SOUTHERN PACIFIC COMPANY

SALT LAKE DIVISION SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, OCTOBER 31, 1948
AT 12:01 A. M.,
PACIFIC STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

R. E. HALLAWELL,
General Manager.

V. M. PETTERSON,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

A. S. McCANN,
Superintendent of Transportation.

F. E. KALBAUGH,
Superintendent.

RULE A. All, or portions of, the following rules have been changed. Pasters have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules	10 (H)	295
	15	297
	26	705
	99	707
	104 (D)	708
	210	763
	221	837
	271	

Definition of FIXED SIGNAL is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

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

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 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figs. 1, 2 and 3)

The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Round yellow speed boards indicate by black figures the speed restrictions applying to Streamliner "CITY OF SAN FRANCISCO."

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

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

RULES 17, 17 (B), 17 (C) and S-17. Headlight will be displayed by day on all passenger and freight trains on all subdivisions, as an aid to motorists. When so displayed the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

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 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".

RULE 221. Within block system limits only, third and sixth paragraphs of Rule 221 are modified to the extent that it will no longer be necessary for train to obtain clearance if train-order signal at an open train-order office is first seen in proceed position.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view-point.

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

RULE 281B. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. 1 and 2, must be made with caution.

RULES 281 and 281D. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. 5, Rule 281; or by light type dwarf signals displaying "Proceed Prepared to Stop at Next Home Signal", Fig. 7, Rule 281D, must be made with caution, and position of switches observed.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

When signals are found in stop position, under any condition, operate push button governing route desired.

When necessary to use push button, hold button depressed until pilot light appears.

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher's permission must first be obtained, and movement made only after flag protection provided on both tracks.

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

White light which may appear on side of relay housings is maintainer's call light, but when train has been stopped by an absolute signal and white light is observed burning, member of crew will communicate with dispatcher even though another train may be seen approaching.

Call-on units on absolute signals when flashing yellow, authorize train after stopping to proceed on siding without securing telephone permission from dispatcher, but must expect to find a preceding train at any point on siding.

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

GENERAL REGULATIONS

RULE 826. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

RULE 827. TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points unless otherwise provided.

The maximum distance a freight train may run without stopping for inspection is 82 miles, unless otherwise prescribed. Inspection must be made at any intermediate stop. During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection must be made.

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

When running inspections are made, at least one trainman will so place himself as to take advantage of air currents or other atmospheric conditions.

In the absence of trainmen in cupola, conductor must devote as much time as possible to watching train.

Where box car cabooses are being used, frequent inspection must be made from rear door of box car caboose for indication of derailment so that train may be stopped promptly.

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.

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.

RULE 831 is revised to read as follows:

"Occupied wooden frame outfit cars must be placed next ahead of passenger cars if handled in mixed trains, or next ahead of caboose if handled in freight trains.

"Women and children must not be permitted to ride in outfit cars when moved by freight train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

RULE 832. Wooden underframe cars of any class must be placed next ahead of caboose, except that when handled in the same train with wooden underframe outfit cars they must be placed next ahead of the outfit cars.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Blow-off cocks must not be opened when passing over open-deck bridges and trestles.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 38. Incoming engineer at Sparks and Ogden on Streamliner "CITY OF SAN FRANCISCO" will make electro-pneumatic application of brakes. Inspector will note that rear brakes on train apply, then sound communicating signal 16 (e) for release, and note that brakes release on train.

When communicating signal 16 (e) is sounded, outgoing engineer will apply automatic brakes with a twenty-pound reduction, after which inspection of train will be made as prescribed by Rule 36. After inspection has been made and communicating signal 16 (e) sounded, outgoing engineer will release automatic brakes.

This test to be followed by automatic running test as prescribed by Rule 39 as soon as speed permits after starting train. For operation of electro-pneumatic brakes, after automatic running test has been made, shifter lever will be placed in "S.A." position and engineer will apply and release electro-pneumatic brakes after speed of 35 or 40 MPH has been attained, to insure that brakes are operative.

Incoming engineer at Carlin on Streamliner "CITY OF SAN FRANCISCO" will make electro-pneumatic application of brakes. Inspector will note that rear brakes on train apply, then sound communicating signal 16 (e) for release, and note that brakes release on train. This test to be followed by automatic running test as prescribed by Rule 39 as soon as speed permits after starting train. For operation of electro-pneumatic brakes, after running test has been made, shifter lever will be placed in "S.A." position and engineer will apply and release electro-pneumatic brakes, after speed of 35 or 40 MPH has been attained, to insure that brakes are operative.

RULE 39. Streamliner "CITY OF SAN FRANCISCO", carries 110-pound brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110-pound brake pipe pressure instead of the 90 pounds ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 pounds and the low pressure side for 130-pound 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 control unit should then open the double-heading cock and release automatic brake. Release of brake on the last car is indication that brake is operative and train is ready to proceed, and is to be followed by automatic brake running test.

MISCELLANEOUS

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

4. 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.

One helper may be place on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed 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 underframe construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head-end of trains powered by DEF class engines.

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 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.

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.

5. Oscillating red light on rear of trains so equipped is to be operated by day and night whenever train reduces speed to such an extent that it may be overtaken by another train; while train is standing; and until train again resumes normal speed.

When backing a train so equipped, stationary white light is to be displayed in this unit as a headlight, by opening the door in which red lens is located, and locking it back; and setting switches accordingly.

Trainmen and enginemen must familiarize themselves with instructions governing operation of these lights. They do not in any way relieve trainmen or enginemen from compliance with the rules governing observance of block signals; providing proper flag protection, or display of markers.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers.

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.

25. Electric lamps may be used for displaying white light only, except that yardmen may use green light in giving signals to train entering or leaving yard tracks during night hours.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DEP-1, 2, 3, 4	95	70	30
DEP-5, 6	90	70	30
GS	75	45	30
Mt	75	45	30
P-7, 8, 10, 12	75	45	30
A	70	45	30
DEF-1 (6100 to 6118)	65	50	30
E	65	45	30
P-1, 3, 4, 5, 6, 11	65	45	30
T-26, 32, 37, 40	60	40	30
AC-4, 5, 6, 7, 8, 9, 10, 11, 12	60	40	25
DEF-2, 3	55	50	30
DERS-1, 2	50	40	40
M	50	35	25
T-1, 8, 9, 23, 28, 31, 57, 58	50	35	30
Mk-5, 6, 7, 8, 9	50	40	30
F	50	40	30
SP	50	35	30
B	50	35	30
DES-1 to 7, 100 to 109	40	40	40
DERS-200	40	40	40
C-2, 4, 5, 8, 9, 10, 18, 19, 26, 27, 28, 29	40	35	30
TW	40	30	30
Mk-2, 4	40	30	30
AC-1, 2, 3	40	30	25
C-15, 17	35	30	30
Mk-10, 11	35	30	30
MM	35	30	25
DES-200	30	30	30
S	20	20	20
SE	20	20	20
WPRR: D-176	70	45	30
WPRR: TP	70	45	30
WPRR: MTP	70	45	30
WPRR: GS	70	45	30
WPRR: D-225	60	45	30
WPRR: Mk	50	30	30
WPRR: M-100	50	45	30
WPRR: C-43 (21 to 65)	45	30	30
WPRR: C-43 (1 to 20)	40	30	30
UPRR: DEP	95	70	30
UPRR: F	40	40	30
Any engine not listed	35	35	25

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves, and when approaching highway crossings at grade.

Diesel-electric engines hauled in train must not be moved at speed greater than that shown for the Diesel-electric engine running forward light.

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

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH. This restriction does not apply to WPRR engines and tenders.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel of 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

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Such engine or equipment must not be handled in train until train order designating maximum speed is issued.

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

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed 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 train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers	40
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
(Relief outfits 7014 and 7025 must not be operated on Mina Branch between Mina and Tonopah Jct.)	
On all curves, 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	

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

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

When foreign line steel wheel cars are picked up at points where car inspectors are not on duty, conductor must contact train dispatcher as to applicable speed restriction governing movement.

Wooden underframe equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden underframe coaches or chair cars must not exceed 40 MPH.

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.

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

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

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light; such trains must not, in any case exceed 40 MPH.

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

RULE 10 (J). Speed board to right of track with two tracks intervening for westward trains at MP 274.87 reading 55-35 is also duplicated to the left of track with one track intervening.

Yellow speed board to right of track with one track intervening for eastward Streamliners at MP 328.32 reading 90 is also duplicated to the left of track.

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

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	Sparks	247.60
	Fernley (Wadsworth Subdivision)	276.77
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
382.60	Imlay	385.71

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 stop before passing Signal 2469, except when proceed signal received from yardman.

Yardmen must use green flag by day and green light by night when signaling trains to enter or leave yard tracks, and when making moves of any kind with road engines.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Sparks, west of dispatcher's office..For westward track,
Sparks, east of dispatcher's office...For eastward track,
Fernley (Wadsworth Subdivision)..For controlled siding,
Hazen (Mina Branch).....For controlled siding,
Hazen (Fallon Branch).....For Mina Branch.

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

RULE 505. AUTOMATIC BLOCK SYSTEM

Sparks. Upper unit of Signal 2452 on signal bridge governs main track movements on eastward main track. Lower unit 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.

Signals 2470 and 2472 are equipped with push buttons. After properly operating push buttons, if signal fails to display green or yellow aspect, train may proceed as prescribed by Rule 509(i).

RULES 510 and 776. The following block signals equipped with triangular number plates bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA", and Rule 776 in addition to Rule 510 must be complied with when stopped by such signals:

Eastward Signal	Protection	Westward Signal
P-A P-A	Spring switch, end double track Vista	P-SA
P-2508 P-A	Rock slide fence, MP 252.47	P-A P-A P-A
P-A P-A	Rock slide fence, MP 254.52	P-2553
P-2554 P-A	Rock slide fence, MP 256.59	P-A P-A P-A
P-3108	Spring switch, west end siding, Parran	
P-3402	Spring switch, end double track Perth	P-3403

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Vista	End double track	Westward track
Parran	West end siding	Main track
Perth	End double track	Eastward track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Sparks	East end PFE track	Eastward track
Lovelock	West end westward siding	Westward track
Lovelock	East end eastward siding	Eastward track
Rye Patch	East end middle siding	Eastward track
Imlay	West end yard track	Westward track

Trains moving against current of traffic must stop and ascertain that spring switches at Sparks, Lovelock, Rye Patch and Imlay are properly lined before using.

Sparks. Spring switches are located at east and west end of engine lead.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3824	Imlay	Proceed to train-order office.
S	3824	Imlay	Call yard office for instructions.

When indicator on Signal 3824 is not illuminated trains other than first-class must stop and call yard office for instructions.

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.

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

Eastward trains must identify superior trains between train-order signal Hazen and end of C.T.C. at Massie. Rule 14(k) will apply between Hazen and Massie.

Hazen is continuous train-order office for eastward trains only. Signal arm for westward movement removed.

GENERAL REGULATIONS

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.

RULE 827. TRAIN INSPECTION

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 if the distance does not exceed 108 miles. Regular standing inspection in addition to rolling inspection of both sides of train must be made immediately before commencing such run. This does not relieve trainmen from making inspection when stops permit, or whenever it is necessary in the judgment of conductor or engineer.

Train crews of freight trains will make rolling inspection of both sides of train departing Sparks eastward and departing Imlay westward.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Imlay in both directions.

MISCELLANEOUS

1. Do not take water at Parran except in emergency, and then only enough to reach next water supply. When necessary to do so engineers must make wire report to chief train dispatcher and road foreman of engines of circumstances.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All except S, SE and DES class	Reno—All industry tracks north of westward main track between Park St. and WPRR interchange.
AC-4 to 12; F; GS; Mt; P; and cars higher than Hart convertible ballast	Fernley—On all tracks at sand pit.
AC-4 to 12; F; GS; Mt; P	Perth—Tail of wye beyond highway crossing.

Load limit (car and contents):

Sparks-Imlay.....251,000 pounds.

Unless authorized by Superintendent, heavier loads must not be handled.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers, turnouts and slip-switches, except:	15
Passenger trains on controlled sidings, except:	25
Westward on siding at Hafed	15
Freight trains on controlled sidings, except:	20
Westward on sidings at Hafed, Patrick and Darwin	15
Eastward on sidings at Hafed, Thisbe, Gilpin and on south siding at Hazen	15
On any wye	10
Through any siding, crossover, turnout or slip-switch with engine backing	10

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
249.84	Vista	Truckee River bridge No. 5	Overhead & side
250.99	Vista	Truckee River bridge No. 6	Overhead & side
258.07	Patrick	Truckee River bridge No. 7	Overhead & side
262.51	Clark	Truckee River bridge No. 8	Overhead & side
264.48	Thisbe	Truckee River bridge No. 9	Overhead & side
264.70	Thisbe	Truckee River bridge No. 10	Overhead & side
268.24	Thisbe	Truckee River bridge No. 11	Overhead & side
268.69	Thisbe	Truckee River bridge No. 12	Overhead & side
269.44	Gilpin	Truckee River bridge No. 13	Overhead & side
288.10	Hazen	Two water columns	Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
244.37	245.12	247.14	247.89	247.14	245.12
248.64	249.39	249.82	250.60	249.85	249.39
249.07	249.82	249.85	251.80	251.02	250.99
250.24	250.99	251.02	254.35	253.60	252.06
251.30	252.06	253.60	257.47	256.72	255.97
255.22	255.97	256.72	258.87	258.10	258.07
257.32	258.07	258.10	265.56	264.81	262.34
261.59	262.34	264.08	268.72	267.97	266.76
266.01	266.76	267.97	270.19	269.44	267.97
267.22	267.97	269.45	271.82	271.07	270.85
270.06	270.85	271.07	272.43	271.68	271.07
273.01	273.76	274.12	x274.87	274.12	273.76
282.78	283.53	285.95	287.70	286.95	285.95
285.20	285.95	286.95	316.45	315.70	306.80
306.05	306.80	315.70	318.39	317.64	317.00
316.25	317.00	317.64	324.20	323.45	322.91
322.12	322.91	323.45	331.98	331.25	329.07
x328.32	329.07	331.25	(a)340.91	340.16	340.14
343.16	343.91	344.80	345.55	344.80	343.91
351.49	352.24	352.62	354.92	354.14	352.24
353.00	353.76	354.14	367.95	367.20	366.39
365.58	366.40	367.01	370.02	369.27	368.56
367.71	368.46	369.09	371.92	371.17	369.27
382.26	383.01	385.58	386.33	385.58	383.01

xBoards north and south side of track with one track intervening on south side.

xBoards north and south side of track with two tracks intervening north side.

(a) Yellow speed board at MP 341.30, 6000 feet instead of three-fourths mile in approach to this restriction.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, SPARKS TO IMLAY:					
MP MP					
245.12 to 247.14	20	15	15	15	15
247.14 to 249.39	80	60	50	45	30
249.39 to 249.82 (Vista)	70	60	50	45	30
249.82 to 249.85 (spring switch)	35	35	30	30	30
249.85 to 250.99	80	60	50	45	30
250.99 to 251.02 (bridge)	80	50	50	45	30
251.02 to 252.06	80	60	50	45	30
252.06 to 253.60 (curves)	60	55	50	45	30
253.60 to 255.97	80	60	50	45	30
255.97 to 256.72 (curves)	70	60	50	45	30
256.72 to 258.07	80	60	50	45	30
258.07 to 258.10 (bridge)	80	50	50	45	30
258.10 to 262.34 (Clark)	80	60	50	45	30
262.34 to 264.08 (curves & bridge)	60	50	40	40	30
264.08 to 264.81 (curves & bridges)	65	50	40	40	30
264.81 to 266.76 (curves)	80	60	50	45	30
266.76 to 267.97	70	60	50	45	30
267.97 to 269.45 (bridges)	80	50	40	40	30
269.45 to 270.85	80	60	50	45	30
270.85 to 271.07 (Gilpin)	60	55	50	45	30
271.07 to 271.68 (curves)	70	60	50	45	30
271.68 to 273.76	80	60	50	45	30
273.76 to 274.12 (curve)	55	55	45	45	30
274.12 to 283.53	95	70	50	45	30
283.53 to 285.95 (curves)	80	70	50	45	30
285.95 to 286.95 (curve)	75	70	50	45	30
286.95 to 306.80 (Desert)	95	70	50	45	30
306.80 to 315.70 (Huxley)	95	65	50	45	30
315.70 to 317.00	95	70	50	45	30
317.00 to 317.64 (curve)	90	70	50	45	30
317.64 to 322.91	95	70	50	45	30
322.91 to 323.45 (curve)	90	70	50	45	30
323.45 to 329.07	95	70	50	45	30
329.07 to 331.25 (curves)	90	70	50	45	30
331.25 to 343.91 (Lovelock)	95	70	50	45	30
343.91 to 344.80	50	30	30	30	30
344.80 to 352.24	95	70	50	45	30
352.24 to 352.62 (curve)	80	70	50	45	30
352.62 to 353.76	95	70	50	45	30
353.76 to 354.14 (curve)	80	70	50	45	30
354.14 to 366.40	95	70	50	45	30
366.40 to 367.01 (curves)	80	70	50	45	30
367.01 to 368.46	95	70	50	45	30
368.46 to 369.09 (curve)	80	70	50	45	30
369.09 to 383.01 (Imlay)	95	70	50	45	30
383.01 to 385.58 (Imlay)	60	40	20	20	20

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, IMLAY TO SPARKS:					
MP MP					
385.58 to 383.01 (Imlay)	60	40	20	20	20
383.01 to 371.17	95	70	50	45	30
371.17 to 369.27 (curves)	90	70	50	45	30
369.27 to 368.56 (curve)	80	70	50	45	30
368.56 to 367.20	95	70	50	45	30
367.20 to 366.39 (Rye Patch)	90	70	50	45	30
366.39 to 354.14	95	70	50	45	30
354.14 to 352.24 (curves)	90	70	50	45	30
352.24 to 344.80 (Lovelock)	95	70	50	45	30
344.80 to 343.91	50	30	30	30	30
343.91 to 340.16 (Perth)	95	70	50	45	30
340.16 to 340.14 (spring switch)	35	35	30	30	30
340.14 to 331.25 (Toulon)	95	70	50	45	30
331.25 to 329.07 (curves)	90	70	50	45	30
329.07 to 323.45	95	70	50	45	30
323.45 to 322.91 (curve)	90	70	50	45	30
322.91 to 317.64	95	70	50	45	30
317.64 to 317.00 (curve)	90	70	50	45	30
317.00 to 315.70 (Huxley)	95	70	50	45	30
315.70 to 306.80 (Desert)	95	65	50	45	30
306.80 to 286.95	95	70	50	45	30
286.95 to 285.95 (curve)	75	70	50	45	30
285.95 to 283.53	80	70	50	45	30
283.53 to 274.12	95	70	50	45	30
274.12 to 273.76 (curve)	55	55	45	45	30
273.76 to 271.68	80	60	50	45	30
271.68 to 271.07 (Gilpin)	70	60	50	45	30
271.07 to 270.85 (curve)	60	55	50	45	30
270.85 to 269.44	80	60	50	45	30
269.44 to 267.97 (curve & bridges)	80	50	40	40	30
267.97 to 266.76 (curves)	70	60	50	45	30
266.76 to 264.81	80	60	50	45	30
264.81 to 262.34 (curves & bridges)	60	50	40	40	30
262.34 to 258.10	80	60	50	45	30
258.10 to 258.07 (bridge)	80	50	50	45	30
258.07 to 256.72	80	60	50	45	30
256.72 to 255.97 (curve)	70	60	50	45	30
255.97 to 253.60	80	60	50	45	30
253.60 to 252.06 (curves)	60	55	50	45	30
252.06 to 251.02	80	60	50	45	30
251.02 to 250.99 (bridge)	80	50	50	45	30
250.99 to 249.85	80	60	50	45	30
249.85 to 249.39 (Vista)	70	60	50	45	30
249.39 to 247.14 (Sparks)	80	60	50	45	30
247.14 to 245.12 (Sparks)	20	15	15	15	15
EASTWARD OR WESTWARD, AGAINST CURRENT OF TRAFFIC (subject to lesser speed restrictions applying to opposite track)	60	60	40	40	30

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch Imlay to Sparks	Rye Patch to Imlay
DEP-1, 2, 3	983, 985, 986	6000	6000	6000
DEP-4	6000 to 6004	....	....	....
DEP-5	6005 to 6007	18500	16500	18500
DEP-6	6008 to 6010	....	....	....
DEF-1	6100 to 6118	....	....	....
DEF-2	6119 to 6139	....	....	....
E-23	1500	5000	3550	3700
M-4	1617 to 1713	6350	4200	4800
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	5650
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	5950
M-11	1832 to 1835	8600	6000	6250
T-1	2242 to 2271	5700	4000	4150
T-8, 9	2161 and 2178	4100	2850	3000
T-23	2301 to 2310	8200	5400	6300
T-26	2283 to 2299	7050	4650	5400
T-28, 31	2311 to 2362	9000	5900	6900
T-32	2363 to 2370, 2372 to 2384	9000	5900	6900
T-40	2371	9000	5900	6900
T-37	2105 and 2106	8200	5750	6000
T-57, 58	2385 and 2386	7400	5200	5400
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	7400	5200	5400
P-1	2403 to 2407 and 2415	7800	5450	5700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	5950
P-6	2453, 2454 and 2458	9200	6400	6700
P-7	2476 and 2477	9700	6800	7100
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	7500
P-8, 10	2475, 2484 to 2491	10500	7500	7800
P-11	3100 to 3109	8000	5550	5800
P-12	3120 to 3129	10000	7500	7800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	7500
C-15	2505 to 2507	6300	4450	4650
C-17	2510 and 2511	7800	5450	5700
C-18	3400 to 3409	9100	6350	6650
C-19	3410 to 3426	9500	6650	6900
TW-1	2900 to 2913	7600	5300	5500
TW-2, 3	2932 to 2952	6100	4250	4450
TW-4, 6	2926 to 2931 and 2957	5800	4050	4200
TW-8	2914 to 2923	8350	5850	6100
A-3	3025, 3036, 3052 and 3057	6250	4300	4500
A-6	3000 to 3003	7200	5000	5250
Mk-2, 4	3201 to 3240	12000	8700	9200
Mk-5, 6	3241 to 3277	12600	8850	9200
Mk-7, 8, 9	3300 to 3324	12600	8850	9200
Mk-10	3295	10600	7450	7750
Mk-11	3297 and 3298	10200	7150	7450
F-1	3611 to 3652	13500	10000	10400
F-3	3653 to 3667	13500	11000	11500
F-4, 5	3668 to 3769	14000	11500	12000
MM-3	3930 and 3931	15000	13300	13900
AC-1, 2, 3	4009 to 4048	18500	16500	17000
AC-4, 5	4100 to 4125	18500	16500	18500
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	18500
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	10500
Mt-2	4385 to 4390	13500	10200	10600
GS-1, 2	4401 to 4415	13700	10400	11000
GS-3, 4, 5, 6	4416 to 4469	13900	10600	11200
SP-1, 2, 3	5000 to 5048	18500	13600	14000

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

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

West MP		East MP
382.60	Imlay	385.71
533.40	Carlin	536.46
642.97	" (WPRR)	647.09

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

Signal 5340 on west detour is under control of train-order operator, and when displaying proceed indication it will authorize eastward SP trains to move from east switch of detour to crossover at east end of freight house, superseding the superiority of trains between these points. Protection for such movement against westward trains and engines must be provided by yardmaster before authorizing operator to clear the signal. If this signal does not display proceed indication, nearest member of crew must contact yardmaster by telephone, which is located in herders shanty near the signal.

Yardmen must use green flag by day and green light by night when signaling trains to enter or leave yard tracks, and when making moves of any kind with road engines.

RULE 505. AUTOMATIC BLOCK SYSTEM

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. When Signal 4403 displays stop indication and indicator displays the letter "T", train after stopping, may proceed with caution, not exceeding 12 MPH to first telephone and call dispatcher for instructions.

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-4064	Spring switch end double track, Rose Creek	P-4065
	Rock slide fence, MP 517.50-MP 518.10	P-5181
	Rock slide fence, MP 524.38	P-5255
P-5262	Rock slide fence, MP 527.00-MP 527.57	P-5285
P-5282	Rock slide fence, MP 530.54-MP 530.57	P-5307
P-5306	Rock slide fence, MP 530.65-MP 530.73	P-5315
P-5340	Spring switch east end west detour, Carlin	P-5341

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Rose Creek	End double track	Westward track
Carlin	East end west detour	Main track

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:

Location		Normal Position
Carlin	West end west lead	Main track

Eastward trains arriving Carlin on SP track must stop and ascertain that spring switch at west end west lead is properly lined before passing over it.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	3861	Imlay	Proceed to train-order office.
S	3861	Imlay	Call yard office for instructions.
T	4403	Preble	Call dispatcher from first telephone.

When indicator on Signal 3861 is not illuminated trains other than first-class must stop and call yard office for instructions.

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Between Imlay and Carlin 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 Carlin to Iron Point or Battle Mountain to Imlay if in the judgment of conductor and engineer it is safe to do so.

Train crews of eastward freight trains will make rolling inspection, both sides of train, departing Imlay.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 39. Running air-brake test must be made at Imlay and Carlin in both directions.

MISCELLANEOUS

1. Do not fill auxiliary water cars at Golconda.

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 Winnemucca to take water or do switching must leave their train east of Bridge St. crossing or in westward siding, so as not to block crossing while engine is being detached or attached.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4 to 12; F; GS; Mt; P	Palisade—All tracks beyond west face of bins at quarry.

Load limit (car and contents):

Imlay-Carlin ..... 251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

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

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
417.3	Winnemucca	Water column.....Side
436.16	Golconda	Humboldt River bridge No. 2...Overhead & side
441.53	Comus	Humboldt River bridge No. 3...Overhead & side
518.91	Barth	Humboldt River bridge No. 6.....Side
519.18	Barth	Humboldt River bridge No. 7...Overhead & side
519.68	Barth	Humboldt River bridge No. 8...Overhead & side
520.16	Barth	Humboldt River bridge No. 9...Overhead & side
520.55	Barth	Humboldt River bridge No. 10..Overhead & side
520.92	Gerald	Humboldt River bridge No. 11..Overhead & side
522.07	Gerald	Humboldt River bridge No. 12..Overhead & side
522.35	Gerald	Humboldt River bridge No. 13..Overhead & side
523.25	Gerald	WPRR crossing.....Overhead
523.34	Gerald	Humboldt River bridge No. 14..Overhead & side
525.15	Palisade	Humboldt River bridge No. 15.....Side
525.20	Palisade	Tunnel No. 1.....Overhead & side
525.42	Palisade	Humboldt River bridge No. 16.....Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
382.26	383.01	385.58	386.33	385.58	383.01
387.38	388.13	388.35	390.09	389.34	388.26
389.55	390.30	390.54	391.51	390.76	390.51
395.82	396.57	397.17	398.11	397.36	396.76
404.24	404.99	406.52	408.18	407.43	406.54
(a)405.77	406.52	406.54	418.21	417.46	417.44
416.69	417.44	417.46	423.04	422.29	421.86
(b)420.12	SP 420.87	WP535.97	428.04	427.29	425.91
x425.16	425.91	427.29	429.37	428.62	427.29
x435.41	436.16	436.19	435.03	434.28	433.89
x475.06	475.80	475.90	436.94	436.19	436.16
x499.58	500.33	500.71	442.31	441.56	441.53
x517.15	517.90	520.55	444.59	443.84	442.60
x521.32	522.07	526.51	476.65	475.90	475.80
x525.76	526.51	528.00	488.25	487.50	487.00
x529.76	530.51	533.90	(c)501.46	500.71	500.33
x533.16	533.90	535.70	508.65	507.90	507.40
			511.33	510.58	509.92
			515.03	514.28	513.97
			516.34	515.59	514.98
			521.42	520.67	517.90
			523.16	522.41	522.10
			528.00	527.25	525.86
			528.75	528.00	527.25
			536.45	535.70	533.90

xSP Track.

(a) Yellow speed board at MP 405.38, 6000 feet instead of three-fourths mile in approach to this restriction.

(b) Yellow speed board at MP 419.73, 6000 feet instead of three-fourths mile in approach to this restriction.

(c) Yellow speed board at MP 501.85, 6000 feet instead of three-fourths mile in approach to this restriction.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers, turnouts and slip-switches, except:	15
On any wye	10
Through any siding, crossover, turnout, or slip-switch with engine backing	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, IMLAY TO WESO:					
MP MP					
383.01 to 385.58 (Imlay)	60	40	20	20	20
385.58 to 388.13	95	70	50	45	30
388.13 to 388.35 (curve)	70	65	50	45	30
388.35 to 389.04 (curve)	90	70	50	45	30
389.04 to 390.30	95	70	50	45	30
390.30 to 390.54 (curve)	90	70	50	45	30
390.54 to 396.57	95	70	50	45	30
396.57 to 397.17 (Cosgrave)	90	70	50	45	30
397.17 to 404.99	95	70	50	45	30
404.99 to 406.52 (Rose Creek)	90	70	50	45	30
406.52 to 406.54 (spring switch)	35	35	30	30	30
406.54 to 407.43 (curve)	90	70	50	45	30
407.43 to 417.44 (Winnemucca)	95	70	50	45	30
★417.44 to 417.46 (over Bridge St.)	30	30	30	30	30
417.46 to 420.87 (Weso)	95	70	50	45	30
420.87 to WP 535.97 (thru crossover to WPRR)	25	25	20	20	20
EASTWARD, WESO TO CARLIN ON SP TRACK:					
MP MP					
421.06 to 425.91	60	60	40	40	30
425.91 to 427.29 (curves)	50	50	40	40	30
427.29 to 436.16	60	60	40	40	30
436.16 to 436.19 (bridge)	60	50	40	40	30
436.19 to 475.80 (Battle Mountain)	60	60	40	40	30
475.80 to 475.90 (passing station)	40	40	40	40	30
475.90 to 500.33	60	60	40	40	30
500.33 to 500.71 (curve)	50	50	40	40	30
500.71 to 517.90	60	60	40	40	30
517.90 to 520.55 (Barth)	60	50	40	40	30
520.55 to 522.07	60	60	40	40	30
522.07 to 526.51 (curves)	50	50	40	40	30
526.51 to 528.00 (curves)	40	40	40	40	30
528.00 to 530.51	60	60	40	40	30
530.51 to 533.90 (curves)	60	50	40	40	30
533.90 to 535.70 (Carlin)	40	30	15	15	15
Carlin, using detours	15	15	15	15	15
EASTWARD OR WESTWARD, AGAINST CURRENT OF TRAFFIC, between Imlay & Rose Creek (subject to lesser speed restrictions applying to opposite track)	60	60	40	40	30

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, CARLIN TO IMLAY:					
MP MP					
535.70 to 533.90	40	30	15	15	15
533.90 to 530.51 (curves)	60	50	45	45	30
530.51 to 528.00	80	60	45	45	30
528.00 to 527.25 (curves)	55	50	45	45	30
527.25 to 525.86 (Palisade)	45	45	45	45	30
525.86 to 522.41 (curve)	55	50	45	45	30
522.41 to 522.10 (curve & bridge)	55	50	40	40	30
522.10 to 520.67 (curve & bridge)	70	60	45	45	30
520.67 to 517.90 (curve & bridges)	60	50	40	40	30
517.90 to 515.59	95	70	50	45	30
515.59 to 514.98 (curve)	75	70	50	45	30
514.98 to 513.97 (curve)	90	65	50	45	30
513.97 to 510.58	95	70	50	45	30
510.58 to 509.92 (curve)	90	65	50	45	30
509.92 to 507.90 (Beowawe)	95	70	50	45	30
507.90 to 507.40 (curve)	80	65	50	45	30
507.40 to 500.71	95	70	50	45	30
500.71 to 500.33 (curve)	55	55	45	45	30
500.33 to 499.37 (curve)	85	70	50	45	30
499.37 to 487.50	95	70	50	45	30
487.50 to 487.00 (curve)	90	70	50	45	30
487.00 to 475.90 (Battle Mountain)	95	70	50	45	30
475.90 to 475.80 (passing station)	60	40	40	40	30
475.80 to 443.84	95	70	50	45	30
443.84 to 442.60 (curve)	70	70	50	45	30
442.60 to 441.56	90	70	50	45	30
441.56 to 441.53 (bridge)	90	65	40	40	30
441.53 to 437.79 (curves)	90	70	50	45	30
437.79 to 436.19	95	70	50	45	30
436.19 to 436.16 (bridge)	95	50	40	40	30
436.16 to 434.28 (Golconda)	95	70	50	45	30
434.28 to 433.89 (curve)	70	60	50	45	30
433.89 to 428.62	95	70	50	45	30
428.62 to 427.29 (curve)	65	60	45	45	30
427.29 to 425.91 (curves)	60	55	45	45	30
425.91 to 424.74 (curves)	70	60	50	45	30
424.74 to 422.29	80	70	50	45	30
422.29 to 421.86 (curve)	70	60	50	45	30
421.86 to 421.06 (Weso)	80	70	50	45	30
421.06 to 417.46 (Winnemucca)	95	70	50	45	30
★417.46 to 417.44 (over Bridge St.)	30	30	30	30	30
417.44 to 407.43	95	70	50	45	30
407.43 to 406.54 (Rose Creek)	90	70	50	45	30
406.54 to 397.36 (Cosgrave)	95	70	50	45	30
397.36 to 396.76 (curve)	90	70	50	45	30
396.76 to 390.76	95	70	50	45	30
390.76 to 390.51 (curve)	90	70	50	45	30
390.51 to 389.34	95	70	50	45	30
389.34 to 388.26 (curve)	85	70	50	45	30
388.26 to 385.58 (Imlay)	95	70	50	45	30
385.58 to 383.01 (Imlay)	60	40	20	20	20

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Imlay to Carlin	Carlin to Imlay
DEP-1, 2, 3	983, 985, 986	6000	6000
DEP-4	6000 to 6004	....	....
DEP-5	6005 to 6007	18500	18500
DEP-6	6008 to 6010	....	....
DEF-1	6100 to 6118	....	....
DEF-2	6119 to 6139	....	....
E-23	1500	3700	5000
M-4	1617 to 1713	4800	6350
M-6, 8	1721 to 1803, 1823 to 1825	5650	7800
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5950	8200
M-11	1832 to 1835	6250	8600
T-1	2242 to 2271	4150	5700
T-8, 9	2161 and 2178	3000	4100
T-23	2301 to 2310	6300	8200
T-26	2283 to 2299	5400	7050
T-28, 31	2311 to 2362	6900	9000
T-32	2362 to 2370, 2372 to 2384	6900	9000
T-40	2371	6900	9000
T-37	2105 and 2106	6000	8200
T-57, 58	2385 and 2386	5400	7400
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	5400	7400
P-1	2403 to 2407 and 2415	5700	7800
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5950	8200
P-6	2453, 2454 and 2458	6700	9200
P-7	2476 and 2477	7100	9700
P-8, 10	2461 to 2474, 2478 to 2483	7500	10000
P-8, 10	2475, 2484 to 2491	7800	10500
P-11	3100 to 3109	5800	8000
P-12	3120 to 3129	7800	10000
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	7500	10000
C-15	2505 to 2507	4650	6300
C-17	2510 and 2511	5700	7800
C-18	3400 to 3409	6650	9100
C-19	3410 to 3426	6900	9500
TW-1	2900 to 2913	5500	7600
TW-2, 3	2932 to 2952	4450	6100
TW-4, 6	2926 to 2931 and 2957	4200	5800
TW-8	2914 to 2923	6100	8350
A-3	3025, 3036, 3052 and 3057	4500	6250
A-6	3000 to 3003	5250	7200
Mk-2, 4	3201 to 3240	9200	12000
Mk-5, 6	3241 to 3277	9200	12600
Mk-7, 8, 9	3300 to 3324	9200	12600
Mk-10	3295	7750	10600
Mk-11	3297 and 3298	7450	10200
F-1	3611 to 3652	10400	13500
F-3	3653 to 3667	11500	13500
F-4, 5	3668 to 3769	12000	14000
MM-3	3930 and 3931	13900	15000
AC-1, 2, 3	4009 to 4048	17000	18500
AC-4, 5	4100 to 4125	18500	18500
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	18500
Mt-1, 3, 4, 5	4300 to 4376	10500	13000
Mt-2	4385 to 4390	10600	13500
GS-1, 2	4401 to 4415	11000	13700
GS-3, 4, 5, 6	4416 to 4469	11200	13900
SP-1, 2, 3	5000 to 5048	14000	18500

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

USE OF PAIRED TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

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

(C) Dispatchers will use following forms to authorize movement of eastward extras on SP track and westward extras on WPRR track, or to create a work extra on either track:

Example 1: "Eng._____run extra on_____Pacific track _____to_____." This form of order must be given to all opposing trains on that track.

Example 2: "Eng_____works extra on_____Pacific track _____M until _____M between_____and _____."

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

(D) Eastward SP regular trains register by ticket at Weso. Other trains will not register.

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

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

A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

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

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

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

Rule 22. On eastward SP trains between Weso and Alazon lead engine only will display signals and train indicators.

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

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

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

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

(H) Rule 96. Sections of regular trains may be created Weso to West Carlin or Carlin on WPRR track.

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

(I) SP Rule 82 (A) and WPRR Rules 83 (D) and 206 (A). A clearance authorizing an eastward SP regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

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

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

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

(M) SP Rule 82 (A) and WPRR Rules 83 (D) and 206 (A). A clearance authorizing a westward WPRR first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward WPRR second-class train at Alazon will apply only to Elko, where another clearance must be obtained authorizing such train Elko to Carlin.

(N) Rule 96. Sections of second-class trains may be created Alazon to Elko on SP track.

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

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

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

Interlocking limits extend from semi-automatic (SA) signal at MP 643.4, located 100 feet west of remote-controlled switch, to dwarf interlocking signal, located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal, located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop", be governed by Rule 663 (b), 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 one of these signals, before flagging over switch, trainman must see that switch lock indicator located on west end of instrument case opposite switch indicates "locked" before signaling train to proceed. When it indicates "unlocked", call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

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

(Q) **East Carlin.** Detour extends from east icehouse lead on SP to East Carlin on WPRR. Spring switch at junction is normally lined for WPRR main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch normally displays stop indication. Approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign, and is equipped with timing device

which will require 80 seconds for signal to clear after train enters circuit. Eastward trains or engines from SP must not enter approach clearing circuit until first-class and other superior trains on WPRR track have passed East Carlin, unless letter "M" is illuminated in indicator on Signal 6458, or until flag protection against eastward trains has been provided on WPRR main track. If eastward train is seen or known to be approaching, train on detour must not foul WPRR main track until approaching train has passed or comes to a stop.

Eastward trains or engines on WPRR track finding Signal 5460 displaying stop indication, must, in addition to provisions of Rule 509 (F), provide flag protection against eastward movements from East Carlin detour to WPRR main track, unless detour is seen to be clear.

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

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

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

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

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

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

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

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

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

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

Westward trains from WPRR yard passing Approach Circuit sign will, if no westward trains on SP track between Fourth St. Elko and Signal 5545, place Signal 5545 in "stop" position. Westward trains from WPRR yard should avoid passing Approach Circuit sign when it is known that westward train on SP track is approaching.

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

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

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

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

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

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

(**Y**) WPRR and SP main track connections, Weso and Alazon, interlocked.

Weso: West limits, semi-automatic (SA) signal at MP 535.5 on WPRR track and at semi-automatic (SA) signal at MP 420.8 on SP track.

East limits, interlocking dwarf signal opposite Signal 5360 on WPRR track and semi-automatic (SA) signal opposite Signal 4210 on SP track.

Dwarf signal on WPRR track approaching Weso westward governs movement on WPRR main track only. Westward movement through crossover to SP track may be made only as prescribed by Rules 663 (a) or (b).

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

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

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

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

(**Z**) WPRR Rule 1094 and SP Rule 833. Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main tracks or on track immediately adjacent to main track, boom or other parts of machine must not be operated to foul adjacent main track without proper flag protection. Such equipment must be at rest and clear of adjacent main track when trains are passing.

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

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

Light engines returning to Wells from Moor; and returning to Montello from Valley Pass, may discontinue display of train indicators. Markers must be properly displayed as required by Rule 19.

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

West MP		East MP
533.40	Carlin	536.46
642.97	" (WPRR)	647.09
554.02	Elko	557.53
606.20	Wells	608.56
615.81	Moor	617.76
638.49	Valley Pass	642.00
660.23	Montello	663.77

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

Westward SP freight trains must not pass Signal 5359 until yardmaster or his representative authorize such move. This does not authorize movement if signal displays stop indication.

Yardmen must use green flag by day and green light by night when signaling trains to enter or leave yard tracks, and when making moves of any kind with road engines.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Moor.....For westward track,
Valley Pass.....For eastward 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.

When No. 102 and No. 28 are not restricted at Moor, operator will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

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.

RULE 104 (A). At Moor eastward 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.

When westward first-class trains are not restricted at Valley Pass operator, when authorized by train dispatcher will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

RULE 505. AUTOMATIC BLOCK SYSTEM

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.

Elburz. When Signal 5743 displays stop indication and letter type indicator displays the letter "T", train, after stopping, may proceed with caution, not exceeding 12 MPH to first telephone and call train dispatcher for instructions.

Moor to Valley Pass. Eastward train on siding at Moor, Holborn, Fenelon, Pequop or Icarus, and westward train on siding at Valley Pass, Icarus, Pequop, Fenelon or Holborn will hold approach signal against opposing train at next station beyond as soon as Approach Circuit sign on siding is passed. If necessary to pass Approach Circuit sign member of crew must, after train stops, immediately operate push button bearing number of signal on main track in order to clear signals for opposing train and avoid delay which would otherwise occur with signal displaying approach indication.

Moor. Lower unit of Signal 6162 governs movement through eastward siding. If signal displays stop indication, train must be preceded by flagman through siding.

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 unit of Signal 6409 governs movement from westward track to single track. Lower unit governs movement into westward 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" six minutes after a train has passed Signal 6384 but has not passed Signal 6408, or after crossover has been lined for movement from westward track to single track.

Push buttons are located on Signals 5545 and 5543 at Elko, and on signals at east end eastward siding and west end westward siding at Moor; east and west ends of sidings at Holborn, Fenelon, Pequop and Icarus, and west end westward siding at Valley Pass.

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-5340	Spring switch, east end west detour, Carlin	P-5341
P-5396	Rock slide fence over east portal Tunnel 2	P-5401
	Two rock slide fences, MP 541.08 to MP 541.51	P-5415 / P-5425
P-6172 / P-6174	Spring switch east end eastward siding, Moor	P-6173
P-6236	Spring switch west end siding, Holborn	P-6235 / P-6237
P-6246 / P-6248	Spring switch east end siding, Holborn	P-6249
P-6270	Spring switch west end siding, Fenelon	P-6273 / P-6275
P-6284 / P-6286	Spring switch east end siding, Fenelon	P-6285
P-6314	Spring switch west end siding, Pequop	P-6315 / P-6317
P-6326 / P-6328	Spring switch east end siding, Pequop	P-6327
P-6364	Spring switch west end siding, Icarus	P-6363 / P-6365
P-6374 / P-6376	Spring switch east end siding, Icarus	P-6375
P-6396	Spring switch west end westward siding Valley Pass	P-6393 / P-6395

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Carlin	East end west detour	Main track
Moor	East end eastward siding	Main track
Holborn	West end siding	Main track
Holborn	East end siding	Main track
Fenelon	West end siding	Main track
Fenelon	East end siding	Main track
Pepuop	West end siding	Main track
Pequop	East end siding	Main track
Icarus	West end siding	Main track
Icarus	East end siding	Main track
Valley Pass	West end westward siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Carlin	West end west lead	Main track
East Carlin (WP)	East end east detour	WP Main track
West Elko	West end WP detour	Main track
Wells	East end eastward siding	Eastward track
Moor	West end westward siding	Westward track

Eastward trains arriving Carlin and West Elko on SP track and trains moving against current of traffic at Wells and Moor must stop and ascertain that spring switch is properly lined before passing over it.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows
T	5743	Elburz	Call dispatcher from first telephone.
M	6606	Montello	Proceed to train-order office.
S	6606	Montello	Enter yard track.

When indicator on Signal 6606 is not illuminated, trains other than first-class must stop and call yard office for instructions.

GENERAL REGULATIONS

RULE 827. 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. Between Carlin and Montello 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.

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:

Westward: Moor,

Eastward: Valley Pass and Tioga, except when running with current of traffic with cars to set out or pick up at Cobre will make inspection at Cobre instead of Valley Pass.

If an eastward freight train stops at Loray not less than 10 minutes and not more than 30 minutes, and inspection is made, it will not be necessary to again stop at Tioga.

If an eastward freight train stands at Loray in excess of 30 minutes, fifth paragraph of Air Brake Rule 34 will apply from Loray with inspection stop not less than 4, nor more than 10 miles from Loray.

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 Ms,
Valley Pass to Montello . . One retainer for each 150 Ms,

except when running with current of traffic with cars to set out or pick up at Cobre, will turn up retainers Cobre to Montello instead.

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.

FREIGHT TRAINS

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

Valley Pass . . . Eastward freight trains. Stop with head end west of west leg of wye, unless necessary to clear end double track for westward train.
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:

Westward: Fenelon, Holborn, Anthony or Moor,
Eastward: Icarus or Valley Pass.

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Carlin and Montello in both directions; at Moor westward and Valley Pass eastward.

MISCELLANEOUS

1. Westward freight trains must detach engine to take water or oil at Wells. Do not take water at Valley Pass except in emergency, and then only enough to reach next water supply.

No. 26 will take water at west water column at Wells.

4. Helper service:

At Wells when helper engines are unable to cross eastward track to reach roundhouse immediately, they will back in on siding and lock main track switch, being governed by switch indicator at crossover before again fouling main track.

At Moor eastward passenger trains using eastward siding will stop to clear the main track at the east end of siding. Helper engine will be cut off and if no first-class schedule due, will cross over and back into the westward siding, then proceed west on the siding. When eastward passenger train holds main track at Moor, train will stop to clear east end of the westward siding and helpers will be cut off and backed into the westward siding.

At Valley Pass westward passenger trains using westward siding will stop to clear crossover between westward siding and main track, where helper will be cut off and backed in on west leg of wye. Westward passenger trains using main track will stop to clear the west leg of wye where helper engine will be cut off and backed in on west leg of wye. When westward passenger trains using westward siding cannot cut off to clear crossover and place engine on wye due to superior eastward train due or main track blocked, helper engine will be cut off and placed on east end of short track. Passenger trains with more than 18 cars stopping on westward track east of crossover to single track will not cut off helper engine at that point.

With three helpers from Montello or Wells, one will be placed on head-end and two ahead of caboose and any wooden underframe cars. Mk class engines with pilot snow plow will be placed on head-end.

Helper engines moving to rear of trains at Wells to cut in will go through track No. 2 if unoccupied. If track No. 2 occupied will use track No. 1 or eastward main track.

9. 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.

When stopping at Elko to set out or pick up cars, train must be left east of the street crossings except is stop if made to pick up stock at stock corral stop to clear stock track before cutting off to avoid blocking street crossings.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines over 230,000 lbs. on drivers	Vivian—Triolite spur.
Engines over 230,000 lbs. on drivers	Elko — Hesson Standard Oil Co. spur.
All engines	Loray—Spur on north side beyond fouling point.

Load limit (car and contents):

Carlin-Montello ..... 251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
538.23	Vivian	Humboldt River bridge No. 17 . . Overhead & side
538.92	Vivian	Humboldt River bridge No. 18 . . Overhead & side
539.47	Tonka	Humboldt River bridge No. 19 . . Overhead & side
539.54	Tonka	Tunnel No. 2 . . . . . Overhead & side
539.94	Tonka	Humboldt River bridge No. 20 . . Overhead & side
540.89	Tonka	Humboldt River bridge No. 21 . . Overhead & side
541.16	Tonka	Humboldt River bridge No. 22 . . Overhead & side
541.64	Tonka	Humboldt River bridge No. 23 . . Overhead & side
542.45	Tonka	Humboldt River bridge No. 24 . . Overhead & side
566.55	Ryndon	Tunnel No. 3 . . . . . Overhead & side
567.19	Ryndon	Humboldt River bridge No. 25 . . Overhead & side
568.28	Ryndon	Humboldt River bridge No. 26 . . Overhead & side
568.68	Ryndon	Tunnel No. 4 . . . . . Overhead & side
569.85	Ryndon	Humboldt River bridge No. 27 . . Overhead & side
570.36	Ryndon	Humboldt River bridge No. 28 . . Overhead & side
570.57	Ryndon	Tunnel No. 5 . . . . . Overhead & side
589.42	Deeth	Water tank . . . . . Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
x533.16	533.90	535.70	536.45	535.70	533.90
x538.79	539.54	539.90	537.85	537.08	535.70
x555.20	555.95	556.60	539.00	538.26	538.23
x565.81	566.55	570.88	540.65	539.90	539.52
x602.80	603.55	603.75	542.57	541.81	539.90
604.42	605.17	605.62	543.25	542.50	542.47
605.63	606.38	607.10	557.35	556.60	555.95
606.35	607.10	607.50	564.43	563.68	563.08
606.75	607.50	616.23	571.63	570.88	566.55
615.48	616.23	616.25	573.49	572.74	572.49
640.05	640.79	645.02	577.09	576.32	575.57
644.27	645.02	645.80	595.68	594.93	594.46
645.05	645.80	653.40	599.05	598.30	597.80
659.95	660.70	663.10	602.63	601.88	601.51
			606.37	605.62	605.17
			608.25	607.50	607.10
			617.00	616.25	613.78
			617.59	616.84	616.25
			636.52	635.77	616.84
			641.54	640.79	640.76
			647.31	646.56	645.02
			653.25	652.50	649.67
			656.58	655.83	655.32
			663.85	663.10	660.70

xSP Track.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers, turnouts and slip-switches, except:	15
On any wye	10
Through any siding, crossover, turnout, or slip-switch with engine backing	10

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, CARLIN TO ALAZON ON SP TRACK:					
MP MP					
533.90 to 535.70 (Carlin)	40	30	15	15	15
Carlin, using detours	15	15	15	15	15
535.70 to 539.54	60	60	40	40	30
539.54 to 539.90 (tunnel)	50	50	40	40	30
539.90 to 555.95 (Elko)	60	60	40	40	30
Elko, using detours	15	15	15	15	15
555.95 to 556.60 (Elko)	30	30	30	30	30
556.60 to 566.55	60	60	40	40	30
566.55 to 570.88 (tunnels)	50	50	40	40	30
570.88 to 603.55 (Alazon)	60	60	40	40	30
603.55 to 603.75 (thru crossovers)	25	25	20	20	20
EASTWARD, ALAZON TO MONTELLO:					
MP MP					
WP 713.57 to 603.75 (thru turnout)	25	25	20	20	20
603.75 to 605.17	95	65	50	45	30
605.17 to 605.62 (curve)	80	65	50	45	30
605.62 to 606.38	95	65	50	45	30
606.38 to 607.10	95	65	40	40	30
607.10 to 607.50 (Wells)	50	30	30	30	30
607.50 to 616.23 (Moor)	40	35	35	35	30
616.23 to 616.25 (thru crossover)	25	25	20	20	20
616.25 to 616.84 (curve)	55	50	40	40	30
616.84 to 635.77	60	55	45	45	30
635.77 to 640.79 (Valley Pass)	80	60	45	45	30
640.79 to 645.02	80	60	①20	45	30
645.02 to 645.80 (curve)	55	50	①20	45	30
645.80 to 653.40	55	45	25	35	25
653.40 to 660.70 (Montello)	60	50	25	35	25
660.70 to 663.10 (Montello)	60	40	20	20	20
EASTWARD, AGAINST CURRENT OF TRAFFIC, Valley Pass to Montello, (subject to lesser speed restrictions applying to eastward track)	40	40	20	40	30

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, MONTELLO TO CARLIN:					
MP MP					
663.10 to 660.70 (Montello)	60	40	20	20	20
660.70 to 655.83	60	55	35	35	30
655.83 to 655.32 (curve)	50	45	35	35	30
655.32 to 652.50	50	50	35	35	30
652.50 to 649.67 (Loray)	40	40	35	35	30
649.67 to 646.56	50	50	35	35	30
646.56 to 645.02 (curves)	40	40	35	35	30
645.02 to 640.79 (Valley Pass)	80	60	50	45	30
640.79 to 640.76 (thru crossover)	25	25	20	20	20
640.76 to 635.77	80	60	45	45	30
635.77 to 616.84	60	55	45	45	30
616.84 to 616.25 (Moor)	55	50	40	40	30
616.25 to 613.78 (curves)	50	45	20	35	20
613.78 to 607.50 (Wells)	55	45	20	30	20
607.50 to 607.10 (Wells)	50	30	20	30	20
607.10 to 605.62	95	65	50	45	30
605.62 to 605.17 (curve)	80	65	50	45	30
605.17 to 603.60 (Alazon)	95	65	50	45	30
603.60 to 601.88	95	70	50	45	30
601.88 to 601.51 (curve)	90	70	50	45	30
601.51 to 598.30	95	70	50	45	30
598.30 to 597.80 (curve)	90	70	50	45	30
597.80 to 594.93	95	70	50	45	30
594.93 to 594.46 (curve)	90	70	50	45	30
594.46 to 576.32 (Halleck)	95	70	50	45	30
576.32 to 575.57 (curve)	80	60	50	45	30
575.57 to 574.26 (curve)	80	70	50	45	30
574.26 to 572.74	95	70	50	45	30
572.74 to 572.49 (curve)	90	70	50	45	30
572.49 to 570.88	95	70	50	45	30
570.88 to 566.55 (tunnels)	50	50	40	40	30
566.55 to 563.68	95	70	50	45	30
563.68 to 563.08 (curve)	80	70	50	45	30
563.08 to 556.60 (Elko)	95	70	50	45	30
556.60 to 555.95 (Elko)	30	30	30	30	30
555.95 to 542.50	95	70	50	45	30
542.50 to 542.47 (bridge)	95	65	50	45	30
542.47 to 541.81	95	70	50	45	30
541.81 to 539.90 (curves & bridges)	60	50	40	40	30
539.90 to 539.52 (tunnel)	50	50	40	40	30
539.52 to 538.83 (curves & bridges)	75	50	40	40	30
538.83 to 538.26	95	70	50	45	30
538.26 to 538.23 (bridge)	95	65	50	45	30
538.23 to 537.08	95	70	50	45	30
537.08 to 535.70 (Carlin)	90	70	50	45	30
535.70 to 533.90 (Carlin)	40	30	15	15	15
WESTWARD, AGAINST CURRENT OF TRAFFIC, Montello to Valley Pass, (subject to lesser speed restrictions applying to westward track)	60	60	40	40	30

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

①Eastward trains running with current of traffic which are to set out or pick-up cars at Cobre may make maximum speed of 35 MPH.

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Moor to Holborn Pequop to Montello Pequop to Carlin	Deeth to Wells Valley Pass to Pequop	Wells to Moor Montello to Valley Pass	Carlin to Deeth Holborn to Pequop
DEP-1, 2, 3	983, 985, 986	6000	6000	2500	6000
DEP-4	6000 to 6004	....	....	....	....
DEP-5	6005 to 6007	18500	16500	4750	18500
DEP-6	6008 to 6010	....	....	....	....
DEF-1	6100 to 6118	....	....	....	....
DEF-2	6119 to 6139	....	....	....	....
E-23	1500	5000	3550	990	3700
M-4	1617 to 1713	6350	4200	1300	4800
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	1600	5650
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	1700	5950
M-11	1832 to 1835	8600	6000	1800	6250
T-1	2242 to 2271	5700	4000	1150	4150
T-8, 9	2161 and 2178	4100	2850	810	3000
T-23	2301 to 2310	8200	5400	1725	6300
T-26	2283 to 2299	7050	4650	1400	5400
T-28, 31	2311 to 2362	9000	5900	1900	6900
T-32	2363 to 2370, 2372 to 2384	9000	5900	1900	6900
T-40	2371	9000	5900	1900	6900
T-37	2105 and 2106	8200	5750	1700	6000
T-57, 58	2385 and 2386	7400	5200	1500	5400
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	7400	5200	1450	5400
P-1	2403 to 2407 and 2415	7800	5450	1550	5700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	1600	5950
P-6	2453, 2454 and 2458	9200	6400	1850	6700
P-7	2476 and 2477	9700	6800	2000	7100
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	2150	7500
P-8, 10	2475, 2484 to 2491	10500	7500	2150	7800
P-11	3100 to 3109	8000	5550	1600	5800
P-12	3120 to 3129	10000	7500	2150	7800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	2150	7500
C-15	2505 to 2507	6300	4450	1300	4650
C-17	2510 and 2511	7800	5450	1650	5700
C-18	3400 to 3409	9100	6350	1900	6650
C-19	3410 to 3426	9500	6650	2000	6900
TW-1	2900 to 2913	7600	5300	1550	5500
TW-2, 3	2932 to 2952	6100	4250	1250	4450
TW-4, 6	2926 to 2931 and 2957	5800	4050	1150	4200
TW-8	2914 to 2923	8350	5850	1750	6100
A-3	3025, 3036, 3052 and 3057	6250	4300	1150	4500
A-6	3000 to 3003	7200	5000	1400	5250
Mk-2, 4	3201 to 3240	12000	8700	2475	9200
Mk-5, 6	3241 to 3277	12600	8850	2600	9200
Mk-7, 8, 9	3300 to 3324	12600	8850	2600	9200
Mk-10	3295	10600	7450	2250	7750
Mk-11	3297 and 3298	10200	7150	2150	7450
F-1	3611 to 3652	13500	10000	3000	10400
F-3	3653 to 3667	13500	11000	3500	11500
F-4, 5	3668 to 3769	14000	11500	3725	12000
MM-3	3930 and 3931	15000	13300	4000	13900
AC-1, 2, 3	4009 to 4048	18500	16500	3950	17000
AC-4, 5	4100 to 4125	18500	16500	5150	18500
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	5450	18500
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	2925	10500
Mt-2	4385 to 4390	13500	10200	3000	10600
GS-1, 2	4401 to 4415	13700	10400	3025	11000
GS-3, 4, 5, 6	4416 to 4469	13900	10600	3100	11200
SP-1, 2, 3	5000 to 5048	18500	13600	4100	14000

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

RULE 26. At Ogden blue flag or light may be displayed from engineer's or fireman's side of engine cab.

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

West MP		East MP
660.23	Montello	663.77
780.21	Ogden	

RULE 505. AUTOMATIC BLOCK SYSTEM

Montello. Trains standing on westward main track with rear end west of Signal 6639 and east of Signal 6615 at Montello will be relieved from flag protection to the rear. Westward first-class trains stopped by Signal 6631 or Signal 6639 will proceed only under flag protection or on receipt of proceed signal from member of crew of train in advance.

Saline. When Signal 7549 displays stop indication dispatcher's permission must be obtained before applying Rule 509 (F), paragraph (i).

RULES 510 and 776. The following block signals equipped with triangular number plates bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as P-A, and Rule 776 in addition to Rule 510 must be complied with when stopped by such signals:

Eastward Signal	Protection	Westward Signal
P-A	Spring switch, westward siding, Lucin	
P-A P-A	Spring switch, east end eastward siding, Lucin	P-A

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Lucin	East end eastward siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Lucin	West end westward siding	Westward track
Little Mountain	West end siding	Westward track
Little Mountain	East end siding	Eastward track

Trains moving against current of traffic at Little Mountain must stop and ascertain that switches are properly lined before using.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	6639	Montello	Proceed to train-order office.
S	6639	Montello	Enter yard track.

When indicator on Signal 6639 is not illuminated, trains other than first-class must stop and call yard office for instructions.

S	6678	Tecoma	Enter siding at Tecoma.
M	7 ft. Mast	East end siding Tecoma	Enter main track and proceed to Lucin.
S	6717	Grouse	Enter siding Grouse.
M	7 ft. Mast	West end siding Grouse	Enter main track and proceed to Montello.
S	7652	Little Mtn.	Enter siding Little Mtn.
M	7676	East end siding Little Mtn.	Enter main track and proceed to Ogden.
S	7695	Little Mtn.	Enter siding Little Mtn.
M	7667	West end siding Little Mtn.	Enter main track and proceed to Bridge.

When a train enters siding at Tecoma or Grouse the nearest member of crew will contact dispatcher on telephone.

Automatic signals are not provided to govern movements from sidings at Tecoma or Grouse, and when letter "M" is displayed in indicator, trains must comply with Rule 513 before fouling main track.

If it is necessary to enter siding at Little Mountain, and letter "S" is not illuminated, permission must be obtained from dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from west end eastward siding Lucin to end double track Bridge. Eastward and westward sidings Lucin are not controlled sidings, but have signal control and initial switches are dual control switches. West switch westward siding is spring switch. East switch eastward siding is spring switch and 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. Before fouling westward siding from wye; or before fouling eastward siding from house track, permission must be obtained from dispatcher.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain dispatcher's permission to enter block and must ascertain that spring switch is properly lined.

Reverse movement after trailing through spring switch east end eastward siding Lucin must not be made until dispatcher's permission obtained and it is known that switch points have moved to proper position.

On double track between Lakeside and Tresend, train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

Automatic signals on trestle between Bridge and Engle are connected with dragging equipment detectors and when stopped by these signals dispatcher must be notified and his permission to move be obtained after train has been inspected and before move may be made as prescribed by Rules 509 (F), paragraph (h) or 509 (J).

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Between Ogden and Montello 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 Bridge to Montello if in the judgment of conductor and engineer it is safe to do so.

Eastward freight and mixed trains must stop at Lemay for inspection.

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

Train crews of eastward freight trains will make running inspection, both sides of train, departing Montello.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test must be made in accordance with paragraph (b) at Montello on eastward freight trains.

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Montello in both directions.

MISCELLANEOUS

1. Westward first-class trains, except No. 101, will stop at Montello with engine opposite water column west of station.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4 to 12; 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 to a point 12 cars west of water track switch, and water track to a point opposite west side of power house in west quarry.
Engines over 230,000 pounds on drivers	Lakeside—River track.
All	Allen—Beyond 150 feet from point of frog on spur.
All	Lemay—Beyond frog on outfit spur.

Load limit (car and contents):

Montello-Ogden ..... 251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
679.92	Lucin	Water column ..... Side
778.51		Weber River bridge No. 2 ..... Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
659.95	660.70	663.10	663.84	663.10	660.70
668.10	668.85	671.64	671.17	670.42	669.37
670.89	671.64	673.07	673.90	673.15	672.12
674.19	674.94	675.97	674.45	673.70	673.15
677.60	678.35	679.54	677.85	677.10	676.76
678.79	679.54	679.56	752.92	752.17	740.28
734.45	735.20	740.28	754.37	753.62	753.60
(a)739.52	740.28	752.17	755.59	754.84	753.62
753.70	754.45	754.84	758.43	757.68	756.88
756.13	756.88	757.68	759.62	758.87	757.68
777.83	778.58	780.00	767.95	767.20	758.87

(a) Yellow speed board at MP 739.14, 6000 feet instead of three-fourths mile in approach to this restriction.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers, turnouts and slip-switches, except:	15
Passenger trains on controlled sidings, except:	25
On sidings at Engle, Midlake and Colin	15
On siding at Bridge, except:	50
DEP with Streamliner	60
Eastward from siding through crossover to eastward main track	25
Freight trains on controlled sidings, except:	20
On sidings at Engle, Midlake and Colin	15
On siding at Bridge, except:	40
Eastward from siding through crossover to eastward main track	20
On any wye	10
Through any siding, crossover, turnout or slip-switch with engine backing	10

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, MONTELLO TO OGDEN (OUR&D Limits)					
MP MP					
660.70 to 663.10	60	40	20	20	20
663.10 to 668.85 (Tecoma)	95	65	40	40	30
668.85 to 671.64	95	65	35	35	30
671.64 to 673.07 (curves)	80	65	35	35	30
673.07 to 674.94	95	65	35	35	30
674.94 to 675.97 (curve)	75	65	35	35	30
675.97 to 676.92 (curve)	80	65	35	35	30
676.92 to 678.35	95	65	35	35	30
678.35 to 679.54 (Lucin)	80	65	35	35	30
679.54 to 679.56 (end double track)	35	35	30	30	30
679.56 to 735.20 (Lakeside)	95	65	50	45	30
Lakeside, thru crossover, end double track	35	35	30	30	30
735.20 to 740.28 on either track	95	65	40	40	30
Tresend, thru crossover, end double track	35	35	30	30	30
740.28 to 752.17 (east end trestle)	30	20	20	20	20
752.17 to 754.45	95	65	50	45	30
754.45 to 754.84 (curve)	80	65	50	45	30
754.84 to 756.88	95	65	50	45	30
756.88 to 757.68 (curve)	70	65	50	45	30
757.68 to 758.87 (Promontory Point)	75	65	50	45	30
758.87 to 767.20 (Little Mountain)	95	65	50	45	30
767.20 to 778.58	95	70	50	45	30
778.58 to 780.00 (curve)	80	70	50	45	30

TERRITORY	Streamliner CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, OGDEN (OUR&D Limits) TO MONTELLO:					
MP MP					
780.00 to 778.58	80	70	50	45	30
778.58 to 767.20 (Little Mountain)	95	70	50	45	30
767.20 to 758.87 (Promontory Point)	95	65	50	45	30
758.87 to 757.68 (curve)	75	65	50	45	30
757.68 to 756.88 (curve)	70	65	50	45	30
756.88 to 754.84	95	65	50	45	30
754.84 to 753.62 (end double track)	80	65	50	45	30
753.62 to 753.60 (thru crossover)	25	25	20	20	20
753.60 to 752.17 (East end trestle)	95	65	50	45	30
752.17 to 740.28 (West end trestle)	30	20	20	20	20
Tresend, thru crossover to eastward track	35	35	30	30	30
740.28 to 735.20 on either track	95	65	40	40	30
Lakeside, thru crossover, end double track	35	35	30	30	30
735.20 to 677.10	95	65	50	45	30
677.10 to 676.76 (curve)	75	65	50	45	30
676.76 to 675.49 (curve)	90	65	50	45	30
675.49 to 673.70	95	65	50	45	30
673.70 to 673.15 (curve)	60	50	45	45	30
673.15 to 672.12 (curve)	70	60	40	40	30
672.12 to 670.42	95	65	50	45	30
670.42 to 669.37 (curves)	90	65	50	45	30
669.37 to 663.10 (Montello)	95	65	50	45	30
663.10 to 660.70 (Montello)	60	40	20	20	20
AGAINST CURRENT OF TRAFFIC, except:	60	60	40	40	30
Between Lakeside and Tresend	95	65	40	40	30
Lucin, through turnout from single to eastward track	35	35	30	30	30
(Subject to lesser speed restrictions applying to opposite track)					

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

♦Freight and Mixed trains with twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks must not exceed maximum speed of 40 MPH.

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Montello to Ogden	Ogden to Lucin	Lucin to Montello
DEP-1, 2, 3	983, 985, 986	6000	6000	5800
DEP-4	6000 to 6004	....	....	....
DEP-5	6005 to 6007	18500	16500	10900
DEP-6	6008 to 6010	....	....	....
DEF-1	6100 to 6118	....	....	....
DEF-2	6119 to 6139	....	....	....
E-23	1500	5000	3550	2500
M-4	1617 to 1713	6350	4200	2950
M-6, 8	1721 to 1803, 1823 to 1825	7800	5200	3650
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	8200	5700	4100
M-11	1832 to 1835	8600	6000	4300
T-1	2242 to 2271	5700	4000	2850
T-8, 9	2161 and 2178	4100	2850	2000
T-23	2301 to 2310	8200	5400	3800
T-26	2283 to 2299	7050	4650	3350
T-28, 31	2311 to 2362	9000	5900	4250
T-32	2363 to 2370, 2372 to 2384	9000	5900	4250
T-40	2371	9000	5900	4250
T-37	2105 and 2106	8200	5750	4100
T-57, 58	2385 and 2386	7400	5200	3700
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	7400	5200	3650
P-1	2403 to 2407 and 2415	7800	5450	3850
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	4050
P-6	2453, 2454 and 2458	9200	6400	4550
P-7	2476 and 2477	9700	6800	4850
P-8, 10	2461 to 2474, 2478 to 2483	10000	7000	5000
P-8, 10	2475, 2484 to 2491	10500	7500	5300
P-11	3100 to 3109	8000	5550	3950
P-12	3120 to 3129	10000	7500	5300
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	10000	7000	5000
C-15	2505 to 2507	6300	4450	3150
C-17	2510 and 2511	7800	5450	3900
C-18	3400 to 3409	9100	6350	4550
C-19	3410 to 3426	9500	6650	4750
TW-1	2900 to 2913	7600	5300	3800
TW-2, 3	2932 to 2952	6100	4250	3050
TW-4, 6	2926 to 2931 and 2957	5800	4050	2850
TW-8	2914 to 2923	8350	5850	4200
A-3	3025, 3036, 3052 and 3057	6250	4300	3050
A-6	3000 to 3003	7200	5000	3550
Mk-2, 4	3201 to 3240	12000	8700	6000
Mk-5, 6	3241 to 3277	12600	8850	6300
Mk-7, 8, 9	3300 to 3324	12600	8850	6300
Mk-10	3295	10600	7450	5350
Mk-11	3297 and 3298	10200	7150	5100
F-1	3611 to 3652	13500	10000	7150
F-3	3653 to 3667	13500	11000	8100
F-4, 5	3668 to 3769	14000	11500	8500
MM-3	3930 and 3931	15000	13300	9550
AC-1, 2, 3	4009 to 4048	18500	16500	9100
AC-4, 5	4100 to 4125	18500	16500	11900
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	16500	12600
Mt-1, 3, 4, 5	4300 to 4376	13000	9800	7500
Mt-2	4385 to 4390	13500	10200	7300
GS-1, 2	4401 to 4415	13700	10400	7900
GS-3, 4, 5, 6	4416 to 4469	13900	10600	8000
SP-1, 2, 3	5000 to 5048	18500	13600	9750

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 14 (e). As specified below, — — — — — — shall be indication flagman may return from east as prescribed by Rule 99:

Fernley, on Wadsworth Subdivision.

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

West MP		East MP
	Fernley (Wadsworth Subdivision)	276.77
357.26	Wendel	359.87
	" (Westwood Branch)	359.65
379.23	Susanville	382.32

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Fernley (Wadsworth Subdivision)....For controlled siding.
Wendel....For Alturas Subdivision.
Mason....For WPRR.

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

RULE 505. AUTOMATIC INTERLOCKING

Flanigan. Interlocking signals govern the use of WPRR 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.

GENERAL REGULATIONS

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.

Sufficient, but not less than five hand brakes must be set on west end of cars left standing on yard tracks at Susanville.

RULE 827. TRAIN INSPECTION

Westward freight trains will stop for inspection at Bunnel; and at Bunnel and Goumaz when handling logs.

Between Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from rear of train for indication of derailment, so that train may be stopped promptly.

AIR BRAKE RULES

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

2½ miles east of Goumaz to Susanville—One retainer for each 130 Ms.

FREIGHT TRAINS

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

Westwood Jct....Westward freight and mixed trains.

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Westwood Jct. in both directions.

MISCELLANEOUS

1. Westward freight trains must not take water at Goumaz without detaching engine.

Do not take water at Wadsworth except in emergency, and then only enough to reach next water supply.

Eastward trains and light engines may take water at Sutcliffe, but must take full tank of water at Big Canyon.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4, 5, 6	Susanville—Stock track.
"	Big Canyon, Bunnel, Goumaz and Westwood Jct.—Sidings.
AC; Mk	Susanville—Fruit Growers Supply Co. tracks; except main spur to mill pond and straight tracks where scales are located; Lassen Lumber & Box Co. planing mill track.
Engines over 200,000 lbs. on drivers. Other engines restricted to 10 MPH on tangent and 5 MPH on curves	Susanville—Paul Bunyan Lumber Co., tracks to mill.

Load limit. (car and contents):
Fernley-Wendel....251,000 pounds
Wendel-Westwood....169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
277.98	Wadsworth	Truckee River bridge No. 1	Side
382.78	Susanville	Susan River bridge No. 3	Side
386.70	Bunnel	Tunnel No. 1	Overhead and side
386.87	Bunnel	Susan River bridge No. 9	Side
387.00	Bunnel	Tunnel No. 2	Overhead and side
394.49	Goumaz	Susan River bridge No. 12	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts, slip-switches	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER				FREIGHT AND MIXED			LIGHT ENGINE RUNNING FORWARD			ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15, 17 Mk-10, 11	AC-4, 5, 6	F Mt	Maximum	AC-4, 5, 6	F Mt	Maximum	AC-4, 5, 6	F Mt	
Column:	1	2	3	4	5	6	7	8	9	10	11
Between Fernley and Wendel, except:	40	35	25	30	30	25	25	30	25	25	15
Westward MP 280 to yard limit board, Fernley	40	35	25	30	35	25	30	30	25	25	15
On curves indicated by slow boards between MP 285 and Wendel	35	35	25	30	30	25	25	30	25	25	15
Flanagan, over WPRR crossing	20	20	20	20	20	20	20	20	20	20	15
Between outside switches, Wendel	15	15	15	15	15	15	15	15	15	15	15
Between Wendel and Mason, except:	25	25	20	20	20	20	20	20	20	20	15
Between MP 359.65 and MP 379.23	25	25	25	25	25	25	25	25	25	25	15
Between MP 379.23 and MP 385.75	20	20	20	20	20	20	20	20	20	20	15
Between MP 387.25 and MP 393.50	20	20	20	20	20	20	20	20	20	20	15
Between MP 394.75 and MP 397.40	20	20	20	20	20	20	20	20	20	20	15
Between MP 401.0 and MP 405.0	20	20	20	20	20	20	20	20	20	20	15
Between Mason and Westwood Jct.	35	35	25	30	30	25	25	30	25	25	15

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Fernley and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
E-23	1500	3000	3450	560	1100
M-4	1617 to 1713	3800	4550	800	1500
M-6, 8	1721 to 1803, 1823 to 1825	4600	5400	900	1800
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	4950	5650	1000	1900
M-11	1832 to 1835	5150	5850	1050	2000
T-1	2242 to 2271	3400	3900	680	1300
T-8, 9	2161 and 2178	2450	2800	460	920
T-23	2301 to 2310	4900	5600	1000	1900
T-26	2283 to 2299	4200	4750	800	1600
T-28, 31	2311 to 2362	5300	6150	1100	2100
T-32	2363 to 2370, 2372 to 2384	5300	6150	1100	2100
T-40	2371	5300	6150	1100	2100
T-37	2105 and 2106	4900	5600	1000	1900
T-57, 58	2385 and 2386	4450	5050	910	1700
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	....	....	....	....
P-1	2403 to 2407 and 2415	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....	....
P-6	2453, 2454 and 2458	....	....	....	....
P-7	2476 and 2477	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....	....
P-11	3100 to 3109	4600	5300	900	1750
P-12	3120 to 3129	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6000	6800	1500	2350
C-15	2505 to 2507	3800	4350	800	1450
C-17	2510 and 2511	4700	5350	1000	1850
C-18	3400 to 3409	5450	6200	1150	2150
C-19	3410 to 3426	5700	6500	1200	2200
TW-1	2900 to 2913	4550	5150	950	1750
TW-2, 3	2932 to 2952	3650	4150	740	1400
TW-4, 6	2926 to 2931 and 2957	3450	3950	690	1300
TW-8	2914 to 2923	5000	5700	1050	1950
A-3	3025, 3036, 3052 and 3057	....	....	....	....
A-6	3000 to 3003	....	....	....	....
Mk-2, 4	3201 to 3240	7250	8000	1650	2950
Mk-5, 6	3241 to 3277	7550	8600	1650	2950
Mk-7, 8, 9	3300 to 3324	7550	....	....	....
Mk-10	3295	6400	7300	1350	2500
Mk-11	3297 and 3298	6150	7000	1300	2400
F-1	3611 to 3652	8600	9800	1800	3350
F-3	3653 to 3667	9900	11000	2100	3900
F-4, 5	3668 to 3769	10400	11800	2200	4050
MM-3	3930 and 3931	....	....	....	....
AC-1, 2, 3	4009 to 4048	11200	11200	3000	4400
AC-4, 5	4100 to 4125	15000	15000	4000	5400
AC-6 to 12	3800 to 3811, 4126 to 4294	①15900	①15900	①4150	①5650
Mt-1, 3, 4, 5	4300 to 4376	8500	9700	1700	3250
Mt-2	4385 to 4390	8750	10000	1800	3350
GS-1, 2	4401 to 4415	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....	....

①Applies only to AC-6 class.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

West MP		East MP
357.26	Wendel	359.87
	" (Westwood Branch)	359.65
396.97	Ravendale	398.13
454.93	Alturas	460.90
	" (Lakeview Branch)	460.19

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Wendel.....For Alturas Subdivision.

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Eastward freight and mixed trains will stop at MP 430 or Indian Camp and westward freight and mixed trains will stop at Secret for inspection.

Between Likely and Wendel, a member of crew must watch track from rear of train for indication of derailment, so that train may be stopped promptly.

AIR BRAKE RULES

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

Sage Hen to Madeline. One retainer for each 300 Ms beginning at head end of train.
Crest to Wendel.....One retainer for each 145 Ms
Sage Hen to Likely....One retainer for each 145 Ms

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.

FREIGHT TRAINS

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

Viewland.....Westward freight trains, only if continuity of brake pipe is changed or broken between Crest and Viewland.
Sage Hen.....All freight trains.
Crest.....Westward freight trains.

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: Ravendale.

RULE 33. Tonnage of freight trains between Sage Hen and Madeline must not exceed 160 Ms per operative brake, and between Crest and Karlo, Viewland and Wendel, Sage Hen and Likely must not exceed 130 Ms per operative brake.

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Sage Hen in both directions; and at Crest and Viewland westward.

MISCELLANEOUS

1. Westward trains and engines do not take water at Karlo, except in emergency, and then only enough to reach next water supply. Helper engines take full tank of water at Indian Camp.

AC-4, 5, 6 class engines must not be coupled with each other when running light.

4. Helper service:

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 rear of eastward trains will be cut out at Sage Hen.

When AC-4, 5, 6, class engines are used as helpers they will be placed in rear of train and separated from each other and from other engines by at least 15 cars.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4, 5, 6; F.....	Madeline—west leg of wye.

Load limit (car and contents):

Wendel-Alturas.....251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except:.....	10
Sage Hen, on balloon track.....	6

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15, 17 Mk-10, 11	F Mt AC-4, 5, 6	Maximum	F Mt AC-4, 5, 6	Maximum	F Mt AC-4, 5, 6	
Column:	1	2	3	4	5	6	7	8
Between Wendel and Alturas, except:	30	30	25	30	25	30	25	15
Between outside switches, Wendel	15	15	15	15	15	15	15	15
Between MP 361 and Viewland	20	20	20	20	20	20	20	15
Between MP 375 and Crest	20	20	20	20	20	20	20	15
Eastward, Crest to MP 395	20	20	20	20	20	20	20	15
Between Madeline and MP 438	20	20	20	20	20	20	20	15
Between MP 454.66 and MP 456.79	25	25	25	25	25	25	25	15

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Karlo to Viewland
E-23	1500	840	4000	3050
M-4	1617 to 1713	1100	5150	3850
M-6, 8	1721 to 1803, 1823 to 1825	1400	6300	4750
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	1450	6500	5000
M-11	1832 to 1835	1550	6800	5200
T-1	2242 to 2271	1000	4500	3450
T-8, 9	2161 and 2178	690	3250	2450
T-23	2301 to 2310	1450	6500	4950
T-26	2283 to 2299	1200	5600	4200
T-28, 31	2311 to 2362	1600	7100	5450
T-32	2363 to 2370, 2372 to 2384	1600	7100	5450
T-40	2371	1600	7100	5450
T-37	2105 and 2106	1450	6500	4950
T-57, 58	2385 and 2386	1300	5850	4450
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	....	....	....
P-1	2403 to 2407 and 2415	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....
P-6	2453, 2454 and 2458	....	....	....
P-7	2476 and 2477	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....
P-11	3100 to 3109	1300	6150	4650
P-12	3120 to 3129	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1800	8000	6000
C-15	2505 to 2507	1150	5050	3850
C-17	2510 and 2511	1400	6200	4700
C-18	3400 to 3409	1650	7200	5500
C-19	3410 to 3426	1700	7500	5750
TW-1	2900 to 2913	1350	6000	4600
TW-2, 3	2932 to 2952	1050	4800	3650
TW-4, 6	2926 to 2931 and 2957	1000	4600	3500
TW-8	2914 to 2923	1500	6600	5050
A-3	3025, 3036, 3052 and 3057	....	....	....
A-6	3000 to 3003	....	....	....
Mk-2, 4	3201 to 3240	2300	10250	7700
Mk-5, 6	3241 to 3277	2300	10250	7700
Mk-7, 8, 9	3300 to 3324	2300	10250	7700
Mk-10	3295	1900	8450	6450
Mk-11	3297 and 3298	1850	8100	6200
F-1	3611 to 3652	2550	11300	8650
F-3	3653 to 3667	3000	13000	10000
F-4, 5	3668 to 3769	3150	13500	10500
MM-3	3930 and 3931	....	....	....
AC-1, 2, 3	4009 to 4048	3400	13000	11250
AC-4, 5	4100 to 4125	4800	20500	15800
AC-6 to 12	3800 to 3811, 4126 to 4294	①5000	①21800	①16700
Mt-1, 3, 4, 5	4300 to 4376	2450	10700	8550
Mt-2	4385 to 4390	2550	11500	8800
GS-1, 2	4401 to 4415	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....

①Applies only to AC-6 class.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 14 (e). As specified below, — — — — — — shall be indication flagman may return from east as prescribed by Rule 99:

Hazen, on Mina Subdivision.

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

West MP		East MP
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
327.10	Wabuska	328.89
383.12	Thorne	385.63
415.36	Mina	418.48
302.86	Fallon	304.63

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

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

GENERAL REGULATIONS

RULE 824. Loaded cars must not be switched at Thorne unless air brakes are cut in and in service on all cars.

RULE 827. TRAIN INSPECTION

On Mina Branch, a member of crew must watch track from rear of train for indication of derailment so that train may be stopped promptly.

AIR BRAKE RULES

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

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

FREIGHT TRAINS

RULE 25. Rear end test must be made in accordance with paragraph (b) at Reservation.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All	Churchill—Outfit spur. May be used only when authorized by M of W Dept.

Load limit (car and contents):

Hazen-Fallon.....169,000 pounds
Hazen-Mina.....169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
295.05	Bango	Government canal bridge	Side
302.08	Fallon	Carson River bridge	Side
302.50	Fallon	Government canal bridge	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip-switches, except:	10
AC-1, 2, 3, and Mk-2, 4 class engines using sidings at Rugby and Wabuska	8

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in Speed Restrictions for Engines, appearing in Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
Column:	1	2	3	4
Between Hazen and Fallon	25	25	25	15
Between Hazen and Mina:				
Between MP 288.4 and MP 307.5	25	25	25	15
Between MP 307.5 and MP 310.35	20	20	20	15
Between MP 310.35 and MP 316.40	25	25	25	15
Between MP 316.40 and MP 320	20	20	20	15
Between MP 320 and MP 338	25	25	25	15
Between MP 338 and MP 357	20	20	20	15
Between MP 357 and MP 417	25	25	25	15

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon
E-23	1500	2100	1050	2470
M-4	1617 to 1713	2700	1400	3250
M-6, 8	1721 to 1803, 1823 to 1825	3300	1730	3850
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3500	1800	4000
M-11	1832 to 1835	3650	1900	4200
T-1	2242 to 2271	2400	1200	2800
T-8, 9	2161 and 2178	1700	860	2000
T-23	2301 to 2310	3450	1830	4000
T-26	2283 to 2299	2950	1500	3500
T-28, 31	2311 to 2362	3800	2010	4450
T-32	2363 to 2370, 2372 to 2384	3800	2010	4450
T-40	2371	....	....	....
T-37	2105 and 2106	3500	1800	4000
T-57, 58	2385 and 2386	3150	1600	3650
P-1, 3, 5	2408, 2411, 2412, 2417, 2423, 2425 to 2433, 2437 to 2452, 2459 and 2460	....	....	....
P-1	2403 to 2407 and 2415	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....
P-6	2453, 2454 and 2458	....	....	....
P-7	2476 and 2477	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....
P-11	3100 to 3109	3250	1650	3750
P-12	3120 to 3129	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4200	2200	4850
C-15	2505 to 2507	2700	1400	3150
C-17	2510 and 2511	3350	1750	3850
C-18	3400 to 3409	3900	2000	4500
C-19	3410 to 3426	4050	2100	4650
TW-1	2900 to 2913	3200	1650	3730
TW-2, 3	2932 to 2952	2550	1300	3000
TW-4, 6	2926 to 2931 and 2957	2450	1250	2850
TW-8	2914 to 2923	3550	1850	4100
A-3	3025, 3036, 3052 and 3057	....	....	....
A-6	3000 to 3003	....	....	....
Mk-2, 4	3201 to 3240	4750	2450	①5500
Mk-5, 6	3241 to 3277	5350	2750	①6200
Mk-7, 8, 9	3300 to 3324	....	....	....
Mk-10	3295	4550	2350	5250
Mk-11	3297 and 3298	4350	2300	5000
F-1	3611 to 3652	....	....	....
F-3	3653 to 3667	....	....	....
F-4, 5	3668 to 3769	....	....	....
MM-3	3930 and 3931	....	....	....
AC-1, 2, 3	4009 to 4048	7500	3700	9800
AC-4, 5	4100 to 4125	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	....	....	....
Mt-2	4385 to 4390	....	....	....
GS-1, 2	4401 to 4415	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....

①Applies only to engs. 3201,3203,3204, 3205, 3206, 3211, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3272.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.