

SOUTHERN PACIFIC COMPANY



SALT LAKE DIVISION SPECIAL INSTRUCTIONS

No. 4

EFFECTIVE SUNDAY, APRIL 27, 1952
AT 12:01 A. M.,
PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 3

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

F. E. KALBAUGH,
Superintendent.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE M. Employees 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 employees must be familiar with their location and avoid personal injury.

Employees must not ride on the side or top of engines or cars while such engines or cars are moving on tracks entering or within engine houses and shops where close side and/or overhead clearances exist.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches or for against current of traffic movements. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

Round yellow speed signs indicate by black figures the speed restrictions applying to Streamlined CITY OF SAN FRANCISCO and CALIFORNIA ZEPHYR with diesel passenger engines only.

RULE 26. When emergency work is to be done under Streamlined CITY OF SAN FRANCISCO or CALIFORNIA ZEPHYR, chains must also be placed each side of a traction wheel.

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 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal, at stations where letter type indicator for display of letter "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL 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 block indicator indicates block clear on opposite track. Within CTC 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 CTC limits dispatcher must also be notified by telephone when completed.

When block 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 is 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 release, dispatcher must be notified immediately and movement made only after flag protection is provided.

MECHANICAL SWITCH LOCKS

Lock box door must not be opened unless block indicators indicate block clear in both directions.

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, dispatcher must be notified immediately and movement made only after flag protection is provided.

SPRING SWITCHES

RULE 536. First paragraph is revised as follows:

"When a trailing movement is to be made over a spring switch equipped with a facing point lock, and the initial movement of the switch points is not actuated by the engine, switch must be lined for the movement. Employee so lining the switch must again line it for normal position after movement has been completed, unless he has arranged for another employee to do so."

RULE 760. CENTRALIZED TRAFFIC CONTROL

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 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines.....	3 inches
Passenger cars and steam engines equipped with roller bearings.....	6 inches
Other passenger cars and steam engines.....	12 inches

RULE 825. Second paragraph is revised as follows:

"Cars must be kept clear of any street or public crossing, and at least one hundred feet from the crossing when practicable."

RULE 827. When running inspections are made, trainman when practicable, will place himself so as to take advantage of air currents or other atmospheric conditions.

Frequent inspection must be made from rear door of caboose for indication of derailment so that train may be stopped promptly.

When a train handling logs (except in gondolas) takes siding to meet an 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, and no movement of train on siding attempted until expected train has passed.

Passenger trains that make station stops at Imlay and Montello must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 3. When No. 1 operates with WPRR RDC car, brake pipe pressure will be 90 pounds instead of 110 pounds.

PASSENGER TRAINS

RULE 36. At Ogden on westward Streamlined CITY OF SAN FRANCISCO outgoing engineer will place shifter lever on brake valve pedestal in AU position and on receipt of proper signal will make automatic air brake test in accordance with Air Brake Rule 36. On completion of automatic air brake test and receipt of proper signal, engineer will place shifter lever in SA position and make electric brake test by applying brakes with 60 pound brake application. After inspection has been made and signal received, engineer will release electric brakes.

At Carlin on westward Streamlined CITY OF SAN FRANCISCO, and at Elko on westward Streamlined CALIFORNIA ZEPHYR, incoming engineer will stop train with electric brake, increasing brake application to at least 60 pounds after stopping. If electric brake inoperative, full service automatic brake application will be made after stopping. Observation will be made that rear brakes apply. On receipt of proper signal outgoing engineer will release brakes. Observation will be made to note that rear brakes release.

At Sparks on eastward and westward Streamlined CITY OF SAN FRANCISCO, incoming engineer will stop train with electric brake, increasing brake application to at least 60 pounds after stopping. Inspectors will make inspection in

accordance with Air Brake Rule 36. Shifter lever will then be placed in AU position and on receipt of proper signal, automatic air brake test in accordance with Air Brake Rule 36 will be made.

RULE 39. On eastward and westward Streamlined CITY OF SAN FRANCISCO and westward Streamlined CALIFORNIA ZEPHYR when electro-pneumatic brake is employed, running test will be made with electric brake valve whenever running test is required. When automatic brake is employed, running test will be made with automatic brake valve whenever running test is required.

RULE 42. At Ogden incoming engineer on eastward Streamlined CITY OF SAN FRANCISCO will make automatic brake application in making final stop, brake pipe pressure to be reduced 20 pounds after stopping.

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. Pushing trains out of yards:

- Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Air must not be coupled through the pusher engine.
- Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Not more than one helper engine will be placed behind steel underframe cabooses.

Not more than two engines, including road engine may be placed on head end of any freight train. AC class helper must not be added to head end of any freight train with AC class road engine. When engines are coupled together on head end smaller engine should be placed ahead of larger engine. 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 freight trains powered by DF-1 to 7 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 uncoupled from forward portion before taking water. On grades road engine and helper must not be uncoupled from train at the same time without hand brakes being securely set.

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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should the movement of a diesel-powered train be stopped with the diesel engine in the following tunnels:

- No. 1—between Gerald and Palisade
- No. 2—between Vivian and Tonka
- No. 3—between Osino and Ryndon
- No. 4—between Ryndon and Elburz
- No. 5—between Ryndon and Elburz

and it is found that in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, the train must be immediately secured by sufficient hand brakes, front and rear wheels of engine must be secured by blocks or chains, after which power plants and steam generator, if any, must be shut off.

28. DF and DP class engines with cab on both ends, running without cars, must be operated from cab in direction of movement except for short direct movements. Unless a member of the crew or other competent employe is riding on leading end of engine in direction of back up movement, such move must be made with enginemen in leading cab in direction of movement.

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	
A.....	70	50	30
AC.....	60	40	25
C.....	40	35	30
DF-1 to 7 (6138 to 6377).....	55	50	30
DF.....	79	70	30
DF-100 to 112.....	50	40	40
DF-200 to 204.....	40	40	40
DF-300, 301.....	40	40	40
DS-1 to 8, 100 to 111.....	40	40	40
DS-200, 201.....	30	30	30
F.....	50	40	30
GS.....	75	50	30
M.....	50	35	25
Mk-2, 4.....	40	30	30
Mk-5, 6, 7, 8, 9.....	50	40	30
Mk-10, 11.....	35	30	30
MM.....	35	30	25
Mt.....	75	50	30
P-1, 3, 4, 5, 6.....	65	50	30
P-7, 8, 10, 12.....	75	50	30
S, SE.....	20	20	20
SP.....	50	35	30
T-1, 23, 28, 31.....	50	35	30
T-32, 37, 40.....	60	40	30
TW.....	40	30	30
WPRR: D-176.....	79	70	30
WPRR: MTP.....	70	50	30
WPRR: GS.....	70	45	30
WPRR: D-225.....	65	50	30
WPRR: D-239.....	65	50	30
WPRR: S-50 (501 to 503).....	45	45	30
WPRR: S-50 (504 to 511).....	65	50	30
WPRR: S-57 (551 to 562).....	65	50	30
WPRR: S-60 (581 to 585).....	65	50	30
WPRR: Mk.....	50	45	30
WPRR: M-100.....	50	45	30
WPRR: C-43 (21 to 65).....	45	45	30
Any engine not listed.....	35	35	25

Steam engines operated in backward motion, and DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

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

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, which require 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 is to be moved. Such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 40 MPH; and Diesel engines the speed shown for same engine running forward light.

When a diesel locomotive is derailed, attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

Dead locomotives, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on the drivers should be placed not less than 8 cars nor more than 15 cars behind road locomotive. If weight on drivers is less than 150,000 lbs., dead locomotive should be placed near rear of train. Dead road locomotives should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

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).

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Cars and loads with height, width or weight greater than shown in Line Clearance Circular (when movement is authorized).....	40	25
Twin or multiple loads.....	40	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick.....	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:.....	35*	25*
SPMW-4044.....	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars.....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward.....	35*	25*
With boom disconnected, light end forward.....	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSEN- GER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks.....	60	50
Trains of deadhead equipment, with caboose..	50	..
Passenger trains, with caboose.....	50	..
Engine and caboose only, except:.....	..	50
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30
Logs loaded on flat or logging cars, except:.....	..	25
On curves.....	..	20
Over truss bridges, through tunnels and passing stations.....	..	15

When moving against current of traffic (except within CTC), or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers, if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in military or naval mixed trains.

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SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

RULE 10-J. Speed sign for westward trains to right of track with two tracks intervening at MP 274.87 reading 55-50-45 is also duplicated to the left of track.

Speed signs for westward trains to right of track with one track intervening at MP 270.85 reading 79-60-50 and at MP 266.76 reading 79.

Speed sign for eastward trains to right of track with one track intervening at MP 253.60 reading 70-60-50.

Speed sign for eastward trains to right of track with one track intervening at MP 261.59 reading 60-50 is also duplicated to left of track.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:

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 within which the provisions of Rule 93 will apply, except within CTC 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. The normal position of rigid switches at end of double track and junctions is 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 1 and 2 must be left lined for movement from Wadsworth Subdivision.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA":

Eastward Signal	Protection	Westward Signal
P-A	} Spring switch, end double track Vista.....	P-SA
P-A		
P-2508	} Rock slide fence, MP 252.47.....	P-A
P-A		P-A
P-A		P-A
P-A	} Rock slide fence, MP 254.52.....	P-2553
P-A		
P-2554	} Rock slide fence, MP 256.59.....	P-A
P-A		P-A
P-A		P-A
P-A	Collision detector, roadway underpass, MP 275.36.....	P-A
P-3108	Spring switch, west end siding, Parran.....	
P-3204	Collision detector, roadway underpass, MP 321.15.....	P-3221
P-3402	Spring switch, end double track Perth.....	P-3403

RULE 505. AUTOMATIC BLOCK SIGNAL 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, paragraph (c).

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 Lovelock, Rye Patch and Imlay are properly lined before using.

Sparks. Spring switches are located at east and west end of engine lead. These switches and spring switch at east end PFE track are equipped with switch-point indicator.

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

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. 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 CTC at Massie. Rule 14(k) will apply between Hazen and Massie.

Lower unit of eastward three-unit signal at west end Fernley governs movement to Wadsworth Subdivision wye.

Lower unit of eastward three-unit signals at west end Hazen and Massie govern movement to north siding; and lower unit of westward three-unit signals at east end Hazen and Massie govern movement to south siding.

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, 2 and stock track; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

RULE 827. Member of train crew of freight trains will make rolling inspection of train departing Sparks eastward and departing Imlay westward.

Eastward freight trains will stop at Massie for train inspection. If inspection of freight train is made at Hazen, it will not be necessary to again stop at Massie for train inspection.

AIR BRAKE RULES

PASSENGER TRAINS

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

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All except S, SE and DS class.....	Reno—All industry tracks north of westward main track between Park St. and WPRR interchange.
AC; F; GS; Mt; P; and cars higher than Hart convertible ballast....	Fernley—On all tracks at sand pit.

Load limit (car and contents):

Sparks-Imlay.....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
249.84	Vista.....	Truckee River bridge 5.....Overhead & side
250.99	Vista.....	Truckee River bridge 6.....Overhead & side
258.07	Patrick...	Truckee River bridge 7.....Overhead & side
262.51	Clark.....	Truckee River bridge 8.....Overhead & side
264.48	Thisbe ...	Truckee River bridge 9.....Overhead & side
264.70	Thisbe ...	Truckee River bridge 10.....Overhead & side
268.24	Thisbe ...	Truckee River bridge 11.....Overhead & side
268.69	Thisbe ...	Truckee River bridge 12.....Overhead & side
269.44	Gilpin ...	Truckee River bridge 13.....Overhead & side
288.10	Hazen...	Two water columns.....Side

SPECIAL INSTRUCTIONS—SPARKS 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 on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, SPARKS TO IMLAY.						WESTWARD, IMLAY TO SPARKS.					
MP MP						MP MP					
245.12 to 247.14 (Sparks).....	20	15	15	15	15	385.58 to 383.01 (Imlay).....	60	40	20	20	20
247.14 to 249.82 (Vista).....	70	60	50	50	30	383.01 to 344.80.....	79	70	50	50	30
249.82 to 249.85 (spring switch).....	35	35	30	30	..*	344.80 to 343.91 (Lovelock).....	50	30	30	30	20
249.85 to 252.06.....	70	60	50	50	30	343.91 to 340.16 (Perth).....	79	70	50	50	30
252.06 to 253.60.....	60	55	50	50	30	340.16 to 340.14 (spring switch).....	35	35	30	30	..*
253.60 to 256.72.....	70	60	50	50	30	340.14 to 286.95.....	79	70	50	50	30
256.72 to 262.34 (Clark).....	79	60	50	50	30	286.95 to 285.95.....	75	70	50	50	30
262.34 to 264.81.....	60	50	50	50	30	285.95 to 274.12.....	79	70	50	50	30
264.81 to 267.97.....	70	60	50	50	30	274.12 to 273.76.....	55	50	45	45	30
267.97 to 270.85.....	79	60	50	50	30	273.76 to 271.07.....	70	60	50	50	30
270.85 to 271.07.....	60	55	50	50	30	271.07 to 270.85.....	60	55	50	50	30
271.07 to 271.68.....	70	60	50	50	30	270.85 to 267.97.....	79	60	50	50	30
271.68 to 273.76.....	79	60	50	50	30	267.97 to 266.76.....	70	60	50	50	30
273.76 to 274.12.....	55	50	45	45	30	266.76 to 264.81.....	79	60	50	50	30
274.12 to 285.95.....	79	70	50	50	30	264.81 to 262.34.....	60	50	50	50	30
285.95 to 286.95.....	75	70	50	50	30	262.34 to 256.72.....	79	60	50	50	30
286.95 to 343.91.....	79	70	50	50	30	256.72 to 255.97.....	70	60	50	50	30
343.91 to 344.80 (Lovelock).....	50	30	30	30	20	255.97 to 253.60.....	79	60	50	50	30
344.80 to 383.01.....	79	70	50	50	30	253.60 to 252.06.....	60	55	50	50	30
383.01 to 385.58 (Imlay).....	60	40	20	20	20	252.06 to 247.14.....	70	60	50	50	30
						247.14 to 245.12 (Sparks).....	20	15	15	15	15

*See Rule 536.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, cross-overs and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
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

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch Inlay to Sparks	Rye Patch to Inlay
DP-3	6017	3750	3750	3750
DP-4, 7	6000 to 6004, 6018	3750	3750	3750
DP-5, 6	6005 to 6016	9250	8250	9250
DP-8, 9	6019 to 6027	9250	9250	9250
DF-1, 2	6138 to 6179	10000	10000	10000
DF-3 to 7	6180 to 6377	10000	10000	10000
DF-100	5200 to 5202	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278	5000	5000	5000
DF-109	5250 to 5252	.....	.....	.....
DF-200 to 204	5100 to 5118	.....	.....	.....
DF-300, 301	4600 to 4603, 4700 to 4703	.....	.....	.....
DS-1 to 8	1000 to 1032	2250	1375	1625
DS-100 to 109, 111	1300 to 1441, 1464 to 1485	3400	2075	2475
DS-110	1442 to 1463	4000	3100	3225
DS-200, 201	1900 to 1903	.....	.....	.....
M-4	1617 to 1713	3175	2100	2400
M-6, 8	1721 to 1803, 1824, 1825	3900	2600	2825
M-9	1804 to 1817, 1826 to 1830	4100	2850	2975
M-11	1832 to 1835	4300	3000	3125
T-1	2248, 2252	2850	2000	2075
T-23	2302 to 2310	4100	2700	3150
T-28, 31	2312 to 2362	4500	2950	3450
T-32	2363 to 2370, 2372 to 2384	4500	2950	3450
T-40	2371	4500	2950	3450
T-37	2105	4100	2875	3000
P-1, 3, 5	2411, 2431, 2432, 2443, 2447, 2449, 2459	3700	2600	2700
P-1	2407	3900	2725	2850
P-4	2402, 2410, 2414, 2436	4100	2850	2975
P-6	2453, 2454, 2458	4600	3200	3350
P-7	2476, 2477	4850	3400	3550
P-8, 10	2461 to 2474, 2478 to 2483	5000	3500	3750
P-8, 10	2475, 2484 to 2491	5250	3750	3900
P-12	3122, 3123, 3127	5000	3750	3900
C-5, 8, 9, 10	2513 to 2598, 2625 to 2860	5000	3500	3750
C-18	3400 to 3409	4550	3175	3325
C-19	3410 to 3426	4750	3325	3450
TW-2, 3	2937, 2938, 2951	3050	2125	2225
TW-8	2914 to 2923	4175	2925	3050
A-3	3025	3125	2150	2250
A-6	3002	3600	2500	2625
Mk-2, 4	3201 to 3240	6000	4350	4600
Mk-5, 6	3241 to 3277	6300	4425	4600
Mk-7, 8, 9	3300 to 3324	6300	4425	4600
Mk-10	3295	5300	3725	3875
Mk-11	3297, 3298	5100	3575	3725
F-1	3611 to 3652	6750	5000	5200
F-3, 4, 5	3653 to 3769	7000	5750	6000
MM-3	3930	7500	6650	6950
AC-4, 5	4100 to 4125	9250	8250	9250
AC-6 to 12	3800 to 3811, 4126 to 4294	①9250	①8250	①9250
Mt-1, 3, 4, 5	4300 to 4376	6500	4900	5250
Mt-2	4387, 4389	.....	.....	.....
GS-1, 2	4401 to 4415	6850	5200	5500
GS-3, 4, 5, 6	4416 to 4469	6950	5300	5600
SP-1, 2, 3	5000 to 5048	9250	6800	7000

①Applies to engs. 4126 to 4294 only.

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

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISION

RULE 10-J. Speed sign for westward trains to right of track with one track intervening at MP 417.44 reading 79-70-50.

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 within 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

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 306. The following block signals, equipped with a triangular 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 505. AUTOMATIC BLOCK SIGNAL 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 at restricted speed to first telephone and call dispatcher for instructions.

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. Member of train crew of freight trains will make rolling inspection of train departing Imlay eastward and departing Carlin westward.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Carlin except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, cabooses, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After Terminal Test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate Terminal Carlin on freight trains moving through without cars being added to the consist or on which only crews, cabooses, and/or engines, may be changed. Under these conditions, rolling inspection by car inspectors will be made on freight trains arriving the intermediate terminal.

PASSENGER TRAINS

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

MISCELLANEOUS

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
All engines.....	Palisade—On tracks under bins beyond west face of bins.
All engines, except DF and engines under 235,000 pounds on drivers.....	Palisade—On run-around track 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 2.....Overhead & side
441.53	Comus....	Humboldt River bridge 3.....Overhead & side
518.91	Barth....	Humboldt River bridge 6.....Side
519.18	Barth....	Humboldt River bridge 7.....Overhead & side
519.68	Barth....	Humboldt River bridge 8.....Overhead & side
520.16	Barth....	Humboldt River bridge 9.....Overhead & side
520.55	Barth....	Humboldt River bridge 10.....Overhead & side
520.92	Gerald...	Humboldt River bridge 11.....Overhead & side
522.07	Gerald...	Humboldt River bridge 12.....Overhead & side
522.35	Gerald...	Humboldt River bridge 13.....Overhead & side
523.25	Gerald...	WPRR crossing.....Overhead
523.34	Gerald...	Humboldt River bridge 14.....Overhead & side
525.15	Palisade..	Humboldt River bridge 15.....Side
525.20	Palisade..	Tunnel 1.....Overhead & side
525.42	Palisade..	Humboldt River bridge 16.....Side

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISION

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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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	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.....	79	70	50	50	30
388.13 to 388.35.....	70	65	50	50	30
388.35 to 406.52 (Rose Creek).....	79	70	50	50	30
406.52 to 406.54 (spring switch).....	35	35	30	30	*
406.54 to 417.44 (Winnemucca).....	79	70	50	50	30
*417.44 to 417.46 (over Bridge St.).....	30	30	30	30	20
417.46 to 420.87 (Weso).....	79	70	50	50	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 475.80 (Battle Mountain)...	50	50	40	40	30
475.80 to 475.90 (passing station).....	40	40	40	40	30
475.90 to 526.51.....	50	50	40	40	30
526.51 to 528.00.....	40	40	40	40	30
528.00 to 533.90.....	50	50	40	40	30
533.90 to 535.95 (Carlin).....	40	30	15	15	15
Carlin, using detours.....	15	15	15	15	15
EASTWARD, AGAINST CURRENT OF TRAFFIC: Imlay to Rose Creek..... (subject to lesser speed restrictions applying to opposite track)	50 50	50 50	40 40	40 40	30 30
WESTWARD, CARLIN TO IMLAY: MP MP					
535.95 to 533.90.....	40	30	15	15	15
533.90 to 530.51.....	60	50	45	45	30
530.51 to 528.00.....	79	60	45	45	30
528.00 to 527.25.....	55	50	45	45	30
527.25 to 525.86 (Palisade).....	45	45	40	40	30
525.86 to 522.10.....	55	50	45	45	30
522.10 to 520.67.....	70	60	45	45	30
520.67 to 517.90.....	60	50	45	45	30
517.90 to 514.98.....	75	70	55	50	30
514.98 to 507.90 (Beowawe).....	79	70	55	50	30
507.90 to 507.40.....	79	65	55	50	30
507.40 to 500.71.....	79	70	55	50	30
500.71 to 500.33.....	55	50	45	45	30
500.33 to 475.90 (Battle Mountain)...	79	70	55	50	30
475.90 to 475.80 (passing station).....	60	40	40	40	30
475.80 to 443.84.....	79	70	55	50	30
443.84 to 442.60.....	70	70	55	50	30
442.60 to 441.56.....	79	70	55	50	30
441.56 to 441.53 (bridge).....	79	65	50	50	30
441.53 to 436.19.....	79	70	55	50	30
436.19 to 436.16 (bridge).....	79	50	50	50	30
436.16 to 434.28 (Golconda).....	79	70	55	50	30
434.28 to 433.89.....	70	60	50	50	30
433.89 to 428.62.....	79	70	55	50	30
428.62 to 427.29.....	65	60	45	45	30
427.29 to 425.91.....	60	55	45	45	30
425.91 to 424.74.....	70	60	50	50	30
424.74 to 422.29.....	79	70	55	50	30
422.29 to 421.86.....	70	60	55	50	30
421.86 to 421.11.....	79	70	55	50	30
421.11 to 417.46 (Winnemucca).....	79	70	50	50	30
*417.46 to 417.44 (over Bridge St.).....	30	30	30	30	20
417.44 to 385.58 (Imlay).....	79	70	50	50	30
385.58 to 383.01 (Imlay).....	60	40	20	20	20
WESTWARD, AGAINST CURRENT OF TRAFFIC: Rose Creek to Imlay..... (subject to lesser speed restrictions applying to opposite track)	50	50	40	40	30

*Regulated by City ordinance.

*See Rule 536.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, cross- overs and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Inlay to Carlin	Car'in to Inlay
DP-3	6017.....	3750	3750
DP-4, 7	6000 to 6004, 6018.....	3750	3750
DP-5, 6	6005 to 6016.....	9250	9250
DP-8, 9	6019 to 6027.....	9250	9250
DF-1, 2	6138 to 6179.....	10000	10000
DF-3 to 7	6180 to 6377.....	10000	10000
DF-100	5200 to 5202.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	5000	5000
DF-109	5250 to 5252.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....
DF-300, 301	4600 to 4603, 4700 to 4703.....	.....	.....
DS-1 to 8	1000 to 1032.....	1625	4000
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	2475	4000
DS-110	1442 to 1463.....	3225	4000
DS-200, 201	1900 to 1903.....	.....	.....
M-4	1617 to 1713.....	2400	3175
M-6, 8	1721 to 1803, 1824, 1825.....	2825	3900
M-9	1804 to 1817, 1826 to 1830.....	2975	4100
M-10	1832 to 1835.....	3125	4300
T-1	2248, 2252.....	2075	2850
T-23	2302 to 2310.....	3150	4100
T-28, 31	2312 to 2362.....	3450	4500
T-32	2363 to 2370, 2372 to 2384.....	3450	4500
T-40	2370.....	3450	4500
T-37	2105.....	3000	4100
P-1, 3, 5	2411, 2431, 2432, 2443, 2447, 2449, 2459.....	2700	3700
P-1	2407.....	2850	3900
P-4	2402, 2410, 2414, 2436.....	2975	4100
P-6	2453, 2454, 2458.....	3350	4600
P-7	2476, 2477.....	3550	4850
P-8, 10	2461 to 2474, 2478 to 2483.....	3750	5000
P-8, 10	2475, 2484 to 2491.....	3900	5250
P-12	3122, 3123, 3127.....	3900	5000
C-5, 8, 9, 10	2513 to 2598, 2625 to 2860.....	3750	5000
C-18	3400 to 3409.....	3325	4550
C-19	3410 to 3426.....	3450	4750
TW-2, 3	2937, 2938, 2951.....	2225	3050
TW-8	2914 to 2923.....	3050	4175
A-3	3025.....	2250	3125
A-6	3002.....	2625	3600
Mk-2, 4	3201 to 3240.....	4600	6000
Mk-5, 6	3241 to 3277.....	4600	6300
Mk-7, 8, 9	3300 to 3324.....	4600	6300
Mk-10	3295.....	3875	5300
Mk-11	3297, 3298.....	3725	5100
F-1	3611 to 3652.....	5200	6750
F-3, 4, 5	3653 to 3769.....	6000	7000
MM-3	3930.....	6950	7500
AC-4, 5	4100 to 4125.....	9250	9250
AC-6 to 12	3800 to 3811, 4126 to 4294.....	①9250	①9250
Mt-1, 3, 4, 5	4300 to 4376.....	5250	6500
Mt-2	4387, 4389.....	.....	.....
GS-1, 2	4401 to 4415.....	5500	6850
GS-3, 4, 5, 6	4416 to 4469.....	5600	6950
SP-1, 2, 3	5000 to 5048.....	7000	9250

①Applies to engs. 4126 to 4294 only.

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 SP PORTION OF PAIRED TRACK BETWEEN ALAZON AND WESO, 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 (W) hereof. Each railroad will be operated under single track rules.

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

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

Example 2: "Eng. _____ works extra on SP track _____ M until _____ M between _____ and _____." This form of order must be given to westward trains before they enter the territory covered.

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

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

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.

(E) On SP track between Alazon and Weso, sections of WPRR schedules, other than the last section, will display green flags and in addition green lights at night.

(G) Rule 83-B. When an eastward schedule or section is checked on register at Imlay, 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 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.

(K) Rule 206. Second paragraph will not apply to WPRR engines 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) Rule 82-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) Rule 220. Third paragraph will apply to westward WPRR first-class trains at SP Elko.

(R) East Carlin. Detour extends from east ice house lead on SP to East Carlin on WPRR.

(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.

(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 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(c), and 513.

(W) 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.

(X) Weso. Interlocked. Westward movement on SP track governed by aspect of semi-automatic (SA) signal.

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

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

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

ENGINE WHISTLE SIGNALS

Weso: Eastward—From WPRR or SP:
To WPRR, Upper arm, o — —,
To SP, Lower arm, o — o.

Westward—From SP:
To SP, Upper unit, o — o,
To WPRR, Lower unit, o — —.

Westward—From WPRR:
To SP, Dwarf signal, o — o,
To WPRR, Dwarf signal, o — —.

Carlin: Westward: Approaching east end yard:
SP freight trains, o — o,
WPRR trains, — o.

Alazon: Eastward—
To WPRR, Upper unit, o — —,
To SP, Lower unit, o — o.

Westward—From SP or WPRR:
To SP, Upper arm, o — o,
To WPRR, Lower arm, o — —.

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

RULE 10-J. Speed sign for westward trains to right of track with one track intervening at MP 607.10 reading 79-65-50.

Speed sign for eastward trains to right of track with one track intervening at MP 616.25 reading 60-55-45.

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 within which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
533.40	Carlin	536.46
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. 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 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Moor and Wells, or between Valley Pass and Montello, forward brakeman will immediately go towards rear, close angle cock at opening if train is parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should they start.

RULE 104. The normal position of rigid switches at end of double track and junctions is 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 306. The following block signals, equipped with a triangular 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-5666	Rock slide fence, east portal Tunnel 3	P-5425
		P-5675
P-6172	Spring switch east end eastward siding, Moor	P-5683
P-6174		P-6173
P-6236	Spring switch west end siding, Holborn	P-6235
P-6246	Spring switch east end siding, Holborn	P-6237
P-6248		P-6249
P-6270	Spring switch west end siding, Fenelon	P-6273
P-6284	Spring switch east end siding, Fenelon	P-6275
		P-6285
P-6314	Spring switch west end siding, Pequop	P-6315
P-6326	Spring switch east end siding, Pequop	P-6317
		P-6327
P-6328	Spring switch west end siding, Icarus	P-6327
P-6364		P-6363
P-6374	Spring switch east end siding, Icarus	P-6365
P-6376		P-6375
P-6396	Spring switch west end westward siding Valley Pass	P-6393
		P-6395

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Elburz. When Signal 5743 displays stop indication and letter type indicator displays the letter "T", train, after stopping, may proceed at restricted speed 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 north track at Moor; east and west ends of sidings at Holborn, Fenelon, Pequop and Icarus, and west end westward siding at Valley Pass.

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
Pequop.....	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
West Elko.....	West end WP detour..... Main track
Wells.....	East end eastward siding..... Eastward track
Moor.....	West end north track..... Westward track
Montello.....	East end track 1..... Eastward track

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

Wells. Spring switch at east end eastward siding is equipped with switch point indicator.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Indicator	Location	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	Call yard office for instructions.

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. Steam powered freight and mixed trains:

Engines running light will stop at Valley Pass eastward and at Moor westward before descending grade.

Eastward freight trains will stop at Tioga 10 minutes for heat radiation, at which time train inspection will be made and enginemmen will inspect engines. If stop is made at Loray for not less than 10 minutes and not more than 30 minutes, it will not be necessary to again stop at Tioga. If stop is made at Loray in excess of 30 minutes, an additional stop for heat radiation will be made not less than four miles, nor more than 10 miles from Loray.

Member of train crew of freight trains will make rolling inspection of train departing Carlin eastward and departing Montello westward.

Diesel powered freight and mixed trains:

When retainers are used Valley Pass to Montello, stop for heat radiation and inspection need not be made as prescribed for steam powered freight and mixed train operation when dynamic brakes on three or more power plants are operative if in judgment of engineer and conductor there is no indication of wheels overheating. With dynamic brakes operative on less than three power plants stop and inspection will be made as prescribed for steam powered freight and mixed train operation.

Member of train crew of freight trains will make rolling inspection of train departing Carlin eastward and departing Montello westward.

Engines running light will stop at Valley Pass eastward and at Moor westward before descending grade.

AIR BRAKE RULES

RULE 17. Steam powered trains:

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

Moor to Wells..... One retainer for each 75 tons,
Valley Pass to Montello..... One retainer for each 75 tons,

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.

Diesel powered trains:

Retaining valves will not be turned up on diesel powered freight and mixed trains, and following speeds will govern:

MP 616.25 (Moor) to MP 607.10 (Wells).....	30 MPH
MP 640.79 (Valley Pass) to MP 645.02.....	35 MPH
MP 645.02 to MP 651.00.....	30 MPH
MP 651.00 to MP 653.40.....	25 MPH
MP 653.40 to MP 660.70 (Montello).....	30 MPH

(Oval speed signs, these territories, erected for operation of steam powered freight trains and where conflict, above speeds will govern diesel powered freight trains) except Moor to Wells and Valley Pass to Montello if tonnage is in excess of 6500 tons with dynamic brakes on four power plants operative, or if tonnage is in excess of 5500 tons with dynamic brakes on three power plants operative, or if tonnage is in excess of 3000 tons with dynamic brakes on two power plants operative, or if less than two power plants in operation one retaining valve will be turned up for each 75 tons and steam powered freight train speeds observed.

On express or other trains of passenger equipment composed of 24 or more cars retainers will not be turned up Valley Pass to Montello or Moor to Wells unless dynamic brakes inoperative on one or more power plants, in which event all retainers will be turned up.

If at any time in engineer's judgment retainers are required on any train, stop will be made and retainers turned up in accordance with his directions.

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Carlin except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After Terminal Test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate Terminal Carlin on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines, may be changed. Under these conditions, rolling inspection by car inspectors will be made on freight trains arriving the intermediate terminal.

Steam powered freight and mixed trains:

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.

Exception: When cars are to be set out or picked up at Cobre, train may pass Valley Pass without stopping for rear end air brake test provided proceed signal is received by enginemmen from trainmen in caboose, such proceed signal not to be given unless air gauge in caboose indicates required air brake pressure, and further provided rear end air brake test is made at Cobre in accordance with paragraph (b).

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

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

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: Fenelon, Pequop, Icarus or Valley Pass.

Diesel powered freight and mixed trains:

Westward, automatic air brake application and release in accordance with Air Brake Rule 29 will be made between Fenelon and Moor, and eastward, such application and release will be made between Icarus and Valley Pass to insure control of train.

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 steam 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.

5. Helper service:

At Wells when helper engines are unable to cross eastward track to reach roundhouse immediately, they will enter siding and lock main track switch, being governed by block 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 north track, then proceed west on that track. When eastward passenger train holds main track at Moor, train will stop to clear east end of the north track and helpers will be cut off and backed into the north track.

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. Engines with pilot snow plow with extended coupler will be placed on head-end.

Helper engines moving to rear of trains at Wells to cut in will go through track 2 if unoccupied. If track 2 occupied will use track 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 de-training 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.

When stopping at Elko to set out or pick up cars, train must be left to clear all 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 17 . . .	Overhead & side
538.92	Vivian . . . Humboldt River bridge 18 . . .	Overhead & side
539.47	Tonka . . . Humboldt River bridge 19 . . .	Overhead & side
539.54	Tonka . . . Tunnel 2	Overhead & side
539.94	Tonka . . . Humboldt River bridge 20 . . .	Overhead & side
540.89	Tonka . . . Humboldt River bridge 21 . . .	Overhead & side
541.16	Tonka . . . Humboldt River bridge 22 . . .	Overhead & side
541.64	Tonka . . . Humboldt River bridge 23 . . .	Overhead & side
542.45	Tonka . . . Humboldt River bridge 24 . . .	Overhead & side
566.55	Ryndon . . . Tunnel 3	Overhead & side
567.19	Ryndon . . . Humboldt River bridge 25 . . .	Overhead & side
568.28	Ryndon . . . Humboldt River bridge 26 . . .	Overhead & side
568.68	Ryndon . . . Tunnel 4	Overhead & side
569.85	Ryndon . . . Humboldt River bridge 27 . . .	Overhead & side
570.36	Ryndon . . . Humboldt River bridge 28 . . .	Overhead & side
570.57	Ryndon . . . Tunnel 5	Overhead & side
589.42	Deeth . . . Water tank	Side

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 on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, CARLIN TO ALAZON ON SP TRACK: MP MP						WESTWARD, MONTELLO TO CARLIN: MP MP					
533.90 to 535.95 (Carlin).....	40	30	15	15	15	663.10 to 660.70 (Montello).....	60	40	20	20	20
Carlin, using detours.....	15	15	15	15	15	660.70 to 655.83.....	60	55	35	35	30
535.95 to 555.95.....	50	50	40	40	30	655.83 to 652.50.....	50	50	35	35	30
Elko, using detours.....	15	15	15	15	15	652.50 to 649.67.....	40	40	35	35	30
555.95 to 556.60 (Elko).....	30	30	30	30	30	649.67 to 646.56.....	50	50	35	35	30
556.60 to 603.55 (Alazon).....	50	50	40	40	30	646.56 to 645.02.....	40	40	35	35	30
603.55 to 603.75 (thru crossovers).....	25	25	20	20	20	645.02 to 640.79 (Valley Pass).....	79	60	50	50	30
EASTWARD, ALAZON TO MONTELLO:						640.79 to 640.76 (thru crossover).....	25	25	20	20	20
WP 713.57 to 603.75 (thru turnout).....	25	25	20	20	20	640.76 to 635.77.....	79	70	50	50	30
603.75 to 607.10.....	79	65	50	50	30	635.77 to 616.84.....	60	55	45	45	30
607.10 to 608.63.....	50	50	35	35	30	616.84 to 616.25 (Moor).....	55	50	40	40	30
608.63 to 616.23 (Moor).....	40	35	35	35	30	616.25 to 613.78.....	50	45	20	35	20
616.23 to 616.25 (thru crossover).....	25	25	20	20	20	613.78 to 607.10 (Wells).....	55	45	20	30	20
616.25 to 635.77.....	60	55	45	45	30	607.10 to 605.17.....	79	65	50	50	30
635.77 to 640.79 (Valley Pass).....	79	60	45	45	30	605.17 to 603.60.....	79	70	50	50	30
640.79 to 645.02.....	79	60	①20	45	30	603.60 to 571.12.....	79	70	55	50	30
645.02 to 645.80.....	55	50	①20	45	30	571.12 to 570.76.....	75	70	55	50	30
645.80 to 653.40.....	55	45	25	35	25	570.76 to 568.16.....	79	70	55	50	30
653.40 to 660.70.....	60	50	25	35	25	568.16 to 567.82.....	65	60	55	50	30
660.70 to 662.95 (Montello).....	60	40	20	20	20	567.82 to 556.60.....	79	70	55	50	30
						556.60 to 555.95 (Elko).....	30	30	30	30	20
EASTWARD, AGAINST CURRENT OF TRAFFIC:						555.95 to 541.81.....	79	70	55	50	30
Alazon to Wells.....	50	50	40	40	30	541.81 to 541.39.....	60	50	50	50	30
Wells to Moor.....	40	35	35	35	30	541.39 to 538.83.....	75	50	50	50	30
Valley Pass to Montello.....	40	40	20	40	30	538.83 to 535.95.....	79	70	55	50	30
(subject to lesser speed restrictions applying to opposite track)						535.95 to 533.90 (Carlin).....	40	30	15	15	15
						WESTWARD, AGAINST CURRENT OF TRAFFIC:					
						Montello to Valley Pass.....	50	50	40	40	30
						Moor to Wells.....	40	35	20	30	20
						Wells to Alazon.....	50	50	40	30	30
						(subject to lesser speed restrictions applying to opposite track)					

① Eastward 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. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, cross-overs and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)			
		Moor to Holborn Pequop to Montello Pequop to Carlin	Death to Wells Valley Pass to Pequop	Wells to Moor Montello to Valley Pass	Carlin to Death Holborn to Pequop
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017 6000 to 6004, 6018 6005 to 6016 6019 to 6027	3750 3750 9250 9250	3750 3750 8250 9250	1625 1650 2375 2950	3750 3750 9250 9250
DF-1, 2 DF-3 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300, 301	6138 to 6179 6180 to 6377 5200 to 5202 5203 to 5249, 5253 to 5278 5250 to 5252 5100 to 5118 4600 to 4603, 4700 to 4703	10000 10000 5000 5000 5000 5000 5000	10000 10000 5000 5000 5000 5000 5000	5500 ①5850 ②1550 5000 5000 5000 5000	10000 10000 5000 5000 5000 5000 5000
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032 1300 to 1441, 1464 to 1485 1442 to 1463 1900 to 1903 1617 to 1713 1721 to 1803, 1824, 1825 1804 to 1817, 1826 to 1830 1832 to 1835	③4000 ④4000 4000 3175 3900 4100 4300	1375 2075 3100 2100 2600 2850 3000	475 735 950 650 800 850 900	1625 2475 3225 2400 2825 2975 3125
T-1 T-23 T-28, 31 T-32 T-40 T-37	2248, 2252 2302 to 2310 2312 to 2362 2363 to 2370, 2372 to 2384 2371 2105	2850 4100 4500 4500 4500 4100	2000 2700 2950 2950 2950 2875	575 860 950 950 950 850	2075 3150 3450 3450 3450 3000
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2411, 2431, 2432, 2443, 2447, 2449, 2459 2407 2402, 2410, 2414, 2436 2453, 2454, 2458 2476, 2477 2461 to 2474, 2478 to 2483 2475, 2484 to 2491 3122, 3123, 3127	3700 3900 4100 4600 4850 5000 5250 5000	2600 2725 2850 3200 3400 3500 3750 3750	725 775 800 925 1000 1075 1075 1075	2700 2850 2975 3350 3550 3750 3900 3900
C-5, 8, 9, 10 C-18 C-19 TW-2, 3 TW-8	2513 to 2598, 2625 to 2860 3400 to 3409 3410 to 3426 2937, 2938, 2951 2914 to 2923	5000 4550 4750 3050 4175	3500 3175 3325 2125 2925	1075 950 1000 625 875	3750 3325 3450 2225 3050
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025 3002 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297, 3298	3125 3600 6000 6300 6300 5300 5100	2150 2500 4350 4425 4425 3725 3575	575 700 1235 1300 1300 1125 1075	2250 2625 4600 4600 4600 3875 3725
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652 3653 to 3769 3930 4100 to 4125 3800 to 3811, 4126 to 4294	6750 7000 7500 9250 ⑤9250	5000 5750 6650 8250 ⑥8250	1500 1775 2000 2575 ⑤2725	5200 6000 6950 9250 ⑤9250
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376 4387, 4389 4401 to 4415 4416 to 4469 5000 to 5048	6500 6850 6950 9250	4900 5200 5300 6800	1460 1510 1550 2100	5250 5500 5600 7000

① Rating Montello to Valley Pass 6050.

② Rating Pequop to Carlin 2250.

③ Rating Montello to Valley Pass 1625.

④ Rating Pequop to Carlin 3400.

⑤ Applies to engs. 4126 to 4294 only.

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

RULE 10-J. Speed sign for eastward trains at MP 739.52 reading 30-20 is duplicated on left side.

Speed sign for westward trains at MP 752.92 reading 30-20 with one track intervening.

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 sign or light may be displayed from engineer's or fireman's side of engine cab.

RULE 93. Yard limits within 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 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as P-A or P-SA:

Eastward Signal	Protection	Westward Signal
P-A	Spring switch, westward siding, Lucin.....	
P-A	Spring switch, east end eastward siding, Lucin	P-A
P-A		
P-A	Dragging equipment detector, Engle.....	P-A
P-7430		
P-A	Dragging equipment detector, Midlake.....	P-7421
P-7474		
P-7488	Dragging equipment detector, Colin.....	P-7461
P-A		
P-7514	Dragging equipment detector.....	P-7475
P-A		
P-SA	Dragging equipment detector, Bridge.....	P-A
P-7550		

Automatic and absolute signals between Engle and Saline equipped with triangular plate bearing the letter "P" are connected with dragging equipment detectors, and when stopped by these signals train dispatcher must be contacted.

RULE 505. AUTOMATIC BLOCK SIGNAL 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(c).

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
Montello.....	East end track 1..... Eastward track
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 Montello and 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.....	Call yard office for instructions.
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.

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

GENERAL REGULATIONS

RULE 827. Member of train crew of freight trains will make rolling inspection of train departing Montello eastward and departing Ogden westward.

AIR BRAKE RULES

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; F; GS; Mt; P	Pigeon—all tracks at pit. 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.
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	Side
679.92	Lucin	Water column	Side
778.51		Weber River bridge 2	Side

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 on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD MONTELLA TO OGDEN:						WESTWARD, OGDEN TO MONTELLA:					
MP MP						MP MP					
660.70 to 662.95.....	60	40	20	20	20	780.21 to 767.20 (Little Mountain)....	79	70	50	50	30
662.95 to 668.85 (Tecoma).....	79	70	50	50	30	767.20 to 758.87 (Promontory Point)...	79	65	50	50	30
668.85 to 679.54 (Lucin).....	79	65	35	35	30	758.87 to 757.68.....	75	65	50	50	30
679.54 to 679.56 (end double track)...	35	35	30	30	30	757.68 to 756.88.....	70	65	50	50	30
679.56 to 735.20 (Lakeside).....	79	65	50	50	30	756.88 to 753.62 (end double track)...	79	65	50	50	30
Lakeside, thru crossover, end double track.....	35	35	30	30	30	753.62 to 753.60 (thru crossover).....	25	25	20	20	20
735.20 to 740.28 on either track.....	79	65	50	50	30	753.60 to 752.17.....	79	65	50	50	30
Tresend, thru crossover, end double track.....	35	35	30	30	30	752.17 to 740.28 (trestle).....	30	20	20	20	20
740.28 to 752.17 (trestle).....	30	20	20	20	20	Tresend, thru crossover to eastward track.....	35	35	30	30	30
752.17 to 756.88.....	79	65	50	50	30	740.28 to 735.20 on either track.....	79	65	50	50	30
756.88 to 757.68.....	70	65	50	50	30	Lakeside, thru crossover, end double track.....	35	35	30	30	30
757.68 to 758.87 (Promontory Point)...	75	65	50	50	30	735.20 to 677.10.....	79	65	50	50	30
758.87 to 767.20 (Little Mountain)....	79	65	50	50	30	677.10 to 676.76.....	75	65	50	50	30
767.20 to 780.21 (OUR&D Co. limits)...	79	70	50	50	30	676.76 to 673.70.....	79	65	50	50	30
EASTWARD, AGAINST CURRENT OF TRAFFIC:						673.70 to 672.12.....	65	55	50	50	30
except:.....	50	50	40	40	30	672.12 to 663.10.....	79	65	50	50	30
Lucin, thru turnout from single track to eastward track.....	35	35	30	30	30	663.10 to 660.70 (Montello).....	60	40	20	20	20
(subject to lesser speed restrictions applying to opposite track)						WESTWARD, AGAINST CURRENT OF TRAFFIC:					
						(subject to lesser speed restrictions applying in opposite track)	50	50	40	40	30

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, cross- overs and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
Passenger trains on controlled sidings, except:..	25
On sidings at Engle, Midlake and Colin....	15
On siding at Bridge, except:.....	50
DP with Streamlined City of S.F.....	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

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Montello to Ogden	Ogden to Lucin	Lucin to Montello
DP-3	6017.....	3750	3750	3750
DP-4, 7	6000 to 6004, 6018.....	3750	3750	3750
DP-5, 6	6005 to 6016.....	9250	8250	5450
DP-8, 9	6019 to 6027.....	9250	9250	6850
DF-1, 2	6138 to 6179.....	10000	10000	10000
DF-3 to 7	6180 to 6377.....	10000	10000	10000
DF-100	5200 to 5202.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	5000	5000	3600
DF-109	5250 to 5252.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....	.....
DF-300, 301	4600 to 4603, 4700 to 4703.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	2250	1375	1100
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	3400	2075	1650
DS-110	1442 to 1463.....	4000	3100	2175
DS-200, 201	1900 to 1903.....	.....	.....	.....
M-4	1617 to 1713.....	3175	2100	1475
M-6, 8	1721 to 1803, 1824, 1825.....	3900	2600	1875
M-9	1804 to 1817, 1826 to 1830.....	4100	2850	2050
M-11	1832 to 1835.....	4300	3000	2150
T-1	2248, 2252.....	2850	2000	1425
T-23	2302 to 2310.....	4100	2700	1900
T-28, 31	2312 to 2362.....	4500	2950	2125
T-32	2363 to 2370, 2372 to 2384.....	4500	2950	2125
T-40	2371.....	4500	2950	2125
T-37	2105.....	4100	2875	2050
P-1, 3, 5	2411, 2431, 2432, 2443, 2447, 2449, 2459.....	3700	2600	1825
P-1	2407.....	3900	2725	1925
P-4	2402, 2410, 2414, 2436.....	4100	2850	2025
P-6	2453, 2454, 2458.....	4600	3200	2275
P-7	2476, 2477.....	4850	3400	2425
P-8, 10	2461 to 2474, 2478 to 2483.....	5000	3500	2500
P-8, 10	2475, 2484 to 2491.....	5250	3750	2650
P-12	3122, 3123, 3127.....	5000	3750	2650
C-5, 8, 9, 10	2513 to 2598, 2625 to 2860.....	5000	3500	2500
C-18	3400 to 3409.....	4550	3175	2275
C-19	3410 to 3426.....	4750	3325	2375
TW-2, 3	2937, 2938, 2951.....	3050	2125	1525
TW-8	2914 to 2923.....	4175	2925	2100
A-3	3025.....	3125	2150	1525
A-6	3002.....	3600	2500	1775
Mk-2, 4	3201 to 3240.....	6000	4350	3000
Mk-5, 6	3241 to 3277.....	6300	4425	3150
Mk-7, 8, 9	3300 to 3324.....	6300	4425	3150
Mk-10	3295.....	5300	3725	2675
Mk-11	3297, 3298.....	5100	3575	2550
F-1	3611 to 3652.....	6750	5000	3575
F-3, 4, 5	3653 to 3769.....	7000	5750	4125
MM-3	3930.....	7500	6650	4775
AC-4, 5	4100 to 4125.....	9250	8250	5950
AC-6 to 12	3860 to 3811, 4126 to 4294.....	①9250	①8250	①6300
Mt-1, 3, 4, 5	4300 to 4376.....	6500	4900	3750
Mt-2	4387, 4389.....	.....	.....	.....
GS-1, 2	4401 to 4415.....	6850	5200	3950
GS-3, 4, 5, 6	4416 to 4469.....	6950	5300	4000
SP-1, 2, 3	5000 to 5048.....	9250	6800	4825

①Applies to engs. 4126 to 4294 only.

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, — — — — will be indication that flagman may return from east: Fernley on Wadsworth Subdivision.

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

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

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

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

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

RULE 605. INTERLOCKING

Flanigan: Route selection of trains over WPRR crossing are under control of WPRR train dispatcher.

When trains are stopped by signals governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR train dispatcher by telephone located at the crossing.

When instructed by WPRR train dispatcher to use emergency release, operate push button in iron box at crossing.

After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display stop indication, and train may then proceed in accordance with Rule 663(c).

If yellow light is not displayed, train may proceed only after providing necessary protection on intersecting track as required by Rule 663(c).

Instructions for operating push button release posted inside of box at crossing.

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, 2 and stock track; 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. 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 65 tons.

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 only enough to reach next water supply.

Westward freight trains take full tank of water at Big Canyon and take water at Sutcliffe only when necessary to reach Fernley.

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

Class of Engine	Restricted Tracks
AC.....	Susanville—Stock track.
".....	Bunnel and Goumaz spurs and Westwood Jct. siding.
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.....	210,000 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 1.....	Side
382.78	Susanville... Susan River bridge 3.....	Side
386.70	Bunnel... Tunnel 1.....	Overhead & side
386.87	Bunnel... Susan River bridge 9.....	Side
387.00	Bunnel... Tunnel 2.....	Overhead & side
394.49	Goumaz... Susan River bridge 12.....	Side

SPECIAL INSTRUCTIONS—WADSWORTH 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 on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, FERNLEY TO WENDEL: MP MP					WESTWARD, WENDEL TO FERNLEY: MP MP				
276.10 to 275.92.....	40	30	30	15	358.70 to 357.64.....	15	15	15	15
275.92 to 275.86 (crossover & jet. switch)...	15	15	15	10	357.64 to 336.41.....	40	30	30	15
275.86 to 285.69.....	40	30	30	15	336.41 to 336.39 (crossing).....	20	20	20	15
285.69 to 286.01.....	35	30	30	15	336.39 to 321.41.....	40	30	30	15
286.01 to 289.04.....	40	30	30	15	321.41 to 321.15.....	35	30	30	15
289.04 to 289.30.....	35	30	30	15	321.15 to 317.38.....	40	30	30	15
289.30 to 306.02.....	40	30	30	15	317.38 to 308.98.....	35	30	30	15
306.02 to 306.26.....	35	30	30	15	308.98 to 306.26.....	40	30	30	15
306.26 to 308.98.....	40	30	30	15	306.26 to 306.02.....	35	30	30	15
308.98 to 317.38.....	35	30	30	15	306.02 to 289.30.....	40	30	30	15
317.38 to 321.15.....	40	30	30	15	289.30 to 289.04.....	35	30	30	15
321.15 to 321.41.....	35	30	30	15	289.04 to 286.01.....	40	30	30	15
321.41 to 336.39 (Flanigan).....	40	30	30	15	286.01 to 285.69.....	35	30	30	15
336.39 to 336.41 (crossing).....	20	20	20	15	285.69 to 280.00.....	40	30	30	15
336.41 to 357.64.....	40	30	30	15	280.00 to 276.77.....	40	35	30	15
357.64 to 358.70.....	15	15	15	15	276.77 to 275.86 (junction switch).....	40	30	30	15
					275.86 to 275.92 (jct. switch & crossover)...	15	15	15	10
					275.92 to 276.10.....	40	30	30	15
EASTWARD, WENDEL TO WESTWOOD:					WESTWARD, WESTWOOD TO WENDEL:				
358.70 to 379.23.....	①25	①25	①25	15	411.30 to 407.20 (Mason).....	①35	①30	①30	15
379.23 to 385.75.....	20	20	20	15	407.20 to 405.00.....	①25	①25	①25	15
385.75 to 387.25.....	①25	①25	①25	15	405.00 to 401.00.....	20	20	20	15
387.25 to 393.50.....	20	20	20	15	401.00 to 397.40.....	①25	①25	①25	15
393.50 to 394.75.....	①25	①25	①25	15	397.40 to 394.75.....	20	20	20	15
394.75 to 397.40.....	20	20	20	15	394.75 to 393.50.....	①25	①25	①25	15
397.40 to 401.00.....	①25	①25	①25	15	393.50 to 387.25.....	20	20	20	15
401.00 to 405.00.....	20	20	20	15	387.25 to 385.75.....	①25	①25	①25	15
405.00 to 407.20 (Mason).....	①25	①25	①25	15	385.75 to 379.23.....	20	20	20	15
407.20 to 411.30 (Westwood).....	①35	①30	①30	15	379.23 to 358.70.....	①25	①25	①25	15

①AC-6 to 12 class engs. restricted to 20 MPH.

SPEED RESTRICTIONS
FOR OTHER THAN MAIN TRACKS

Through sidings, yard and other tracks, wyes,
crossovers, turnouts, slip-switches.....

With Caution
Not Exceeding
MPH

10

SPECIAL INSTRUCTIONS—WADSWORTH SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS †	ENGINE NUMBERS	Ferry and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017 6000 to 6004, 6018 6005 to 6016 6019 to 6027 .....	....................	....................	....................	....................
DF-1, 2 DF-3 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300, 301	6138 to 6179 6180 to 6377 5200 to 5202 5203 to 5249, 5253 to 5278 5250 to 5252 5100 to 5118 4600 to 4603, 4700 to 4703	10000 10000 4375...............	...................................	...................................	...................................
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032 1300 to 1441, 1464 to 1485 1442 to 1463 1900 to 1903 1617 to 1713 1721 to 1803, 1824, 1825 1804 to 1817, 1826 to 1830 1832 to 1835	1350 2050 2625 1900 2300 2475 2575	1550 2325 3050 2275 2700 2825 2925	285 455 590 400 450 500 525	535 825 1050 750 900 950 1000
T-1 T-23 T-28, 31 T-32 T-40 T-37	2248, 2252 2302 to 2310 2312 to 2362 2363 to 2370, 2372 to 2384 2371 2105	1700 2450 2650 2650 2650 2450	1950 2800 3075 3075 3075 2800	340 500 550 550 550 500	650 950 1050 1050 1050 950
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2411, 2431, 2432, 2443, 2447, 2449, 2459 2407 2402, 2410, 2414, 2436 2453, 2454, 2458 2476, 2477 2461 to 2474, 2478 to 2483 2475, 2484 to 2491 3122, 3123, 3127 .....	........................................	........................................	........................................	........................................
C-5, 8, 9, 10 C-18 C-19 TW-2, 3 TW-8	2513 to 2598, 2625 to 2860 3400 to 3409 3410 to 3426 2937, 2938, 2951 2914 to 2923	3000 2725 2850 1825 2500	3400 3100 3250 2075 2850	750 575 600 370 525	1175 1075 1100 700 975
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025 3002 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297, 3298 .....	..... ..... 3625 3775 3775 3200 3075	..... ..... 4000 4300 3650 3500	..... ..... 825 825 675 650	..... ..... 1475 1475 1250 1200
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652 3653 to 3769 3930 4100 to 4125 3800 to 3811, 4126 to 4294	4300 4975 7500 ①7950	..... ..... ..... 7500 ①9750	..... ..... ..... 2000 ①1900	..... ..... ..... 2700 ①3375
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376 4387, 4389 4401 to 4415 4416 to 4469 5000 to 5048	4250	4850	850	1625

①Applies to engs. 4126 to 4294 only.

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

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

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

West MP		East MP
356.00	Wendel.....	359.87
	(Westwood Branch).....	359.65
391.18	Crest.....	393.98
396.97	Ravendale.....	398.13
421.30	Sage Hen.....	424.32
454.93	Alturas.....	461.23
	(Lakeview Branch).....	460.19

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:
Wendel..... For Alturas Subdivision.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Mast Approaching	Authorizes and Requires Movement as Follows
T at MP 359.08	Wendel...	If letter "T" is illuminated stop and call operator at Wendel for instructions. If letter "T" not illuminated, proceed to fouling point of roundhouse lead unless hand signal received for movement into yard track.

GENERAL REGULATIONS

RULE 827. Steam powered 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.

Diesel powered freight and mixed trains:

When retainers are used Sage Hen to Likely, or Crest to Wendel, inspection will be made as prescribed for steam powered freight and mixed train operation.

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. - Steam powered trains:

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

- Sage Hen to Madeline... One retainer for each 150 tons, beginning at head end of train,
- Crest to Wendel..... One retainer for each 75 tons,
- Sage Hen to Likely..... One retainer for each 75 tons.

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.

Diesel powered trains:

Retaining valves will not be turned up on freight and mixed trains, except:

Sage Hen to Likely, Crest to Karlo, and Viewland to Wendel, if tonnage is in excess of 6000 tons with dynamic brakes on four power plants operative; or if tonnage is in

excess of 4500 tons with dynamic brakes on three power plants operative, or if tonnage is in excess of 2500 tons with dynamic brakes on two power plants operative. One retainer shall be used for each 25 tons in excess of above tonnage, but not less than fifteen retainers blocked on head portion of train if necessary to use any retainers.

With dynamic brakes on less than two power plants operative retainers will be used as prescribed for steam powered operation.

If at any time in engineer's judgment, retainers are required on any train, stop will be made and retaining valves turned up in accordance with his instructions.

FREIGHT TRAINS

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

- Viewland.... Westward freight and mixed trains, only if continuity of brake pipe is changed or broken between Crest and Viewland.
- Sage Hen ... All freight and mixed trains, except westward trains powered by diesel engine not using retaining valves.
- Crest..... Westward freight and mixed 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 80 tons per operative brake, and between Crest and Karlo, Viewland and Wendel, Sage Hen and Likely must not exceed 65 tons 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.

TRAIN HANDLING

RULE 60. On freight and mixed trains handled by diesel engine and using dynamic brakes, before entering siding on descending grade at Indian Camp, Likely, Madeline and Karlo, dynamic braking force must be reduced to one-half of the maximum, and automatic brakes applied sufficiently so that speed will not exceed 10 MPH while engine is moving between points 500 feet before reaching, and 1200 feet after passing the turnout.

MISCELLANEOUS

1. Westward trains and engines do not take water at Karlo, except in emergency, and then only enough to reach next water supply.

AC class engines must not be coupled with each other when running light.

5. Helper service:

On Alturas Subdivision not more than one engine will be placed immediately ahead of caboose in westward trains west of Sage Hen.

When AC 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. Load limit (car and contents):

Wendel-Alturas..... 251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

SPECIAL INSTRUCTIONS—ALTURAS 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 on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, WENDEL TO ALTURAS.					WESTWARD, ALTURAS TO WENDEL.				
MP MP					MP MP				
357.64 to 358.70	15	15	15	15	456.79 to 454.66	25	25	25	15
358.70 to 361.00	30	30	30	15	454.66 to 438.00	30	30	30	15
361.00 to 365.65	20	20	20	15	438.00 to 418.75	20	20	20	15
365.65 to 375.00	30	30	30	15	418.75 to 395.00	30	30	30	15
375.00 to 395.00	20	20	20	15	395.00 to 375.00	20	20	20	15
395.00 to 418.75	30	30	30	15	375.00 to 365.65	30	30	30	15
418.75 to 438.00	20	20	20	15	365.65 to 361.00	20	20	20	15
438.00 to 454.66	30	30	30	15	361.00 to 358.70	30	30	30	15
454.66 to 456.79	25	25	25	15	358.70 to 357.64	15	15	15	15

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

UNLESS AUTHORIZED BY SUPERVISOR ENGINEERS WILL NOT BE PERMITTED TO OPERATE IN THESE TERRITORIES WHERE NO RATE IS SHOWN IN ENGINE BULLETIN TABLE

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Likely to Sage Hen Wendel to Viewland Karlo to Crest	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely	Ravendale to Crest Madeline to Sage Hen	Karlo to Viewland
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....
DF-1, 2 DF-3 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300, 301	6138 to 6179..... 6180 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603, 4700 to 4703.....	①5150 ①5150 1250	10000 10000 5000	10000 10000 4400	6200 6200 2050	10000 10000 3175
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1817, 1826 to 1830..... 1832 to 1835.....	400 625 750 550 700 725 775	4000 4000 4000 2575 3150 3250 3400	1375 2050 2650 1925 2375 2500 2600	400 625 1075 730 940 965 1030	1375 2050 2050 1375 1750 1850 1935
T-1 T-23 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2302 to 2310..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	500 725 800 800 800 725	2250 3250 3550 3550 3550 3250	1725 2475 2725 2725 2725 2475	675 965 1075 1075 1075 965	1250 1825 2000 2000 2000 1825
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2411, 2431, 2432, 2443, 2447, 2449, 2459..... 2407..... 2402, 2410, 2414, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122, 3123, 3127.....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....
C-5, 8, 9, 10 C-18 C-19 TW-2, 3 TW-8	2513 to 2598, 2625 to 2860..... 3400 to 3409..... 3410 to 3426..... 2937, 2938, 2951..... 2914 to 2923.....	750 825 850 525 750	4000 3600 3750 2400 3300	3000 2750 2875 1825 2525	1150 1100 1125 700 1000	2025 2065 2100 1325 1875
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	..... ..... 900 900 900 950 925	..... ..... 5250 5250 5250 4225 4050	..... ..... 3850 3850 3850 3225 3100	..... ..... 1500 1500 1500 1275 1230	..... ..... 2500 2500 2500 2625 2475
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	1275 1500 2200 ②2375	5650 6500 10250 ②10900	4325 5000 7900 ②8350	1700 2050 2700 ②3000	3185 3550 5250 ②5900
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4387, 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	1225	5350	4275	1635	3060

①Rating Likely to Sage Hen 5450.

②Applies to engines 4126 to 4294 only.

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

SPECIAL INSTRUCTIONS—MINA SUBDIVISION

RULE 14(e). As specified below, — — — — — shall be indication flagman may return from east:
Hazen, on Mina Subdivision.

RULE 93. Yard limits within 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.....	418.00
302.86 Fallon.....	304.63

RULE 99-C will apply on Mina and Fallon Branches.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

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

Normal position of switch to spur track at west end of siding at Luning is for the spur instead of for siding.

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. 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. Steam powered freight and mixed trains: Retaining valves will be turned up as follows:

Reservation to Schurz: Trains averaging 50 tons or more per car, one retaining valve will be used for every 75 tons in train.

Diesel powered freight and mixed trains:

Retaining valves need not be turned up on diesel powered freight and mixed trains Reservation to Schurz except if tonnage is in excess of 6500 tons with dynamic brakes on four power plants operative, or if tonnage is in excess of 5000 tons with dynamic brakes on 3 power plants operative, or if tonnage is in excess of 3000 tons with dynamic brakes on two power plants operative, or if less than 2 power plants in operation, one retaining valve will be turned up for each 100 tons in train.

If at any time in engineer's judgment, retainers are required on any train, stop will be made and retainers turned up in accordance with his directions.

FREIGHT TRAINS

RULE 25. Eastward freight and mixed trains:

Rear end air test must be made in accordance with paragraph (b) at Reservation on freight and mixed trains using retaining valves.

MISCELLANEOUS

10. Load limit (car and contents):

Hazen-Fallon.....	169,000 pounds
Hazen-Mina.....	210,000 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
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 on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, HAZEN TO MINA.					WESTWARD, MINA TO HAZEN.				
MP MP					MP MP				
288.35 to 307.50.....	25	25	25	15	417.00 to 393.80.....	25	25	25	15
307.50 to 310.35.....	20	20	20	15	393.80 to 391.80.....	20	20	20	15
310.35 to 316.40.....	25	25	25	15	391.80 to 383.00.....	25	25	25	15
316.40 to 328.00.....	20	20	20	15	383.00 to 371.08.....	20	20	20	15
328.00 to 329.30.....	25	25	25	15	371.08 to 369.83.....	25	25	25	15
329.30 to 349.67.....	20	20	20	15	369.83 to 361.50.....	20	20	20	15
349.67 to 349.76.....	15	15	15	15	361.50 to 357.50.....	25	25	25	15
349.76 to 357.50.....	20	20	20	15	357.50 to 349.76.....	20	20	20	15
357.50 to 361.50.....	25	25	25	15	349.76 to 349.67.....	15	15	15	15
361.50 to 369.83.....	20	20	20	15	349.67 to 329.30.....	20	20	20	15
369.83 to 371.08.....	25	25	25	15	329.30 to 328.00.....	25	25	25	15
371.08 to 383.00.....	20	20	20	15	328.00 to 316.40.....	20	20	20	15
383.00 to 391.80.....	25	25	25	15	316.40 to 310.35.....	25	25	25	15
391.80 to 393.80.....	20	20	20	15	310.35 to 307.50.....	20	20	20	15
393.80 to 417.00.....	25	25	25	15	307.50 to 288.35.....	25	25	25	15
EASTWARD, HAZEN TO FALLON.					WESTWARD, FALLON TO HAZEN.				
288.35 to 303.00.....	25	25	25	15	303.90 to 288.35.....	25	25	25	15

SPECIAL INSTRUCTIONS—MINA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon
DF-1 to 7	6138 to 6377.....	10000	6050	....
DF-100	5200 to 5202.....	3075	②1875	4600
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	.....	.....	.....
DF-109	5250 to 5252.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....	.....
DF-300, 301	4600 to 4603, 4700 to 4703.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	950	495	1175
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	1450	775	1775
DS-110	1442 to 1463.....	1875	975	3125
DS-200, 201	1900 to 1903.....	.....	.....	.....
M-4	1617 to 1713.....	1350	700	1625
M-6, 8	1721 to 1803, 1824, 1825.....	1650	865	1925
M-9	1804 to 1817, 1826 to 1830.....	1750	900	2000
M-10	1832 to 1835.....	1825	950	2100
T-1	2248, 2252.....	1200	600	1400
T-23	2302 to 2310.....	1725	915	2000
T-28, 31	2312 to 2362.....	1900	1005	2225
T-32	2363 to 2370, 2372 to 2384.....	1900	1005	2225
T-40	2371.....	.....	.....	.....
T-37	2105.....	1750	900	2000
P-1, 3, 5	2411, 2431, 2432, 2443, 2447, 2449, 2459.....	.....	.....	.....
P-1	2407.....	.....	.....	.....
P-4	2402, 2410, 2414, 2436.....	.....	.....	.....
P-6	2453, 2454, 2458.....	.....	.....	.....
P-7	2476, 2477.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	.....	.....	.....
P-12	3122, 3123, 3127.....	.....	.....	.....
C-5, 8, 9, 10	2513 to 2598, 2625 to 2860.....	2100	1100	2425
C-18	3400 to 3409.....	1950	1000	2250
C-19	3410 to 3426.....	2025	1050	2325
TW-2, 3	2937, 2938, 2951.....	1275	650	1500
TW-8	2914 to 2923.....	1775	925	2050
A-3	3025.....	.....	.....	.....
A-6	3002.....	.....	.....	.....
Mk-2, 4	3201 to 3240.....	2375	1225	①2750
Mk-5, 6	3241 to 3277.....	2675	1375	①3100
Mk-7, 8, 9	3300 to 3324.....	.....	.....	.....
Mk-10	3295.....	2275	1175	2625
Mk-11	3297, 3298.....	2175	1150	2500

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

② Applies Mina to Wabuska. Rating Wabuska to Mina 2125.

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