WORK SAFELY TODAY

EACH RULE VIOLATION IS A POTENTIAL ACCIDENT

ASSISTANT SUPERINTENDENT

J. F. LYNCH.....Elko, Nevada

TRAINMASTERS

A. W. TAYLOR.....Portola, Calif.
H. M. YOE.....Elko, Nevada
H. L. McGLOTHLEN.....Salt Lake City, Utah

TERMINAL TRAINMASTER

F. E. MILLER.....Portola, Calif.

ASSISTANT TRAINMASTERS

E. L. WILKS.....Portola, Calif.
I. L. KILGORE.....Wendover, Utah

ROAD FOREMEN OF ENGINES

V. H. EDWARDS.....Portola, Calif.
M. W. HAMMOND.....Elko, Nevada
C. F. FIELDS.....Elko, Nevada
G. M. LORENZ.....Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

G. W. NAYLOR.....Elko, Nevada

ASSISTANT CHIEF TRAIN DISPATCHER

A. J. PIERS.....Elko, Nevada

NIGHT CHIEF TRAIN DISPATCHERS

P. L. HUCKABY.....Elko, Nevada
R. E. VON HARTEN.....Elko, Nevada

THE WESTERN PACIFIC RAILROAD CO.

EASTERN DIVISION TIMETABLE

44

EFFECTIVE SUNDAY, MARCH 20, 1949
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

H. C. MUNSON,
Vice-President and General Manager.

E. T. GALLAGHER,
Superintendent of Transportation.

J. J. DUGGAN,
Superintendent.

RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif.	Dr. A. R. Kilgore	Chief Surgeon
Portola, Calif.	Dr. J. D. Coulter	Division Surgeon
Portola, Calif.	Dr. J. F. Narkevitz	Asst. Division Surgeon
Reno, Nevada	Dr. G. O. Bradley	Local Surgeon
Reno, Nevada	Dr. Earle Creveling	Oculist and Aurist
Winnemucca, Nev.	Dr. K. L. Hartoch	Local Surgeon
Winnemucca, Nev.	Dr. G. F. Pope	Local Surgeon
Winnemucca, Nev.	Dr. Lin S. Felder	Local Surgeon
Winnemucca, Nev.	Dr. F. V. Rueckl	Asst. Local Surgeon
Carlin, Nevada	Dr. C. W. Eastman	Local Surgeon
Elko, Nevada	Dr. A. J. Hood	Division Surgeon
Elko, Nevada	Dr. R. P. Roantree	Asst. Division Surgeon
Elko, Nevada	Dr. C. E. Secor	Local Surgeon
Elko, Nevada	Dr. G. A. Collett	Local Surgeon
Elko, Nevada	Dr. Dale Hadfield	Local Surgeon
Elko, Nevada	Dr. L. A. Moren	Local Surgeon
Elko, Nevada	Dr. George L. Moore	Local Surgeon
Salt Lake City, Utah	Dr. R. S. Allison	Local Surgeon
Salt Lake City, Utah	Dr. F. D. Spencer	Local Surgeon
Salt Lake City, Utah	Dr. Franklin H. Raley	Oculist and Aurist
Salt Lake City, Utah	Dr. E. B. Fairbanks	Oculist and Aurist

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif.	S. A. Pope	Manager of Time Service
Portola, Calif.	Wm. B. and Allan H. Lindsey	Watch Inspector
Reno, Nevada	R. Herz & Bros.	Watch Inspector
Winnemucca, Nevada	Krenkel & Bosch	Watch Inspector
Elko, Nevada	L. J. Wintermantel	Watch Inspector
Elko, Nevada	W. N. Blohm	Watch Inspector
Elko, Nevada	C. E. Cox, Time Shop	Watch Inspector
Salt Lake City, Utah 460 West 2nd South St.	H. B. Miller Co.	Watch Inspector
Salt Lake City, Utah 12 W. Broadway	Wilfred Burrnell	Watch Inspector

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

FIRST SUBDIVISION

EASTWARD

	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 54 Fast Freight Leave Daily	78 Fast Freight Leave Daily	220 Local Freight Leave Daily Ex. Sunday	62 Fast Freight Leave Daily	FIRST CLASS 18 Streamliner California Zephyr Leave Daily	2 Royal Gorge Leave Daily	Distance from San Francisco	Timetable No. 44 March 20, 1949 STATIONS	Distance from Portola
Yard Limits	RBKW FTYPO	Yard	Ki	PM 8.00	AM 11.25	AM 3.45	AM 3.25	PM 5.30	AM 3.15	321.4	TO **PORTOLA**	0.0
	P	77	Jc	8.15	11.40	4.00	3.40	5.39	3.25	327.7	6.3 TO **HAWLEY (RR X'ing.)**	6.3
	P	77		8.25	11.48	4.10	3.48	5.45	3.32	332.5	4.8 **HINDOO**	11.1
	WP	86	Ch	**8.45**	AM 11.58	4.25	3.58	**5.52**	3.39	339.3	A. B. S. 6.8 TO **CHILCOOT**	17.9
	RYP	62	Jn	8.53	PM 12.04	4.35 AM	4.04		3.43	341.8	A. B. S. 2.5 TO **RENO JCT.**	20.4
	P	76		9.00	12.11		4.11	6.00	3.49	345.8	4.0 **SCOTTS**	24.4
	P	75		9.12	12.23		4.23	6.08	3.58	352.5	6.7 **RED ROCK**	31.1
	WP	77		9.20	12.31		4.31		4.04	358.3	5.8 **OMIRA**	36.9
Yard Limits	WYP	76	Do	9.30	12.41		4.41	6.18	s 4.15	362.8	TO 4.5 **DOYLE**	41.4
	P	95	Hk	9.42	12.52		4.52	6.26	s 4.28	371.7	TO 8.9 **HERLONG**	50.3
	P									373.2	1.5 **EAST HERLONG**	51.8
	P	77		9.49	12.59		4.59		4.34	377.4	4.2 **CALNEVA, (CAL.)**	56.0
	P	78		9.58	1.08		5.08	6.36	4.40	383.8	6.4 **FLANIGAN, (NEV.)**	62.4
	I									384.3	0.5 **SP CROSSING & CONNECTION**	62.9
	P	77	Pa	10.22	1.32		5.32	6.48	4.55	393.6	TO 9.3 **SAND PASS**	72.2
	P	77		10.30	1.40		5.40	6.53	5.00	397.3	3.7 **BRYANT**	75.9
	P	76		10.42	1.52		**6.07**	**7.01**	5.08	405.1	7.8 **SANO**	83.7
	P	77		10.57	2.07		6.22	7.11	5.19	416.1	11.0 **REYNARD**	94.7
	P	76		11.08	2.18		6.33	7.18	5.27	424.0	7.9 **BRONTE**	102.6
	P	77		11.17	2.27		6.42	7.24	**5.45**	430.6	6.6 **PHIL**	109.2
Yard Limits	KW FYP	Yard	Gr	**11.50**	**2.50**		**7.00**	s 7.33 7.35	s 6.05	438.1	TO 7.5 **GERLACH**	116.7
	P	76		PM 11.59	2.59		7.09	7.41	6.11	442.8	4.7 **ASCALON**	121.4
	P	76		AM 12.10	3.10		7.20	7.48	6.19	451.5	8.7 **TREGO**	130.1
	P	76		12.22	3.22		7.32	7.56	**6.28**	461.5	10.0 **CHOLONA**	140.1
	P	76		12.34	3.34		7.44	8.04	6.37	470.8	9.3 **RONDA**	149.4
	P	76	Ru	12.40	3.40		7.50		f 6.42	474.9	TO 4.1 **SULPHUR**	153.5
	P	76		12.48	3.48		7.58	8.11	6.47	479.6	4.7 **FLOKA**	158.2
	YP	76		1.10	4.10		8.20	8.19	6.59	487.9	8.3 **ANTELOPE**	166.5
	WP	104	Jo	1.29	4.29		8.40	8.29	f 7.13	496.5	TO 8.6 **JUNGO**	175.1
	P	76		1.38	**4.43**		8.49	8.35	7.20	503.4	6.9 **VENADO**	182.0
	P	78		1.46	4.51		8.57	8.39	7.25	508.3	4.9 **GASKELL**	186.9
	WP	75		1.56	5.01		9.07	8.45	7.32	514.5	6.2 **PRONTO**	193.1
	P	76		2.04	5.09		9.15	8.50	7.37	519.4	4.9 **RAGLAN**	198.0
	P	76		2.15	5.20		9.25	8.56	7.44	525.6	6.2 **KRUM**	204.2
Yard Limits	RBK WFTP	Yard	Wa	2.30 AM	5.35 PM		9.40 AM	s 9.05 PM	s 7.55 AM	532.3	TO 6.7 **WINNEMUCCA**	210.9
				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			
				54	78	220	62	18	2			

Special instructions appearing on pages 2 and 3 will apply to both pages where applicable.

Sulphur and Jungo. Nos. 1 and 2 reduce to 15 MPH passing stations, stopping when necessary to permit exchange of U. S. mail.

Timetable No. 44

March 20, 1949

WESTWARD

Distance from San Francisco	STATIONS	Distance from Winnemucca	FIRST CLASS 17 Streamliner California Zephyr	FIRST CLASS 1 Royal Gorge	SECOND CLASS 61 Fast Freight	SECOND CLASS 77 Fast Freight	SECOND CLASS 53 Fast Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
321.4	TO **PORTOLA** 6.3	210.9	AM s 7.39	PM s 9.10	AM 10.30	PM 6.25	AM 3.10
327.7	TO **HAWLEY (RR X'ing.)** 4.8	204.6	7.30	9.00	10.15	6.10	2.55
332.5	**HINDOO** 6.8	199.8	7.24	8.53	10.07	6.02	2.47
339.3	A. B. S. TO **CHILCOOT** 2.5	193.0	7.17	**8.45**	9.57	**5.52**	2.37
341.8	A. B. S. TO **RENO JCT.** 4.0	190.5		8.41	9.50	5.30	2.30
345.8	**SCOTTS** 6.7	186.5	7.09	8.34	9.41	5.22	2.22
352.5	**RED ROCK** 5.8	179.8	7.01	8.24	9.27	5.09	2.09
358.3	**OMIRA** 4.5	174.0		8.16	9.15	4.57	1.57
362.8	TO **DOYLE** 8.9	169.5	6.50	s 8.09	9.03	4.47	1.47
371.7	TO **HERLONG** 1.5	160.6	6.42	s 7.44	8.43	4.33	1.33
373.2	**EAST HERLONG** 4.2	159.1					
377.4	**CALNEVA, (CAL.)** 6.4	154.9		7.38	8.36	4.26	1.26
383.8	**FLANIGAN, (NEV.)** 0.5	148.5	6.32	7.31	8.28	4.18	1.18
384.3	**SP CROSSING & CONNECTION** 9.3	148.0					
393.6	TO **SAND PASS** 3.7	138.7	6.20	7.16	8.06	3.56	12.56
397.3	**BRYANT** 7.8	135.0	6.15	7.10	7.58	3.48	12.48
405.1	**SANO** 11.0	127.2	**6.07**	**7.01**	7.47	3.37	12.37
416.1	**REYNARD** 7.9	116.2	5.58	6.37	7.32	3.22	12.22
424.0	**BRONTE** 6.6	108.3	5.51	6.28	7.21	3.11	12.11
430.6	**PHIL** 7.5	101.7	**5.45**	6.20	7.12	3.02	12.02 AM
438.1	TO **GERLACH** 4.7	94.2	5.37 s 5.35	s 6.10	**7.00**	**2.50**	**11.50** PM
442.8	**ASCALON** 8.7	89.5	5.29	5.55	6.51	2.36	11.36
451.5	**TREGO** 10.0	80.8	5.22	5.46	6.40	2.25	11.25
461.5	**CHOLONA** 9.3	70.8	5.14	5.36	**6.28**	2.13	11.13
470.8	**RONDA** 4.1	61.5	5.06	5.27	6.10	2.00	11.00
474.9	TO **SULPHUR** 4.7	57.4		f 5.22	6.04	1.54	10.54
479.6	**FLOKA** 8.3	52.7	4.58	5.15	5.57	1.47	10.47
487.9	**ANTELOPE** 8.6	44.4	4.51	5.06	5.45	1.35	10.35
496.5	TO **JUNGO** 6.9	35.8	4.41	f 4.51	5.20	1.10	10.10
503.4	**VENADO** 4.9	28.9	4.35	**4.43**	5.09	12.59	9.59
508.3	**GASKELL** 6.2	24.0		4.38	5.01	12.51	9.51
514.5	**PRONTO** 4.9	17.8	4.24	4.31	4.51	12.41	9.41
519.4	**RAGLAN** 6.2	12.9		4.26	4.43	12.33	9.33
525.6	**KRUM** 6.7	6.7	4.13	4.19	4.33	12.23	9.23
532.3	TO **WINNEMUCCA**	0.0	4.05 AM	4.10 PM	4.20 AM	12.10 PM	9.10 PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			17	1	61	77	53

Special Note. For rules governing movement of trains between east end of C.T.C., MP 320.035 (Delleker) and MP 321.386 (Portola Passenger Station), see page 17.

When first-class trains meet at Portola or Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Reno Junction. Double switch indicators connected with block signals are located at head block of west siding switch. (See Rule 504-C and Rule 512.)

RULE 83. Westward second - class trains need not check register at Reno Jct. for No. 220.

RULE 83 (A). Reno Jct. is register station only for No. 220 and extra trains which originate or terminate at that station.

RULES 86, S-87, S-89 and 93. Outside automatic block system limits, opposing inferior first-class trains must clear the time of Nos. 17 and 18 not less than ten minutes, opposing second-class trains, extra trains and engines must clear the time of Nos. 17 and 18 not less than fifteen minutes and second-class trains, extra trains and engines in the same direction must clear the time of Nos. 17 and 18 not less than twenty minutes before the arriving, or leaving, or train-order time at that station.

RULE 823. Chilcoot Log Loading Track. Crew spotting empties should set out from east end and must not handle cars through tipple which has impaired clearance. Man in charge of log loading will work empties under and through tipple so that loads can be pulled from west end of track without working against this impaired clearance.

Automatic Block Signals. See Rule 505, page 12, for locations and limits.

Special instructions appearing on pages 2 and 3 will apply to both pages where applicable.

Jungo. First-class trains may take water when it will save them an extra stop, other trains take water only in emergency.

No. 1 stop at any station to discharge revenue passengers from Battle Mountain or beyond.

EASTWARD

Timetable No. 44
March 20, 1949

FIRST CLASS

Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	28 So. Pacific San Francisco Overland — Leave Daily	18 West. Pac. Streamliner California Zephyr — Leave Daily	26 Southern Pacific Passenger — Leave Daily	22 Southern Pacific Mail — Leave Daily	24 Southern Pacific Gold Coast — Leave Daily	2 Western Pacific Royal Gorge — Leave Daily	102 So. Pacific Streamliner City of San Francisco — Leave Daily	Distance from San Francisco	STATIONS	Distance from Winnemucca
RBK	Yard	Wa		PM 9.12				AM 8.05		532.3	TO WINNEMUCCA	0.0
RKIP	48	Wo	PM 10.13	9.17	PM 1.33	AM 9.22	AM 9.00	8.11	AM 2.36	536.0	TO 3.7 WESO (SP Conn.)	3.7
P	77		10.18	9.21	1.38	9.27	9.05	8.16	2.40	540.5	4.5 BLISS	8.2
WP	113	Gd	10.26	9.27	s 1.52	9.35	9.13	8.24	2.47	548.3	TO 7.8 GOLCONDA	16.0
P										553.8	5.5 PREBLE (SP Conn.)	21.5
P	121	Rh	10.38	9.38	s 2.10	9.48	9.26	8.37	2.59	562.4	TO 8.6 RED HOUSE	30.1
P	112		10.50	9.48	2.26	10.00	9.38	8.49	3.09	575.3	12.9 ELLISON	43.0
P		Nb	11.02		s 2.47	s 10.15	f 9.50	9.01	3.20	589.1	TO 13.8 NORTH BATTLE MT'N	56.8
P	120		11.04	10.00	2.50	10.17	9.52	9.03	3.22	590.7	1.6 RENNOX	58.4
WP	120		11.13	10.08	3.01	10.26	10.01	9.13	3.30	600.6	9.9 KAMPOS	68.3
P	76		11.21	10.15	3.12	10.35	10.10	9.22	3.38	609.8	9.2 DUNPHY	77.5
WFP	128	Be	11.30	10.23	s 3.28	10.44	10.19	9.32	3.46	619.5	TO 9.7 BEOWAWE (SP Conn.)	87.2
P	113		11.37	10.30	3.38	10.51	10.26	9.40	3.53	626.9	7.4 CLURO	94.6
P										630.5	3.6 BARTH (SP Conn.)	98.2
P	77		11.49	10.42	s 3.57	11.03	10.38	9.52	4.05	636.2	5.7 PALISADE	103.9
I			PM 11.58	10.50	4.07	11.12	10.47	10.01	4.13	643.4	7.2 WEST CARLIN (SP Conn.)	111.1
RWP	103	C	AM s 12.09	10.52	s 4.10 4.20	s 11.15 11.25	s 10.50 11.00	10.03	s 4.16 4.21	644.6	1.2 CARLIN	112.3
			12.12	10.54	4.23	11.28	11.03	10.06	4.24	646.0	1.4 EAST CARLIN (SP Conn.)	113.7
P	83		12.17	10.58	4.28	11.33	11.08	10.11	4.28	650.2	4.2 TONKA	117.9
P	77		12.24	11.05	4.36	11.40	11.16	10.19	4.35	656.6	6.4 HUNTER	124.3
RBKW	Yard	Kn	12.33 AM	s 11.15 PM	s 4.47 PM	s 11.50 AM	s 11.27 AM	s 10.30 AM	4.44 AM	665.4	TO 8.8 ELKO (SP Conn.)	133.1
FTYP		Di										
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			28	18	26	22	24	2	102			

Automatic Block System, EASTWARD ONLY, except as noted below.

RULES 86, S-87, S-89 and 93. Within automatic block system limits, except as provided in Section Q, Page 19, second-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 102 and 18 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for No. 28.

Outside automatic block system limits, opposing inferior first-class trains must clear the time of Nos. 17 and 18 not less than ten minutes, opposing second-class trains, extra trains and engines must clear the time of Nos. 17 and 18 not less than fifteen minutes and second-class trains, extra trains and engines in the same direction must clear the time of Nos. 17 and 18 not less than twenty minutes before the arriving, or leaving, or train-order time at that station.

Carlin is register station for eastward first-class trains only.

Special instructions appearing on pages 4 and 5 will apply to both pages where applicable.

For special instructions applying to paired tracks between Weso and Alazon, see pages 18 and 19.

When first-class trains meet at Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding unless otherwise specified by train order.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of telegraph office, Weso, North Battle Mountain and Beowawe.

Eastward steam-powered trains must take sufficient water at Golconda to insure not running out of water before reaching Kampos.

Westward Automatic Block Signal Circuits. See page 13, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 13, for locations and limits.

Timetable No. 44
March 20, 1949

WESTWARD

Automatic Block System, EASTWARD ONLY, except as noted below.

Distance from San Francisco	STATIONS	Distance from Elko	FIRST CLASS 17 Streamliner California Zephyr	FIRST CLASS 1 Royal Gorge	SECOND CLASS 61 Fast Freight	SECOND CLASS 77 Fast Freight	SECOND CLASS 53 Fast Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
532.3	TO **WINNEMUCCA** 3.7	133.1	AM s 3.58	PM s 4.00	AM 3.10	AM 11.10	PM 8.10
536.0	TO **WESO (SP Conn.)** 4.5	129.4	3.53 AM	3.54 PM	3.00 AM	11.00 AM	8.00 PM
540.5	**BLISS** 7.8	124.9					
548.3	TO **GOLCONDA** 5.5	117.1					
553.8	**PREBLE (SP Conn.)** 8.6	111.6					
562.4	TO **RED HOUSE** 12.9	103.0					
575.3	**ELLISON** 13.8	90.1					
589.1	TO **NORTH BATTLE MT'N** 1.6	76.3					
590.7	**RENNOX** 9.9	74.7					
600.6	**KAMPOS** 9.2	64.8					
609.8	**DUNPHY** 9.7	55.6					
619.5	TO **BEOWAWE (SP Conn.)** 7.4	45.9					
626.9	**CLURO** 3.6	38.5					
630.5	**BARTH (SP Conn.)** 5.7	34.9					
636.2	**PALISADE** 7.2	29.2					
643.4	**WEST CARLIN (SP Conn.)** 1.2	22.0					
644.6	**CARLIN** 1.4	20.8					
646.0	**EAST CARLIN (SP Conn.)** 4.2	19.4					
650.2	**TONKA** 6.4	15.2					
656.6	**HUNTER** 8.8	8.8					
665.4	TO **ELKO (SP Conn.)**	0.0					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			17	1	61	77	53

Be governed by current timetable, bulletins and rules of Southern Pacific Company between Elko and Weso.

Special instructions appearing on pages 4 and 5 will apply to both pages where applicable.

CONDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
24	Golconda, Red House, Beowawe or Palisade	Ogden	Colfax
28	Elko	Ogden	Reno

No. 26 will stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

No. 1 stop at any station to discharge revenue passengers from Salt Lake City or beyond, and stop at Battle Mountain to receive revenue passengers for beyond Winnemucca.

EASTWARD

	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 62 Western Pacific Fast Freight	SECOND CLASS 54 Western Pacific Fast Freight	FIRST CLASS 18 West Pac. Streamliner California Zephyr	FIRST CLASS 26 Southern Pacific Passenger	FIRST CLASS 22 Southern Pacific Mail	FIRST CLASS 24 Southern Pacific Gold Coast	FIRST CLASS 2 Western Pacific Royal Gorge	FIRST CLASS 102 So. Pacific Streamliner City of San Francisco	FIRST CLASS 28 So. Pacific San Francisco Overland	Distance from San Francisco	Timetable No. 44 March 20, 1949 STATIONS	Distance from Elko
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Lmts.	RBKW FTYP	Yd.	Kn Di	PM 5.00	AM 5.00	PM 11.17	PM 4.57	AM 11.50	AM 11.27	AM 10.40	AM 4.44	AM 12.33	665.4	TO ELKO (SP Conn.)	0.0
	P	120		5.15	5.15	11.26	5.08	PM 12.02	11.39	10.50	4.52	12.41	673.3	7.9 PARDO	7.9
	WP	122		5.31	5.31	11.38	5.21	12.15	11.51	11.02	5.04	12.53	683.3	10.0 ELBURZ	17.9
	P												684.3	1.0 SP CONNECTION	18.9
	P	110		5.38	5.38	11.42	f 5.27	12.20	AM 11.56	11.07	5.08	12.58	688.4	4.1 HALLECK	23.0
	WP	120	Dw	5.52	5.52	11.51	f 5.41	12.32	PM 12.08	11.17	5.17	1.09	700.0	11.6 TO DEETH	34.6
	P												701.0	1.0 SP CONNECTION	35.6
	P	84		6.03	6.03	PM 11.59	5.50	12.41	12.17	11.26	5.25	1.18	708.8	7.8 TULASCO	43.4
	RIP		A	6.13	6.13	AM 12.06	6.01 PM	12.50 PM	12.25 PM	11.33	5.32 AM	1.24 AM	713.6	4.8 TO ALAZON (SP Conn.)	48.2
	WFP	135	Ws	6.28	6.28	12.13				s 11.41			717.9	4.3 TO WELLS (UP Conn.)	52.5
	P	80		6.40	6.40	12.19				11.48			723.5	5.6 BOAZ	58.1
	P	106		6.46	6.46	12.23				11.53			728.2	4.7 RUBY	62.8
	P	76		6.53	6.53	12.28				AM 11.59			733.6	5.4 TOBAR	68.2
	WP	76		7.00	7.00	12.33				PM 12.05			738.9	5.3 VENTOSA	73.5
	YP	80		7.12	7.12	**12.45**				12.13			747.1	8.2 SONAR	81.7
	P	See * note		7.17	7.17	12.49				12.16			749.0	1.9 ROCKLAND	83.6
	P	80		7.30	7.30	12.55				12.22			752.7	3.7 HOGAN	87.3
	P	77		7.50	7.50	1.04				12.32			761.3	8.6 LUKE	95.9
Yard Lmts.	WFYP	220	Fa	**8.10**	8.10	1.11				s **12.41**			766.5	5.2 TO SHAFTER (NN X'ing.)	101.1
	P	76		8.30	8.30	1.17				12.49			772.1	5.6 SILVER ZONE	106.7
	P	87		8.50	8.50	1.29				1.02			781.2	9.1 CLIFSIDE	115.8
	WP	43		8.56	8.56					1.06			783.5	2.3 PROCTOR	118.1
	P	86		9.10	9.10	1.38				1.14			788.8	5.3 PILOT	123.4
	P	100		9.22	9.22	1.43				1.19			794.0	5.2 DYKE PIT	128.6
	P	76		9.35	9.35	1.48				1.24			799.0	5.0 OLA (NEV.)	133.6
Yard Lmts.	RBKW FTYP	Yd.	Wn	9.50 PM	9.50 AM	1.58 AM				s 1.35 PM			806.3	7.3 TO WENDOVER (UTAH)	140.9
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
				62	54	18	26	22	24	2	102	28			

Automatic Block System, Eastward Only.

RULES 86, S-87, S-89 and 93. Within automatic block system limits, except as provided in Section Q, Page 19, second-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 102 and 18 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for No. 28.

Outside automatic block system limits, opposing inferior first-class trains must clear the time of Nos. 17 and 18 not less than ten minutes, opposing second-class trains, extra trains and engines must clear the time of Nos. 17 and 18 not less than fifteen minutes and second-class trains, extra trains and engines in the same direction must clear the time of Nos. 17 and 18 not less than twenty minutes before the arriving, or leaving, or train-order time at that station.

RULE 204. Train orders may be issued to No. 17 on the fourth subdivision, or to No. 18 on the third subdivision, which affect their movement on either or both subdivisions, provided same conductor and engineer operate the train through Wendover.

For special instructions applying to paired tracks between Weso and Alazon, see pages 18 and 19.

Train-order hoop holder for delivery of clearances and train orders to trains in front of telegraph office, Alazon.

Wells. Crossover switch (just east of coal chute) is designated as west switch to siding. (See Rule 221.)

Whenever necessary, trains handling Pullman passengers will make an extra stop at Wells to permit them to detrain or entrain from station platform.

***Rockland.** No siding. See page 15, for special instructions.

On eastward freight trains between Silver Zone and Wendover, an understanding must be had between conductor and engineer as to number of retainers necessary to control train and they must be used accordingly. When retainers are used a 10 minute stop must be made at Pilot for train inspection and to permit heat to equalize in wheels.

Proctor. Do not take water unless necessary and then only sufficient to make next water station.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

WESTWARD

Timetable No. 44
March 20, 1949

Automatic Block System, Eastward Only.

Distance from San Francisco	STATIONS	Distance from Wendover	FIRST CLASS 1 Royal Gorge Arrive Daily	FIRST CLASS 17 Streamliner California Zephyr Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	SECOND CLASS 53 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily
665.4	TO ELKO (SP Conn.) 7.9	140.9					
673.3	PARDO 10.0	133.0					
683.3	ELBURZ 1.0	123.0					
684.3	SP CONNECTION 4.1	122.0					
688.4	HALLECK 11.6	117.9					
700.0	TO DEETH 1.0	106.3					
701.0	SP CONNECTION 7.8	105.3					
708.8	TULASCO 4.8	97.5					
713.6	TO ALAZON (SP Conn.) 4.3	92.7	PM 12.27	AM 1.17	AM 5.30	PM 2.15	PM 9.45
717.9	TO WELLS (UP Conn.) 5.6	88.4	s 12.20	1.10	5.20	2.05	9.35
723.5	BOAZ 4.7	82.8	12.10		5.05	1.50	9.20
728.2	RUBY 5.4	78.1	12.05 PM	1.01	4.59	1.44	9.14
733.6	TOBAR 5.3	72.7	**11.59 AM**		4.52	1.37	9.07
738.9	VENTOSA 8.2	67.4	11.54	12.52	4.45	1.30	9.00
747.1	SONAR 1.9	59.2	11.46	**12.45**	4.35	1.20	8.50
749.0	ROCKLAND 3.7	57.3	11.44	12.42	4.32	1.17	8.47
752.7	HOGAN 8.6	53.6	11.40	12.38	4.27	1.12	8.42
761.3	LUKE 5.2	45.0	11.27	12.28	4.07	12.53	8.22
766.5	TO SHAFTER (NN X'ing.) 5.6	39.8	s 11.17	12.22	3.55	**12.41**	**8.10**
772.1	SILVER ZONE 9.1	34.2	11.10	12.16	3.37	12.22 PM	7.52
781.2	CLIFSIDE 2.3	25.1	10.50	12.03 AM	3.15	11.59 AM	7.30
783.5	PROCTOR 5.3	22.8	10.45		3.08	11.53	7.23
788.8	PILOT 5.2	17.5	10.35	11.52 PM	2.53	11.38	7.08
794.0	DYKE PIT 5.0	12.3	10.25	11.45	2.38	11.23	6.53
799.0	OLA (NEV.) 7.3	7.3	10.15	11.39	2.23	11.08	6.38
806.3	TO WENDOVER (UTAH)	0.0	10.00 AM	11.28 PM	2.00 AM	10.45 AM	6.15 PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			1	17	77	53	61

Be governed by current timetable, bulletins and rules of Southern Pacific Company between Alazon and Elko.

Wendover. When first-class trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Spring switch, west end South siding. Approach lighting signal circuit extends 1850 feet west of switch and light signal can be seen from fireman's side of eastward engine for distance of 1800 feet.

Eastward trains and engines, including switch movements, will be governed by light signal indication of approach lighting signals on short mast at switch, and must approach circuit under control until light signal indication can be seen, and if displaying green light they may proceed. If signal is displaying red light, must stop short of switch, after which trainman must examine switch for cocked or open switch point. If switch point can be closed for movement on main track, train may proceed. If no light displayed at light signal it must be regarded same as though red light displayed and same procedure followed. When stopped at switch by red light or account no light displayed, conductor will wire Chief Train Dispatcher and Signal Supervisor, Elko.

Opening of center blow-off cocks in signal circuit positively prohibited and injectors or sanders must not be put on in circuit if possible to avoid.

Special instructions appearing on pages 6 and 7 will apply to both pages where applicable.

Westward Automatic Block Signal System Alazon. See Rule 505, page 12, for locations and limits.

Automatic Block Signals Tunnel 43. See Rule 505, page 12, for locations and limits.

Call Up Signals. See Rule 505, page 12, for locations.

Slide Detector Fences. See Rule 509, page 13, for locations and limits.

CONDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
24	Halleck or Deeth	Ogden	Colfax

No. 26 will stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

No. 1 stop on flag at any station to discharge revenue passengers from Salt Lake City or beyond.

EASTWARD

	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 62 Fast Freight Leave Daily	54 Fast Freight Leave Daily	78 Fast Freight Leave Daily	FIRST CLASS 2 Royal Gorge Leave Daily	18 Streamliner California Zephyr Leave Daily	Distance from San Francisco	Timetable No. 44 March 20, 1949 STATIONS	Distance from Wendover
Yard Limits	RBK WFYP	Yard	Wn	PM 11.30	PM 2.30	AM 7.00	PM 1.45	AM 2.00	806.3	TO **WENDOVER**	0.0
	P	74		11.45	2.45	7.15	1.55	2.10	815.2	8.9 **SALDURO**	8.9
	P	79		PM 11.58	2.58	7.28	2.04	2.18	825.1	9.9 **ARINOSA**	18.8
	P	75		AM 12.11	3.11	7.41	2.13	2.26	835.1	10.0 **BARRO**	28.8
	WP	103	Ks	**12.25**	**3.25**	7.55	2.23	2.34	845.3	TO 10.2 **KNOLLS**	39.0
	P	76		12.37	3.37	**8.10**	2.32	2.42	854.4	9.1 **CLIVE**	48.1
	YP	108		1.05	4.05	**8.50**	**2.47**	2.55	866.2	11.8 **LOW**	59.9
	WFP	100	De	1.25	4.25	9.10	f 3.03	3.09	878.2	TO 12.0 **DELLE**	71.9
	P	75		1.36	4.36	9.21	3.12	3.17	885.7	7.5 **TIMPIE**	79.4
	P			1.47	4.47	9.32	3.20	3.25	892.9	7.2 **ELLERBECK**	86.6
	WYP	90	Bx	1.55	4.55	9.40	3.25	3.30	897.3	TO 4.4 **BURMESTER**	91.0
	P	41		2.03	5.03	9.48	3.31	3.36	902.4	5.1 **SPRAY**	96.1
	P	80		2.12	5.12	9.57	3.37	3.42	907.8	5.4 **LAGO**	101.5
	IP	22							912.1	4.3 **B&G X'ING. & TFR.**	105.8
	P	78		2.22	5.22	10.07	3.45	3.50	913.4	TO 1.3 **GARFIELD (UP Conn.)**	107.1
	P	76		2.34	5.34	10.19	3.53	3.58	920.8	7.4 **FOX**	114.5
	P	112		2.40	5.40	10.25	3.57	4.02	924.5	3.7 **BUENA VISTA**	118.2
Yard Limits	I								926.3	1.8 **UP CROSSING**	120.0
									926.7	0.4 **UP CROSSING**	120.4
				2.55	5.55	10.40	4.07	4.12	927.2	0.5 **POLLARD JCT.**	120.9
									927.3	0.1 **D&RGW CROSSING**	121.0
	RBKW FTYPO	Yard	Un				s 4.15 PM	s 4.20 AM	928.0	TO 0.7 **SALT LAKE CITY (U. D.)**	121.7
	I								928.7	0.7 **UP CROSSING**	122.4
	RBK WYPO	Yard	Fy	3.15 AM	6.15 PM	11.00 AM			930.4	TO 1.7 **ROPER (Salt Lake City)**	124.1
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
				62	**54**	**78**	**2**	**18**			

RULES 86, S-87, S-89 and 93. Outside automatic block system limits, opposing inferior first-class trains must clear the time of Nos. 17 and 18 not less than ten minutes, opposing second-class trains, extra trains and engines must clear the time of Nos. 17 and 18 not less than fifteen minutes and second-class trains, extra trains and engines in the same direction must clear the time of Nos. 17 and 18 not less than twenty minutes before the arriving, or leaving, or train-order time at that station.

RULE 204. Train orders may be issued to No. 17 on the fourth subdivision, or to No. 18 on the third subdivision, which affect their movement on either or both subdivisions, provided same conductor and engineer operate the train through Wendover.

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

Wendover. When first-class trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

Knolls. Crossover switch (first switch west of water standpipe) is designated as East switch to siding. (See Rule 221.)

Do not take water unless necessary and then only sufficient to make next water station.

Ordinarily engine helping train on either side of Low Hill will be given running orders from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped must protect movement and must stop at meeting point and notify opposing train or trains that helper engine is following.

Delle. Siding is track south of main track west of coal chute.

Steam engines on westward freight trains and light engines take full tank of water.

No. 1 and No. 2 reduce to 15 MPH passing station, stopping when necessary, to permit exchange of U. S. Mail.

Burmester. Siding is track south of main track east of depot.

WESTWARD

Distance from San Francisco	Timetable No. 44 March 20, 1949 STATIONS	Distance from Roper	FIRST CLASS 1 Royal Gorge Arrive Daily	FIRST CLASS 17 Streamliner California Zephyr Arrive Daily	SECOND CLASS 53 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily
806.3	TO **WENDOVER** 8.9	124.1	AM s 9.50	PM 11.26	AM 9.20	PM 4.20	AM 1.20
815.2	**SALDURO** 9.9	115.2	9.39	11.17	9.05	4.05	1.05
825.1	**ARINOSA** 10.0	105.3	9.30	11.09	8.52	3.52	12.52
835.1	**BARRO** 10.2	95.3	9.21	11.01	8.39	3.39	12.39
845.3	TO **KNOLLS** 9.1	85.1	9.11	10.53	8.25	**3.25**	**12.25**
854.4	**CLIVE** 11.8	76.0	9.02	10.46	**8.10**	3.10	12.10 AM
866.2	**LOW** 12.0	64.2	**8.50**	10.35	7.47	**2.47**	11.47 PM
878.2	TO **DELLE** 7.5	52.2	f 8.34	10.23	7.17	2.17	11.17
885.7	**TIMPIE** 7.2	44.7	8.24	10.16	7.05	2.05	11.05
892.9	**ELLERBECK** 4.4	37.5	8.17		6.54	1.54	10.54
897.3	TO **BURMESTER** 5.1	33.1	8.12	10.05	6.47	1.47	10.47
902.4	**SPRAY** 5.4	28.0	8.06		6.39	1.39	10.39
907.8	**LAGO** 4.3	22.6	8.00	9.54	6.30	1.30	10.30
912.1	**B&G X'ING. & TFR.** 1.3	18.3					
913.4	TO **GARFIELD** (UP Conn.) 7.4	17.0	7.54	9.48	6.20	1.20	10.20
920.8	**FOX** 3.7	9.6	7.46		6.08	1.08	10.08
924.5	**BUENA VISTA** 1.8	5.9	7.42	9.37	6.02	1.02	10.02
926.3	**UP CROSSING** 0.4	4.1					
926.7	**UP CROSSING** 0.5	3.7					
927.2	**POLLARD JCT.** 0.1	3.2	7.34	9.29	5.48	12.48	9.48
927.3	**D&RGW CROSSING** 0.7	3.1					
928.0	TO **SALT LAKE CITY (U. D.)** 0.7	2.4	7.30 AM	9.25 PM			
928.7	**UP CROSSING** 1.7	1.7					
930.4	TO **ROPER** (Salt Lake City)	0.0			5.30 AM	12.30 PM	9.30 PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			1	**17**	**53**	**61**	**77**

Special instructions appearing on pages 8 and 9 will apply to both pages where applicable.

Garfield. Westward trains holding main track to meet eastward trains will stop east of overlap post, located 516 feet west of Union Pacific connection switch, until eastward train has passed home signal at B&G crossing.

Salt Lake City and Roper. Eastward and westward freight trains will enter and leave D&RGW running tracks at First South Street, which point is designated by sign as end of two running tracks, and at this point westward trains will leave end of running tracks. There are three switches at west end of running tracks and normal position of these switches is for eastward Western Pacific trains. Westward trains must, after using, reline switches to normal position for eastward running track. Movement against the current of traffic on these two running tracks can be made only under flag protection from a point 150 feet east of First South Street to 21st South Street, Roper. Trains will keep to the right. Eastward trains arriving Roper, unless otherwise instructed, will stop at 21st South Street and get head in from yardmaster through the two way speaker located near 21st South Street.

Salt Lake City and Roper. (cont.)

Time specified in timetable or train order at Pollard Jct. for second-class and extra trains will apply at west end of D&RGW two running tracks. A westward first-class train which does not reach Pollard Jct. within 15 minutes from its leaving time, as registered at Salt Lake City, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

When operating in joint yard territory east of east curb of Jeremy Street, Western Pacific crews will obey instructions of terminal officers, including D&RGW officers having supervision over the terminal and, in addition to Western Pacific rules, will be governed by D&RGW Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

"Second- and inferior-class trains, extra trains and engines must move on all tracks within yard limits prepared to stop unless the track is seen or known to be clear."

Joint switch crews, when operating in joint yard territory west of east curb of Jeremy Street, will be governed by Western Pacific Rule 93 which reads as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

"Second- and inferior-class trains, extra trains and engines must approach and move with caution within yard limits.

"When not protected by block signals or when moving against the current of traffic, first-class trains must approach and move with caution within yard limits."

Salt Lake City Union Depot and Railroad Company rule reads:

"Trains have no timetable superiority between First South and Ninth South Streets, Salt Lake City Union Depot Company's Yard, Salt Lake City. Yard crews and others occupyng these tracks must make way for passenger trains without unnecessarily delaying them. In case of collision responsibility rests with approaching train or engine."

Interlocking Plant, Ninth South Street, crossing D&RGW two running tracks and Union Pacific main track; color-light signals, derails; Western Pacific crews be governed by Western Pacific rules.

City ordinance restricts speed all trains between First South and Ninth South Streets to 12 MPH. Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

Cupolas of cabooses 605 series will not clear train shed roof, Union Depot, Salt Lake City.

No. 1 stop at any station to discharge revenue passengers from connections at Salt Lake City.

First Subdivision "A"—LOYALTON BRANCH

	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	EASTWARD SECOND CLASS 416 Mixed — Leave Mon., Wed., Fri.	Distance from Clover Valley Jct.	Timetable No. 44 March 20, 1949 STATIONS	Distance from Loyalton	WESTWARD THIRD CLASS 415 Mixed — Arrive Mon., Wed., Fri.
					0.0	CLOVER VALLEY JCT.	12.7	
	RP	74	Jc	PM 2.40	0.9	0.9 TO HAWLEY (RR X'ING)	11.8	PM S 5.50
Yard Limits	RWYP	Yard	Yn	S 3.30 PM	12.7	11.8 TO LOYALTON	0.0	5.00 PM
				Arrive Mon., Wed., Fri.				Leave Mon., Wed., Fri.
				416				415

Engines must not enter Standard Oil spur nor any of the tracks leading off Clover Valley Lumber Company main track, which is track connecting WP main track with Clover Valley Lumber Company lumber-yard tracks, Loyalton.

First Subdivision "B"—RENO BRANCH

	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	EASTWARD SECOND CLASS 220 Local Freight — Leave Daily Ex. Sunday	Distance from Reno Junction	Timetable No. 44 March 20, 1949 STATIONS	Distance from Reno	WESTWARD THIRD CLASS 219 Local Freight — Arrive Daily Ex. Sunday
Yard Limits	RYP	Yard	Jn	AM 4.40	0.0	TO RENO JUNCTION	33.1	AM 10.50
		Spur 1W 10		4.50	3.6	3.6 PLUMAS	29.5	10.38
		12		5.10	10.1	6.5 PEAVINE (CAL.)	23.0	10.18
		15		5.30	16.2	6.1 COPPERFIELD (NEV.)	16.9	9.59
	W	25		5.39	18.8	2.6 ANDERSON	14.3	9.51
		Spur 1E 30		5.47	21.3	2.5 MARTIN	11.8	9.43
		Spur 1E 5		5.55	23.4	2.1 PANTHER	9.7	9.36
		Spur 1W23		6.15	30.7	7.3 VAUGHN MILL No. 1	2.4	9.15
		Spur 1W 24		6.20	31.2	0.5 VAUGHN MILL No. 2	1.9	9.10
		Spur 1W 24		6.23	31.42	0.22 ROCKY MOUNT NO. 1	1.68	9.07
Yard Limits	RBK WFTO	Yard	Rd	6.30 AM	33.1	1.68 TO RENO	0.0	9.00 AM
				Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday
				220				219

RULE 83(D) and 206 (A). No. 220 arriving Reno Jct. will assume schedule of No. 220 leaving Reno Jct. without a clearance card when there is no operator on duty.

Martin. Right hand switch point derail on main track to Lemon Valley Base, 104 feet east of head block to east switch on interchange track, which is in direction of Army Base. This switch point derail must be left lined to derail.

DERAIL located on main track at MP 31.64 which is 1162 feet east of Rocky Mount No. 1, must be lined and locked for main track except when switching is being done on Vaughn Mill No. 1, Vaughn Mill No. 2, or on Rocky Mount No. 1 spurs. This derail must first be opened and locked open while switching is being done and not be relined for main track until switching is completed and cars properly coupled to engine, and have been charged to full air pressure.

Reno. Street crossings east and west of Nevada Transportation Company warehouse must be flagged and caution used in movement over streets.

Caution must be used in approaching East 6th Street.

Wig-wag Signals, 4th St.—Engines or cars must stop clear of outer edge of sidewalks on either side of 4th Street, before entering or occupying crossing from either direction at either crossing, except when moving westward from SP Transfer on East Street. This to provide 20 seconds elapsed time between times engines or cars enter signal circuits and actually enter street intersections, as required by Nevada State Law.

Whenever necessary to spot engines or cars within 100 feet west of West 4th Street sidewalk on SP Interchange (East Street) track, movement must first be made eastward on track to a point not less than 25 feet beyond east sidewalk of 4th Street; thence return westward and spot at point desired anywhere within 100 foot limit mentioned above. With this exception, cars or engines must not be spotted within signal circuit limits.

Fourth Subdivision "A"—ELLERBECK BRANCH

EASTWARD						Timetable No. 44 March 20, 1949		WESTWARD	
Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls			Distance from Ellerbeck	STATIONS	Distance from Dolomite		
P					0.0	ELLERBECK	4.7		
Y					2.7	2.7 WYE	2.0		
	8				3.7	1.0 FLUX	1.0		
	Spur 1E 3				4.7	1.0 DOLOMITE	0.0		

East switch east leg of wye must be left lined for straight track to Dolomite as derail.

Fourth Subdivision "B"—TOOELE BRANCH

EASTWARD						Timetable No. 44 March 20, 1949		WESTWARD	
Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls			Distance from Burmester	STATIONS	Distance from Warner		
WYP	90	Bx			0.0	TO BURMESTER	15.5		
	22				7.0	7.0 MARSHALL	8.5		
	Spur 1W 25				13.5	6.5 Conn. Tooele Ordnance Depot	2.0		
RWY	77				15.5	2.0 WARNER	0.0		

GENERAL

RULE 2 (A). Modified to the extent that watches subject to inspection need be presented to an authorized inspector only once per month. Such inspection must be made between the 1st and 15th of each month except at points covered by traveling inspectors.

RULE 6 (A). Symbol TO to left of station name indicates Train Order Office.

RULE 10 (J). Speed-control boards that prescribe reduction in speed will be located to the right of track in the direction of approach 4000 feet in advance of point of restriction.

Speed-control boards that authorize an increase in speed will be located at the point where higher speed is permissible and speed may be increased accordingly as soon as rear of train has passed such speed-control board.

The higher number on white oval speed-control board indicates the maximum permissible speed of passenger trains whose consist includes conventional passenger car equipment, and the lower number indicates the maximum permissible speed for freight trains. Where but one number is shown, it indicates the maximum permissible speed for both conventional passenger and freight trains.

Round yellow speed-control boards indicate the maximum permissible speed of diesel-powered streamlined passenger trains as designated by special instructions in the timetable or by timetable bulletin. Round yellow speed-control boards will be displayed on the same post below the white oval speed-control board, or on separate posts.

RULE 11. Second paragraph reading "Outside of block system or signal dispatching limits, a train finding a fusee burning on or near its track must stop and not proceed until it has burned out" will apply within block limits between Chilcoot and Reno Jct. and at Tunnel 43 and for westward movements through Tunnels 38, 39, 40, 41 and 42.

RULE 11 (A). Outside of block signal territory during dry season fusees may be dropped between rails of track to avoid danger of starting fires. If train stops over a lighted fusee the fusee must be removed from under train at once.

Fusees placed by hand must be placed outside end of ties in ballast slope or on top of sub-grade where will not start fires.

RULE 16 (f). 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).

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

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

RULES 17, 17(C) and S-17. Except as otherwise provided in Rules 17, 17(C) and S-17, enginemen operating locomotives in passenger or freight service, or running light will display headlights during daylight hours as well as night hours.

RULES S-17 and 99. Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50 foot and longer cars being handled, trains may find sidings inadequate between clearance points. Care must be taken to see that flag protection is furnished when taking siding to meet trains and headlights must not be extinguished until it is known that train is clear of the main track. The conductor or brakeman at rear end must see that proper signal, day or night, is given to head end when train is clear of main track.

After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been received by head end, headlight will be displayed and flag protection provided.

RULE S-72. Westward trains are superior to eastward trains of the same class.

RULE 83 (B). No. 17 register by ticket at Wendover and Portola. No. 18 register by ticket at Portola, Elko and Wendover.

RULE 99. Outside of block signal territory, two additional torpedoes will be placed on the rail, one and one-fourth miles from rear of train when protecting against schedules of No. 17 and No. 18 (Zephyrs).

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

RULE 104 (C). Switches at various locations near road crossings are equipped with Safety Switch Locks. To use any switch so equipped unlock both standard switch stand and safety switch lock and step on treadle to release safety device. When use of switch is complete, both switch stand and safety switch lock must be locked.

RULE 104 (G). Double or triple loads must not be kicked or dropped. Open top cars on which load is likely to shift must not be kicked or dropped against other cars.

RULE 221. Telegraphers must not signal trains in connection with delivery of train orders. If there is no restriction at that station, telegrapher may hand up the orders without stopping train, but should not signal the train to come down the main track either by raising and lowering the train order signal or by hand signals.

RULE 505. AUTOMATIC BLOCK SYSTEM

Reno Jct. and Chilcoot. Westward: Two-position semaphore type Distant Signal 3433 located 5900 feet east of the east switch at Reno Jct. Three-position searchlight type Signals 3423, 3415 and 3403. Two-position semaphore type Home Signal 3397.

Eastward: Two-position semaphore type Distant Signal 3376 located 7000 feet west of the west switch at Chilcoot. Three-position searchlight type Signals 3386, 3396, 3400 and 3414.

Block system limit signs located opposite Signals 3386 and 3423.

Westward three-position searchlight type Dwarf Signal 3417 located at fouling point of west switch Reno Jct. and eastward three-position searchlight type Dwarf Signal 3394 located at fouling point at east switch Chilcoot will govern movement of trains from sidings to main track, and will display true aspect two minutes and fifteen seconds after switch is lined for siding.

Single track automatic block signal rules apply.

All signals are approach lighted.

Alazon. Westward: Three-position, color-light type signals located at MP 715.9 and MP 714.9 (5725 feet east of semi-automatic (SA) signal at MP 713.7) govern approach of westward trains to Alazon interlocker.

Signals are approach lighted. Approach circuit begins 4250 feet east of signal 7159.

Eastward: Semi-automatic (SA) signal at MP 713.6 is home signal for Alazon interlocker. Automatic portion of block extends only to sign reading "Block System Limit" opposite westward signal 7149.

Rule 509, single track, applies in this territory.

Tunnel 43. Westward: Three-position color-light Signal 7555 located 2065 feet east of East Portal, two-position semaphore Distant Signal 7563 located 6000 feet east of Signal 7555, govern movement of westward trains through tunnel to "Block System Limit" sign opposite Signal 7536.

Eastward: Two-position semaphore Home Signal 7536 located 1875 feet west of West Portal, three-position color-light Signal 7522 located 6000 feet west of Signal 7536, govern movement of eastward trains through tunnel to "Block System Limit" sign opposite Signal 7555.

At Hogan: Eastward train holding main track meeting westward train must not pass clearance point at east switch until westward train has entered siding.

All signals are approach lighted.

CALL UP SIGNALS

Preble, Barth, Elburz and Deeth. Light type telephone indicators, controlled by train dispatcher, on Signal 5530 west of Preble, on Signal 6300 one-half mile west of Barth SP connection, on Signal 6818 west of Elburz, and on Signal 7006 east end Deeth siding. When illuminated, indicator will display letter "T" and home signal will indicate "stop." After stopping, train may proceed with caution not exceeding 12 MPH to first telephone and call dispatcher for instructions.

GENERAL—(continued)

WESTWARD AUTOMATIC BLOCK SIGNAL CIRCUITS

Signals 6511 (200 feet east of Tunnel 42) and 6497 (200 feet east of Tunnel 41); control point 507 feet east of MP 647 and indicated by sign "Block System Limit" located on north side of track.

Signals 6369 (100 feet east of Tunnel 40) and 6357 (500 feet east of Tunnel 39); control point 2375 feet east of MP 632 and indicated by sign "Block System Limit" located on north side of track.

Signal 6287 (200 feet east of Tunnel 38); control point 3750 feet east of MP 625 and indicated by sign "Block System Limit" located on north side of track.

RULE 509. An automatic block signal with a triangular number plate bearing the letter "P" in addition to signal number, is also actuated by some special protective device.

Block Signals so equipped include in their circuits protective devices known as "Slide Detector Fences".

When these signals indicate "stop," such additional inspection as necessary to insure safety of proceeding must be made of slide detector fences and track in their vicinity. Where circumstances require, train must be preceded by flagman.

SLIDE DETECTOR FENCES

MP Location	Block Signal Number Eastward	Westward
628.5	6274	6287
634.4	6340	6357 6369
636.4	6340 6352 6366	6369
637.0	6352 6366	
649.0	6476 6490	6497 6511
677.2	6772	

RULE 834. STOP signal will be given by day or night to notify crews of passing trains of hot journals, brakes sticking, hot wheels, broken wheels, defective truck, dragging brake connection, lading shifted over side or end of car, swinging car doors, or other dangerous conditions. By day the STOP signal will be followed for:

Hot Journals..... Nose held with one hand with other hand pointing toward track.

Brakes sticking,
Sliding Wheels or
Hot Wheels..... Hands shoved in sliding motion out from body.

RULE 835. Cabooses must not be dropped or kicked against other cars, nor other cars kicked or dropped against them.

When a caboose is kicked or dropped, a member of the crew must ride it. Hand brake must be tested before movement is started.

When coupling to a caboose, or coupling a caboose to other cars, movement must be stopped about ten feet from coupling and then moved slowly to a coupling.

If practicable, occupants of caboose must be warned in advance of impending couplings.

Persons occupying cabooses must brace themselves and remain seated while coupling is being made.

Switching at terminals with a caboose between engine and cars or with cars and caboose ahead of engine is prohibited except a cut of cars may be pulled with caboose to point where caboose is to be set over.

RULE 838. The use of helper engines behind cabooses is prohibited, except in emergency cases when it is impossible to do otherwise.

RULE 882. No person will be permitted to ride on an engine without a written order from the Vice-President and General Manager, except employes in the discharge of their duties and those holding transportation endorsed to that effect.

RULES 927, 1025 and 1038—TRAIN INSPECTION.

First Subdivision: Eastward freight trains will stop for train inspection at Gerlach, unless inspection has been made between Doyle and Gerlach in which case, it will not be necessary to stop at Gerlach for this purpose. Westward freight trains will stop at Gerlach for inspection unless inspection has been made between Jungo and Gerlach in which case, it will not be necessary to stop at Gerlach for this purpose.

Second, Third and Fourth Subdivisions: Freight trains need not stop for train inspection if train is operating normally.

All Subdivisions: Where stops are made for other reasons, inspection of train must be made as often as practicable. When weather conditions restrict visibility, the conductor will designate additional stops for inspection that are necessary in his judgment.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

Loyalton Branch Crossing, Hawley, MP 328.12. Interlocked. Home signals located 543 feet west and 600 feet east of crossing, two-position color-light type, approach-lighted. Normal position "stop".

Distant signals, two-position, color-light, located 6000 feet in advance of home signals. Approach circuits and lighting circuits start 3000 feet in advance of distant signals.

When home signal indicates "stop," after stopping, train may proceed under Rule 663 (c).

East siding switch Hawley is within home signal limits.

SP Crossing (Flanigan) MP 384.3. Interlocked. Home signals located 550 feet east and west of crossing. Distant signals located 2500 feet east and 3226 feet west of home signals. Trains finding home signals at "stop" will be governed by Rule 663.

NN Crossing, MP 765.9. Not interlocked.

B&G Crossing (B&G Transfer) MP 912.1. Semi-automatic interlocked.

Home signal 566 feet east and 645 feet west of crossing, two-position color-light type, approach lighted. Normal position "stop."

Distant signals, semaphore type, 3803 feet east and 3816 feet west of home signals. Normal position "caution." (See Rule 602-B.)

Approach circuits start 3000 feet east and 2984 feet west of distant signals. Approach lighting circuits for home signals start at distant signals.

All signals governing route will clear for train when entering approach circuits providing interlocker limits not occupied.

Signal No. 4 (dwarf) and switch indicator installed on east end transfer track to govern movement from transfer track to Western Pacific main track. Eastward trains setting out or picking up from transfer track must stop west of, or clear of eastward home signal.

Trains finding home signals at "stop" will be governed by Rule 663.

UP Crossing MP 926.3. Interlocked.

Home signals 300 feet east and west of crossing two-position color-light type, approach-lighted. Indications, red "stop" and yellow "proceed with caution." Normal position red.

Fixed distant signals, semaphore type, 2020 feet west and 1750 feet east of home signals.

Approach lighting circuits start at distant signals. If no train or engines within interlocking limits, yellow indication will show in home signal after engine passes distant signal.

When home signal indicates "stop," and no train movement is evident on intersecting track, trainmen will proceed to crossing and operate time release marked "WP" in iron box marked "Release" at crossing. (Instructions in box.) If signal does not change to "Proceed with caution" after two minutes, be governed by Rule 663.

If a train or engine is standing between home signals on intersecting track, thorough understanding must be had with its crew before proceeding.

UP Crossing MP 926.7. Not interlocked.

Trains must approach with caution and not proceed across this crossing unless it is known to be clear.

UP Crossing MP 928.7. Interlocked.

Color light signals and derails. Western Pacific crews be governed by Western Pacific rules.

SPEED RESTRICTIONS

Speed restrictions in miles per hour will apply as follows:

BETWEEN	Passenger				Freight	
	Streamlined Diesel Powered Trains		Other Passenger Trains		All Freight Trains	
	Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions
First Subdivision—Pages 2-3						
Portola and MP 324.1	55	..	50	..	35	..
MP 323.45 and MP 323.7 on curve	..	40	..	35	..	25
Doubleheading over Bridge 324.08	..	..	..	..	..	30
MP 324.1 and Signal 3415	70	..	65	..	45	..
Doubleheading over Bridge 324.66 and Bridge 326.61	..	..	..	50	..	30
*MP 328.12 Loyalton Br. Crossing	..	50	..	40	..	30
Through Tunnel 37	..	45	..	45	..	25
Signal 3415 and Red Rock	60	..	55	..	35	..
MP 343.7 and MP 343.85 on curve	..	50	..	45	..	30
MP 345.5 and MP 346.8 on curves	..	55	..	50	..	..
MP 347.5 and MP 348.5 on curves	..	50	..	40	..	25
Red Rock and Doyle	70	..	65	..	45	..
MP 352.7 and MP 353 on curve	..	65	..	60	..	40
Doyle and Flanigan	79	..	70	..	50	..
Flanigan and MP 390.7	65	..	60	..	40	..
*MP 384.3, S.P. Crossing	..	30	..	20	..	20
MP 390.7 and MP 398.5	50	..	45	..	30	..
MP 390.7 and MP 392.1 on curves	..	45	..	40	..	25
MP 395.3 and MP 397.75 on curves	..	45	..	40	..	25
MP 398.5 and Sano	65	..	60	..	40	..
Sano and Gerlach	75	..	65	..	50	..
MP 429.5 and MP 430.3 on curve	..	70	..	..	..	..
MP 433.5 and MP 434.1 on curve	..	70	..	..	..	..
Gerlach and Sulphur	79	..	70	..	50	..
Sulphur and Antelope	75	..	65	..	45	..
MP 480.2 and MP 480.7 on curve	..	70	..	..	..	..
Antelope and Jungo	55	..	50	..	30	..
MP 493.9 and MP 494.6 on curves	..	45	..	40	..	25
Jungo and MP 506.5	79	..	70	..	50	..
MP 506.5 and MP 527	70	..	60	..	40	..
MP 527 and Winnemucca	79	..	70	..	50	..
Second Subdivision—Pages 4-5						
Winnemucca and MP 537.1	75	..	70	..	50	..
Through turnouts, Weso	..	25	..	20	..	20
MP 537.1 and MP 543.5	80	..	70	..	50	..
MP 543.5 and MP 617.8	90	..	70	..	50	..
MP 549 and MP 557.8	..	75	..	..	..	..
MP 565 and MP 565.2	..	80	..	..	..	..
MP 574 and MP 574.3	..	80	..	..	..	..
MP 592.5 and MP 594.2	..	80	..	..	..	..
MP 598.9 and MP 599.1	..	80	..	..	..	..
MP 603.1 and MP 608.6	..	80	..	..	..	..
MP 608.6 and MP 610.1	..	75	..	..	..	..
MP 610.1 and MP 611	..	70	..	..	..	..
MP 617.8 and MP 620.9	75	..	70	..	50	..
MP 620.9 and MP 625.5	80	..	70	..	50	..
MP 625.5 and MP 628.3	65	..	60	..	40	..
MP 628.3 and MP 638.3	50	..	45	..	35	..
MP 638.3 and MP 648.3	75	..	65	..	50	..
West Carlin and East Carlin	..	35	..	35	..	20
Using turnouts West and East Carlin	..	20	..	15	..	15
MP 648.3 and MP 650.4	60	..	60	..	40	..
MP 650.4 and MP 651	50	..	50	..	35	..
MP 651 and MP 652.6	65	..	65	..	45	..
MP 652.6 and MP 653.7	75	..	70	..	50	..
MP 653.7 and Elko	80	..	70	..	50	..
MP 664.4 and MP 665.4 (Elko Yard)	..	35	..	35	..	15

SPEED RESTRICTIONS—Continued

Speed restrictions in miles per hour will apply as follows:

BETWEEN	Passenger				Freight	
	Streamlined Diesel Powered Trains		Other Passenger Trains		All Freight Trains	
	Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions
Third Subdivision—Pages 6-7						
Elko and MP 674.8	75	..	70	..	50	..
MP 665.4 and MP 666.4 (Elko Yard)	..	35	..	35	..	15
MP 673.8 and MP 673.9	..	65	..	60	..	35
MP 674.8 and MP 681.1	50	..	50	..	35	..
MP 681.1 and MP 684.9	75	..	70	..	50	..
MP 684.9 and MP 687.3	80	..	70	..	50	..
MP 687.3 and MP 688	75	..	70	..	50	..
MP 688 and MP 693.4	80	..	70	..	50	..
MP 693.4 and Alazon	90	..	70	..	50	..
MP 704.4 and MP 704.8	..	75	..	..	..	..
MP 707.7 and MP 708.2	..	75	..	..	..	..
MP 711.4 and Alazon	..	75	..	..	..	..
Through turnouts, Alazon	..	25	..	20	..	20
Alazon and MP 720.5	70	..	60	..	40	..
MP 716.3 and Wells on curve	..	65	..	..	..	..
MP 720.5 and Hogan	79	..	70	..	50	..
Hogan and Signal 7555	45	..	45	..	25	..
Signal 7555 and MP 775	79	..	70	..	50	..
MP 758.4 and MP 758.7 on curve	..	60	..	55	..	35
MP 759.4 and MP 759.8 on curve	..	75	..	..	..	..
MP 765.9 NNRR Crossing	..	25	..	20	..	20
MP 772.7 and MP 773.1 on curve	..	70	..	60	..	45
MP 775 and MP 782	55	..	50	..	25	..
MP 776.6 and MP 778.1 on curves	..	40	..	35	..	..
MP 778.7 and MP 779.2 on curve	..	35	..	30	..	20
MP 782 and MP 784.5	40	..	35	..	20	..
MP 782 and MP 782.5 on curve	..	35	..	30	..	..
MP 783.7 and MP 784.5 on curves	..	35	..	30	..	..
MP 784.5 and Wendover	70	..	65	..	45	..
MP 784.6 and MP 784.9 on curve	..	60	..	55	..	35
MP 786.2 and MP 786.5 on curve	..	65	..	60	..	40
MP 795.4 and MP 795.7 on curve	..	55	..	50	..	35
MP 796 and MP 796.35 on curve	..	65	..	60	..	40
MP 799.5 and MP 800 on curve	..	45	..	40	..	25
Fourth Subdivision—Pages 8-9						
Wendover and MP 856	79	..	70	..	50	..
MP 856 and Low	70	..	65	..	45	..
MP 856.6 and MP 856.9 on curve	..	65	..	60	..	40
MP 864.3 and MP 864.7 on curve	..	65	..	60	..	40
Low and MP 890	79	..	70	..	50	..
Low and MP 867.5 on curves	..	70	..	65	..	45
MP 867.5 and MP 868.4 on curves	..	60	..	55	..	35
MP 868.4 and MP 868.8 on curves	..	65	..	60	..	40
MP 869.8 and MP 872 on curves	..	70	..	65	..	45
MP 878.7 and MP 879 on curves	..	60	..	55	..	35
MP 886.5 and MP 886.7 on curves	..	70	..	65	..	45
MP 890 and MP 926	60	..	60	..	40	..
*MP 912.1 B&GRR Crossing	..	40	..	35	..	25
MP 926 and Salt Lake City	20	..	20	..	20	..
Pollard Junction and Salt Lake Union Depot	..	12	..	12	..	..
Pollard Junction and Roper Yard	..	..	..	..	..	12
Loyalton Branch....Page 10	..	..	..	..	15	..
Reno Branch....Page 10	..	..	25	..	20	..
Derail MP 31.64....Page 10	..	..	..	10	..	10
Ellerbeck Branch....Page 11	..	..	..	..	15	..
Tooele Branch....Page 11	..	..	..	..	20	..

Passenger trains, other than those consisting of all streamlined equipment and handled by passenger diesel power, will be governed by restrictions applying to other passenger trains.

*All trains approaching interlocked crossings must reduce to speeds shown above before engine passes home signal.

MAXIMUM SPEEDS—MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS

Western Pacific (Class)		Southern Pacific (Class)	
D-225, 901 Series	60 MPH	MK-5, MK-6, Nos. 3241 to 3277 incl.	50 MPH
C-43, Nos. 21 to 65 incl.	50 MPH	"F," 3600 and 3700 Series except if,	40 MPH
MK-60, Nos. 301 to 321 Incl.	50 MPH	"Cross Counter-balanced"	50 MPH
MK-60-71, Nos. 322 to 336 incl.	50 MPH	All others	40 MPH
M-100, Nos. 401 to 407 incl.	50 MPH		

Southern Pacific light engines running forward will be governed by following table:

S-SE Class	E, P, A, Mt 1, 2, 3, 4, 5 GS	AC 4, 5, 6 T 28, 32, 37, 40 Mk 5, 6, 7, 8, 9	M, T-1, 8, 9, 23, 28, 31, 36, 57, 58 C 2 - 10 Incl. C 18 - 29 Incl. F 1, 3, 4, 5, 6 SP 1, 2, 3	C 15, 17, 32 TW, Mk 2, 4, 10, 11 AC 1, 2, 3 MM 2, AM 2
20 MPH	45 MPH	40 MPH	35 MPH	30 MPH

Western Pacific light engines running forward will be governed by speed of freight trains.

Engines backing will not exceed 20 MPH on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to that consistent with safety.

Passenger trains handling troop sleepers, troop kitchen cars or high speed box cars, 60 MPH.

Passenger trains with cabooses on rear, 50 MPH.

Trains handling Southern Pacific scale test cars, 40 MPH.

Trains handling steam derricks, steam shovels, cranes, rotary snow plows or pile drivers on their own wheels, car loads of logs and loaded WP air dump 11000 series cars, 25 MPH.

All trains or engines through turnouts, crossovers, sidings and other inside tracks, 10 MPH (except as provided for at Weso, West and East Carlin and at Alazon).

Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in UP yard at Wells and are prohibited from entering north end of set out track and must not enter south end to exceed five car lengths.

Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in NN yard at Shafter and are prohibited from using NN rip track.

MISCELLANEOUS

DOUBLEHEADING.

Engines heavier than one M-100 and one C-43 must not be doubleheaded between Portola and Doyle.

Engines heavier than SP F-3, 4 and 5 or WP MK-60-71 must not be doubleheaded between Weso and Elko, except that two SP or WP "GS" type engines may be doubleheaded between Carlin and Elko.

Engines heavier than one WP M-100 and one WP C-43 or heavier than two SP or WP "GS" type engines must not be doubleheaded between Elko and SP Connection (MP 701).

When two or more engines which are prohibited from doubleheading in the above territories are in the same train, either in service or dead, they must each be separated by at least 5 cars, except that in case of emergency D-176 Passenger Diesel engines may be doubleheaded with C-43, MTP-44, MK-60, MK-60-71 or D-225 engine.

Only one engine may be used on head end of westward freight trains Wendover to Sonar. Other engines must be cut in on rear just ahead of caboose or weak cars.

***Rockland.** No siding. All tracks for gravel train service only and must not be used by other trains except in emergency. Gravel pit track No. 1 connected both ends, west switch MP 748.8, east switch MP 749.3, capacity 49 cars. Track No. 2 leads off track No. 1, capacity 40 cars.

Derail between main track and inside crossover switch, west end Rockland, on north side of crossover, is pipe connected to main track switch, a distance of 200 feet. Before lining switch care must be used to insure that all wheels have passed beyond derail. Men on ground must protect themselves against this pipe connection.

DIESEL ENGINES.

Diesel freight engines dead in train must have qualified messenger. In both cabs automatic brake valves must be cut out and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reverses locked in neutral position in all units. Messenger should watch brake cylinder pressure in cab nearest to locomotive handling train. Distributing valve pops must be set to 25 pounds pressure. Maximum speed 60 miles per hour.

Diesel switch engines dead in train must have qualified messenger. Automatic brake valve must be cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position. Maximum speed 45 miles per hour.

During freezing weather engine water cooling system must be drained on any type Diesel engine being towed.

AIR BRAKE RULES

RULE 24-B. On passenger trains at points where terminal tests are made, when the continuity of the brake pipe is not disturbed, or motive power not changed, the incoming engineman, after making station stop as prescribed by the rules, must apply the train brakes with a 15 pound brake pipe reduction immediately after stopping and without waiting for a signal.

The brake pipe leakage must be noted, then the reduction increased to a total of 20 pounds. The incoming engineman will notify the outgoing engineman the amount of brake pipe leakage.

Release of the train brakes will be made upon receiving the proper release signal.

TRAINS EQUIPPED WITH ELECTRO-PNEUMATIC BRAKE

Electro-pneumatic brake wire connectors and straight air hose must be connected between all cars and engine. Cutout cocks must be open except on the rear of last car and electro-pneumatic brake wire connectors securely fastened in their receptacles. Electro-pneumatic brake wire connectors must not be disconnected while train is in motion.

When a train leaves its originating terminal with automatic air brakes, or when operation of brakes is changed enroute from electro-pneumatic to automatic, the incoming engineer must inform the outgoing engineer that electro-pneumatic brake is inoperative. No attempt must be made to use the electro-pneumatic brake unless defects are corrected and a standing test is made as prescribed by Rules 24-B and 24-C.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, MP 320 (FRLCO. Yard)	MTP-44 or heavier	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
*Portola, Scale Track	MK-60 or heavier	On Track Scale dead rail
Loyalton Branch	MTP-44 "	Entire branch
Reno Branch	MTP-44 "	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, MP 364.15	"	Beyond 200 feet east of frog
Flanigan Pit	GS-64-77 or heavier	Beyond frog
Gerlach, Standard Oil Spur	All Engines	Beyond frog
Winnemucca, Gravel Pit Spur	MTP-44 or heavier	Beyond frog

PAIRED TRACK

Ellison, Spur off siding	MK-60 or heavier	Beyond 500 feet west of frog
Elko, Coal Chute High-line	MK-60 or heavier	On Trestle
Richfield Spur (off east detour)	"	Beyond frog
Shell and Texaco Spur (11th St.)	MTP-44 or heavier	Beyond frog
Elburz, Spur off siding	MK-60 or heavier	Beyond 200 feet west of frog
Deeth, Stock Track	"	Beyond frog

Wells, Coal Chute	All Engines	Over coal pit
UP Yard	GS-64-77	All tracks
Hogan, Ore Spur off siding	All Engines	Under overhead ore chute
Shafter, Coal Chute	All engines	Over coal pit
NN Main Track	"	North of connection switch with WP
NN Yard	GS-64-77	All tracks
Silver Zone	" or heavier	Beyond frog, on spur
Wendover, Coal Chute High-line	MK-60 or heavier	On Trestle
Salduro, Hiline Spur	"	Beyond frog
East Spur	"	"
Delle, Coal Chute	All Engines	Over coal pit
Ellerbeck Branch, Flux	"	On or East of Wye
Tooele Branch, Warner	GS-64-77 or heavier	On Wye
Saltus	"	Beyond frog
Saltus, Royal Salt Co. RR	All Engines	Beyond frog
Salt Lake City		
Fisher Brewery Spur	MK-60 or heavier	Beyond frog
Redman Spur	"	"
Roper Yard, Track 21	All Engines	Over scales

*Live rail is weighing rail.

TONNAGE RATING

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.		4th Sub-div.	Reno Branch	Loyalton Branch	Tooele Branch
Eastward								
C-43	1800	3600	1500		1700	1100	3000	650
MTP-44	2200	4000	1750		2000	....	....	650
MK-60	2600	5000	2250		2600	....	....	975
MK-60-71	2850	5000	2250		2600	....	....	1050
GS-64-77	2950	5000	2450		2800	....	....	1200
M-100	....	....	3500		4000	....	....	1500
*D-176	2950	5000	2450		2800	....	....	1200
**D-225	6500	10000	6000		6000	....	....	3000
			Wendover to Shafter	Shafter to Hogan				
Westward								
C-43	1600	3600	1150	1380	1600	650	3000	3000
MTP-44	1850	4000	1350	1620	1850	....	....	3000
MK-60	2200	5000	1750	2100	2400	....	....	5000
MK-60-71	2450	5000	1800	2200	2500	....	....	5000
GS-64-77	2550	5000	1950	2400	2600	....	....	5000
M-100	....	....	2850	3300	3800	....	....	8000
*D-176	2550	5000	1950	2400	2600	....	....	5000
**D-225	6000	10000	4500	6000	6000	....	....	10000

*Reduce 33⅓% of tonnage rating for each inoperative Diesel unit.

**Reduce 25% of tonnage rating for each inoperative Diesel unit.

To determine tonnage for helper trains, 1st, 3rd and 4th Subdivisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each Subdivision; between points where grades are less than maximum, greater tonnage can be handled.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)	320.0	1 E	150
DOYLE PIT (Doyle yard)	364.15	1 W	48
FLANIGAN PIT	387.4	1 W	94
SMOKE CREEK Phone, Water	412.6	1 W	15
KNIGHT	570.1	1 E	6
RUSSELL	582.5	1 E	6
JENKINS	592.1	1 E	12
LUKE PIT	759.8	1 E	49
SILSBEE	811.6	1 W	50
ARAGONITE	861.5	1 E	5
UP CONNECTION (Garfield)	913.6	1 E	14
SALTUS	915.0	1 E 1 W	3
TERMINAL	922.1	1 W	20

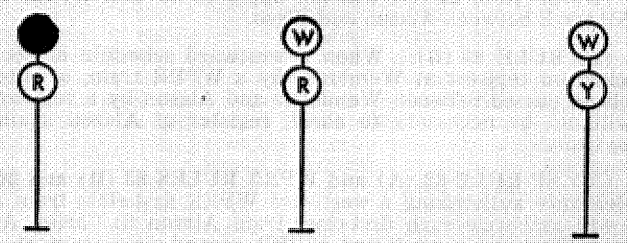
YARD LIMITS

West MP		East MP
319.94	Portola	323.09
BD 11.28	Loyalton	End of Branch
BI 0.00	Reno Junction (Reno Branch)	BI 0.81
BI 32.43	Reno	End of Branch
361.58	Doyle	364.25
437.03	Gerlach	439.45
530.02	Winnemucca	533.60
642.96	Carlin	647.13
663.60	Elko	666.76
764.96	Shafter	767.73
805.28	Wendover	808.31
926.06	Salt Lake City and Roper	As indicated by yard limit signs

OPERATION OF TRAINS BETWEEN END OF CENTRALIZED TRAFFIC CONTROL AND PORTOLA PASSENGER STATION

(A) Train and engine movements between East End of Centralized Traffic Control, MP 320.035 (Delleker) and MP 321.386 (Portola passenger station), will be made by block signal indication, and under block signal rules, except as otherwise provided by following rules and special instructions:

(B) Signal Indications are as follows:



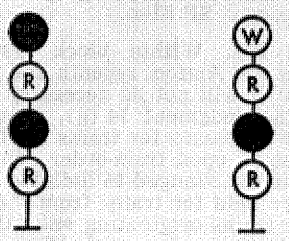
Rule 601
Indication: Stop. Observe Rule 663.

Rule 501
Indication: Stop. Observe Rule 509 (D) or (E)

Rule 503
Indication: Proceed prepared to stop at next home signal.

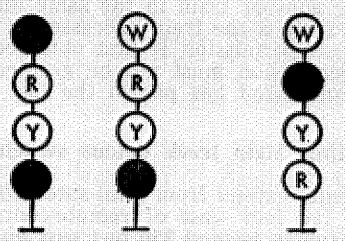
Aspects displayed by westward **MAIN TRACK** leaving signal located near M. P. 320.9 (Snake Lead).

R—Red Y—Yellow W—Lunar White



Rule 601
Indication: Stop. Observe Rule 663.

Rule 501
Indication: Stop. Observe Rule 509 (D) or (E)



Rule 502A **Rule 502A**
Indication: Proceed on diverging route with caution.

Rule 503
Indication: Proceed prepared to stop at next home signal.

Aspects displayed by westward **YARD** leaving signal located between tracks No. 1 and 3 near M. P. 320.9 (Snake Lead).

R—Red Y—Yellow W—Lunar White

(C) Rules S-71, 72, S-72, 73 and 83. Superiority of trains is abolished. Schedules shown in timetable are for the purpose of permitting compliance with Rule 780 (C.T.C.S.) and certain special instructions included herein.

(D) All movements in this territory must be made with caution, as prescribed by Rule 93, and will be governed by indication of block signals and switch indicators as follows:

1. Westward signals located at the snake lead are equipped with white markers in lieu of number plates. Aspects and indications peculiar to these signals are shown above.

Trains desiring to enter main track at this point are authorized to operate the crossover switches, provided the east indicator shows clear and the westward (yard) leaving signal displays aspect per Rule 502 (A). After the switches have been properly set, the move may be made under the aspect then displayed.

2. The eastward C.T.C. signal at Delleker governs train movements in the block extending eastward from the sign "END CTC" to Signal 3208. For the purpose of identification, a plate bearing the letters "SA" will be displayed on eastward C.T.C. signal at Delleker, in addition to the letter "A".

C.T.C. rules will govern west of the sign "END CTC."

3. Westward signal located at clearance point of lower No. 1 track is equipped with white marker light in lieu of number plate. Aspects and indications are as shown in left column, Section (B). When trains or engines desire to enter main track at this point, member of crew will, if east and west indicators are clear, open box on indicator post and operate push button therein. After a time delay the white lights in the box and on the signal will be displayed provided C.T.C. signal at Delleker has not been cleared for an eastward train. After these white lights are displayed switch may be operated and move then made in accordance with signal aspect displayed.

4. All other signals in this area (except those listed in 1, 2 and 3 above) are automatic signals bearing a number plate for identification.

(E) Rule 512 (A) is modified to the extent that rear end protection is not required within these limits. This does not modify rule 99-A. Trains carrying passengers must be fully protected.

(F) At Portola, yard engines, light engines, switch cuts and others moving within yard must clear main track when required to avoid delay to through trains entering or leaving C.T.C. limits. Howlers, controlled by dispatcher, are provided at following locations:

West roundhouse lead switch.
West train yard lead switch (snake lead).
West switch to No. 10 track.

When these howlers are operated, main track must be cleared without delay.

(G) In addition dispatcher will furnish information to telegrapher, Portola, as to times eastward regular passenger trains or sections thereof are expected to reach Portola. Employees in charge of switch engines, light engines and similar moves must ascertain from telegrapher whether these trains are due before occupying main track and not delay them.

(H) Westward trains will be authorized by clearance at Portola but must not leave until given permission by C.T.C. dispatcher after member of crew advises him they are ready to leave. Telephones for purpose of communicating with C.T.C. dispatcher only are located as follows:

Booth on south side of No. 10 track opposite west wye switch.
West train yard lead switch (snake lead).
East roundhouse lead switch (booth just west of middle car inspectors' shanty).

(I) Push button is located on signal mast, Signal 3208, for the purpose of clearing signal for eastward movements after a westward movement out of train yard. When eastward Signal 3208 indicates "Stop," after being passed on westward move, operate push button and if no train in block, signal will change in sixty seconds to indicate "proceed, prepared to stop at next home signal."

(J) Telephones for communication with Portola Terminal are located as follows:

West train yard lead switch (snake lead).
West car inspectors' shanty (snake lead).
West roundhouse lead switch.
Middle car inspectors' shanty (at east roundhouse lead switch).
East lead switch shanty.

(K) Yard engines, light engines, switch cuts and other similar movements stopped by block signal or switch indicator indication which does not clear within three minutes, and for which reason is not known, will communicate with yardmaster who will arrange to have track cleared or appropriate arrangements made for the desired movement. If unable to contact yardmaster, will be governed by and proceed under Automatic Block Signal Rules.

(L) Delleker. Entrance to spur is through electrically-locked, hand-operated switch. Obtain permission from C.T.C. dispatcher (by telephone in instrument house near switch) for movement in and out.

(M) Derails on Delleker spur, west lead lower yard Portola and west end of west siding Portola Yard are pipe connected to main track switches. Switches must not be lined for main track until engines or cars have passed over derail.

USE OF PAIRED TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

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

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

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

Example 2: "Eng.....works extra on.....Pacific track... ...M..... until .....M between.....and..... ....."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WPRR RULE 221. Within block system limits, eastward only, between Weso and Alazon, seventh and eighth paragraphs are modified as follows: It will not be necessary for engineer to sound 14 (j) nor the acknowledgment 14 (g), approaching a train-order office. It will not be necessary for trains to obtain clearance card if train-order signal at an open train-order office is first seen in proceed position, and is not changed to indicate stop before passing it.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view point. Operator must, after train passes, display signal in stop position before OS report is made to the dispatcher.

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

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

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

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

When train has been stopped by one of these signals, before flagging over switch, trainman must see that switch lock indicator located on west end of instrument case opposite switch indicates "locked" before signaling train to proceed. When it indicates "unlocked," call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

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

USE OF PAIRED TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE—(continued)

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

Signal 6458 on East Carlin detour, 700 feet west of spring switch normally displays stop indication. Approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign, and is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit. Eastward trains or engines from SP must not enter approach clearing circuit until first-class and other superior trains on WPRR track have passed East Carlin, unless letter "M" is illuminated in indicator on Signal 6458, or until flag protection against eastward trains has been provided on WPRR main track. If eastward train is seen or known to be approaching, train on detour must not foul WPRR main track until approaching train has passed or comes to a stop.

Eastward trains or engines on WPRR track finding Signal 6460 displaying stop indication, must, in addition to provisions of Rule 509 (f), provide flag protection against eastward movements from East Carlin detour to WPRR main track, unless detour is seen to be clear.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

East limits, semi-automatic (SA) signal at MP 713.7 on WPRR track and semi-automatic (SA) signal at MP 603.5 on westward SP track and a point opposite this semi-automatic (SA) signal on eastward SP track. East switch Alazon siding not interlocked.

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

ENGINE WHISTLE SIGNALS

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

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

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

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

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

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