THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



TIME



TABLE

OTTO C. PERRY DENVER, COLO.

DEC 10 1946

In Effect 12:01 A. M. Pacific Standard Time

SUNDAY, JULY 5, 1942

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,

Vice-President and General Manager.

J. P. QUIGLEY,

Superintendent of Transportation.

J. J. DUGGAN,

Superintendent.

		SECONE	CLASS	1 1 1 1	FIRST	CLASS				-01	FIRST CLASS		SECOND	CLASS		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	54	78	62	220	K.T.	40	Distance from San Francisco	Time Table No. 36	from	mucca	39	61	77	219	53	Capacity of Sidings
, water, Scarter Sister Sidard (Fast Freight	Fast Freight	Fast Freight	Mixed		Exposition Flyer	Distand San Fr		-	Winnem	Exposition Flyer	Fast Freight	Fast Freight	Mixed	Fast Freight	Car Ca
Fuel Tabl Wye Regri	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily		STATIONS Telegraph Offices and Calls			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
W.T.O. Y.B.R.K.	6.00PM	7.30AM	1.00AM	12.30AM		3.50AM	321.4	DN PORTOLA	Ki 21	0,9	s 9.15PM	12.30PM	9.30PM	s 11.10PM	4.30AM	Yard
	6.20	7.50	1.20	f12.50		4.02	328,1	D HAWLEY Loyalton Branch Crossing and Connecti	Je ion 20	4,2	9.03	12.15	9.03	f 10.55	4.16	77
	6.32	8.00	1.30	f 1.00	917	4.08	332,4	HINDOO	19	9.9	8.57	12.06PM	8.47	f 10.47	4.08	77
. w.	6.51	8.18	1.47	f 1.20	Em II	4.16	339,6	D CHILCOOT	Ch 19	2,7	8.49	11.55AM	8.35	f 10.36	3.55	77
. Y. R.	6.57	8.23	1.52	s 1.30AM		4.20	341,7		Jn 18	0,6	8.45	11.49	8.29	10.30PM	3.49	62
	7.10	8.34	2.02	111-76	CY.T.I	4.26	346,0	SCOTTS	18	36,3	8.37	11.35	8.17		3.35	74
	7.27	8.49	2.16	EA 11 1 2	Valua	4.36	352,5	RED ROCK	17	79,8	8.25	11.15	8.00		3.15	74
P. W.	7.44	9.00	2.29			4.42	358,3	OMIRA	17	74.0	8.15	10.55	7.44		2.55	77
. W. Y.	8.07	9.15	2.40			s 4.51	362,9		Do 16	39,4	s 8.07	10.40	7.30		2.40	77
P.	8.24	9.35	3.05			f 5.05	371,5		Hk 16	8,08	f 7.53	10.05	6.55		2.05	77
							373.0	EAST HACKSTAFF Connection Sierra Ord. Depot	18	53.9	1 A 250	helte.		-		No Siding
·.	8.35	9.52	3.21			5.13	377.6	CALNEVA, CAL	18	54.7	7.44	9.52	6.42		1.52	77
P.	8.47	10.05	3.36			5.20	384.0	FLANIGAN, NEV.	14	18,3	7.36	9.40	6.30		1.40	78
	0.47	10.00	T 48		. 1	74	384,3	S. P. Crossing and Connection	14	18.0		Name of the last			197.00	7
P.	9.06	10.25	4.02			5.34	393,5	DN SAND PASS	Pa 18	8,8	7.23	9.20	6.13		1.20	77
P.	9.13	10.33	4.10			5.40	397.4	BRYANT	18	34.9	7.17	9.12	6.05		1.12	77
Р.	9.13	10.48	4.30		-	5.49	405.0	7.6 SANO	12	27,3	7.07	8.55	5.48		12.55	76
W. 4 miles	9.45	11.10	4.58			6.02	416,1	REYNARD	1:	16,2	6.55	8.34	5.28		12.34	77
P. west	9.58	11.27	5.18			6.10	424.0	BRONTE	10	08,3	6.47	8.18	5.13		12.18	76
P.	10.10	11.40	5.35			6.18	430,6	PHIL	10	01.7	6.40	8.05	5.00		12.05AM	77
F. W. Y.	10.30	11.59AN 12.45PN		-7-1	2.0	s 6.34	438,3	DN GERLACH	Gr 8	94.0	s 6.30	7.45 6.55	4.40		11.45PM 10.45	Yard
P. P.	11.40	12.45	7.05			6.41	442.8	ASCALON		89.5	6.18	6.41	3.35		10.35	77
P.	11.59PM	1.09	7.19			6.51	451.5	TREGO		80,8	6.09	6.25	3.20		10.20	77
P.	12.16AM		7.34			7.02	461.5	CHOLONA		70,8	5.58	6.07	3.04		10.04	77
Р.	12.32	1.38	7.47			7.12	470,8	RONDA	-	61,5	5.48	5.51	2.48	eri -	9.48	77
P.	12.40	1.45	7.55			f 7.18	474.7	3.9	Ru	57,6	f 5.43	5.44	2.42		9.42	77
Р.	12.53	1.59	8.08			7.28	479.7	5.0 —	_	52,6	5.37	5.35	2.35		9.35	77
Р. Ү.		2.20	8.30			7.42	488,1	8.4		44.2	5.27	5.20	2.20		9.20	77
W. P.	1.15	2.45	8.48			f 7.56	496,8	8.7		35,5	-	4.45	1.45		8.45	104
w. г. Р.	1.36	3.02	9.01			8.05	503,4	6.6		28,9	5.01	4.32	1.32		8.32	76
	1.58	3.15	9.10			8.10	508,3	4.9		24.0		4.23	1.23		8.23	77
P.			-			-	514.2	5.9		18,1	4.48	4.12	1.12		8.12	77
W. P.	2.13	3.30	9.22	11116	077	8.19	519.4	5.2	-	12.9	4.38	4.03	1.03	0.75 5	8.03	76
P.	2.26	3.45	9.33			8.27	525,6	6.2	-	6.7	4.30	3.50	12.50		7.50	76
P. F. W. T. Y.	2.40	4.00	9.45			s 8.45 AM	-	6.7	Wa	0,0		3.30AM		1000	7.30PM	Yard
B. R. K. P.	3.00 AM						002,0	WINNEMUUVA		-,-	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	1 00
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	21161	Time over Subdivision		115	4.55	9.00	9.00	.40	9.00	
	9.00	8.50	9.00								42.9	23.5	23.5	30.4	23.5	
	23.5	23.9	23.5	20.3		42.9		Average Speed an Hour			12.0	20.0	20.0	30.1	20.0	

YARD LIMITS:

Portola-West board (M.P. 319.94) 1875 feet west of west switch to No. 10 track. East board (M.P. 323.09) 4105 feet east of east switch to Ice House track.

Doyle-West board (M.P. 361.58) 4283 feet west of west switch to siding. East board (M.P. 364.22) 5561 feet east of east switch to siding.

Gerlach-West board (M.P. 437.03) 3323 feet west of west switch to yard. East board (M.P. 439.45) 3998 feet east of east switch to House track.

Winnemucca-West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track. East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Reno Junction is register station for Nos. 219 and 220 only.

Westward second-class and extra trains need not check register at Reno Jct. for No. 219.

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.

Loyalton Branch Crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach with caution expecting to find signals at stop and crossing occupied.

Automatic Block Signals govern movement of trains through Tunnel 37.

Home Signal 3402 located 450 feet west of West Portal. Home Signal 3415 located 566 feet east of East Portal. Distant Signal 3419 located 1730 feet east of Home Signal 3415.

Overlap controlling Home Signal 3415 and Distant Signal 3419 indicated by overlap post located 1500 feet west of Home Signal 3402.

Reno Junction: Switch indicators connected with block signals are located at head blocks of west siding switch and west main track switch of crossover. (See Rule 504 C, Figures 1 and 3, and Rule 512.)

S. P. Crossing, (Flanigan) M. P. 384.3, interlocked. Interlocking signals located 550 feet east and west of crossing. Distant signal for eastward movements located 3226 feet west of interlocking signal. Distant signal for westward movements located 2500 feet east of interlocking signal.

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

	ADDITIONAL F	LAG STOPS TO RECEIVE	OR DISCHARGE REVENUE	PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39 40	Any Station Any Station	Discharge Receive	Salt Lake	Salt Lake

No. 40 reduce to fifteen (15) miles an hour passing station, Sulphur and Jungo, stopping when necessary to permit exchange of U.S. mail.

1.00	AJO GRUO	Ma proje	SEC	OND CLAS	35				F	IRST CLAS	ss				8000	BESTI	FIRST	SECOND	CLASS	
, Water, Fone, ie, Scale, Bulletin, ister Station, adard Clock, rlocking Plant	576 Southern Pacific Fast Freight	78 Western Pacific Fast Freight	574 Southern Pacific Fast Freight	572 Southern Pacific Fast Freight	Western Pacific Fast Freight	570 Southern Pacific Fast Freight	54 Western Pacific Fast Freight	201	28 So. Pacific SanFrancisco Overland Limited	88 Southern Pacific Challenger	40 Western Pacific Exposition Flyer	102 So. Pacific Streamliner City of SanFrancisco	Southern Pacific Pacific Limited	Distance from San Francisco	Time Table No. 36 July 5, 1942	Distance from Elko	39 Exposition Flyer	61 Fast Freight	77 Fast Freight	Car Capacity of Sidings
Fuel, Table Wye, Regis Stand Interl	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Topical Propriet	Leave Daify	Leave Daily	Leave Daily	Leave	Leave Daily	28	STATIONS Telegraph Offices and Calls	half S	Arrive Daily	Arrive Daily	Arrive Daily	
F.W.T.Y.B. R. K. P.		5.15PM		L. Line	11.00AM		4.00AM		4.6419	- 81	8.50AM	2 4778		532,3	DN WINNEMUCCA W.	133,1	s 4.10PM	2.30AM	11.30AM	Yard
P. R. K. I.	11.25PM	5.30	5.25 PM	11.25AM	11.15	5.25 AM	4.15	Burner Co.	10.12AM	9.25AM	8.57	2.32AM	1.43AM	535,9	DN WESO Wo	129.5	4.04 PM	2.20AM	11.20AM	50
P.	107 6	tel soul	meritos	1 - 14	do:	100000		10 s and 200	10.18	9.31	9.03	2.37	1.49	540.5	BLISS	124.9				77
P. W.	11.50PM	5.55	5.45	11.50AM	11.40AM	5.50	4.40	100	10.26	9.40	9.12	2.45	f 2.02	548.7	D GOLCONDA Gd	116.7				110
P.	10012	America.	selupedas	1	801	· Para servicia	na -	Starm 1 bill	TERR	STI DE	E0.7	l os r		553,6	PREBLE 8. P. Connection	111.8	10.3 m		6.17	No Siding
P.	12.10AM	6.20	6.10	12.15PM	12.05 PM	6.10	5.05	_ p.164 _ [_]	10.39	1 9.56	9.26	2.57	f 2.19	562.0	D RED HOUSE Rb	103.4				78
P.				120	70 - 1	Obta	TUT -	5.30 - 208.c	10.52	10.11	9.40	3.09	2.34	575.4	p ELLISON	90.0				110
P.	na mao	ren la	11 11/2		00 4	MOX	Add NO	L'age meet	11.05	f 10.26		MY EL	f 2.50	589,1	DN N. BATTLE MOUNTAIN Nb	76.3	GOVERNMENT			No Siding
P.									11.07	10.28	9.55	3.22	2.53	590.5	RENNOX	74.9				76
P. W.	1.20	7.30	7.20	1.25	1.15	7.20	6.15	THE PARTY OF THE PARTY.	11.17	10.40	10.08	3.31	3.04	600,6	KAMPOS	64,8	E is			76
P		5-1-1-0-2	THE LEF	0,	10	79.	PER		11.27	10.50	10.20	3.39	f 3.17	610.0	DUNPHY	55.4	San San	othern De	alfa our	76
P. W. F.	1.55	8.05	7.55	2.00	1.50	7.55	6.50	C 162/5	11.36	f 1 1.01	10.30	3.47	f 3.30	619.0	DN BEOWAWE Be 8. P. Connection 8.1	46.4	rent time	uthern Pac table for W	Westward	128
P.							100		11.44	11.10	10.39	3.55	3.40	627.1	OLURO	38,3		Pacific s	chedules	110
	0.0	b.E.		to the second	00 100	212		- LVIT DE		200				630.5	BARTH S. P. Connection	34.9	Elko to W	eso.		No Siding
P	0.1 1.3	E.E. 1		- E B	J.d	76.4.0	Life.	7.591	11.55AM	f11.23	10.50	4.07	f 3.52	635,8	PALISADE	29,6	6.6			77
L.	2.50AM	3.0	8.50PM	2.50PM	LP.	8.50 AM	72 - 1	The state of the s	12.04 PM	11.32			4.01	643.4	WEST CARLIN S. P. Connection	22.0	the state of the			1
P. W.	Via S. P. Carlin Yard	9.10	Via S. P. Carlin Yard	Via S. P. Carlin Yard	3.00	Via S.P. Carlin Yard	7.55		s 12.06 12.16	8 1 1 .34 1 1 .44	11.01	8 4.17 4.20	s 4.03 4.13	644,5	CARLIN C	20,9	1,0			76
	3.50AM		9.50PM	3.50PM		9.50AM	AVAID	1.877	12.19	11.47			4.16	646,0	EAST CARLIN S. P. Connection	19.4	Part I			
P.						No.	200		12.25	11.54AM	11.09	4.28	4.22	650,2	TONKA	15.2				83
P.							100	TARA TAR	12.32	12.03PM	11.17	4.35	4.29	656,6	HUNTER	8,8	201			77
F.W.T.Y.B. R. K. P.	4.30AM	10.00 PM	10.30PM	4.30PM	4.00 PM	10.30AM	8.45AM	1007	s 12.44 PM	s 12.15 PM	s 11.30AM	4.44 AN	s 4.39AM	665,4	DN ELKO Kn Di	0.0	91			Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Louis Tours	Arrive Daily	Arrive Daily	Arrive Daily	Arrive	Arrive Daily		CALLES OF THE STATE OF		Leave Daily	Leave Daily	Leave Daily	
	3.25 .40	4.45	3.25 .40	3.25 .40	5.00	3.25 .40	4.45		2.32	2.50	2.40	2.12	2.56		Time over Subdivision		.06	.10	.10	
	31.5 29.1	28.0	31.5 29.1	31.5 29.1	26.6	31.5 29.1	28.0	The Second	51.1	45.7	49.9	58.9	44.1	1 113	Average Speed an Hour		36.0	21.6	21.6	

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

RULE 72. No. 102 is superior to other eastward first-class trains.

YARD LIMITS:

Winnemucca—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track.

East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Carlin—West board (M.P. 642.96) 7400 feet west of west switch to siding.

Eastboard (M.P. 647.08) 5760 feet east of east detour switch (East Carlin).

Elko—West board (M.P. 663.60) 4127 feet west of west switch.

East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

SLIDE DETECTOR FENCES

	SLIDE DE	LECTUR FENCE	20
	TYROR AN	Eastward	AL NUMBER Westward 628.7
634.4		\\ \\ \\ \\ \\ \ \ \ \ \ \ \ \ \ \	635.7 636.9
636.4		\begin{cases} 634.0 \\ 635.2 \\ 636.6 \end{cases}	636.9
637.0		\\ \begin{pmatrix} 635.2 \\ 636.6 \end{pmatrix}	
649.0		···· \\ \begin{pmatrix} 647.6 \\ 649.0 \end{pmatrix}	${649.7 \atop 651.1}$

	ADDITIONAL FLAG	STOPS TO RECEIVE (OR DISCHARGE REVENUE	PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
28 28 28 39 40 88 88	Any Station Any Station North Battle Mtn.	Discharge Receive Discharge	Ogden	Colfax Reno or West
39 40 88	Any Station Any Station Any Station	Discharge Receive Discharge	Salt Lake	Salt Lake Sparks
88	Any Station	Receive	Ogden	Брагкв

▲Time over subdivision and average speed an hour, for S. P. Fast freights, shown separate from Weso to West Carlin and East Carlin to Elko.

LIMITS, WESTWARD BLOCK SIGNAL CIRCUITS.

Signal 6511 (200 feet east of Tunnel 42) and

6497 (200 feet east of Tunnel 41); control point 507 feet east of M.P. 647 and indicated by sign "Block Limit Signal" located on north side of track.

Signal 6369 (100 feet east of Tunnel 40) and

6357 (500 feet east of Tunnel 39); control point 2375 feet east of M.P. 632 and indicated by sign "Block Limit Signal" located on north side of track.

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

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

Eastward

THIRD SUBDIVISION

Westward

	SALIO DIN	equiple V	SEC	OND CLAS	18				FIRST	CLASS	Page 1				TABLE	FIRST C	LASS S	SECONI	D CLASS	1
l, Water, Fone, le, Scale, r, Bulletin, ister Station, ndard Clock, erlocking Plant	78 Western Pacific Fast Freight	574 Southern Pacific Fast Freight	62 Western Pacific Fast Freight	572 Southern Pacific Fast Freight	570 Southern Pacific Fast Freight	54 Western Pacific Fast Freight	576 Southern Pacific Fast Freight	8o. Pacific SanFrancisco Overland Limited	88 Southern Pacific Challenger	40 Western Pacific Exposition Flyer	22 Southern Pacific Pacific Limited	102 So. Pacific Streamliner City of SanFrancisco	Distance from San Francisco	Time Table No. 36	Distance from Wendover	39 Exposition Flyer		77 Fast Freight	Fast Freight	Car Capacity of Sidings
Fuel, Table Wye, Regis Regis Stand Interl	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Note		STATIONS Telegraph Offices and Calls	Second Property	Arrive Daily	Arr	rrive Daily	Arrive Daily	5
F. W. T. Y. B. R. K. P.	11.00 PM	10.30PM	5.00 PM	4.30PM	10.30AM	9.45AM	4.30AM	·12.47PM	12.18PM	11.40AM	4.44AM	4.44AM	665,4	DN ELKO Kn Di	140,9		In all			Yard
P.			0 / 10	unit project			The second by	12.59	12.30	11.52AM	4.58	4.53	673,1	PARDO	133,2	S	ee Souther	rn Pac	ific	110
P. W.	•				E		4.58 5.13	1.12	12.44	12.05PM	5.13	5.05	683,3	III.2 ELBURZ	123,0	curre		table	for	110
P.					- 1			1.18	12.50	12.11	f 5.19	5.09	688,1	HALLEOK	118,2		lules Alazor			76
P. W.	11.57PM	11.40PM	6.00	5.40	11.40AM	10.45	5.45	1.30	1.03	12.23	f 5.33	5.19	699.5	DEETH	106,8		IUIOS IIIUEO.	11 00 22	AU.	82
To the last				are lin	Englon	F1-3 [H]	TEL C'en	RIGHT TREE		1 3/14	- 94.0)		701.0	S. P. CONNECTION	105,3	L 11 0/	1 180			100
P				DP _	ROEL	31 - 1	TT FAV.	1.41	1.14	12.34	5.44	5.28	708,6	TULASOO	97.7					84
P. R. L.	12.30AM	12.15AM	6.35	6.15PM	12.15PM	11.20	6.15AM	1.47 PM	1.20PM	12.40	5.50AM	5.33AM	713.6	DN ALAZON A S. P. Connection	92.7	12.26PM		5.00AM	8.00PM	
F. W. P.	12.48		6.55			11.38		1838	an M	s 12.48			717.2	DN WELLS Was	89,1	f 12.21	r	4.50	7.50	134
P	1.05		7.15	55.		11.55AM	A Landing TV	Cross White	000	12.57	0.753		723,5	BOAZ	82,8	12.13		4.25	7.36	80
Р.	1.13		7.27	ac (4)		12.08PM		Acord All en a		1.02			728,2	RUBY	78,1	12.08	e 1 / / /	4.15	7.27	106
P	1.22		7.37			12.17	13/21/21			1.08			733,4	TOBAR 5.2	72,9	12.02PM	-	4.06	7.16	76
P. W.	1.31	77	7.47			12.26				1.14			738,6	VENTOSA 8.5	67.7	11.56AM		3.56	7.05	76
P. Y.	1.45		8.00			12.40	T BOTH			1.24			747.1		59,2	11.47		3.41	6.47	83
P.	2.07	17 13	8.25	98	21 1 A EU.	1.02	11.75	CERTIFICA		1.35	1,683		752.7	HOGAN 8.6	53,6	11.40		3.30	6.35	80
P.	2.27		8.45	4	attinan.	1.22	- LT-Last			1.46	Piás		761.3	LUKE	45.0	11.25	0 11 1	3.05	6.10	78
F. W. P. Y.	2.50		9.15		27 131	1.53		TOTAL NUMBER OF	1 100	1.53	1 373		765,9	DN SHAFTER Fa N. N. Crossing and Connection	40.4	s11.18	10 10	2.50	5.50	220
P. Y.	3.20		9.40		1111111	2.18				2.06			772.1	SILVER ZONE	34.2	11.07		2.25	5.25	77
	3.45		10.02			2.40				2.19			780.8	CLIFSIDE 2.5	25.5	10,49		1.55	4.55	87
P. W.	3.52		10.08			2.46	1-1-2-09			2.23			783,3	PROCTOR 5.3	23,0	10.44		1.47	4.47	44
P.	4.07		10.22			2.59				2.31			788.6		17.7	10.33		1.29	4.29	86
P.	4.27		10.42			3.15	Total April 18	contact plants in	ment 1	2.43	-Mrs.s		799.0	OLA 7.3	7.3	10.13	1:	2.55	3.55	76
F.W.T.Y. B. R. K. P.	4.45AM		11.00PM			3.30PM	4	and the same		s 2.55PM			806,3	DN WENDOVER Wn	0,0	9.55 AM	1:	2.30AM	3.30PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	★ See Note				Leave Daily	Lea	ave Daily	Leave Daily	
	5.45 24.5	1.45 27.6	23,5	1.45 27.6	1.45 27.6	5.45 24.5	27.6	1.00	1.02	3.15	1.06	.49		Time over Subdivision		2.31		4.30	4.30	
	21.0	21.0	20.0	27.0	27.0	24.5	27.0	48.2	46.6	43.4	44.0	59.0		Average Speed an Hour	li	36.8		20.6	20.6	

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

RULE 72. No. 102 is superior to other eastward first-class trains.

Elko-West board (M.P. 663.60) 4127 feet west of west switch. East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.

Wells-West board (M.P. 716.30) 4120 feet west of west switch to siding. East board (M.P. 719.16) 4319 feet east of east switch to siding.

Shafter-West board (M.P. 764.96) 4253 feet west of N. N. Ry. crossing. East board (M.P. 767.72) 4319 feet east of east switch to siding.

Wendover-West board (M.P. 805.29) 3580 feet west of west switch to South siding. East board (M.P. 808.21) 4177 feet east of east switch.

> OTTO C. PERRY #3 FOX STREET DENVER 9, COLO.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

SLIDE DETECTOR FENCES

M.P.	BLOCK	SIGNAL	NUMBER
Location	Eastw	ard	Westward
677.2	. \ \ 675	.4	None
	1677	9	

Automatic Block Signals govern movement of trains through Tunnel 43. Home Signal 7536, located 1875 feet west of West Portal. Home Signal 7555,

located 2065 feet east of East Portal. No distant Signals. Overlap controlling Home Signal 7555 indicated by overlap post, located 2000 feet west of Home Signal 7556. (See Rule 516.)

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

	ADDITIONAL FLA	AG STOPS TO RECEIVE O	OR DISCHARGE REVENUE	PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
28 28 39 40 88 88	Any Station Any Station Any Station Any Station Any Station Any Station	Discharge Receive Discharge Receive Discharge Receive	Ogden Salt Lake Ogden	Colfax Salt Lake Sparks

No. 40 reduce to ten (10) miles an hour passing station, Tobar, Hogan and Shafter, stopping when necessary to permit exchange of U.S. Mail.

WENDOVER-Siding in front of depot will be used for meeting first class trains unless otherwise specified by train order.

WENDOVER YARD-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 must not be put on in circuit if possible to avoid.

ti	SECON	D CLASS	III YER DE	FIRST	5 10		mi m 11 37 00			FIRST	SE	COND CLA	ss	
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant,	Fast Freight	78 Fast Freight	Fast Freight	40 Exposition Flyer	Distance from San Francisco		July 5, 1942		Distance from Salt Lake-Roper Yd.	39 Exposition Flyer	53 Fast Freight	61 Fast Freight	77 Fast Freight	Car Capacity of Sidings
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	DE TRANSIT	111	STATIONS Telegraph Offices and Calls		Balt	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	g.
F. W. Y.B.R.K.P.	4.45	5.30AN	12.01	3.00PM	806.3	DN	WENDOVER	Wn	124.1	s 9.45AM	6.30AM	2.30PM	11.30PM	Yard
P.	5.00	5.45	12.15	3.11	815,2		SALDURO		115,2	9.35	6.15	2.15	11.15	74
Р.	5.15	6.00	12.30	3.22	825,2	00	ARINOSA		105.2	9.24	6.00	2.00	11.00	79
P.	5.30	6.15	12.45	3.33	835,2		BARRO	1.00	95,2	9.13	5.45	1.45	10.45	76
P. W.	5.45	6.30	1.00	3.44	845,3	DN	KNOLLS	Ks	85,1	9.02	5.30	1.30	10.30	103
P.	6.00	6.45	1.15	3.53	854,4	100	OLIVE	1.0	76,0	8.52	5.15	1.15	10.15	76
P. Y.	6.40	7.30	2.00	4.11	866,1		11.7 LOW	-	64,3	8.39	4.55	12.55	9.55	90
P.F.W.	7.20	8.19	2.40	s 4.28	878.4	DN	DELLE	De	52,0	8.19	4.10	12.10PM	9.10	190
P.	7.37	8.33	2.57	4.38	885.7	I All	7.3 — TIMPIE		44.7	8.09	3.39	11.39AM	8.39	76
P.	A Land Latter and the	end 4 bns	141,34	Laprage y	892,9	i della	ELLERBECK		37.5			21107	0.37	
P.W.Y.	7.58	8.50	3.19	4.50	896,7	D	BURMESTER	Bx	33,7	7.57	3.19	11.19	8.19	77
P.	8.09	8.59	3.32	4.56	902,4		SPRAY		28,0	7.51	3.09	11.09	8.09	41
P.	8.21	9.07	3.45	5.02	907.8		LAGO		22.6	7.45	3.01	11.01	8.01	81
P. I.	un estimatorio		713 2	inter for	912,1		B & G Crossing and Transfer		18,3			11.01	8.01	25
P.	8.32	9.17	3.58	5.09	913.1	DN	GARFIELD U.P. Connection	GF	17.3	7.38	2.49	10.49	7.49	77
P.		Makey Day 2	- Bienrie	Carrier and	918.5		RITER U. P. Connection		11.9	WELL THE		THE PERSON	a Course	No Siding
	8.48	9.29	4.17	5.17	920.8		FOX 3.5		9.6	7.30	2.36	10.36	7.36	77
	8.55	9.35	4.25	5.21	924,3	110	BUENA VISTA	-0	6.1	7.26	2.30	10.30	7.30	55
- 10	· District		DESCRIP	MI TAP	926,3		U. P. Crossing		4.1	Market L	indfa :			
		THE RESERVE	1000		926.7	40	U. P. Crossing		3.7	D. Itt	THE PARTY		table to	SALLE
Lodoncous	9.10	9.45	4.40	t siZA ir umasi	927.2	hmi	POLLARD JCT.		3.2	7.17	2.20	10.20	7.20	11880
F.W.T.O.	and the second	165 6	11. Noge 2.	Mark Inc	927.3		D. & R. G. W. Crossing	1	3.1	1.180			719	
Y.B.R.K.P.	Sinux	I page	A 1 / 1 K 3	s 5.35 PM	928,0	DN	SALT LAKE Union Station	Un	2.4	7.15AM	Aller S.	13279	do/Think	Yard
W.O.Y.B.R. K.P.	9.30PM	10.00AM	5.00AM	na H rews	930,4	DN	SALT LAKE Roper Yard	Fy	0.0	0.0001	2.00AM	10.00AM	7.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			4 1 2 1			Leave Daily	Leave Daily	Leave Daily	Leave Daily	THE STATE OF THE S
	4.45	4.30	4.59	2,35		1	Time over Subdivision	170		2.30	4.30	4.30	4.30	2316
1507-11,29,81	26.1	27.6	24.9	47.1	et Certuit e	1111	Average Speed an Hour		6 H P	48.7	27.6	27.6	27.6	0.201717

No. 39 reduce speed passing station Delle to permit discharge of U. S. Mail.

YARD LIMITS:

Wendover-West board (M.P. 805.29) 3580 feet west of west switch to South siding. East board (M.P. 808.21) 4177 feet east of east switch.

Delle-West board (M.P. 876.34) 4240 feet west of west switch to South siding. East board (M.P. 879.41) 4290 feet east of east switch to North siding.

Burmester-West board (M.P. 895.28) 4245 feet west of west switch to North siding. East board (M.P. 898.55) 4283 feet east of east switch to South siding.

Salt Lake-West board (M. P. 926.06) 1000 feet west of U. P. crossing, M. P. 926.3.

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.

WENDOVER-Siding in front of depot will be used for meeting first class trains unless otherwise specified by train order.

KNOLLS-Crossover switch (first switch west of water standpipe) is designated as east switch to siding.

BURMESTER-Siding is track south of main track east of depot.

B. & G. CROSSING-(B. & G. Transfer) M. P. 912.1, interlocked.

Home signals 566 feet east and 645 feet west of crossing, two-position color-light type, approach lighted-indications red "stop" and green "proceed." Normal position

Distant signals, semaphore type, 3800 feet east and 3816 feet west of home signalsdications "proceed" and "proceed with 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. If no train or engine within interlocking limits, green indication will show in home signal after engine

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

1000	ADDITIONAL F	LAG STOPS TO RECEIVE	OR DISCHARGE REVENUE	PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39 40	Any Station Any Station	Discharge Receive	East of Salt Lake	East of Salt Lake

U. P. CROSSING-M. P. 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

Approach lighting circuits start at distant signals. If no train or engine 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, trainman 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.

SALT LAKE:

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jct. Eastward trains will enter right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave double track. There are three switches at west end of double track and normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling Yardmaster's attention to approaching train so arrangements can be made to head train into clear track.

Time specified in time-table or train order at Pollard Jct. for second-class and extra trains will apply at west end of D. & R. G. W. double freight main tracks. A first-class westward train which does not reach Pollard Jct., Salt Lake, within 15 minutes from its leaving time, as registered at Union Station, Salt Lake, 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 St., Western Pacific crews will obey instructions of terminal officers, including D. & R. G. W. officers having supervision over the terminal and, in addition to Western Pacific rules, will be governed by D. & R. G. W. 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, yard engines and light engines must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision, responsibility rests with the approaching train or engine."

Salt Lake Union Depot Co. trackage between 1st South and 8th South Streets, D. & R. G. W. Rule 93 is modified as follows:

"First-class trains must move between 1st South and 8th South Streets in Salt Lake Union Depot Company's yard, Salt Lake City, at reduced speed prepared to stop short of a train, engine, car, misplaced switch or other obstruction. Yard crews and others occupying these tracks must make way for first-class trains without unnecessarily delaying them."

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

Interlocking Plant, 9th South Street, crossing D. & R. G. W. double freight main tracks and Union Pacific main track; semaphore type signals; Western Pacific crews be governed by Western Pacific Rules. City Ordinance restricts speed all trains between 8th North and 9th South streets to 12 miles an hour.

Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

on,	SECOND CLASS	from ley Jct.	Time Table No. 36	from	SECOND	to d
Vater, For Scale, Sulletin, er Station and Clock.	416 Mixed	Distance fr	July 5, 1942	Distance fro Loyalton	415 Mixed	Capacity
Fuel, Table, Wye, I Regist	Lv. Monday, Wed., Friday	Dis	STATIONS Telegraph Offices and Calls	Dis	Ar. Monday, Wed., Friday	Car
		0.0	CLOVER VALLEY JCT.	12.7		Just 60
P. R.	2.40PM	0.9	D HAWLEY Jo (W. P. Crossing and Connections)	11.8	s 5.50PM	74
P. Y. R. W.	s 3.30PM	12.7	D LOYALTON YE	0.0	5.00PM	55
-8/2 1-000	Ar. Monday, Wed., Friday	le List	nation will, show in botton	lini v	Lv. Monday, Wed., Friday	palalan.
	0.50		Time over Subdivision		0.50	, III ,
CARNEL IN	14.1	TTO-	Average Speed an Hour	rand.	14.1	100

No. 416 is superior to No. 415.

YARD LIMITS: Loyalton-West board (M.P. 11.28) 2640 feet west of west siding switch.

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

FIRST SUBDIVISION "B"

Eastward			RENO BRANCH		Westward				
Jos stag	SECOND	him	new in and office sould one	end C	SECOND	Pilosant I			
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	220 Mixed	Distance from Reno Junction	Time Table No. 36	Distance from Reno	219 Mixed	Car Capacity of Sidings			
Tal Tal Wy Reg Sta	Leave Daily	l ive	STATIONS Telegraph Offices and Calls	no mi	Arrive Daily				
Y. R. P.	1.35 AM	0.0	N RENOJUNCTION Jn	33.1	s 1025PM	60			
Al debi-	f 1.47	3.6	PLUMAS 6.5	29.5	f 10.12	Spur 1W			
more absorb	f 2.08	10.1	PEAVINE	23.0	f 9.51	12			
	f 2.27	16.2	COPPERFIELD	16.9	f 9.32	18			
w.	f 2.35	18.8	ANDERSON	14.3	f 9.25	25			
nalize of	f	21.3	D MARTIN Gi	11.8	f	Spur 1E			
	f	23.4	PANTHER	9.7	f	Spur 1E			
F. W. O. T. B. R. K.	s 3.45AN	33.1	D RENO Rd	0.0	8.30PM	100			
	Arrive Daily			B)(U)	Leave Daily	Section of section			
longer.	2.10	(pres	Time over Subdivision	6,79	1.55				
N out by do	15.3	nami	Average Speed an Hour		17.3	PERSONAL PROPERTY.			

YARD LIMITS:

Reno Junction-East board (M. P. 0.83) 3000 feet east of wye switch.

Reno-West board (M. P. 32.5) 1042 feet west of University spur switch.

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

Caution must be used in approaching East 6th Street, Reno.

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

Whenever necessary to spot engines or cars within 100 feet west of west 4th Street sidewalk on S. P. Interchange (East Street) track, movement must first be made eastward on this 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.

Eastw	ard		RTH SUBDIVISION LERBECK BRANC		Wes	tward
Vater, Fone, Scale, Bulletin, er Station, rd Clock.	-52	Distance from Ellerbeck	Time Table No. 36 July 5, 1942	Distance from Dolomite		Capacity of
Fuel, V Table, Wye, I Regist		Dis	STATIONS Telegraph Offices and Calls	Dis	175 .	Car
P.	ETERN AL	0.0	ELLERBECK	4.7		this box and
Y	mor.	2.7	WYE	2.0	I AM	RIVO
N.	1.61.	3.7	FLUX	8.0	E	8
1/5	00	4.7	DOLOMITE	0.0	A.	3 Car Spur 1 E

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

Eastwar		URTH SUBDIVISION TOOELE BRANCE		Westward
Fuel, Water, Fone. Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Burmester	Time Table No. 36 July 5, 1942 STATIONS Telegraph Offices and Calls	Distance from Warner	Car Capacity of Sidings
P. W. Y.	0.0	D BURMESTER Bx	15.5	125
	7.0	MARSHALL	8.5	22
	13.5	D TOD	2.0	Spu 1W
W. Y. R.	15.5	WARNER	0.0	77

Burmester-West board (M. P. 895.28) 4245 feet west of west switch to North siding. East board (M. P. 898.55) 4283 feet east of east switch to South siding. COURS AND COMMERCIAL TRACKS

SPURS AND COMMERCE	AL TRACKS	•	
STATIONS	Distance from San Francisco	How Con- nected	Car Capacity
DELLEKER (Portola yard)		1 E	150 80
GULLINGCONSTANTIA		2 W	45
DOYLE PIT (Doyle yard)		1 W	48
FLANIGAN PIT		1 W	94
SMOKE CREEK Phone, Water		1 W	15
KNIGHT		1 E	6
RUSSELL		1 E	6
JENKINS		1 E	12
LUKE PIT		1 E	75
DYKE PIT		1 E	35
SILSBEE		1 W	50
ARAGONITE		1 E	50
TIMPIE QUARRY		1 E	50 14
U. P. CONNECTION (Garfield)		1 E 1 W	3
SALTUSTERMINAL		1 W	20

MISCELLANEOUS DOUBLEHEADING:

-Engines heavier than one Mallet (M-100 Class) and one Consoli-First Subdivision dation (C-43 Class) must not be doubleheaded between Portola

Second Subdivision-Two Mallet engines (SP or WP) or two S. P. engines heavier than S. P. Class F-3, 4 and 5, must not be doubleheaded between Weso and Elko, except that two S. P. "GS" type engines may be

doubleheaded between Carlin and Elko.

Two Mallet engines (SP or WP) or two W. P. engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43) Third Subdivision -Class), or two S. P. engines heavier than "GS" type must not be doubleheaded between Elko and S. P. Connection (M. P. 701). When two Mallet or two engines heavier than those specified above are handling

trains (or being towed) in above territories, they must be separated by five (5) cars. Delleker: Narrow gauge crossing over main spur, old dock, new planer and No. 3 tracks, Feather River Mill, must be opened before track is used. Switch crews using log pond track, must not attempt handle excessive number of loads on grade beyond slab loading spur, and not exceed eight (8) miles an hour around sharp curve to right, north of highway crossing and on the next curve to left. Look out for close clearance all

SPECIAL INSTRUCTIONS

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamlined train "City of San Francisco."

Speed indicated by white oval slow boards applies to Diesel-powered streamlined train "City of San Francisco" unless yellow round slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 11 (A). Modified to extent that outside 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. 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 with a considerable number of such cars may find sidings inadequate between clearance points. In such cases Conductors and

RULE S-72. Westward trains are superior to eastward trains of the same class except as noted on Page 6.

Engineers will take necessary precaution for protection.

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 train "City of San Francisco."

RULE 509: A block signal with a triangular number plate is actuated by some special protective device.

Block signals designated on pages 3 and 4 are so equipped and include in their

circuit protective device known as "slide detector fence."

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.

RULE 824. Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main track, or on track immediately adjacent to main track, boom or other parts of machine must not be operated to foul adjacent main track without proper flag protection. Such equipment must be at rest and clear of adjacent main track when trains are passing.

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

RULE 838. Helper engine may be used behind caboose in Nevada and Utah, and behind a 605 series caboose in California. When so used, air must be cut through between caboose and helper and train stopped when over summit to detach helper. Helper engines must not be used behind other than 605 series cabooses in California.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of Conductor it is safe, freight trains may run from one water stop to next water stop for inspection, except as follows:

First Subdivision: All trains must be inspected at Gerlach. Eastward freight trains that do not inspect or take water at Doyle and which have not been inspected between Chilcoot and Smoke Creek must take water and inspect at Smoke Creek; that do not inspect or take water at Jungo and which have not been inspected between Sulphur and Pronto must take water and inspect at Pronto.

Westward freight trains that do not take water or inspect and which have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at Smoke Creek and which have not been inspected between Gerlach and Doyle must stop for inspection at Doyle. However, helper trains stopping to add helper engine at Jungo or Sulphur will, ordinarily, make standing inspection at those points and in that case, additional stops for sole purpose of making standing inspection will not be necessary. If time required to complete standing train inspection at Jungo and Sulphur, after helper engine is added, would prevent train from making next siding for opposing trains, inspection need not be made at those points, but will be made as outlined in preceding paragraphs.

Third Subdivision: Eastward freight trains that have not been inspected between Deeth and Shafter must stop at Shafter for inspection and must stop at some point between Silver Zone and Wendover for inspection, or rolling inspection may be made if, in judgment of Conductor and Engineer, it is safe to do so.

All Subdivisions: Freight trains handled with diesel power will not run to exceed 75 miles without making train inspection.

Above instructions will not conflict with provisions of Rule 928.

Westward freight trains must come to a stop at Alazon and, after complying with Rule 1165, make rolling inspection.

RULE 1155. At terminals where brake pipe has not been separated on passenger trains, terminal air brake test need not be made.

RULE 1156. Rear end plug test need not be made after detaching helper engine used behind caboose.

Rear end plug test must be made on eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

When doubleheading and lead engine is to be detached from train, air must be

set by lead engine and stop made before being detached, then train engine must fully release air brakes and regain full working pressure before proceeding.

When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end plug test.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

(B) When a block signal indicates "stop", eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509 applicable to single track.

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

Example 1. "Eng.__ _run extra on__ Pacific track

This form of order must be given to all opposing trains on that track.

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

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

(D) Eastward regular trains and westward Western Pacific first-class trains will

register by ticket at Weso. Other trains will not register.

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

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

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

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead, West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

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

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

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

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

(H) Rule 96. Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

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

- (I) Rules 83 (D) and 206 (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.
- (I) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles an hour until reaching a point where next signal indication can be clearly seen and intervening
- (K) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.
- (L) Rule 83 (B). When a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon
- (M) Rules 83 (D) and 206 (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A

clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such

(N) Rule 96. Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

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

(O) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(P) West Carlin. Main track detour switch, M. P. 643.4, interlocked.

Interlocking limits-Extend from Signal 6434SA, located 100 feet west of remote controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop", be governed by Rule 663 (b), except that eastward

trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "locked" before signaling train to come ahead. When it indicates "unlocked", call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

West Carlin Detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end

(O) East Carlin. Detour extends from east ice house lead on Southern Pacific to

East Carlin on Western Pacific.

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

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by sign "Block Limit Signal' located on south side of track. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until first-class trains on Western Pacific track have passed East Carlin.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

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

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

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. 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 M. P. 665.5. This is two-position color-light type, approach lighted; indications yellow "proceed with caution" and red "stop". Approach lighting circuit starts 300 ft. east of Signal 665.5. 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 Street crossover on to siding.

(U) Elko. East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(V) West Elko. Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

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

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

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

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

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Roper Yard

·Live rail is weighing rail.

West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal 7136SA.

East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

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

ENGINE WHISTLE ROUTE SIGNALS Eastward-From W. P. or S. P. Westward-From S. P. To SP {Upper arm }o — o To WP {Lower arm }o — To WP {Upper arm } o — To SP {Lower arm } o — -Westward-From W. P. To SP Dwarf signal o — o Dwarf signal o — WEST CARLIN Eastward To Main Track (Arm Signal) o -To Detour (Light Signal) o o. Red, "stop" Yellow, "proceed with caution." ALAZON Eastward Westward-From S. P. or W. P. To WP {Upper arm } o — — o To SP o — o To WP o — — When train has been given interlocking signal and does not wish to use route,

TRACKS ON WHICE Location and Description of Track	H ENGINE MOVEME Class of Engine	NTS RESTRICTED Prohibited
MALE OF THE PARTY	Class of Engine	Prombited
Delleker, M.P. 320 (FRLCO. Yard)	Mikado or heavier	Beyond frog
*Portola, Scale Track	All Engines Mikado or heavier	On Track Scale live rail On Track Scale dead rail
Gulling Spur		Beyond frog
Loyalton Branch	4	Entire branch
Reno Branch	in Part And Informs Count Mile Port 681	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, M.P. 364.15	4	Beyond 200 feet east of frog
Flanigan Pit (North No. 4 track)	4	Beyond 500 feet east of frog
Gerlach, Standard Oil Spur	All Engines	Beyond frog
Winnemucca, Gravel Pit Spur	Mikado or heavier	Beyond frog
Ellison, Spur off siding Palisade, Ore Transfer Track Elko, Coal Chute High-line Richfield Spur (off east described Shell and Texaco Spur (11th St.) Elburz, Spur off siding Deeth, Stock Track	Mikado or heavier All Engines Mikado or heavier etour) " Mikado or heavier and WP, MTP Engs Mikado or heavier	Beyond 500 feet west of frog Beyond frog, either end On Trestle Beyond frog Beyond frog Beyond 200 feet west of frog Beyond frog
Hogan, Ore Spur off siding Silver Zone	All Engines Mallet	Under overhead ore chute Beyond frog, East and West leg of Wye.
Wendover, Coal Chute High-line Silsbee Salduro Timpie Quarry, M.P. 886.7	Mikado or heavier " Mikado or heavier	On Trestle Beyond Frog. Beyond Frog, Hiline spur. Beyond second switch south of Highway crossing on
Ellerbeck Branch		either right or left tracks
Tooele Branch	the state of the same	On or East of Wye at Flux On Wye at Warner
Saltus	All Engines	Beyond frog of switch to Royal Salt Co. R.R.
Salt Lake City, Fisher Brewery Spur Redman Spur	Mikado or heavier	Beyond frog

All Engines

Track 21, over scales

EASTWARD Engine Class	1st Sub- div.	2nd Sub- div.	3rd Sub- div.	4th Sub- div.	Reno Branch	Loyal- ton Branch	
TP-29	1170	1950	975	1100	650	1950	314
MTP-44	2200	4000	1750	2000		22.0	
C-43	1800	3600	1500	1700	1100	3000	
MK-60	2600	5000	2250	2600			
MK-60-71	2850	5000					
M-100		H CUIUS	3500	4000			
D-225	4750	6000	4500	5000			
WESTWARD		1 1	-	- 3 - 53	а тора Ј	TW of	
TP-29	1040	1950	780	1100	400	1950	
MTP-44	2000	4000	1450	1850			
C-43	1600	3600	1200	1700	650	3000	
MK-60	2200	5000	1850	2400			
MK-60-71	2450	5000			C. Cherry		
M-100			3200	3800		****	
D-225	4500	6500	4500	4750			

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.

SPEED RESTRICTIONS—STREAMLINE TRAINS

Maximum Speed—Diesel powered streamline trains:

Weso	to M.P. 544.2	(East of Bliss)80 MPH
M.P. 544.2	to M.P. 602.95	(East of Kampos)90 MPH
M.P. 602.95	to M.P. 694.1	(East of Halleck)80 MPH
M.P. 694.1	to Alazon	90 MPH

except between Cluro and Mile Post 638; between Mile Post 648.0 and Mile Post 651.0; and between Mile Post 673 and Mile Post 681, steam train speeds apply.

When handled by steam power, will be governed by speed restrictions applying

to steam trains.

MAXIMUM SPEEDS-MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS: Western Pacific (Class) Southern Pacific (Class)

	The state of the s
D-225, Nos. 901, 902, 903 60 MPH C-43, Nos. 1 to 65 inc 50 MPH MK-60, Nos. 301 to 321 inc 50 MPH MK-60-71, Nos. 322 to 336 inc 50 MPH M-100, Nos. 401 to 407 inc 50 MPH All others 40 MPH	MK-5, MK-6, Nos. 3241 to 3277 inc

LIGHT ENGINES RUNNING FORWARD:

Western Pacific engines be governed by speed provided for freight trains. Southern Pacific engines be governed by following table:

S-SE Class	E, P, A, MT 1, 2, 3, 4, 5 GS 1	T 26, 32, 37, 40	M, T-1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2 - 10 Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2, AM 2
20 MPH	45 MPH	40 MPH	35 MPH	30 MPH

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

Trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, twenty-five (25) miles an hour.

Over all turnouts and crossovers, except as provided for at Weso, West and East Carlin and Alazon, ten (10) miles an hour.

Engines moving over N. N. Railway main track to make delivery or pick-up on joint tracks in N. N. Railway Yard, Shafter, fifteen (15) miles an hour.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles an hour will apply as follows:

	BETWEEN	Pass	enger	Fre	eight
ige	BEIWEEN	Maxi- mum	Restric- tion	Maxi- mum	Restri
	D. A. L. and M. D. 2004 1		N 2 10	0.5	1000
2	Portola and M.P. 324.1 M.P. 323.5 On curve	50	35	35	25
	Doubleheading over Bridge 324.08	• •	10000		25
	M.P. 324.1 and Signal 3402	65	1111	45	
pan	Doubleheading over Bridge 324.66 and Bridge				
1	326.61	100	300		25
	Loyalton Branch Crossing	40	20	20	20
TAL.	Signal 3415 and M.P. 347.5	50	1:	35	1 ::
11/0	M.P. 347.5 and M.P. 348.5 (Sharp reverse curves)	40		25	
	M.P. 348.5 and Red Rock	55		35	
	Red Rock and OmiraOmira and Flanigan	60 65	- Mil	40	1063
	M.P. 370 and M.P. 373		30	10	20
	Flanigan and M.P. 391.0	60	2.2	40	120
	Through Automatic Interlocker M.P. 384.3		20		20
	M.P. 390.8 On curve	45	40	25	25
	M.P. 398.5 and Antelope	60		40	
DE.	Antelope and M.P. 496.0	50	D. A. S.	30	
	M.P. 493.9 and M.P. 494.6 On curves		40	::	25
Sec	M.P. 496.0 and Winnemucca	60		40	
3	No. 2 Bridgettes C. 1 - At September 201 September 21 Victorios and		- 77		N Jan
977	Winnemucca and Cluro	70	Day May	45	40
11 71	(Southern Pacific Trains)	- 11	20		20
	Cluro and M.P. 638.0	50		35	
	Through Tunnel 38 and over Bridge 628.89		45		35
41	East end Tunnel 39 On curve	ė.	45	10	35
day	M.P. 638.0 and M.P. 648.0 (Southern Pacific Trains)	65	lat.	45	40
	Using turnouts West and East Carlin		15		15
	M.P. 648.0 and M.P. 651.0	50		35	
	M.P. 651.0 and M.P. 653.0	65		45	12.2
1 1	(Southern Pacific Trains)	70	11	45	40
494	(Southern Pacific Trains)		65		40
n big	M.P. 664.5 and M.P. 666.1 (Elko Yard)		35		
4			100	4.1	1 100
	Elko and M.P. 673.0	70	er.	45	40
	(Southern Pacific Trains)	50	65	35	40
	M.P. 681.0 and Alazon	70	100	45	100
. 1	(Southern Pacific Trains)		65	¥.	40
	Using turnouts Alazon	ėò	20	in	20
	Alazon and M.P. 721.0	60 70		40	
	M.P. 749.7 On curve		60		40
un, y	Signal 7536 and Signal 7555	40		20	
179	Signal 7555 and M.P. 775.0	65	122	45	35
	M.P. 758.4 On curve Nevada Northern R. R. Crossing	••	20	::	35
	M.P. 775.0 and M.P. 782.0.	50		25	
in to	M.P. 776.5 and M.P. 778.0 (Sharp curves)		35	11.00	20
H	M.P. 779.0 On Arnold Loop		30		20
tion	M.P. 782.0 and M.P. 785.0	30 65		20 45	
-too	M.P. 786.2 On curve		55		35
	M.P. 795.4 and M.P. 796.4 On curves		50	dane	35
5	East of Ola, First curve		40		25
	Wandara and M.B. ore C	70	100		odt.
7.0	Wendover and M.P. 856.0	70 60	1	45 40	1000
	M.P. 867.5 and M.P. 868.5 On curves		50		35
101	M.P. 872.0 and M.P. 926.0	70	and the	45	11.
	M.P. 878.8 On curve		55		35
	M.P. 886.6, M.P. 912.4, M.P. 915.4 On curves M.P. 912.1 Over B & G Crossing		65 35	political and a second	25
-	M.P. 926.0 and Salt Lake	20	4	20	
6	on making falled on the bound of making had on the		12.700	edur H. C	10
	Loyalton Branch	0 200	7.00	15	
or person	Reno Branch	25		20	
	Tooele Branch		TO LIE	15 20	
New !				77	173

	RAILROAD SURGEONS	
Dr. A. R. Kilgore	Chief Surgeon	San Francisco, Calif.
	Division Surgeon	
	Division Surgeon	
Dr. R. P. Roantree	Assistant Division Surgeon.	Elko, Nevada
Dr. Chas. E. Secor	Local Surgeon	Elko, Nevada
Dr. D. B. Wilsey	Assistant Local Surgeon	Elko, Nevada
	Local Surgeon	
	Oculist and Aurist	
Dr. Geo. E. Pope	Local Surgeon	Winnemucca, Nevada
Dr. K. L. Hartoch	Local Surgeon	Winnemucca, Nevada
	Local Surgeon	
	Local Surgeon	
	Local Surgeon	
	Assistant Local Surgeon	
	Oculist and Aurist	
Dr. E. B. Fairbanks	Oculist and Aurist	Salt Lake City, Utah
	Tuellon track if Are to a line to	news Ween as and house
	WATCH INSPECTORS	before they enter the le
S. A. Pope, Manager of Time	Service	San Francisco, Calif.
III. II. Morgan		or cora, Oam.

S. A. Pope, Manager of Time Service	San Francisco, Calif.
W. H. Morgan	
R. Herz & Bros	Reno, Nevada
Krenkel & Bosch	
L. J. Wintermantel	Elko, Nevada
W. N. Blohm	Elko, Nevada
H. B. Miller, 460 West Second South Street	Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

A. P. MICHELSON Elko, N

NIGHT CHIEF TRAIN DISPATCHERS

H. M. YOE	 Elko, Nevada
E. J. MATTINGLY.	 Elko, Nevada

J. F. LYNCH	. Wendover, Utah
W. G. HOWELL	Portola, Calif.

ASSISTANT TRAINMASTERS

E.	L.	WILKS	. Portola, Ca	lif.
H.	L.	McGLOTHLEN	. Wendover,	Utah

ROAD FOREMEN OF ENGINES

3. S. McKAY	OTTO C. PERRYWinnemucca, Nev.
F. H. LONG	#3 FOX STREET Elko, Nev.
P. H. JENNER	DENVER 9, COLO, Portola, Calif.
	Salt Lake City, Uta