SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION







To Take Effect Sunday, December 13, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER.

General Manager.

W. B. KIRKLAND,

Superintendent of Transportation.

L. U. MORRIS.

Assistant General Manager.

J. C. GOODFELLOW.

Superintendent.

2	EASTWA	RD							S	PARKS	SUB-DI	VISIO	N						WEST	WARD	
		SEC	OND CLAS	ss	T			FIRST C	LASS							FII	RST CLAS			SECOND C	LASS
city of sidings car lengths		566 Freight	564 Freight	562 Freight	560 Freight	102 Streamliner City of San Francisco	606 Mixed	Pacific Limited	318 Passenger	San Francisco Overland Limited	30 Passenger	Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Imlay	Pacific Limited	317 Passenger	9 Fast Mail	San Francisco Overland Limited	101 Streamliner City of San Francisco	605 Mixed	
Capa	Le	ave Daily I	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	O &	STATIONS		Arrive Daily	Ar. Tues., Thurs., Sat.	Arrive Daily		See Footnote	Arrive Daily Ex. Sunday	
Yard WYTBK	1	1.05 PM	2.40PM	8.45 AM	2.45 AM	10.45PM	7.20PM	5.35PM	8.15 AM	5.45AM	5.05 AM	246.2	TO-R SPARKS	138.1	s 12.25 PM	7.00PM	s 8.52PM		12.55 AM		
- 50 I		1.15	2.50	8.55	2.55	10.49	7.26	5.41	8.21	5.51	5.11	249.1	VISTA 4.0	135.2	12.20	6.54	8.47	9.30	12.50	f 6.30	
— 98 I		1.22	2.58	9.03	3.03	1	7.32	5.46	8.26	5.56	5.16	253.1	HAFED	131.2	12.15	6.49	8.42	9.25	12.45	f 6.24	
— 94 PW		1.29	3.06	9.11	3.11		7.38	5.51	8.32	6.01	5.22	257.3	DITHO 4.8	127.0	12.10	6.43	8.37	9.20		f 6.17	
— 79 I		1.37	3.14	9.19	3.19	11.01	7.45	5.56	8.38	6.07	5.28	262.1	TO CLARK	122.2	12.04PM	6.37	8.32	9.14	12.35	f 6.09	
— 50 I		1.45	3.22	9.27	3.27		7.52	6.01	8.45	6.12	5.34	266.7	THISBE	117.6	11.59AM	6.31	8.26	9.08		6.01	
6— 46 PV		1.53PM	3.30	9.35	3.35		f 7.59	6.06	8.52	6.18	5.39	271.4	GILPIN	112.9	11.53	6.25	8.20	9.02		f 5.45	
ard P		12.01 AM	3.38	9.43	3.43	11.15	8.15	6.12	* 9.00AM	6.23	5.45	276.1	TO-R FERNLEY	108.2	f 11.47	★ 6.12PM	8.15	8.56	12.21	s 5.35	
9— 98		12.08	3.45	9.50	3.50		8.30	6.17	5 9.00 km	6.28	5.50	280.4	ARGO	103.9	11.41	Alte	8.10	8.50		5.18	
0— 52		12.14	3.52	9.57	3.57		8.45	6.22		6.32	5.55	284.4	PATNA	99.9	11.36	8 8	8.05	8.45	12.14	5.10	
Yard		12.22	4.00	10.05	4.05	11.24	s 8.52PM	s 6.32		f 6.40	s 6.13	288.1	TO-R HAZEN	96.2	s 11.30		s 7.59	s 8.38	12.11	5.00PM	
OWYTBE 102 PV		12.37	4.17	10.22	4.22		0.02	6.39		6.46	6.20	292.5	MASSIE	91.8	f 11.19		7.49	8.28			
)—100		12.45	4.27	10.32	4.32			6.44		6.51	6.26	297.4	FALAIS	86.9	11.13	7 70.00	7.44	8.22			
0— 50		12.52	4.35	10.40	4.40	11.34	A TABLE	6.49		6.56	6.31	302.0	UPSAL	82.3	f 11.08	43	7.39	8.16	12.01 AM		
2—100	P	1.00	4.43	10.48	4.48	11.01		6.54		7.01	6.36	306.8	DESERT	77.5	11.02		7.34	8.10			
0— 51 P	w	1.08	4.53	10.56	4.56			6.59		7.06	6.41	311.7	TO PARRAN	72.6	f 10.56		7.29	8.04			
0— 50		1.15	5.00	11.05	5.03	11.44		7.03		7.11	6.46	316.1	HUXLEY	68.2	10.50		7.24	7.59	11.50PM		
0— 98	P	1.21	5.06	11.11	5.09			7.07		7.15	6.50	320.0	OCALA	64.3	f 10.46		7.20	7.54	12 Pt 10 E		3, 1
0— 98	P -	1.28	5.13	11.18	5.16			7.15		7.19	6.55	324.2	MIRIAM	60.1	10.41		7.15	7.49	LAM		
5— 93	P	1.35	5.20	11.25	5.23	11.53PM		7.23	-	7.23	7.00	328.4	TOY	55.9	f 10.36		7.10	7.44	11.41		
102	P			11.32	5.30	11.55	- W 6	7.28	61	7.27	7.04	331.8	TOULON	52.5	10.32		7.05	7.40	1960		To V
102	P	1.41	5.27		5.38			7.34	- 1	7.32	7.09	336.4	GRANITE PT.	47.9	f 10.27		7.00	7.34	10.00		
	Py	1.48	5.35	11.40	5.45	12.02AM		7.42	Secretary Laboratory	7.37	7.14	340.5	PERTH	43.8	10.22		6.55	7.29	11.32		
25—125 P	PY	1.55	5.42	11.47 11.59AM		12.02 //		s 7.50	5 093 2	f 7.42	s 7.18	344.3	TO LOVELOCK	40.0	s 10.12		s 6.50	s 7.23	11.28		
		2.01	5.54	12.12PM				7.57		7.50	7.29	349.0	KODAK	35.3	10.06		6.39	7.13			
8		2.10	6.07		6.10			8.03	-	7.56	7.35	353.2	WOOLSEY	31.1		1					
Spur 45 Spur		2.26	6.21	12.26	6.24	12.18		f 8.10		8.02	7.41	357.8		E.B. W.B	f 9.57		6.30	7.03	11.17		
Spur P		2.26	6.34	12.39	6.55	12.10	TITE	8.21	3 1 1	8.12	7.51	366.0	RYE PATCH	. 1	f 9.46	1 0	6.21	6.54			
?7 Center	1	2.43	6.52	12.57	6.33	A New Work	4 4 44	0.21		0.12		372.6	VALERY	11.5 11.	5						
Spur 5 34 Center		2.00	7 17	1.22	7.20	12.34		8.35		8.25	8.05	377.0	HUMBOLDT		f 9.33		6.08	6.41			
34 Center P Yard		3.02	7.17	1.22	7.20		-	s 8.45 PM		s 8.35 A			TO-R IMLAY	0.0 0.	9.22AN		5.58P	6.30PM	10.54PM		-
POWYBI	K	3.15AM Arrive Daily	7.35 PM		7.40 AN	Aurius			Ar Mon	HOUSE !	Arrive Daily	MAU	(138.1)	137.9 138.		Ly Tues	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	
		(4.10)	(4.55) 28.04	(4.55) 28.04	(4.55) 28.04	(1.55) 71.94	(1.32) 27.32	(3.10)	(0.45)	(2.50) 48.67	(3.10)		Time over District Average speed per hour		(3.03) 45.27	(0.48) 37.37	(2.54) 47.62	(3.05) 44.78	(2.01) 68.47	(1.35) 26.46	

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward firstclass trains apply at train-order office.

No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 2nd, 8th, 14th, 20th and 26th of each month.

No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULE 85. Extra trains must not run ahead of No. 605 without train-order authority.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

*No. 318 at Fernley will head in on siding at west end, proceed on siding to point opposite station, then back up on siding to west leg of wye, head out through west leg of

*No. 317 head in through west leg of wye to siding, back up on siding to point opposite station, then head out through crossover west of station—Schedule time and train orders of No. 317 will apply at this crossover.

			Table In The TO	
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
9 27 28 28 30 30	Fernley Any Station Any Station Any Station Any Station Any Station Any Station	Discharge Discharge Discharge Receive Discharge Receive	Points beyond Ogden Ogden or East	Lovelock Cheyenne Colfax or West Sparks or West

90	- 4/2 12111111	SEC	OND CLAS	22	a to want		FII	RST CLAS	9			000	n water			FIRST	CLASS	to denote	120	SECONI	D CLAS
siding	578	576	574	572	570	-	14	28	30	102	from	Time Table No. 49	from	21	1	9	27	101	600	77	61
pacity of in car len	Freight	Freight	Freight	Local Freight	Freight	market P	Pacific Limited	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Distance San Fran	December 13, 1936	Distance	Pacific Limited	Western Pacific Scenic Limited	Fast Mail	San Francisco Overland Limited	V 250	Adjust .	Western Pacific Fast Freight	Western
Oaj	Leave Daily	Leave Daily	Leave Daily	Lv. Monday Wednesday Friday	Leave Daily	And wheat	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote		STATIONS	(feom)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Outpust.	Arrive Daily	Arrive Da
Yard OWYBK	7.45PM	1.45PM	8.45AM	5.01 AM	1.20AM	HEAT .	8.50PM	8.40AM	8.20AM	12.40AM	384.1	(TO-R IMLAY)	150.2	s 9.17AM		s 5.53PM	s 6.25PM	10.54PM			To the State of th
our 61 P	45 5	E2 (NE	NO SOL	00 to 10	10 m	55.7	f 9.00	8.50	f 8.29		388.7	MILL CITY	145.6	f 9.10		5.47	6.18	10.01			
7 Center W	Eb f	1101-		pd. 61	0.0	Chil	9.12	9.02	8.39	Train L	397.0	COSGRAVE	137.3	f 9.00		5.38	6.09	10.44			
Spur P	8.35	2.35	9.35	5.51	2.05	5797 1	9.25	9.15	8.50	1.01	406.6	ROSE CREEK	127.7	f 8.50		5.28	5.59	10.36			
100 P	8.45	2.45	9.45	6.01	2.15	147 1	9.31	9.21	8.56	CONTRACTOR OF	412.1	BENIN	122.4	8.44		5.22	5.52				1 01
3—105 PW	9.00	3.00	10.00	6.50	2.30	2000 8	s 9.43	s 9.33	s 9.08	wide bei	417.3	TO WINNEMUCCA	117.2	s 8.37	17.05	s 5.15	s 5.45				
PI	9.10PM	3.10PM	10.10AM	7.01 AM	2.40AM		9.48PM	9.38AM	9.13AM	1.14AM	420.9	TO-R WESO	113.6	8.28	4.18PM	5.06	5.35	10.23		6.20AM	2.2
101 P	12.034	03.61		2.33	01.30	ELL	23.25	A.10%	5.49	100	423.3	TULE	111.2	8.25	4.14	5.03	5.31				
P	11.568	E8-83					Ø1.0 1			180	428.9	EGLON	105.6	f 8.19	Innition to	torail franch	Canin with				-
92 PW		32.0								TV THE	434.0	TO GOLCONDA	100.5	f 8.13	f 4.01	4.51	5.19	10.11		5.55	2.0
Spur 53 P	PE.11	56.8	10.0	2.11						THE INC.	439.3	PREBLE	95.2	8.07	3.53	4.45	5.12				W 191
ur P	02.11	61.8		70.8	08.5					religio.	443.5	COMUS	91.0	f 8.03			1.32	10.04			
— 51 P		80.8		erendamentalist in			50 P			C. C. C.	448.1	IRON POINT	86.4	f 7.58	3.43	4.36	5.02			5.31	1.
53 P	262.71	10.25			65-7		29.5			DTAR	452.7	HERRIN	81.8	f 7.53	10 11 1	74.0					
Spur 41 P	00.31		St.Vi	20.1						THE	457.4	STONE HOUSE	77.1	f 7.48	3.33	4.27	4.52				Brit .
77 POW	10.17	20.7								1	461.3	VALMY	73.2	f 7.43	70.11			9.52		5.10	1.
100 P		88.5								V. Private land	466.3	MOTE	68.2	f 7.38	3.24	4.18	4.42			-	1 07 10
71 P		- 08. T		on Weste	rn Pacific	TOL DA	41min 4011.			CATA E	470.7	PIUTE	63.6	7.33	10.10	78706	ativity is	10.150	501.8	008.01	TT
– PW					rd Souther					DEW 84	475.8	TO BATTLE MOUNTAIN	58.7	s 7.27	f 3.14	s 4.08	f 4.32	9.42	06.3	4.30	12.
P		115			Veso and (Schedules	15.00		100	482.0	ROSNY	52.5	f 7.16	16.0a	75.75	TO AT				
P		1.10								0.5	487.7	ARGENTA	46.8	f 7.10	3.01	3.55	4.18	21.15	6.10	06.11	The last
100 P										HITCH.	492.9	MOSEL	41.6	f 7.04		710,7	15.5	9.29	6.17	VE.LL	STATE OF
50 P										MALLOTT I	498.5	SHOSHONE	36.0	f 6.58	2.50	3.44	4.06	90 11	1-0-7-	3.40	12.
urs 55 P										NE CONTROL	503.7	LADOGA	30.8	107 HS	453		ha-98	36.11	18.34	12.31	1 10
PW										mond	508.2	TO BEOWAWE	26.3	s 6.47	f 2.39	3.34	3.55	9.16	88.8	3.20	11.
ur 53 P										B. Carlo	512.7	OLURO 4.3	21.8	6.41	2.32	3.29	3.49	11.51	88.7	mao.s.i	47 78
urs 53 P									DOM AT	TRATAGE	517.0	HARNEY	17.5	f 6.36	2.27	3.24	3.43	0.82.11	Ed.3	21.01	SALE.
urs										1800	521.6	GERALD	12.9	6.30	2.21	3.18	3.37	9.02		2.50	11.
I								1,0		1.034	525.2	E. N. Crossing	9.3	85.6							- Inilia
I										DOE	525.5	E. N. Crossing	9.0	85.5							
— 55 PW		1,150	17.175		5.01.4					Der Sale	525.7	TO PALISADE	8.8	f 6.24	f 2.14	3.12	3.30			2.40	11.
P		secular l	MICE BAY	7(0.85	MERCED.		MEST ST	18.55 Da. 18	- I make	Summer an	531.2	TYROL	3.3	NTOO E CA	Description of		MYE.	maj. L	8.100	30.0	
ard OWTBK	willout waren't	All Shakes	77795	dult med	ythorner	and soul	(Cathiese)			10111111	534.5	TO-R CARLIN	0.0	6.10AM	1.58PM	2.58PM	3.15PM	8.46PM	the state of	2.10AM	10.3
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday Friday	Arrive Daily	(B) (1)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote		(150.2)	(SI, P)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	(SA)	Leave Daily	Leave
	(1.25) 25.97	(1.25) 25.97	(1.25) 25.97	(2.00)	(1.20) 27.60		(0.58) 38.06	(0.58) 38.06	(0.53) 41.66	(0.34) 64.94		Time over District Average speed per hour		(3.07) 48.19	(2.20) 48.68	(2.55) 51.49	(3.10) 47.43	(2.08) 70.40		(4.10) 27.26	(3.4

and 27th of each month.

No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

ar san	ADDITIONA	L STOPS TO RECEIVE OR	R DISCHARGE REVENUE PA	ASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27 28 28 30 30	Any Station Any Station Any Station Any Station Any Station	Discharge passengers Discharge passengers Entrain passengers Discharge passengers Entrain passengers	Points beyond Ogden Ogden and East	Cheyenne Colfax or West West of Sparks

UF	EASTW	ARD							M ON	TELLO	SUB	-DIVISION							WEST	WARD
- 1		SEC	OND CLAS	88	mark	- 1- /-	FII	RST CLAS	s		49/4	A PROPERTY OF THE PARK	10 TES	19	FI	RST CLAS	s	No mod	SEC	OND CLASS
in car lengths	576 Freight	574 Freight	570 Freight	578 Freight	Ball and	Color	28 San Francisco Overland Limited	30 Passenger	102 Streamliner City of San Francisco	14 Pacific Limited	Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance fron Montello	Pacific Limited	Western Pacific Scenic Limited	9 Fast Mail	27 San Francisco Overland Limited	101 Streamliner City of San Francisco	Western Pacific Fast Freight	77 Western Pacific Fast Freight
res I	Leave Daily	Leave Daily	Leave Daily	Leave Daily	gin Denleyk -	(Buri-west	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily		STATIONS 🚗 .	III erest	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily
rd BKT			412.01 V	REC. 5 17	SEAR F		TY 1.0 17			IMI III	534.5	(TO-R CARLIN	127.4	s 6.01 AM	s 1.53PM	s 2.50PM	s 3.07PM	s 8.43PM	10.30AM	2.00AM
8 79 P		1.00	11000	Br.a.			01.9 1	1.01	P. Tilo	43116	537.5	VIVIAN	124.4	5.52	1.46	2.42	2.59	8.39	10.17	1.49
		111111	10.44	60.3		30-07	00 6 1	Lar bil	374	6080	540.3	TONKA 4.2	121.6	5.48	1.42	2.38	2.55	1000	10.11	1.43
42 P 47 P		1100	ac or	5.59			08.6	1.97	2012.0	NEON .	544.5	MOLEEN	117.4	f 5.42	1.37	2.33	2.50	1000	10.02	1.34
				5.52			PER !	1.80/	10	CETT	550.3	AVENEL	111.6	5.35	1.31	2.27	2.44	637.6	9.52	1.24
70 P			2.14	EKP A			18.37	LVF	1,0000	gitziw e	554.5	WEST ELKO	107.4	5.29	1.26	2.22	2.39	Value	9.45AM	The state of the s
-	S 2018	100	10.23	ele e		4114	8.28	0.00	A 1 08	TW 11-	556.0	TO-R ELKO	105.9	s 5.26	s 1.23	s 2.19	s 2.36	8.22	Via WP Yard 9.00 AM	
PW				FR 8	60.2	P.1.6	8.23	s. he to	0.00	gr	560.5	COIN	101.4	f 5.15	1.13	2.10	2.28		8.50	12.03AM
P		1000		See West				100	0.00	IDS.	564.8	OSINO	97.1	f 5.10	1.08	2.06	2.23		8.43	11.56PM
40 P	22.0		17.87	for eastwules betw				6.501	ACCE	19300 1	567.8	RYNDON	94.1	f					8.36	11.49
41 P	Calculation	-	3.33	ules betw	een Carn	m and Air	12011.	1.50	2.10	CHAT PI	573.4	ELBURZ	88.5	f 4.58	12.56	1.54	2.11	8.04	8.22	11.36
87 PW		17.00	1000	The I		17.94	E0.8-11	0.00	807	ford W	576.7	TO HALLECK	85.2	f 4.53	12.51	1.50	2.07		8.15	11.30
P			10.04	300	88.6	8.43	88.7 1	1.03	THEO	LHOUT	581.2	A.5 RASID	80.7	4.48	12.46				8.08	11.23
P	16.6	400					7.53		107.6	days.	585.3	NATCHEZ	76.6	f 4.43	12.41	1.42	1.59		8.01	11.16
45 P				60.4	78.6	12.5	84.7 1	1.10	RETOR	RECORE	589.6	TO DEETH	72.3	f 4.37	f 12.35	1.38	1.55	7.52	7.54	11.09
PW				70.44		10.000.00	1.7.43		972	743	594.4	vi NARDI	67.5	-	12.30				7.46	11.01
51	O.L.C.		26.0	20.00			86.7.3	1.0		3 7 7	599.1	4.7— TULASCO	62.8	f 4.26	12.25	1.29	1.46		7.38	10.53
ır 15 P				Lb.b	BLB					3		4.5	58.3	f 4.21	12.20PM	1.24	1.41	7.42	7.30AM	10.45PM
PI	10.30PM	5.10PM	10.15AM	4.37AM		-	1.31PM	1.10PM	4.10AM		603.6	TO-R ALAZON	54.4	s 4.14	a Nitra G and	s 1.17	s 1.34			
rd YBK	10.50	5.30	10.35	4.57	SU.P.	11.1.1.1	f 1.39	s 1.18	4.15	f 2.19	607.5	TO-R WELLS	48.5	5 7.17	Carlin.	has one V	- noowled			
2							OLAL I	1.00			613.4	OEDAR 3.0	45.5	f 3.58		1.02	1.19	7.28		
rd 06 PY	11.30	6.10	11.15	5.37	3.55	TO B	2.01	1.39	4.29	2.41	616.4	TO MOOR	41.8	f 3.53	_	12.57	1.14			
47 PW	11.37	6.17	11.22	5.44			2.06	1.44		2.46	620.1	ANTHONY 4.0	-			12.51	1.09			
18 P	11.44	6.24	11.29	5.51	I.N.F.	2.50	BC-A-1	1.49		2.51	624.1	HOLBORN 3.4	37.8	f 3.48		12.48	1.04	7.16		
97 P	11.51	6.31	11.36	5.58			2.15	1.54	4.41	2.56	627.5	FENELON 4.3	34.4	f 3.43		12.43	12.59			11
47 P	11.58PM	6.38	11.43	6.05	NEE	86.8.7	2.20	1.59	3.974	3.01	631.8	PEQUOP 5.0	30.1	f 3.38		12.37	12.53			
47 P	12.06AM	6.46	11.51	6.13	3.29	2_32.	2.26	2.05	02	3.07	636.8	ICARUS 3.8	25.1	3.32				7.03		
YWP	12.13	6.53	11.58AM	6.20	3,24	2,27	2.31	2.10	4.54	3.12	640.6	TO VALLEY PASS	21.3	f 3.27		12.32	12.48	1.05		
64 P	2.50		9,02	TE.E.	ET.E.	LEC C	f 2.36	s 2.15	6.5	3.17	644.8	COBRE 5.0	17.1	f 3.19		s 12.24	s 12.40			
nter PW						-	2.43	2.26	- Julius	3.24	649.8	LORAY	12.1	f 3.09		12.07	12.29			
P							2.48	2.32	5.09	3.29	653.4	TIOGA :	8.5	3.02	42 5 55	12.01 PM	12.22			100
rdtrack 2 P	7.086.6			3.30	3.13	3/E/S 1	6.34		304	SLLAN - O	655.3	ULLIN 6.6	6.6				10.51			
rd	1.30AM	8.10PM	1.15PM	7.37AM			s 3.00PM	s 2.45PM	5.21 AM	s 3.41 AM	661.9	TO-R MONTELLO	0.0	2.42AN		11.41 AM		Tagya	Leave Daily	Leave Daily
YBK	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	88.8	686.1	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	m) [(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	See Footnote		
Mark	(3.00)	(3.00)	(3.00)	(3.00) 19.43	(Angeles)	White cond	(1.29) 39.30	(1.35) 36.82	(1.11) 49.26	(1.31) 38.44			al entrol	(3.19) 38.41	(1.33) 44.57	(3.09) 40.44	(3.06) 41.10	(2.11) 58.35	(3.00) 23.03	(3.15) 21.26

Moor: Schedule time and train orders apply at end of double track.

Valley Pass: Schedule time and train orders apply at end of double track.

No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes and all other trains and engines must clear the time not less than fifteen minutes.

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
27 28 28 30 30	Any Station Any Station Any Station Any Station Any Station	Discharge Discharge Receive Discharge Receive	Points beyond Ogden Ogden or East	Cheyenne Colfax or West Sparks or West

E	ASTWA	RD			IB-DIVE				M	ONTELI	o su	B-DIVISION				Laura a	ALTURA	WES	TWARD	5
88	JHAWY	SE	COND CL	ıss	oll elds	Camile	Age F	IRST CLA	88	3	20	VESTWARD			F	IRST CLAS	s	GIAWTE	A3	
Capacity of sidin in car lengths	574 Freight	570 Freight	578 Freight	616 Mixed	576 Freight	Docum	28 San Francisco Overland Limited	30 Passenger	102 Streamliner City of San Francisco	Pacific Limited	Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from	9 Fast Mail	27 San Francisco Overland Limited	101 Streamliner City of San Francisco	21 Pacific Limited	552 - 3	anopaa 	
	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	aw a	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	167	STATIONS	EB V	B Arrive Dail	y Arrive Daily	Arrive See Footnote	Arrive Daily	Se vita Femal		
Yard POWYBK	8.35PM	1.40PM	8.02AM	6.00AM	1.55AM	E 19	3.05PM	2.50PM	5.21 AM	3.46AM	661.9	(TO-R MONTELLO	120.4 1	1.2 s 11.36	M s 11.56AN	6.32PM	s 2.37AM			
N S P		FELL	4-8-110	f 6.11	1 7374		3.13	2.58		3.54	668.3		114.01	4.8 11.26	11.47	6.26	f 2.28			
Frouse 121 P FartneySpur20		5-2	200		DOEA.		3.19	3.05		4.01	674.3	GARTNEY GROUSE	108.01	2.0 11.22	11.42		2.24			
24—101 PWY	9.15	2.20	8.42	s 6.45AM	2.35	Xers W _L	3.25	3.12	5.38	4.08	679.8	TO-R LUCIN	102.	11.10	11.29	6.13	s 2.11			
97— 51 P	9.22	2.27	8.49		2.42		3.30	3.17		4.14	684.5	PIGEON	97.	11.04	11.23		2.04			
97— 50 P	9.29	2.34	8.56		2.49	0) ,,	3.35	3.22		4.19	688.8	TECK	93.	10.59	11.17	coence and a	1.58			
10— 50 P	9.36	2.41	9.03		2.56	48 L 10	3.40	3.27	5.49	4.24	693.2	JACKSON	89.	10.54	11.12	6.03	1.52	012 (20.11		
98— 50 P	9.43	2.48	9.10		3.03	RITTIS AL	3.45	3.32		4.29	697.6	BEPPO	84.	10.49	11.07		1.46			
43— 80 PW	9.50	2.55	9.17		3.10	67 4 40	3.50	3.37		4.36	702.1	TO LEMAY	80.	A PART AND A	11.02		f 1.40			
110— 50 P	9.57	3.02	9.24		3.17	PER S	3.55	3.43	5.59	4.41	706.4	NEWFOUNDLAND	75.	10.40	10.57	5.53	f 1.34			
10— 50 P	10.04	3.09	9.31		3.24	W / II-	4.00	3.49		4.46	711.1	GROOME	71.	10.35			1.28	011 010		
93— 49 P	10.12	3.17	9.39		3.32		4.06	3.55		4.52	716.3	ALLEN	66.	10.29	10.46		f 1.22			
100— 51 PY	10.19	3.24	9.46	- Landa	3.39	amit desir	4.11	4.00	6.09	4.57	720.7	HOGUP	61.	10.24	10.41	5.43	f 1.17			
98— 51 P	10.26	3.31	9.53	1000	3.46	Manusor & CA.	4.16	4.05		5.02	725.3	OLNEY	57.	10.19	10.36	N.W	1.12	ori		
100— 50 PW	10.33	3.38	10.00	ALTERNATION OF	3.53		4.21	4.10		5.07	730.0	STRONGKNOB	52.	10.14	10.31	TR.	f 1.07	LIVE DILL		7 1
50—107 PO	10.41	3.46	10.08		4.01	Mark Spirit	4.27	4.16	6.20	5.14	735.2	TO LAKESIDE	47.	10.09	10.25	5.33	f 1.00	111 08,1		T
No Siding	10.49	3.54	10.18	анесав	4.09		4.33	4.23	6.26	5.21	740.0	TRESEND	H 42.	10.03	10.18	5.28	12.53	1 [N 28 4		Yaren
105 P			The same	9-5363	Acres 1	Ek off	del sont				741.1	ENGLE	41.	2	The second of the second		Andrew Street		all and the latest trans	
100 P Spur 10	11.10	4.15	10.39	4.1.01	4.30	haer ,ca	4.49	4.41	6.36	5.39	744.8	MIDLAKE	37.	9.51	10.06	5.19	f12.41	C 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		
96 P	11.32	4.37	11.01	The second second	4.52	day of	5.07	4.58	rorld	5.56	750.1	COLIN	32.	9.34	9.49	5.07	12.24	and Marie		
No Siding P	11.39PM	4.44	11.08 AM	100000000000000000000000000000000000000	4.59		5.13	5.03	6.51	6.01	752.2	TO BRIDGE	30.	9.26	9.41	5.03	f12.16			
Spur 10 P	an advers of	of sites it.		The state of the s		6.7				vel music	755.2	SALINE	27	1 1 100	0.	VIST. A	f			
51 PW	Palmit 17mg	Joseph Land	TREE F.		3 4117	PI	5.23	5.13	H02.a	6.10	758.5	PROMONTORY PT.	23.	9.18	9.33	La Car	f12.08	CL GRA		
5purs P 15 47			2130 11	1	L East	BULF	TOTAL V	1.000	EC.V T		763.7	BAGLEY	18	3	9.26		f 12.01 AM			
Center 125 Spur 7 24P	entl tot the	il alami as	L. KESI	FINER S	1 2.69	Z.	5.38	5.28	10.01 F	6.25	767.2	LITTLE MOUNTAIN	D 15	9.08	9.21		11.56PM	A ANNA		
Spur 15 51	Covered to	ed ,S ,S	L. KECI	T FE E 1	rel	he and he	TIK.	0.595	10.21	96.1	772.5	REESE	9	3	9.15		f11.50			
128 Center P		1.19	4836	1 1-6.5	Al Part	344	5.54	5.44	7.14	6.37	776.3	WEST WEBER	6	8.59	9.11		f11.46	0.5		
Spur 11	D. U. H. and	151111020	6161	1 61 61		701		0.000	11.011	00.8.1	780.0	MARRIOTT	2	3				a dela		
	Cours 5	LOC THERE	Tan coast	1 mep.c.	11 (10)		44	N. DE C. L.	(10.52	BPB-F	781.4	D. & R. G. CROSSING	0	9			11 662 56		THE NAME OF STREET	1000
Yard POWTYBK	12.40AM	5.45PM	12.10PM	a MOP-LI	6.01 AM	- 27	s 6.10PM	s 6.00P	s 7.25 AM		782.3	TO-R OGDEN	0	8.50	9.00 A		11.35PM	1 012		W Then
,(cert)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily	Yaken	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily		(120.4)		Leave Dail	y Leave Daily	Leave See Footnote	Leave Daily			
and stated to	(4.05) 29.48	(4.05) 29.48	(4.08) 29.05	(0.45) 23.86	(4.06) 29.36	101	(3.05) 39.04	(3.10) 38.02	(2.04) 59.07	(3.09) 38.11				(2.46) 43.83	(2.56) 41.04	(2.02) 59.60	(3.02) 39.95	E T DE O		4 8

Lucin: Schedule time and train orders apply at end double track.

Lakeside: Schedule time and train orders apply at end double track. Bridge: Schedule time and train orders apply at end double track.

No. 102, Streamliner CITY OF SAN FRANCISCO, leaves 3rd, 9th, 15th, 21st and 27th of each month.

No. 101, Streamliner CITY OF SAN FRANCISCO, leaves 6th, 12th, 18th, 24th and 30th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULES 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except between Tresend and Bridge the time must be cleared not less than five minutes; all other trains and engines must clear the time not less than fifteen minutes.

Child at	ADDITIONA	L STOPS TO RECEIVE OF	R DISCHARGE REVENUE PA	ASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27 28 28 30 30	Any Station Any Station Any Station Any Station Any Station	Discharge Dischrage Receive Discharge Receive	Points beyond Ogden Ogden or East	Cheyenne Colfax or West Sparks or West

9.	EAST	WAR	D		PIRST CLASS		WE	STWAR	D
dings	SECOND CL		FIRST	sco	mm m 1 37 40	rom	FIRST	SECOND	CLASS
Capacity of sidings in car lengths	No	552 rthwest	318 Passenger	Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Alturas Yard	317 Passenger	555 Oregon Special	
Ca		ve Daily	Leave Mon. Wed., Fri.		STATIONS		Arrive Tues. Thurs., Sat.	Arrive Daily	eva.
Yard PYB	10	0.00PM	★ 9.03AM	276.1	TO-R FERNLEY	180.8	s★6.00PM	9.40AM	
11 WP			s 9.13	278.1	WADSWORTH	178.8	s 5.56	9.30	3,4
59 P	10	0.30	f 9.19	281.2	DODGE	175.7	f 5.48	9.19	2.8
59 P	10	0.50	f 9.34	290.5	NUMANA	166.4	f 5.33	8.40	3.0
17	1	1.02	f 9.42	295.5	LIBBY	161.4	f 5.24	100	
61 P	1:	1.11	f 9.49	299.4	HESLIP	157.5	f 5.16	8.05	
Spur 19			f 9.58	304.8	ROMOLO	152.1	f 5.06	2(0) 2.0	r
59 WP	1	1.35	f 10.04	308.2	SUTCLIFFE	148.7	f 5.00	7.40	346
62 P	1	1.55PM	f 10.18	316.6	BRISTOL	140.3	f 4.45	7.15	[2]
29 WP	1:	2.20AM	f 10.28	321.8	BIG CANYON	135.1	f 4.33	7.02	
59 P	1:	2.29	f 10.36	326.1	ZENOBIA	130.8	f 4.24	6.52	OUTAINEN
60 P	1:	2.42	f 10.45	332.8	ASTOR	124.1	f 4.13	6.37	259.7
59 P	1:	2.47	f 10.50	335.6	EASTON	121.3	f 4.08	6.30	LA
PI			f 10.52	336.4	FLANIGAN W. P. Crossing 8.8	120.5	f 4.06	6.25	IO.
60 P		1.10	f 11.07	345.2	STACY 9.6	111.7	f 3.52	6.05	COUTS
73 P		1.30	f 11.23	354.8	AMEDEE 1	102.1	f 3.37	5.40	DIAL
POWKY Yard	Lid ton L	1:40	s 11:38	358.7	TO-R WENDEL	98.2	s 3.30 s 3.20	5.20 4.50	ERCE
68 P		3.16	f 11.56AM	365.6	VIEWLAND 9.1	91.3	f 3.06	4.25	Agriculture.
59 WP		3.45	s 12.11PM	374.7	KARLO 8.9	82.2	s 2.49	3.45	1118/1
68 P		4.35	f 12.29	383.6	SECRET 4.4	73.3	f 2.32	3.15	7
SpurW10 P	74-3 -		f 12.38	388.0	HORSE LAKE	68.9	f 2.23		Alexander of the second
84 YP	20-1X	5.25	f 12.49	392.5	CREST 5.4	64.4	f 2.13	2.35	3/1
91 WPY	14.81	5.50	s 12.59	397.9	RAVENDALE	59.0	s 2.02	1.50	M. CORNECTED
Spur 30 P		6.10	s 1.09	404.7	TERMO 14.2	52.2	s 1.52	1.20	77.11
69 WYP	THE .	6.50	s 1.31	418.9	TO MADELINE	38.0	s 1.30	12.35	30.00
71 YP		7.15	f 1.39	423.3	SAGE HEN	33.6	f 1.20	12.01 AM	
72 W		8.00	f 2.06	434.0	INDIAN CAMP	22.9	f 12.54	11.10PM	THEN
123 YWKP		8.30	s 2.21	438.7	TO LIKELY	18.2	s 12.42	10.40	
Spur 3		9.00	f 2.27	441.9	WIDGEON 1.7	15.0	f 12.35	10.25	- 24 19
Spur 12 P		9.10	f 2.31	443.6	BAYLEY 2.8	13.3	f 12.32	10.20	
Spur 7	3000		f 2.36	446.4	McARTHUR 9.1	10.5	f 12.28		
6 P		9.50	f 2.55	455.5	PAOLA	1.4	f 12.14	9.40	n theore
POWYK Yard	1	0.00AM	s 3.00PM	456.9	R ALTURAS YARD	0.0	12.10PM	9.30PM	
	4 · Ar	rive Daily	Arrive Mon. Wed., Fri.		(180.8)		Leave Tues. Thurs., Sat.	Leave Daily	
		(12.00) 15.06	(5.57) 30.38				(5.50) 30.99	(12.10) 14.86	

[★]No. 318 at Fernley will head in on siding at West End, proceed on siding to point opposite station, then back up on siding to West Leg of Wye, head out through West Leg of Wye.

ALTUR	AC	CITE	$\mathbf{D}\mathbf{H}$	MOISIN	
ALIUK	AO	OUD-	-11	TOTOTA	

90 80	E/	STWA	RD Tear		Time Table No. 49	8 10	виссив	WEST	WARD	
of sidings lengths	ES \$400	No. of	SECOND	e fron	December 13, 1936	tance from Wendel	SECOND	CLASS	NY P	30
Capacity of sidin in car lengths	And prints	TOTAL Seed Connect R	620 Local Freight	Distance from San Francisco	Westwood Branch	Distance from Wendel	619 Local Freight	AM.	Interior	100
Cap		100	Leave Daily Ex. Sunday	bei .e.	STATIONS		Arrive Daily Ex. Sunday		-1-1	14
Yard PWKY	C TI	Sein Herofrend	Scal cart	411.3	TO-R WESTWOOD	52.6	Chart Co	gg	Contract	
P	tween Westwood and Mason Western Pacific time table and	3.21A	9.15PM	407.2	TO-R MASON	48.5	8.48AM	d Mason table and	9.35	W. Y.
59	Mable		9.24	406.6	FACHT	47.9	8.45	d A	11/103	A
1653	and le t		20.6	402.3	LASCO	43.6		d and time ta		
66 YP	th de	86.8	9.45	400.1	WESTWOOD JOT	41.4	8.25	c ti	arie f	59 nn
1500	Westwood Pacific ti		77.8.	399.4	R BLAIR	40.7	B 7	stw	65.0	18
57 WP	Wes Pa		10.05	394.8	GOUMAZ	36.1	8.00	between Westwood y Western Pacific ti es.	es a.	68 -
84 P	tern	8.49	10.25	390.1	BUNNEL	31.4	7.35	ster	25.8	GH -
Yard PK	between y Wester		10.58 PM 12.01 AM	381.9	TO-R SUSANVILLE	23.2	7.00 5.25	We We	ERRA	ne -
68 P	by les		12.25	374.9	7.0 LEAVITT 7.8	16.2	4.50	9-	08.89	CX 08 -
59 P	Trains governed book of ru	8.59	12.55	367.1	TO LITCHFIELD	8.4	4.30	Trains governed book of ru	76.6	198 -
Yard POWKY	Try		1.20AM	358.7	TO-R WENDEL		4.05 AM	Tover	10.04	- 00
LIN	8,8		Arrive Daily Ex. Monday	4.06	(48.5)		Leave Daily Ex. Sunday	20.00	10.12	80.
1.01	4.57	90.3	(4.05) 11.87	5,L,6	Time over District Average speed per hour	2	(4.43) 10.28	E. E.	10,19	10 -

EASTWARD	MONTELLO	SUB-DIVISION	WESTWARD
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SECOND CLAS		CLASS		E4.10 13 37 40	60.9	SECOND	CLASS
Capacity of sidings in car lengths	618 Mixed	616 Mixed	Distance from San Francisco	Time Table No. 49 December 13, 1936	Distance from Ogden	617 Mixed	615 Mixed
acity n car	Leave		istar San F	Promontory Branch	Dista	Arrive	1000000
Cap	Thursday Saturday	Leave Tuesday	Дш	STATIONS	170	Thursday Saturday	Arrive Monday
Yard YWP	01.0	6.50AM	679.2	TO-R LUCIN	146.8		s 3.35PM
8 PW		f 7.53	699.8	WATERCRESS	126.2	1 1000	f 2.30
108 OPYW	1.20PM	1 10.01	734.1	TO-R KELTON	91.9	¶ 12.55PM	1 12.55
Spur 4	1.40	10.21	743.9	NELLA 4.7	82.1	12.34	12.34
43	f 1.52	f 10.33	748.6	MONUMENT	77.4	f 12.24	f 12.24
5 P	f 2.00	f 10.41	751.6	KOSMO 4.0	74.4	f 12.15	f 12.15
44	f 2.16	f 10.52	755.6	LAKE	70.4	f 12.05 PM	f 12.05 PM
44 W	s 2.40	f11.15	765.0	ROZEL	61.0	s 11.40 AM	s 11.40AM
90 P	s 2.58	s 11.35 AM	772.9	PROMONTORY	53.1	s 11.20	s 11.20
34 P	f 3.30	f 12.58PM	782.0	LAMPO	44.0	f 10.45	f 10.45
44 W	f 3.45	f 1.05	784.4	BLUE CREEK	41.6	f 10.35	f 10.35
44	f	f	788.4	CONNOR	37.6	f	f
44	f	f	793.8	BALFOUR	32.2	f	f
13	f	f	796.5	DATHOL	29.5	f a time	f
Spur 225			798.1	STOKES	27.9	PERMINER	HAR IU X
54K P	s 4.25P	s .1.45PM	801.8	TO-R CORINNE	24.7	10.05 AM	10.05 AM
			802.9	CORINNE JCT.	23.1	DESCRIPTION OF THE RES	Bert Inde
POWTBK			826.0	TO-R OGDEN	0.0	ivo, 101 age	May 101 John
	Arrive Thursday Saturday	Arrive Tuesday		(146.8)	adt is	Leave Thursday Saturday	Leave Monday
	(3.05) 21.79	(6.55) 17.41		Time over DistrictAverage speed per hour		(2.50) 23.71	(5.30) 22.20

Trains operating between Ogden and Corinne will use Union Pacific R. R. tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne yard.

Normal position switch west end siding for U. P. R. R. main track Malad Branch.

Normal position switch at east end siding for S. P. main track.

Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain Time, and when operating on Southern Pacific tracks must set their watches to Pacific Time.

[★]No. 317 head in through West Leg of Wye to siding back up on siding to point opposite station, then head out through crossover west of station—second paragraph of Rule 5 will apply at this crossover.

Additional Stops.—Nos. 317 and 318 will stop on flag at Armstrong Road Crossing M. P. 448.7 at section headquarters near M. P. 412.4 and at Pyramid Post Office M. P. 319.6.

Schedule time and train orders of No. 317 and No. 318 at Alturas yard apply at Junction Switch, Lake View Branch.

新伯 4	A STATE OF	NTI A	1.50	A A STREET			OLON	MINA S	UB-DIVIS	SION		_							
EAST	WARD	A-RE	S. Com	A STATE OF THE STA			WESTWARD	EAST	WARD	-47	アルコー	6	((Narrow Gauge)				WEST	
50 50	O B Sol	SECOND CLASS	a or a	Time Table No. 49		SECOND	0	90	CLASS	SE	COND CL	ASS		Time Table No. 49	N. S. S.	SE	COND CLA	SS	CLAS
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47	rolf bouds,	f 9.20	292.9	BANGO 2.3	124.1	f 4.15	market by	Spur 4	then of tenin	for heloring	f 7.10	f 3.25	420.5	SODAVILLE	156.7	f 11.00	f 7.30	Section Law	12
Spur 13	olet mir til	f	295.2	LAHONTAN	121.8	f	The All Live in	Spur 4		Agust U.A.	f	f	425.0	RHODES	152.2	f	f	The said	IT
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46		f 9.29	297.9	RUGBY	119.1	f 4.05		20 PW	di lore and to	16 975	f 7.59		432.4	BELLEVILLE	144.8	retrollend a	f 6.45	man strains	10P
46	of ground to	f	302.5	HAWES	114.5	f	48, 37, 17, 17, 17, 17, 17, 17, 17, 17, 17, 1	Y	Concession of	40 10 45	f 8.11	Colle	435.4	FILBEN	141.8	d,	f	-man - bula	
46 W		f 9.47	307.0	4.5 APPIAN	110.0	f 3.43		Spur 2	er-lands held		f		438.7	LITTLE SUMMIT	138.5	ST MAN	f	odas	-
47	below today	f	312.5	PAWNEE	104.5	f		Spur 10	of the Land of the Land		· ·		444.8	RAYDEL	132.4	-	f	Name of Street	-
10 P	Jun all	s 10.00	313.8	1.3 WEEKS	103.2	s 3.25	001 hos 1	18 PW	Tandahar'		s 9.20		450.4	5.6	126.8	Tanada N 61	s 5.25	TOLOUGH NO	
75 0	-	f 10.05	316.4	OHUROHILL	100.6	f 3.18	12/12/2017 19/20		bon 810 .ox		s 9.20		458.1	BASALT 7.7	119.1	a si H . Ha	s 4.35	died by Di	ind .
	7.7070000	lo dalles	327.8	N, C, B, CROSSING	89.2	- 5.16			-		THE PERSON NAMED IN	-	466.7	MT. MONTGOMERY	110.5			-oursell de	-
Yard PYW	net older	s 10.55	328.0	TO WABUSKA	89.0	s 2.55		15 PW	Yos, 619, 628		s 10.50			QUEEN 2.2	-	alsald-alsa	s 3.55	MEHR	
PYW 3	-	510.55	331.9	3.9	85.1	8 2.55	dusting new leave	taled the	ho tolated	on II . a) 88 Z.JUR	-	468.9	STATE LINE	108.3	J	LIST Laws	Nego, 5	
27	O STATE OF THE		334.6	LUX 2.7	82.4			24 P	-	Green and Str.	s 11.30 AN		476.0	BENTON 11.0	101.2	1	s 3.15	- mounts	
-	alout Lunion is		dilloria.	MOQUIST 9.1	-	1 0 1 1		13 YPW		able LL	s 12.05 PM		487.0	HAMMIL 2.4	90.2	Language	s 2.35		
28 P		f 11.25	343.7	RIO VISTA	73.3	f 2.11	alanda et in palas.	12	Ode pala	Dall A lad	f and and		489.4	DEHY 1.9	87.8	skendde, Las	f quantil da	Total take	
33	1 0 6 M	f 11.33	347.7	RESERVATION 1.6	69.3	f 2.03	martings start arrive	48 10000	bna punt in	fair on duce	f 12.15	(bel)	491.3	SHEALY 7.8	85.9		f 2.15	10, 5, 70	
Spur 4	egit alviscel	nitribut to	349.3	ZAIS 4.9	67.7		DOUGLOSSIN TWO IN ME	14 P	MALD DOMESTOOL	and their states	f 12.32	1.00	499.1	CHALFANT	78.1	Louis Cornell	f 1.55	THE MAN	
66 W	8	s 11.48 PM	354.2	TO SCHURZ	62.8	s 1.43	tubilizer limit they	12	to od beritor	un set at a	f		501.7	TOM 5.1	75.5		f	Carried and	
34	diving Shall I	for milities	361.4	STUCKEY 5.9	55.6	f	bacetiger sameler	POTWK	idayara tehri	galdohær	1:55	Sean 1	506.8	TO-R LAWS	70.4	Mario as Mil	12.30	Manual doub	N/b
26 P	1	f 12.28 AM	367.3	GILLIS 2.0	49.7	f 1.15		8	BANK LET THE		f 2.02	181)	511.7	BIGELOW	65.5	Absorbed to	f 12.15	o delega T	
Spur 2 P	i i	12.35	369.3	NOLAN	47.7	f 1.11	and this	8	Display stated	PARTI DOME	f 2.13		516.1	BLACK CANYON	61.1	Lablatyfl	f 12.05 PM	North Control	
35 P	f	1	376.6	MAGNUS	40.4	f	bra Y untakla witar	14 P	acquireI	THE S. T.	s 2.35		522.7	ZURIOH	54.5	fear in high	s 11.45AM	KULES I	
24		instrujent	378.8	WALKER	38.2		hari M	9	- nebyO =	Emero	f		525.5	MONOLA	51.7		f	,alva	in i
16 Y	s	1.35	384.4	TO THORNE	32.6	s 12.40PM	(nones) grodules	10 Y	chody77	th Annual II	f 2.45		526.8	BENEME	50.4	REAL TO S	f 11.20	STILL TO	4
47	f	r die of	389.4	DOVER	27.6	f		8		170,000,000	f		530.9	ELNA	46.3	- The beauty of the	f	-	
37	f	District for	394.0	4.6 KINKEAD	23.0	f		20 PW	-	TVranga d	f 3.10	n. k.	536.9 536.2	ABERDEEN	40.3	22.50 Pt 100	f 10.55	- CENTER OF	
3 P	f		401.1	AOME	15.9	f	to less deep, of he	14 PW	and built	ut inn	s 4.00		550.1	13.9 KEARSARGE	26.4		s 10.20	OR TOTAL	
1	s	2.35	408.2	7.1	8.8	s 11.50AM	of Abril Main Day	8	Torrowing 15 c	S. Stories	-		555.2	5.1	21.3	1772 molecus	the second of	-	74
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300	n Kharik a p	Ex. Monday	grallite	(128.9)	422	Leave Daily Ex. Sunday	mate Order Outlin	14 P	12.05 PM	or Index	f 4.51		563.7	MT. WHITNEY	12.8	affected sheet	f 9.01	BEILE SE.	9.4
	HH TOMOTO	(5.50) 22.09	le bass		a Field	(4.55) 26.21	a Wiles Install to	Spur 67	PERMIT SHAW SHE	LOCAL DESIGNATION OF THE PARTY	1	144	568.7	ALICO	7.8	- part out to	T TO THE PARTY OF	d train days	100
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ths ths	SECOND	CLASS	E 8	Time Table No. 49	8	SEC	OND CLASS	= 6			f		572.2	TRAMWAY	4.3		f		9.0
		602	e fro	December 13, 1936	tance fro Fallon		Application and	Yard WYBK	12.50PM	45.15.70	s 5.25PM		576.5	TO-R KEELER	0.0	MI CHAN	8.30AM	-R BTOR	8.5
Car Lengt	La JE O	Mixed	istancian Fra	Fallon Branch		603 Mixed	CHAINS SAFE SAFE	00.20.0	Ex. Sunday Arrive Daily	G JAMES	Arrive Tuesday	Arrive Daily Ex. Monday		(160.2)		Leave Daily Ex. Sunday	Leave Wednesday		Leave I Ex. Su
Yard		Leave Daily	S D	STATIONS	Dis	Arrive Daily		1 CELESI	(1.05) 15.41	OIL STREET	(10.25) 15.37	(0.25) 21.00		Time over District	no plan	(0.30) 18.00	(11.10) 14.34	ave other	(1.00
Yard	No. of Concession, Name of Street, or other party of the last of t	6.45 AM		TO-R HAZEN 5.4	15.8		Passed ed as but a ta	To 1 1 2011	15.41	M. shiesul	15.37	21.00		Average speed per hour	sé bos e	18.00	14.34	July and Jan	16.7
54	f	7.01	293.5	MAHALA 4.6	10.4	f 3.59	South Wilds Disson	THE REAL PROPERTY.	The second second	Control Control	La Ty and a st	200		was a the should true!	In wants	Die it dies	Those of Bush	e produced to	
56	f	7.14	298.1	MIRAGE 2.8	5.8	f 3.46	Train Profes	VE.no.											
Spur 6	f	Agril S	300.9	SANLAN 3.0	3.0	f	The same	30 Ly - 12 P	A Carple of										
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	-	(0.45) 21.06		Average speed per hour		(0.45) 21.06													

RULE 2. Authorized Watch Inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco.

Sparks.....W. R. Adams & Son Winnemucca......Krenkel & Bosch Alturas......Wm. Mayben Ogden......J. S. Lewis & Co.

RULE 5. The following are designated for use as sidings:

The track north of main track at:

Vista	Upsal	Pequop	Верро	Hogup
Thisbe	Parran	Pigeon	Newfoundland	Olney
Gilpin	Huxley	Teck	Groome	Strongknob
Patna	Anthony	Jackson	Allen	

The track south of the main track at:

Hafed	Argo	Desert	Toy
Ditho	Massie	Ocala	Fenelo
Clark	Falais	Miriam	Lemay

RULE 10 (j). A new type of slow board has been adopted to indicate speed restrictions applying to Streamliner No. 101 and No. 102 when handled by Diesel power unit. It is a round board painted yellow with black figures.

RULE 14. Other engine whistle signals:

Weso, signal 4211	
11000, 000	o Lower arm Western Pacific.
Alazon signal 7136	
OE.S	o-Lower arm Western Pacific.
For switch line up	Lakeside, Lucin, Valley Pass, Moor.

Rule 14 (d). Six long sounds shall be indication flagman may return from west as prescribed by Rule 99, at Wendel on Westwood Branch.

RULE 14 (e). As specified below six long sounds shall be indication flagman may return from east as prescribed by Rule 99:

Lucin, on Promontory branch. Fernley, on Alturas Subdivision.

RULES 17 and 19. Night signals shall be displayed through all tunnels.

RULE 19. Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

RULE 21. Streamliner CITY OF SAN FRANCISCO is not equipped with train indicators. No engine number will be used in train orders. It will be identified as Streamliner CITY OF SAN FRANCISCO and consists of two motor cars and nine articulated type passenger train cars.

RULE 28. In double-track territory signals shall be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 72. Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

RULE 83. Train registers are not maintained at Bridge, Tresend, Lakeside, Valley Pass, Moor, Rose Creek, or Perth. If a positive observation check is made between Ogden and Bridge; Tresend and Lakeside, Montello and Valley Pass, Alazon and Moor, Rose Creek and Imlay, and between Kodak and Perth, it will apply at end of the double track.

Trains approaching each other between these stations shall reduce speed sufficiently to permit identification.

RULE 14 (k). Shall be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only the trains indicated shall register:

Alturas Yard-First class.

Blair-Nos. 619 and 620 when instructed by train order.

Fernley-Originating and terminating.

Lucin-Westward regular.

Hazen-First-class, and originating and terminating.

Wells—First-class, and originating and terminating. This registration for information of trains originating and helpers.

Montello-All trans.

Trains originating or terminating at Alturas Yard shall register at Alturas.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Lucin......Westward regular trains.

Montello.....First-class trains.

RULE 83 (D). If no operator on duty trains originating may leave without obtaining clearance as follows:

Lucin (Promontory Branch).

Mason-All trains.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it shall register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Sparks Wells Tonopah Jct.	Westwood Laws	Owenyo Imlay Ogden	Carlin Wendel Fallon	Elko Alturas Yard Mina
Fernley	Montello Susanville	Wabuska Keeler		ontory branch)

SPARKS YARD—Between 1½ miles west of Reno and 2,700 feet east of east switch at Sparks.

Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, shall proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

LUCIN. Yard limit signs apply only to Promontory Branch.

CARLIN. Trains and engines moving east on main track Carlin yard shall stop before fouling west detour.

RULE D-97 (A). Shall apply between Moor and Alazon, and between Valley Pass and Montello.

RULE 98. Railroad Crossings at Grade and Drawbridges not Interlocked.

D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

RULE 104—NORMAL POSITION END OF DOUBLE TRACK AND JUNCTION SWITCHES:

Tresend, Lakeside, Moor and Rose	Creek For westward main track
Bridge, Lucin, Valley Pass and Per	thFor eastward main track
Hazen (Fallon Line)	For Mina Line
Tonopah Jet	For Keeler Line
Fernley (Alturas Subdivision)	For siding
Wendel	For Alturas Line
Lucin (Promontory Branch)	For westward siding
Mason	For Western Pacific.

MOOR. The normal position of west switch of crossover, which forms end of double track, shall be for movement from double track to south siding.

Whistle signal ——o—— for switch line-up to single track shall not be given unless the train has authority to proceed.

Upper arm of double-arm signal No. 6162 shall govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), applicable to single track, governs. In addition to instructions contained in Rule 105, speed through this siding shall not exceed fifteen (15) miles per hour. For the information and guidance of enginemen, a sign has been placed on the south side of south siding one thousand (1,000) feet west of the clearance point east end.

VALLEY PASS. The normal position of east switch of crossover, which forms end of double track, shall be for movement from double track to siding.

Before lining switches for eastward trains at Moor or westward trains at Valley Pass, operator must ascertain from dispatcher what the line-up shall be. Trains taking siding Valley Pass from the east must know route properly lined and whether or not siding occupied before entering, regardless of fact switches being handled by operator.

TRESEND. The normal position of west switch of crossover, which forms end of double track, shall be for movement from double track to Engle siding.

WENDEL. Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard shall be for movement through crossover. This route through track No. 2 shall be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

HAZEN. Switches Hazen yard lined and locked for N. & C. main track through this yard as shown on blue-print bulletin boards Sparks, Hazen, Mina, and Imlay.

At end of double track, except Tresend, or where oil-buffer springswitches are located, operator when on duty, will line and lock switches, provided head-end authority of train is not restricted. Operator shall also line other switches as follows:

Moor......From either north or south siding to westward main track.

Valley Pass. From siding to eastward main track.

Lakeside....From south siding to eastward main track.

Lucin.....From north siding to westward main track.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner No. 101 and No. 102.

RULE 105. Icarus and Holborn. The track south of the main track is siding to be used by eastward trains, and the track north of the main track is siding to be used by westward trains.

Winnemucca: First track south of main track is siding to be used by eastward trains. Second track south of main track is siding to be used by westward trains.

Hazen: Track north of the main track is North siding. First track south of the main track is the South siding. Trains using South siding will leave west end of siding clear, for use by Mina sub-division trains, between west switch and connection east of station building; trains to enter and leave siding at this connection when practicable.

RULE 221. Light will not be displayed in train-order signals on Mina Subdivision or Westwood and Promontory branches, except when train orders are to be delivered.

Wendel: All trains must obtain clearance.

Susanville: All trains must obtain clearance when an operator on duty.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance, reading:

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators shall repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

RULE 825. Outfit cars shall not be left in front of buildings.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block-system limits, shall, unless backed to clear block signal, proceed as if signal be in stop position.

When stopped by a block signal which governs movement over a drawbridge, train shall be preceded by flagman over drawbridge.

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Block Signal

Number	Location	Descr	iption of	Prot	tection	Affor	rded	
3402	Perth	Spring	switch	with	facing	point	lock.	
3403	Perth		u	u	u	"	"	
4064	Rose Creek	"	"	"	u	u	a	
4065	Rose Creek	"	u	"	"	4	"	
6162	Moor	æ	"	"	4	"	a	
6173	Moor	u	u	"	"	"	"	
7411	Engle	Spring	switch	Arriva.				
7522	Bridge		"					
5262	Palisade		slide fer	ice M	. P. 52	6.30 t	o M.	P. 526.43.
5285	Palisade	"			4		u u	4

RULE 511. Within block-signal limits, after switches of a crossover are thrown, wait three minutes before crossing over unless block signals protecting the movement not less than one-half mile distant can be seen to be in stop position.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track shall be governed as follows:

If indicator is clear, switches may be lined. When first switch or derail is lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, and after proper line-up has been made, Rule 512 (A) will govern movement to main track.

SPARKS. At Sparks, semaphore signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Main tracks Sparks yard between old ice house east of yard office and passenger station west end of yard not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to east-ward main track. When this signal indicates stop, engine shall, after stopping at signal, proceed only on hand signal from herder. Herder shall not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

VALLEY PASS. Dwarf light-signal on east leg of wye Valley Pass governs movement from east leg of wye to eastward main track. After derail and main track switch have been set for movement from wye to main track, signal will indicate proceed if no eastward train approaching, if block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time release which allows it to indicate proceed two minutes after a train approaching from west has stopped west of signal 6408, and two minutes after the crossover from westward track to single track has been lined for crossover movement, if train is not actually using crossover.

OIL-BUFFER SPRING SWITCHES

1. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand.

When movement has been completed through switch, reverse movement must not be made until point closes.

- Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.
- 3. At Lovelock, Rye Patch, West Elko, Wells, and Little Mountain trains moving against current of traffic must stop and ascertain that switches are properly lined before using.
- 4. Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

	M	.P.H.
Perth	Facing eastward	35 35
Lovelock, Westwa		
and the state of the state of	Trailing from siding	25
Lovelock, Eastwa	rd track	
	Trailing from siding	25
Rye Patch, Easty		
	Trailing eastward from siding	25
Dan Grade		60
Rose Creek	\dots Facing westward $\left\{egin{matrix} \mathbf{Passenger} & \dots & \dots \\ \mathbf{Freight} & \dots & \dots \end{matrix}\right.$	40
	Trailing eastward	35
East Carlin	Trailing eastward from W. P. detour	15
West Elko	Trailing westward from W. P. detour	15
Wells, Eastward		
	Trailing from siding	25
Moor	\dots Facing westward $ \begin{cases} \text{Passenger} & \dots \\ $	50
M1001		40
	Trailing eastward from siding	15
Engle	Facing westward	35
iouthern Profile I	Trailing eastward from siding	35
Bridge	Facing eastward	35
neger hid little bened	Trailing westward	35
Little Mountain,		
d'it bels out'it make	Trailing from siding	15
Little Mountain,		
	Trailing from siding	15

HUMBOLDT—Center siding, west end connects with westward track, east end with eastward track.

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping over oil-buffer spring switch and possibility of damaging same by reverse movement.

5. Oil-buffer spring-switch end double track Perth is equipped with mechanical facing point lock.

When signal 3403 located 600 feet east of end of double track is in stop position, oil buffer spring switch must be operated by hand before and after movement has been made.

Oil-buffer spring-switch end of double track Rose Creek is equipped with mechanical facing point lock.

When signal 4064 located west of end of double track is in stop position, oil-buffer spring-switch shall be operated by hand before and after movement has been made.

Oil-buffer spring-switch east end South siding Moor is equipped with mechanical facing-point lock. When route arm on signal 6162 located at west end South siding, which governs movement through siding, is in stop position, oil-buffer spring-switch at east end of siding shall be thrown by hand before and after movement has been made from siding to main track.

When home arm on signal 6164, east of Moor train-order office, is in stop position, eastward trains on main track shall see that east switch is lined for main track before passing over it.

INTERLOCKING

PALISADE—Limits extend from Interlocking signal 500 feet west of Tunnel No. 1, to signal 5255. Signals 5254 and 5255 are semi-automatic interlocking signals.

WESO-Signal 4208 to signal 4211 on Southern Pacific track.

Signal 4206 to east switch of east crossover on Western Pacific track.

ALAZON—Signal 7136 to a point on Southern Pacific track opposite signal 6035, and to signal 7137 on Western Pacific track.

On Southern Pacific track, signal 6035 to opposite signal 7136 on Western Pacific track,

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of crossing with Western Pacific Railroad at Flanigan. Normal position of the signals is "Stop." Train approaching on either Southern Pacific or Western Pacific Railroad will cause the signals governing use of the crossing to change to "Proceed" position, provided no other train is in the approach circuit or within the limits of the plant.

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be governed by Rule 663.

TRAIN AND AIR INSPECTION

Freight and mixed trains shall stop as follows for inspection, and shall comply with Air-Brake Rule 50 if retainers used into following points:

EASTWARD—Cobre, Tioga, Lucin or Pigeon, Bunnel, M. P. 430 (Alturas line), or Indian Camp; at Goumaz when handling logs; M. P. 462 and 471 (Mina branch), Hammil, Queen, except that when train is running in good order, it will not be necessary to stop at M. P. 471 but instead, shall stop at Benton, and if train running in good order it will not be necessary to stop at Hammil for inspection indicated in air-brake Rule No. 50.

WESTWARD—Anthony or Moor, Secret, M. P. 454 (Mina branch), Basalt, Belleville, Tonopah Jct., except that when trains are running in good order it will not be necessary to stop at Tonopah Junction for inspection indicated in air-brake Rule No. 50.

Engines running light on descending grades of over one and one-half per cent shall make the same stops for inspection as are made by freight trains on such grades, but the duration of time need be only sufficient for inspection of engine and for tires to cool.

Between Ogden and Sparks, if not otherwise restricted, freight trains may operate from one water stop to another without stopping for inspection, provided in judgment of conductor and engineer it is safe to do so.

If weather or other conditions require more frequent inspection, conductor shall arrange.

If no operating stop is made at which there would be an opportunity for inspection, between Carlin and Imlay, either a standing or running inspection, whichever will best serve the purpose, must be made at some convenient location.

Running inspection shall be made before going on Great Salt Lake trestle from either direction; also at Elburz or Halleck westward.

When train handling logs takes siding to meet opposing train or allow a following train to pass, such train shall be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train. No movement of train on siding shall be attempted until train to be met has passed.

AIR-BRAKE RULE 2. Between October 1 and March 31, engineers on freight and mixed trains shall open drain cocks on main reservoirs and dirt collectors on engine and tender and free them from all condensation at every train-inspection point, and at any other time when opportunity permits. Yard engineers shall do this when taking charge of engine and as often afterwards as opportunity permits.

AIR-BRAKE RULE 11. Air-brake inspection at points where no carinspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer shall apply brakes with 20-pound service reduction and leave them applied. Trainmen shall then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes shall be reported on Form 2809 and such cars shall be assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake-pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter shall comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account inoperative brakes, Rule 17 shall be complied with before departure.

Rule 34 shall be observed to determine by rolling inspection that each brake releases properly.

AIR-BRAKE RULE 13. At lay-over points for passenger equipment, where there are no car-inspectors, crews shall make air-brake test before starting on initial trip, as follows: Brake pipe shall be fully charged, engineer shall then apply air brake; trainmen shall examine each car to see whether all brakes are applied. If all brakes apply, trainmen shall give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

CARLIN. Upon arrival of passenger trains, the incoming engineer shall release the air-brake after train comes to rest at the designated station stop, unless the engine is to be detached, in which case the brakes shall be left applied.

Just before the train is ready to proceed the outgoing engineer shall make an "Application and Release" test from the engine when inspector or trainmen shall note that the rear brakes of train apply and shall then signal for a release, noting that rear brakes do release.

AIR-BRAKE RULE 16. Running air-brake test shall be made at:

	Westward	
Crest	Westward	Sage HenBoth Directions
Wiemland	Westword	Westwood Jet Both Directions

Unless helper added or brake pipe separated, not necessary to make running air-brake test leaving Imlay and Montello.

AIR-BRAKE RULE 17. Rear-end air-brake test shall be made at:

MT. MONTGOMERY-Freight and mixed trains.

WESTWOOD JUNCTION-Eastward freight and mixed trains.

VIEWLAND-Westward freight trains.

CREST-Westward freight trains.

SAGE HEN-All freight trains.

COBRE-Eastward freight trains.

MOOR—Westward freight trains. Except when stop for inspection and turning up retainers is made at Anthony, rear-end air-brake test may be made at Anthony.

AIR-BRAKE RULE 56. Retaining valves will be turned up on freight and mixed trains as follows:

ı.	to and mixed trams as ronous.							
	Anthony or Moor to Wells-C	ne Re	tainer	for	Each	150	M's	
	Cobre to Montello		u	"	"		M's	
	Promontory to Blue Creek	ш	u	"	"	140	M's	
	Promontory to Lake	u	u	"	"	150	M's	
	M.P. 708 to Terrace	a	u	"	æ	150	M's	
	M.P. 708 to Matlin	u	a	"	æ	150	M's	
	21/2 Miles West of Goumaz to		ville	ec	æ	130	M's	
	Mt. Montgomery to Hammil		4	"	æ	50	M's	
1	Mt. Montgomery to Tonopah		u	"	"	50	M's	
	Sage Hen to Madeline	u	a	"	"	140	M's	
	Crest to Karlo	u	a	u	æ	120	M's	
		a	u	"	"	140	M's	
		4		*	4	140	M's	

When all retainers are not used, the required number shall be turned up solid on the head-end of train.

Eastward freight trains stopped at Madeline may, to avoid stopping at Sage Hen, make inspection and rear-end test and turn up retainers at Madeline. Westward freight trains stopped at Karlo may, to avoid stopping at Viewland, make inspection and rear-end test and turn up retainers at Karlo.

The following shall govern use of retainers Tecoma to Lucin:

Retainers shall be used between Tecoma and Lucin when necessary in the judgment of conductor and engineer, except that on trains averaging one hundred M's or more per car, one retaining valve shall be used for every two hundred M's in train.

When retainers are not used between Tecoma and Lucin, maximum speed shall be thirty-five miles per hour.

Where retainers are used, the speed of freight trains on any grade of over one per cent shall not exceed 25 miles per hour. On grades of this character MORE THAN FIVE MILES LONG THE TIME CONSUMED IN TRAVELING ANY ONE MILE OF THE FIRST FIVE MILES SHALL NOT BE LESS THAN THREE MINUTES. This shall not be authority to exceed specified speed restrictions.

All retainers shall be turned up on express and other trains of passenger equipment when composed of 19 or more cars Cobre to Montello and Moor to Wells.

Eight retainers shall be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

- (A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track Weso to Alazon, and all westward trains of both companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train-order, except as provided in Rules L, M and N hereof. Each railroad will be operated under single track rules.
- (B) When a block signal indicates "Stop" between Weso and Alazon, train may proceed as follows:

Eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509, applicable to double track.

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

(C) Eastward regular trains and westward Western Pacific firstclass 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.

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.

Rule 83 will not apply at Weso as between trains of the same class.

- (D) A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance will be obtained, authorizing train Carlin to Alazon.
- (E) All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

Rule 83 (B). 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 the register at Alazon against the same train.

Rule 83 will not apply at Carlin and Elko as between trains of the same class.

Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

- (F) Third paragraph Southern Pacific Rule 220 will apply to west-ward Western Pacific first-class trains at Southern Pacific Elko.
- (G) A clearance authorizing a westward Western Pacific firstclass 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 will be obtained authorizing such train Elko to Carlin.
- (H) Eastward Western Pacific first-class trains will throw off register ticket to Southern Pacific operator at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin. Eastward Southern Pacific first-class trains will register on joint register at Southern Pacific 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 of it, East Carlin to Elko.
- (I) Rules 83, 83 (D) and 206 (A) will not apply to Southern Pacific trains at Western Pacific Elko and trains will be governed by trainorder signal at that station. Carlin is initial station for eastward Southern Pacific trains.

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 of Rule 96 will apply at Western Pacific Elko to first-class trains only.

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

- (J) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.
- (K) Between Weso and Alazon, 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 train extras on either track:

EXAMPLE 1—"Engrun extra onPacific
trackto"
EXAMPLE 2—"Engworks extra onPacific
trackM untilM
betweenand"

(L) West Carlin. Signal 6434 located 100 feet west of remote control switch. Upper arm governs eastward movements on main track and works semi-automatically with main track block signals. Lower arm governs movements to detour. Dwarf light signals 6435 (main track) and 6437 (detour), both located 350 feet east of remote control switch, govern westward movements.

Trains or engines stopped by these signals will observe Rule 509 in addition to interlocking rules.

West Carlin Detour extends from West Carlin on Western Pacific to connection with Southern Pacific main track west end of Carlin yard.

Trains desiring movement onto detour will, when approaching signal 6434, sound one short and one medium long blast of the steam whistle to notify signal operator to line switch for detour.

Opposite remote-control switch, on pole, is telephone connected with signal operator at control tower. This telephone is to be used by trainmen in emergency to notify signal operator of route desired. If signal operator is unable to control switch and signal, upon instructions from him only, trainmen will crank switch. Crank, painted white, for this switch is on pole below telephone box. In using crank to throw switch, unlock cover, painted white, on switch machine; place crank on square shaft and turn crank three (3) full revolutions after switch points close so as to lock switch. When switch crank has been removed from pole, notify signal operator by telephone as removal of this crank from pole disconnects the switch machine circuit and crank can be replaced on pole only by signal operator or maintainer.

After switch has been properly lined and locked, trainman will signal train to proceed, remaining at switch until train reaches a point east of signal 6434. Switch cannot be changed after engine has entered interlocking limits.

Rule 663 must be complied with, except that part referring to Rule 628.

Second paragraph of Rule 628 will not apply at West Carlin.

(M) East Carlin Detour extends from east icehouse lead on Southern Pacific to East Carlin on Western Pacific.

East Carlin. Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made through this switch without first stopping and ascertaining that switch is properly lined.

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

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 West Carlin detours.

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

West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Oil-buffer spring-switch at Junction is normally lined for Southern Pacific main track.

Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use these detours.

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

- (O) Rule 667: In addition, blow-off cocks must not be opened, injectors put on, or boosters started passing over remote-control switch West Carlin and over oil-buffer switches East Carlin and West Elko.
- (P) When trains on which crew changes are made while on Southern Pacific track at Elko and while on Western Pacific track at Carlin are departing, they will move with caution, not exceeding twelve miles per hour until reaching a point where next signal indication can be clearly seen and intervening track approaching signal can be seen to be clear.

CROSSOVER, THIRD STREET, WESTERN PACIFIC ELKO YARD

(Q) Inside switch connected with switch indicator which is connected to main track Block Signals 6638 and 6644. When eastward trains pass signal 6638 indicator will show "Block Occupied" (Rule 504-C, Fig. 1 & 3). Before starting crossover movement trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for crossover movement providing train which is to use crossover is ready for movement. When Switch Indicator signal indicates "Block Occupied", switches will not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over trainmen will leave lighted fusee, and, when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93. See Rule 512.

USE OF NO. 2 TRACK BETWEEN SPARKS AND VISTA

Track paralleling and north of main track between Sparks and Vista will be known as No. 2 track. Limits of track designated by "End of No. 2 track" signs Vista and Sparks.

Westward trains except first-class are authorized to use No. 2 track without train-order authority whenever they cannot make Sparks for a superior eastward train or ahead of a superior westward train. Eastward trains and westward first class trains must not use No. 2 track unless authorized by train order Form D-R.

An eastward train given right over opposing trains on No. 2 track Sparks to Vista or a first-class westward train given right over opposing trains on No. 2 track Vista to Sparks shall use No. 2 track and relinquish all right to main track unless order is annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks regardless of train given right to use No. 2 track except it be a section of a schedule. Eastward inferior trains receiving an order that a first-class westward train has right over opposing trains on No. 2 track Vista to Sparks may use the main track Sparks to Vista regardless of train given right to use No. 2 track except it be a section of a schedule. When orders cover movement of a section of an eastbound schedule, on No. 2 track, westward inferior trains shall not leave Vista on nor occupy main track at Vista unless they have authority against following section. When orders cover movement of a section of a first-class schedule on No. 2 track Vista to Sparks eastward inferior trains shall not leave Sparks unless they have authority against following section.

Speed restriction No. 2 track 25 miles per hour.

Normal position of crossover switch west end of Vista is lined for No. 2 track. Track beyond or east of this crossover shall be known and used as north siding Vista.

Trains using No. 2 track in either direction shall comply with Rule 17-C, "Headlight," that part of Rule 19 with reference to arranging markers, and Rule 99.

No. 2 track is equipped with block signals for westward movement only.

Within limits of track 2, Sparks-Vista, a fusee shall not apply to the track on which a train is running if displayed beyond the first rail of the adjoining main track.

MISCELLANEOUS

 Water or oil shall not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

In all cases with heavy freight trains where necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines must be cut off.

- 4. For the purpose of pushing trains out of yards:
- (a) No engine shall be placed behind wooden-underframe caboose or other wooden-frame equipment.

- (b) Engines of 4000 or 4100 class shall not be placed behind steelunder-frame cabooses.
- (c) Air shall not be coupled through pusher engine.
- (d) Yard engines regularly so used shall be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting
- (e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- (f) Unless local conditions require, it shall not be necessary to stop trains to detach pusher engines.

In helper service:

- (a) No helper engine shall be placed behind wooden-underframe cars or cabooses.
- (b) Helper engines heavier than Consolidation type shall not be placed behind steel-underframe cabooses between Montello-Valley Pass, Wells-Moor and Alturas-Wendel.
- (c) In no case shall more than one helper engine be placed behind steel-underframe cabooses.
- (d) When helper engines are used in rear of freight trains, Consolidation and lighter class must be placed behind heavier class.
- (e) Engines with cars must not be cut off or coupled to a train while the train is in motion.
- 8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, rear brakeman shall open steam valve on rear of train at station one-mile board and engineman shall shut off the steam one-half mile from station.
- 10. RESTRICTED TRACKS. AC 4-5-6, F, GS, MT, and P class engines shall not enter Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point ten (10) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and shall not operate on Mina or Alturas, sub-divisions.

Engines exceeding 160,000 pounds on drivers shall not be operated on Promontory Branch beyond mile-board Lucin.

Engines shall not go on Trestle on County Spur Fallon, on spur Allen; Old Mill track located on north side Hazen, or on temporary outfit spur on north side Lovelock.

AC and Mikado engines shall not use old wye at Likely.

Engines exceeding 210,000 pounds on drivers shall not be operated on Palisade transfer trestle.

AC and Mikado engines shall not use any Fruit Growers' Supply Company's tracks at Susanville except main spur leading to mill pond and straight track on which scales are located, shall not enter sump track at Susanville from west end, and shall not use planing-mill track of Lassen Lumber & Box Company past the unloading dock from either end. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed ten (10) miles per hour on this track.

Trains and engines shall not go more than four hundred feet beyond east wye switch Fallon.

Sand-loading track Fernley will not accommodate equipment higher than Hart convertible ballast cars. Engines switching this pit shall hold on to about 10 cars.

Sugar-factory spur Fallon may be used at speed not exceeding 10 miles per hour by 2100 or small 2200 class engine.

Do not exceed eight miles per hour on spur leading to quarry from wye at Beneme. No locomotive other than six-wheel switch engines are permitted on any industry track north of the westward main track between Park Street and W. P. interchange at Reno.

- 12. Engines equipped with snow-plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This shall not apply to Consolidation engines equipped with snow-plow when used as helper engines out of Alturas, behind caboose with all-steel equipment.
- 20. Handling of freight cars in trains behind passenger cars carrying passengers is prohibited.

Baggage, express, mail, refrigerator, or other head-end cars shall not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express, or mail car, or a caboose.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23 24	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track		Side	Reno
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
	Bridge		Truckee River	Thisbe
268.69	Bridge	12		
436.16	Bridge	3	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4 5 6	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge		Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge		Humboldt River	Gerald
523.09	Bridge		S. P. Track	Gerald
523.34	W. P. Crossing	14	Humboldt River	Gerald
	Bridge			
525.02	Tunnel	1	***************	Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93.	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel			Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge		Humboldt River	Ryndon
568.68	Tunnel			Ryndon
	Tunnel	07	Humboldt River	
569.85	Bridge	27		Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57		5	44.4	Ryndon
778.49	Bridge	100,000	Weber River	West Weber (east- ward track)
460.56	Tunnel			Mt. Montgomery

Attention of all employees is directed to above list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

SPEED RESTRICTIONS

Maximum speed of Passenger trains must not exceed 50 M. P. H. and Freight and Mixed trains 35 M. P. H., except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

	more woodings tralmust will make the telephone	mryat	1070 3011		SENGER	A.A.A.	A SHE WILL BY	FREIGHT	Liver and	MADE, NO.	LIGH	ENGI	NES RUNNING	
Page No.	BETWEEN	Stream- liner Deisel Power Unit	Maxi- mum Except Stream- liner Deisel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy MK 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 43 (Engines 1 to 20)	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	AC 1, 2, 3 AC 4, 5, 6 MM 2; AM WPRy., MK C 43
3, 4, 5	Sparks and Ogden, except as follows: West switch and east P.F.E. switch, Sparks M. P. 252 to 254, and 262 to 264 and curve	80 15	60 15	60 15	50 15	45 15	40 15	40 15	30 15	20 15	45 15	40 15	35 15	30 15
2	M. P. 271 On curve M. P. 274	60 55	50 50	50 50	50 50	45 45	40 40	40 40	30 30	20 20 20	45 45	40 40	35 35	30 30
2 2	Eastward—M.P. 274.20 (west of Fernley) to M.P. 383 (Imlay)	95 80	65 55	65 55	50 50	45 45	40 40	40 40	30 30	20	45 45	40 40	35 35	30 30
2 2	Westward—M.P. 358.24 (Oreana) to M.P. 274.20 (West of Fernley)	95 35	65 35	65 35	50 35	45 35	40 35	40 35	30 30	20 20	45 35	40 35	35 35	30 30
2	Lovelock, passing station	30 60	30 40	30 40	30 40	30 40	30 40	30 20	30 20	20 20	30 20	30 20	30 20	30 20
3	Imlay to Mill City and between M.P. 393 and M.P. 402.75 on eastward track	80	55	55	50	45	40	40	30	20	45	40	35	30
3 3 3	not using turnout	80 35 80 30	60 35 55 30	60 35 55 30	50 35 50 30	45 35 45 30	40 35 40 30	40 35 40 30	30 30 30 30	20 20 20 20 20	45 35 45 30	40 35 40 30	35 35 35 30	30 30 30 30
3	Weso, through interlocking plant using turn- outs	25 60	25 50	25 50	25 50	25 45	25 40	25 40	25 30	20 20	25 45	25 40	25 35	25 30
3	Westward M.P. 487.69 (Argenta) to M.P. 428.57 (Eglon)	95	65	65	50	45	40	40	30	20	45	40	35	30 30
3	406.72 (Rose Creek) Eastward M.P. 402.75 (West of Rose Creek)	95 95 60	65 65 40	65 65 40	50 50 40	45 45 40	40 40 40	40 40 40	30 30 30	20 20 20	45 45 40	40 40 40	35 35 35	30 30
3 3 3	Battle Mountain—Passing station. Shoshone Point curve M.P. 501. Between M.P. 517½ 519½. Between M.P. 522-525.	55 60 55	50 50 50	50 50 50	50 50 50	45 45 45	40 40 40	40 40 40	30 30 30	20 20 20	45 45 45	40 40 40	35 35 35	30 30 30
3	Over crossings Eureka, Nevada Railway west of Palisade	30 50	30 40	30 40	30 40	30 40	30 40	20 40	20 30	20 20	30 40	30 40	30 35	30
3	M.P. 530½ to M.P. 532½	60	50	50	50	45	40	40	30 15	20 15	45 15	40 15	35 15	30 15
4	end icing platform Through Tunnels. On curve at M.P. 541½. Westward M.P. 607.55 (Wells) to M.P. 573.15	30 50 60 95	30 45 50	30 45 50	30 45 50	30 45 45	30 40 40	15 30 40	30 30	20 20 20	45 45	40 40	35 35	30 30
4	(Elburz) Westward M.P. 607.55 (Wells) to M.P. 579.02 (two miles west of Rasid)	plants.	65	65	50	45	40	40	30	20	45	40	35	30
4	Westward M.P. 564.30 (Osino) to M.P. 544.23 (Moleen)	95	65	65	50	45	40 25	40 25	30 25	20	45 25	40 25	35 25	30 25
4	turnouts	30	25 30	25 30	25 30	25 30	30	30	30	20	30	30	30	30
4 4 4	Wells to Moor, either track	40 40 54 54	35 30 45 45	35 30 45 45	35 30 45 45	35 30 45 45	35 30 40 40	35 20 20 25	30 20 20 20 20	20 20 20 20 20	35 30 35 35	35 30 35 35	35 30 35 35	30 30 30
4	Moor and Valley Pass, leaving double track through crossover	25 60	25	25	25	25	25	25	25	20	25	25	25	25
4	Between Moor and Icarus		1000	50	50	45	40	40 35	30	20	45	40	35	30
4 4 4 4 4 4-5	Between Icarus & Cobre Cobre to Loray, eastward track Loray to Tioga, eastward track Tioga to Montello, eastward track Cobre to Montello, westward track Montello to Cobre, either track Montello, between outside switches Eastward M.P. 661.78 (Montello) to Tecoma	54 60 40 40 60	60 45 45 50 30 40 40 65	60 45 45 50 30 40 40 65	50 45 45 50 30 40 40 50	45 45 45 45 30 40 40 45	40 40 40 40 30 40 40 40	20 25 25 20 35 20 40	20 25 25 20 30 20 30	20 20 25 25 20 20 20 20	35 35 35 30 40 20 45	35 35 35 30 40 20 40	35 35 35 30 35 20	30 30 30 30 30 20 30

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum Speed of Passenger trains must not exceed 50 M.P.H. and Freight and Mixed trains 35 M.P.H. except as otherwise provided for.

Speed restrictions in miles per hour, will apply as follows:

to the state of th			August I a	Daniel Continue	PASSENGER	May 1	Mary Mary	FREIGHT			LIGHT ENGINES RUNNING FORWARD					
Page No.	BETWEEN	Stream- liner Deisel Power Unit	Maxi- mum Except Stream- liner Deisel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKeen and Gas Elec. Cars	T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58; MK 5, 6, 7, 8, 9, M WPRy., MK 60	C 18 to 29 incl. C 2 to 10 Inc.; F 1, 3, 4, 5, 6; AC 4, 5, 6 MM 2; AM 2; SP 1, 2, 3 WPRy. C 43 (Engs., 21 to 65)	MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW WPRy. C 4: (Engines	Freight and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 26, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6		
2, 3, 4, 5	Sparks and Ogden, except as follows:	80	60	60	50	45	40	40	30	20	45	40	35	30		
5	Eastward Tecoma to Lucin	95	65	65	50	45	40	35	30	20	45	40	35	30		
5 00	Westward Lucin to Montello	80	60	60	50	45	40	40	30	20	45	40	35	30		
0	Lucin and Lakeside, entering double track Between Lucin and M.P. 715.56 (Allen) Between Lucin and M.P. 706	35	35	35	35	35	35	35	30	20	35	35	35	30		
5	Between Lucin and M.P. 715.56 (Allen)	80	60	60	50	45	40	40	30	20	45	40	35	30		
5	Retween M P 706 and M P 711	95											*********			
5	Between M.P. 706 and M.P. 711 Between M.P. 711 and M.P. 715.56	80														
5	Retween M.P. 725 and M.P. 740 (Pamba Fill)	60										40				
5	Between M.P. 735 and M.P. 740 (Rambo Fill) Between M.P. 740 and M.P. 752 (Salt Lake	00	55	55	50	45	40	35	30	20	45	40	35	30		
0	Trestle)	30	20	20	20	20	90	15	15	15	00	20	20	00		
5	Retween M P 752 and M P 754 (Saline Fill)	60	55	55	50	45	20 40	15 35	30	20	20 45	40	35	20 30		
5	Between M.P. 752 and M.P. 754 (Saline Fill) Eastward Saline to mile board west of Pro-	00	90	90	30	40	40	30	30	20	40	40	30	30		
Marie Street	montory Point.	95	USA I	NOG THURS	00335	CHRIST	CHANGE &	AM STORY		PA STRACE N	0.00	1.8	THE OWNER	(8-9 DI,		
5	Between M.P. 759 and west switch Little Mt.	60	55	55	50	45	40	35	30	20	45	40	35	30		
5	Turnout Engle and east switches Midlake	00	00	00	00	40	40	00	00	20	40	40	00	90		
non I man	and Colin	30	20	20	20	20	20	15	15	15	20	20	20	20		
5	Bridge, leaving double track through turnout		35	35	35	35	35	15	20	20	20	20	20	20		
5	Westward-M.P. 775.54 (West Weber) to	00	00	00	00	00	00	10	20	20	20	20	20	20		
	M.P. 768.40 (Little Mountain)	95	65	65	50	45	40	40	30	20	45	40	35	30		
5	Between M.P. 734.60 (Lakeside) and M.P.			00	00	20	20	10	00	20	10	10	00	00		
	715.56 (Allen)	95	65	65	50	45	40	40	30	20	45	40	35	30		
-						In the second				10000			-	100		
5	Eastward M.P. 771 (West of Reese) to M.P.	0.00	- I	2000 1807	65.36	0.0811	BKK/NI I	1182		SOUTH THE PARTY OF	450		SECTION AND LABOR.	D1.51 3		
	780.58 (Ogden Yard Limit)	95	65	65	50	45	40	40	30	20	45	40	35	30		
2, 3, 4, 5	Turnouts and crossovers unless otherwise			00000	3,000	DOM:	0.0000	100		2770 AL	eval 9		DAY on se	STATES		
	provided	10	10	10	10	10	10	10	10	10	10	10	10	10		

SPEED RESTRICTIONS

Speed restrictions in miles per hour, will apply as follows:

wil and	0001 8508 0001 8508 0001 8508 0001	PAS	SENGER	FREIGHT	the set of the	38-43-41-590	LIGHT ENGINES RUNNING FORWARD
Page No.	BETWEEN 0 BETWEEN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type with Train or Light	T, 1, 2, 8, 23, 28, 28 M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3,
6 6 6 6 6	Between Fernley and Alturas; Wendel and Susanville, except as follows: On curves indicated by slow boards between M.P. 285 and M.P. 361 Susanville and Westwood Junction. Susanville Yard, between outside switches. Westwood Junction and Mason. Between M.P. 361 and Viewland. On curve between M.P. 367 and M. P. 368	40 35 25 20 35 30 35	40 35 25 20 35 30 35	30 30 20 20 30 20 30	15 15 15 15 15 15 15	20 20 20 20 20 20 20 20	30 30 25 20 30 30 30
6 6 6 6 6	Between M.P. 375 and M.P. 385. Eastward from Crest to M.P. 395. Westward from M.P. 395 to Crest. Crest to M.P. 385. On curve at M.P. 391 On curve at M.P. 415. Between Madeline and Sagehen.	30 30 30 25 20 35 30	30 30 30 25 20 35 30	20 20 30 20 20 20 30 20	15 15 15 15 15 15 15	20 20 20 20 20 15 20 20	30 30 30 25 20 30 30
6 6 6	Between Sagehen and M.P. 438. Over W.P. Crossing, Flanigan Wendel Yard between outside switches.	25 20 15	25 20 15	20 20 15	15 15 15	20 20 15	25 20 15
* 6	Lucin and Kelton. Kelton and Corinne.	20 25	20 25	20 25	15 15	20 20	20 25
7 7	Fallon and Hazen Hazen and Mina	30 40	30 40	25 30	15 15	20 20	30 30
7 7 7 7 7 7 6-7	Between Mina and Keeler Mina and Tonopah Junction Tonopah Junction and Queen Queen and Hammil Hamil and Chalfant Chalfant tand Laws Laws and Keeler Turnouts and Crossovers unless otherwise provided	All Engs. 40 15 20 30 20 30 10		All Engs. 30 15 20 30 20 30 10	All Engs. 15 15 15 15 15 15 15 15 16		All Engs. 20 15 20 20 20 20 20 10

- 2-3 Streamliner CITY OF SAN FRANCISCO, when running against the current of traffic on double or paired track, or when handled by steam power, must not exceed speed permitted steam passenger trains under the same conditions.
- 7 Between Hazen and Mina mixed trains, when handled by T 23; T 28; T 31; or smaller engines, may run 35 miles per hour.
- 6 Between M.P. 280 and yard limit Fernley, Alturas Sub-division, westward freight trains may run 35 miles per hour.
- Fire train of Red River Lumber Company may make following speed:
 Between Mason and Westwood Jct., 35 miles per hour; between Westwood Jct. and Susanville 25 miles per hour, and through all tunnels
 10 miles per hour.
- Maximum speed for McKeen and gas electric motor cars when backing is 60 miles per hour, and restricted speed of passenger trains as indicated at various locations shall be observed.
- Tenders having capacity of over 7,000 gallons may be operated not to exceed 65 miles per hour, and those having capacity of 7,000 gallons or less shall not exceed 50 miles per hour, except the 50-mile per hour restriction shall not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.
- Maximum speed for relief trains with steam derrick, 25 miles per hour.
- Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 miles per hour.
- Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 miles per hour.
- Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached, or engines with only caboose attached may make speed allowed passenger trains between Tresend and Bridge.
- Engines operated coupled tender to tender shall not exceed speed permitted for light engines of that class running backward.
- When all the weight has been removed from any one pair of drivers on an engine, the speed shall not exceed 20 miles per hour.
- When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed shall not exceed 30 miles per
- Maximum speed of any disabled engine handled in train or running under own steam shall not exceed:
- All classes, including S and SE engines,

when not equipped with engine trucks20 miles per hour
When pilot removed
When main rod only removed30 miles per hour
When side rods only are removed30 miles per hour
When both main and side rods are removed20 miles per hour
When handled in train and all rods on30 miles per hour

- Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:
- (a) Wooden baggage, express, and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.
- (b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra train contain both wooden and steel passenger-carrying cars, the wooden equipment shall be kept together and on the rear.
- All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

	OCATION OF STRETCHERS

Ogden	Montello	Elko	Imlay	Sparks	Mina
Promontory Pt.	Cobre	Carlin	Lovelock	Susanville	Laws
Lakeside	Wells	Battle Mtn.	Hazen	Westwood	Keeler
(Quarry)	Deeth	Winnemucca	Fernley	Wabuska	Alturas

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

ad right to at Joint the stanta dates	CONDI	TIONED	CONDI	
CLASS	All-Steel	Steel Under- frame	All-Steel Cooling Season	All-Steel Heating Season
2021	02 070	9		
Baggage—60 ft	93,070			
" —66 ft	127,610 122,620			
" —70 ft	122,620			
# —70 ft	125,800			
* -(Dynamo)	98,730			
		87,120		
Baggage & Mail—60 ft	103,620			
" " —69 ft	124,760 129,140			
" " —70 ft	120 140			
* * *		103,590		
4 4 4 Passanger	108,675	112,640		
" " Passenger	108,075			
Express Refr.—N. P. Ry		74,000		
" -A. R. E. No. 40-154		78,000		
" " 155-224		89,000		
Express Refr.—N. P. Ry. "A. R. E. No. 40-154. " 155-224. " 500-506.		89,000 110,000		
		85,000		
P. F. E. 500-799.	a to contract to	83,000		
Woman Horas	133,050	00,000		
portel	112,120			
Ostal	112,120			
Postal. Storage—40 ft	74,530 105,120			
" —60 ft	105,120			
Jup.	146,210	122,300	160,726	153,710
Official	170,700	155,370		
hair—60 ft	100,620		112,985	108,120
" -74 ft (Tee Sya)			180,915	173,125
" —74 ft. (Ice Sys.) " —74 ft. (Steam Ejec. Sys.)			197.944	181,600
Cooker 60 ft	98,130		197,944 110,380	105,630
oaches—ou it	107 040		151 071	145,140
" —70 ft	137,640		151,671	140,140
- 72 ft			153,782	147,160
" —73 ft			168,245	161,000
" —72 ft. (Interurban)	120,000 105,970			
ll-Day Lunch-Chair	105,970			
" —72 ft. (Interurban)	103,875			
Cafe Coach		138,600	*152,675	*146,100
Diner—70 ft	Mass subject to	135,930	transak vaav	550
" —79 f+	155,330	146,930		
" _77 ft (Anch Tyme Poof) (Toe Syre)	156,000	110,000	170,857	163,500
" To the (Class Character Deed) (Ice Sys.)	100,000	165,530	170,400	171 675
-17 It. (Clere Story Root) (Ice Sys.)		100,000	179,400 189,581	171,675 173,836
" —77 ft. (Arch Type Roof) (Ice Sys.) —77 ft. (Clere Story Roof) (Ice Sys.) —77 ft. (" " ") (Mech. Sys.)	**********		189,581	173,830
* -79 ft	169,100			*****
" -80 ft. (Clere Story Roof) (Mech. Sys.)			201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
ounge			188,949	180,813
Observation—75 ft	154,400		169,185 194,543	161,900
" —77 ft.	310.7479.75.03		194,543	186,166
		141.870	102,020	200,200
Pullman Observation (Too See)	160,800	141,870 153,000	177,314	169,200
" (Mark Con)	160,800	153,000	185,627	170,300
(Mech. Sys.)	171,000		107,027	170,000
Lounge (Ice Sys.)	171,200		187,682	179,000
" (Mech. Sys.)	171,200		196,963 183,920	180,700
uliman Bedroom Car (Ice Sys.)	107,000		183,920	179,600 180,700 176,000
" . " (Mech. Sys.)	167,600		193,039	177,100
Pullman Sleeper (Ice Sys.)	163,100			171,500
" (Mech Sys.)	163,100			172,600
" (Mech Sys.)	153,000			161,400
" (Mech. Sys.)	153,000 153,000			162,500
Rail Cas Floatric Car 400 H D	158,400		101,020	102,000
Rail Gas-Electric Car, 400 H.P	167,200			
000 H.F	107,200			

RATING OF LOCOMOTIVES-SALT LAKE DIVIVION. In M's of 1,000 pounds back of Tender.

Tibely Sage Hen

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pres- sure	Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello to Valley Pass Hazenand Wabuska	Rye Patch to Deeth Holborn to Pequop	Lucin to Mon- tello	Hazen and Wa- buska	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas Yard	Alturas Yard to Likely Karlo to Viewland	Wendel to Susan- ville	Susan- to West- wood	West-wood to Susan-ville
M-4		1617 to 1716 1725 to 1769, 1780 to 1803	190 200	6350 7800	4200 5200	1300 1600	4800 6000	2950 3650	2700 3300	1400 1730	3800 4600	1100 1400	5150 6300	3850 4750	5400	900	1800
M-6 T-23	M-63 21/28 150-S T-63 21/28 156-S	2301 to 2310	210	8200	5400	1725	6300	3800	3450	1830	4900		told of			1000	1900
T-23 T-28,31	T-63 21/28 163-SF) T-63 22/28 162-S	2311 to 2362	9 7 13	9000	5900	1900	6900	4250	3800	2010	leaght of		9 10 14				
T-32	T-69 23/28 174-S	2363 to 2384) 210	0000		1			- 65x-	20 17		F 4	5 June 19	1.7.14	British .		
P-8 P-8,10 P-8	P-73 25/30 180-S \ P-73 25/30 181-SF \ P-73 25/30 183/B-63-SF	2461 to 2475, 2478 to 2483 2461 to 2475	200	10000	7000	2150	7500	5000	00		(Coder	STORY.	14.6-m 32	7.36 a			
C-9,10 C-9,10 C-8	C-57 22/30 200-SF C-57 22/30 194-S C-57 22/30 192-S	2513 to 2599	210	10000	7000	2150	7500	5000	4200	2200	6000	1800	8000	6000	6800	1250	2350
MK-2,4 MK-2,4 MK-5,6 MK-5,6	MK-57 23¾/30 206-S MK-57 23¾/30 206-SF MK-63 26/28 210-S MK-63 26/28 210-SF	3200 to 3240	} 210	12000	8700	3475	9200	6000	CE	·	7250	2300	10250	7700	8000	1650	2950
F-1 F-3	F-63 271/32 273-S F-63 291/32 297-S	3600 to 3652	200 200	13000 13500	9800 11000	3075 3500	10500 11500	7500 8100	a : : : :	::::				::::	1111	::::	
F-4,5 F-4,5	F-63 29½/32 306/B-61-SF F-63 29½/32 306/B-62-SF	3668 to 37633764 to 3768	200	14000	11500	3725	12000	8500			14.00	****		g.is.in			
MT-1,3,4	MT-73 28/30 246/B-60-SF	4300 to 4375	210	13000	9800	2925	10500	7500									
AC-1,2,3	AC-57 22-22 441-SF	4000 to 4048	210	18500	16500	3950	17000	9100			11200	3400	13000	11250	8000	3000	4400
AC-4 AC-5	AC-63 24-24 475-SF AC-63 24-24 483-SF	4100 to 4125	235	19900	17500	4250	18800	12500									
GS-1	GS-73 27/30 262/B-58-SF	4400 to 4409	250	13700	10400	3025	11000	7900							1	1	1
Allowa	nce for Empty and Underlo	aded Car Less than 40 M's 40 M's to 50 M's More than 50 M		6 3 0	6 3 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	6 3 0
engine in each Exa	se ratings include the total and tender, which the differ direction between the stati mple.—Consolidation engi-	weight of train, exclusive rent class of engines will ha ions shown. ne having 57-inch drive	of aul rs,	Lo			(870)	of my de	"N	IM"—Ma IT"—Mo I"—"Mo Ik"—"M	untain T guls'' ikado''	ype	"AC"- "GS"-	Pacific T -Articula -Golden Consolida	state State ation en		tion

Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: 22

C-57-30 "TW"—Twelve-wheelers
"E"—Eight-wheelers

"T"-Ten-wheelers

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
San Francisco Ogden Ogden Ogden Ogden Ogden Ogden Brigham Cty Montello Wells Elko Carlin Battle Mountain Winnemucca Winnemucca Winnemucca Flan Flan Flan Flan Flan Flan Flan Fla	Dr. W. B. Coffey Dr. J. R. Morrell Dr. W. H. Anderson Dr. R. L. Draper Dr. E. C. Rich Dr. LeRoy Pugmire. Dr. R. A. Pearse Dr. G. W. White Dr. A. C. Olmsted Dr. A. J. Hood Dr. R. P. Roantree Dr. C. W. Eastman.	Chief Surgeon Division Surgeon District Surgeon District Surgeon District Surgeon Consulting Surgeon Consulting Surgeon District Surgeon Consulting Surgeon Consulting Surgeon Division Surgeon, State of Nev. District Surgeon Consulting Surgeon Consulting Surgeon Division Surgeon, Consulting Surgeon	Reno	Dr. C. W. West Dr. {H. K. Wilson} H. W. Sawyer Dr. G. S. Martin Dr. G. R. Fortson Dr. L. T. Browning. Dr. D. A. Smith Dr. Harvey Crook. Dr. Harvey Crook. Dr. Harvey Crook. Dr. F. E. Hamer Dr. {J. T. Reese Dr. John Stiles Dr. Fred J. Davis eons should ony be sun ompt attention is require await arrival of, Divisional and the complex of the comp	red and when patients on or District Surgeon.

Mileage-Main Line

 M.P. 238.8 west of Reno to Ogden, via Lucin Cutoff, C. P. Ry...
 543.35

 M.P. 238.8 west of Reno to Ogden, via Lucin Cutoff, C. P. Ry...
 228.8 west of Reno to Ogden, via Lucin Cutoff, C. P. Ry...
 161.36

 M.P. 275.856 Fernley to end of Division near Paola...
 C. P. Ry...
 82.84

 N. C. O. Ry.
 95.91
 178.75

Malad ValleyU.P.	Ry Hazen to Fallon	15.92 3.83	
Mina	Ry Hazen to Keeler	289.36	
Promontory	Ry Lucin to beginning of leased line Ry Beginning of leased line to Cecil Jct	141.64	
Westwood	. Ry Wendel to Westwood	53.76	
Total Branches		a	507.87
Total Salt Lake Divisi	on		1391.33

TRAINMASTER AND ROAD FOREMAN OF ENGINES

ROAD FOREMAN OF ENGINES

Terminal Trainmasters W. E. EASTMAN....Montello H. R. HAINES.....Imlay

T. J. FOLEY, Assistant Superintendent, Sparks.

883.46

J. J. SULLIVAN,

CHIEF TRAIN DISPATCHERS

ASSISTANT CHIEF TRAIN DISPATCHERS

H. G. VALLEAU.....Sparks H. F. McDONALD.....Sparks

F. W. SMITH......Ogden C. O'LAUGHLINOgden S. H. BRAY......Carlin W. H. MARLINSparks

TRAINMASTER and ROADMASTER

A. R. McEACHERN Mina G. H. MOORE Sparks

TRAINMASTER

Assistant Superintendent, Ogden.



