



**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**

**43**

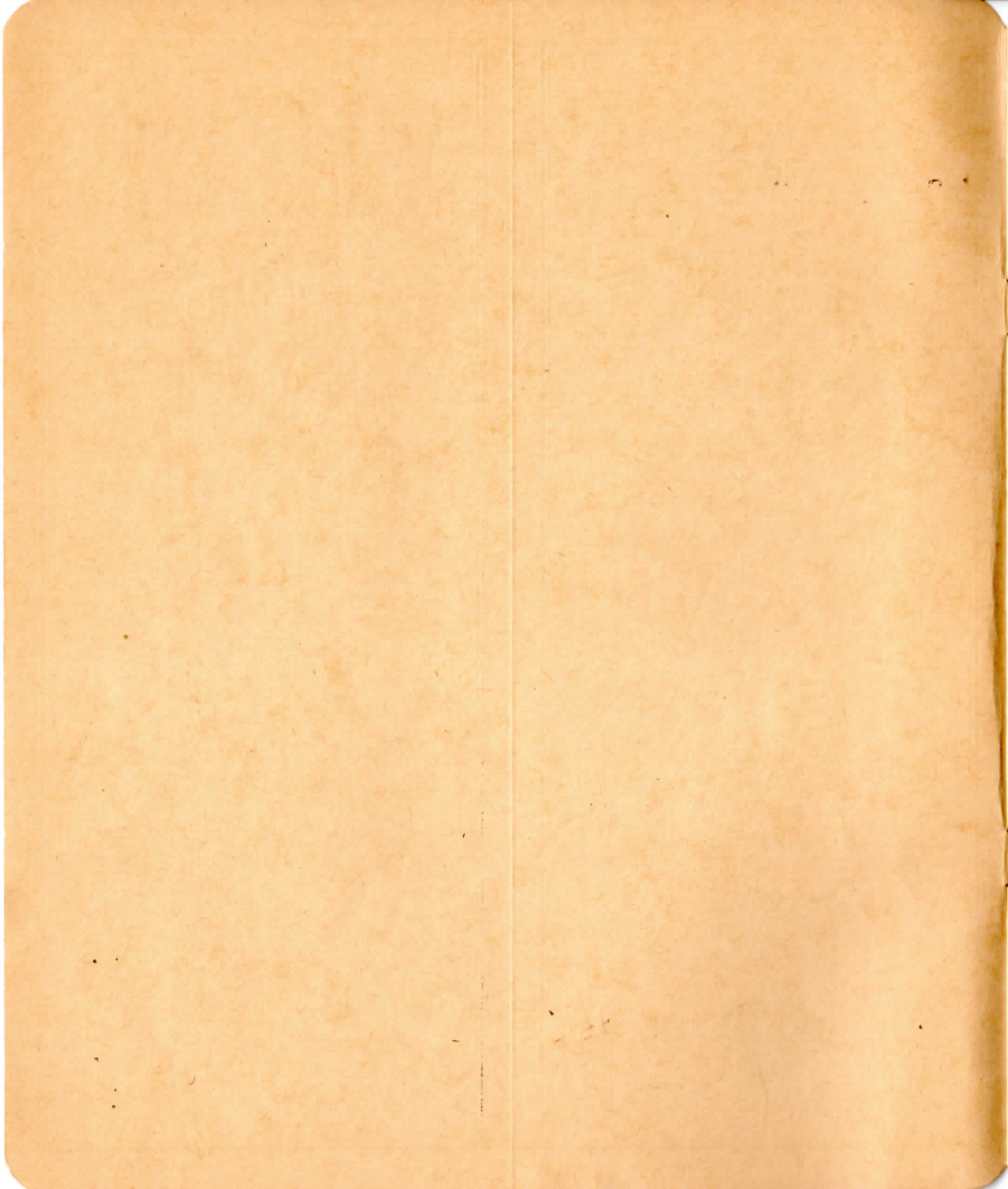
**EFFECTIVE SUNDAY, OCTOBER 10, 1948  
AT 12:01 A. M.  
PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

**H. A. MITCHELL,**  
*Vice-President and General Manager.*

**E. T. GALLAGHER,**  
*Superintendent of Transportation.*

**J. J. DUGGAN,**  
*Superintendent.*



## 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

				SECOND CLASS				FIRST CLASS		Distance from San Francisco	Timetable No. 43 October 10, 1948		Distance from Portola
Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	54	78	220	62		40		STATIONS		
				Fast Freight	Fast Freight	Local Freight	Fast Freight	Exposition Flyer					
				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		Leave Daily				
	RBKW FTYPO	Yard	Ki	PM 5.45	AM 9.30	AM 3.45	AM 2.00		AM 5.25	321.4	TO PORTOLA	0.0	
	P	77	Je	6.00	9.45	4.00	2.15		5.36	327.7	TO HAWLEY (RR X'ing.)	6.3	
	P	77		6.09	9.54	4.10	2.24		5.43	332.5	HINDOO	11.1	
	WP	86	Ch	6.20	10.05	4.25	2.35		5.50	339.3	TO CHILCOOT	17.9	
	RYP	62	Jn	6.26	10.11	4.35 AM	2.41		5.54	341.8	TO RENO JCT.	20.4	
	P	76		6.33	10.18		2.48		5.59	345.8	SCOTTS	24.4	
	P	75		6.45	10.30		3.00		6.09	352.5	RED ROCK	31.1	
	WP	77		6.54	10.39		3.09		6.15	358.3	OMIRA	36.9	
Yard Limits	WYP	76	Do	7.05	10.50		3.20		s 6.25	362.8	TO DOYLE	41.4	
	P	95	Hk	7.17	11.05		3.32		s 6.40	371.7	TO HERLONG	50.3	
	P									373.2	EAST HERLONG	51.8	
	P	77		7.26	11.13		3.40		6.48	377.4	CALNEVA, (CAL.)	56.0	
	P	78		7.42	11.22		3.49		6.55	383.8	FLANIGAN, (NEV.)	62.4	
	I									384.3	SP CROSSING & CONNECTION	62.9	
	P	77	Pa	8.13	11.45		4.12		7.10	393.6	TO SAND PASS	72.2	
	P	77		8.23	AM 11.55		4.21		7.15	397.3	BRYANT	75.9	
	P	76		8.35	PM 12.07		4.33		7.23	405.1	SANO	83.7	
	P	77		8.50	12.22		4.48		7.34	416.1	REYNARD	94.7	
	P	76		9.01	12.33		5.00		7.42	424.0	BRONTE	102.6	
	P	77		9.20	12.42		5.13		7.49	430.6	PHIL	109.2	
Yard Limits	KW FYP	Yard	Gr	9.35	1.00		5.40		s 8.05	438.1	TO GERLACH	116.7	
	P	76		9.44	1.09		5.49		8.12	442.8	ASCALON	121.4	
	P	76		9.56	1.21		6.01		8.20	451.5	TREGO	130.1	
	P	76		10.10	1.35		6.15		8.29	461.5	CHOLONA	140.1	
	P	76		10.23	1.48		6.28		8.37	470.8	RONDA	149.4	
	P	76	Ru	10.30	1.55		6.34		f 8.42	474.9	TO SULPHUR	153.5	
	P	76		10.40	2.05		6.41		8.48	479.6	FLOKA	158.2	
	YP	76		11.10	2.35		7.10		9.02	487.9	ANTELOPE	166.5	
	WP	104	Jo	11.30	2.56		7.30		f 9.15	496.5	TO JUNGO	175.1	
	P	76		11.41	3.07		7.40		9.23	503.4	VENADO	182.0	
	P	78		11.49	3.16		7.47		9.28	508.3	GASKELL	186.9	
	WP	75		PM 11.59	3.26		7.57		9.35	514.5	PRONTO	193.1	
	P	76		AM 12.07	3.35		8.05		9.40	519.4	RAGLAN	198.0	
	P	76		12.17	3.45		8.15		9.47	525.6	KRUM	204.2	
Yard Limits	RBK WFTP	Yard	Wa	AM 12.30	4.00 PM		8.30 AM		s 10.00 AM	532.3	TO WINNEMUCCA	210.9	
				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
				54	78	220	62	40					

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

FIRST SUBDIVISION

WESTWARD

Distance from San Francisco	Timetable No. 43 October 10, 1948		Distance from Winnemucca	WESTWARD			
	STATIONS			FIRST CLASS		SECOND CLASS	
				39 Exposition Flyer	61 Fast Freight	77 Fast Freight	53 Fast Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
321.4	TO	<b>PORTOLA</b> 6.3	210.9	PM 9.30	AM 8.40	PM 4.30	AM 12.45
327.7	TO	<b>HAWLEY (RR X'ing.)</b> 4.8	204.6	9.17	8.27	4.17	12.32
332.5		<b>HINDOO</b> 6.8	199.8	9.10	8.19	4.09	12.24
339.3	TO	<b>CHILCOOT</b> 2.5	193.0	9.01	8.08	3.58	12.13
341.8	TO	<b>RENO JCT.</b> 4.0	190.5	8.56	8.02	3.52	12.07 AM
345.8		<b>SCOTTS</b> 6.7	186.5	8.48	7.52	3.42	11.59 PM
352.5		<b>RED ROCK</b> 5.8	179.8	8.37	7.38	3.28	11.43
358.3		<b>OMIRA</b> 4.5	174.0	8.28	7.25	3.15	11.30
362.8	TO	<b>DOYLE</b> 8.9	169.5	s 8.20	7.15	3.05	11.22
371.7	TO	<b>HERLONG</b> 1.5	160.6	s 7.55	6.58	2.48	11.05
373.2		<b>EAST HERLONG</b> 4.2	159.1				
377.4		<b>CALNEVA, (CAL.)</b> 6.4	154.9	7.49	6.48	2.40	10.57
383.8		<b>FLANIGAN, (NEV.)</b> 0.5	148.5	7.42	6.32	2.31	10.48
384.3		<b>SP CROSSING &amp; CONNECTION</b> 9.3	148.0				
393.6	TO	<b>SAND PASS</b> 3.7	138.7	7.27	6.13	2.13	10.30
397.3		<b>BRYANT</b> 7.8	135.0	7.20	6.01	2.01	10.18
405.1		<b>SANO</b> 11.0	127.2	7.11	5.49	1.49	10.06
416.1		<b>REYNARD</b> 7.9	116.2	6.59	5.34	1.34	9.48
424.0		<b>BRONTE</b> 6.6	108.3	6.50	5.23	1.23	9.33
430.6		<b>PHIL</b> 7.5	101.7	6.42	5.13	1.13	9.20
438.1	TO	<b>GERLACH</b> 4.7	94.2	s 6.30	5.00	1.00	9.05
442.8		<b>ASCALON</b> 8.7	89.5	6.15	4.45	12.40	8.50
451.5		<b>TREGO</b> 10.0	80.8	6.06	4.33	12.28	8.38
461.5		<b>CHOLONA</b> 9.3	70.8	5.56	4.19	12.14	8.24
470.8		<b>RONDA</b> 4.1	61.5	5.46	4.06	12.01 PM	8.11
474.9	TO	<b>SULPHUR</b> 4.7	57.4	f 5.40	4.00	11.55 AM	8.05
479.6		<b>FLOKA</b> 8.3	52.7	5.33	3.53	11.48	7.58
487.9		<b>ANTELOPE</b> 8.6	44.4	5.23	3.41	11.36	7.46
496.5	TO	<b>JUNGO</b> 6.9	35.8	f 5.05	3.16	11.11	7.21
503.4		<b>VENADO</b> 4.9	28.9	4.55	3.06	11.01	7.11
508.3		<b>GASKELL</b> 6.2	24.0	4.50	2.58	10.53	7.03
514.5		<b>PRONTO</b> 4.9	17.8	4.43	2.49	10.44	6.54
519.4		<b>RAGLAN</b> 6.2	12.9	4.38	2.41	10.36	6.46
525.6		<b>KRUM</b> 6.7	6.7	4.31	2.32	10.27	6.37
532.3	TO	<b>WINNEMUCCA</b>	0.0	4.20 PM	2.20 AM	10.15 AM	6.25 PM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily
				<b>39</b>	<b>61</b>	<b>77</b>	<b>53</b>

**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.

**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.

**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.

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

**Sulphur and Jungo.** No. 39 and No. 40 reduce to 15 MPH passing stations, stopping when necessary, to permit exchange of U. S. mail.

**Jungo.** Regular No. 39 and No. 40 may take water when it will save them an extra stop, other trains take water only in emergency.

No. 39 stop at any station to discharge revenue passengers from connections at Salt Lake City.

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	FIRST CLASS							Distance from San Francisco	Timetable No. 43 October 10, 1948		Distance from Winnemucca
				28 So. Pacific San Francisco Overland	26 Southern Pacific Passenger	40 Western Pacific Exposition Flyer	22 Southern Pacific Mail	24 Southern Pacific Gold Coast	102 So. Pacific Streamliner City of San Francisco	STATIONS				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		TO			
	RBK WFTP	Yard	Wa			AM 10.10				532.3	WINNEMUCCA	0.0		
	RKIP	48	Wo	PM 10.13	PM 1.33	10.16	AM 9.25	AM 9.00	AM 2.36	536.0	TO WESO (SP Conn.)	3.7		
	P	77		10.18	1.38	10.21	9.30	9.05	2.40	540.5	BLISS	8.2		
	WP	113	Gd	10.26	s 1.52	10.29	9.38	9.13	2.47	548.3	TO GOLCONDA	16.0		
	P									553.6	PREBLE (SP Conn.)	21.3		
	P	121	Rh	10.38	s 2.10	10.43	9.51	9.26	2.59	562.4	TO RED HOUSE	30.1		
	P	112		10.50	2.26	10.56	10.03	9.38	3.09	575.3	ELLISON	43.0		
	P		Nb	11.02	s 2.47	11.09	s 10.15	f 9.50	3.20	589.1	TO NORTH BATTLE MT'N	56.8		
	P	120		11.04	2.50	11.11	10.17	9.52	3.22	590.7	RENNOX	58.4		
	WP	120		11.13	3.01	11.20	10.26	10.01	3.30	600.6	KAMPOS	68.3		
	P	76		11.21	3.12	11.29	10.35	10.10	3.38	609.8	DUNPHY	77.5		
	WFP	128	Be	11.30	s 3.28	11.38	10.44	10.19	3.46	619.5	TO BEOWAWE (SP Conn.)	87.2		
	P	113		11.37	3.38	11.46	10.51	10.26	3.53	626.9	CLURO	94.6		
	P									630.5	BARTH (SP Conn.)	98.2		
	P	77		11.49	s 3.57	AM 11.58	11.03	10.38	4.05	636.2	PALISADE	103.9		
	I			PM 11.59	4.07	12.08	11.13	10.48	4.14	643.4	TO WEST CARLIN (SP Conn.)	111.1		
	RWP	103	C	AM 12.09	s 4.10 4.20	12.10	s 11.15 11.25	s 10.50 11.00	s 4.16 4.21	644.6	CARLIN	112.3		
	P			12.11	4.22	12.13	11.27	11.02	4.23	646.0	EAST CARLIN (SP Conn.)	113.7		
	P	83		12.17	4.28	12.19	11.33	11.08	4.28	650.2	TONKA	117.9		
	P	77		12.24	4.35	12.27	11.40	11.16	4.35	656.6	HUNTER	124.3		
Yard Limits	RBKW FTYP	Yard	Kn Di	AM 12.33	s 4.47 PM	s 12.40 PM	s 11.50 AM	s 11.27 AM	4.44 AM	665.4	TO ELKO (SP Conn.)	133.1		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
				28	26	40	22	24	102					

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

**RULES 86, S-87, S-89 and 93.** Except as provided in Rule Q, Page 19, second-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 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 and No. 40.

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 SP freight trains being handled by engines with tenders having less than 21,000 gallon water capacity will take full tank of water at Golconda unless they have an auxiliary water car in service.

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

**Westward Automatic Block Signal Circuits.** 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.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS			
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
22	Any station	Beyond Ogden	Sacramento
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.



THIRD SUBDIVISION

EASTWARD

		Telegraph Office Calls		SECOND CLASS			FIRST CLASS					Distance from San Francisco	Timetable No. 43 October 10, 1948		Distance from Elko
Yard Lmts.	RBKW FTYF	Yd.	Kn D.	78 Western Pacific Fast Freight Leave Daily	62 Western Pacific Fast Freight Leave Daily	54 Western Pacific Fast Freight Leave Daily	26 Southern Pacific Passenger Leave Daily	40 Western Pacific Exposition Flyer Leave Daily	22 Southern Pacific Mail Leave Daily	24 Southern Pacific Gold Coast Leave Daily	102 So. Pacific Streamliner City of San Francisco Leave Daily		28 So. Pacific San Francisco Overland Leave Daily	STATIONS	
				PM 10.00	PM 3.00	AM 6.00	PM 4.57	PM 12.55	AM 11.50	AM 11.27	AM 4.44	AM 12.33	665.4	TO ELKO (SP Conn.)	0.0
	P	120		10.16	3.16	6.16	5.08	1.06	12.02	11.39	4.52	12.41	673.3	7.9 PARDO	7.9
	WP	122		10.35	3.35	6.35	5.21	1.18	12.15	11.51	5.04	12.53	683.3	10.0 ELBURZ	17.9
	P												684.3	1.0 SP CONNECTION	18.9
	P	110		10.42	3.42	6.42	5.27	1.23	12.20	AM 11.56	5.09	12.58	688.4	4.1 HALLECK	23.0
	WP	120	Dw	10.59	3.59	6.59	f 5.41	1.34	12.32	PM 12.08	5.19	1.09	700.0	11.6 DEETH	34.6
	P												701.0	1.0 SP CONNECTION	35.6
	P	84		11.11	4.11	7.11	5.50	1.43	12.41	12.17	5.27	1.18	708.8	7.8 TULASCO	43.4
	RIP		A	11.19	4.19	7.19	6.01 PM	1.50	12.50 PM	12.25 PM	5.32 AM	1.24 AM	713.6	4.8 ALAZON (SP Conn.)	48.2
Yard Lmts.	WFP	135	Ws	11.35	4.35	7.35		s 2.00					717.9	4.3 WELLS (UP Conn.)	52.5
	P	80		11.47	4.47	7.47			2.08				723.5	5.6 BOAZ	58.1
	P	106		PM 11.55	4.55	7.55			2.13				728.2	4.7 RUBY	62.8
	P	76		AM 12.03	5.03	8.03			2.19				733.6	5.4 TOBAR	68.2
	WP	76		12.11	5.11	8.11			2.25				738.9	5.3 VENTOSA	73.5
	YP	80		12.23	5.23	8.23			2.33				747.1	8.2 SONAR	81.7
	P		See note	12.28	5.28	8.28			2.35				749.0	1.9 ROCKLAND	83.6
	P	80		12.40	5.40	8.40			2.43				752.7	3.7 HOGAN	87.3
	P	77		1.00	6.00	9.00			2.55				761.3	8.6 LUKE	95.9
Yard Lmts.	WFYP	220	Fa	1.20	6.20	9.20		f 3.05					766.5	5.2 SHAFTER (NN X'ing.)	101.1
	P	76		1.40	6.40	9.40			3.16				772.1	5.6 SILVER ZONE	106.7
	P	87		2.00	7.00	10.00			3.30				781.2	9.1 CLIFSIDE	115.8
	WP	43		2.07	7.07	10.05			3.34				783.5	2.3 PROCTOR	118.1
	P	86		2.19	7.19	10.15			3.43				788.8	5.3 PILOT	123.4
	P	100		2.32	7.32	10.27			3.50				794.0	5.2 DYKE PIT	128.6
	P	76		2.45	7.45	10.40			3.57				799.0	5.0 OLA (NEV.)	133.6
Yard Lmts.	RBKW FTYF	Yd.	Wn	3.00 AM	8.00 PM	11.00 AM		s 4.10 PM					806.3	7.3 WENDOVER (UTAH)	140.9
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
				78	62	54	26	40	22	24	102	28			

**RULES 86, S-87, S-89 and 93.** Except as provided in Rule Q, Page 19, second-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 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 and No. 40.

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

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. 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.

**Shafter.** No. 40 reduce to 15 MPH passing station, stopping when necessary, to permit exchange of U. S. Mail.

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.



THIRD SUBDIVISION

Distance from San Francisco	Timetable No. 43 October 10, 1948	Distance from Wendover	WESTWARD							
			FIRST CLASS		SECOND CLASS					
			39 Exposition Flyer Arrive Daily	53 Fast Freight Arrive Daily	61 Fast Freight Arrive Daily	77 Fast Freight Arrive Daily				
	<b>STATIONS</b>									
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 12.35	AM 11.00	PM 8.00	AM 3.00				
717.9	TO WELLS (UP Conn.) 5.6	88.4	s 12.25	10.49	7.49	2.49				
723.5	BOAZ 4.7	82.8	12.18	10.36	7.36	2.36				
728.2	RUBY 5.4	78.1	12.13	10.28	7.28	2.28				
733.6	TOBAR 5.3	72.7	12.07	10.20	7.20	2.20				
738.9	VENTOSA 8.2	67.4	12.01 PM	10.12	7.12	2.12				
747.1	SONAR 1.9	59.2	11.52 AM	10.00	7.00	2.00				
749.0	ROCKLAND 3.7	57.3	11.50	9.57	6.57	1.57				
752.7	HOGAN 8.6	53.6	11.45	9.52	6.52	1.52				
761.3	LUKE 5.2	45.0	11.30	9.32	6.32	1.32				
766.5	TO SHAFER (NN X'ing.) 5.6	39.8	s 11.20	9.20	6.20	1.20				
772.1	SILVER ZONE 9.1	34.2	11.13	9.02	6.02	1.02				
781.2	CLIFSIDE 2.3	25.1	10.53	8.42	5.42	12.42				
783.5	PROCTOR 5.3	22.8	10.48	8.35	5.35	12.35				
788.8	TO PILOT 5.2	17.5	10.37	8.21	5.21	12.21				
794.0	DYKE PIT 5.0	12.3	10.27	8.07	5.07	12.07 AM				
799.0	OLA (NEV.) 7.3	7.3	10.17	7.53	4.53	11.53 PM				
806.3	TO WENDOVER (UTAH)	0.0	10.00 AM	7.30 AM	4.30 PM	11.30 PM				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily				
			<b>39</b>	<b>53</b>	<b>61</b>	<b>77</b>				

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 Circuits.** 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.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS			
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)
22	Any Station	Beyond Ogden	Sacramento
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. 39 stop at any station to discharge revenue passengers from connections at Salt Lake City.

## FOURTH SUBDIVISION

## EASTWARD

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Timetable No. 43 October 10, 1948		Distance from Wendover
				62	54	78		40		STATIONS		
				Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily		Exposition Flyer Leave Daily				
	RBK WFYP	Yard	Wn	PM 8.30	PM 12.30	AM 4.30		PM 4.15	806.3	TO	WENDOVER	0.0
	P	74		8.45	12.45	4.45		4.26	815.2		8.9 SALDURO	8.9
	P	79		9.00	1.00	5.00		4.36	825.1		9.9 ARINOSA	18.8
	P	75		9.15	1.15	5.15		4.46	835.1		10.0 BARRO	28.8
	WP	103	Ks	9.30	1.30	5.30		4.56	845.3	TO	10.2 KNOLLS	39.0
	P	76		9.45	1.45	5.45		5.05	854.4		9.1 CLIVE	48.1
	YP	108		10.10	2.10	6.10		5.23	866.2		11.8 LOW	59.9
Yard Limits	WFP	100	De	10.30	2.30	6.30		f 5.37	878.2	TO	12.0 DELLE	71.9
	P	75		10.40	2.40	6.40		5.50	885.7		7.5 TIMPIE	79.4
	P			10.51	2.51	6.51		6.00	892.9		7.2 ELLERBECK	86.6
Yard Limits	WYP	90	Bx	10.58	2.58	6.58		6.05	897.3	TO	4.4 BURMESTER	91.0
	P	41		11.06	3.06	7.06		6.11	902.4		5.1 SPRAY	96.1
	P	80		11.15	3.15	7.15		6.17	907.8		5.4 LAGO	101.5
	IP	22							912.1		4.3 B&G X'ING. & TFR.	105.8
	P	78		11.28	3.28	7.28		6.26	913.4	TO	1.3 GARFIELD (UP Conn.)	107.1
	P	76		11.43	3.43	7.46		6.35	920.8		7.4 FOX	114.5
	P	112		PM 11.51	3.51	7.53		6.40	924.5		3.7 BUENA VISTA	118.2
	I								926.3		1.8 UP CROSSING	120.0
									926.7		0.4 UP CROSSING	120.4
				AM 12.05	4.05	8.05		6.52	927.2		0.5 POLLARD JCT.	120.9
									927.3		0.1 D&RGW CROSSING	121.0
Yard Limits	RBKW FTYPO	Yard	Un					s 7.00 PM	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	12.30 AM	4.30 PM	8.30 AM			930.4	TO	1.7 ROPER (Salt Lake City)	124.1
				Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				
				62	54	78		40				

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. 39 and No. 40 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.

**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.

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.

**FOURTH SUBDIVISION**

Distance from San Francisco	Timetable No. 43 October 10, 1948		Distance from Roper	WESTWARD									
				FIRST CLASS				SECOND CLASS					
				39 Exposition Flyer	53 Fast Freight	61 Fast Freight	77 Fast Freight						
	<b>STATIONS</b>			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
806.3	TO	<b>WENDOVER</b> 8.9	124.1	AM 9.55	AM 7.00	PM 3.00	PM 11.00						
815.2		<b>SALDURO</b> 9.9	115.2	9.42	6.45	2.45	10.45						
825.1		<b>ARINOSA</b> 10.0	105.3	9.33	6.30	2.30	10.30						
835.1		<b>BARRO</b> 10.2	95.3	9.24	6.15	2.15	10.15						
845.3	TO	<b>KNOLLS</b> 9.1	85.1	9.14	6.00	2.00	10.00						
854.4		<b>CLIVE</b> 11.8	76.0	9.05	<b>5.45</b>	<b>1.45</b>	<b>9.45</b>						
866.2		<b>LOW</b> 12.0	64.2	8.53	5.15	1.15	9.15						
878.2	TO	<b>DELLE</b> 7.5	52.2	f 8.35	4.50	12.50	8.50						
885.7		<b>TIMPIE</b> 7.2	44.7	8.25	4.35	12.35	8.35						
892.9		<b>ELLERBECK</b> 4.4	37.5	8.18	4.24	12.24	8.24						
897.3	TO	<b>BURMESTER</b> 5.1	33.1	8.13	4.17	12.17	8.17						
902.4		<b>SPRAY</b> 5.4	28.0	8.07	4.09	12.09 PM	8.09						
907.8		<b>LAGO</b> 4.3	22.6	8.01	4.00	11.59 AM	8.00						
912.1		<b>B&amp;G X'ING. &amp; TFR.</b> 1.3	18.3										
913.4	TO	<b>GARFIELD (UP Conn.)</b> 7.4	17.0	7.54	3.50	11.50	7.50						
920.8		<b>FOX</b> 3.7	9.6	<b>7.46</b>	3.38	11.38	7.38						
924.5		<b>BUENA VISTA</b> 1.8	5.9	7.42	3.32	11.32	7.32						
926.3		<b>UP CROSSING</b> 0.4	4.1										
926.7		<b>UP CROSSING</b> 0.5	3.7										
927.2		<b>POLLARD JCT.</b> 0.1	3.2	7.33	3.18	11.18	7.18						
927.3		<b>D&amp;RGW CROSSING</b> 0.7	3.1										
928.0	TO	<b>SALT LAKE CITY (U. D.)</b> 0.7	2.4	7.30 AM									
928.7		<b>UP CROSSING</b> 1.7	1.7										
930.4	TO	<b>ROPER (Salt Lake City)</b>	0.0		3.00 AM	11.00 AM	7.00 PM						
				Leave Daily	Leave Daily	Leave Daily	Leave Daily						
				<b>39</b>	<b>53</b>	<b>61</b>	<b>77</b>						

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 occupying 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, derrails; 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.

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

No. 39 stop at any station to discharge revenue passengers from connections at Salt Lake City.

## First Subdivision "A"—LOYALTON BRANCH

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	EASTWARD		Distance from Clover Valley Jct.	Timetable No. 43 October 10, 1948	Distance from Loyalton	WESTWARD	
				SECOND CLASS					SECOND CLASS	
				416 Mixed					415 Mixed	
				Leave Mon., Wed., Frl.			STATIONS		Arrive Mon., Wed., Frl.	
					0.0	CLOVER VALLEY JCT.		12.7		
Yard Limits	RP	74	Jc	PM 2.40	0.9	TO HAWLEY (RR X'ING)	11.8		PM 5.50	
	RWYP	Yard	Yn	s 3.30 PM	12.7	TO LOYALTON	0.0		5.00 PM	
				Arrive Mon., Wed., Frl.					Leave Mon., Wed., Frl.	
				416					415	

**RULE S-72.** No. 416 is superior to No. 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

Yard Limits	Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls	EASTWARD		Distance from Reno Junction	Timetable No. 43 October 10, 1948	Distance from Reno	WESTWARD	
				SECOND CLASS					SECOND CLASS	
				220 Local Freight					219 Local Freight	
				Leave Daily Ex. Sunday			STATIONS		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	PLUMAS	29.5	10.38		
		12		5.10	10.1	PEAVINE (CAL.)	23.0	10.18		
		15		5.30	16.2	COPPERFIELD (NEV.)	16.9	9.59		
	W	25		5.39	18.8	ANDERSON	14.3	9.51		
		Spur 1E 30		5.47	21.3	MARTIN	11.8	9.43		
		Spur 1E 5		5.55	23.4	PANTHER	9.7	9.36		
		Spur 1W 23		6.15	30.7	VAUGHN MILL No. 1	2.4	9.15		
		Spur 1W 24		6.20	31.2	VAUGHN MILL No. 2	1.9	9.10		
Yard Limits	RBK			6.23	31.42	ROCKY MOUNT No. 1	1.68	9.07		
	WFTO	Yard	Rd	6.30 AM	33.1	TO RENO	0.0	9.00 AM		
				Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
				220				219		

**RULE S-72.** No. 220 is superior to No. 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			Distance from Ellerbeck	Timetable No. 43 October 10, 1948  <b>STATIONS</b>	Distance from Dolomite	WESTWARD	
Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls					
P			0.0	<b>ELLERBECK</b>	4.7		
Y			2.7	2.7 <b>WYE</b>	2.0		
	8		3.7	1.0 <b>FLUX</b>	1.0		
	Spur 1E 3		4.7	1.0 <b>DOLOMITE</b>	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			Distance from Burmester	Timetable No. 43 October 10, 1948  <b>STATIONS</b>	Distance from Warner	WESTWARD	
Symbols, Rule 6 (A).	Car Capacity of Sidings	Telegraph Office Calls					
WYP	90	Bx	0.0	TO <b>BURMESTER</b>	15.5		
	22		7.0	7.0 <b>MARSHALL</b>	8.5		
	Spur 1W 25		13.5	6.5 <b>Conn. Tooele Ordnance Depot</b>	2.0		
RWY	77		15.5	2.0 <b>WARNER</b>	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).** 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.** 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 except as noted on page 10.

**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 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.

**WESTWARD AUTOMATIC 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 MP 647 and indicated by sign "Block System Limit" 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 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.** Following signals will be used to notify crews of passing trains of defective conditions:

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

By Night—Stop Signal.

Brakes Sticking.... By Day—Hands shoved in sliding motion out from body.

By Night—Stop Signal.

Broken Wheels .....	} Stop Signal.
Defective Truck .....	
Dragging Brake Connection .....	
Lading shifted over Side or End of Car .....	
Swinging Car Door or Other Dangerous Condition.	

**RULE 835.** Caboose 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.

**RULE 927 — TRAIN INSPECTION.** When conditions are favorable and in judgment of conductor it is safe to do so, run may be made on freight and mixed trains for a maximum distance of 77 miles between standing train inspections, which includes miles run by eastward SP freight or mixed trains between Imlay and Weso after last standing train inspection, except when stops are made for meeting or passing of trains or other purposes, additional inspection of train must be made to insure greatest possible protection, and, during foggy or stormy weather when a view of entire train is not available while running, additional stops for inspection must be made.

Eastward freight trains that have not been inspected between Deeth and Shafter must stop at Shafter for inspection and all eastward freight trains 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.

Trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature must be stopped for inspection at intervals of not to exceed 50 miles unless all such cars are loaded less than 65 percent of marked capacity.

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

**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 house track switch and east siding switch Hawley are within home signal limits. Trains must not exceed 15 MPH over and between east house track switch and east siding switch Hawley.

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

Distant signals, semaphore type, 3800 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 not exceeding ten (10) miles per hour, 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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

**SPEED RESTRICTIONS—OTHER THAN STREAMLINE TRAINS**  
Speed restrictions in miles per hour will apply as follows:

Pages	BETWEEN	PASSENGER		FREIGHT	
		Maximum	Restriction	Maximum	Restriction
2 and 3	Portola and MP 324.1	50	..	35	..
	MP 323.5 On curve	..	35	..	25
3	Doubleheading over Bridge 324.08	..	50	..	30
	MP 324.1 and Signal 3402	65	..	45	..
4 and 5	Doubleheading over Bridge 324.66 and Bridge 326.61	..	50	..	30
	Loyalton Branch Crossing	..	15	..	15
6 and 7	Signal 3402 and Signal 3415	40	..	20	..
	Signal 3415 and MP 347.5	50	..	35	..
8 and 9	MP 347.5 and MP 348.5 (sharp reverse curves)	40	..	25	..
	MP 348.5 and Red Rock	55	..	35	..
10 and 11	Red Rock and Omira	60	..	40	..
	Omira and Doyle	65	..	45	..
12 and 13	Doyle and Flanigan	70	..	45	..
	Through automatic interlocker MP 384.3	..	20	..	20
14 and 15	Flanigan and MP 390.75	60	..	40	..
	MP 390.75 and MP 398.5	45	..	25	..
16 and 17	MP 398.5 and Sano	60	..	40	..
	Sano and Gerlach	65	..	45	..
18 and 19	Gerlach and Sulphur	70	..	45	..
	Sulphur and Antelope	65	..	45	..
20 and 21	Antelope and MP 496	50	..	30	..
	MP 493.9 and MP 494.6 on curves	..	40	..	25
22 and 23	MP 496 and MP 506.5	70	..	45	..
	MP 506.5 and Winnemucca	60	..	40	..
24 and 25	Winnemucca and Cluro	70	..	45	..
	Using turnouts Weso	..	20	..	20
26 and 27	Cluro and MP 638	50	..	35	..
	Through Tunnel 38 and over Bridge 628.89	..	45	..	35
28 and 29	East end Tunnel 39 on curve	..	45	..	35
	MP 638 and MP 649.1	65	..	45	..
30 and 31	West Carlin and East Carlin	..	35	..	20
	Using turnouts West and East Carlin	..	15	..	15
32 and 33	MP 649.1 and MP 650	60	..	40	..
	MP 650 and MP 651	50	..	35	..
34 and 35	MP 651 and MP 652.5	65	..	45	..
	MP 652.5 and Elko	70	..	45	..
36 and 37	MP 664.4 and MP 665.4 (Elko Yard)	..	35	..	15
	Elko and MP 673	70	..	45	..
38 and 39	MP 665.4 and MP 666.4 (Elko Yard)	..	35	..	15
	MP 673 and MP 681.1	50	..	35	..
40 and 41	MP 681.1 and Alazon	70	..	45	..
	Using turnouts Alazon	..	20	..	20
42 and 43	Alazon and MP 721	60	..	40	..
	MP 721 and Signal 7536	70	..	45	..
44 and 45	Signal 7536 and Signal 7555	40	..	20	..
	Signal 7555 and MP 775	65	..	45	..
46 and 47	MP 758.4 on curve	..	55	..	35
	Nevada Northern RR Crossing	..	20	..	20
48 and 49	MP 775 and MP 782	50	..	25	..
	MP 776.5 and MP 778 (sharp curves)	..	35	..	20
50 and 51	MP 779 on Arnold Loop	..	30	..	20
	MP 782 and MP 785	30	..	20	..
52 and 53	MP 785 and Wendover	65	..	45	..
	MP 786.2 on curve	..	55	..	35
54 and 55	MP 795.4 and MP 796.4 on curves	..	50	..	35
	East of Ola, first curve	..	40	..	25
56 and 57	Wendover and MP 856	70	..	45	..
	MP 856 and MP 872	60	..	40	..
58 and 59	MP 867.5 and MP 868.5 on curves	..	50	..	35
	MP 872 and MP 890	70	..	45	..
60 and 61	MP 878.8 on curve	..	55	..	35
	MP 886.5 and MP 886.7	..	65	..	45
62 and 63	MP 890 and MP 925.3	60	..	40	..
	MP 912.1 Over B&G Crossing	..	35	..	25

**SPEED RESTRICTIONS—OTHER THAN STREAMLINE TRAINS**  
(Continued)

Speed restrictions in miles per hour will apply as follows:

Pages	BETWEEN	PASSENGER		FREIGHT	
		Maximum	Restriction	Maximum	Restriction
8 and 9	MP 925.3 and Pollard Jct.	20	..	20	..
	MP 926.7 Over UP Crossing	..	10	..	10
10 and 11	Pollard Jct. and Salt Lake City	12	..	12	..
	Pollard Jct. and Roper	12	..	12	..
12 and 13	Loyalton Branch	..	..	15	..
	Reno Branch	25	..	20	..
14 and 15	Derrail MP 31.64	..	10	..	10
	Ellerbeck Branch	..	..	15	..
16 and 17	Tooele Branch	..	..	20	..

Passenger trains consisting of conventional passenger equipment or of mixed streamline and conventional equipment when handled by passenger diesel power will be governed by restrictions applying to steam powered passenger trains.

**SPEED RESTRICTIONS—STREAMLINE TRAINS**

Speed restrictions in miles per hour will apply as follows:

Pages	BETWEEN	PASSENGER	
		Maximum	Restriction
4 and 5	Weso and MP 537.1	70	..
	MP 537.1 and MP 543.5	80	..
6 and 7	MP 543.5 and MP 617.8	90	..
	MP 549.0 and MP 557.8	..	75
8 and 9	MP 565.0 and MP 565.2	..	80
	MP 574.0 and MP 574.3	..	80
10 and 11	MP 592.5 and MP 594.2	..	80
	MP 598.9 and MP 599.1	..	80
12 and 13	MP 603.1 and MP 608.6	..	80
	MP 608.6 and MP 610.1	..	75
14 and 15	MP 610.1 and MP 611.0	..	70
	MP 617.8 and MP 620.9	75	..
16 and 17	MP 620.9 and MP 625.5	80	..
	MP 625.5 and MP 628.3	65	..
18 and 19	MP 628.3 and MP 638.3	50	..
	MP 638.3 and MP 648.3	75	..
20 and 21	West Carlin and East Carlin	..	35
	Using turnouts West and East Carlin	..	20
22 and 23	MP 648.3 and MP 650.4	60	..
	MP 650.4 and MP 650.8	50	..
24 and 25	MP 650.8 and MP 652.6	65	..
	MP 652.6 and MP 653.7	75	..
26 and 27	MP 653.7 and Elko	80	..
	MP 664.4 and MP 665.4	..	35
28 and 29	Elko and MP 674.8	75	..
	MP 665.4 and MP 666.4	..	35
30 and 31	MP 673.8 and MP 673.9	..	65
	MP 674.8 and MP 681.1	50	..
32 and 33	MP 681.1 and MP 684.9	75	..
	MP 684.9 and MP 687.3	80	..
34 and 35	MP 687.3 and MP 688.0	75	..
	MP 688.0 and MP 691.1	80	..
36 and 37	MP 691.1 and MP 693.4	75	..
	MP 693.4 and Alazon	90	..
38 and 39	MP 704.4 and MP 704.8	..	75
	MP 704.8 and MP 707.7	..	80
40 and 41	MP 707.7 and MP 708.2	..	75
	MP 711.4 and Alazon	..	75
42 and 43	Using turnouts Alazon	..	25

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)	
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	40 MPH except if,
MK-60, Nos. 301 to 321		"Cross Counter-balanced"	50 MPH
Incl. ....	50 MPH	All others .....	40 MPH
MK-60-71, Nos. 322 to 336			
Incl. ....	50 MPH		
M-100, Nos. 401 to 407			
Incl. ....	50 MPH		
C-43, Nos. 1 to 20			
Incl. ....	40 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 26, 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.

Class C-43 engines Nos. 1 to 20 inclusive, handling passenger or freight trains, or running light, must not exceed 40 MPH nor run more than 45 miles without stopping to oil eccentrics to prevent damage.

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 TP-29, 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.

When a TP-29 engine is doubleheaded on a passenger train over a passenger district with another engine of greater pump capacity it should be placed next to train. When used as a helper over part of the passenger district it should be placed in the lead.

**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; reversers 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.

## 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
Timpie Quarry, MP 886.7 (right or left tracks)	MK-60 or heavier	Beyond second switch south of Highway crossing
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
<b>Eastward</b>							
TP-29...	1170	1950	975	1100	650	1950	420
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
<b>Westward</b>							
TP-29...	1040	1950	780	930	1100	420	1950
C-43....	1600	3600	1150	1380	1600	650	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	....	19000

\*Reduce 33 1/3 % 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
TIMPIE QUARRY.....	886.7	1 E	49
UP CONNECTION (Garfield)....	913.6	1 E	14
SALTUS.....	915.0	1 E 1 W	3
TERMINAL.....	922.1	1 W	20

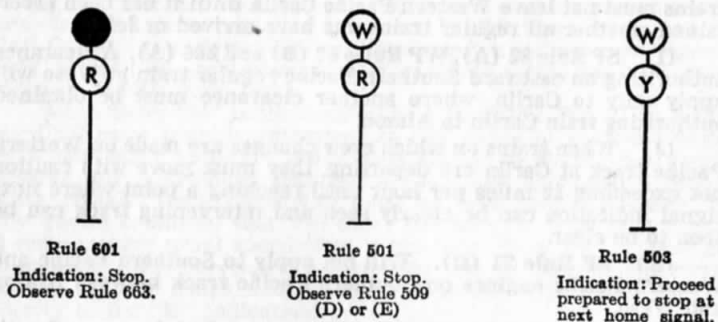
## YARD LIMITS

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
716.29	Wells..... 719.16
764.96	Shafter..... 767.73
805.28	Wendover..... 808.31
876.34	Delle..... 879.40
895.28	Burmester..... 898.56
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**

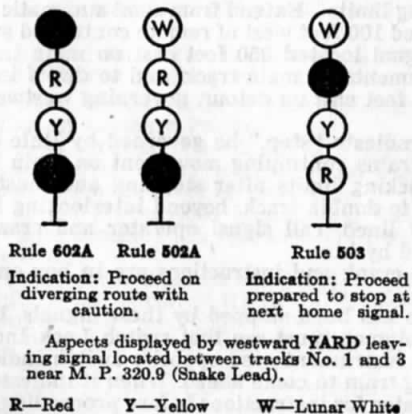
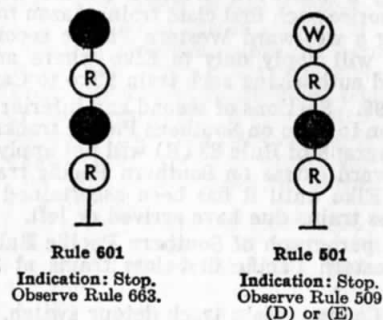
(A) Train and engine movements between East End of Centralized Traffic Control, MP 320.035 (Delleker) and MP 321.386 (Portola passenger station), will be made by block signal indication, and under block signal rules, except as otherwise provided by following rules and special instructions:

(B) Signal Indications are as follows:



Aspects displayed by westward MAIN TRACK leaving signal located 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 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 signal rules 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 signal rules 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 signal rules 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 \_\_\_\_\_ 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 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 first-class 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. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register. 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.

**RULE 22.** On eastward Southern Pacific trains between Weso and Alazon lead engines 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, WP 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) **SP Rule 82 (A), WP 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.

(J) 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 per hour 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 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 against the same train.

(M) **SP Rule 82 (A), WP 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 train Elko to Carlin.

(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, MP 643.4, 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 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 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 of Carlin Yard.

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

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

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 ahead East Carlin to Pardo on authority of the "M" indication.

**(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 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 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 ft. 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 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 this switch.

Automatic Home Signal 5543 is approach clearing and "Approach Circuit" sign installed 625 feet east of Home Signal 5543 on Western Pacific detour.

Westward trains from Western Pacific yard passing "Approach Circuit" sign will, if no westward trains on Southern Pacific track between 4th Street, Elko and Signal 5545, place Signal 5545 in "Stop" position. Westward trains from Western Pacific yard should avoid passing "Approach Circuit" sign when it is known that westward train on Southern Pacific 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 Southern Pacific 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 Southern Pacific track proceed, press push button numbered 5545 and Signal 5545 will clear after time interval of one minute.

Westward trains on Southern Pacific 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 Southern Pacific 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 Southern Pacific Rules 509 (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 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.**

**Alazon.**  
West limits: Semi-automatic (SA) signal at MP 713.6 on Western Pacific track and a point on the Southern Pacific track opposite this semi-automatic (SA) signal.

East limits: Semi-automatic (SA) signal at MP 713.7 on Western Pacific track and semi-automatic (SA) signal at MP 603.5 on westward Southern Pacific track and a point opposite this semi-automatic (SA) signal 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**

**WESO**

Eastward—From WP or SP  
To WP {Upper arm } o ————  
To SP {Lower arm } o ———— o

Westward—From SP  
To SP {Upper arm } o ———— o  
To WP {Lower arm } o ————

Westward—From WP  
To SP {Dwarf signal } o ———— o  
To WP {Dwarf signal } o ————

**WEST CARLIN**

Eastward  
To Main Track (Arm signal) o ————  
To Detour (Light signal) o ———— o. Red, "stop"  
Yellow, "proceed with caution."

**CARLIN**

Westward  
Approaching east end yard SP freight trains o ———— o  
WP Trains..... ———— o

**ALAZON**

Eastward  
To WP {Upper unit } o ————  
To SP {Lower unit } o ———— o

Westward—From SP or WP  
To SP o ———— o  
To WP 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) WP 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 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.

## 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
Loyalton, Calif.....	Dr. W. Harvey Moore.....	Local 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
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 Burnnell.....	Watch Inspector

