WORK SAFELY TODAY

EACH RULE VIOLATION IS A
POTENTIAL ACCIDENT

ASSISTANT SUPERINTENDENT

W. G. HOWELL.....Elko, Nevada

TRAINMASTERS

V. H. EDWARDS.....Portola, Calif.
H. M. YOE.....Elko, Nevada
C. C. ELDRIDGE.....Salt Lake City, Utah

ROAD FOREMEN OF ENGINES

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

CHIEF TRAIN DISPATCHER

G. W. NAYLOR.....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

50

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

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

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

E. T. GALLAGHER,
Superintendent of Transportation.

J. F. LYNCH,
Superintendent.

FIRST SUBDIVISION—Eastward

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 416 Mixed — Leave Mon., Wed., Fri.	SECOND CLASS 62 F. B. — Leave Daily	SECOND CLASS 220 Local Freight — Leave Daily Ex. Sunday	FIRST CLASS 18 California Zephyr — Leave Daily	FIRST CLASS 2 Zephyrette — Leave Mon., Thurs., Sat.	Distance from San Francisco	Timetable No. 50 April 27, 1952 STATIONS	Distance from Portola
BKWF TYPO	Yard	Ki	PM 2.15	AM 9.30	AM 3.45	PM 5.28	AM 5.45	321.4	TO-R **PORTOLA**	0.0
P	120		s 2.30 PM		4.00	5.37	f 5.55	327.7	6.3 **HAWLEY**	6.3
PI								328.1	0.4 **LOYALTON BR. X'ING.**	6.7
P	127				4.25		f 6.07	339.3	11.2 **CHILCOOT**	17.9
YP					4.35 AM	5.51	6.11	341.8	2.5 **RENO JCT.**	20.4
P	127						6.17	345.8	4.0 **SCOTTS**	24.4
P	72						6.27	352.5	6.7 **RED ROCK**	31.1
YP	127	Do					s 6.42	362.8	10.3 **DOYLE**	41.4
P	84	Hk				s 6.25	s 7.01 17	371.7	8.9 **HERLONG, (CAL.)**	50.3
P	70		First-class trains must respect schedules shown.				7.17	383.8	12.1 **FLANIGAN, (NEV.)**	62.4
AI								384.3	0.5 **SP X'ING & CONN.**	62.9
P	125					6.47 1	7.30	393.6	9.3 **SAND PASS**	72.2
P	125						7.43	405.1	11.5 **SANO**	83.7
P	114					7.10	7.54	416.1	11.0 **REYNARD**	94.7
P	73						8.08	430.6	14.5 **PHIL**	109.2
KYP	126	Gr		PM 1.00		s 7.33	s 8.19	438.1	7.5 **GERLACH**	116.7
P	125					7.46	8.32	451.5	13.4 **TREGO**	130.1
P	125						8.41	461.5	10.0 **CHOLONA**	140.1
P	125		Schedules shown for second-class trains are for information only.			8.03	8.50	470.8	9.3 **RONDA**	149.4
P		Ru					s 8.55	474.9	4.1 **SULPHUR**	153.5
P	125						9.00	479.6	4.7 **FLOKA**	158.2
YP	125					8.20	9.09	487.9	8.3 **ANTELOPE**	166.5
P	125					8.31	s 9.20	496.5	8.6 **JUNGO**	175.1
P	125						9.31	508.3	11.8 **GASKELL**	186.9
P	125					8.50	9.42	519.4	11.1 **RAGLAN**	198.0
BK FPY	Yard	Wa		PM 3.30		s 9.05 PM	s 9.55 AM	532.3	12.9 TO-R **WINNEMUCCA**	210.9
			Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Thurs., Sat.			
			416	62	220	18	2			

Traffic Control System

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

RULE 82-A. Is modified to the extent that trains may be authorized at Portola to operate on the Loyalton or Reno Branch.

RULES 83-A and 83-B. Nos. 17 and 18 register by ticket at Portola.

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Loyalton or Reno Branch.

When engine crews change at Gerlach, incoming engine crew must deliver train orders and instructions to outgoing engine crew.

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

Timetable No. 50
April 27, 1952

Traffic Control System

Distance from San Francisco	STATIONS	Distance from Winnemucca	FIRST CLASS 17 California Zephyr Arrive Daily	FIRST CLASS 1 Zephyrette Arrive Sun., Wed., Fri.	SECOND CLASS 61 R. T. Arrive Daily	SECOND CLASS 77 C. F. S. Arrive Daily
			AM	PM	PM	PM
321.4	TO-R **PORTOLA** 6.3	210.9	s 8.02	s 8.40	2.30	8.00
327.7	**HAWLEY** 0.4	204.6	7.51	f 8.28		
328.1	**LOYALTON BR. X'ING.** 11.2	204.2				
339.3	**CHILCOOT** 2.5	193.0		f 8.14		
341.8	**RENO JCT.** 4.0	190.5	7.35	8.08		
345.8	**SCOTTS** 6.7	186.5		8.01		
352.5	**RED ROCK** 10.3	179.8		7.50		
362.8	**DOYLE** 8.9	169.5		s 7.35		
371.7	**HERLONG, (CAL.)** 12.1	160.6	s 7.01½	s 7.17		
383.8	**FLANIGAN, (NEV.)** 0.5	148.5		7.01		
384.3	**SP X'ING & CONN.** 9.3	148.0				
393.6	**SAND PASS** 11.5	138.7	6.39	**6.47** 18		
405.1	**SANO** 11.0	127.2		6.30		
416.1	**REYNARD** 14.5	116.2	6.16	6.19		
430.6	**PHIL** 7.5	101.7		6.05		
438.1	**GERLACH** 13.4	94.2	s 5.57	s 5.57	10.30 AM	4.30 PM
451.5	**TREGO** 10.0	80.8	5.42	5.40		
461.5	**CHOLONA** 9.3	70.8		5.30		
470.8	**RONDA** 4.1	61.5	5.26	5.20		
474.9	**SULPHUR** 4.7	57.4		s 5.15		
479.6	**FLOKA** 8.3	52.7		5.10		
487.9	**ANTELOPE** 8.6	44.4	5.12	5.02		
496.5	**JUNGO** 11.8	35.8	5.01	s 4.50		
508.3	**GASKELL** 11.1	24.0		4.36		
519.4	**RAGLAN** 12.9	12.9	4.40	4.24		
532.3	TO-R **WINNEMUCCA**	0.0	4.28 AM	4.10 PM	7.00 AM	1.30 PM
			Leave Daily	Leave Sun., Wed., Fri.	Leave Daily	Leave Daily
			17	1	61	77

First-class trains must respect schedule shown.

Schedules shown for second-class trains are for information only.

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

SECOND SUBDIVISION—Eastward

	Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS	FIRST CLASS						Distance from San Francisco	Timetable No. 50 April 27, 1952 STATIONS	Distance from Winnemucca
				62 F. B.	28 So. Pacific San Francisco Overland	18 West. Pac. California Zephyr	22 Southern Pacific Mail	2 Western Pacific Zephyrette	24 Southern Pacific Gold Coast	102 So. Pacific City of San Francisco			
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Thurs., Sat.	Leave Daily	Leave Daily			
	BKF PY	Yard	Wa	PM 5.30		PM 9.12		AM 10.00			532.3	T.C.S. TO-R **WINNEMUCCA**	0.0
	KIP		Wo	5.38	PM 10.08	9.17	AM 10.22	10.05	AM 7.30	AM 1.44	536.0	TO-R **WESO** (SP Conn.) 3.7	3.7
	P	125		5.44	10.12	9.21	10.27	10.10	7.36	1.48	540.5	**BLISS** 4.5	8.2
	WP	125		5.53	10.20	9.27	10.35	f 10.18	7.50	1.54	548.3	**GOLCONDA** 7.8	16.0
	P										553.8	**PREBLE** (SP Conn.) 5.5	21.5
	P	121	Rh	6.09	10.33	9.38	10.49	s 10.36	8.08	2.05	562.4	TO **RED HOUSE** 8.6	30.1
	P	125		6.24	10.45	9.48	11.01	10.49	8.23	2.15	575.3	**ELLISON** 12.9	43.0
	P				10.57	9.59	s 11.17	s 11.04	s 8.42	2.26	589.1	**NORTH BATTLE MT'N** 13.8	56.8
	P	120		6.41	10.59	10.01	11.19	11.06	8.46	2.28	590.7	**RENNOX** 1.6	58.4
	WP	125		6.52	11.08	10.09	11.29	11.16	8.58	2.36	600.6	**KAMPOS** 9.9	68.3
	P	109		7.03	11.16	10.16	11.38	11.26	9.09	2.43	609.8	**DUNPHY** 9.2	77.5
	WP	128	Be	7.15	11.25	10.24	11.49	s 11.37	9.24	2.51	619.5	TO **BEOWAWE** (SP Conn.) 9.7	87.2
	P	113		7.24	11.32	10.30	AM 11.57	11.45	9.35	2.57	626.9	**CLURO** 7.4	94.6
	P										630.5	**BARTH** (SP Conn.) 3.6	98.2
	P			7.40	11.44	10.41	PM 12.09	AM f 11.58	9.50	3.08	636.2	**PALISADE** 5.7	103.9
	I			7.51	11.52	10.48	12.19	PM 12.08	10.01	3.15	643.4	**WEST CARLIN** (SP Conn.) 7.2	111.1
Yard Limits	WP	103	C	7.55	PM s 11.55 AM 12.05	10.51	s 12.22 12.32	s 12.12	s 10.05 10.15	s 3.18 3.23	644.6	R **CARLIN** 1.2	112.3
				8.00	12.08	10.54	12.35	12.16	10.19	3.26	646.0	**EAST CARLIN** (SP Conn.) 1.4	113.7
	P	125		8.15	12.18	11.04	12.45	12.31	10.34	3.36	656.6	**HUNTER** 10.6	124.3
Yard Limits	BKW FTYP	Yard	Kn Di	8.30 PM	12.29 AM	s 11.15 PM	s 12.55 PM	s 12.45 PM	s 10.45 AM	3.45 AM	665.4	TO-R **ELKO** (SP Conn.) 8.8	133.1
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily			
				62	28	18	22	2	24	102			

Automatic Block Signal System, EASTWARD ONLY

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

Eastward trains will be authorized at Winnemucca by clearance.

Train orders may be issued at Winnemucca governing movements east of T.C.S. limits.

Eastward extra trains must have train-order authority for movement before leaving interlocking limits, Weso.

When an eastward train is checked on the register at Winnemucca, it will not be necessary to check register at Weso against the same train.

Train-order hoop holder for delivery of clearances and train orders to all trains in front of telegraph offices at Weso and Beowawe and to eastward SP trains at Elko.

RULES 82-A and 540. Weso. Westward trains may leave Weso without clearance when train-order signal indicates PROCEED and will maintain their identity Weso to Winnemucca.

RULES 83-A and 83-B. No. 18 register by ticket at Elko.

Timetable No. 50
April 27, 1952

Automatic Block Signal System, EASTWARD ONLY T.C.S.

Distance from San Francisco	STATIONS	Distance from Elko	FIRST CLASS 17 California Zephyr — Arrive Daily	FIRST CLASS 1 Zephyrette — Arrive Sun., Wed., Frl.
532.3	TO-R **WINNEMUCCA** 3.7	133.1	AM s 4.21	PM s 4.00
536.0	TO-R **WESO (SP Conn.)** 4.5	129.4	4.16 AM	3.55 PM
540.5	**BLISS** 7.8	124.9		
548.3	**GOLCONDA** 5.5	117.1		
553.8	**PREBLE (SP Conn.)** 8.6	111.6		
562.4	TO **RED HOUSE** 12.9	103.0		
575.3	**ELLISON** 13.8	90.1		
589.1	**NORTH BATTLE MT'N** 1.6	76.3		
590.7	**RENNOX** 9.9	74.7		
600.6	**KAMPOS** 9.2	64.8		
609.8	**DUNPHY** 9.7	55.6		
619.5	TO **BEOWAWE (SP Conn.)** 7.4	45.9		
626.9	**CLURO** 3.6	38.5		
630.5	**BARTH (SP Conn.)** 5.7	34.9		
636.2	**PALISADE** 7.2	29.2		
643.4	**WEST CARLIN (SP Conn.)** 1.2	22.0		
644.6	R **CARLIN** 1.4	20.8		
646.0	**EAST CARLIN (SP Conn.)** 10.6	19.4		
656.6	**HUNTER** 8.8	8.8		
665.4	TO-R **ELKO (SP Conn.)**	0.0		
			Leave Daily	Leave Sun., Wed., Frl.
			17	1

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

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

No. 28 will stop at Elko to discharge revenue passengers from Reno or beyond, and will stop at Elko to receive revenue passengers for Ogden or beyond.

No. 24 will stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

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

THIRD SUBDIVISION—Eastward

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 62 F. B. Leave Daily	SECOND CLASS 54 F. F. Leave Daily	SECOND CLASS 78 F. F. Leave Daily	FIRST CLASS 18 West. Pac. California Zephyr Leave Daily	FIRST CLASS 2 Western Pacific Zephyrette Leave Mon., Thurs., Sat.	FIRST CLASS 22 Southern Pacific Mail Leave Daily	FIRST CLASS 24 Southern Pacific Gold Coast Leave Daily	FIRST CLASS 102 So. Pacific City of San Francisco Leave Daily	FIRST CLASS 28 So. Pacific San Francisco Overland Leave Daily	Distance from San Francisco	Timetable No. 50 April 27, 1952 STATIONS	Distance from Elko
Yard Lmts. BKW FTYP	Yd.	Kn Di	PM 11.30	PM 3.30	AM 7.30	PM 11.17	PM 1.15	PM 12.57	AM 10.50	AM 3.45	AM 12.29	665.4	TO-R **ELKO (SP Conn.)**	0.0
P	127		PM 11.45	3.45	7.45	11.26	1.26	1.09	11.02	3.54	12.38	673.3	7.9 **PARDO**	7.9
WP	122		AM 12.01	4.01	8.01	11.37	1.38	1.21	11.15	4.05	12.50	683.3	10.0 **ELBURZ**	17.9
P												684.3	1.0 **SP CONNECTION**	18.9
P	110		12.08	4.08	8.08	11.41	1.43	1.26	11.22	4.09	12.55	688.4	4.1 **HALLECK**	23.0
P	120		12.22	4.22	8.22	11.50	f 1.54	1.38	11.37	4.18	1.05	700.0	11.6 **DEETH**	34.6
P												701.0	1.0 **SP CONNECTION**	35.6
P	84		12.33	4.33	8.33	PM 11.57	2.02	1.48	11.47	4.25	1.14	708.8	7.8 **TULASCO**	43.4
IP		A	12.41	4.44	8.44	AM 12.02	2.08	1.55 PM	11.55 AM	4.30 AM	1.20 AM	713.6	4.8 TO-R **ALAZON (SP Conn.)**	48.2
P	125	Ws	12.49	4.55	8.55	12.07	s 2.15					717.9	4.3 TO **WELLS (UP Conn.)**	52.5
P	125		17 **1.18**	5.13	9.13	12.17	2.27					728.2	10.3 **RUBY**	62.8
P	50		1.25	5.20	9.20	12.22	2.32					733.6	5.4 **TOBAR**	68.2
P	125		1.32	5.27	9.27	12.27	2.37					738.9	5.3 **VENTOSA**	73.5
YP	125		1.44	5.39	9.39	12.34	2.45					747.1	8.2 **SPRUCE**	81.7
P	125		2.09	6.04	10.04	17 **12.50**	3.00					757.6	10.5 **SAGE**	92.2
												765.9	8.3 **NN CROSSING**	100.5
Yard Lmts. YP	125	Fa	2.30	6.30	10.25	1.05	s 3.15					766.5	0.6 TO **SHAFTER**	101.1
P	125		77 **3.03**	61 **7.07**	1 **10.44**	1.12	3.23					772.1	5.6 **SILVER ZONE**	106.7
P	125		3.23	7.27	53 **11.15**	1.25	3.37					781.2	9.1 **CLIFSIDE**	115.8
P	43		3.29	7.33	11.21	1.30	3.41					783.5	2.3 **PROCTOR**	118.1
P	125		3.43	7.47	11.35	1.39	3.50					788.8	5.3 **PILOT**	123.4
P	100		3.54	7.58	11.45	1.45	3.57					794.0	5.2 **DYKE PIT**	128.6
P	76		4.05	8.09	AM 11.55	77 **1.51**	4.04					799.0	5.0 **OLA, (NEV.)**	133.6
Yard Lmts. BK FYP	Yd.	Wn	4.20 AM	8.25 PM	12.10 PM	2.01 AM	s 4.15 PM					806.3	7.3 TO-R **WENDOVER, (UTAH)**	140.9
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			62	54	78	18	2	22	24	102	28			

Automatic Block Signal System, Eastward Only.

RULES 83-A and 83-B. No. 18 register by ticket at Elko. Nos. 17 and 18 register by ticket at Wendover.

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

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

Train-order hoop holder for delivery of clearances and train orders to all trains in front of telegraph office at Alazon and to eastward SP trains at Elko.

Wells. Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in UP yard.

Shafter. Siding is track south of main track. Normal position of track No. 2, NN and Wye switches are lined for siding.

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

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.

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

Timetable No. 50
April 27, 1952

Distance from San Francisco	STATIONS	Distance from Wendover	FIRST CLASS 1 Zephyrette Arrive Sun., Wed., Fri.	FIRST CLASS 17 California Zephyr Arrive Daily	SECOND CLASS 77 C. F. S. Arrive Daily	SECOND CLASS 53 F. F. Arrive Daily	SECOND CLASS 61 R. T. Arrive Daily
665.4	TO-R **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	**DEETH** 1.0	106.3					
701.0	**SP CONNECTION** 7.8	105.3					
708.8	**TULASCO** 4.8	97.5					
713.6	TO-R **ALAZON (SP Conn.)** 4.3	92.7	AM 11.50	AM 1.32	AM 4.50	PM 1.30	PM 9.00
717.9	TO **WELLS (UP Conn.)** 10.3	88.4	s 11.43	1.27	4.40	1.15	8.45
728.2	**RUBY** 5.4	78.1	11.32	**1.18** 62	4.24	12.59	8.29
733.6	**TOBAR** 5.3	72.7	11.27	1.13	4.17	12.52	8.22
738.9	**VENTOSA** 8.2	67.4	11.22	1.08	4.10	12.45	8.15
747.1	**SPRUCE** 10.5	59.2	11.14	1.01	4.00	12.35	8.05
757.6	**SAGE** 8.3	48.7	11.01	**12.50** 18	3.39	12.14 PM	7.44
765.9	**NN CROSSING** 0.6	40.4					
766.5	TO **SHAFTER** 5.6	39.8	s 10.50	12.39	3.20	11.55 AM	7.25
772.1	**SILVER ZONE** 9.1	34.2	**10.44** 78	12.33	**3.03** 62	11.37	**7.07** 54
781.2	**CLIFSIDE** 2.3	25.1	10.29	12.18	2.42	**11.15** 78	6.45
783.5	**PROCTOR** 5.3	22.8	10.25	12.14	2.36	11.08	6.38
788.8	**PILOT** 5.2	17.5	10.16	12.05 AM	2.22	10.53	6.23
794.0	**DYKE PIT** 5.0	12.3	10.09	11.59 PM	2.08	10.38	6.08
799.0	**OLA, (NEV.)** 7.3	7.3	10.02	11.53	**1.51** 18	10.23	5.53
806.3	TO-R **WENDOVER, (UTAH)**	0.0	9.50 AM	11.42 PM	1.00 AM	10.00 AM	5.30 PM
			Leave Sun., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			1	17	77	53	61

Automatic Block Signal System, Eastward Only.

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

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

No. 24 will stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

No. 18 stop at Wendover to discharge passengers, and will stop on flag to receive passengers destined to points where scheduled to stop.

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

FOURTH SUBDIVISION—Eastward

	Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 54 F. F. Leave Daily	78 F. F. Leave Daily	62 F. B. Leave Daily	FIRST CLASS 2 Zephyrette Leave Mon., Thurs., Sat.	18 California Zephyr Leave Daily	Distance from San Francisco	Timetable No. 50 April 27, 1952 STATIONS	Distance from Wendover
Yard Limits	BK FYP	Yard	Wn	PM 10.00	PM 1.00	AM 5.30	PM 4.25	AM 2.03	806.3	TO-R **WENDOVER**	0.0
	P	74		10.15	1.15	5.45	61 **4.35**	2.13	815.2	8.9 **SALDURO**	8.9
	P	79		10.27	1.27	5.57	4.44	2.21	825.1	9.9 **ARINOSA**	18.8
	P	75		10.39	1.39	6.09	4.53	2.30	835.1	10.0 **BARRO**	28.8
	P	97		17 **11.06**	1.52	6.22	f 5.02	2.39	845.3	10.2 **KNOLLS**	39.0
	P	76		PM 77 **11.41**	2.03	6.33	5.10	2.47	854.4	9.1 **CLIVE**	48.1
	YP	108		AM 12.05	2.28	7.00	5.23	3.01	866.2	11.8 **LOW**	59.9
	P	100	De	12.22	61 **2.47**	53 **7.17**	f 5.36	3.14	878.2	TO 12.0 **DELLE**	71.9
	P	75		12.33	2.58	7.30	5.44	3.22	885.7	7.5 **TIMPIE**	79.4
	P			12.44	3.09	7.45	5.52	3.30	892.9	7.2 **ELLERBECK**	86.6
	YP	90	Bx	12.52	3.17	1 **8.10**	f 5.57	3.35	897.3	TO 4.4 **BURMESTER**	91.0
	P	41		1.00	3.25	8.27	6.03	3.41	902.4	5.1 **SPRAY**	96.1
	P	80		1.09	3.34	8.42	6.09	3.47	907.8	5.4 **LAGO**	101.5
	AI P	22							912.1	4.3 **D&RGW X'ING. & TFR.**	105.8
	P	78		1.19	3.44	9.00	6.16	3.54	913.4	1.3 **GARFIELD (UP Conn.)**	107.1
	P	76		1.31	3.56	9.15	6.24	4.02	920.8	7.4 **FOX**	114.5
	P	112		1.37	4.02	9.25	6.28	4.06	924.5	3.7 **BUENA VISTA**	118.2
Yard Limits	AI								926.3	1.8 **UP CROSSING**	120.0
									926.7	0.4 **UP CROSSING**	120.4
	I			1.49	4.14	9.40	6.38	4.14	927.2	0.5 **POLLARD JCT.**	120.9
	I								927.3	0.1 **D&RGW CROSSING**	121.0
	BKWF TYPO	Yard	Un				s 6.45 PM	s 4.20 AM	928.0	TO-R 0.7 **SALT LAKE CITY (U. D.)**	121.7
	I								928.7	0.7 **UP CROSSING**	122.4
	BKF WYPO	Yard	Fy	2.05 AM	4.30 PM	10.00 AM			930.4	TO-R 1.7 **ROPER (Salt Lake City)**	124.1
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily			
				54	78	62	2	18			

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

No. 17 stop at Wendover to discharge passengers, and will stop on flag to receive passengers destined to points where scheduled to stop.

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

RULES 83-A and 83-B. Nos. 17 and 18 register by ticket at Wendover.

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

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

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.

Delle. Siding is track south of main track west of depot.

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 D&RGW crossing, MP 912.1.

Salt Lake City and Roper. Eastward and westward freight trains will enter and leave D&RGW running tracks through interlocking between Pollard Jct. and 1st So. St., Salt Lake City. Movement against current of traffic on these two running tracks can be made only under flag protection between 1st So. and 21st So. Streets. Trains will keep to the right. Eastward trains arriving Roper, unless otherwise instructed, will stop at 21st So. St. and get head in from yardmaster through the two-way speaker located near 21st So. St.

Time specified in timetable or train order at Pollard Jct. for westward second-class and extra trains will apply at westward home signal at 2nd So. St. A westward superior train which does not reach Pollard Jct. within 15 minutes from its leaving time, as registered at Salt Lake City, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

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

Distance from San Francisco	Timetable No. 50 April 27, 1952 STATIONS	Distance from Roper	FIRST CLASS 1 Zephyrette Arrive Sun., Wed., Frl.	FIRST CLASS 17 California Zephyr Arrive Daily	SECOND CLASS 53 F. F. Arrive Daily	SECOND CLASS 61 R. T. Arrive Daily	SECOND CLASS 77 C. F. S. Arrive Daily
806.3	TO-R **WENDOVER** 8.9	124.1	AM s 9.42	PM 11.40	AM 9.20	PM 4.50	AM 12.35
815.2	**SALDURO** 9.9	115.2	9.32	11.30	9.05	**4.35** 2	12.22
825.1	**ARINOSA** 10.0	105.3	9.23	11.22	8.52	4.17	12.12
835.1	**BARRO** 10.2	95.3	9.14	11.14	8.39	4.04	12.02 AM
845.3	**KNOLLS** 9.1	85.1	f 9.05	**11.06** 54	8.25	3.50	11.51 PM
854.4	**CLIVE** 11.8	76.0	8.56	10.59	8.10	3.37	**11.41** 54
866.2	**LOW** 12.0	64.2	8.44	10.48	7.47	3.17	11.27
878.2	TO **DELLE** 7.5	52.2	f 8.31	10.35	**7.17** 62	**2.47** 78	11.07
885.7	**TIMPIE** 7.2	44.7	8.22	10.29	7.05	2.35	10.58
892.9	**ELLERBECK** 4.4	37.5	8.15		6.54	2.24	
897.3	TO **BURMESTER** 5.1	33.1	f **8.10** 62	10.19	6.47	2.17	10.43
902.4	**SPRAY** 5.4	28.0	8.04		6.39	2.09	
907.8	**LAGO** 4.3	22.6	7.58	10.08	6.30	2.00	10.27
912.1	**D&RGW X'ING. & TFR.** 1.3	18.3					
913.4	**GARFIELD (UP Conn.)** 7.4	17.0	7.52	10.02	6.20	1.50	10.18
920.8	**FOX** 3.7	9.6	7.44	9.54	6.08	1.38	10.06
924.5	**BUENA VISTA** 1.8	5.9	7.40	9.50	6.02	1.32	10.00
926.3	**UP CROSSING** 0.4	4.1					
926.7	**UP CROSSING** 0.5	3.7					
927.2	**POLLARD JCT.** 0.1	3.2	7.33	9.43	5.48	1.18	9.53
927.3	**D&RGW CROSSING** 0.7	3.1					
928.0	TO-R **SALT LAKE CITY (U. D.)** 0.7	2.4	7.30 AM	9.40 PM			
928.7	**UP CROSSING** 1.7	1.7					
930.4	TO-R **ROPER (Salt Lake City)**	0.0			5.30 AM	1.00 PM	9.30 PM
			Leave Sun., Wed., Frl.	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			1	17	53	61	77

"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 St., will be governed by WP Rule 93, which reads as follows:

"Within yard limits the main track may be used, clearing first-class trains as prescribed by the rules. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

"Protection within yard limits is not required against second and inferior class, extra trains and engines.

"Second and inferior class, extra trains and engines must move within yard limits at yard speed."

Salt Lake City Union Depot and RR Co. Rule No. 1 reads:

"Trains have no timetable superiority between 1st So. and 9th So. Sts., SLCUD Co. trackage on 4th West St., Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Co. tracks prepared to stop within one-half the range of vision."

Salt Lake City Union Depot and RR Co. Rule No. 3 reads:

"Switchmen and others using SLCUD and RR Co. tracks will be held responsible for leaving switches as found by them when passing in and out of yards unless switches are being handled by Union Depot Co. switchtender. Proceed signal from switchtender to trains entering yard does not necessarily indicate that track to be used is clear."

WP trains have no timetable superiority on WP passenger running track between westward home signal located between 5th and 6th West Sts. and Salt Lake City UD and RR Co. trackage.

Unless otherwise directed No. 18 will use track 3, Salt Lake City Union Depot.

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

City ordinance restricts speed all trains between 1st So. and 9th So. Sts. to 25 MPH. Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

Interlocking Plant, 9th So. St., crossing D&RGW two running tracks and UP main tracks; color-light signals; derails; WP crews be governed by WP rules.

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

Eastward — FIRST SUBDIVISION "A"—LOYALTON BRANCH — Westward

Timetable No. 50
April 27, 1952

	Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 416 Mixed — Leave Mon., Wed., Fri.	Distance from Clover Valley Jct.	STATIONS	Distance from Loyalton	THIRD CLASS 415 Mixed — Arrive Mon., Wed., Fri.
					0.0	CLOVER VALLEY JCT.	12.7	
	P	120		PM 2.40	0.9	0.9 HAWLEY (RR X'ING)	11.8	PM s 5.50
Yard Limits	WP	Yard	Yn	s 3.30 PM	12.7	TO-R 11.8 LOYALTON	0.0	5.00 PM
				Arrive Mon., Wed., Fri.				Leave Mon., Wed., Fri.
				416				415

Steam 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.

Eastward — FIRST SUBDIVISION "B"—RENO BRANCH — Westward

Timetable No. 50
April 27, 1952

	Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS 220 Local Freight — Leave Daily Ex. Sunday	Distance from Reno Junction	STATIONS	Distance from Reno	THIRD CLASS 219 Local Freight — Arrive Daily Ex. Sunday
Yard Limits	YP	56		AM 4.40	0.0	RENO JUNCTION	33.1	AM 10.50
		Spur 1W 10		4.50	3.6	3.6 PLUMAS	29.5	10.38
		12		5.10	10.1	6.5 PEAVINE, (CAL.)	23.0	10.18
		15		5.30	16.2	6.1 COPPERFIELD, (NEV.)	16.9	9.59
		25		5.39	18.8	2.6 ANDERSON	14.3	9.51
		Spur 1E15		5.47	21.3	2.5 MARTIN	11.8	9.43
		Spur 1E 5		5.55	23.4	2.1 PANTHER	9.7	9.36
		Spur 1W 23		6.15	30.7	7.3 VAUGHN MILL No. 1	2.4	9.15
		Spur 1W 24		6.20	31.2	0.5 VAUGHN MILL No. 2	1.9	9.10
		Spur 1W 24		6.23	31.42	0.22 ROCKY MOUNT No. 1	1.68	9.07
		Spur 1E 40		6.25	31.57	0.15 ROCKY MOUNT No. 2	1.53	9.05
Yard Limits	KTO	Yard	Rd	6.30 AM	33.1	TO-R 1.53 RENO	0.0	9.00 AM
				Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday
				220				219

RULE 82-A. Is modified to the extent that trains may be authorized at Portola to operate on the Loyalton or Reno Branch.

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Loyalton or Reno Branch.

Martin. Stead Air Force Base track can be used only 1259 feet from main track switch. Siding on Stead Air Force Base track can be used only 979 feet from first switch to siding.

Rocky Mount No. 2. No derail, keep hand brakes set and do not leave cars east of first road crossing.

DERAIL located on main track at MP 31.64 which is 370 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Vaughn Mill No. 1, Vaughn Mill No. 2, Rocky Mount No. 1, or on Rocky Mount No. 2 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. Movements over street crossings east and west of Nevada Transportation Company warehouse must be protected by flagman.

Trains or engines must approach East 6th Street carefully. This crossing is protected by flasher lights and bell signals.

Flasher light and bell 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.

Eastward FOURTH SUBDIVISION "A"—ELLERBECK BRANCH Westward

Timetable No. 50
April 27, 1952

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	Distance from Ellerbeck	STATIONS	Distance from Dolomite
P			0.0	**ELLERBECK**	4.7
	Spur 1E 17		0.9	**USS&R Co Spur**	3.8
Y			2.7	**WYE**	2.0
	8		3.7	**FLUX**	1.0
	Spur 1E 3		4.7	**DOLOMITE**	0.0

RULE 201. Train order authority is not required on Ellerbeck Branch and all movements on branch must be made at yard speed.

USS&R Co. Spur is on 1% grade, has derail 192 feet from switch. Engines or cars must not pass beyond PROTECTIVE SIGN. Cars left there must be properly secured.

DOLOMITE. East switch east leg of Wye must be left lined for straight track as derail.

Eastward FOURTH SUBDIVISION "B"—TOOELE BRANCH Westward

Timetable No. 50
April 27, 1952

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	Distance from Burmester		STATIONS	Distance from Warner
YP	90	Bx	0.0	TO	**BURMESTER**	15.5
	22		7.0		**MARSHALL**	8.5
	Spur 1W 25		13.5		**Conn. Tooele Ordnance Depot**	2.0
Y	77		15.5	R	**WARNER**	0.0

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

RULE M. Chilcoot Log Loading Track. Account impaired clearance, empties must be spotted from east end and loads picked up from west end. Shoving or pulling cars under or through tipple is prohibited, shippers will do this work.

RULE 10-J. Yellow round speed-control boards indicate the maximum permissible speed of diesel-powered California Zephyr and City of San Francisco trains.

RULE 17. The headlight will be displayed to the front of switch engines by night and by day when operating over street or highway crossings.

RULE 17-E. When a road engine is equipped with a headlight to the rear which cannot be dimmed, the rear headlight will be extinguished and a white light substituted when engine is detached and standing or moving about yards, except rear headlight will be displayed when actually backing in yards.

RULE S-17. Outside of T.C.S. territory care must be taken to see that flag protection is furnished when taking siding to meet trains unless it is definitely known that train is clear of the 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. This does not in any way relieve the approaching train from complying with provisions of Rule S-90. Figures indicating "Car Capacity of Sidings" are number of cars, based on average allowance of 48 feet per car, that tracks will hold between clearance points, plus 250 feet for engine and caboose.

RULE 34. The fireman on diesel freight engines must not leave the forward cab while train is in motion unless authorized by the engineer, who must give four short sounds of alarm gong to indicate that head brakeman must immediately come forward and comply with Rule 34 before fireman leaves and until return of fireman. When third seat is available, head brakeman will ride in forward cab.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS EXCEPT WITHIN T.C.S. LIMITS.

RULE 110. Where stops are made for other reasons, inspection of train must be made as often as practicable. When weather conditions restrict visibility, the conductor will designate additional stops for inspection that are necessary in his judgment.

RULE 831. When steam shovels, cranes, pile drivers, ditchers, spreaders, or similar equipment are handled in trains, other than work trains in service, they must be placed on rear of trains, unless otherwise directed. If picked up at a point where they cannot be placed on rear, they may be placed on head end and switched to rear at first station where siding will permit.

RULE 1011. When engine is not detached from train on the California Zephyr at Portola, Gerlach or Elko, or on the Zephyrette at Gerlach, it will not be necessary for outgoing enginemen to check supplies or equipment.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

MP 328.1, Loyalton Br. X'ing. Interlocking.
When using dual-control switch east end Hawley siding in hand-throw position, movement must be made in accordance with Rules 545 and 663.

MP 384.3, SP X'ing & Conn. Modified Automatic Interlocking.
When using dual-control switch east end Flanigan siding in hand-throw position, movement must be made in accordance with Rules 545 and 664. Selector lever on dual-control switch is electrically locked. Lock instructions posted in telephone box east end Flanigan. Lock release checks Southern Pacific home signals in stop position.

MP 765.9, NN Crossing. No Interlocking.

MP 912.1, D&RGW X'ing & Tfr. Modified Automatic Interlocking.
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.

MP 926.3, UP Crossing. Automatic Interlocking.

MP 926.7, UP Crossing. No Interlocking.
Trains must approach at yard speed, and not proceed across this crossing unless it is known to be clear.

MP 927.2, Pollard Jct. }
MP 927.3, D&RGW X'ing. } **Grant.** Interlocking. WP Rules apply.

MP 928.7, UP Crossing. Interlocking. WP Rules apply.

FIRST SUBDIVISION

OPERATION OF TRAINS AND ENGINES BETWEEN EAST AND WEST TRAIN YARD SWITCHES PORTOLA

(A) A flashing red aspect displayed by automatic signals between east train yard switch, MP 322.13, and west train yard switch, MP 320.25, authorizes yard switching or engine movements on the main track within these limits and is an indication the electrically-locked switches within these limits have been unlocked by the train dispatcher. Complete instructions for operation of electrically-locked switches are posted in telephone box located vicinity of switches.

(B) The absence of the flashing red aspect or the removal of the flashing red aspect is an indication that the train dispatcher desires the main track cleared for through train movements. Howlers controlled by the train dispatcher are located throughout the yard, and when operated the main track must be cleared immediately.

(C) In addition, train dispatchers will furnish information to operator as to times passenger trains are expected to reach Portola. Employees in charge of switch engines, light engines, and similar moves must ascertain from operator whether these trains are due before occupying main track and not delay them.

(D) When main track is used on authority of flashing red aspect, all movements must be made at yard speed.

(E) Eastward absolute signals at West Train Yard switch are under electrically-coordinated joint control of train dispatchers for the Third Subdivision, Western Division and First Subdivision, Eastern Division.

Permission to take switch or derail at West End Train Yard in hand throw must be obtained from Western Division train dispatcher. Western Division train dispatcher will in turn contact Eastern Division train dispatcher for his concurrence.

When West Train Yard switch is in hand-operated position, derailing switch, if used, must also be hand operated.

(F) Train washer located on main track between west pocket track switch and east switch west siding.

Automatic Signals 3210 and 3211 located adjacent to washer are equipped with marker lights indicating the position of washing arches.

All indications displayed by these signals are subject to the restrictions imposed by the marker lights and the following will govern:

LUNAR: Washer clear — Movement may be made through washer not exceeding 10 MPH.

PURPLE: Washing position — Restricted clearance. All trains and engines to be washed STOP and then proceed not exceeding 2 MPH.

Lunar light must be displayed for all non-washing movements. If lunar light not displayed for non-washing movements, trains and engines must STOP, check all washing arches, see they are locked in clear, then movement may be made through washer not exceeding 10 MPH.

Employes are prohibited from riding on sides or tops of trains, cars or engines while passing through train washer in operating position.

(G) After being authorized by clearance trains must not leave until given permission by train dispatcher after member of crew advises him that they are ready to leave, except Nos. 17 and 18 will leave when ready being governed by signal indications.

(H) Derail on west end of west siding pipe-connected to main track switch. Switch must not be lined for main track until engines or cars have passed over derail.

(I) Yard track indicators located opposite absolute signals governing movements of eastward or westward freight trains into Yard will indicate to such trains the number of the track on which they are to yard their trains.

When indicator is dark Yardmaster must be contacted at head-in switch to obtain track assignment.

FIRST AND SECOND SUBDIVISIONS

RULE 105. Sidings within T.C.S. limits, except north siding Winnemucca, are not included in signal circuits between clearance points.

RULE 509. When a train becomes disabled in a block between stations and is unable to proceed, train dispatcher may authorize another engine or train to enter the block in accordance with provisions of Rule 509(B), or first paragraph of Rule 509(C), according to conditions. Form B must be issued and location of disabled train shown thereon.

RULE 540. Traffic Control System extends between Portola and Eastward Interlocking Home Signal, Weso (MP 535.5).

Trains will be authorized at Portola and Winnemucca by clearance. Trains originating at intermediate stations will be authorized verbally by train dispatcher, except at Gerlach when there is an operator on duty, they will obtain a clearance. Conductor, or engineer if there is no conductor, of a train authorized verbally must ascertain from the train dispatcher what instructions are outstanding as to track conditions on that portion of the system over which movement is to be made.

RULE 550. Electrically-locked hand-operated switches are pipe-connected to derail.

Gerlach. All switches connecting siding with other tracks except main track must be left lined for siding.

Winnemucca.

(a) Passenger trains after having been properly cleared will be governed by signal indication and may proceed without crew member contacting the train dispatcher. Freight trains must not depart until permission is obtained from the train dispatcher.

(b) Absolute signals and power switches located at each end of north and south siding.

(c) North Siding: Is included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication, or by permission from the train dispatcher.

(d) Certain switches leading into north siding are not electrically locked—(See Rule 550).

(e) Crossover just west of Depot: Electrically-locked hand-operated main track switch on crossover between main track and north siding just west of depot is pipe-connected and operates inside switch of crossover. Care must be taken to insure that all wheels have passed over inside switch before aligning main track switch. Movements on north track after using crossover will proceed at restricted speed to the first governing signal.

(f) House Track: Main track switch and inside switch of crossover to house track are individually electrically-locked. Both switches must be released before movement is started, and one or both switches must be kept open until the movement is completed.

SECOND AND THIRD SUBDIVISIONS

USE OF WPRR PORTION OF PAIRED TRACK BETWEEN WESO AND ALAZON INCLUSIVE

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

(B) When a block signal indicates "stop" (in either direction) trains will be governed by Rules 509 or 510.

(C) Dispatchers will use following form of train order to authorize movement of westward train or to create a work Extra.

Example 1: "Eng.....run Extra on WP track.....to....." This form of order must be given to all opposing trains on WPRR track.

Example 2: "Eng.....works Extra on WPRR track....M.... until....M between.....and....." This form of order must be given to trains before entering territory covered.

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

(D) RULES 20 AND 21. Between Weso and Alazon, sections of SP schedules other than last section will display green lights, illuminated by day and night, but will not display green flags. On SP trains lead engine only will display signals and train indicators.

(E) RULE 82-A. A clearance authorizing an eastward SP first-class train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(F) RULES 82-A AND 83 will not apply to SP trains at 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) RULES 83-A AND 83-B.

Weso. Register station for eastward first-class trains only. Registration will be by ticket and operator will transmit registration to WPRR operator Winnemucca, who will enter same on register at Winnemucca.

Carlin. Register station for eastward first-class trains only. Registration will be by ticket and SP operator will enter same on joint register SP station Carlin.

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

Elko. Eastward SP first-class trains register by ticket. Other eastward SP trains will not register.

Alazon. Register station for westward WPRR regular trains only.

(H) RULE 83-B. When an eastward schedule or section is checked on register at WP Winnemucca, it will not be necessary to check register at Weso against the same train.

(I) RULE 83-B. When an eastward schedule or section is checked on register at Carlin or Elko or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against same train.

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

(K) RULE 83-B. When a westward schedule or section is checked on register at Wendover 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.

(L) RULE 96. Sections of regular trains may be created Weso to West Carlin or Carlin.

(M) RULE 204. Train orders may be issued to eastward SP trains on Second Subdivision which affect their movement on the Third Subdivision between Elko and Alazon.

(N) RULE 221. First and second paragraphs apply only to eastward SP trains at Elko.

(O) RULE 505. Alazon. Westward: Signals located at MP 715.9 and MP 714.9 (5725 feet east of home signal at MP 713.7) govern approach of westward trains to Alazon interlocking.

Eastward: Signal at MP 713.6 is home signal for Alazon interlocking. Automatic portion of block extends only to sign reading "Block System Limit" opposite westward signal 714.9.

(P) Westward Automatic Block Signal System Circuits.

(a) Signals 6511 (200 feet east of Tunnel 42) and 6497 (200 feet east of Tunnel 41); "Block System Limit" sign opposite Signal 6490, controlled from 3750 feet east of East Carlin detour switch.

(b) Signals 6369 (100 feet east of Tunnel 40) and 6357 (624 feet east of Tunnel 39); "Block System Limit" sign opposite Signal 6352, controlled from 2400 feet east of MP 632.

(c) Signals 6313 (3650 feet west of MP 632) and 6287 (200 feet east of Tunnel 38); "Block System Limit" sign opposite Signal 6274, controlled from 1000 feet east of MP 623.

(Q) Call Up Signals. Signals in paired-track territory which are not equipped with number plates are stop signals and Rule 509 applies. When these signals display "stop" indication, member of crew will contact train dispatcher in accordance with Rule 509(A).

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

Interlocking limits extend from home signal MP 643.4, located 100 feet west of remote-controlled switch, to dwarf home signal, located 350 feet east on main track, governing westward movements, and to dwarf home signal, located 350 feet east on detour, governing westward movements to main track.

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

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

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

(S) When trains on which crew changes are made at Carlin, are departing, they must move at restricted speed until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

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

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

Eastward trains or engines on WPRR track finding Signal 6460 displaying stop indication, must, in addition to provisions of Rule 510, provide flag protection against eastward movements from East Carlin detour to WPRR main track, unless detour is seen to be clear.

Flashing white light located on instrument case 20 feet west of west switch East Detour to WPRR track at Carlin indicates that "M" indicator located on Signal 6458 is illuminated and when flashing, confirms authority to move over approach circuit on detour.

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

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

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

(V) Crossover, Third St. WPRR Elko yard. Switch indicator located at inside switch. In connection with Rule 517, before starting crossover movement trainmen will note switch indicator and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. This in no way relieves trains approaching on main track from complying with Rule 93.

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

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

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

(Y) Weso. Interlocking. Westward home signals governing movements into T.C.S. territory are also absolute signals. T.C.S. and interlocking rules will apply to all indications displayed on these signals.

When "stop" indication is displayed a member of the crew must obtain permission to proceed from the train dispatcher per Rule 509. (SA for SP use only.)

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

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

(Z) Alazon. Interlocking. West limits, semi-automatic (SA) signal at MP 713.6 on WPRR track and a home signal on SP track opposite this semi-automatic (SA) signal. (SA for SP use only.)

East Limits, semi-automatic (SA) signal at MP 713.7 on WPRR track and semi-automatic (SA) signal at MP 603.5 on westward SP track and a home signal opposite this semi-automatic (SA) signal on eastward SP track. (SA for SP use only.)

(YZ) ENGINE WHISTLE SIGNALS

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

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

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

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

SPEED RESTRICTIONS—in miles per hour will apply as follows:

BETWEEN	Passenger: California Zephyr and City of San Francisco — Maximum	Passenger: California Zephyr and City of San Francisco — Restrictions	Passenger: Other Passenger Trains — Maximum	Passenger: Other Passenger Trains — Restrictions	Freight: All Freight Trains — Maximum	Freight: All Freight Trains — Restrictions
First Subdivision—Pages 2–3						
Portola and MP 324.1	55	.....	50	.....	40	.....
MP 323.4 and MP 323.7 on curve	.....	40	.....	35	.....	30
**Doubleheading over Bridge 324.08	.....	.....	.....	.....	.....	30
MP 324.1 and MP 342.1	79	.....	70	.....	55	.....
**Doubleheading over Bridge 324.66	.....	.....	.....	50	.....	30
**Doubleheading over Bridge 326.61	.....	.....	.....	50	.....	30
MP 327 and MP 328	.....	.....	.....	.....	.....	50
*MP 328.12 Loyalton Br. RR.X'ing	.....	75	.....	.....	.....	40
MP 339 and MP 339.6	.....	.....	.....	.....	.....	50
MP 339.6 and MP 339.7 on curve	.....	.....	.....	.....	.....	40
MP 339.7 and MP 340.3	.....	.....	.....	.....	.....	50
MP 340.3 and MP 342.1 (Tunnel 37)	.....	45	.....	45	.....	25
MP 342.1 and MP 352.7	60	.....	55	.....	45	.....
MP 343.7 and MP 343.9 on curve	.....	50	.....	45	.....	40
MP 345.5 and MP 346.8 on curves	.....	55	.....	50	.....	.....
MP 347.5 and MP 348.5 on curves	.....	50	.....	45	.....	35
MP 352.7 and MP 363.2	70	.....	65	.....	55	.....
MP 352.7 and MP 353 on curve	.....	65	.....	60	.....	45
MP 361.7 and MP 363.2	.....	.....	.....	.....	.....	50
MP 363.2 and MP 384.2	79	.....	70	.....	55	.....
MP 384.2 and MP 390.7	65	.....	60	.....	50	.....
*MP 384.3 SPRR X'ing	.....	40	.....	30	.....	30
MP 389.8 and MP 390.3 on curve	.....	.....	.....	.....	.....	45
MP 390.7 and MP 398.5	60	.....	50	.....	40	.....
MP 390.7 and MP 392.1 on curves	.....	45	.....	40	.....	35
MP 393.5 and MP 394.2 on curves	.....	50	.....	45	.....	.....
MP 395.3 and MP 397.8 on curves	.....	45	.....	40	.....	35
MP 398.5 and MP 404.7	65	.....	60	.....	50	.....
MP 398.8 and MP 399.3 on curves	.....	.....	.....	.....	.....	45
MP 404 and MP 404.7	.....	.....	.....	.....	.....	45
MP 404.7 and MP 488.3	79	.....	70	.....	55	.....
MP 404.7 and MP 405.5	.....	.....	.....	.....	.....	45
MP 415.7 and MP 417	.....	.....	.....	.....	.....	50
MP 429.5 and MP 430.3 on curve	.....	70	.....	65	.....	.....
MP 433.5 and MP 434.1 on curve	.....	70	.....	65	.....	.....
MP 437.2 and MP 438.8	.....	.....	.....	.....	.....	50
MP 480.2 and MP 481.2 on curves	.....	70	.....	65	.....	50
MP 483.6 and MP 483.9 on curves	.....	65	.....	60	.....	50
MP 487.7 and MP 488 on curves	.....	70	.....	65	.....	50
MP 488.3 and MP 496	60	.....	55	.....	40	.....
MP 489.9 and MP 491.2 on curves	.....	50	.....	45	.....	.....
MP 492.4 and MP 492.7 on curves	.....	55	.....	50	.....	.....
MP 493.9 and MP 494.9 on curves	.....	45	.....	40	.....	35
MP 495.3 and MP 495.6 on curve	.....	55	.....	50	.....	.....
MP 496 and Winnemucca	79	.....	70	.....	55	.....
MP 506.5 and MP 527	.....	65	.....	55	.....	45
MP 530.4 and MP 530.7	.....	.....	.....	.....	.....	45
Second Subdivision—Pages 4–5						
Winnemucca and MP 628.3	79	.....	70	.....	55	.....
Using turnouts, Weso	.....	25	.....	20	.....	20
MP 536.7 and MP 537.1	.....	75	.....	.....	.....	.....
MP 610.1 and MP 611	.....	70	.....	65	.....	50
MP 625.5 and MP 625.8	.....	70	.....	65	.....	.....
MP 628.3 and MP 638.3	50	.....	45	.....	40	.....
MP 628.3 and MP 629.1	.....	.....	.....	.....	.....	35
MP 635.5 and MP 636.8	.....	.....	.....	.....	.....	35
MP 638.3 and MP 648.3	79	.....	70	.....	55	.....
West Carlin and East Carlin	.....	35	.....	35	.....	20
Using turnouts, West and East Carlin	.....	20	.....	15	.....	15
MP 648.3 and MP 651	65	.....	60	.....	50	.....
MP 649.2 (Tunnel 41)	.....	.....	.....	.....	.....	40
MP 650.4 and MP 651	.....	50	.....	50	.....	40
MP 651 and MP 652.6	70	.....	65	.....	50	.....
MP 652.6 and Elko	79	.....	70	.....	50	.....
MP 664.4 and MP 665.4 (Elko Yard)	.....	35	.....	35	.....	15

BETWEEN	Passenger: California Zephyr and City of San Francisco — Maximum	Passenger: California Zephyr and City of San Francisco — Restrictions	Passenger: Other Passenger Trains — Maximum	Passenger: Other Passenger Trains — Restrictions	Freight: All Freight Trains — Maximum	Freight: All Freight Trains — Restrictions
Third Subdivision—Pages 6-7						
Elko and Alazon	79	.....	70	.....	50	.....
MP 665.4 and MP 666.4 (Elko Yard)	.....	35	.....	35	.....	15
MP 673.8 and MP 673.9	.....	70	.....	65	.....	50
MP 674.8 and MP 681.1	.....	55	.....	50	.....	45
Using turnouts, Alazon	.....	25	.....	20	.....	20
Alazon and MP 720.5	70	.....	60	.....	50	.....
MP 715.2 and MP 717.1 on curves	.....	65	.....	.....	.....	45
MP 720.5 and MP 735	79	.....	70	.....	55	.....
MP 735 and MP 748	79	.....	70	.....	60	.....
MP 748 and MP 753.2	79	.....	70	.....	55	.....
MP 753.2 and MP 755.2	45	.....	45	.....	30	.....
MP 755.2 and MP 759.8	79	.....	70	.....	55	.....
MP 755.5 and MP 755.8 on curves	.....	.....	.....	.....	.....	40
MP 758.4 and MP 758.7 on curve	.....	60	.....	55	.....	45
MP 759.4 and MP 759.8 on curve	.....	75	.....	.....	.....	50
MP 759.8 and MP 775.3	79	.....	70	.....	60	.....
MP 765.9 NNRR Crossing	.....	25	.....	20	.....	20
MP 771 and MP 771.5 on curve	.....	.....	.....	.....	.....	45
MP 772.7 and MP 773.1 on curve	.....	65	.....	60	.....	45
MP 775.3 and MP 782	55	.....	50	.....	40	.....
MP 776.6 and MP 778.1 on curves	.....	40	.....	35	.....	30
MP 778.7 and MP 779.2 on curve	.....	35	.....	30	.....	25
MP 782 and MP 784.5	45	.....	40	.....	30	.....
MP 782 and MP 782.7 on curve	.....	35	.....	30	.....	25
MP 783.5 and MP 784.5	.....	35	.....	30	.....	25
MP 784.5 and Wendover	70	.....	65	.....	55	.....
MP 784.6 and MP 784.9	.....	60	.....	55	.....	40
MP 785.1 and MP 785.2 on curve	.....	.....	.....	.....	.....	45
MP 785.8 and MP 786.5	.....	65	.....	60	.....	45
MP 795.4 and MP 795.7	.....	55	.....	50	.....	40
MP 796 and MP 796.4	.....	65	.....	55	.....	45
MP 799.5 and MP 800	.....	45	.....	40	.....	35
MP 805.9 and MP 806.3	.....	25	.....	25	.....	20
Fourth Subdivision—Pages 8–9						
Wendover and MP 856.6	79	.....	70	.....	60	.....
MP 806.3 and MP 807.5	.....	25	.....	25	.....	20
MP 849.7 and MP 849.8 on curve	.....	.....	.....	.....	.....	55
MP 856.6 and MP 866.8	79	.....	65	.....	55	.....
MP 856.6 and MP 856.9 on curve	.....	65	.....	60	.....	50
MP 859.7 and MP 860 on curve	.....	70	.....	.....	.....	.....
MP 860.9 and MP 861.1 on curve	.....	70	.....	.....	.....	.....
MP 862.7 and MP 863.3 on curve	.....	70	.....	.....	.....	.....
MP 864.3 and MP 864.7 on curve	.....	65	.....	60	.....	40
MP 865.2 and MP 866.1 on curve	.....	70	.....	.....	.....	.....
MP 866.8 and MP 890	79	.....	70	.....	55	.....
MP 866.8 and MP 867.5 on curve	.....	70	.....	65	.....	.....
MP 867.5 and MP 868.4 on curve	.....	60	.....	55	.....	45
MP 868.5 and MP 869.3 on curve	.....	65	.....	60	.....	50
MP 869.8 and MP 872 on curve	.....	70	.....	65	.....	.....
MP 878.7 and MP 879 on curve	.....	60	.....	55	.....	45
MP 886.5 and MP 886.7 on curve	.....	70	.....	65	.....	50
MP 890 and MP 925.7	60	.....	60	.....	40	.....
*MP 912.1 D&RGWRR X'ing	.....	40	.....	35	.....	25
MP 925.7 and Pollard Jct.	25	.....	25	.....	25	.....
Pollard Jct. and Salt Lake City (U.D.)	25	.....	25	.....	.....	.....
Pollard Jct. and Roper Yard	.....	.....	.....	.....	25	.....
Pollard Jct. on Curve	.....	.....	.....	.....	.....	15
Loyalton Branch ..... Page 10	.....	.....	.....	.....	15	.....
Reno Branch ..... Page 10	25	.....	25	.....	25	.....
Derail MP 31.64 ..... Page 10	.....	10	.....	10	.....	10
Ellerbeck Branch ..... Page 11	.....	.....	.....	.....	15	.....
Tooele Branch ..... Page 11	20	.....	20	.....	20	.....

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

****This applies to trains handled by steam engines only.**

MAXIMUM SPEEDS

Freight Engines Handling Passenger Trains

Western Pacific (Class)

S-50, Nos. 501 to 503 incl. ..... 45 MPH
S-50, Nos. 504 to 511 incl. ..... 65 MPH
S-57, Nos. 551 to 564 incl. ..... 65 MPH
S-57, Nos. 559 to 562 incl. coupled in multiple control 30 MPH
S-60, Nos. 581 to 585 incl. ..... 65 MPH
D-176, Cab units 801A, 802A and 803A only ..... 65 MPH
D-225 and D-239 ..... 65 MPH

Southern Pacific (Class)

MK-5, MK-6, Nos. 3241 to 3277 incl. ..... 50 MPH
"F" 3600 and 3700 Series ..... 50 MPH
DF-1, Nos. 6122 to 6137 incl. ..... 65 MPH
DF-1, 2, 3, 4, 5, 6, 7, Nos. 6138 to 6377 incl. ..... 55 MPH
All others ..... 40 MPH

Following table for SP light engines running forward.

DP-3, 4, 5, 6	AC	B. M. SP		
A, GS, Mt.	DRS-1, 2	C-2, 4, 5, 8, 9, 10	C-15	S, SE
DF-1, 2, 3, 4, 5, 6, 7	DRS-200	C-18, 19, 26, 27, 28, 29	DS-200	
P-1, 3, 4, 5, 6, 7, 8, 10, 11, 12	DS-1 to 7 Incl.	T-1, 8, 23, 28, 31, 57, 58	MK-2, 4, 10, 11	
	DS-100 to 109 Incl.	Other engines not listed	MM	
	F		TW	
	MK-5, 6, 7, 8, 9			
	T-26, 32, 37, 40			
50 MPH	40 MPH	35 MPH	30 MPH	20 MPH

	Maximum MPH
Passenger trains handling troop sleepers, troop kitchen cars or high speed box cars	60
Diesel freight engines dead in trains	60
Passenger trains with cabooses on rear	50
Except in territory where a greater maximum is specified for freight trains, may make maximum speed for freight trains within specified territory.	
WPRR light engines (except 501 to 503 incl.) running forward	*FT
WPRR engines 501 to 503 incl. running light or handling train	45
Diesel switch engines dead in trains	45
Trains handling SP Co. scale test cars	40
Trains handling WPRR steam derrick 37 straight track	35
On curves 5 MPH less than speed prescribed for freight trains but not exceeding	30
Engines 559 to 562 incl. coupled in multiple control, light or handling trains	30
Trains handling steam shovels, cranes, rotary plows or pile drivers on their own wheels, steam derricks other than WPRR steam derrick 37, logs on flat cars, loaded air dump WP 11000 series cars	25
Trains handling engines with all side rods in place but main rods partly or completely removed	25
Steam engines backing on straight track	20
On curves and where track conditions are unfavorable, and when approaching highway or street crossings at grade, speed of engines in backward motion must be further reduced to that consistent with safety.	
Trains or engines through a turn out or siding equipped with power operated switches in T.C.S. territory, and through turn outs at Weso, West and East Carlin, and at Alazon	20
Switch engines without lead trucks, light or in trains	12
Trains or engines through turn outs, crossovers, sidings and other inside tracks, except as otherwise provided for	10

*FT — Speed prescribed for freight trains.

MISCELLANEOUS

When steam derrick No. 37 (weighing 200 tons), or other derricks of a similar or heavier weight, are handled with Mallet, GS, or other steam engines of a similar or heavier weight, there must be at least two cars between engines and derrick.

DOUBLEHEADING.

Steam engines heavier than SP F-3, 4 and 5 must not be doubleheaded between Weso and SP connection (MP 701), except that two "GS" type engines may be doubleheaded between Carlin and SP connection (MP 701).

When two or more steam engines which are prohibited from doubleheading in the above territory are in the same train, either in service or dead, they must be separated by at least 5 cars.

Diesel engines may be doubleheaded on head end of westward freight trains Wendover to Spruce when the total units do not exceed four. If the total units exceed four, the helper engine must be cut in on rear just ahead of caboose or weak cars.

DIESEL ENGINES.

When two or more diesel engines, either road or yard, are being towed dead in freight trains they must be separated by not less than 1 car.

Diesel freight engines dead in train must have automatic brake valves cut out in cabs and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reverses locked in neutral position in all units. Distributing valve pops must be set to 25 pounds pressure.

Diesel switch engines dead in train must have automatic brake valve 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.

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

AIR BRAKE RULES

RULE 22. 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.

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.

RULES 24-B and 24-C. CALIFORNIA ZEPHYR TRAINS.

If motive power is changed at any intermediate station or terminal or continuity of brake pipe disturbed, air brake tests must be made as prescribed by Rules 24-B and 24-C.

At Portola, Gerlach and Elko, the incoming engineer, after making station stop, must make a full service electro-pneumatic brake application (approximately 75 pounds) or if electro-pneumatic brake is inoperative, a 20 pound brake pipe reduction will be made with the automatic brake.

Observation will be made that rear brakes apply. On receipt of proper signal outgoing engineer will release brakes. Observation will be made to note that rear brakes release.

At Winnemucca only, an electro-pneumatic brake test will be made of the train brakes, unless electro-pneumatic brake is inoperative, in which case, an automatic brake test will be made. The engineer will make service brake application as prescribed above as soon as train stops without waiting for signal. Car inspectors will inspect train, but will not furnish Form 809-G unless motive power changed or continuity of brake pipe is disturbed.

RULE 44. Zephyrette trains will make a running brake test.

RULE 57. When changing ends on diesel engines equipped with 24-RL brake equipment proceed as follows:

Make a 20 pound brake pipe reduction with the automatic brake valve, after which move the brake valve handle to lap position, move the independent brake valve handle to release position and observe that the brakes are still applied. Close the doubleheading cock and place the Rotair valve in FRT lap or PASS lap position depending on service used. Move the automatic brake valve handle to running position and remove both handles.

To assume control at the other end, first insert the brake valve handles, place the Rotair in PASS or FRT position depending on the service used, move the independent brake valve handles to application position. Open the doubleheading cock and depress foot pedal, check gages to insure brake pipe and main reservoirs are fully charged, and if ready to move, release independent brake.

When opening doubleheading cock, move handle toward open position until latch engages the lug, then pull handle up to clear lug and complete handle movement. This procedure will prevent undesired brake application and operation of the P.C.S.

When changing ends on Zephyrette cars 375 and 376 proceed as follows:

Make a 20 pound brake pipe reduction with the automatic brake valve and then move brake valve handle to lap position. Release independent brake. Close brake valve cut-out cock and return automatic brake valve handle to running position. Remove both brake valve handles in running position and proceed to opposite end. In cutting in on opposite end, place brake valve handles on respective brake valves, apply independent brake fully.

Place foot on Safety Control Pedal and open the brake valve cut-out cock. Check the feed valve setting to insure required pressure in order to release brakes set up at opposite end. Release independent brake when ready to move.

TRAINS EQUIPPED WITH ELECTRO-PNEUMATIC BRAKE

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

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

RULE 37. When a stop is made with electro-pneumatic brake, a full service application of the automatic brake must be made before engine or cars are detached.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)	320.0	1 E	150
SULPHUR P	474.9	1 W	30
KNIGHT	570.1	1 E	6
RUSSELL P	582.5	1 E	6
JENKINS	592.1	1 E	12
DUGGAN P	631.9	1 E	20
TONKA P	650.6	1 E	20
SILSBEE	811.6	1 W	50
ARAGONITE	861.5	1 E	5
UP CONNECTION (Garfield)	913.6	1 E	14
SALTUS	915.0	Both Ends	3
TERMINAL	922.1	1 W	20

YARD LIMITS

West MP		East MP
BD 11.28	Loyalton	End of Branch
BI 0.0	Reno Junction (Reno Branch)	BI 0.81
BI 32.43	Reno	End of Branch
642.96	Carlin	647.13
663.6	Elko	666.76
764.96	Shafter	767.73
805.28	Wendover	808.31
926.06	Salt Lake City and Roper	As indicated by yard limit signs

SWITCHING LIMITS

West MP		East MP
319.94	Portola	323.09
361.58	Doyle	364.25
437.03	Gerlach	439.45
530.02	Winnemucca	533.6

TONNAGE RATING

Engine Class	1st Subdiv.	2nd Subdiv.	3rd Subdiv.		4th Subdiv.	Reno Branch	Loyalton Branch	Tooele Branch
Eastward								
S-50	880	2836	880		880	435	2836	435
*S-57	1150	3600	1150		1150	535	3600	535
S-60	1150	3600	1150		1150	535	3600	535
**D-176	2950	5000	2450		2800	1400		1200
***D-225	6500	12500	6500		6500	4000		3000
***D-239	8000	15000	8000		8000	5000		3750
			Wendover to Shafter	Shafter to Hogan				
Westward								
S-50	880	2836	880	1000	880	435	2836	2000
*S-57	1150	3600	1150	1250	1150	535	3600	2500
S-60	1150	3600	1150	1250	1150	535	3600	2500
**D-176	2550	5000	1950	2400	2600	1050		5000
***D-225	6500	12500	5000	6500	6500	2000		10000
***D-239	8000	15000	6750	8000	8000	2500		12500

*Two engines coupled multiple control-double tonnage.

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

***Reduce 25% of tonnage rating for each inoperative, or detached 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.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, MP 320 (FRLCO. Yard)	All except Diesel Switch Engines	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
*Portola, Scale Track	All except Diesel Switch Engines	On Track Scale dead rail
Loyalton Branch	MTP-44 or heavier Steam Engines	Entire Branch
Loyalton	All except Diesel Switch Engines	On Standard Oil Co. Track
Reno Branch	MTP-44 or heavier Steam Engines	From 200 feet beyond east Wye switch on Reno Branch, Reno Jct. to Reno
*Reno, Track Scales	All Engines	On Track Scale live rail
Ellison, Spur off siding	MK-60 or heavier	Beyond 500 feet west of frog
Elburz, Spur off siding	All Engines	Beyond 200 feet west of frog
Deeth, Stock Track	" "	Beyond frog
Silver Zone	" "	Beyond frog, on spur
Saltus, Royal Salt Co. RR	" "	Beyond frog
Salt Lake City, Fisher Brewery Spur	MK-60 or heavier	Beyond frog
Redman Spur	" "	Beyond frog
Roper Yard, Track 21	All Engines	Over Scales

*Live rail is weighing rail

RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif.	Dr. G. F. Cushman	Chief Surgeon
Portola, Calif.	Dr. Roy M. Peters	Division Surgeon
Portola, Calif.	Dr. J. F. Narkevitz	Asst. Division Surgeon
Reno, Nevada	Dr. G. O. Bradley	Local Surgeon
Reno, Nevada	Dr. Earle Creveling	Oculist and Aurist
Reno, Nevada	Dr. George W. Burke	Local Surgeon
Winnemucca, Nevada	Dr. K. L. Hartoch	Local Surgeon
Winnemucca, Nevada	Dr. G. F. Pope	Local Surgeon
Winnemucca, Nevada	Dr. Frank V. Rueckl	Local Surgeon
Battle Mountain, Nevada	Dr. Charles C. Hyde	Local Surgeon
Carlin, Nevada	Dr. C. W. Eastman	Local Surgeon
Elko, Nevada	Dr. A. J. Hood	Division Surgeon
Elko, Nevada	Dr. C. E. Secor	Local Surgeon
Elko, Nevada	Dr. G. A. Collett	Local Surgeon
Elko, Nevada	Dr. Dale Hadfield	Local Surgeon
Elko, Nevada	Dr. L. A. Moren	Local Surgeon
Elko, Nevada	Dr. George L. Moore	Local Surgeon
Elko, Nevada	Dr. John M Read	Local Surgeon
Elko, Nevada	Dr. Tom Hood	Local Surgeon
Tooele, Utah	Dr. T. M. Aldous	Local Surgeon
Salt Lake City, Utah	Dr. Woodrow Nelson	Local Surgeon
Salt Lake City, Utah	Dr. E. V. Long	Local Surgeon
Salt Lake City, Utah	Dr. E. B. Fairbanks	Oculist and Aurist
Salt Lake City, Utah	Dr. F.H. Raley	Oculist and Aurist
Salt Lake City, Utah	Dr. C. O. Rich	Dermatologist
Salt Lake City, Utah	Dr. Bernard J. Voss	Internist

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif.	C. D. Fabrin	Manager of Time Service
Portola, Calif.	S. & J. Jewelers	Watch Inspector
Reno, Nevada	R. Herz & Bros.	Watch Inspector
Winnemucca, Nevada	Bosch & Son	Watch Inspector
Elko, Nevada	L. J. Wintermantel	Watch Inspector
Elko, Nevada	W. N. Blohm	Watch Inspector
Elko, Nevada	C. E. Cox	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 Burrell	Watch Inspector

SPEED TABLE

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