

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

53



To Take Effect Sunday, June 12, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. C. GOODFELLOW,
Superintendent.

EASTWARD

SPARKS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS						Distance from San Francisco	Time Table No. 53 June 12, 1938	Distance from Imlay	FIRST CLASS					SECOND CLASS	
	566	564	562	560	102	48	606	14	28	88				21	27	87	49	101	605	
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Forty-Niner	Mixed	Pacific Limited	San Francisco Overland Limited	Challenger				Pacific Limited	San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Mixed	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily Ex. Sunday				
Yard POWYTBK	10.50 PM	2.40 PM	8.35 AM	2.45 AM	10.45 PM	7.30 PM	7.15 PM	5.30 PM	6.30 AM	5.25 AM	246.2	TO-R SPARKS 2.9	138.1	s 12.15 PM	s 8.15 PM	s 9.35 PM	s 1.15 AM	s 12.55 AM	s 6.35 PM	
N 54 P	11.00	2.50	8.45	2.55	10.49	7.36	7.22	5.36	6.35	5.31	249.1	VISTA 4.0	135.2	12.08	8.08	9.28	1.09	12.50	f 6.25	
54-106 P	11.07	2.58	8.53	3.03		7.40	f 7.29	5.41	6.39	5.36	253.1	HAFED 4.2	131.2	12.03 PM	8.03	9.23	1.05	12.45	f 6.18	
53-102 PW	11.15	3.06	9.01	3.11		7.45	f 7.37	5.46	6.44	5.42	257.3	DITHO 4.8	127.0	11.58 AM	7.58	9.17	1.00		f 6.10	
54-87 P	11.23	3.14	9.09	3.19	11.01	7.50	f 7.50	5.52	6.50	5.48	262.1	TO OLARK 4.6	122.2	11.53	7.50	9.11	12.54	12.35	f 5.52	
90-53 P	11.31	3.22	9.17	3.27		7.55	f 8.04	5.57	6.54	5.54	266.7	THISBE 4.7	117.6	11.47	7.40	9.05	12.48		f 5.34	
104-48 PW	11.38	3.30	9.25	3.35		8.00	f 8.11	6.02	6.59	6.00	271.4	GILPIN 4.7	112.9	11.41	7.34	8.58	12.43		f 5.27	
Yard PY	11.45	3.38	9.33	3.43	11.15	8.05	s 8.30	f 6.08	7.04	6.06	276.1	TO-R FERNLEY 4.3	108.2	f 11.35	7.28	f 8.51	12.37	12.21	s 5.20	
52-105 P	11.52 PM	3.45	9.40	3.50		8.09	8.46	6.13	7.08	6.11	280.4	ARGO 4.0	103.9	11.29	7.22	8.46	12.32		5.08	
87-55 P	12.14 AM	3.51	9.47	3.57			8.55	6.17	7.12	6.16	284.4	PATNA 3.7	99.9	11.24	7.17	8.41		12.14	5.00	
Yard POWYTBK	12.24	4.07	10.03	4.12	11.24	8.17	s 9.01 PM	s 6.27	s 7.20	s 6.25	288.1	TO-R HAZEN 4.4	96.2	s 11.18	s 7.11	s 8.35	12.24	12.11		4.50 PM
54 110 P	12.34	4.17	10.13	4.22		8.21		6.34		6.31	292.5	MASSIE 4.9	91.8	11.07	7.00	8.21	12.19			
54-105 P	12.42	4.27	10.22	4.32		8.26		6.40	7.29	6.37	297.4	FALAIS 4.6	86.9	11.01	6.55	8.12				
88-54 P	12.49	4.35	10.30	4.40	11.34			6.50		6.43	302.0	UPSAL 4.8	82.3	10.56	6.50	8.06	12.10	12.01 AM		
53-108 P	12.57	4.43	10.38	4.48		8.35		6.59	7.38	6.49	306.8	DESERT 4.9	77.5	10.51	6.45	8.01				
106-55 PW	1.05	4.53	10.46	4.56				7.05		6.55	311.7	PARRAN 4.4	72.6	10.46	6.40	7.55	12.01 AM			
104-54 P	1.12	5.00	10.55	5.03	11.44	8.44		7.10	7.47	7.00	316.1	HUXLEY 3.9	68.2	10.41	6.35	7.50		11.50 PM		
54-105 P	1.18	5.06	11.01	5.09				7.14		7.04	320.0	OCALA 4.2	64.3	10.37	6.31	7.46	11.52 PM			
53-106 P	1.25	5.13	11.08	5.16		8.52		7.19	7.55	7.09	324.2	MIRIAM 4.2	60.1	10.32	6.26	7.41				
59-101 P	1.32	5.20	11.15	5.23	11.53 PM			7.24		7.13	328.4	TOY 3.4	55.9	10.27	6.22	7.37	11.44	11.41		
110 P	1.39	5.27	11.22	5.30		8.59		7.29	8.03	7.17	331.8	TOULON 4.6	52.5	10.23	6.18	7.29				
110 P	1.47	5.35	11.30	5.38				7.34		7.22	336.4	GRANITE PT. 4.1	47.9	10.18	6.13	7.21				
21 PY	1.54	5.42	11.37	5.45	12.02 AM	9.07		7.39	8.11	7.27	340.5	PERTH 3.8	43.8	10.13	6.08	7.16	11.32	11.32		
135-132 PW	2.04	5.54	11.49 AM	5.57		9.11		s 7.49	8.19	s 7.37	344.3	TO LOVELOCK 4.7	40.0	s 10.08	6.02	s 7.11	11.27	11.28		
Spur 8 P	2.16	6.07	12.02 PM	6.10				7.57	8.26	7.45	349.0	KODAK 4.2	35.3	9.57	5.52	7.00				
Spur 78 P	2.26	6.21	12.16	6.24				8.03	8.32	7.51	353.2	WOOLSEY 4.6	31.1							
Spur 46-46 PW	2.34	6.34	12.29	6.37	12.18	9.24		f 8.12	8.37	7.57	357.8	OREANA 8.2	E.B.W.B. 26.3 26.5	f 9.48	5.44	6.52	11.14	11.17		
134 Center P	2.51	6.52	12.47	6.55		9.33		8.24	8.48	8.08	366.0	RYE PATCH 6.8	18.1 18.3	9.38	5.34	6.42				
Spur 9											372.6	VALERY 4.4	11.5 11.5							
142 Center PW	3.09	7.17	1.02	7.20	12.34			8.36	8.59	8.20	377.0	HUMBOLDT 7.1	7.1 7.1	f 9.26	5.22	6.30	10.53			
Yard POWYBK	3.30 AM	7.35 PM	1.20 PM	7.40 AM	12.40 AM	s 9.52 PM		s 8.45 PM	s 9.08 AM	s 8.30 AM	384.1	TO-R IMLAY	0.0 0.0	9.15 AM	5.12 PM	6.20 PM	10.45 PM	10.54 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(138.1)	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily Ex. Sunday	
	(4.40) 29.55	(4.55) 28.04	(4.45) 29.01	(4.55) 28.04	(1.55) 71.94	(2.22) 58.26	(1.46) 23.71	(3.15) 42.43	(2.38) 52.36	(3.05) 44.72		.....Time over District.....		(3.00) 46.00	(3.03) 45.27	(3.15) 42.49	(2.30) 55.64	(2.01) 68.47	(1.45) 23.94

Vista: Schedule time and train orders apply at end of double track.
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 first-class trains apply at train-order office.
No. 102 leaves 2nd, 8th, 14th, 20th and 26th of each month.
No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.
No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.
No. 49 leaves 3rd, 9th, 15th, 21st and 27th 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 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Nos. 27 and 28 reduce speed to 15 miles per hour at Fernley to dispatch U. S. Mail.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 & 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge	Points beyond Ogden	Colfax or West
28	Any Station	Receive		Sparks or West
88	Any Station	Discharge		
88	Any Station	Receive	Ogden or East	

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 53 June 12, 1938	Distance from Carlin	FIRST CLASS						SECOND CLASS	
	578	576	574	572	570	48	14	28	88	102				21	27	87	49	101	1	77	61
	Freight	Freight	Freight	Local Freight	Freight	Forty-Niner	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco				Pacific Limited	San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Western Pacific Scenic Limited	Western Pacific Fast Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily			
Yard POWYBK	5.15 PM	1.25 PM	6.10 AM	4.00 AM	12.45 AM	9.57 PM	8.50 PM	9.13 AM	8.35 AM	12.40 AM	384.1										
Spur 62 P							f 9.00	9.20	f 8.45		388.7										
135 Center W							9.10		8.55		397.0										
40 Storage P	6.00	2.10	6.55	4.55	1.30	10.20	9.22	9.40	9.07	1.01	406.6										
108 P	6.10	2.20	7.05	5.05	1.40		9.28	9.45	9.13		406.8										
102-113 PW	6.25	2.35	7.20	5.50	1.55	10.31	s 9.38	s 9.55	s 9.23		412.1										
PI	6.35 PM	2.45 PM	7.30 AM	6.00 AM	2.05 AM	10.35 PM	9.45 PM	10.02 AM	9.30 AM	1.14 AM	417.3										
109 P											420.9										
88 P											423.3										
100 PW											428.9										
Spur 54 53 P											434.0										
Spur 54 P											439.3										
53-53 P											443.5										
Spurs 52 54 P											448.1										
Spur 54 P											452.7										
78 POW											457.4										
108 P											461.3										
79 P											466.3										
78- PW											470.9										
78 P											475.8										
76 P											482.0										
109 P											487.7										
54 53 P											492.9										
Spurs 53 53 P											498.5										
106 PW											503.7										
Spur 53 54 P											508.2										
Spurs 54 54 P											512.7										
Spurs 53 P											517.0										
I											521.6										
I											525.2										
56-59 PW											525.5										
89 P											525.7										
Yard POWTBK											531.2										
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed., Fri.	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	534.5										
	(1.20) 27.60	(1.20) 27.60	(1.20) 27.60	(2.00) 18.40	(1.20) 27.60	(0.38) 58.10	(0.55) 40.14	(0.49) 45.06	(0.55) 40.14	(0.34) 64.94											

See Western Pacific current time table for Eastward Southern Pacific schedules between Weso and Carlin.

STATIONS	Distance from Carlin	21	27	87	49	101	1	77	61
TO-R IMLAY 4.6	150.2	s 9.07 AM	s 5.05 PM	s 6.15 PM	s 10.40 PM	10.54 PM			
MILL CITY 8.3	145.6	f 9.00	4.58	f 6.07					
COSGRAVE 9.6	137.3	8.49				10.44			
ROSE CREEK 5.3	127.7	8.38	4.38	5.47	10.15	10.36			
BENIN 5.2	122.4	8.32	4.32	5.41					
TO WINNEMUCCA 3.6	117.2	s 8.25	s 4.25	s 5.34	10.04				
TO-R WESO 2.4	113.6	8.15	4.17	5.24	10.00	10.23	11.48 PM	7.00 AM	2.20 PM
TULE 5.6	111.2	8.12							
EGLON 5.1	105.6	8.06							
TO GOLCONDA 5.3	100.5	f 8.00	4.02	f 5.08	9.46	10.11	f 11.32	6.35	2.00
PREBLE 4.2	95.2	7.54	3.57	5.02			11.27		
COMUS 4.6	91.0	7.50			9.36	10.04			
IRON POINT 4.6	86.4	7.45	3.48	4.53			11.18	6.10	1.35
HERRIN 4.7	81.8	7.40							
STONE HOUSE 3.9	77.1	7.35	3.39	4.44			11.09		
VALMY 5.0	73.2	f 7.31			9.19	9.52		5.50	1.15
MOTE 4.6	68.2	7.24	3.30	4.35			11.00		
PIUTE 4.9	63.6	7.18							
TO BATTLE MOUNTAIN 6.2	58.7	s 7.12	s 3.20	s 4.24	9.05	9.42	f 10.50	5.15	12.40
ROSNY 5.7	52.5	7.01							
ARGENTA 5.2	46.8	f 6.55	3.07	4.10			10.37		
MOSEL 5.6	41.6	6.49			8.48	9.29			
SHOSHONE 5.2	35.0	f 6.43	2.56	3.59			10.26	4.35	12.01 PM
LADOGA 4.5	30.8								
TO BEOWAWE 4.5	25.3	f 6.33	2.46	f 3.48	8.33	9.16	f 10.15	4.15	11.40 AM
CLURO 4.3	21.8	6.27	2.41	3.41			10.09		
HARNEY 4.6	17.5	6.22	2.36	3.36			10.04		
GERALD 3.6	12.9	6.16	2.30	3.30	8.18	9.02	9.58	3.50	11.15
E. N. Crossing 0.3	9.3								
E. N. Crossing 0.2	9.0								
TO PALISADE 5.5	8.8	s 6.10	2.24	f 3.23				3.40	11.05
TYROL 3.3	3.3								
TO-R CARLIN	0.0	5.55 AM	2.10 PM	3.07 PM	8.00 PM	8.46 PM	9.35 PM	3.10 AM	10.35 AM
(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily
.....Time over District.....		(3.12) 46.93	(2.55) 51.49	(3.08) 47.93	(2.40) 56.32	(2.08) 70.40	(2.13) 51.24	(3.50) 29.63	(3.45) 30.29
.....Average speed per hour.....									

Rose Creek: Schedule time and train orders apply at end double track.
 No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.
 No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.
 No. 49 leaves 3rd, 9th, 15th, 21st and 27th 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 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	
87	Any Station	Receive	Reno or West	
87	Any Station	Discharge		Ogden or East

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 53 June 12, 1938	Distance from Montello	FIRST CLASS						SECOND CLASS	
	576	574	570	578	28	88	102	14	48				21	27	87	49	101	1	61	77
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner				Pacific Limited	San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Western Pacific Scenic Limited	Western Pacific Fast Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily		
Yard POWBKT										534.5	TO-R CARLIN 3.0	127.4	s 5.45 AM	s 2.02 PM	s 2.59 PM	s 7.55 PM	s 8.43 PM	s 9.28 PM		
N 88 P										537.5	VIVIAN 2.8	124.4	5.36	1.55	2.52	7.48	8.38	9.20		
Spur 54 P										540.3	TONKA 4.2	121.6	5.32		2.48					
55 54 P										544.5	MOLEEN 5.8	117.4	5.27	1.46	2.43	7.40		9.11		
80 P										550.3	AVENEL 4.2	111.6	5.20	1.40	2.37			9.05		
Yard PW										554.5	WEST ELKO 1.5	107.4	5.13		2.32			9.00		
89 P										556.0	TO-R ELKO 4.5	105.9	s 5.10	s 1.33	s 2.28	7.28	8.22	s 8.57		
Spur 52 P										560.5	COIN 4.3	101.4	4.58	1.26	2.18			8.46		
Spurs 54 53 P										564.8	OSINO 3.0	97.1	4.53	1.22	2.13			8.41		
93 PW										567.8	RYNDON 5.6	94.1						8.36		
107 P										573.4	ELBURZ 3.3	88.5	4.40		2.01	7.09	8.04			
88 P										576.7	TO HALLECK 4.5	85.2	f 4.35	1.07	f 1.57			8.26		
Spur 55 P										581.2	RASID 4.1	80.7						8.08		
120 PW										585.3	NATCHEZ 4.3	76.6	4.25	12.58	1.48			8.17		
Spur 61										589.6	TO DEETH 4.8	72.3	f 4.20	12.53	f 1.44	6.54	7.52	8.12		
159-Spur 26 P										594.4	NARDI 4.7	67.5	4.13	12.48				7.46		
93 PI	10.05 PM	2.50 PM	9.00 AM	1.40 AM	1.36 PM	1.15 PM	4.10 AM	2.10 AM	1.55 AM	603.6	TO-R ALAZON 3.9	58.3	4.03	12.38	1.27	6.40	7.42	7.57 PM		
Yard POWYBK	10.25	3.10	9.20	1.50 2.19	f 1.43	s 1.23	4.15	s 2.19	2.01	607.5	TO-R WELLS 6.1	54.4	s 3.58	f 12.33	s 1.20					
Spur 4										613.6	CEDAR 2.8	48.5								
Yard 107 PY	11.05	3.50	10.00	2.55	2.02	1.46	4.29	2.39	2.18	616.4	TO MOOR 3.7	45.5	3.44	12.19	1.05	6.22	7.28			
105 54 PW	11.12	3.57	10.07	3.02	2.07	1.51		2.44	2.23	620.1	ANTHONY 4.0	41.8	3.39	12.14	1.00					
54 54 P	11.19	4.04	10.14	3.09				2.49		624.1	HOLBORN 3.4	37.8	3.34	12.09	12.55					
54 105 P	11.26	4.11	10.21	3.16	2.16	2.00	4.41	2.54	2.32	627.5	FENELON 4.3	34.4	3.29	12.05 PM	12.51	6.08	7.16			
105 50 P	11.33	4.18	10.28	3.23	2.22	2.06		3.00	2.38	631.8	PEQUOP 5.0	30.1	3.23	11.59 AM	12.45					
53 53 P	11.41	4.26	10.36	3.36				3.06		636.8	ICARUS 3.8	25.1	3.17	11.53	12.39					
Yard YWP	11.48 PM	4.33	10.43	3.43	2.32	2.16	4.54	3.11	2.48	640.6	TO VALLEY PASS 4.2	21.3	3.11	11.48	12.34	5.53	7.03			
63 P					s 2.39	s 2.25		3.17	2.53	644.8	COBRE 5.0	17.1	f 3.03	s 11.41	s 12.27					
100 Center PW	12.21 AM	5.06	11.16 AM	4.15						649.8	LORAY 3.6	12.1	2.54	11.31	12.08	5.39	6.51			
P					2.51	2.38	5.09	3.29	3.05	653.4	TIOGA 1.9	8.5	2.48	11.25	12.02 PM					
Westward track Spur 2 P										655.3	ULLIN 6.6	6.6								
Yard POWYBK	1.05 AM	5.50 PM	12.01 PM	5.00 AM	s 3.03 PM	s 2.50 PM	5.21 AM	s 3.41 AM	s 3.17 AM	661.9	TO-R MONTELLO 6.6	0.0	2.30 AM	11.08 AM	11.45 AM	5.20 PM	6.32 PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily		
	(3.00) 19.43	(3.00) 19.43	(3.01) 19.32	(3.20) 17.49	(1.27) 40.20	(1.35) 36.81	(1.11) 49.27	(1.31) 38.44	(1.22) 42.65		.....Time over District.....		(3.15) 39.20	(2.54) 43.93	(3.14) 39.40	(2.35) 49.32	(2.11) 58.35	(1.31) 45.56	
										Average speed per hour.....							(3.00) 23.03	(3.15) 21.26	

See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.

A.B.S.

D.T.

D.T.

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 leaves 3rd, 9th, 15th, 21st and 27th of each month.
 No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

Nos. 27 and 28 reduce speed to 15 miles per hour at Wells to dispatch U. S. Mail.

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 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 53		Distance from Ogden	FIRST CLASS					SECOND CLASS
	574	570	578	576	28	88	102	14	48		June 12, 1938			27	87	49	101	21	615
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner		STATIONS	EB		WB	San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Pacific Limited	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily		Arrive Wed.	
Yard POWYBK	6.15 PM	12.25 PM	5.25 AM	1.30 AM	3.08 PM	2.55 PM	5.21 AM	3.46 AM	3.22 AM	661.9									
N S 125 P					3.16	3.03		3.54	3.30	668.3									
Grouse 129 P Gartney Spur 25								4.01		674.3									
130-109 PWY	6.55	1.05	6.05	2.10	3.28	f 3.16	5.38	4.08	3.41	679.8									
105-54 P	7.02	1.12	6.12	2.17				4.14		684.5									
107-54 P	7.09	1.19	6.19	2.24	3.37	3.26		4.19	3.50	688.8									
117-54 P	7.16	1.26	6.26	2.31			5.49	4.24		693.2									
105-54 P	7.23	1.33	6.33	2.38	3.46	3.35		4.29	3.59	697.6									
52-88 PW	7.30	1.40	6.40	2.45	3.51	3.40		4.36	4.04	702.1									
108-54 P	7.37	1.47	6.47	2.52			5.59	4.41		706.4									
117-54 P	7.44	1.54	6.54	2.59	4.01	3.50		4.46	4.13	711.1									
101-52 P	7.52	2.02	7.02	3.07		3.56		4.52		716.3									
108-54 PY	7.59	2.09	7.09	3.14	4.12	4.01	6.09	4.57	4.22	720.7									
106-54 P	8.06	2.16	7.16	3.21		4.07		5.02		725.3									
107-54 PW	8.13	2.23	7.23	3.28	4.21			5.07	4.31	730.0									
56-112 PO	8.21	2.31	7.31	3.36	4.27	4.17	6.20	5.14	4.37	735.2									
No Siding	8.29	2.39	7.39	3.44	4.33	4.23	6.26	5.21	4.43	740.0									
113 P										741.1									
Spur 12	8.50	3.00	8.00	4.05	4.49	4.39	6.36	5.39	4.59	744.8									
102 P	9.12	3.22	8.22	4.27	5.07	4.56		5.56	5.16	750.1									
No Siding P	9.19	3.29	8.29	4.34	5.15	5.02	6.51	6.01	5.21	752.2									
Spur 14 P										755.2									
55 PW					5.26	5.14		6.10	5.28	758.5									
Spurs 21 54 P						5.24				763.7									
Center 136 Spur 8 24P	9.49	3.59	8.59	5.04	5.40	5.31		6.25	5.38	767.2									
Spur 15 54										772.5									
135 Center P	10.03	4.13	9.13	5.18	5.52	5.44	7.13	6.37	5.48	776.3									
Spur 13										780.0									
Yard POWYBK	10.20 PM	4.30 PM	9.30 AM	5.35 AM	s 6.10 PM	s 6.05 PM	s 7.25 AM	s 6.55 AM	s 6.02 AM	782.3									
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote										Leave Wed.
	(4.05) 29.48	(4.05) 29.48	(4.05) 29.48	(4.05) 29.48	(3.02) 39.63	(3.10) 38.02	(2.04) 58.26	(3.09) 38.22	(2.40) 45.15			(2.43) 44.61	(2.55) 41.56	(2.35) 46.91	(2.02) 59.61	(2.50) 42.81		(.30) 37.40	

Lucin: Schedule time and train orders apply at end double track.
 Lakeside: Schedule time and train orders apply at end double track.
 Engle: Schedule time applies at east switch of siding.
 Bridge: Schedule time and train orders apply at end double track.
 No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.
 No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 49 leaves 3rd, 9th, 15th, 21st and 27th 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 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except at and between Tresend and Bridge the time must be cleared not less than five minutes, other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21 and 27	Any Station	Discharge		Cheyenne
87	Any Station	Discharge		Ogden or East
87	Any Station	Receive	Reno or West	
28	Any Station	Discharge		Colfax or West
28	Any Station	Receive	Points beyond Ogden	
88	Any Station	Discharge		Sparks or West
88	Any Station	Receive	Ogden or East	

EASTWARD

WADSWORTH SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 53 June 12, 1938	Distance from Wendel	SECOND CLASS	
	552 Freight	Leave Daily				559	557
						Freight	Freight
				STATIONS		Arrive Daily	Arrive Daily
Yard PYB	9.00 PM	276.1	TO-R	FERNLEY 2.0	82.6	9.40 AM	9.50 PM
Spur 19 WP	9.15	278.1		WADSWORTH 3.1	80.6	9.30	9.40
59 P	9.30	281.2		DODGE 9.3	77.5	9.19	9.30
60 P	9.50	290.5		NUMANA 5.0	68.2	8.40	8.55
18	10.02	295.5		LIBBY 3.9	63.2		
62 P	10.11	299.4		HESLIP 5.4	59.3	8.05	8.20
Spur 21		304.8		ROMOLO 3.4	53.9		
62 WP	10.35	308.2		SUTCLIFFE 8.4	50.5	7.40	7.55
61 P	10.55	316.6		BRISTOL 5.2	42.1	7.15	7.31
31 WP	11.20	321.8		BIG CANYON 4.3	36.9	7.02	7.18
60 P	11.29	326.1		ZENOBIA 6.7	32.6	6.52	7.08
61 P	11.42	332.8		ASTOR 2.8	25.9	6.37	6.55
60 P	11.47 PM	335.6		EASTON 0.8	23.1	6.30	6.48
PI		336.4		FLANIGAN W. P. Crossing 8.8	22.3	6.25	6.43
61 P	12.10 AM	345.2		STACY 9.6	13.5	6.05	6.25
73 P	12.30	354.8		AMEDEE 3.9	3.9	5.40	6.00
POWKY Yard	12.40 AM	358.7	TO-R	WENDEL	0.0	5.20 AM	5.45 PM
	Arrive Daily			82.6		Leave Daily	Leave Daily
	(3.40) 26.78			.....Time over District.....		(4.20) 19.05	(4.05) 20.22
				.....Average speed per hour.....			

EASTWARD

ALTURAS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 53 June 12, 1938	Distance from Alturas Yard	SECOND CLASS	
	554 Freight	Leave Daily				551	553
						Freight	Freight
				STATIONS		Arrive Daily	Arrive Daily
POWKY Yard	1.30 AM	358.7	TO-R	WENDEL 6.9	98.2	4.50 AM	5.25 PM
73 P	2.00	365.6		VIEWLAND 9.1	91.3	4.25	5.00
65 WP	2.25	374.7		KARLO 8.9	82.2	3.45	4.25
74 P	3.15	383.6		SECRET 4.4	73.3	3.15	4.00
Spur 11 WP		388.0		HORSE LAKE 4.5	68.9		
90 YP	4.05	392.5		OREST 5.4	64.4	2.35	3.20
72 WPY	4.25	397.9		RAVENDALE 6.8	59.0	1.50	2.45
Spur 32 P	4.45	404.7		TERMO 14.2	52.2	1.20	2.15
87 WYP	5.30	418.9	TO	MADELINE 4.4	38.0	12.35	1.31
77 YP	5.50	423.3		SAGE HEN 10.7	33.6	12.01 AM	1.10
77 W	6.35	434.0		INDIAN CAMP 4.7	22.9	11.10 PM	12.25 PM
129 YWKP	7.20	438.7	TO	LIKELY 3.2	18.2	10.40	11.58 AM
Spur 3	7.35	441.9		WIDGEON 1.7	15.0	10.25	11.43
Spur 13 P	7.45	443.6		BAYLEY 2.8	13.3	10.20	11.28
Spur 7		446.4		McARTHUR 9.1	10.5		
6 P	8.10	455.5		PAOLA 1.4	1.4	9.40	10.58
POWYK Yard	8.20 AM	456.9		ALTURAS YARD	0.0	9.30 PM	10.50 AM
	Arrive Daily			(98.2)		Leave Daily	Leave Daily
	(6.50) 14.37			.....Time over District.....		(7.20) 13.38	(6.35) 14.91
				.....Average speed per hour.....			

EASTWARD

WADSWORTH SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco	Time Table No. 53 June 12, 1938		Distance from Wendel	SECOND CLASS	
			620 Local Freight	619 Local Freight		619 Local Freight	
	Leave Daily Ex. Monday		Westwood Branch			Arrive Daily Ex. Sunday	
			STATIONS				
Yard PWKY		411.3	TO-R	WESTWOOD	52.6		
				4.1			
P	12.30 AM	407.2	TO-R	MASON	48.5	7.43 AM	
				0.6			
59	12.38	406.6		FACHT	47.9	7.40	
				4.3			
		402.3		LASOO	43.6		
				2.2			
66 YP	1.00	400.1		WESTWOOD JCT	41.4	7.20	
				0.7			
		399.4	R	BLAIR	40.7		
				4.6			
57 WP	1.20	394.8		GOUMAZ	36.1	6.55	
				4.7			
84 P	1.40	390.1		BUNNEL	31.4	6.30	
				8.2			
Yard PK	2.12 3.15	381.9	TO-R	SUSANVILLE	23.2	5.55 4.05	
				7.0			
68 P	3.40	374.9		LEAVITT	16.2	3.40	
				7.8			
59 P	4.00	367.1	TO	LITCHFIELD	8.4	3.20	
				8.4			
Yard POWKY	4.20 AM	358.7	TO-R	WENDEL		3.00 AM	
	Arrive Daily Ex. Monday			(48.5)		Leave Daily Ex. Sunday	
	(3.50) 12.65			.....Time over District.....		(4.43)	
				.....Average speed per hour.....		10.28	

Trains between Westwood and Mason governed by Western Pacific time table and book of rules.

EASTWARD

MONTELLO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco	Time Table No. 53 June 12, 1938		Distance from Ogden	SECOND CLASS	
			618 Mixed	615 Mixed		617 Mixed	615 Mixed
	Leave Mon., Fri.		Promontory Branch			Arrive Mon., Fri.	Arrive Wed.
			STATIONS				
Yard YWP		679.2	TO-R	LUCIN	146.8		s 3.50 PM
				20.6			
8 PW		699.8		WATERORESS	126.2		f 2.45
				34.3			
Yard 108 OPYW		734.1	TO-R	KELTON	91.9	s 1.00 PM	s 1.00
				9.8			
Spur 4	1.20 PM	743.9		NELLA	82.1	12.35	12.35
				4.7			
Spur 2	f 1.57	748.6		MONUMENT	77.4	f 12.23	f 12.23
				3.0			
5 P	f 2.05	751.6		KOSMO	74.4	f 12.15	f 12.15
				4.0			
44	f 2.15	755.6		LAKE	70.4	f 12.05 PM	f 12.05 PM
				9.4			
44 W	s 2.45	765.0		ROZEL	61.0	s 11.35 AM	s 11.35 AM
				7.9			
90 P	s 3.05	772.9		PROMONTORY	53.1	s 11.15	s 11.15
				9.1			
34 P	f 3.35	782.0		LAMPO	44.0	f 10.45	f 10.45
				2.4			
44 W	f 3.43	784.4		BLUE CREEK	41.6	f 10.35	f 10.35
				4.0			
44	f	788.4		CONNOR	37.6	f	f
				5.4			
44	f	793.8		BALFOUR	32.2	f	f
				3.7			
13	f	796.5		DATHOL	29.5	f	f
				1.6			
Spur 225		798.1		STOKES	27.9		
				3.2			
54K P	s 4.25 PM	801.3	TO-R	CORINNE	24.7	9.50 AM	9.50 AM
				1.6			
		802.9		CORINNE JCT.	23.1		
				23.1			
POWTBK		826.0	TO-R	OGDEN	0.0		
				(146.8)		Leave Mon., Fri.	Leave Wed.
	Arrive Mon., Fri.			.....Time over District.....		(3.10)	(6.00)
	(3.05) 21.79			....Average speed per hour....		21.22	20.35

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.

MINA SUB-DIVISION

EASTWARD				WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 53 June 12, 1938		Distance from Tonopah Jct.	SECOND CLASS	
	124 T & G Tonopah Express Mixed	606 Mixed		Mina Branch			605 Mixed	123 T & G San Francisco Passenger Mixed
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard TYWOPBK		9.15 PM	288.1	TO-R	HAZEN 4.8	137.9	s	4.15 PM
47	f	9.25	292.9		BANGO 2.3	133.1	f	4.05
Spur 13	f		295.2		LAHONTAN 2.7	130.8	f	
46	f	9.34	297.9		RUGBY 9.1	128.1	f	3.55
46 W	f	9.52	307.0		APPIAN 6.8	119.0	f	3.38
10 P	s	10.05	313.8		WEEKS 2.6	112.2	s	3.23
75 O	f	10.10	316.4		CHURCHILL 11.4	109.6	f	3.17
			327.8		N. O. B. CROSSING 0.2	98.2		
Yard PYW	s	11.00	328.0	TO	WABUSKA 3.9	98.0	s	2.55
3			331.9		LUX 2.7	94.1		
27	f		334.6		MOQUIST 13.1	91.4	f	
33	f	11.38	347.7		RESERVATION 6.5	78.3	f	2.03
66 W	s	11.53 PM	354.2	TO	SCHURZ 13.1	71.8	s	1.43
26 P	f	12.30 AM	367.3		GILLIS 2.0	58.7	f	1.15
Spur 2 P	f	12.37	369.3		NOLAN 7.3	56.7	f	1.11
35 P	f		376.6		MAGNUS 7.8	49.4	f	
46 Y	s	1.35	384.4	TO	THORNE 5.0	41.6	s	12.40 PM
47	f		389.4		DOVER 4.6	36.6	f	
37	f		394.0		KINKHEAD 14.2	32.0	f	
41	s	2.35	408.2		LUNING 8.8	17.8	s	11.50 AM
Yard POWYBK	s	3.00 AM	417.0	TO-R	MINA 3.5	9.0	11.30 AM	s 11.10 AM
Spur 4	f	3.55	420.5		SODAVILLE 4.5	5.5		f 11.00
Spur 4	f		425.0		RHODES 1.0	1.0		f
Yard	s	4.10 AM	426.0		TONOPA H JCT. } JOINT TRACK	0.0		10.40 AM
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday			(137.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(.25) 21.00	(5.45) 18.18		..... Time over District			(4.45) 21.31	(.30) 18.00
				..... Average speed per hour				

When using Wye at Thorne, do so under flag protection.

EASTWARD				WESTWARD				
Capacity of sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 53 June 12, 1938		Distance from Fallon	SECOND CLASS	
	602 Mixed			Fallon Branch			603 Mixed	
	Leave Daily			STATIONS			Arrive Daily	
Yard BKPTOWY		7.30 AM	288.1	TO-R	HAZEN 5.4	15.8	s	2.35 PM
54	f	7.45	293.5		MAHALA 4.6	10.4	f	2.22
56	f	7.57	298.1		MIRAGE 2.8	5.8	f	2.13
Spur 6	f		300.9		SANLAN 3.0	3.0	f	
Yard PWY	s	8.10 AM	303.9	TO-R	FALLON	0.0	2.00 PM	
	Arrive Daily				(15.8)		Leave Daily	
	(0.40) 23.70			..... Time over District			(0.35) 27.08	
				..... Average speed per hour				

SPECIAL INSTRUCTIONS

RULE 2. Designated 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:

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

The track south of the main track at:

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

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamline train "CITY OF SAN FRANCISCO."

The speed indicated by white oval slow boards applies to Diesel-powered streamlined train "CITY OF SAN FRANCISCO", unless round yellow slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 14. Other engine whistle signals:

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 Wadsworth Subdivision.
 Hazen, on Mina Subdivision.

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

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

RULE 19. Diesel-powered streamlined train CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car which burn continuously and serve as markers.

RULE 21 (C). Engine indicators of trains arriving Sparks, Carlin, and Ogden may be displayed until engine arrives at engine-house, where they must be immediately removed.

RULE 28. In double-track territory signals will 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, EXCEPT AS NOTED ON PAGES 2, 3, 4 AND 5.

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

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

RULE 83 (A). At the following stations, trains will register as indicated:

- 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 trains.

Trains originating or terminating at Alturas Yard will 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.
- Wells.....First-class trains.
- Hazen.....First-class trains, except No. 606.
- Imlay.....First-class trains.
- Mason.....Nos. 619 and 620.

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

- Moor, Valley Pass, 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 must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:

Sparks	Carlín	Valley Pass	Kelton	Tonopah Jct.	Wendel
Fernley	Elko	Montello	Wabuska	Fallon	Alturas Yard
Hazen	Wells	Ogden	Mina	Westwood	
Imlay	Moor	Lucin (Promontory Branch)	Susanville		

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.

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

LUCIN: Yard limit boards cover Promontory Branch only.

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 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

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

- Tresend, Lakeside, Moor, Rose Creek,
Vista and Sparks.....For westward main track
- Bridge, Lucin, Valley Pass and Perth.....For eastward main track
- Hazen (Fallon Line).....For Mina Line
- Fernley (Wadsworth 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, will be for movement from double track to south siding.

Whistle signal —o— for switch line-up to single track will 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 must 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, will 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, will 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 will be for movement through crossover. This route through track No. 2 will 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 spring-switches are located, operator when on duty, will line and lock switches, provided head-end authority of train is not restricted. Operator will 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 locked after clearing main track for Diesel-powered streamlined train CITY OF SAN FRANCISCO.

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.

That part third paragraph Rule 221—reading "Or orders are held for any other train in same direction, the operator must not clear the signal" applies at Alazon except, unless otherwise instructed operator

may clear the train order signal for westward Southern Pacific trains when no orders are held for westward Southern Pacific trains.

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:

"OK at.....M.....Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, or against the current of traffic on double track or eastward on paired track, operators must repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

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

RULE 834. When lading of open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, projects above sides or ends of car, such cars must not be placed in train next to cab of Mallet engines.

AUTOMATIC BLOCK SYSTEM

Signals 2473 east of Sparks, 2481 between Sparks and Vista, 2487 west end of Vista, 2535 east end of Hafed, 5265 east of Palisade, 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

RULE 509. A train or engine, when backing out of a siding or other track in block-system limits, must, 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 must be preceded by flagman over drawbridge.

The following block signals, equipped with a triangular number plate 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	Description of Protection Afforded
	2497	Vista.....	Spring switch with facing point lock.
	2498	Vista.....	" " " " " "
	3402	Perth.....	" " " " " "
	3403	Perth.....	" " " " " "
	4064	Rose Creek....	" " " " " "
	4065	Rose Creek....	" " " " " "
	6162	Moor.....	" " " " " "
	6173	Moor.....	" " " " " "
	6396	Valley Pass....	" " " " " "
	7411	Engle.....	" " " " " "
	7412	Engle.....	" " " " " "
	7522	Bridge.....	" " " " " "
	7523	Bridge.....	" " " " " "
	5181	Harney.....	Rock slide fence M. P. 517.7 to M. P. 518.2.
	5195	Harney.....	" " " " " "
	5262	Palisade.....	Rock slide fence M. P. 526.30 to M. P. 526.43.
	5285	Palisade.....	" " " " " "

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.

SPECIAL INSTRUCTIONS

Eastward main track Sparks, from 400 feet east of engine lead switch to Dispatcher's office, not protected by block signals.

From Dispatcher's office to dwarf signal 2459 on westward main track, not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine must after stopping at signal, proceed only on hand signal from herder. Herder must 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.

ENGLE. Automatic Block Signal 7412 governs eastward movements from siding to main track. Dwarf light type signal 7410 governs eastward movements on main track. An eastward train on main track will hold signal 7412 at stop. Two push buttons numbered 7410 and 7412 are located in box between signal cases at signal 7412.

With train on main track to allow eastward train moving in siding to pass, trainmen will press push button 7412 which will place signal 7410 at stop and clear signal 7412 after forty-five seconds. With approach circuits still occupied and it is desired to again clear signal 7410 for eastward movement on main track, press push button 7410 which will place signal 7412 at stop and clear signal 7410 after interval of forty-five seconds.

RULE 509 (e). That portion of rule reading: ". . . and the intervening track is seen to be clear . . ." is interpreted as referring to the track being clear of locomotives and/or cars.

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 will 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.

OIL-BUFFER SPRING SWITCHES

1. When a block signal in advance of a facing point oil-buffer spring-switch indicates "STOP", careful examination of switch must be made before passing over it.

2. 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.

3. Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

4. 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.

5. Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

	M.P.H.
Vista.....Facing westward { Passenger..... 60	
	{ Freight..... 40
	Trailing eastward..... 35
Perth.....Facing eastward..... 35	
	Trailing westward..... 35
Lovelock, Westward track	
	Trailing from siding..... 25
Lovelock, Eastward track	
	Trailing from siding..... 25
Rye Patch, Eastward track	
	Trailing eastward from siding..... 25
Rose Creek.....Facing westward { Passenger..... 65	
	{ Freight..... 40
	Trailing eastward..... 35
East Carlin.....Trailing eastward from S. P. detour..... 15	
West Elko.....Trailing westward from W. P. detour..... 15	
Wells, Eastward track	
	Trailing from siding..... 25
Moor.....Facing westward { Passenger..... 50	
	{ Freight..... 40
	Trailing eastward from siding..... 15
Valley Pass.....Facing eastward { Passenger..... 60	
	{ Freight..... 35
	Trailing westward from siding..... 25
Engle.....Facing westward..... 35	
	Trailing eastward from siding..... 35
Bridge.....Facing eastward..... 35	
	Trailing westward..... 35
Little Mountain, Westward track	
	Trailing from siding..... 15
Little Mountain, Eastward track	
	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.

6. Oil-buffer spring-switches at end of double track Vista, Perth, Rose Creek and Bridge, and at east end of siding Engle, are equipped with mechanical facing-point locks. When signals governing trailing movements are at stop, oil-buffer spring-switch must 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 eastward movement through siding, is in stop position, oil-buffer spring-switch at east end of siding will 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 must know that east switch is lined for main track before passing over it.

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 will stop as follows for inspection, and 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.

WESTWARD—Anthony or Moor and Secret.

Engines running light on descending grades of over one and one-half per cent must 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 provided, 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.

During stormy weather when view of running gear of train is obscured by snow or otherwise, no freight train shall make a continuous run of more than 80 miles without a standing or rolling inspection. If weather or other conditions require more frequent inspection, conductor must 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 must be made before going on Great Salt Lake trestle from either direction.

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

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from the rear of caboose for marks of derailment so that train may be stopped promptly. In the absence of brakeman in cupola, conductor must devote as much time as possible to watching train.

AIR-BRAKE RULE 2. Between October 1 and March 31, engineers on freight and mixed trains must 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 will 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 car-inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, will be made as follows:

After train is made up and engine attached, the engineer will apply brakes with 20-pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes will be reported on Form 2809 and such cars will 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 will 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 will be complied with before departure.

Rule 34 will 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 will make air-brake test before starting on initial trip, as follows: Brake pipe will be fully charged, engineer shall then apply air brake; trainmen will examine each car to see whether all brakes are applied. If all brakes apply, trainmen will 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 will 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 will be left applied.

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

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

Moor.....Westward Valley Pass...Eastward
Crest.....Westward Sage Hen....Both Directions
Viewland.....Westward Westwood Jct.,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:

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:

Anthony or Moor to Wells—One Retainer for Each	150 M's
Cobre to Montello..... " " " "	150 M's
Promontory to Blue Creek.. " " " "	140 M's
Promontory to Lake..... " " " "	150 M's
M.P. 708 to Terrace..... " " " "	150 M's
M.P. 708 to Matlin..... " " " "	150 M's
2½ Miles West of Goumaz to Susanville " " " "	130 M's
Sage Hen to Madeline..... " " " "	140 M's
Crest to Karlo..... " " " "	120 M's
Viewland to Wendel..... " " " "	140 M's
Sage Hen to Likely..... " " " "	140 M's

When all retainers are not used, the required number will 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.

Retainers will 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 will be used for every two hundred M's in train.

Where retainers are used, the speed of freight trains on any grade of over one per cent must 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 must not be less than three minutes. This will not be authority to exceed specified speed restrictions.

All retainers will 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 will 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, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules U and Z hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "Stop", eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by Rule 509 applicable to double track.

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

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

Example 1—"Eng. _____ run extra on _____ Pacific track _____ to _____"

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

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

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

Eastward Western Pacific first-class trains will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station, Carlin. Eastward Southern Pacific 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.

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

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

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

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

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

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

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

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

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

(I) Rules 83 (D) and 206 (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) Rules 83 (D) and 206 (A). Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

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

(L) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

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

(N) Rules 83 (D) and 206 (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

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

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

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

(Q) Palisade. E. N. Ry. Crossing, M. P. 635.4, interlocked.

Interlocking limits—Western Pacific tracks: Extend from Signal SA 6352, located 500 feet west of west portal of Tunnel 39 to interlocking signal located 1090 feet east of east portal of Tunnel 39. If Signal SA 6352 indicates "Stop", be governed by Rules 663 and 509. If interlocking signal located 1090 feet east of east portal of Tunnel 39 indicates "Stop," be governed by Rule 663.

Interlocking limits—Southern Pacific tracks: Extend from Signal SA 5255, located 800 feet east of east portal of Tunnel 1, governing westward movements, to interlocking signal located 500 feet west of west portal of Tunnel 1, governing eastward movements. Trains stopped by Signals SA 5255 or SA 5254 will be governed by Rules 663 and 509. Trains stopped by interlocking signal located 500 feet west of west portal of Tunnel 1 will be governed by Rule 663.

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

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

If signals indicate "Stop", be governed by Rule 663 (b), and, when authorized by signal operator, crank switch if route is not properly lined.

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

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

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

Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Westward trains or engines must STOP and examine switch points before moving over this switch.

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

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

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

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

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "Block Occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must 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.

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

(X) 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. Eastward trains or engines must STOP and examine switch points before moving over this switch.

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

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

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

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

Alazon

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

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

East switch Alazon siding not interlocked.

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

ENGINE WHISTLE SIGNALS

WESO

Eastward—From W. P. or S. P. Westward—From S. P.

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

Westward—From W. P.

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

WEST CARLIN

Eastward

To Main track {Upper arm } o — — —
To Detour {Lower arm } o — — o

ALAZON

Eastward

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

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

MISCELLANEOUS

1. Water or oil will 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 will be placed behind wooden-underframe caboose or other wooden-frame equipment.

(b) Engines of 4000 or 4100 class will not be placed behind steel-under-frame cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.

(e) In no case will 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 will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden-underframe cars or cabooses.

(b) Helper engines heavier than Consolidation type will not be placed behind steel-underframe cabooses between Montello-Valley Pass, Wells-Moor and Alturas-Wendel.

(c) In no case will 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 will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one-half mile from station.

10. RESTRICTED TRACKS. AC 4-5-6, F, GS, MT, and P class engines must 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 must not operate on Mina, Wadsworth, or Alturas, sub-divisions.

Engines exceeding 230,000 pounds on drivers must not be operated on Fertilizer spur Lovelock, Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Engines exceeding 160,000 pounds on drivers must not be operated on Promontory Branch.

Engines must not go on spur Allen; Old Mill track located on north side Hazen, or on temporary outfit spur on north side Lovelock.

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

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

AC and Mikado type engines must not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, nor enter sump track at Susanville from west, and will not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. 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.

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

SPECIAL INSTRUCTIONS

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 draw-bars must not be coupled behind other equipment when used as helpers. This will 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 will 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	SPEED PER HOUR	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	1.96	45	1.20	59	1.01	76	0.47
18	3.20	32	1.92	46	1.18	60	1.00	78	0.46
19	3.09	33	1.89	47	1.16	61	0.99	80	0.45
20	3.00	34	1.85	48	1.15	62	0.98	82	0.44
21	2.51	35	1.82	49	1.13	63	0.97	84	0.43
22	2.43	36	1.80	50	1.12	64	0.96	85	0.42
23	2.36	37	1.77	51	1.10	65	0.95	90	0.40
24	2.30	38	1.74	52	1.09	67	0.94	95	0.38

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track	5	Side	Reno
249.84	Bridge	7	Truckee River	Vista
258.07	Bridge	8	Truckee River	Ditho
262.51	Bridge	9	Truckee River	Clark
264.48	Bridge	10	Truckee River	Clark
264.70	Bridge	11	Truckee River	Clark
268.25	Bridge	12	Truckee River	Clark
268.69	Bridge	13	Truckee River	Thibe
436.16	Bridge	3	Humboldt River	Golconda
441.53	Bridge	4	Humboldt River	Preble
518.32	Bridge	5	Humboldt River	Harney
518.54	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	Harney
520.92	Bridge	11	Humboldt River	Harney
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing	14	S. P. Track	Gerald
523.34	Bridge	1	Humboldt River	Gerald
525.02	Tunnel	16	Humboldt River	Gerald
525.42	Bridge	17	Humboldt River	Gerald
538.23	Bridge	18	Humboldt River	Vivian
538.92	Bridge	19	Humboldt River	Vivian
539.47	Bridge	20	Humboldt River	Vivian
539.54	Tunnel	21	Humboldt River	Vivian
539.93	Bridge	22	Humboldt River	Vivian
540.89	Bridge	23	Humboldt River	Tonka
541.16	Bridge	24	Humboldt River	Tonka
541.64	Bridge	25	Humboldt River	Tonka
542.45	Bridge	26	Humboldt River	Tonka
566.55	Tunnel	27	Humboldt River	Tonka
567.19	Bridge	28	Humboldt River	Osino
568.26	Bridge	29	Humboldt River	Ryndon
568.68	Bridge	30	Humboldt River	Ryndon
569.85	Bridge	31	Humboldt River	Ryndon
570.36	Bridge	32	Humboldt River	Ryndon
570.57	Tunnel	33	Humboldt River	Ryndon
778.49	Bridge	34	Weber River	West Weber (eastward track)

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:

Page No.	BETWEEN	PASSENGER					FREIGHT and Mixed	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	LIGHT ENGINES RUNNING FORWARD				
		Stream-liner Diesel Power Unit	Maximum Except Stream-liner Diesel Power Unit	T 26, 32, 37, 40 A E P GS 1 MT 1, 2, 3, 4, 5 WP. Ry., TP 29 and MT McKean 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 1, 2, 3, 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)	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	C 12, 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:.....	80	60	60	50	45	40	30	20	45	40	35	30	
2	West switch and east P. F. E. switch, Sparks	15	15	15	15	15	15	15	15	15	15	15	15	
2	M. P. 252 to 254, and 262 to 264 and curve													
	M. P. 271.....	60	50	50	50	45	40	30	20	45	40	35	30	
2	On curve M. P. 274.....	55	50	50	50	45	40	30	20	45	40	35	30	
2	Eastward—M.P. 274.20 (west of Fernley) to													
	M.P. 383 (Imlay).....	95	65	65	50	45	40	30	20	45	40	35	30	
2	Imlay to Oreana, westward track.....	80	55	55	50	45	40	30	20	45	40	35	30	
2	Westward—M.P. 358.24 (Oreana) to M.P.													
	274.20 (West of Fernley).....	95	65	65	50	45	40	30	20	45	40	35	30	
2	Perth, end of double track.....	35	35	35	35	35	35	30	20	35	35	35	30	
2	Lovelock, passing station.....	30	30	30	30	30	30	30	20	30	30	30	30	
2-3	Imlay, between outside switches.....	60	40	40	40	40	40	20	20	20	20	20	20	
3	Rose Creek, end of double track, westward													
	not using turnout.....	95	65	65	50	45	40	30	20	45	40	35	30	
3	Rose Creek, end of double track, using turnout	35	35	35	35	35	35	30	20	35	35	35	30	
3	Rose Creek to M.P. 403.25 westward track..	95	65	65	50	45	40	30	20	45	40	35	30	
3	M.P. 403.25 to Imlay westward track.....	80	55	55	50	45	40	30	20	45	40	35	30	
3	Winnemucca, Bridge Street.....	30	30	30	30	30	30	30	20	30	30	30	30	
3	Weso, through interlocking plant using turn-													
	outs.....	25	25	25	25	25	25	25	20	25	25	25	25	
3	M.P. 426 to M. P. 427½.....	60	50	50	50	45	40	30	20	45	40	35	30	
3	Westward M.P. 487.69 (Argenta) to M.P.													
	428.57 (Egdon).....	95	65	65	50	45	40	30	20	45	40	35	30	
3	Westward M.P. 426.00 (Egdon) to M.P.													
	406.72 (Rose Creek).....	95	65	65	50	45	40	30	20	45	40	35	30	
3	Eastward M.P. 385 (Imlay) to M.P. 420.87													
	(Weso).....	95	65	65	50	45	40	30	20	45	40	35	30	
3	Battle Mountain—Passing station.....	60	40	40	40	40	40	30	20	40	40	35	30	
3	Shoshone Point curve M.P. 501.....	55	50	50	50	45	40	30	20	45	40	35	30	
3	Between M.P. 517½-519½.....	60	50	50	50	45	40	30	20	45	40	35	30	
3	Between M.P. 522-525.....	55	50	50	50	45	40	30	20	45	40	35	30	
3	Over crossings Eureka, Nevada Railway													
	west of Palisade.....	30	30	30	30	30	30	20	20	30	30	30	30	
3	Three miles west of Tyrol to Palisade.....	50	40	40	40	40	40	40	30	40	40	35	30	
3	M.P. 530½ to M.P. 532½.....	60	50	50	50	45	40	30	20	45	40	35	30	
3-4	Carlin between west detour switch and east													
	end icing platform.....	30	30	30	30	30	30	15	15	15	15	15	15	
4	Through Tunnels.....	50	45	45	45	45	40	30	20	45	40	35	30	
4	On curve at M.P. 541½.....	60	50	50	50	45	40	30	20	45	40	35	30	
4	Westward M.P. 607.55 (Wells) to M.P. 573.15													
	(Elburz).....	95	65	65	50	45	40	30	20	45	40	35	30	
4	Westward M.P. 564.30 (Osino) to M.P. 542.20													
	(Moleen-Tonka).....	95	65	65	50	45	40	30	20	45	40	35	30	
4	Alazon—Through Interlocking Plant, using													
	turnouts.....	25	25	25	25	25	25	25	20	25	25	25	25	
4	Wells, passing station.....	30	30	30	30	30	30	30	20	30	30	30	30	
4	Wells to Moor, either track.....	40	35	35	35	35	35	30	20	35	35	35	30	
4	Moor to Wells—Eastward track.....	40	30	30	30	30	30	20	20	30	30	30	30	
4	Moor to M.P. 611.40, westward track.....	54	45	45	45	45	40	20	20	35	35	35	30	
4	M.P. 611.40 to Wells, westward track.....	54	45	45	45	45	40	20	20	35	35	35	30	
4	Moor and Valley Pass, leaving double track													
	through crossover.....	25	25	25	25	25	25	25	20	25	25	25	25	
4	Between Moor and Icarus, on curves.....	60												
4	Between Moor and Icarus, on straight track	80												
4	Between Moor and Icarus.....		50	50	50	45	40	40	30	45	40	35	30	
4	Between Icarus & Cobre.....	80	60	60	50	45	40	35	30	45	40	35	30	
4	Cobre to Loray, eastward track.....	54	45	45	45	45	40	20	20	35	35	35	30	
4	Loray to Tioga, eastward track.....	54	45	45	45	45	40	25	25	35	35	35	30	
4	Tioga to Montello, eastward track.....	60	50	50	50	45	40	25	25	35	35	35	30	
4	Cobre to Montello, westward track.....	40	30	30	30	30	30	20	20	30	30	30	30	
4	Montello to Cobre, either track.....	40	40	40	40	40	40	35	30	40	40	35	30	
4-5	Montello, between outside switches.....	60	40	40	40	40	40	20	20	20	20	20	20	
5	Eastward M.P. 661.78 (Montello) to Tecoma	95	65	65	50	45	40	40	30	45	40	35	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:

Page No.	BETWEEN	PASSENGER						FREIGHT	Engines backing except S-SE Type	Switch Engines S-SE Type, Forward, Backward and Light	LIGHT ENGINES RUNNING FORWARD					
		Stream-liner Diesel Power Unit	Max-lim Except Stream-liner Diesel Power Unit	T 28, 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, 38, 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 (Eng., 21 to 65)	C 12, 15, 17 MC 2, 4, 6 AC 1, 2, 3 MK 2, 4, 10 TW				Engines Backing	Freight and Mixed Maximum	E P A MT 1, 2, 3, 4, 5 GS 1 WPRy. TP 29	T 28, 32, 37, 40	M, T 1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2-10, Incl. C 18-29 Incl. F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2; AM 2 WPRy., MK C 43
2, 3, 4, 5	Sparks and Ogden, except as follows:.....	80	60	60	50	45	40	40	20	45	40	35	30			
5	Eastward Tecoma to Lucin.....	95	65	65	50	45	40	35	30	45	40	35	30			
5	Westward Lucin to Montello.....	80	60	60	50	45	40	40	30	45	40	35	30			
5	Lucin and Lakeside, entering double track.....	35	35	35	35	35	35	35	30	35	35	35	30			
5	Between Lucin and M.P. 682.25 (Pigeon).....	95	65	65	50	45	40	40	30	45	40	35	30			
5	Between M.P. 682.25 (Pigeon) and M.P. 706 (Newfoundland).....	80	60	60	50	45	40	40	30	45	40	35	30			
5	Between M.P. 734.60 (Lakeside) and M.P. 706 (Newfoundland).....	95	65	65	50	45	40	40	30	45	40	35	30			
5	Between M.P. 735 and M.P. 740 (Rambo Fill).....	60	55	55	50	45	40	35	30	45	40	35	30			
5	Between M.P. 740 and M.P. 752 (Salt Lake Trestle).....	30	20	20	20	20	20	15	15	20	20	20	20			
5	Between M.P. 752 and M.P. 754 (Saline Fill).....	60	55	55	50	45	40	35	30	45	40	35	30			
5	Eastward Saline to mile board west of Promontory Point.....	95														
5	Between M.P. 759 and west switch Little Mt. Turnout Engle and east switches Midlake and Colin.....	60	55	55	50	45	40	35	30	45	40	35	30			
5	Bridge, leaving double track through turnout Westward—M.P. 775.54 (West Weber) to M.P. 766.50 (Bagley Fill).....	35	35	35	35	35	35	15	20	20	20	20	20			
5	Eastward M.P. 771 (West of Reese) to M.P. 780.58 (Ogden Yard Limit).....	95	65	65	50	45	40	40	30	45	40	35	30			
2, 3, 4, 5	Turnouts and crossovers unless otherwise provided.....	10	10	10	10	10	10	10	10	10	10	10	10			

SPEED RESTRICTIONS—Continued.

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

Page No.	BETWEEN	PASSENGER		FREIGHT	Engines Backing	Switch Engines S-SE Type with Train or Light	LIGHT ENGINES RUNNING FORWARD
		Maximum	T 1, 2, 8, 23, 26, 28, M, TW C 5, 8, 9, 10 MK 2, 4, 5, 6 AC 1, 2, 3				
6, 7	Between Fernley and Alturas; Wendel and Susanville, except as follows:.....	40	40	30	15	20	30
6	On curves indicated by slow boards between M.P. 285 and M.P. 361.....	35	35	30	15	20	30
6	Between M.P. 361 and Viewland.....	30	30	20	15	20	30
6	On curve between M.P. 367 and M. P. 368.....	35	35	30	15	20	30
6	Between M.P. 375 and M. P. 385.....	30	30	20	15	20	30
6	Eastward from Crest to M.P. 395.....	30	30	20	15	20	30
6	Westward from M.P. 395 to Crest.....	30	30	30	15	20	30
6	Crest to M.P. 385.....	25	25	20	15	20	25
6	On curve at M.P. 391.....	25	20	20	15	15	20
6	On curve at M.P. 415.....	35	35	30	15	20	30
6	Between Madeline and Sagehen.....	30	30	20	15	20	30
6	Between Sagehen and M.P. 438.....	25	25	20	15	20	25
6	Over W.P. Crossing, Flanigan.....	20	20	20	15	20	20
6, 7	Wendel Yard between outside switches.....	15	15	15	15	15	15
7	Lucin and Kelton.....	20	20	20	15	20	20
7	Kelton and Corinne.....	25	25	25	15	20	25
7	Susanville and Westwood Junction.....	25	25	20	15	20	25
7	Susanville Yard, between outside switches.....	20	20	20	15	20	20
7	Westwood Junction and Mason.....	35	35	30	15	20	30
8	Fallon and Hazen.....	30	30	30	15	20	30
8	Hazen and Tonopah Jct.....	40	40	30	15	20	30
8	Mina and Tonopah Junction.....	40	.....	30	15	.....	20
6, 7, 8	Turnouts and Crossovers unless otherwise provided.....	10	.....	10	10	.....	10

2-3 Streamliner CITY OF SAN FRANCISCO, when running against the current of traffic on double track or eastward on paired track, or when handled by steam power, must not exceed speed permitted steam passenger trains under the same conditions.

4-5 Between M.P. 280 and yard limit Fernley, Wadsworth Sub-division, westward freight trains may run 35 miles per hour.

6 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.

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.

8 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 must be observed.

Southern Pacific Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour. This restriction does 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 steam passenger trains between Tresend and Bridge.

Engines operated coupled tender to tender must 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 must 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 must not exceed 30 miles per hour.

Maximum speed of any disabled engine handled in train or running under own steam must not exceed:

- All classes, including S and SE engines, when not equipped with engine trucks.....20 miles per hour
- When pilot removed.....20 miles per hour
- When main rod only removed.....30 miles per hour
- When side rods only are removed.....30 miles per hour
- When both main and side rods are removed...20 miles per hour
- When handled in train and all rods on.....30 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 must be kept together and on the rear.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels.

Wooden superstructure outfit cars occupied by employes will not be moved on head end of trains.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel Under-frame), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Rows include Baggage, Express Refr., Coaches, Dining, Lounge, Pullman, etc.

*Steel underframe. CODE:—NAC—Non-Air Conditioned. —ACI—Air-Conditioned—Ice System. —ACM—Air-Conditioned—Mechanical System. —ACW—Air-Conditioned—Waukesha System. —ACS—Air-Conditioned—Steam Ejector System.

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

Large table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay, Lovelock to Rye Patch to Deeth to Wells to Ogden Pequop to Imlay, Wells to Moor Montello to Valley Pass, Rye Patch to Deeth to Holburn Pequop, Lucin to Montello, Hazen and Wabuska, Wabuska and Mina, Fernley to Wendel and Wendel to Fernley, Likely to Sage Hen Ravendale to Crest to Viewland to Viewland to Crest to Madeline to Sage Hen, Sage Hen to Ravendale to Crest to Viewland to Viewland to Crest to Madeline to Aituras Yard, Aituras Yard to Likely Karlo to Viewland, Wendel to Susanville, Susanville to Westwood, Westwood to Susanville. Includes a section for Allowance for Empty and Underloaded Car.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown. Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

Table with columns: LOCATION, NAME, TITLE. Lists Company Surgeons and Hospital locations across various districts.

Table with columns: Mileage—Main Line, Branches, LOCATION OF STRETCHERS. Lists distances and locations for various lines and stretchers.

CHIEF TRAIN DISPATCHERS F. W. SMITH.....Ogden H. G. VALLEAU.....Sparks

ASSISTANT CHIEF TRAIN DISPATCHERS J. E. VAIL.....Ogden CHAS. O'LAUGHLIN.....Ogden H. F. McDONALD.....Sparks L. R. NORRIS.....Sparks

TRAINMASTERS J. F. McCUITION.....Carlin G. H. MOORE.....Imlay ROAD FOREMAN OF ENGINES O. W. LASSEN.....Sparks

TERMINAL TRAINMASTER W. E. EASTMAN.....Montello

T. J. FOLEY Assistant Supt. Ogden. S. H. BRAY Assistant Supt. Sparks.



WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION

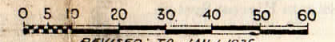
MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.



REVISED TO JAN. 1, 1935.