SOUTHERN PACIFIC COMPANY

SALT LAKE DIVISION SPECIAL INSTRUCTIONS

No. 9

EFFECTIVE SUNDAY, OCTOBER 26, 1958
AT 12:01 A. M.,
PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 8

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

M. A. McINTYRE,
Superintendent.

⊙This symbol indicates change, except changes on rating of engines pages are not so indicated.

⊙**RULE A.** Transportation Department rule revisions from December 1, 1951, to and including April 1, 1958 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employes must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

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

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

RULE 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.

RULE 15. Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

⊙**RULE 19.** When the rear car of a train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track and when so displayed will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train. Both lights must be extinguished when train arrives at destination and has stopped clear of main track. On trains so equipped, except when rear car is also equipped with built-in electric markers or electric signal lamps, markers will not be displayed as required by Figs. 5, 6, 7 and 8.

When the rear car of a train is equipped with roof-line marker lights, such lights must be lighted by day as well as by night to be considered as markers and will be used in lieu of side markers, except on cars with built-in electric markers both roof-line and side markers must be displayed. The provision that markers will display green to the front and sides will not apply.

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.

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 train 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 train 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.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

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

GENERAL REGULATIONS

⊙**RULE 836.** Outside of yard limits cars shoved ahead of engine between stations on descending grade must be chained to the engine. When practicable engine must be kept on descending grade end of cars.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement and unit selector switch on lead unit placed in No. 3 position.

MISCELLANEOUS

5. Helper Service.

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) Helper engines consisting of not more than two units may be placed behind caboose.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

(d) Helper engines must not be placed behind trailer-flat cars (SP 510500 to 510649) when such cars are handled in the rear ten cars of a train.

In passenger service DF-1 to 12 class engines of not more than four units may be coupled ahead of DF-1 to 12 class engines. When so coupled dynamic brakes must not be used.

When freight trains are doubleheaded dynamic brakes will be used only by the engineer of the lead unit.

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

27. Should a passenger train 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 a train be stopped with the engine in a tunnel 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, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks or chains, and power plants and steam generator, if any, on engine shut down.

28. DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

⊙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	
DF-1 to 12, except	65	65	*30
6190, 6202, 6447, 6455, 6456, 6458 to 6461, 8086 to 8090, 8093, 8094, 8096 to 8104, 8107, 8110, 8112, 8115 to 8117, 8119 to 8126, 8130 to 8133, 8138, 8290 to 8297, 8299, 8300, 8302, 8303	70	70	*30
6203, 6383, 6386, 6393, 6446, 6448 to 6454, 6457, 8091, 8092, 8095, 8106, 8108, 8109, 8111, 8114, 8118, 8127 to 8129, 8134 to 8137, 8139, 8298, 8301	79	79	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126	65	65	**65
DF-114 (5279 to 5287, 5290 to 5293), 117	55	55	**55
DF-116, 118, 120, 121, 122, 124, 125	70	70	**70
DF-101 to 112	60	60	**60
DF-200 to 206	55	55	**55
DF-300 to 306	65	65	**65
DF-307	60	60	**60
DF-500, 501	70	70	**70
DF-603, 606	70	70	**70
DF-605, 607, 611	65	65	**65
DF-608, 609	75	75	**75
DF-610	65	65	**65
DP	79	79	*30
DS-1, 4, 5	45	45	45
DS-2, 3, 6 to 12	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	60	60
DS-109	65	65	65
DS-200, 201	35	35	35
WPRR. D-62 (801-A, 801-D, 802-A)	65	60	50
WPRR. D-178 (801-A and 802-A)	65	60	50
WPRR. D-225 (901 to 912)	65	60	50
WPRR. D-239 (913 to 924)	65	60	50
WPRR. S-50 (501 to 503)	45	45	45
WPRR. S-50 (504 to 511)	65	60	60
WPRR. S-57 (551 to 564)	35	35	35
WPRR. S-57 (559 to 564 in multiple)	30	30	30
WPRR. S-60 (581 to 585)	65	60	60
WPRR. S-62 (601 to 606)	30	30	30
WPRR. RS-62 (701 to 713 and 725 to 732)	65	60	60
Any engine not listed	35	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

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

When all weight has been removed from any one pair or 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

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running forlight, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

Dead steam engines hauled in train and weighing 150,000 pounds or more on drivers must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

Unless otherwise restricted, not more than two dead steam engines shall be moved in any one train and when so moved they must be separated by five cars. When an S or SE class and a road engine are moved dead in train, a steel underframe freight car must be placed between them and S or SE class engine entrained with tender ahead.

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. Any such engine must not be handled in train until train order designating maximum speed is issued.

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.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars	40	30
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 (locomotive crane pile-driver) with boom detached and trailing	35*	25*
With boom attached and trailing	25*	15*
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 pedestal or center-hinged air-dump cars, loaded or empty (except SPMW 5100 to 5289)	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 PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks	60	60
Trains of deadhead equipment, with caboose	60	..
Passenger trains, with caboose	60	..
Engine and caboose only, except:	..	60
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:	..	40
On curves	..	30

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

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.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 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.

⊙**RULE 10-J.** Speed signs to right of track with one track intervening:

Westward	Reading
MP 270.85	70-55
MP 343.91	79-60

Speed signs for westward trains to right of track with two tracks intervening at MP 274.87 reading 55-50 is also duplicated to left of track.

⊙**RULE 21-C.** Westward freight trains via Gilpin changing engines at Fernley, need not change indicators displayed on engine obtained at Fernley but must register at Sparks the identification displayed arriving Fernley.

⊙**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
382.60	Imlay	385.71
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
	Fernley (Wendel Line)	276.77
356.00	Wendel	359.87
	" (Westwood Branch)	359.65
379.23	Susanville	382.32
327.10	Wabuska	328.89
383.12	Thorne	385.63
415.36	Mina	418.00
302.86	Fallon	304.63

Sparks: Westward freight trains must stop before passing Signal 2469 unless proceed signal received from yardman. Regardless of block signal indication, proceed signal from yardman will authorize movement across eastward main track and into yard track, movement to be made with caution.

Trains arriving end of double track Sparks must not enter single track or yard track until proceed signal received from yardman.

Yardmen at Sparks must use green flag by day and green light by night in giving proceed signals to trains for movement on yard tracks and when making moves of any kind with road engines.

Imlay: Trains, except first class, standing on westward main track with any portion of train between Signals 3845 and 3835 are not required to afford flag protection in either direction.

When Signal 3845 displays stop indication, westward trains after stopping may proceed only by being preceded by a flagman or upon receiving a proceed signal from member of crew of train standing west of Signal 3845.

Eastward trains, except first-class, standing on eastward main track with rear of train east of Signal 3824 and west of Signal 3834 are not required to afford flag protection to the rear against first-class trains.

When Signal 3824 displays stop indication, eastward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

RULE 99-C. Will apply on Mina, Westwood and Fallon Branches.

⊙**RULE 103-A.** Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Station	Location	MP
Reno	Sierra St.	242.80
Reno	Virginia St.	243.00
Reno	Center St.	243.10
Reno	Lake St.	243.20

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	MP
Reno	Sierra St.	Westward	242.80
Reno	Virginia St.	Westward	243.00
Reno	Center St.	Westward	243.10

Locations at which train must stop to avoid unnecessary operation of crossing gates while receiving or discharging traffic:

Station	Location	Direction
Reno	60 ft east of Center St.	Westward
Reno	230 ft. east of Virginia St.	Westward
Reno	60 ft. east of Virginia St.	Westward

Lovelock: Eastward passenger trains making station stop will stop with rear of train clear of 8th Street crossing.

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

Sparks, west of Emergency Hospital bldg.	For westward track.
Sparks, east of Emergency Hospital bldg.	For eastward track.
Fernley (Wendel Line)	For controlled siding.
Hazen (Mina Branch)	For controlled siding.
Hazen (Fallon Branch)	For Mina Branch.
Wendel	For Alturas Subdivision of the Shasta Division.
Mason	For WPRR.

Fernley: West switches tracks Nos. 1 and 2 must be left lined for movement from wye and switches at west end lined for track No. 1 when track No. 1 is clear otherwise lined for track that is clear or is being cleared by train picking up.

RULE 107. Station train indicator provided in approach to following station:

Westward
Reno (On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

When neither TRAIN nor CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

RULE 211. Will apply when letter "M" is illuminated in letter type indicator as follows:

On Signal	Approaching
3428	Lovelock

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
	Spring switch, end double track Vista	P-SA
P-2508 P-A	Rock slide fence, MP 252.47	P-A P-A P-A
P-A P-A	Rock slide fence, MP 254.52	P-2553
P-2554 P-A	Rock slide fence, MP 256.59	P-A P-A P-A
P-A	Collision detector, roadway underpass, MP 275.36	P-A 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	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks: Top unit of Signal 2452 on signal bridge governs main track movements on eastward main track. Bottom 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 245.50 to Signal 2462.

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

Dwarf 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.

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

*Equipped with switch point indicator.

Sparks. Spring switches are located at east end of track No. 21, east end track No. 22 west end Sacramento diesel track and at east end of east engine lead. These switches are equipped with switch-point indicators.

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.

⊙RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
W	7-ft. mast MP 241.69	Reno	Eastward passenger trains must stop west of Keystone Street, MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started moving.
M	3824	Imlay	Proceed to train-order office.
S	3824	Imlay	Call train-order office for instructions.
W	7-ft. mast MP 280.57	Wadsworth	Stop east of indicator and not proceed until indicator is extinguished.

When indicator on Signal 3824 is not illuminated trains except first-class must stop and call train-order office for instructions.

⊙RULE 760. CENTRALIZED TRAFFIC CONTROL

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

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

Bottom unit of eastward three-unit signal at west end Fernley governs movement to wye.

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

West switch wye to (Wendel Line) Fernley dual controlled, but wye is not a controlled track. Trains and engines must not enter this leg of wye from Wendel Line until train dispatcher's permission obtained.

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 825. Fernley: Not less than five hand brakes must be set on east end of cars left standing on tracks Nos. 1, 2, 3 and stock track; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

RULE 826. Sparks. Indicator lights located 735 feet east of east end of ice deck and 100 feet west of west end of ice deck, 225 feet west of east end of ice deck on south side, 800 feet east of west end of ice deck on south side, 1190 feet east of west end of ice deck on north side and 204 feet west of Moore lead switch between Moore lead and south PFE track govern movements on those tracks as follows:

Green —Tracks may be used for train or switching movements.

Yellow —Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.

Red —Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted—Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. Between Susanville and Westwood, a member of crew must watch track from rear of train for evidence of derailment so that in event of derailment, train may be stopped promptly.

Westward trains without dynamic brakes in operation, or consisting of over 900 tons using retaining valves between Westwood Jct. and Susanville will stop at MP 390.00 for inspection.

AIR BRAKE RULES

⊙**RULE 17.** From Westwood Jct. to Susanville retaining valves will not be used on freight and mixed trains with dynamic brake operative with less than 900 tons. Trains consisting of over 900 tons or without dynamic brakes in operation will turn up one retaining valve for each 25 tons in excess of 900 tons, but not less than a block of ten retaining valves on head end of train.

Retaining valves need not be turned up on 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 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 100 tons in train.

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

FREIGHT TRAINS

⊙**RULE 25.** Will apply to eastward trains at Reservation when retaining valves are being used and to westward trains at Westwood Jct.

PASSENGER TRAINS

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

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All engines	Luning—Over coal pit on industry track.
All except DS class	Reno—All industry tracks north of eastward main track between Park St. and WPRR interchange.
DF and engines heavier than 331,000 lbs.	Fernley—Sand pit track.

11. Load limit (car and contents):

Sparks-Imlay	251,000 pounds
Fernley-Wendel	251,000 pounds
Wendel-Westwood	210,000 pounds
Hazen-Fallon	169,000 pounds
Hazen-Mina	210,000 pounds

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

⊙**13.** LOCATION OF STOCK YARDS

Station	Capacity in cars
Sparks	394 (Water)
Fernley	9 (Water)
Hazen	5
Lovelock	109 (Water)
Imlay	10 (Water)
Wendel	6 (Water)
Westwood	29 (Water)
Fallon	149 (Water)
Wabuska	28 (Water)

30.

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

MP	Location	Description	
249.84	Vista	Truckee River bridge No. 5	Overhead & side
250.99	Vista	Truckee River bridge No. 6	Overhead & side
258.07	Patrick	Truckee River bridge No. 7	Overhead & side
262.51	Clark	Truckee River bridge No. 8	Overhead & side
264.48	Thisbe	Truckee River bridge No. 9	Overhead & side
264.70	Thisbe	Truckee River bridge No. 10	Overhead & side
268.24	Thisbe	Truckee River bridge No. 11	Overhead & side
268.69	Thisbe	Truckee River bridge No. 12	Overhead & side
269.44	Gilpin	Truckee River bridge No. 13	Overhead & side
299.87	Wadsworth	Truckee River bridge No. 1	Side
382.78	Susanville	Susan River bridge No. 3	Side
386.70		Tunnel No. 1	Overhead & side
386.87		Susan River bridge No. 9	Side
387.00		Tunnel No. 2	Overhead & side
394.49	Goumaz	Susan River bridge No. 12	Side
295.05	Bango	Government canal bridge	Side
302.08	Fallon	Carson River bridge	Side
302.50	Fallon	Government canal bridge	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 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS 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
MP	MP	Column:	1	2	3
EASTWARD, SPARKS TO IMLAY:					
246.20	247.14		20	20	20
247.14	249.82		70	55	70
249.82	249.85	(spring switch)	35	35	35
249.85	252.06		70	55	70
252.06	253.80		60	55	60
253.80	256.72		70	55	70
256.72	261.87		79	55	70
261.87	264.81		60	55	60
264.81	270.85		70	55	70
270.85	273.76		60	55	60
273.76	274.12		55	50	55
274.12	343.91		79	60	70
343.91	344.80		40	40	40
344.80	382.99		79	60	70
382.99	384.10		60	30	60

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3
WESTWARD, IMLAY TO SPARKS:					
384.10	382.99		60	30	60
382.99	344.80		79	60	70
344.80	343.91		40	40	40
343.91	340.16		79	60	70
340.16	340.14	(spring switch)	35	35	35
340.14	274.12		79	60	70
274.12	273.76		55	50	55
273.76	270.85		60	55	60
270.85	264.81		70	55	70
264.81	262.34		60	55	60
262.34	256.72		79	55	70
256.72	253.80		70	55	70
253.80	252.06		60	55	60
252.06	247.14		70	55	70
247.14	246.20		20	20	20

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On controlled sidings	20

⊙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 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 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
MP MP Column:	1	2	3
EASTWARD, FERNLEY TO WENDEL:			
275.86 to 275.92 (junction switch)	15	15	15
275.92 to 276.83	30	30	30
276.83 to 280.99	35	35	35
280.99 to 284.44	40	40	40
284.44 to 286.43	35	35	35
286.43 to 288.74	30	30	30
288.74 to 296.53	40	40	40
296.53 to 301.33	35	35	35
301.33 to 305.72	40	40	40
305.72 to 306.26	30	30	30
306.26 to 308.62	40	40	40
308.62 to 317.38	30	30	30
317.38 to 320.28	40	40	40
320.28 to 321.41	30	30	30
321.41 to 332.19	40	40	40
332.19 to 335.80	49	49	49
335.80 to 336.39	40	40	40
336.39 to 336.41 (crossing)	30	30	30
336.41 to 357.27	49	49	49
357.27 to 358.70	15	15	15
EASTWARD, WENDEL TO WESTWOOD:			
358.70 to 359.03	15	15	15
359.03 to 379.23	25	25	25
379.23 to 385.75	20	20	20
385.75 to 387.25	25	25	25
387.25 to 393.50	20	20	20
393.50 to 394.75	25	25	25
394.75 to 397.40	20	20	20
397.40 to 401.00	25	25	25
401.00 to 405.00	20	20	20
405.00 to 407.20	25	25	25
407.20 to 411.30	35	30	30
①EASTWARD, HAZEN TO MINA:			
288.35 to 298.46	25	25	25
298.46 to 299.90	35	35	35
299.90 to 310.35	25	25	25
310.35 to 312.70	35	35	35
312.70 to 316.40	25	25	25
316.40 to 349.67	20	20	20
349.67 to 349.76	15	15	15
349.76 to 357.50	20	20	20
357.50 to 361.50	35	35	35
361.50 to 369.83	20	20	20
369.83 to 371.08	25	25	25
371.08 to 383.00	20	20	20
383.00 to 417.00	25	25	25
①EASTWARD, HAZEN TO FALLON:			
288.35 to 303.90	25	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, WENDEL TO FERNLEY:			
358.70 to 357.27	15	15	15
357.27 to 336.41	49	49	49
336.41 to 336.39 (crossing)	30	30	30
336.39 to 335.80	40	40	40
335.80 to 332.19	49	49	49
332.19 to 321.41	40	40	40
321.41 to 320.28	30	30	30
320.28 to 317.38	40	40	40
317.38 to 308.62	30	30	30
308.62 to 306.26	40	40	40
306.26 to 305.72	30	30	30
305.72 to 301.33	40	40	40
301.33 to 296.53	35	35	35
296.53 to 288.74	40	40	40
288.74 to 286.43	30	30	30
286.43 to 284.44	35	35	35
284.44 to 280.99	40	40	40
280.99 to 276.83	35	35	35
276.83 to 275.92 (junction switch)	30	30	30
275.92 to 275.86 (jct. switch & crossover)	15	15	15
WESTWARD, WESTWOOD TO WENDEL:			
411.30 to 407.20	35	30	35
407.20 to 405.00	25	25	25
405.00 to 401.00	20	20	20
401.00 to 397.40	25	25	25
396.40 to 394.75	20	20	20
394.75 to 393.50	25	25	25
393.50 to 387.25	20	20	20
387.25 to 385.75	25	25	25
385.75 to 379.23	20	20	20
379.23 to 359.03	25	25	25
359.03 to 358.70	15	15	15
①WESTWARD, MINA TO HAZEN:			
417.00 to 383.00	25	25	25
383.00 to 371.08	20	20	20
371.08 to 369.83	25	25	25
369.83 to 361.50	20	20	20
361.50 to 257.50	35	35	35
357.50 to 349.76	20	20	20
349.76 to 349.67	15	15	15
349.67 to 316.40	20	20	20
316.40 to 312.70	25	25	25
312.70 to 310.35	35	35	35
310.35 to 299.90	25	25	25
299.90 to 298.46	35	35	35
298.46 to 288.35	25	25	25
①WESTWARD, FALLON TO HAZEN:			
303.90 to 288.35	25	25	25

①DF-1 to 11 class engines must not exceed 25 MPH and DF-12 class engines must not exceed 20 MPH between Hazen and Mina, and Hazen and Fallon.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts and Susanville on Paul Bunyan Lbr. Co. tracks to mill	10

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

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch Imlay to Sparks	Rye Patch to Imlay
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	1250	1250	1250
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....	....
	6019 to 6033, 5918 to 5924	....	....	....
DP-12	6034 to 6045	4775	3300	3425
	6046 to 6054	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	5150	3625	3775
	with 61:16 gear ratio	....	....	....
	with 60:17 gear ratio	....	....	....
DF-100	5200 to 5202	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	5000	5000
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	10000	6300	6600
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	10000	7050	7350
DF-200 to 206	5100 to 5120	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....
DF-305, 306	4624 to 4633	....	....	....
DF-307	4634 to 4645	....	....	....
DF-500, 501	4800 to 4815	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719	6650	4675	4850
DF-608 to 610	5720 to 5729	....	....	....
DS-1 to 8	1000 to 1032	2250	1375	1625
DS-9 to 12	1033 to 1090	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	3400	2075	2475
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4000	3100	3225
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....
DS-200, 201	1900 to 1903	....	....	....

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon	Fernley and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2250	1500	2750	3150	3575	750	1300
	with 61:16 gear ratio	....	....	....	....	....	....	....
	with 60:17 gear ratio	....	....	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3075	1875	4600	4375	....	....	....
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	3800	2000	4650	5400	....	....	....
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	4350	2350	....	....	....	....	....
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....
DF-603, 605, 606, 607	5600 to 5719	2900	1575	3525	4050	4600	975	1700
DF-608 to 610	5720 to 5729	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	950	495	1175	1350	1550	285	535
DS-9 to 12	1033 to 1090	....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1450	775	1775	2050	2325	455	825
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1875	975	3125	2625	3050	590	1050
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....

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 signs to right of track with one track intervening:

Westward	Reading
MP 417.44	79-60

RULE 14. Tule: WPRR westward trains must sound whistle signal o — — when passing sign reading "WP whistle" located at MP 425.10.

⊙**RULE 20.** Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

⊙**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 yardmen's 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.

Imlay: Trains, except first class, standing on westward main track with any portion of train between Signals 3845 and 3835 are not required to afford flag protection in either direction.

When Signal 3845 displays stop indication, westward trains after stopping may proceed only by being preceded by a flagman or upon receiving a proceed signal from member of crew of train standing west of Signal 3845.

Eastward trains, except first-class, standing on eastward main track with rear of train east of Signal 3824 and west of Signal 3834 are not required to afford flag protection to the rear against first-class trains.

When Signal 3824 displays stop indication, eastward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

⊙**RULE 103-A. Winnemucca:** Passenger trains making station stop must stop with train clear of Bridge St. crossing.

Westward freight trains stopping to perform switching must leave train east of Bridge St. crossing or in siding, so as not to block crossing while engine is being attached or detached.

Battle Mountain: Freight trains stopping to perform switching must leave train east of main road crossing to avoid blocking crossing when engine is coupled to train.

⊙**RULE 204.** Westward WPRR trains of the Ogden or Winnemucca Subdivisions, with the same conductor and engineer operating through Carlin, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

When train orders are issued at Carlin which affect movement of SP trains east of Alazon, train-order operator must deliver such train orders with a clearance OK'd by SP chief train dispatcher.

⊙**RULE 206.** Second paragraph will not apply to WPRR engines between Carlin and Weso.

⊙**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. Interlocking signals are listed as P-I or P-SA:

Eastward Signal	Protection	Westward Signal
	Spring switch end double track, Rose Creek	P-SA
P-I	Spring switch west end siding, Winnemucca	
	Spring switch east end siding, Winnemucca	P-I
	Rock slide fence, MP 517.50-MP 518.10	P-5181
	Rock slide fence, MP 524.38	P-5255
	Rock slide fence, MP 527.00-MP 527.57	P-5277
	Rock slide fence, MP 530.54-MP 530.57	P-5315
	Rock slide fence, MP 530.65-MP 530.73	P-5315
	Spring switch east end west detour, Carlin	P-5341

⊙**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

Carlin: Dwarf Signal P-5341 east of switch to west detour governs westward movement over this switch. If signal displays stop indication, switch must be inspected to see that points properly lined and closed, before passing over it.

Preble: When Signal 4399 displays stop indication and indicator displays the letter "T", train after stopping, may proceed at restricted speed to first telephone and call train 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
Winnemucca	East end siding	Main track
Winnemucca	West end siding	Main track
Weso	West switch, west crossover between SP and WPRR main tracks	WPRR main track
Carlin	East end west detour	Main track

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

Location		Normal Position
Weso	East switch, east crossover between WPRR and SP main tracks	WPRR main track
*Carlin	West end west lead	Main track

*Equipped with switch-point indicator.

⊙**RULE 605. INTERLOCKING**

Winnemucca: Limits extend between eastward signals located at end of double track Rose Creek, MP 406.50 and Weso, MP 420.75.

When automatic block signals within these limits display stop indication, train after stopping may proceed at restricted speed.

Trains required to enter siding must not pass interlocking signal in advance of spring switch until switch has been lined for siding. Telephones located at interlocking signals.

Weso: Limits extend between eastward signal on SP track, MP 420.75 and eastward signal on WPRR track, MP 535.80 to westward signals on SP track, MP 421.00 and westward signal on WPRR track, MP 536.00 and is under the control of WPRR train dispatcher at Elko.

East switch of west crossover and west switch of east crossover are dual control switches. When necessary to hand throw these switches permission must be obtained from WPRR train dispatcher, except when movement is made under the provisions of Rule 663(c), and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of west crossover equipped with an electric switch lock. Permission must be obtained from WPRR train dispatcher before movement is made through crossovers from WPRR main track to SP main track and be governed by Rule 663(b).

When interlocking signals display stop indication and cannot be cleared by WPRR train dispatcher, movement, except westward movement to WPRR track, may be made under the provisions of Rule 663(b), except if unable to contact WPRR train dispatcher and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When movement is made under the provisions of Rule 663(b) or Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement and on dual control switches that selector lever is placed in "hand" position until movement over switch has been completed. After movement has been completed dual control switches must be restored to "motor" position and locked.

When interlocking signals display stop indication, westward movement to WPRR track may only be made as prescribed by WPRR Rule 509(a).

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

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 train-order office for instructions.
S	P-I	Winnemucca eastward	Enter siding and remain in siding until authorized by signal indication to proceed.
S	P-I	Winnemucca westward	Enter siding and remain in siding until authorized by signal indication to proceed.
T	4399	Preble	Call train dispatcher from first telephone.

When indicator on Signal 3861 is not illuminated trains except first-class must stop and call train-order office for instructions.

MISCELLANEOUS

11. Load limit (car and contents):

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

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Imlay	10 (Water)
Winnemucca	49 (Water)
Golconda	46 (Water)
Iron Point	68
Mote	91
Battle Mountain	16 (Water)
Argenta	52
Beowawe	21 (Water)
Palisade	13 (Water)
Carlin	55 (Water)

⊙**29.** SP and WPRR eastward trains will use WPRR track from Weso to Carlin being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Carlin to Weso being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Carlin to Weso is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

30.

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

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

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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			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3
EASTWARD, IMLAY TO WESO:					
384.10	to 385.58		60	30	60
385.58	to 388.13		79	60	70
388.13	to 388.35		70	60	70
388.35	to 406.52		79	60	70
406.52	to 406.54 (spring switch)		35	35	35
406.54	to 417.44		79	60	70
★417.44	to 417.46 (Winnemucca)		30	30	30
417.46	to 420.87		79	60	70
420.87	to WP 535.97 (through crossover to WPRR)		25	25	25

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3
WESTWARD, CARLIN TO IMLAY:					
534.50	to 533.90		40	25	40
533.90	to 530.51		60	50	60
530.51	to 528.00		79	50	70
528.00	to 525.86		45	40	45
525.86	to 517.90		55	50	55
517.90	to 500.71		79	60	70
500.71	to 500.33		55	50	55
500.33	to 475.90		79	60	70
475.90	to 475.80		60	40	60
475.80	to 443.84		79	60	70
443.84	to 442.60		75	55	70
442.60	to 434.28		79	55	70
434.28	to 433.89		70	55	70
433.89	to 428.62		79	60	70
428.62	to 424.74		60	55	60
424.74	to 422.29		79	60	70
422.29	to 421.86		70	60	70
421.86	to 417.46		79	60	70
★417.46	to 417.44 (Winnemucca)		30	30	30
417.44	to 385.58		79	60	70
385.58	to 384.10		60	30	60

★Regulated by City ordinance.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:	15
On siding Winnemucca	20
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	Imlay to Carlin	Carlin to Imlay
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	1250	1250
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....
	6019 to 6033, 5918 to 5924	....	....
DP-12	6034 to 6045	3425	4775
	6046 to 6054	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	3775	5150
	with 61:16 gear ratio	....	....
	with 60:17 gear ratio	....	....
DF-100	5200 to 5202	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	5000
DF-109, 111	4903 to 4905, 5250 to 5252	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	6600	10000
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	7350	10000
DF-200 to 206	5100 to 5120	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....
DF-305, 306	4624 to 4633	....	....
DF-307	4634 to 4645	....	....
DF-500, 501	4800 to 4815	....	....
DF-603, 605, 606, 607, 611	5600 to 5719	4850	6650
DF-608 to 610	5720 to 5729	....	....
DS-1 to 8	1000 to 1032	1625	4000
DS-9 to 12	1033 to 1090	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2475	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3225	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....
DS-200, 201	1900 to 1903	....	....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES EXCEPT WPRR ENGINES BETWEEN ALAZON AND WESO, WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

⊙**RULE 10-J.** Speed signs to right of track with one track intervening:

Westward	Reading
MP 607.10	79-60
MP 752.92	30-20

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 is duplicated on left side.

RULE 14. Carlin: Westward—Approaching east end yard:

SP freight trains, o — o,
WPRR trains, — o.

⊙**RULE 20.** Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 21-C. Light engines returning to Wells from Moor; and returning to Montello from Valley Pass, may discontinue display of train indicators.

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	557.92
606.20	Wells	608.56
615.81	Moor	617.76
638.49	Valley Pass	642.00
660.23	Montello	663.77
780.21	Ogden	

Carlin: Westward SP freight trains must not pass Signal 5359 unless proceed signal received from yardman. If proceed signal received from yardman but Signal 5359 displays stop indication movement may be made as prescribed by Rule 507(b) or Rule 509(d).

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.

Montello: Westward extra trains standing on the westward main track between Signals 6639 and 6621 within yard limits are not required to afford flag protection to the rear against first-class trains.

When Signal 6639 displays stop indication, westward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

Eastward trains, except first-class standing on eastward main track with rear of train east of Signal 6602 and west of Signal 6628 are not required to afford flag protection to the rear against first-class trains.

When Signal 6602 displays stop indication, eastward first-class trains may proceed only by being preceded by a flagman or upon receipt of a proceed signal from a member of the crew of the preceding train.

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 retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves 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 103-A. Wells: Eastward trains occupying tracks Nos. 1 or 2 to permit eastward passenger train to pass will cut crossing from a point at least 5 car lengths west of main crossing just west of station to allow passengers to pass between station and passenger train.

Elko: Trains stopping to perform switching must leave train to clear all street crossings.

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.

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 204.** Westward WPRR trains of the Ogden or Winnemucca Subdivisions, with the same conductor and engineer operating through Carlin, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

When train orders are issued at Carlin which affect movement of SP trains east of Alazon, train-order operator must deliver such train orders with a clearance OK'd by SP chief train dispatcher.

⊙**RULE 206.** Second paragraph will not apply to WPRR engines between Alazon and Carlin.

⊙**RULE 286.** When distant signals governing movements on sidings between Ogden and Moor display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by a preceding train.

⊙**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
	Spring switch, east end west detour, Carlin	P-5341
	Rock slide fence over east portal Tunnel 2	P-5401
	Two rock slide fences, MP 541.08 to MP 541.51	P-5415
	Rock slide fence, east portal Tunne 3	P-5673
	Spring switch east end eastward siding, Moor	P-SA
P-SA	Spring switch west end westward siding Valley Pass	
P-A	Spring switch, westward siding, Lucin	
	Spring switch, east end eastward siding, Lucin	P-A
P-A	Dragging equipment detector, Tresend	
P-A	Dragging equipment detector, Engle	P-A
P-7430	Dragging equipment detector	P-7421
P-A	Dragging equipment detector, Midlake	P-A P-7461
P-7488 P-A	Dragging equipment detector, Colin	P-A P-A P-A
P 7514	Dragging equipment detector	
P-A P-SA P-7550	Dragging equipment detector, Bridge	P-A P-A

Automatic and absolute signals between Tresend 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 notified. After examination of train for dragging equipment by trainmen, signal may then be cleared by operating push button in box on relay shelter marked to correspond with direction of movement.

⊙RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

East Carlin: Detour extends from east ice house lead on SP to East Carlin on WPRR.

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.

West Elko: Detour extends from WPRR yard to West Elko on SP main track.

Junction switch is a spring switch and normal position is for SP main track.

Westward WPRR trains leaving yard via detour must enter approach circuit to indicate that such trains are ready to depart, and must not foul SP main track until letter "M" is displayed.

When Signal 5545 on SP main track displays stop indication, westward trains on SP main track after stopping may proceed under the provisions of Rule 509(d), provided it can be seen that there is no train or engine closely approaching west end of detour to enter SP main track.

Elko: East detour extends from SP siding to WPRR freight yard.

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: Signal 6162 equipped with a unit for display of flashing white light and letter-type indicator for display of letter "M" governs eastward movements as follows:

Top unit.....To eastward siding.
Bottom unit.....Through crossover to main track.

When letter "M" on Signal 6162 is displayed and crossover switches are lined for main track, bottom unit should display a proceed indication. If Signal 6162 does not display a proceed indication after crossover switches are lined for movement to main track, train may proceed under the provisions of Rules 509(a), 509(b) or 510 after first complying with Rule 513.

Display of flashing white light located on eastward side of Signal 6162 is an indication to train on siding that a following train will enter main track through crossover and pass train on siding.

Eastward trains entering siding may pass Signal 6162 displaying stop indication, without stopping at restricted speed.

Valley Pass: Signal 6409 equipped with a unit for display of flashing white light and letter-type indicator for display of letter "M" governs westward movements as follows:

Top unit.....To westward siding.
Bottom unit.....Through crossover to main track.

When letter "M" on Signal 6409 is displayed and crossover switches are lined for main track, bottom unit should display a proceed indication. If Signal 6409 does not display a proceed indication after crossover switches are lined for movement to main track, train may proceed under provisions of Rules 509(a), 509(b) or 510 after first complying with Rule 513.

Display of flashing white light located on westward side of Signal 6049 is an indication to train on siding that a following train will enter main track through crossover and pass train on siding.

Montello: When Signal 6621 displays stop indication, permission must be obtained from train dispatcher before applying Rule 509(d).

Saline: When Signal 7549 displays stop indication train dispatcher's permission must be obtained before applying Rule 509(d).

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
Valley Pass	West end westward siding	Main track
Lucin	East end eastward 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
*Alazon	West switch of crossover between SP and WPRR main tracks	SP main track
*Wells	East end track No. 1	Eastward track
*Moor	West end north track	Westward track
*Montello	East end track No. 1	Eastward track
*Montello	West end track No. 4	Westward track
Lucin	West end westward siding	Westward track
*Little Mountain	West end siding	Westward track
*Little Mountain	East end siding	Eastward track

*Equipped with switch-point indicator.

⊙RULE 605. INTERLOCKING

Alazon: Limits extend from SA signal at MP 713.60 on WPRR main track and home signal on SP main track MP 603.50 to signals at MP 713.90 on WPRR main track and SA signals at MP 603.80 on SP eastward and westward main tracks. Interlocking signals under the control of signal operator at Wells.

Dual control switches within interlocking limits are under control of signal operator at Wells. When necessary to hand throw these switches permission must be obtained from signal operator, except when movement is made under the provisions of Rule 663(c) and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of crossover between SP and WPRR main tracks is a spring switch and normal position is for SP main track.

When interlocking signals display stop indication and cannot be cleared by signal operator, movement may only be made as prescribed by Rule 663(b), except if unable to contact signal operator and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When moving under the provisions of Rule 663(b) or Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement and on dual control switches that selector is placed in "hand" position until movement has been completed over switch. After movement has been completed dual control switch must be restored to "motor" position and locked.

⊙RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	5543	WPRR connection West Elko	Enter main track and proceed as prescribed by Rule D-251.
T	5743	Elburz	Call train dispatcher from first telephone.
M	7-ft. mast	West end siding Halleck	Enter main track and proceed as prescribed by Rule D-251.
S	5787	Halleck	Enter siding at Halleck and remain in siding until letter "M" is displayed.

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	7-ft. mast	West end siding Deeth	Enter main track and proceed as prescribed by Rule D-251.
S	5915	Deeth	Enter siding at Deeth and remain in siding until letter "M" is displayed.
S	6052	Wells	Enter No. 1 track and remain in No. 1 track until letter "M" is displayed.
H	6052	Wells	Receive helper engine at Wells.
M	6080	East end No. 1 track Wells	Enter main track and proceed as prescribed by Rule D-251.
S	6095	Wells	Enter westward siding and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end westward siding Wells	Enter main track and proceed as prescribed by Rule D-251.
M	6162	End of double track, Moor	Enter main track and proceed to beginning of CTC.
S	6187	Moor	Enter track north of main track at Moor and remain until letter "M" is displayed.
M	6161	West end of track north of main track, Moor	Enter main track and proceed as prescribed by Rule D-251.
M	6409	End of double track, Valley Pass	Enter main track and proceed to beginning of CTC.
S	6602	Montello	Enter track No. 1 and remain until letter "M" is displayed.
M	6628	East end tracks No. 1 and No. 2 Montello	Enter main track from track No. 1 and proceed as prescribed by Rule D-251.
M 2	6628	East end tracks No. 1 and No. 2 Montello	Enter main track from track No. 2 and proceed as prescribed by Rule D-251.
S	6639	Montello	Enter track No. 4 and remain until letter "M" is displayed.
S 2	6639	Montello	Enter track No. 2 and remain until letter "M" is displayed.
M	6623	West end track No. 4 Montello	Enter main track and proceed as prescribed by Rule D-251.
M	3-ft. mast	West end track No. 2 Montello	Enter main track and proceed as prescribed by Rule D-251.
S	7652	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7676	East end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.
S	7695	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7667	West end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.

Display of letter "M" at West Elko, Halleck, Deeth, Wells or west end track No. 1 at Montello does not relieve conductors or engineers of compliance with Rule 513.

When letter "M" is displayed on Signal 6628 or Signal 6623 at Montello and signal displays stop indication, train may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

When letter "S" is displayed on Signal 6602 approaching Montello, eastward trains are authorized to use track No. 2 at Montello if track No. 1 is occupied.

Track No. 1 at Montello is for use by eastward trains only and when necessary for westward trains to use track No. 1 permission must first be obtained from the train dispatcher.

When necessary to use siding at Little Mountain and letter "S" is not displayed, permission must first be obtained from train dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from east switch eastward siding at Moor to west switch westward siding at Valley Pass and from west end eastward siding Lucin to end of double track Bridge.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain train 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 train 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.

Valley Pass: Eastward SA signal at west end westward siding governs and authorizes movements from End of CTC to beginning of double track. When this signal displays stop indication eastward trains must stop and contact train dispatcher by telephone.

Moor: Westward SA signal at east end eastward siding governs and authorizes movements from End of CTC to beginning of double track. When this signal displays stop indication westward trains must stop and contact train dispatcher by telephone.

GENERAL REGULATIONS

RULE 827. When retaining valves are used Valley Pass to Montello, stop for heat radiation and inspection need not be made when dynamic brakes on three or more power plants are operative if in judgment of engineer and conductor there is no indication of wheels over-heating. With dynamic brakes operative on less than three power plants 10 minute stop and inspection will be made at MP 654.00.

Rolling inspection of freight trains will be made, taking advantage of air currents, before going on trestle at Bridge and Tresend. If hot bearing detected, car will be set out at Bridge on westward trains, and on Engle siding west of trestle, on eastward trains. Cars with hot bearings will not be set out on Salt Trestle unless unsafe to move. Members of crew making temporary repairs to hot bearings will be held personally responsible for control of burning waste to preclude possibility of starting fire on trestle.

When necessary to set out a car with hot bearing on Salt Lake Trestle account unsafe to move, member of crew will remain with car until relieved by another employe.

AIR BRAKE RULES

⊙**RULE 17.** Retaining valves will be used on freight and mixed trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

Four dynamic brakes in operation with over 7000 tons, 40 retaining valves on head end of train.

Three dynamic brakes in operation with over 5500 tons but not more than 6700 tons, 20 retaining valves on head end of train; and with over 6700 tons, 70 retaining valves on head end of train.

Two dynamic brakes in operation with over 3000 tons, one retaining valve for each 75 tons in train;

With less than two dynamic brakes in operation, one retaining valve for each 75 tons in train.

All retaining valves will be used on passenger trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

Trains of 3000 tons or less, when less than two air compressors are operative.

Trains of more than 3000 tons, freight train rules will apply.

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

FREIGHT TRAINS

⊙**RULE 25.** Will apply to eastward trains at Valley Pass and to westward trains at Moor when retaining valves are being used, except when cars are to be set out or picked up at Cobre eastward trains may pass Valley Pass without stopping for air brake test provided test is made at Cobre.

In addition, this air brake test must be made by eastward trains at Moor and by westward trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of the brake pipe is not changed between road engine and caboose. To avoid additional stops at stations indicated above, trains may make inspection, air brake test and turn up retaining valves when stops are made at the following stations:

Westward—Holborn or Moor.

Eastward—Moor, Holborn, Pequop or Valley Pass.

MISCELLANEOUS

5. Helper Service:

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

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

Class of Engine	Restricted Tracks
All engines	Lucin—Beyond engine restriction signs on South Spur.
"	Allen—Beyond engine restriction sign.
"	Elko—Vogeler Whse. spur over track scale.

11. Load limit (car and contents):

Carlin-Ogden.....251,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Carlin	55 (Water)
Moleen	127
Elko	79 (Water)
Osino	18 (Water)
Halleck	54 (Water)
Deeth	40 (Water)
Wells	27 (Water)
Tecoma	74
Lucin	17 (Water)
Groome (sheep only)	7
Hogup (sheep only)	8
Lakeside	16

⊙**29.** SP and WPRR eastward trains will use WPRR track from Carlin to Alazon being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Alazon to Carlin being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Alazon to Carlin is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

⊙**30.**

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

MP	Location		Description
538.23	Vivian	Humboldt River bridge No. 17	Overhead & side
538.92	Vivian	Humboldt River bridge No. 18	Overhead & side
539.47	Vivian	Humboldt River bridge No. 19	Overhead & side
539.54	Vivian	Tunnel No. 2	Overhead & side
539.94	Vivian	Humboldt River bridge No. 20	Overhead & side
540.89	Vivian	Humboldt River bridge No. 21	Overhead & side
541.16	Vivian	Humboldt River bridge No. 22	Overhead & side
541.64	Vivian	Humboldt River bridge No. 23	Overhead & side
542.45	Vivian	Humboldt River bridge No. 24	Overhead & side
566.55	Ryndon	Tunnel No. 3	Overhead & side
567.19	Ryndon	Humboldt River bridge No. 25	Overhead & side
568.28	Ryndon	Humboldt River bridge No. 26	Overhead & side
568.68	Ryndon	Tunnel No. 4	Overhead & side
569.85	Ryndon	Humboldt River bridge No. 27	Overhead & side
570.36	Ryndon	Humboldt River bridge No. 28	Overhead & side
570.57	Ryndon	Tunnel No. 5	Overhead & side
778.51	Weber River Bridge No. 2		Side
Salt Lake Trestle (between Bridge and Tresend)			Side

⊙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 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS 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
MP	MP	Column: 1	2	3
EASTWARD, CARLIN TO OGDEN:				
WP 713.57	603.75 (through turnout)	25	25	25
603.75	607.10	79	60	70
607.10	608.63	50	35	50
608.63	616.23	40	35	40
616.23	616.25 (through crossover)	25	25	25
616.25	635.77	60	50	60
635.77	640.79	79	50	70
640.79	645.02	70	35	70
645.02	653.04	55	35	55
653.04	660.00	60	35	60
660.00	662.95	60	40	60
662.95	670.00	79	60	70
670.00	674.00	79	35	70
674.00	679.54	79	60	70
679.54	679.56 (through turnout)	35	35	35
679.56	735.20	79	60	70
735.20	740.28 on either track	79	60	70
Lakeside and Tresend, through crossovers ends of double track		35	35	35
740.28	752.17	30	20	30
752.17	756.88	79	60	70
756.88	757.68	65	55	65
757.68	778.51	79	60	70
778.51	780.21 (OUR&D Limits)	79	55	70

TERRITORY		PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column: 1	2	3
WESTWARD, OGDEN TO CARLIN:				
780.21	757.68	79	60	70
757.68	756.88	65	55	65
756.88	753.67	79	60	70
753.67	753.62 (through crossover)	25	25	25
753.62	752.17	79	60	70
752.17	740.28	30	20	30
740.28	735.20 on either track	79	60	70
Tresend and Lakeside, through crossovers ends of double track		35	35	35
735.20	673.70	79	60	70
673.70	672.12	65	60	65
672.12	663.10	79	60	70
663.10	658.04	60	40	60
658.04	655.83	60	35	60
655.83	652.50	50	35	50
652.50	649.67	40	35	40
649.67	646.56	50	35	50
646.56	645.02	40	35	40
645.02	640.79	70	60	70
640.79	640.76 (through crossover)	25	25	25
640.76	635.77	79	60	70
635.77	616.84	60	50	60
616.84	607.10	50	35	50
607.10	569.50	79	60	70
569.50	566.50	65	55	65
566.50	556.60	79	60	70
556.60	555.95	30	30	30
555.95	542.47	79	60	70
542.47	541.39	60	50	60
541.39	535.95	79	55	70
535.95	534.50	40	25	40

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

⊙SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On controlled sidings and on sidings at Moor and Valley Pass; except:	25
On sidings at Lemay, New Foundland, Groome, Allen, Hogup, Olney, Strongknob, Midlake and Colin	20
On siding at Engle	10

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

NOMINAL CLASS	ENGINE NUMBERS	Moor to Holborn Pequop to Montello Pequop to Carlin	Deeth to Wells Valley Pass to Pequop	Wells to Moor Montello to Valley Pass	Carlin to Deeth Holborn to Pequop	Montello to Ogden	Ogden to Lucin	Lucin to Montello
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	1250	1250	550	1250	1250	1250	1250
	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....	....	....	....	....	....
DP-5, 6, 8 to 11	6019 to 6033, 5918 to 5924	....	....	....	....	....	....	....
	6034 to 6045	4775	3300	1025	3425	4775	3300	2350
DP-12	6046 to 6054	....	....	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	5150	3625	1450	3775	5150	3625	2625
	with 61:16 gear ratio	....	....	....	....	....	....	....
	with 60:17 gear ratio	....	....	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	5000	1550	5000	5000	5000	3600
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	10000	6300	1925	6600	10000	7050	5050
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	10000	7050	2275	7350	....	....	....
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719	6650	4675	1525	4850	6650	4675	3375
DF-608 to 610	5720 to 5729	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	①4000	1375	1525	4850	2250	1375	1625
DS-9 to 12	1033 to 1090	....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	②4000	2075	735	2475	3400	2075	2475
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4000	3100	950	3225	4000	3100	3225
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....

①Rating Pequop to Carlin 2250. ②Rating Pequop to Carlin 3400.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES, EXCEPT WPRR ENGINES BETWEEN ALAZON AND WESO, WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.