

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

59



Effective Sunday, November 12, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,
General Manager

R. E. HALLAWELL,
Assistant General Manager

G. C. BAKER,
General Superintendent of Transportation

C. H. GRANT,
Superintendent of Transportation

V. M. PETTERSON,
Superintendent

Capacity of sidings in car lengths	FIRST CLASS					Distance from San Francisco	Time-Table No. 59 November 12, 1944	Distance from Imley	FIRST CLASS					SECOND CLASS				
	102	606	22	88	28				101	21	605	27	87	561	563	565	567	
	Streamliner City of San Francisco	Mixed	Pacific Limited	Challenger	San Francisco Overland Limited				Streamliner City of San Francisco	Pacific Limited	Mixed	San Francisco Overland Limited	Challenger	Freight	Freight	Freight	Freight	
Sparks yard BKWOTYP						246.2	TO-R SPARKS	138.1	s 2.30 AM	s 6.35 PM	s 7.40 PM	s 9.15 PM	s 12.01 AM		4.25 AM	10.20 AM	4.00 PM	10.40 PM
P						249.1	E. 3.6 - W. 3.6	135.2			f 7.31							
120 P		f 8.14				253.1	VISTA	131.2			f 7.25							
120 WP		f 8.20				257.3	HAFED	127.0			f 7.18							
117 P		f 8.27				262.1	E. 4.3 - W. 4.2	122.2			f 7.11							
125 P		f 8.34				266.7	PATRICK	117.6			f 7.04							
120 WP		f 8.42				271.4	E. 4.4 - W. 4.4	112.9			f 6.57							
263 WYP		s 8.50	f 8.35			276.1	CLARK	108.2	s 5.51	s 6.50		f 11.21 PM						
118 P						280.4	E. 4.7 - W. 4.8	103.9										
127 P						284.4	THISBE	99.9										
136 128 BKWOTYP		s 9.20 PM	s 8.57	s 7.25	s 6.35	288.1	E. 4.5 - W. 4.2	96.2	s 5.26	6.25 PM	s 8.18	s 11.03						
120 126 P		12.39 AM		9.03	7.31	292.5	GILPIN	91.8	1.41	5.14		8.10	10.53	3.02	8.56	2.39	9.17	
101 P		12.43		9.09	7.36	297.4	E. 4.2 - W. 5.7	86.9	1.37	5.08		8.05	10.47	2.54	8.48	2.31	9.09	
125 P		12.47		9.14	7.41	302.0	FERNLEY	82.3	1.33	5.02		8.00	10.42	2.46	8.41	2.24	9.00	
105 P		12.51		9.19	7.46	306.8	ARGO	77.5	1.29	4.56		7.55	10.37	2.38	8.33	2.16	8.52	
122 WP		12.55		9.24	7.51	311.7	E. 3.4 - W. 3.5	72.6	1.25	4.50		7.50	10.32	2.30	8.25	2.08	8.44	
100 P		12.58		9.29	7.55	316.1	DARWIN	68.2	1.22	4.44		7.45	10.27	2.22	8.18	2.01	8.36	
125 P		1.01		9.33	7.59	320.0	HAZEN	64.3	1.19	4.39		7.41	10.22	2.16	8.12	1.55	8.30	
99 P		1.04		9.38	8.03	324.2	E. 4.1 - W. 4.0	60.1	1.16	4.33		7.37	10.17	2.09	8.03	1.48	8.23	
122 P		1.07		9.43	8.07	328.4	TO	55.9	1.13	4.27		7.33	10.12	2.02	7.58	1.42	8.17	
102 P		1.10		9.47	8.11	331.8	MASSIE	52.5	1.10	4.22		7.29	10.07	1.56	7.52	1.36	8.11	
102 P		1.14		9.52	8.15	336.4	E. 4.9 - W. 4.7	47.9	1.06	4.16		7.24	10.02	1.49	7.45	1.29	8.04	
19 YP		1.17		9.57	8.19	340.5	FALAIS	43.8	1.02	4.10		7.19	9.57	1.42	7.38	1.22	7.57	
W134 E125		1.21	s 10.05	s 8.26	s 7.40	344.3	UPSAL	40.0	12.58	s 4.04		s 7.13	s 9.51	1.35	7.31	1.15	7.50	
WP		1.34	f 10.30	8.48	8.01	357.8	DESERT	18.1 18.3	12.46	f 3.41		6.54	9.32					
M 126 P		1.40		10.40	8.56	366.0	TOULON	7.1 7.1	12.39	3.31		6.45	9.22	1.02	6.57	12.40	7.15	
M 133 WP		1.49		10.54	9.09	377.0	TOULON	0.0 0.0	12.23 AM	3.05 PM		6.25 PM	9.00 PM					
Yard Limits BKOWYP		1.55 AM	s 11.05 PM	s 9.15 AM	s 8.30 AM	384.1	GRANITE POINT							12.30 AM	6.25 AM	12.05 PM	6.40 PM	
		Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(138.1)	137.9 138.1	Leave See Footnote	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(2.05) 66.19	(1.20) 31.42	(3.10) 43.54	(2.50) 48.67	(2.45) 50.14	Time over District Average Speed per Hour.		(2.07) 65.24	(3.30) 39.45	(1.15) 33.52	(2.50) 48.74	(3.01) 45.72	(3.55) 35.21	(3.55) 35.21	(3.55) 35.21	(4.00) 34.52	

RULE 5. Vista and Perth: Time applies at end double track. Lovelock: Time of eastward trains and westward first-class trains applies at train-order office.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes; except within Centralized Traffic Control System.

No. 101 leave and arrive on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.
 No. 102 leave on 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.
 No. 102 arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.
 No. 28 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.
 No. 88 stop at Fernley Monday, Wednesday and Friday.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

Track	Capacity
Clark	36
Gilpin	43
Argo	48
Falais	50
Desert	49
Parran	50
Huxley	50
Ocala	50
Miriam	49

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Kodak..... (Spur)	349.0	7
Woolsey.....	353.2	73
Valery.....	372.6	8

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily	Reno	Cheyenne
87	Any Station	Daily	Ogden	Ogden
28	Any Station	Daily	Beyond Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco	Time-Table No. 59 November 12, 1944	Distance from Carlin	FIRST CLASS					SECOND CLASS					
	22	88	28	102				21	39	27	87	101	571	573	77	575	577	61
	Pacific Limited	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco				Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard Limits BKWOYP	11.15 PM	9.25 AM	8.40 AM	1.55 AM	384.1	TO-R	2.55 PM		6.15 PM	8.50 PM	12.23 AM	5.30 AM	11.35 AM		5.50 PM	12.05 AM		
P	f 11.26	f 9.35	8.46		388.7	E. 4.6 - W. 4.6	f 2.45		6.08	f 8.41	12.18	5.20	11.28		5.41	11.56 PM		
M 122 WP	11.37	9.46	8.54	2.09	397.0	E. 7.6 - W. 9.0	2.33		6.00	8.31	12.12							
P	11.49	9.58	9.04	2.18	406.6	E. 10.2 - W. 9.0												
100 P	11.57 PM	10.05	9.10	2.23	406.8	TO ROSE CREEK	2.21		5.51	8.22	12.03 AM	4.50	11.01		5.13	11.28		
E 105 W 95 WP	s 12.13 AM	s 10.23	s 9.19	2.27	412.1	E. 5.1 - W. 6.0	2.14		5.46	8.16	11.57 PM	4.42	10.53		5.05	11.20		
IP	12.20 AM	10.30 AM	9.25 AM	2.32 AM	417.3	TO WINNEMUCCA	s 2.06		5.39	8.09	11.53	4.34	10.45		4.57	11.12		
102 P					420.9	E. 4.4 - W. 3.4	1.50	3.49 PM	5.29	7.58	11.50	4.29	10.39	11.20 AM	4.51	11.06	2.20 AM	
82 P					423.3	TO-R WESO	1.46		5.25	7.54								
93 WP					428.9	E. 1.9 - W. 2.9	1.40		5.19	7.48								
50 P					434.0	TO TULE	f 1.33	3.34	5.14	f 7.42	11.37	4.10	10.20	11.00	4.31	10.46	2.00	
122 P					439.3	E. 5.8 - W. 5.7	1.25	3.28	5.09	7.32								
72 WP					448.1	E. 5.0 - W. 5.0	1.14	3.18	5.00	7.21								
101 P					461.3	TO GOLCONDA	f 12.57	3.04	4.46	7.04	11.16	3.27	9.37	10.16	3.47	10.02	1.16	
72 WP					466.3	E. 5.7 - W. 4.8	12.51	2.59	4.41	6.58								
72 P					475.8	PREBLE	s 12.40	2.49	4.30	6.47	11.05	3.05	9.15	9.54	3.25	9.40	12.54	
102 P					482.0	W. P. Connection	12.27	2.42	4.20	6.37	11.00							
50 P					492.9	E. 8.3 - W. 9.5	12.15	2.30	4.08	6.25	10.51							
99 P					498.5	IRON POINT	f 12.09 PM	2.24	4.02	6.19	10.47			9.16			12.16 AM	
50 P					508.2	E. 12.4 - W. 12.5	f 11.57 AM	2.12	3.51	6.07	10.38	2.15	8.25	9.00	2.35	8.50	11.59 PM	
52 WP					512.7	TO BATTLE MOUNTAIN	11.49			5.58								
83 P					520.2	E. 6.5 - W. 6.5												
Carlin Yard BKWOTP					525.7	ROSNY	f 11.31	1.50	3.29	f 5.40	10.17	1.45	7.55	8.30	2.05	8.20	11.30	
					531.2	E. 10.8 - W. 11.1												
					534.5	MOSEL												
						E. 5.6 - W. 5.6												
						SHOSHONE												
						E. 9.7 - W. 9.7												
						TO BEOWAWE												
						W. P. Connection												
						E. 5.0 - W. 4.5												
						CLURO												
						E. 7.5 - W. 7.0												
						BARTH												
						W. P. Connection												
						E. 5.4 - W. 5.9												
						TO PALISADE												
						E. 5.0 - W. 5.3												
						TYROL												
						E. 3.9 - W. 3.1												
						TO-R CARLIN	11.15 AM	1.36 PM	3.15 PM	5.25 PM	10.06 PM	1.25 AM	7.35 AM	8.10 AM	1.45 PM	8.00 PM	11.10 PM	
						W. P. Connection	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
						(150.2)	(3.40)	(2.13)	(3.00)	(3.25)	(2.17)	(4.05)	(4.00)	(3.10)	(4.05)	(4.05)	(3.10)	
						Time over District	40.96	51.24	50.06	43.96	65.85	36.78	37.65	35.87	36.78	36.78	35.87	
						Average Speed per Hour												

Be governed by current time-table, bulletins and rules of Western Pacific R. R. Co., on WPRR track 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: Time applies at end double track.
Weso: Time applies at train-order signal.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

No. 102 leave and arrive, and No. 101 leave on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

No. 101 arrive on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

Shoshone.....South of main track..... Capacity 49

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Comus.....(Spur)	443.5	24
Herrin.....	452.7	51
Stone House.....	457.4	50
Plute.....	470.9	73
Argenta.....	487.7	53
Ladoga.....	503.7	49
Harney.....	517.0	22
Gerald.....	521.6	33

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily	Reno	Cheyenne
87	Any Station	Daily	Beyond Ogden	Ogden
28	Any Station	Daily	Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

Main time-table for ELKO SUBDIVISION. Columns include Carlin Yard, Elko Yard, Pacific Limited, Challenger, San Francisco Overland Limited, Streamliner City of San Francisco, and Freight. Rows list stations like CARLIN, VIVIAN, MOLEEN, AVEDEL, WEST ELKO, ELKO, COIN, ELBURZ, HALLECK, RASID, DEETH, W.P. CONNECTION, TULASCO, ALAZON, WELLS, MOOR, ANTHONY, HOLBORN, FENELON, PEQUOP, ICARUS, VALLEY PASS, COBRE, LORAY, and MONTELO with arrival and departure times.

RULE 5. Moor and Valley Pass: Time applies at end double track.

No. 101 and No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

RULES 96, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

Moor..... North of main track..... 50
Anthony..... South of main track..... 50
Fenelon..... North of main track..... 50

Table with 3 columns: NAME, Mile Post, Capacity. Lists additional stations: Tonka (Spur), Osino, Ryndon, Natchez, Nardi, Cedar, Tioga.

Table with 5 columns: Train, At, Frequency, To (or beyond), From (or beyond). Lists additional flag stops for trains 21 and 27, 87, 28, 88.

Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco	Time-Table No. 59 November 12, 1944	Distance from Ogden	FIRST CLASS				SECOND CLASS			
	88	28	102	22				21	27	87	101	581	583	585	587
	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited				Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily		East	West	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	4.24 PM	3.08 PM	6.49 AM	6.42 AM	661.9	120.4	121.2	7.20 AM	11.50 AM	1.45 PM	7.42 PM	7.00 AM	1.05 PM	7.30 PM	1.30 AM
E 113 P	4.33	3.16	6.56	6.51	668.3	114.0	114.8	7.10	11.40	1.35	7.34	6.47	12.52	7.17	1.17
Grouse W 121 P					674.3	108.0	112.0	7.04	11.35	1.30					
E 128 W 101 WYP	4.47	3.28	7.07	7.04	679.8	102.5		6.50	11.22	1.16	7.21	6.17	12.23	6.47	12.48
98 P	4.54	3.33	7.11	7.11	684.6	97.8		6.44	11.16	1.09	7.16	6.08	12.14	6.38	12.39
100 P	4.59	3.38	7.15	7.17	689.3	93.0		6.38	11.11	1.03	7.12	6.00	12.06 PM	6.30	12.31
109 P	5.04	3.43	7.19	7.23	693.2	89.1		6.32	11.06	12.58	7.08	5.52	11.58 AM	6.23	12.23
115 P	5.09	3.48	7.22	7.29	697.6	84.7		6.26	11.01	12.53	7.05	5.45	11.50	6.16	12.16
W 127 E 115 WP	5.15	3.53	7.25	7.35	702.1	80.3		6.20	10.56	12.47	7.02	5.38	11.43	6.09	12.08
110 P	5.21	3.58	7.28	7.41	706.4	75.9		6.13	10.51	12.41	6.59	5.31	11.36	6.02	12.01 AM
110 P	5.27	4.03	7.32	7.47	711.1	71.2		6.07	10.46	12.36	6.55	5.23	11.28	5.54	11.53 PM
134 P	5.33	4.09	7.36	7.52	716.3	66.0		6.00	10.41	12.31		5.15	11.20	5.46	11.45
101 YP	5.39	4.14	7.39	7.58	720.6	61.7		5.54	10.36	12.26	6.47	5.08	11.13	5.39	11.38
99 P	5.44	4.19	7.43	8.04	725.3	57.0		5.48	10.31	12.21	6.43	5.01	11.06	5.32	11.31
100 P	5.49	4.24	7.47	8.10	730.0	52.3		5.42	10.26	12.16	6.39	4.53	10.58	5.24	11.23
107 OP	5.56	4.30	7.52	8.17	735.2	47.1		5.35	10.20	12.09 PM	6.34	4.45	10.50	5.16	11.15
	6.02	4.36	7.58	8.24	739.7	42.6		5.28	10.13	11.59 AM	6.29	4.38	10.43	5.09	11.08
137 P					741.1	41.2									
108 P	6.20	4.53	8.07	8.40	744.8	37.5		5.15	10.01	11.46	6.20	4.22	10.27	4.53	10.52
96 P	6.38	5.10	8.19	8.56	750.1	32.2		4.58	9.44	11.29	6.08	4.00	10.05	4.30	10.30
142 P	6.46	5.18	8.25	9.04	753.9	28.4		4.47	9.35	11.20	6.01	3.48	9.53	4.18	10.18
51 WP	6.57	5.27	8.31	9.14	758.5	23.8		4.38	9.28	11.11	5.56	3.40	9.45	4.10	10.10
M 127 P	7.08	5.35	8.39	9.29	767.2	15.0		4.26	9.19	10.57	5.49	3.25	9.30	3.55	9.55
M 127 P	7.18	5.45	8.49	9.44	776.3	6.0		4.13	9.10	10.47		3.11	9.16	3.40	9.40
Ogden yard BKWOTYP	7.35 PM	6.00 PM	9.00 AM	10.00 AM	781.4	0.9									
	7.35 PM	6.00 PM	9.00 AM	10.00 AM	782.3	0.0		4.00 AM	9.00 AM	10.35 AM	5.36 PM	3.00 AM	9.05 AM	3.30 PM	9.30 PM
	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.11) 37.82	(2.52) 42.00	(2.11) 55.14	(3.18) 36.48				(3.20) 36.36	(2.50) 42.77	(3.10) 38.27	(2.06) 57.71	(4.00) 30.30	(4.00) 30.30	(4.00) 30.30	(4.00) 30.30

STATIONS

TO-R	MONTELLO	E. 6.3 - W. 6.4	D.T.
	TECOMA	E. 6.1 - W. 3.4	
	GARTNEY	E. 5.1 - W. 9.3	D.T.
	GROUSE	E. 5.1 - W. 9.3	
TO	LUCIN	E. 5.0 - W. 4.4	A.B.S.
	PIGEON	E. 4.4 - W. 4.4	
TO	TECK	E. 3.8 - W. 3.9	D.T.
	JACKSON	E. 4.7 - W. 4.9	
	BEPPU	E. 3.7 - W. 4.7	D.T.
TO	LEMAY	E. 4.8 - W. 3.6	
	NEWFOUNDLAND	E. 4.8 - W. 4.8	D.T.
	GROOME	E. 4.8 - W. 5.1	
	ALLEN	E. 4.8 - W. 5.6	D.T.
TO	HOGUP	E. 4.2 - W. 4.2	
	OLNEY	E. 4.7 - W. 4.7	D.T.
	STRONGKNOB	E. 5.1 - W. 5.2	
TO	LAKESIDE	E. 5.5 - W. 4.4	D.T.
	TRESEND	E. 0.0 - W. 1.4	
	ENGL	E. 4.3 - W. 4.0	D.T.
TO	MIDLAKE	E. 5.6 - W. 5.5	
	COLIN	E. 2.6 - W. 3.0	D.T.
TO	BRIDGE	E. 5.8 - W. 5.0	
	PROMONTORY POINT	E. 8.7 - W. 9.3	D.T.
	LITTLE MOUNTAIN	E. 10.2 - W. 7.7	
	WEST WEBER	E. 4.5 - W. 5.8	D.T.
	D. & R. G. W. CROSSING	E. 0.9 - W. 0.9	
TO-R	OGDEN		

RULE 5. Lucin, Lakeside, Tresend and Bridge, time applies at end double track.
 Engle: Time applies at east switch of siding.
 Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.
RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second-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 must clear the time of Nos. 101 and 102 not less than 5 minutes.
 No. 21 stop at Lemay each Monday.
 No. 88 stop at Lemay each Friday.

No. 101 and No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

Track	Capacity
Pigeon.....South of main track.....	51
Teck.....South of main track.....	50
Hogup.....South of main track.....	51
Olney.....South of main track.....	50
Strongknob.....South of main track.....	50
Lakeside.....North of main track.....	49

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Saline.....(Spur)	755.2	13
Bagley....."	763.7	19-52
Reese....."	772.5	30
Marriott....."	780.0	11

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27	Any Station	Daily	Reno	Cheyenne
87	Any Station	Daily	Ogden	Ogden
22	Lakeside	Tue. & Sat.	Any Station	Any Station
28	Any Station	Daily	Beyond Ogden	Colfax
88	Any Station	Daily	Ogden	Sparks

EASTWARD

WADSWORTH SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 59 November 12, 1944	Distance from Wendel	SECOND CLASS	
	552 Freight	Leave Daily				559 Freight	Arrive Daily
Yard Limits 263 WYP	9.00 PM	276.1	TO-R	FERNLEY E. 2.0 - W. 2.0	82.6	9.40 AM	
WP	9.15	278.1		WADSWORTH E. 2.5 - W. 3.7	80.6	9.30	
107 P	9.30	281.2		DODGE E. 9.6 - W. 9.2	77.5	9.19	
56 P	9.50	290.5		NUMANA E. 5.3 - W. 4.6	68.2	8.40	
16 P	10.02	295.5		LIBBY E. 3.5 - W. 4.2	63.2	8.15	
57 P	10.11	299.4		HESLIP E. 8.5 - W. 9.0	59.3	8.05	
112 WP	10.35	308.2	TO	SUTCLIFFE E. 8.8 - W. 8.3	50.5	7.40	
57 P	10.55	316.6		BRISTOL E. 5.4 - W. 4.8	42.1	7.15	
28 WP	11.20	321.8		BIG CANYON E. 3.5 - W. 5.0	36.9	7.02	
111 P	11.29	326.1		ZENOBIA E. 9.9 - W. 9.0	32.6	6.52	
56	11.47 PM	335.6		EASTON E. 1.2 - W. 0.6	23.1	6.30	
IP		336.4		FLANIGAN W. P. Crossing E. 7.8 - W. 9.0	22.3	6.25	
113 P	12.10 AM	345.2		STACY E. 6.3 - W. 5.1	13.5	6.05	
	12.21	350.5		HERLONG E. 4.1 - W. 4.8	8.2	5.49	
68	12.30	354.8		AMEDEE E. 4.1 - W. 3.4	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..... Average Speed per Hour.....		(4.20) 19.06	

EASTWARD

ALTURAS SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 59 November 12, 1944	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 E. 6.7 - W. 7.4	98.2	4.45 AM	
68 P	2.00	365.6		VIEWLAND E. 8.4 - W. 8.7	91.3	4.15	
102 WP	2.25	374.7		KARLO E. 9.4 - W. 9.1	82.2	3.45	
69 P	3.15	383.6		SECRET E. 4.8 - W. 4.1	73.3	3.15	
WP	3.35	388.0		HORSE LAKE E. 3.9 - W. 5.0	68.9	2.45	
115 YP	4.05	392.5		CREST E. 5.2 - W. 5.1	64.4	2.30	
Yard Limits 102 WP	4.25	397.9	TO	RAVENDALE E. 7.7 - W. 6.6	69.0	2.16	
29 P	4.45	404.7		TERMO E. 13.5 - W. 14.3	52.2	1.55	
83 WYP	5.30	418.9	TO	MADLINE E. 4.0 - W. 4.3	38.0	1.15	
115 YP	5.50	423.3		SAGE HEN E. 11.2 - W. 10.7	33.6	12.58	
72 W	6.35	434.0		INDIAN CAMP E. 5.0 - W. 5.5	22.9	12.20	
121 KWYP	7.00	438.7	TO	LIKELY E. 5.3 - W. 4.1	18.2	12.05 AM	
P	7.20	443.6		BAYLEY E. 2.8 - W. 2.8	13.3	11.50 PM	
	7.30	446.4		MARTHUR E. 10.5 - W. 10.5	10.5	11.40	
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..... Average Speed per Hour.....		(5.45) 17.07	

EASTWARD		WADSWORTH SUBDIVISION			WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 59 November 12, 1944		Distance from Mason	SECOND CLASS	
		556			555			
		Local Freight			Local Freight			
		Leave Daily Ex. Sunday	Westwood Branch		Arrive Daily Ex. Sunday			
		STATIONS						
Yard Limits BKWOYP		3.00 AM	358.7	TO-R	WEDEL E. 8.0 - W. 8.6	48.5	9.20 AM	
55 P		3.20	367.1	TO	LITCHFIELD E. 7.4 - W. 7.5	40.1	8.50	
64 P		3.40	374.9		LEAVITT E. 7.8 - W. 7.1	32.3	8.35	
Yard Limits YKP		4.05 4.15	381.9	TO-R	SUSANVILLE E. 7.9 - W. 8.6	25.3	8.20 8.15	
60 P		4.40	390.1		BUNNEL E. 4.7 - W. 4.6	17.1	7.45	
54 WP		4.55	394.8		GOU MAZ E. 5.3 - W. 5.4	12.4	7.20	
62 YP		5.15	400.1		WESTWOOD JCT. E. 7.4 - W. 6.7	7.1	7.00	
	P	5.35 AM	407.2	TO-R	MASON	0.0	6.30 AM	
		Arrive Daily Ex. Sunday			(48.5)		Leave Daily Ex. Sunday	
		(2.35) 18.77			Time over District		(2.50) 17.12	
					Average Speed per Hour			
BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF WESTERN PACIFIC R. R. CO. BETWEEN MASON AND WESTWOOD.								
			407.2		MASON E. 2.6 - W. 3.2			
			410.1		CONMAN E. 1.5 - W. 0.9			
			411.3		WESTWOOD			

EASTWARD		MINA SUBDIVISION			WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 59 November 12, 1944		Distance from Mina	SECOND CLASS	
		606			605			
		Mixed			Mixed			
		Leave Daily Ex. Sunday	Mina Branch		Arrive Daily Ex. Sunday			
		STATIONS						
Yard Limits BKWOTYP		9.50 PM	288.1	TO-R	HAZEN E. 4.7 - W. 5.3	128.9	s 6.07 PM	
44		f 10.04	292.9		BANGO E. 4.9 - W. 4.8	124.1	f 5.53	
43		f 10.20	297.9		RUGBY E. 9.1 - W. 9.1	119.1	f 5.38	
55		f 10.48	307.0		APPIAN E. 6.9 - W. 6.6	110.0	f 5.11	
	P	s 11.09	313.8		WEEKS E. 2.4 - W. 2.7	103.2	s 4.50	
35		f 11.16 PM	316.4		CHURCHILL E. 11.9 - W. 11.5	100.6	f 4.43	
Yard Limits WYP		s 12.15 AM	328.0	TO	WABUSKA E. 3.9 - W. 3.9	89.0	s 4.10	
		12.30	331.9		LUX E. 15.6 - W. 16.0	85.1	3.42	
31		f 1.13	347.7		RESERVATION E. 6.0 - W. 6.3	69.3	f 3.00	
55 W		s 1.35	354.2	TO	SCHURZ E. 13.7 - W. 13.3	62.8	s 2.42	
61 P		f 2.10	367.3		GILLIS E. 2.1 - W. 1.8	49.7	f 2.01	
	P	f 2.15	369.3		NOLAN E. 14.5 - W. 15.3	47.7	f 1.55	
Yard Limits WY		s 3.30	384.4	TO	THORNE E. 5.3 - W. 5.0	32.6	s 1.20	
44		f 3.43	389.4		DOVER E. 4.7 - W. 4.6	27.6	f 12.42	
35		f 3.55	394.0		KINKEAD E. 14.4 - W. 14.0	23.0	f 12.30 PM	
		s 4.42	408.2		LUNING E. 8.8 - W. 8.9	8.8	s 11.55 AM	
Yard Limits BKWOYP		s 5.05 AM	417.0	TO-R	MINA	0.0	11.30 AM	
		Arrive Daily Ex. Monday			(128.9)		Leave Daily Ex. Sunday	
		(7.15) 13.13			Time over District		(6.37) 16.95	
					Average Speed per Hour			
BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF TONOPAH & GOLDFIELD R. R. CO., BETWEEN MINA AND TONOPAH JCT.								
			417.0		MINA E. 9.0 - W. 9.0			
			426.0		TONOPAH JCT.			

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

EASTWARD		MINA SUBDIVISION			WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 59 November 12, 1944		Distance from Fallon	SECOND CLASS	
		602			603			
		Mixed			Mixed			
		Leave Daily Ex. Sunday	Fallon Branch		Arrive Daily Ex. Sunday			
		STATIONS						
Yard Limits BKWOTYP		7.45 AM	288.1	TO-R	HAZEN E. 9.7 - W. 9.9	15.8	s 2.35 PM	
15		f 8.10	298.1		MIRAGE E. 6.2 - W. 5.9	6.8	f 2.13	
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		(0.35) 27.08	
					Average Speed per Hour			

SPECIAL INSTRUCTIONS



RULE 2. Watch Inspectors:
S. A. Pope, Manager Time Service, 65 Market St., San Francisco.
Sparks.....W. R. Adams & Son Ogden.....Chas. D. Anderson
Winnemucca.....Krenkel & Bosch Alturas.....Wm. Mayben
Elko.....W. N. Blohm Lakeview.....A. E. Rugg

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Streamliner "CITY OF SAN FRANCISCO."

Mile post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such trains is passing distant signal three-fourths mile beyond the slow board:

Eastward				Westward			
SPARKS-IMLAY							
309.68	322.12	334.62	333.82	322.00	308.65		
314.12	326.13		330.23	318.00			
317.50	329.72		326.52	313.50			
CARLIN-MONTELLO							
605.30							
MONTELLO-OGDEN							
682.82	692.42	723.04	755.00	716.61	691.01		
684.22	705.60	727.74	740.35	713.13	689.51		
687.20	709.50	732.85	732.03	711.93	686.67		
688.56	718.98	738.20	727.33	708.09	685.15		
691.22			722.31	699.83	682.41		
			718.31	694.87			

Mile post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such trains is passing home signal three-fourths mile beyond the slow board:

Eastward				Westward			
SPARKS-IMLAY							
328.37							
CARLIN-MONTELLO							
642.92					609.70		
MONTELLO-OGDEN							
722.04	758.26	764.30	770.65	766.65	761.65		
754.50	759.26	765.18	769.71	763.61	760.77		
755.26	760.14	768.22	767.43	762.48	756.91		

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

RULE 17. 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 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 26. When emergency work is to be done under Streamliner "CITY OF SAN FRANCISCO," chains must also be placed each side of a traction wheel, and 90-pound brake pipe pressure must be maintained until work completed.

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 S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Trains may leave Susanville and Mason without clearance if no operator on duty.

Trains originating at Westwood, to move westward from Mason, must obtain Southern Pacific clearance in addition to Western Pacific clearance at Westwood.

RULE 83. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside; Tecoma and Montello; Montello and Valley Pass; Alazon and Moor; Imlay and Rose Creek; Imlay and Humboldt; Rye Patch and Perth; it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification 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.
Wells—First-class, and originating or terminating.
Wells and Montello—Helper engineers will register at roundhouse instead of train-order office.

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

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

RULE 86. Second-class and extra trains may run ahead of first-class trains except Nos. 101 and 102, between Bridge and Lakeside, avoiding unnecessary delay to first-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP	East MP
241.63	247.60
	Fernley (Wadsworth Subdivision).....276.77
	Hazen (Mina Branch).....289.47
	" (Fallon Branch).....289.23
382.60	Imlay.....385.71
533.40	Carlin.....536.46
642.97	" (WPRR).....647.09
554.02	Elko.....557.53
606.20	Wells.....609.50
615.81	Moor.....617.76
638.49	Valley Pass.....642.00
660.23	Montello.....663.36
780.21	Ogden.....
357.26	Wendel.....359.87
	" (Westwood Branch).....359.65
396.97	Ravendale.....398.13
454.93	Alturas.....460.90
	" (Lakeview Branch).....460.19
379.23	Susanville.....382.32
327.10	Wabuska.....328.89
383.12	Thorne.....385.63
415.36	Mina.....418.48
302.86	Fallon.....304.63

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

Westward freight trains entering yard will stop to clear crossover east of Glendale road crossing, except when proceed signal is received from yardman, green flag or green light.

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

RULE D-97 (A) will apply:
Between Sparks and Vista,
Between Alazon and Moor,
Between Valley Pass and Montello,
Between Bridge and Ogden.

RULE 103 (A). When using 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 rigid switches at end of double track and junctions will be as follows:

Sparks.....For westward track
Fernley (Wadsworth Subdivision).....For controlled siding
Hazen (Mina Branch).....For controlled siding
Hazen (Fallon Branch).....For Mina Branch
Moor.....For westward track
Valley Pass.....For eastward track
Lakeside.....For westward track
Wendel.....For Alturas Subdivision
Mason.....For WPRR

Fernley. West switches tracks Nos. 1 and 2 must be left lined for movement from Wadsworth Subdivision.

Hazen. Switches lined and locked for Mina Branch main track except Junction switch.

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. Target will display green for movement into siding.

Valley Pass. The normal position of east switch of crossover which forms end of double track, will be for movement from double track to westward siding.

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 siding to eastward main track.

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.

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

At Moor, Valley Pass and Engle, trains approaching, having authority to use main track will sound whistle signal o — o, after which trainman of train on siding will line crossover switches for movement from double to single track, and restore same after movement completed.

RULE 105. The following are designated for use as sidings:
The track north of main track at:
Parran Anthony Teck Olney Strongknob
Huxley Pigeon Hogup

The track south of the main track at:
Falais Desert Ocala Miriam Fenelon

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.

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.

Valley Pass. The track north of the main track is siding assigned for use by westward trains and must not be used by eastward trains except by train order authority.

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

RULE 204. Any train order received by helper engineer on going trip Montello to Valley Pass, or Wells to Moor, will be respected on return trip unless fulfilled, superseded or annulled, but must not be acted upon after completion of round trip unless reissued when beginning another trip.

RULE 211 (E). Will not apply to eastward trains at Moor, and to westward trains at Valley Pass, when train to which restricting order is addressed is entering siding. If order restricts train from entering siding, order must not be delivered until train has stopped.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

At Alazon, unless otherwise instructed, operator may clear the signal for westward SP trains when no orders are held for westward SP trains.

Light will not be displayed in train-order signal on Westwood Branch, except when train-order operator is on duty.

RULE D-251. Applies as follows:
On both tracks between Sparks and Vista.
On eastward track Alazon to Wells.

RULE 505. AUTOMATIC BLOCK SYSTEM

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.

Following main track not protected by block signals:
Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

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 yardman. Yardman 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 Signal 5341 east of switch to west detour governs westward movement over this switch. If signal indicates "stop," switch must be inspected to see that points properly lined and closed, before passing over it.

Preble and Elburz. Light type telephone indicators, controlled by train dispatcher, on Signal 4403 east of Preble, and on Signal 5743 east of Elburz. When illuminated, indicator will display letter "T" and home signal will indicate "stop." After stopping, train may proceed with caution not exceeding 12 MPH to first telephone and call dispatcher for instructions.

Moor. Lower arm of Signal 6162 governs movement through eastward siding. If signal for movement into siding indicates "stop," apply Rule 509 (J). When upper arm of Signal 6164 indicates "stop," trains on main track must inspect spring switch at east end eastward siding and know that switch is lined for main track before passing over it.

Fenelon. Westward train holding main track to meet eastward train must stop east of Signal 6275 until eastward train has entered siding.

Valley Pass. Upper arm of Signal 6409 governs movement from westward track to single track. Diverging route signal governs movement through siding.

Dwarf signal on east leg of wye governs movement to eastward track. After derail and main track switch have been lined signal will indicate "proceed" if no eastward train approaching, 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 crossover has been lined for movement from westward track to single track if crossover unoccupied.

Tresend. Upper arm of Signal P-7396 governs movement from westward track to single track. Lower arm governs eastward movement through Engle siding.

Bridge. Color light Signal P-7537 governs movement from westward track to single track. When signal indicates "stop," spring switch must be manually operated, and member of crew must remain at switch until movement is completed, and line switch to normal position.

Westward trains entering siding must not pass Signal P-7537 until switch has been lined for siding, and switch must not be restored to normal position until rear of train has passed a point 40 feet west of switch stand.

PUSH BUTTONS

Push buttons and lights on side of relay case at east end of sidings Holborn, Fenelon, Engle, and eastward siding Lemay; at west end of sidings Fenelon, Pequop, and Valley Pass. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to the number of the signal on siding. Train on siding to let train on main track pass should not pass "Preliminary Circuit" sign on sidings Holborn, Fenelon, Pequop and Engle; but if necessary to do so, press button with number corresponding to the number of signal on main track. Instructions for operating signals are posted inside of push-button box.

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 interlocking. If signal does not display "proceed" indication, be governed by Rule 663.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	PROTECTION	Westward Signal
P-2508	Rock slide fence.....	P-2553
P-2554	Two rock slide fences.....	P-3403
P-3402	Spring switch, Perth.....	P-4065
P-4064	Spring switch, Rose Creek.....	P-5181
	Rock slide fence.....	P-5195
	Rock slide fence.....	P-5255
P-5262	Rock slide fence.....	P-5285
P-5282	Rock slide fence.....	P-5307
P-5306	Rock slide fence.....	P-5315
P-5340	Spring switch, Carlin.....	
P-5396	Rock slide fence over east portal Tunnel No. 2.....	P-5401
P-5396	Two rock slide fences.....	P-5425
	Spring switch, Moor.....	P-6173
P-6236	Spring switch, Holborn.....	P-6273
P-6246		P-6285
P-6248		P-6315
P-6270	Spring switch, Fenelon.....	P-6317
P-6314	Spring switch, Pequop.....	P-6327
	Spring switch, Icarus.....	P-6375
P-6396	Spring switch, Valley Pass.....	P-6393
		P-6395
P-6800	Spring switch, Lucin.....	P-6801
P-7396	Spring switch, Tresend.....	P-7397
P-7412	Spring switch, Engle.....	P-7411
P-7522	Spring switch, west end of siding, Bridge.....	
P-7534	Spring switch, end double track, Bridge.....	P-7537

RULE 516. Overlap posts:

Pigeon.....	at Signal 6845.....	Westward trains
Teck.....	at Signal 6887.....	Westward trains
Jackson.....	at Signal 6932.....	Eastward trains
Newfoundland.....	at Signal 7064.....	Eastward trains
Groome.....	at Signal 7113.....	Westward trains
Allen.....	at Signal 7159.....	Westward trains
Hogup.....	Center of siding.....	Eastward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location	Normal Position	Maximum Speed	
		Pggr.	Frt.
Vista.....	End double track.....	Westward track..	35 30
Perth.....	End double track.....	Eastward track..	35 30
Rose Creek.....	End double track.....	Westward track..	35 30
Carlin.....	East end west detour.....	Main track.....	15 15
Moor.....	East switch eastward siding.....	Main track.....	25 20
Holborn.....	West switch of siding.....	Main track.....	15 15
Holborn.....	East switch of siding.....	Main track.....	15 15
Fenelon.....	West switch of siding.....	Main track.....	15 15
Fenelon.....	East switch of siding.....	Main track.....	15 15
Pequop.....	West switch of siding.....	Main track.....	15 15
Pequop.....	East switch of siding.....	Main track.....	15 15
Icarus.....	East switch of siding.....	Main track.....	15 15
Valley Pass.....	West switch westward siding.....	Main track.....	15 15
Lucin.....	End double track.....	Westward track..	35 35
Tresend.....	End double track.....	Westward track..	25 20
Engle.....	East switch of siding.....	Main track.....	20 20
Bridge.....	West switch of siding.....	Main track.....	20 20
Bridge.....	End double track.....	Eastward track..	25 20

When switch is manually operated, member of crew must remain at switch until movement is completed, and line switch to normal position.

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

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them; and speed of 25 MPH must not be exceeded passing over switch in facing movement:

Location	Normal Position	Maximum Speed	
		Pggr.	Frt.
Sparks.....	East end P. F. E. track.....	Eastward track..	15 15
Lovelock.....	West end westward siding.....	Westward track..	15 15
Lovelock.....	East end eastward siding.....	Eastward track..	15 15
Rye Patch.....	East end siding.....	Main track.....	15 15
Carlin.....	West end No. 1 track.....	Main track.....	15 15
East Carlin (WP).....	East end east detour.....	WP Main track..	15 15
West Elko.....	West end WP detour.....	Main track.....	15 15
Wells.....	East end eastward siding.....	Eastward track..	15 15
Little Mountain.....	West end siding.....	Westward track..	15 15
Little Mountain.....	East end siding.....	Eastward track..	15 15

At Sparks, 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.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from MP 249.74 Vista, to MP 293.2 Massie.

Switch at end double track Vista is a spring switch with facing point lock, and when eastward absolute signal indicates "proceed" switch may be trailed through. This switch also equipped with electric lock, and when necessary to operate switch by hand, dispatcher must first be asked to release electric lock, after which manually operate spring switch before, and after, using.

Trains stopped by eastward absolute signal Vista, observing flashing white light may recall flagman from rear and prepare to start when signal clears.

West switch wye to Wadsworth Subdivision Fernley dual controlled, but wye is not a controlled siding. Trains and engines must not enter this leg of wye from Wadsworth Subdivision until dispatcher's permission obtained.

Call-on lights on dwarf absolute signals at crossovers, Fernley, when flashing yellow, authorize movement on siding after stopping, expecting to find siding occupied.

Eastward trains must obtain clearance at Sparks. Clearance for section of regular schedule must read "no signals" or "green signals," and signal order must be obtained at Massie. Eastward trains must obtain train-order check of all overdue superior trains at Massie, and need not check register at Sparks.

Massie is continuous train-order office. Signal arm for westward movement removed. Eastward trains must obtain clearance at Massie; westward trains need not obtain clearance at Massie.

Train indicators, signals and markers must be displayed in C.T.C. Fig. 7 of Rule 19, also Rules S-17 and 19(A) will not apply on controlled sidings.

Instructions for operating dual control switch machines and electric locks are posted in telephone booths, or inside of electric lock boxes.

RULE 825. Fernley. Sufficient, but not less than five hand brakes must be set on east end of cars left standing on tracks 1 and 2; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points except Valley Pass to Montello. Inspection of light engines must be made at Valley Pass. 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, Carlin to Iron Point, and Bridge to Montello if in the judgment of conductor and engineer it is safe to do so.

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.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

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 17:

EASTWARD: Valley Pass, 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; MP 430 (Alturas Subdivision) or Indian Camp.

WESTWARD: Moor and Secret.

Bunnel and Goumaz when handling logs.

Running inspection of freight trains must be made before going on Great Salt Lake trestle from either direction.

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, and on Mina Branch, a member of crew must watch track from rear of caboose, and between Wendel and Fernley where box-car cabooses are being used, frequent inspection must be made from rear door of box-car 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.

Trains, including military trains, made up in part of freight cars or cabooses equipped with cast iron wheels, are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

Moor to Wells.....	One Retainer for Each 150 M's
Valley Pass to Montello.....	" " " 150 M's
2½ Miles East of Goumaz to Susanville.....	" " " 130 M's
Sage Hen to Madeline.....	" " " 140 M's
Crest to Karlo.....	" " " 140 M's
Viewland to Wendel.....	" " " 140 M's
Sage Hen to Likely.....	" " " 140 M's

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

Tonnage of freight trains between Sage Hen and Madeline, Crest and Karlo, Viewland and Wendel, Sage Hen and Likely, must not exceed 120 M's per operative brake.

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

Valley Pass.....	Eastward freight trains.
Westwood Jct.....	Westward 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.

To avoid additional stops at stations indicated above, trains may make inspection, rear-end test, and turn up retainers where stops are made at following stations:

- Eastward: Madeline.
- Westward: Fenelon, Holborn, Anthony or Moor.
Karlo or Ravendale.

RULE 39. Running air-brake test must be made at Imlay, Carlin and Montello in both directions; at Moor westward and Valley Pass eastward; at Sage Hen and Westwood Jct. in both directions; and at Crest and Viewland westward.

Streamliner, "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 WESO AND ALAZON, INCLUSIVE

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

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

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

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

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

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

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

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

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

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not

register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

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

Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead 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) S. P. Rules 82 (A) and 83. W. P. 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) S. P. Rule 82 (A), W. P. 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) S. P. Rule 82 (A), W. P. 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.

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 block signal limit sign 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 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 — o — To SP {Upper arm } o — o —
To SP {Lower arm } o — o — To WP {Lower arm } o — o —
Westward—From W. P.
To SP {Dwarf signal } o — o —
To WP {Dwarf signal } o — o —

West Carlin—Eastward
To main track {Arm Signal } o — o —
To Detour {Light Signal } o — o —, Red indicates "stop";
Yellow indicates "proceed with caution."

Carlin—Westward
Approaching east end of yard Southern Pacific freight trains o — o,
W. P. trains — o.

Alazon—Eastward Westward—From S. P. or W. P.
To WP {Upper arm } o — o — To WP o — 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 o for information of signal operator.

MISCELLANEOUS

1. Westward freight trains must not take water or oil at Wells, nor water at Goumaz 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.

Do not take water at Lovelock, Valmy, Anthony, Valley Pass, Wadsworth, or Karlo, except in emergency, and then only enough to reach next water supply. Helper engines take full tank of water at Indian Camp.
Do not fill auxiliary water cars at Golconda.

Tonnage freight trains without water car take full tender of water at Promontory Point.
Eastward trains may take water at Sutcliffe, but when possible should do so at Big Canyon in preference.

4. Helper service:
No helper engine will be placed behind wooden underframe cars or cabooses.
Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses, and at Montello and Wells all helpers must be placed ahead of caboose.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two engines of any other class be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Helpers on eastward passenger trains occupying main track at Moor will stop and detach from the train at east switch north track.
At Montello trains not exceeding 6500 Ms, and at Wells trains not exceeding 7400 Ms may put helper ahead of road engine.

On Alturas Subdivision not more than one engine will be placed immediately ahead of caboose in westward trains west of Sage Hen. All helpers in eastward trains will be cut out of rear of train at Sage Hen.

Helper engines cut into train will not shove on empty tank cars or open top cars.

4 (a). For the purpose of pushing trains out of yards:
No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.
Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

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

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

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

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

9. Eastward trains, when restricted for westward trains at Rose Creek, will stop to clear the train order office; this to provide access to westward track by operator and to avoid blocking view of train order signal to westward trains.

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.

Eastward trains occupying eastward siding at Wells to allow eastward passenger train to pass will cut crossing from point at least 5 car lengths

west of main crossing just west of passenger station. This to give passengers entraining and detraining from passenger train on eastward track opportunity to walk to and from station.

Trains using westward siding or yard tracks north of main tracks Wells will leave crossovers clear to avoid delay to No. 21 setting out car.

10.

Page	Class of Engine	RESTRICTED TRACKS
2	All except S Class.	Reno.....All industry tracks north of westward main track between Park St. and W. P. interchange.
2, 6	AC-4-5-6; F; GS; Mt; P; and cars higher than Hart convertible ballast	Fernley.....On all tracks at sand pit.
2, 7	All engines.	Hazen.....Old mill track, north side.
2	AC-4-5-6; F; GS; Mt; P.	Perth.....All pit tracks.
3	AC-4-5-6; F; GS; Mt; P.	Palisade.....All tracks beyond west face of bins at quarry.
4	Engines over 230,000 lbs. on drivers.	Vivian.....Triolite spur.
4	Engines over 230,000 lbs. on drivers.	Elko.....Hesson Standard Oil Co. spur.
4	Engines must not go onto this spur. Hold onto 10 cars when picking up or setting out.	Ryndon.....Construction spur, south side of main track just west of Tunnel No. 4. Capacity 4 cars.
5	AC-4-5-6; F; GS; Mt; P.	Pigeon.....All tracks at pit. Saline.....Spur, beyond sign at road crossing 350 feet from switch. Lakeside.....All tracks at quarry, except Mountain track in west quarry, 14 cars west of water track switch.
6, 7	AC-4-5-6; GS; P.	Wadsworth subdivision.. All tracks.
6	AC-4-5-6; GS; P.	Alturas subdivision.. All tracks.
7	AC; Mk.	Susanville....Fruit Growers Supply Co. tracks; except main spur to mill pond and straight tracks where scales are located. Sump track if entered from the west. Lussen Lumber & Box Co. planing mill track, or beyond unloading dock on pond track.
7	Engines over 200,000 lbs. on drivers. Other engines restricted to 10 MPH on tangent and 5 MPH on curves.	Susanville....Red River Lumber Co., tracks to Springfield cedar mill.
7	AC-4-5-6; F; GS; Mt; P. Mk-7-8-9.	Mina subdivision..All tracks.
7	AC; Mk.	Wabuska.....Beyond 100 feet north of NCB wye switch.
7	AC.	Mina.....Hold onto 7 cars when switching high line spur, east end Mina yard.

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.

14. Between April 1st and November 1st, use sprinklers on engines so equipped, over all open deck trestles and steel bridges consistent with water supply. Do not use sprinklers on Great Salt Lake trestle and other ballast deck structures.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

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

23. Do not blow off engines on west detour when entering Carlin.

STRUCTURES LESS THAN STANDARD CLEARANCE

MP	Description	No.	Over	Side or Overhead	At or Near
242.90	Transfer track.....	..		Side.....	Reno
249.84	Bridge.....	5	Truckee River...	Side & Overhead..	Vista
250.99	Bridge.....	6	Truckee River...	Side & Overhead..	Vista
258.07	Bridge.....	7	Truckee River...	Side & Overhead..	Patrick
262.51	Bridge.....	8	Truckee River...	Side & Overhead..	Clark
264.48	Bridge.....	9	Truckee River...	Side & Overhead..	Thisbe
264.70	Bridge.....	10	Truckee River...	Side & Overhead..	Thisbe
268.25	Bridge.....	11	Truckee River...	Side & Overhead..	Thisbe
268.69	Bridge.....	12	Truckee River...	Side & Overhead..	Thisbe
269.44	Bridge.....	13	Truckee River...	Side & Overhead..	Gilpin
436.16	Bridge.....	2	Humboldt River..	Side & Overhead..	Golconda
441.53	Bridge.....	3	Humboldt River..	Side & Overhead..	Comus
518.80	Bridge.....	6	Humboldt River..	Side.....	Barth
519.18	Bridge.....	7	Humboldt River..	Side & Overhead..	Barth
519.70	Bridge.....	8	Humboldt River..	Side & Overhead..	Barth
520.16	Bridge.....	9	Humboldt River..	Side & Overhead..	Barth
520.56	Bridge.....	10	Humboldt River..	Side & Overhead..	Barth
520.92	Bridge.....	11	Humboldt River..	Side & Overhead..	Gerald
522.07	Bridge.....	12	Humboldt River..	Side & Overhead..	Gerald
522.35	Bridge.....	13	Humboldt River..	Side & Overhead..	Gerald
523.09	WP crossing.....	..	SP track.....	Overhead.....	Gerald
523.34	Bridge.....	14	Humboldt River..	Side & Overhead..	Gerald
525.02	Tunnel.....	1		Side & Overhead..	Palisade
525.15	Bridge.....	15	Humboldt River..	Side.....	Palisade
525.42	Bridge.....	16	Humboldt River..	Side.....	Palisade
525.70	Two water columns..	..		Side.....	Palisade
534.5	Water column.....	..		Side.....	Carlin
538.23	Bridge.....	17	Humboldt River..	Side & Overhead..	Vivian
538.92	Bridge.....	18	Humboldt River..	Side & Overhead..	Vivian
539.47	Bridge.....	19	Humboldt River..	Side & Overhead..	Tonka
539.54	Tunnel.....	2		Side & Overhead..	Tonka
539.93	Bridge.....	20	Humboldt River..	Side & Overhead..	Tonka
540.89	Bridge.....	21	Humboldt River..	Side & Overhead..	Tonka
541.16	Bridge.....	22	Humboldt River..	Side & Overhead..	Tonka
541.64	Bridge.....	23	Humboldt River..	Side & Overhead..	Tonka
542.45	Bridge.....	24	Humboldt River..	Side & Overhead..	Tonka
556.00	Two water columns..	..		Side.....	Elko
566.55	Tunnel.....	3		Side & Overhead..	Ryndon
567.19	Bridge.....	25	Humboldt River..	Side & Overhead..	Ryndon
568.26	Bridge.....	26	Humboldt River..	Side & Overhead..	Ryndon
568.68	Tunnel.....	4		Side & Overhead..	Ryndon
569.85	Bridge.....	27	Humboldt River..	Side & Overhead..	Ryndon
570.36	Bridge.....	28	Humboldt River..	Side & Overhead..	Ryndon
570.57	Tunnel.....	5		Side & Overhead..	Ryndon
573.40	Two water columns..	..		Side.....	Elburz
589.42	Water tank.....	..		Side.....	Deeth
607.50	Two water columns..	..		Side.....	Wells
620.10	Two water columns..	..		Side.....	Anthony
640.60	Water column.....	..		Side.....	Valley Pass
649.80	Two water columns..	..		Side.....	Loray
661.90	Two water columns..	..		Side.....	Montello
679.92	Water tank.....	..		Side.....	Lucin
702.10	Two water columns..	..		Side.....	Lemay
730.11	Water tank.....	..		Side.....	Strongknob
758.63	Water tank.....	..		Side.....	Promontory Point
778.49	Bridge.....	2	Weber River....	Side.....	Marriott
WADSWORTH SUBDIVISION					
277.00	Bridge.....	1	Truckee River...	Side.....	Wadsworth
Westwood Branch					
382.78	Bridge.....	3	Susan River....	Side.....	Susanville
386.70	Tunnel.....	1		Side & Overhead..	Bunell
386.87	Bridge.....	9	Susan River....	Side.....	Bunell
387.00	Tunnel.....	2		Side & Overhead..	Bunell
394.49	Bridge.....	12	Susan River....	Side.....	Goumaz
Mina Branch					
295.05	Bridge.....	..	Government Canal.....	Side.....	Bango
Fallon Branch					
302.08	Bridge.....	..	Carson River...	Side.....	Fallon
302.50	Bridge.....	..	Government Canal.....	Side.....	Fallon

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

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

SPECIAL INSTRUCTIONS

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except Eng. 2470; F-1 class: 3611, 3612, 3615, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652; F-3 class: 3653, 3654, 3656, 3657, 3658, 3660, 3661, 3663, 3664, 3665, 3666; F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3692, 3697, 3701, 3702, 3704, 3705, 3706, 3709, 3711, 3716, 3717; F-5 class: 3718, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769; AC-6 class: 4127, 4128, 4130, 4131, 4132, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150; SP-1 class: 5001, 5002, 5003, 5006, 5009, 5011, 5012, 5013; SP-2 class: 5017, 5018, 5019, 5020, 5021, 5022, 5024, 5025, 5026, 5028, 5029, 5031, 5033, 5035; SP-3 class: 5039, 5040, 5041, 5042, 5044, 5045, 5047.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

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.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Table with 3 columns: Classification, Running Forward With Train Light, Running Backward With Train or Light. Rows include DES-200, DES-1 to 7 inc., DES-100 to 107 inc.

Maximum speed of disabled engines (except class S or SE) running under own steam or hauled in train, must not exceed:

- When all weight has been removed from any one pair of drivers... 20 MPH
When all weight has been removed from only one wheel from any pair of drivers... 30 MPH
When engine truck is removed... 20 MPH
When main rod only is removed... 30 MPH
When side rod only is removed... 30 MPH
When both main and side rods are removed... 20 MPH
When hauled in train with all rods on... 30 MPH
Class S and SE engines under all conditions... 20 MPH

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Passenger trains handling steel wheel box 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.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 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.

Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH.

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."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Main speed restriction table with columns for Page No., Territory, and various engine classes (Stream-Liner, P-8, E, T, AC-4-5, T-1-8-9-23-28, M, C-2-4-5-8-9, C-15-17, Freight and Mixed, Light Engine, Engine Backing).

SPEED TABLE

Table showing Speed per Hour vs 1 Mile in Minutes/Seconds for various speeds from 6 to 24 MPH.

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."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Table with columns: Page No., TERRITORY, WITH TRAIN -- ENGINE RUNNING FORWARD (PASSENGER, FREIGHT AND MIXED), LIGHT ENGINE RUNNING FORWARD, ENGINE BACKING WITH TRAIN OR LIGHT. Rows include WESTWARD and AGAINST CURRENT OF TRAFFIC routes.

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

Table with columns: PAGE, MPH. Lists equipment types like 'Trains handling wooden pile-drivers' and 'Trains handling locomotive cranes' with corresponding speed limits.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Table with columns: Stream-liner, Psgr., Frt. Lists restrictions for sidings, yard tracks, crossovers, etc., with speed limits.

DIVISION MILEAGE

Table showing Main Lines and Branches mileage. Includes routes like 'MP 238.8 west of Reno to Ogden' and 'Fallon', 'Mina', 'Westwood'.

SPEED RESTRICTIONS—BRANCHES

Page	Territory	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
		Maximum	C-15-17-32 Mk-10-11 MM-3 SP (If not CCB)	F Mt	Maximum	F Mt	Maximum	F Mt	
6	Between Fernley and Wendel, except:	40	35	30	30	25	30	25	15
6	Westward MP 280 to yard limit board, Fernley	40	35	30	35	30	30	25	15
6	On curves indicated by slow boards between MP 285 and Wendel	35	35	30	30	25	30	25	15
6	Flanigan, over WPRR crossing	20	20	20	20	20	20	20	15
6	Between Wendel and Alturas, except:	30	30	25	30	25	30	25	15
6-7	Between outside switches, Wendel	15	15	15	15	15	15	15	15
6	Between MP 361 and Viewland	20	20	20	20	20	20	20	15
6	Between MP 375 and Crest	20	20	20	20	20	20	20	15
6	Eastward, Crest to MP 395	20	20	20	20	20	20	20	15
6	Between Madeline and MP 438	20	20	20	20	20	20	20	15
6	Between MP 440 and MP 446	25	25	20	25	20	25	20	15
7	Between Wendel and Susanville	40	40	35	30	25	30	25	15
7	Between Susanville and Westwood Jct., except:	25	25	20	20	20	25	20	15
7	Between outside switches Susanville	20	20	20	20	20	20	20	15
7	Between Westwood Jct. and Mason	35	35	30	30	25	30	25	15
7	Between Hazen and Fallon	30	30		30		30		15
7	Between Hazen and Mina:								
7	Between MP 288.4 and MP 320	20	20		20		20		15
7	Between MP 320 and MP 338	25	25		25		25		15
7	Between MP 338 and MP 357	20	20		20		20		15
7	Between MP 357 and MP 417	25	25		25		25		15

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Examiner and Surgeon
Ogden	Dr. W. J. Thomson	District Surgeon
Ogden	Dr. Keith Stratford	District Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Ogden	Dr. Ralph Pugmire	Asst. Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Montello	Nurse in charge of emergency hospital	
Wells	Dr. C. H. Clark	District Examiner and Surgeon
Elko	Dr. A. J. Hood	District Examiner and Surgeon
Elko	Dr. R. P. Rowntree	District Examiner and Surgeon
Carlin	Dr. C. W. Eastman	District Examiner and Surgeon
Battle Mountain	Dr. T. S. Dunning	District Surgeon
Winnemucca	Dr. Geo. F. Pope	Consulting Physician and Surgeon
Inlay	Dr. J. R. Gill	District Examiner and Surgeon
Lovelock	Dr. H. Earl Beinap	District Examiner and Surgeon
Sparks	Dr. Ellwood Reno	Asst. Dist. Surgeon and Examiner
Sparks	Dr. Rodney E. Wyman	Division Examiner and Surgeon, State of Nev.
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. C. W. West	District Surgeon
Reno	Dr. D. D. Little	Asst. District Surgeon
Fallon	Dr. H. W. Sawyer	District Surgeon
Susanville	Dr. G. S. Martin	District Surgeon
Susanville	Dr. J. W. Crever, Jr.	Asst. District Surgeon
Mina	Dr. D. A. Smith	District Examiner and Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Yerrington	Dr. Stanley Tebbe	Emergency Surgeon
Alturas	Dr. John Stiles	District Surgeon

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.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel-Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—40 ft. 6 in.	48,165			
" —60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730	87,120		
Baggage & Mail—60 ft.	103,620			
" —69 ft.	124,760			
" —70 ft.	120,140			
" —Passenger	108,675	112,640		
Express Refr.—N. P. Ry.	74,000	74,000		
" —A. R. E. No. 40-154	78,000	78,000		
" —" " " 155-224	89,000	89,000		
" —" " " 500-506	110,000	110,000		
" —" " " 1101-1175	85,000	85,000		
" —P. F. E. " 500-799	83,000	83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" Cars 107-128 (ACW)			182,800	182,800
" " 140-141 (ACW)			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120,900	104,500
" —" —Art. (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" —77 ft. (") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)			169,450	169,450
" —77 ft. (") (ACM)			189,581	173,836
" —79 ft. (") (NAC)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft. (ACI)			194,543	186,166
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
" " (ACM)	160,800	153,000	192,300	176,300
" " Lounge (ACM)	171,200		194,900	178,900
" " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" " (ACM)	167,600		195,800	179,800
" —American Series (ACW)			139,500	139,500
" —Imperial (ACW)			133,500	133,500
" —Sleeper (ACM)	163,100		191,100	175,100
" " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" —Troop Sleeper (ACI)	153,000		168,665	161,400
" —Kitchen	75,250			
" " 78,920				
U. S. A. Kitchen	80,800			
" Ward (ACI)			173,300	167,900
" Dressing (ACI)			165,700	160,300
" Hospital (ACI)			162,100	156,700
Streamliner "City of San Francisco" (18 cars including power units)			2,807,000	2,807,000
Power Units, SF-1, 2, 3			882,260	882,260
Power Units, SF-4, 5, 6			994,460	994,460
(Note: If train is less than 18 cars, deduct 130,500 lbs. per car.)				
Rail, Gas-Electric—400 H.P.	158,400			
" —600 H.P.	167,200			

*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.



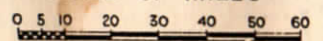
MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES



Revised to Oct. 1, 1938.
 " May 10, 1940.
 " Sept. 17, 1940.
 " Jan. 1, 1944.