madeline, Fenelon, Pequop or Icarus, westward freight trains stopped at Karlo, Ravendale, Fenelon, Holborn or Anthony may, to avoid stopping at station indicated above, make inspection, rear-end test and turn up retainers at Madeline, Karlo, Ravendale, Icarus, Pequop, Fenelon, Holborn or Anthony.

All retainers will be turned up on express and other trains of passenger equipment when composed of 24 or more cars Valley Pass to Montello and Moor to Wells.

Eight retainers will 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.

RULE 38. At Montello, Imlay and Wendel when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10 pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the signal whistle (using the signal

cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

RULE 39. Running air-brake test shall be made at:

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

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb. pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

(B) When a block signal indicates "stop," eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to single track, within the territory in which such movements are authorized.

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

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

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

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

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

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

Eastward Western Pacific first-class trains and eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific Station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific Station Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

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

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. 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.

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

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

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

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

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

(H) Rule 96. Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

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

(I) Rules 83 (D) and 206 (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

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

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

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

(M) Rules 83 (D) and 206 (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

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

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

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

(P) West Carlin. Main track detour switch, M. P. 643.4, interlocked. Interlocking limits—Extend from Signal 6434SA, located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

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

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

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

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

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

SPECIAL INSTRUCTIONS

MISCELLANEOUS

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by sign "Block Limit Signal" located on south side of track. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until overdue first-class trains on Western Pacific track have passed East Carlin.

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

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

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

(T) Crossover, Third Street, Western Pacific Elko Yard. Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must 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.

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

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

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

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

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

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

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

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

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

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

WESO
Eastward—From W. P. or S. P. Westward—From S. P.
To WP {Upper arm } o ——— To SP {Upper arm } o ———
To SP {Lower arm } o ——— o To WP {Lower arm } o ———
Westward—From W. P.
To SP {Dwarf signal } o ———
To WP {Dwarf signal } o ———

WEST CARLIN
Eastward
To main track {Arm Signal } o ———
To Detour {Light Signal } o ——— o, Red indicates "stop";
Green indicates "proceed."

ALAZON
Eastward Westward—From S. P. or W. P.
To WP {Upper arm } o ——— To WP o ———
To SP {Lower arm } o ——— o To SP o ——— o

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

1. Water or oil will 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.

Trains must not take water at Lovelock, except in case of emergency, and then only take sufficient water to reach next water supply.

3. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the Employee in charge of the work personally reports back to him.

A 90 pound brake application must be maintained during the progress of the work.

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

- (a) No engine will be placed behind wooden underframe caboose or other wooden underframe equipment.
- (b) Engines weighing more than 235,000 lbs. on drivers will not be placed behind steel under frame cabooses.
- (c) Air will not be coupled through pusher engine.
- (d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employees to uncouple pusher engine when cutting off.
- (e) In no case will the knuckle be removed, or closed, or uncoupling lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- (f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

- (a) No helper engine will be placed behind wooden underframe cars or cabooses.
- (b) Engines weighing more than 235,000 lbs. on drivers will not be placed behind steel underframe cabooses.
- (c) In no case will more than one helper engine be placed behind steel underframe cabooses, and at Montello and Wells all helpers must be entrained ahead of caboose.
- (d) When helper engines are used in rear of freight trains, C 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.
- (f) Helpers on eastward passenger trains occupying main track at Moor will stop and detach from the train at east switch north track.
- (g) At Montello trains not exceeding 80 cars or 6500 Ms and at Wells trains not exceeding 80 cars or 7400 Ms may put helper ahead of road engine.
- (h) On Alturas Subdivision no more than two engines will be coupled together in rear of train and in westward trains not more than one engine will be entrained immediately ahead of caboose, west of Sage Hen. All helpers in eastward trains will be cut out of rear of train at Sage Hen.
- (i) At Montello helper engineers will not register at telegraph office.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

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

9. Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

Westward passenger trains stopping at Winnemucca will stop with rear of train clearing Bridge street crossing.

Westward freight trains stopping at Moor to turn up retainers will stop with engine east of office to permit operator to deliver train orders to eastward trains.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, Mt, and P class engines must not enter Pigeon pit, Perth pit, Fernley sand pit, Quarry tracks Lakeside except Mountain track in West Quarry at Lakeside to a point 14 cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and must not operate on Mina, Wadsworth or Alturas Subdivisions, except F class engines may operate between Fernley and Alturas subject to restrictions shown at bottom of page 14, column 1.

Engines exceeding 230,000 pounds on drivers must not be operated on Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Saline Spur: F and GS engines using Saline Spur must not go beyond sign at road crossing, 350 feet from switch.

Engines exceeding 160,000 pounds on drivers must not be operated on Promontory Branch.

Engines must not go on spur Allen or on Old Mill track located on north side Hazen.

AC and Mk class engines must not go beyond 100 feet north of N. C. B. wye switch Wabuska.

AC and Mk class engines must not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, nor enter sump track at Susanville from west, and will not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. 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 10 MPH on tangent and 5 MPH on curves on this track and will hold on to 8 cars while spotting cars at their platform account sharp curve.

When switching California Pine Corporation Spur, Susanville, hold onto 6 cars.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit will hold on to 6 cars.

No engine 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.

Sand must not be used at location rail lubricators.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

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

Baggage, express, mail, refrigerator or other head end cars will 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.

29. Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Mason and Westwood; when operating via Western Pacific R. R. tracks Weso to Carlin and Carlin to Alazon.

Be governed by current time-table, bulletins and rules of Union Pacific R. R. between Corinne and Ogden.

Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard.

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track	.....	Side	Reno
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
436.16	Bridge	2	Humboldt River	Goleconda
441.53	Bridge	3	Humboldt River	Preble
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Harney
520.92	Bridge	11	Humboldt River	Harney
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing	.....	S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Vivian
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Tonka
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Ryndon
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
778.49	Bridge	2	Weber River	West Weber (eastward track)

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 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal".

Page No.	Territory	PASSENGER					Freight and Mixed	Engines backing except S-SE Class	LIGHT ENGINES RUNNING FORWARD				
		Stream-liner Deisel Power Unit	Maximum Except Stream-liner Deisel Power Unit	T 26, 32, 37, 40 A E P GS Mt 1, 2, 3, 4, 5 TP 29 and Mt McKen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 37, 58; Mk 5, 6, 7, 8, 9, M WPRR, Mk 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 TW AM 2 SP 1, 2, 3 WPRR, C 43 (Engs., 21 to 65)			C 12, 15, 17 AC 1, 2, 3 Mk 2, 4, 10 TW WPRR, C.43 (Engines 1 to 20)	E P A Mt 1, 2, 3, 4, 5 GS WPRR, 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, 10 AC 4, 5, 6 AM 2 WPRR, Mk C 43
EASTWARD													
2	Sparks to M.P. 274.11, except.....	80	60	60	50	45	40	30	45	40	35	30	
2	Sparks, West Switch to East P F E Switch.....	15	15	15	15	15	15	15	15	15	15	15	
2	Vista, spring switch.....	35	35	35	35	35	30	30	30	30	30	30	
2	M.P. 274.11 to Oreana, except.....	95	65	65	50	45	40	30	45	40	35	30	
2	Perth, spring switch end double track.....	95	65	65	50	45	40	30	45	40	35	30	
2	Lovelock, passing station.....	30	30	30	30	30	30	30	30	30	30	30	
2-3	Oreana to Weso, except.....	95	70	65	50	45	40	30	45	40	35	30	
2-3	Imlay, between outside switches.....	60	40	40	40	40	20	20	20	20	20	20	
3	Rose Creek, spring switch.....	35	35	35	35	35	30	30	30	30	30	30	
3	Winnemucca, Bridge Street.....	30	30	30	30	30	30	30	30	30	30	30	
4	Alazon to Wells, except.....	95	65	65	50	45	40	30	45	40	35	30	
4	Wells, passing station.....	30	30	30	30	30	30	30	30	30	30	30	
4	Wells to Moor, except.....	40	35	35	30	35	35	30	35	35	35	30	
4	Moor, end of double track.....	25	25	25	25	25	20	20	20	20	20	20	
4	Moor to Icarus.....	80	55	55	50	45	40	30	45	40	35	30	
4	Icarus to Valley Pass.....	80	60	60	50	45	40	30	45	40	35	30	
4	Valley Pass to 1 mile East of Cobre.....	80	60	60	50	45	40	20	30	45	40	30	
4	1 mile East of Cobre to Tioga.....	55	45	45	45	45	25	25	35	35	35	30	
4	Tioga to Montello, except.....	60	50	50	50	45	40	25	35	35	35	30	
4-5	Montello Yard.....	60	40	40	40	40	20	20	20	20	20	20	
4-5	Montello to Ogden, except.....	95	65	65	50	45	40	30	45	40	35	30	
5	Lakeside, end of double track.....	35	35	35	35	35	30	30	30	30	30	30	
5	M.P. 735.2 to M.P. 740 (Rambo Fill).....	95	65	65	50	45	40	35	45	40	35	30	
5	Salt Lake Trestle.....	30	20	20	20	20	15	15	20	20	20	20	
5	Marriott to Ogden.....	80	60	60	50	45	40	30	45	40	35	30	
WESTWARD													
5-4	Ogden to Montello, except.....	95	65	65	50	45	40	30	45	40	35	30	
5	Ogden to Marriott.....	80	60	60	50	45	40	30	45	40	35	30	
5	Salt Lake Trestle.....	30	20	20	20	20	15	15	20	20	20	20	
5	Lucin, spring switch.....	35	35	35	35	35	30	30	30	30	30	30	
5-4	Montello yard.....	60	40	40	40	40	20	20	20	20	20	20	
5-4	Montello to Cobre.....	40	40	40	40	40	35	30	40	40	35	30	
4	Cobre to Icarus, except.....	80	60	60	50	45	40	30	45	40	35	30	
4	Valley Pass, spring switch, end double track.....	25	25	25	25	25	20	20	20	20	20	20	
4	Icarus to Moor.....	80	55	55	50	45	40	30	45	40	35	30	
4	Moor to M.P. 611.40.....	55	45	45	45	45	40	20	35	35	35	30	
4	M.P. 611.40 to Wells, except.....	55	45	45	45	45	40	25	35	35	35	30	
4	Wells, passing station.....	30	30	30	30	30	30	30	30	30	30	30	
4	Wells to Alazon.....	95	65	65	50	45	40	30	45	40	35	30	
4-3	Alazon to Carlin, except.....	95	70	65	50	45	40	40	30	45	40	35	
4	Through tunnels.....	50	50	50	50	45	40	30	45	40	35	30	
4	Elko, through yard.....	30	30	30	30	30	30	30	30	30	30	30	
4-3	Carlin to Harney, except.....	80	60	60	50	45	40	40	30	45	40	35	
4-3	Carlin, between East and West detour switches.....	30	30	30	30	30	15	15	15	15	15	15	
3	Through tunnel.....	50	50	50	50	45	40	30	45	40	35	35	
3	Harney to Battle Mountain, except.....	95	65	65	50	45	40	40	30	45	40	35	
3	Battle Mountain, passing station.....	60	40	40	40	40	40	30	45	40	35	30	
3	Battle Mountain to Eglon.....	95	70	65	50	45	40	40	30	45	40	35	
3	Eglon to Weso.....	80	70	65	50	45	40	30	45	40	35	30	
3-2	Weso to Oreana, except.....	95	70	65	50	45	40	40	30	45	40	35	
3	Winnemucca, Bridge Street.....	30	30	30	30	30	30	30	30	30	30	30	
3	Rose Creek, spring switch.....	95	70	65	50	45	40	40	30	45	40	35	
3-2	Imlay, between outside switches.....	60	40	40	40	40	20	20	20	20	20	20	
2	Oreana to M.P. 274.11, except.....	95	65	65	50	45	40	30	45	40	35	30	
2	Lovelock, passing station.....	30	30	30	30	30	30	30	30	30	30	30	
2	Perth, spring switch.....	35	35	35	35	35	30	30	30	30	30	30	
2	M.P. 274.11 to Sparks, except.....	80	60	60	50	45	40	30	45	40	35	30	
2	Vista, spring switch.....	60	60	60	50	45	40	30	45	40	35	30	
2	Sparks, East P.F.E. switch to West switch.....	15	15	15	15	15	15	15	15	15	15	15	

SPEED TABLE

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

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.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.96	45	1.20	59	1.01	76	0.47
18	3.20	32	1.92	46	1.18	60	1.00	78	0.46
19	3.09	33	1.89	47	1.16	61	0.99	80	0.45
20	3.00	34	1.86	48	1.15	62	0.98	82	0.44
21	2.51	35	1.82	49	1.13	63	0.97	84	0.43
22	2.43	36	1.80	50	1.12	64	0.96	85	0.42
23	2.36	37	1.77	51	1.10	65	0.95	90	0.40
24	2.30	38	1.74	52	1.09	67	0.94	95	0.38

Unless otherwise restricted, trains handling the various types of equipment listed below, must not exceed the speed indicated therefor:

- | | |
|---|---------------------------|
| | Maximum Speed Allowed MPH |
| Type of Equipment—Territory | |
| Trains handling wooden pile drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: | |
| On tangent main tracks..... | 35 |
| Except SPMW 4044..... | 25 |
| On tangent branch tracks..... | 25 |
| On all curves: 5 MPH less than speed authorized on tangent track. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards. | |
| Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): | |
| On tangent main tracks..... | 20 |
| On curves and on branch tracks..... | 15 |
| Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable): | |
| On tangent main tracks..... | 25 |
| On curves and on branch tracks..... | 15 |
| Trains handling steel pile drivers may make maximum freight train speed. | |
| Trains handling relief outfit with steam derrick: | |
| On tangent main tracks..... | 35 |
| On tangent branch tracks..... | 25 |
| On all curves: 5 MPH less than speed authorized on tangent track. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards. | |
| 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 contains both wooden and steel passenger carrying cars, the wooden equipment must be kept together and on the rear. | |

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS—Continued

Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH, except as otherwise provided for herein, or by bulletin, train order or "fixed signal".

Page No.	TERRITORY	PASSENGER						Freight and Mixed	Engines backing except S-SE Class	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 Mt 1, 2, 3, 4, 5 WPRR., TP 29 and Mt McKean and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; Mk 5, 6, 7, 8, 9, M WPRR., Mk 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 AM 2; SP 1, 2, 3 WPRR., C 43 (Enggs., 21 to 65)	C 12, 15, 17 AC 1, 2, 3 Mk 2, 4, 10 TW WPRR., C 43 (Engines 1 to 20)			E P A Mt 1, 2, 3, 4, 5 GS WPRR., 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. F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, AC 1, 2, 3 AC 4, 5, 6 AM 2 WPRR., Mk C 43
2, 3, 4, 5	Special Speed Restrictions												
	Against current of traffic, except as otherwise restricted	60	60	60	50	45	40	40	30	45	40	35	30
2, 3, 4, 5	Turnouts, crossovers and sidings, except	15	15	15	15	15	15	15	15	15	15	15	15
5	Engle, Midlake, Colin turnouts and sidings	25	20	20	20	20	20	20	20	25	25	25	25
4	Moor and Valley Pass sidings	25	25	25	25	25	25	20	20	25	25	25	25
3-4	Alazon and Weso through interlocking plants using turnouts	25	25	25	25	25	25	20	20	20	20	20	20
3-4	Carlin and Elko detours	15	15	15	15	15	15	15	15	15	15	15	15
4	Montello to Cobre, either track	40	40	40	40	40	40	35	30	40	40	35	30
2	Desert, using turnouts of south siding	25	25	25	25	25	25	20	20	25	25	25	25
2	Parran, using turnouts of north siding	25	25	25	25	25	25	20	20	25	25	25	25
3-4-5	Weso, Moor, Bridge, using two crossovers at station	25	25	25	25	25	25	20	20	25	25	25	25
4	Alazon, west switch crossover	25	25	25	25	25	25	20	20	25	25	25	25

Switch engines S and SE class will not exceed 20 MPH between Sparks and Ogden, except Salt Lake Trestle, Sparks and Carlin yards 15 MPH and turnouts, crossovers and sidings 10 MPH.

SPEED RESTRICTIONS—Continued

Page No.	TERRITORY	PASSENGER		FREIGHT	Engines Backing	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	Freight and Mixed Maximum		T 1, 2, 8, 23, 26, M, TW C 5, 8, 9, 10 Mk 2, 4, 5, 6 AC 1, 2, 3
6-7	Between Fernley and Alturas, except:	40	40	30	15	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361	35	35	30	15	30
6	Between M.P. 361 and Viewland	30	30	20	15	30
6	On curve between M.P. 367 and M.P. 368	35	35	30	15	30
6	Between M.P. 375 and M.P. 385	30	30	20	15	30
6	Eastward from Crest to M.P. 395	30	30	20	15	30
6	Westward from M.P. 395 to Crest	30	30	30	15	30
6	Between Crest and M.P. 385	25	25	20	15	25
6	On curve at M.P. 415	35	35	30	15	30
6	Between Madeline and Sage Hen	30	30	20	15	30
6	Between Sage Hen and M.P. 438	25	25	20	15	25
6	Over W. P. crossing at Flanigan	20	20	20	15	20
6	Wendel yard between outside switches	15	15	15	15	15
6-7	Between Wendel and Susanville	40	40	30	15	30
7	Between Susanville and Westwood Junction, except:	25	25	20	15	25
7	Susanville yard between outside switches	20	20	20	15	20
7	Between Westwood Junction and Mason	35	35	30	15	30
7	Between Lucin and Kelton	20	20	20	15	20
7	Between Kelton and Corinne	25	25	25	15	25
8	Between Hazen and Fallon	30	30	30	15	30
8	Between Hazen and Mina	40	40	30	15	30
8	Between Mina and Tonopah Junction	40	40	30	15	20
6, 7, 8	Turnouts, crossovers and using wyes, unless otherwise provided	10	10	10	10	10

Switch Engines S and SE class will not exceed 20 MPH between Fernley and Alturas, Wendel and Westwood, Lucin and Corinne, Hazen and Fallon, Mina and Tonopah Junction and must not exceed 15 MPH in Wendel yard between outside switches.

Between Fernley and Alturas, F class engines may be operated as follows:

Passenger service: maximum speed 35 MPH. Where AC class engines are restricted to less than 40 MPH, F class engines are restricted to 5 MPH less; except where restriction is 20 MPH or less for AC class engines, F class will observe same restriction.

Freight service: where 30 MPH is authorized for AC class engines, speed of F class engines will be restricted to 25 MPH and where restriction of AC class is 20 MPH or less, F class will observe same restriction.

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 MPH.

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

Passenger trains handling steel wheel box cars, commonly known as PMT cars, or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed 60 MPH.

Maximum speed of any disabled engine handled in train or running under own steam must not exceed:

All classes, including S and SE engines, when not equipped with engine trucks..... 20 MPH.

When pilot removed..... 20 MPH.

When main rod only removed..... 30 MPH.

When side rods only are removed..... 30 MPH.

When both main and side rods are removed..... 20 MPH.

When handled in train and all rods on..... 30 MPH.

Maximum speed permitted engines backing is 30 MPH, except as otherwise provided, and will not exceed 15 MPH on curves and approaching grade crossings.

Engines operated coupled tender to tender must 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 must not exceed 20 MPH.

When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed must not exceed 30 MPH.

Wooden superstructure outfit cars occupied by employees will not be moved on head end of trains.

Between M.P. 280 and yard limit Fernley, Wadsworth Subdivision, westward freight trains may run 35 MPH.

Fire train of Red River Lumber Company may make following speed: Between Mason and Westwood Jct., 35 MPH; between Westwood Jct. and Susanville 25 MPH, and through all tunnels 10 MPH.

Between Hazen and Mina mixed trains, when handled by T 23, 28, 31 class, or smaller engines, may run 35 MPH.

Maximum speed for McKean and gas electric motor cars when backing is 60 MPH, and restricted speed of passenger trains as indicated at various locations must be observed.

Southern Pacific tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH. This restriction does not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 MPH.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached; engines with auxiliary water car and caboose only or military trains of mixed equipment may make speed allowed steam passenger trains between Tresend and Bridge.

Following engines have been cross counter balanced and are permitted speed of 55 MPH when handling passenger trains, subject to other restrictions:

Class F-1, 3, 4, 5: 3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-7 and AC-8 class engines.

All AC-4 and AC-5 class engines.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel Under-frame), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Rows include Baggage, Baggage & Mail, Express Refr., Passenger, Express, Horse, Postal, Assembly, Chair, Coaches, All-Day Lunch, Cafe, Daylight, Diner, Lounge, Observation, Pullman, Streamliner, Power Units, Rail, Gas-Electric.

*Steel underframe. CODE:—NAC—Non-Air Conditioned. —ACI—Air-Conditioned—Ice System. —ACM—Air-Conditioned—Mechanical System. —ACW—Air-Conditioned—Waukesha System. —ACS—Air-Conditioned—Steam Ejector System.

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

Table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Sparks to Lovelock, Lovelock to Rye Patch, Wells to Moor, Rye Patch to Deeth, Lucin to Montello, Hazen and Wabuska, Wabuska and Mina, Fernley to Wendel, Sage Hen to Ravendale, Alturas Yard, Wendel to Susanville, Susanville to Westwood, Westwood to Susanville. Includes a sub-table for Allowance for Empty and Underloaded Car.

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.

COMPANY SURGEONS

Table with columns: LOCATION, NAME, TITLE. Lists surgeons for San Francisco, Ogden, Reno, Brigham City, Montello, Wells, Elko, Carlin, Battle Mountain, Winnemucca, Imlay, Lovelock.

COMPANY SURGEONS—Continued

Table with columns: LOCATION, NAME, TITLE. Lists surgeons for Sparks, Reno, Fallon, Susanville, Yerrington, Alturas, Westwood, Calif.

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

HOSPITALS General Hospital—San Francisco, Cal. Division Hospital—Dee Hospital, Ogden. Emergency Hospital—Ogden. Emergency Hospital—Sparks. Emergency Hospital—Mina.

CHIEF TRAIN DISPATCHERS

F. W. SMITH.....Ogden G. E. PAYNE.....Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS

J. E. VAIL.....Ogden CHAS. O'LAUGHLIN.....Ogden H. F. McDONALD.....Sparks L. R. NORRIS.....Sparks

TRAINMASTERS

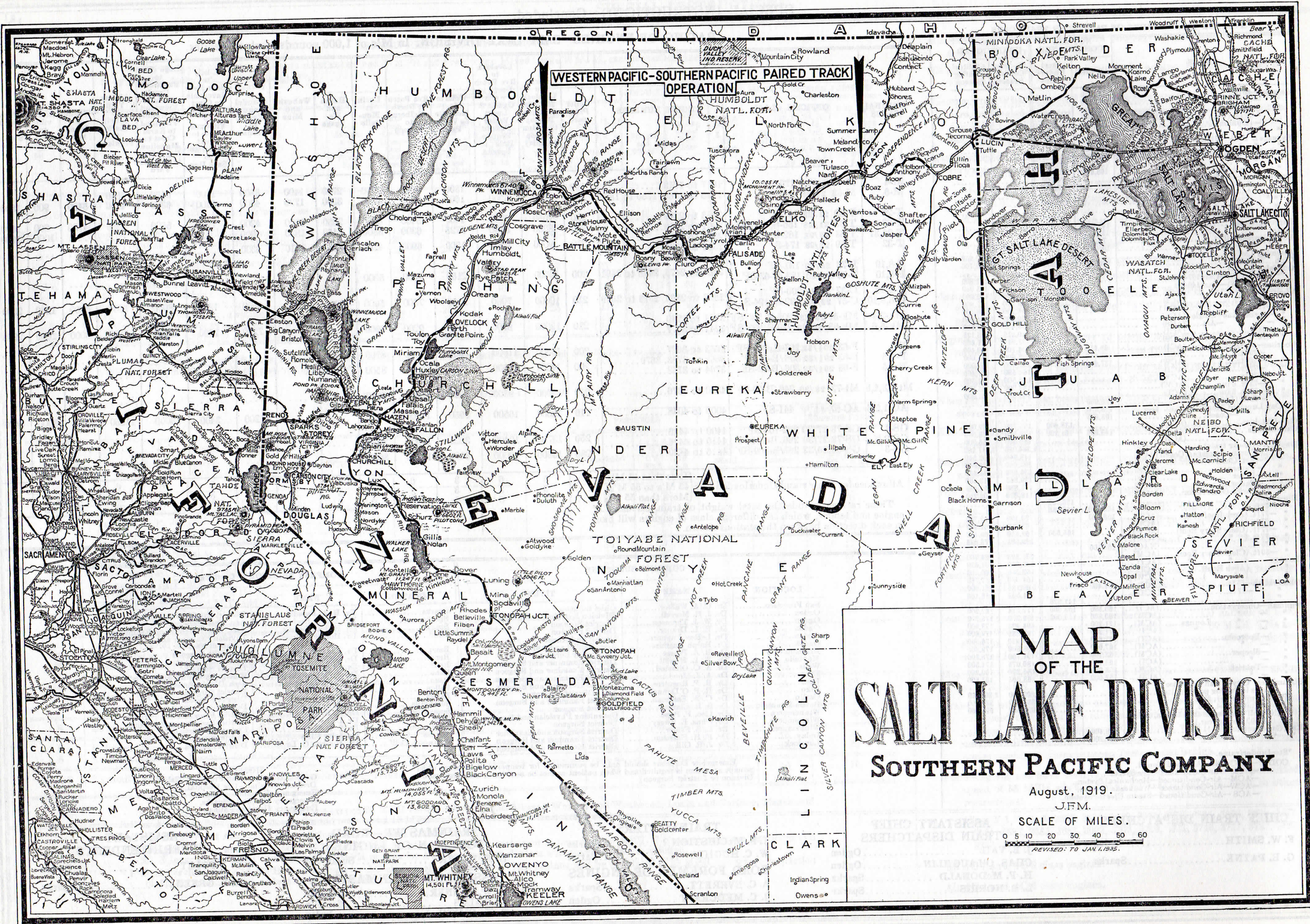
J. F. McCUISION.....Sparks W. C. HUGHES.....Carlin ROAD FOREMEN OF ENGINES A. C. EVERETT.....Sparks J. C. MEDCRAFT.....Ogden

TRAINMASTER—ROAD FOREMAN OF ENGINES

B. E. EAGER.....Susanville ASSISTANT TRAINMASTERS D. W. TANNER.....Montello L. HALES.....Montello B. K. SMITH.....Imlay

ASSISTANT SUPERINTENDENTS

T. J. FOLEY.....Ogden A. F. GREEN.....Sparks



WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION

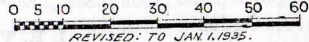
MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.



REVISED TO JAN. 1, 1935.