

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

58



To Take Effect Monday, February 15, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL,
General Superintendent of Transportation.

G. C. BAKER,
Superintendent of Transportation

L. P. HOPKINS,
Superintendent.

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Imlay	FIRST CLASS					SECOND CLASS			
	566	564	562	560	102	606	22	88	28				101	21	605	27	87	561	563	565	567
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Mixed	Pacific Limited	Challenger	San Francisco Overland Limited				Streamliner City of San Francisco	Pacific Limited	Mixed	San Francisco Overland Limited	Challenger	Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive See Footnote	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Sparks yard BKWOTYP	11.55 PM	6.30 PM	12.01 PM	6.20 AM	11.50 PM	7.50 PM	7.45 PM	6.15 AM	5.40 AM	246.2	TO-R SPARKS	138.1	s 2.30 AM	s 6.50 PM	s 8.00 PM	s 9.30 PM	s 12.15 AM	4.25 AM	10.20 AM	4.00 PM	10.40 PM
N S Spur 15 P	12.05 AM	6.40	12.10	6.28	11.54	7.56	7.50	6.20	5.45	249.1	TO VISTA	135.2	2.25	6.40	f 7.50	9.19	12.05 AM	4.15	10.08	3.51	10.29
123 P	12.13	6.47	12.19	6.36	11.59 PM	f 8.02	7.56	6.25	5.51	253.1	TO HAFED	131.2	2.20	6.31	f 7.40	9.12	11.59 PM	4.07	10.00	3.43	10.21
49 95 WP	12.21	6.54	12.27	6.43	12.04 AM	f 8.09	8.02	6.31	5.56	257.3	TO PATRICK	127.0	2.15	6.23	f 7.30	9.05	11.50	4.00	9.53	3.36	10.14
50 117 P	12.29	7.02	12.35	6.51	12.09	f 8.17	8.08	6.36	6.01	262.1	TO CLARK	122.2	2.10	6.15	f 7.20	8.57	11.43	3.52	9.45	3.28	10.06
130 P	12.37	7.10	12.42	6.58	12.14	f 8.25	8.14	6.42	6.07	266.7	TO THISBE	117.6	2.05	6.07	f 7.10	8.50	11.36	3.44	9.38	3.21	9.59
97 45 WP	12.45	7.18	12.50	7.06	12.19	f 8.42	8.20	6.47	6.12	271.4	TO GILPIN	112.9	2.00	5.59	f 7.01	8.42	11.30	3.36	9.30	3.13	9.51
Yard Limits YP W122 E115	12.53	7.26	12.58	7.14	12.24	s 8.50	f 8.35	6.53	6.18	276.1	TO-R FERNLEY	108.2	1.55	s 5.51	s 6.51	8.35	f 11.23	3.28	9.22	3.05	9.43
48 98 P	1.00	7.33	1.05	7.21	12.28	8.59	8.41	7.00	6.24	280.4	TO ARGO	103.9	1.51	5.38	6.40	8.28	11.15	3.21	9.15	2.58	9.36
114 P	1.06	7.39	1.11	7.27	12.32	9.06	8.47	7.05	6.29	284.4	TO PATNA	99.9	1.48	5.32	6.32	8.23	11.09	3.15	9.09	2.52	9.30
W103 E115 Yard Limits BKWOTYP	1.12	7.45	1.17	7.33	12.35	s 9.20 PM	s 8.57	s 7.15	s 6.35	288.1	TO-R HAZEN	96.2	1.45	s 5.26	6.25 PM	s 8.18	s 11.03	3.09	9.03	2.46	9.24
50 102 P	1.19	7.52	1.24	7.40	12.39		9.03	7.22	6.42	292.5	TO MASSIE	91.8	1.41	5.14		8.10	10.53	3.02	8.56	2.39	9.17
50 101 P	1.26	8.05	1.31	7.48	12.43		9.09	7.27	6.47	297.4	TO FALAIS	86.9	1.37	5.08		8.05	10.47	2.54	8.48	2.31	9.09
125 P	1.33	8.13	1.38	7.55	12.47		9.14	7.32	6.52	302.0	TO UPSAL	82.3	1.33	5.02		8.00	10.42	2.46	8.41	2.24	9.00
49 105 P	1.41	8.21	1.46	8.03	12.51		9.19	7.37	6.57	306.8	TO DESERT	77.5	1.29	4.56		7.55	10.37	2.38	8.33	2.16	8.52
122 50 WP	1.49	8.29	1.54	8.11	12.55		9.24	7.42	7.02	311.7	TO PARRAN	72.6	1.25	4.50		7.50	10.32	2.30	8.25	2.08	8.44
100 50 P	1.56	8.36	2.01	8.18	12.58		9.29	7.47	7.07	316.1	TO HUXLEY	68.2	1.22	4.44		7.45	10.27	2.22	8.18	2.01	8.36
50 125 P	2.02	8.42	2.07	8.24	1.01		9.33	7.51	7.11	320.0	TO OCALA	64.3	1.19	4.39		7.41	10.22	2.16	8.12	1.55	8.30
49 99 P	2.09	8.49	2.14	8.31	1.04		9.38	7.55	7.15	324.2	TO MIRIAM	60.1	1.16	4.33		7.37	10.17	2.09	8.05	1.48	8.23
115 P	2.16	8.56	2.21	8.38	1.07		9.43	7.59	7.19	328.4	TO TOY	55.9	1.13	4.27		7.33	10.12	2.02	7.59	1.42	8.17
102 P	2.22	9.02	2.27	8.44	1.10		9.47	8.03	7.23	331.8	TO TOULON	52.5	1.10	4.22		7.29	10.07	1.56	7.52	1.36	8.11
102 P	2.29	9.09	2.34	8.51	1.14		9.52	8.08	7.28	336.4	TO-R GRANITE PT.	47.9	1.06	4.16		7.24	10.02	1.49	7.45	1.29	8.04
19 YP	2.36	9.16	2.41	8.59	1.17		9.57	8.13	7.33	340.5	TO PERTH	43.8	1.02	4.10		7.19	9.57	1.42	7.38	1.22	7.57
134 125 WP	2.42	9.22	2.47	9.08	1.21		s 10.05	s 8.20	s 7.40	344.3	TO LOVELOCK	40.0	12.58	s 4.04		s 7.13	s 9.51	1.35	7.31	1.15	7.50
Spur 7 P	2.50	9.30	2.55	9.16	1.26		10.16	8.30	7.51	349.0	TO KODAK	35.3	12.53	3.52		7.03	9.41				
Spur 73 P	2.57	9.37	3.02	9.23			10.22	8.35	7.56	353.2	TO WOOLSEY	31.1									
17 Spur WP	3.05	9.45	3.10	9.31	1.34		f 10.30	8.41	8.01	357.8	TO OREANA	18.1	12.46	f 3.41		6.54	9.32				
M 126 P	3.18	9.58	3.23	9.44	1.40		10.40	8.52	8.10	366.0	TO RYE PATCH	18.3	12.39	3.31		6.45	9.22	1.02	6.57	12.40	7.15
Spur 8	3.30	10.10	3.35	9.56			10.54	9.05	8.21	372.6	TO VALERY	11.5									
M 133 Spur 13 WP	3.40	10.20	3.45	10.06	1.49		10.54	9.05	8.21	377.0	TO HUMBOLDT	7.1	12.29	3.17		6.35	9.10				
Yard Limits BKOWYP	3.55 AM	10.35 PM	4.01 PM	10.25 AM	1.55 AM		s 11.05 PM	s 9.15 AM	s 8.30 AM	384.1	TO-R IMLAY	0.0	12.23 AM	3.05 PM		6.25 PM	9.00 PM	12.30 AM	6.25 AM	12.05 PM	6.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(138.1)	137.9	138.1	Leave See Footnote	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.00) 34.47	(4.05) 33.77	(4.00) 34.47	(4.05) 33.77	(2.05) 66.19	(1.30) 27.93	(3.20) 41.37	(3.00) 45.96	(2.50) 48.67		Time over District..... Average Speed per Hour.	(2.07) 65.24	(3.45) 36.82	(1.35) 26.46	(3.05) 44.78	(3.15) 42.43	(3.55) 35.21	(3.55) 35.21	(3.55) 35.21	(4.00) 34.52	

RULE 5. Vista and Perth: Time applies at end double track.

Lovelock: Time of eastward trains and westward first-class trains applies at train-order office.

Second class and extra trains may run ahead of No. 605 Hazen to Sparks.

No. 101 leave and arrive on 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st of each month.

No. 102 leave on 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

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

No. 28 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.

No. 88 stop at Fernley Monday, Wednesday and Friday.

ADDITIONAL FLAG 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	Ogden or East	
88	Any Station	Receive		

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco	FIRST CLASS					SECOND CLASS					
	576	574	572	570	22	88	28	102		21	39	27	87	101	571	573	77	575	577	61
	Freight	Freight	Freight	Freight	Pacific Limited	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco		Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	10.53 PM	4.15 PM	10.45 AM	4.15 AM	11.15 PM	9.25 AM	8.40 AM	1.55 AM	384.1											
N Spur 8	11.03	4.25	10.55	4.25	f 11.26	f 9.35	8.46		388.7											
M 122 WP	11.16	4.38	11.08	4.38	11.37	9.46	8.54	2.09	397.0											
Spur 8	11.33	4.55	11.25	4.55	11.49	9.58	9.04	2.18	406.6											
Spur 6	11.43	5.05	11.35	5.05	11.57 PM	10.05	9.10	2.23	406.8											
100 P	11.53 PM	5.15	11.45	5.15	s 12.13 AM	s 10.23	s 9.19	2.27	412.1											
W 105 E 95 WP	12.03 AM	5.25 PM	11.55 AM	5.25 AM	12.20 AM	10.30 AM	9.25 AM	2.32 AM	417.3											
45 IP									420.9											
102 P									423.3											
82 P									428.9											
93 WP									434.0											
Spur 50									439.3											
Spur 34 P									443.5											
Spur 24 P									448.1											
49 P									452.7											
Spur 51 P									457.4											
Spur 50 P									461.3											
72 P									466.3											
101 P									470.9											
Spur 73 P									475.8											
72 WP									482.0											
72 P									487.7											
Spur 58 P									492.9											
102 P									498.5											
50 49 P									503.7											
Spur 49 P									508.2											
99 P									512.7											
50 P									517.0											
Spur 22 P									520.2											
Spur 33 P									521.6											
Spur 52									525.7											
Spur 55 WP									531.2											
83 P									534.5											
Carlin Yard BKWOTP																				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.10) 31.37	(1.10) 31.37	(1.10) 31.37	(1.10) 31.37	(1.05) 33.78	(1.05) 33.78	(0.45) 48.80	(0.37) 59.35		(3.40) 40.96	(2.13) 51.24	(3.00) 50.06	(3.25) 43.96	(2.17) 65.85	(4.05) 36.78	(4.00) 37.55	(3.10) 35.87	(4.05) 36.78	(4.05) 36.78	(3.10) 35.87

Time-Table No. 58
February 15, 1943

STATIONS

TO-R	IMLAY	E. 6.3 - W. 4.3
	MILL CITY	E. 7.3 - W. 8.5
	COSGRAVE	E. 10.3 - W. 8.7
TO	ROSE CREEK	E. 4.9 - W. 4.0
	BENIN	E. 4.8 - W. 4.8
TO	WINNEMUCCA	E. 4.4 - W. 3.6
TO-R	WESO	W. P. Connection E. 1.9 - W. 2.7
	TULE	E. 5.8 - W. 5.6
	EGLON	E. 4.7 - W. 5.1
TO	GOLCONDA	E. 5.5 - W. 5.3
	PREBLE	W. P. Connection E. 4.6 - W. 3.6
	COMUS	E. 4.2 - W. 5.1
	IRON POINT	E. 5.1 - W. 4.1
	HERRIN	E. 4.6 - W. 4.6
	STONE HOUSE	E. 3.3 - W. 4.0
	VALMY	E. 4.6 - W. 5.5
	MOTE	E. 6.3 - W. 5.5
	PIUTE	E. 3.5 - W. 4.1
TO	BATTLE MOUNTAIN	E. 6.5 - W. 5.9
	ROSNY	E. 6.1 - W. 6.2
	ARGENTA	E. 4.7 - W. 4.9
	MOSEL	E. 5.6 - W. 5.6
	SHOSHONE	E. 5.6 - W. 4.6
	LADOGA	E. 4.1 - W. 5.1
TO	BEOWAWE	W. P. Connection E. 4.6 - W. 4.5
	CLURO	E. 4.6 - W. 3.7
	HARNEY	E. 3.3 - W. 3.3
	BARTH	W. P. Connection E. 1.1 - W. 1.1
	GERALD	E. 4.2 - W. 4.9
TO	PALISADE	E. 5.1 - W. 5.3
	TYROL	E. 3.3 - W. 4.4
TO-R	CARLIN	W. P. Connection

Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Weso and Carlin.

On Southern Pacific tracks between Carlin and Weso Automatic Block System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions.

RULE 5. Rose Creek: Time applies at end double track.
Weso: Time applies at train order signal.

No. 102 leave and arrive, and No. 101 leave on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.
No. 101 arrive on 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st, and 1st of each month.

ADDITIONAL FLAG 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	Points beyond Ogden	Cheyenne Colfax or West
28	Any Station	Receive		
28	North Battle Mtn.	Discharge	Ogden or East Reno or West	Reno or West Sparks or West
88	Any Station	Receive		
87	Any Station	Receive	Ogden or East	Ogden or East
87	Any Station	Discharge		

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time-Table No. 58 February 15, 1943					Distance from Montello	FIRST CLASS					SECOND CLASS				
	572	570	576	574	88	28	102	22		STATIONS	21	39	27	87		101	571	77	573	575	61	577			
	Freight	Freight	Freight	Freight	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive See Footnote	Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight	Freight			
Carlin Yard BKWOTP	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	534.5	TO-R CARLIN W. P. Connection E. 3.0 - W. 1.9	127.4	s 11.05 AM	1.36 PM	s 3.05 PM	s 5.15 PM	s 10.03 PM	6.45 AM	8.10 AM	12.40 PM	7.10 PM	11.10 PM	12.31 AM			
N S P									537.5	E. 3.1 - W. 2.8	124.4	10.57	1.30	2.57	5.07	9.57	6.37	7.59	12.32	7.02	10.59	12.23			
Spur 50 P									540.3	TONKA E. 4.0 - W. 4.4	121.6														
Spur 51 P									544.5	MOLEEN E. 5.8 - W. 5.6	117.4	10.49	1.23	2.49	4.59	9.50	6.26	7.45	12.21	6.51	10.45	12.12 AM			
72 P									550.3	AVENEL E. 4.7 - W. 4.0	111.6	10.43	1.17	2.43	4.53	9.45									
									554.5	WEST ELKO W. P. Connection E. 0.4 - W. 2.2	107.4	10.38	1.13	2.38	4.48	9.41	6.11	7.30	12.06	6.36	10.30	11.57 PM			
Elko Yard WP									556.0	TO-R ELKO W. P. Connection E. 5.4 - W. 4.4	105.9	s 10.35	s 1.10 1.02	s 2.35	s 4.45	9.38	6.08	Via WP Yard 6.25 AM	12.03 PM	6.33	Via WP Yard 9.25 PM	11.54			
83 P									560.5	COIN E. 4.3 - W. 3.4	101.4	10.25	12.56	2.24	4.33	9.33									
Spur 48 P									564.8	OSINO E. 2.7 - W. 3.3	97.1	10.20	12.52	2.19	4.27			6.11			9.11				
Spurs 49 P									567.8	RYNDON E. 5.4 - W. 5.8	94.1														
88 WP									573.4	ELBURZ W. P. Connection E. 3.5 - W. 3.6	88.5	10.09	12.41	2.08	4.15	9.22	5.41	5.56	11.36 AM	6.06	8.56	11.27			
100 P									576.7	TO HALLECK E. 4.7 - W. 4.5	85.2	10.04	12.37	2.03	f 4.10			5.50			8.50				
82 P									581.2	RASID E. 4.2 - W. 3.4	80.7	9.58	12.33	1.58	4.03	9.16									
Spur 52 P									585.3	NATCHEZ E. 3.9 - W. 5.1	76.6														
112 WP									589.6	TO DEETH E. 2.0 - W. 0.9	72.3	9.48	12.25	1.50	f 3.53	9.09	5.16	5.25	11.11	5.41	8.25	11.02			
									591.1	W. P. CONNECTION E. 3.0 - W. 3.0	70.3														
Spur 33									594.4	NARDI E. 4.3 - W. 5.7	67.5														
120 P									599.1	TULASCO E. 4.3 - W. 2.9	62.8	9.36	12.15	1.40	3.46	9.01		5.08			8.08				
86 IP	6.55 PM	12.15 PM	7.00 AM	12.15 AM	2.35 PM	1.20 PM	5.33 AM	4.50 AM	603.6	TO-R ALAZON W. P. Connection E. 4.0 - W. 5.5	58.3	9.30	12.10 PM	1.35	3.40	8.57	4.55	5.00 AM	10.50	5.20	8.00 PM	10.41			
Yard Limits BKWOYP	7.20	12.40	7.25	12.40	s 2.47	s 1.31	5.39	s 5.08	607.5	TO-R WELLS E. 7.0 - W. 5.5	54.4	s 9.23		s 1.29	s 3.33	8.53	4.45		10.40	5.10		10.31			
Eastward Track Spur 3									613.6	CEDAR E. 3.6 - W. 3.6	48.5														
Yard Limits 50 E 102 YP	8.05	1.25	8.05	1.25	3.12	1.51	5.54	5.27	616.4	TO MOOR E. 2.5 - W. 3.6	45.5	8.59		1.13	3.12	8.42	4.15		10.10	4.40		10.01			
98 50 WP	8.15	1.35	8.16	1.35	3.19	1.58	5.59	5.34	620.1	ANTHONY E. 3.8 - W. 4.2	41.8	8.54		1.09	3.07	8.38	4.04		9.59	4.29		9.49			
115 P	8.22	1.42	8.23	1.42	3.24	2.03	6.03	5.39	624.1	HOLBORN E. 3.4 - W. 2.5	37.8	8.48		1.04	3.02	8.34	3.58		9.53	4.23		9.43			
50 115 P	8.30	1.49	8.30	1.49	3.29	2.08	6.07	5.44	627.5	TO FENELON E. 4.4 - W. 5.2	34.4	8.43		1.00	2.57	8.30	3.51		9.46	4.16		9.36			
115 P	8.38	1.56	8.37	1.56	3.35	2.14	6.11	5.50	631.8	PEQUOP E. 4.7 - W. 4.6	30.1	8.37		12.55	2.51	8.26	3.43		9.38	4.08		9.28			
114 P	8.46	2.04	8.45	2.04	3.41	2.20	6.16	5.56	636.8	ICARUS E. 3.3 - W. 2.4	25.1	8.30		12.49	2.45	8.21	3.35		9.30	4.00		9.20			
Yard Limits 114 WYP	9.06	2.25	9.05	2.25	3.46	2.25	6.21	6.01	640.6	TO VALLEY PASS E. 4.5 - W. 5.2	21.3	8.22		12.42	2.38	8.17	3.25		9.20	3.50		9.10			
59 P					f 3.51				644.8	COBRE E. 5.2 - W. 6.2	17.1	8.15		12.34	f 2.30										
Spur M 94 18 WP						2.40	6.32	6.15	649.8	LORAY E. 3.4 - W. 3.3	12.1	8.04		12.25	2.21	8.05									
Eastward Track Spur 2 P	9.41	3.00	9.40	3.00					653.4	TIOPA E. 2.5 - W. 1.7	8.5	7.57		12.17 PM	2.13										
P					4.05	2.48	6.41	6.22	655.3	ULLIN E. 6.0 - W. 7.7	6.6														
Yard Limits BKWOYP	10.05 PM	3.25 PM	10.05 AM	3.25 AM	s 4.14 PM	s 2.58 PM	6.49 AM	s 6.32 AM	661.9	TO-R MONTELLO	0.0	7.30 AM		11.59 AM	1.55 PM	7.42 PM	2.05 AM		8.00 AM	2.30 PM		8.50 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	(3.10) 18.41	(3.10) 18.41	(3.05) 18.90	(3.10) 18.41	(1.39) 35.33	(1.38) 35.69	(1.16) 46.02	(1.42) 34.29		Time over District.....		(3.35) 35.55	(1.26) 48.21	(3.06) 41.10	(3.20) 38.22	(2.21) 54.21	(4.40) 27.30	(3.10) 21.72	(4.40) 27.30	(4.40) 27.30	(3.10) 21.72	(4.41) 27.27			
										Average Speed per Hour															

Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Carlin and Alazon.

On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz.

RULE 5. Moor and Valley Pass: Time applies at end double track.

No. 101 and No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

ADDITIONAL FLAG 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	Points beyond Ogden	Colfax or West
28	Any Station	Receive		Sparks or West
88	Any Station	Discharge	Ogden or East	
88	Any Station	Receive		

EASTWARD

OGDEN SUBDIVISION

WESTWARD 5

Main railway schedule table with columns for Second Class (586-580), First Class (88-102), Time-Table No. 58 (February 15, 1943), and Second Class (581-587). Includes station names like Lucin, Lakeside, and Ogden, and arrival/departure times.

RULE 5. Lucin, Lakeside, Tresend and Bridge, time applies at end double track.

Engle: Time applies at east switch of siding.

Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard.

No. 101 and No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS. Table with columns: Train, At, Receive or Discharge, Passengers to (or beyond), Passengers from (or beyond).

EASTWARD

WADSWORTH SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Wendel	SECOND CLASS	
	552 Freight	559 Freight				559 Freight	552 Freight
		Leave Daily				Arrive Daily	
				STATIONS			
W122 Yd. Lts. E115 YP		9.00 PM	276.1	TO-R FERNLEY E. 2.0 - W. 2.0	82.6	9.40 AM	
Spur 12 WP		9.15	278.1	WADSWORTH E. 2.1 - W. 3.2	80.6	9.30	
107 P		9.30	281.2	DODGE E. 9.6 - W. 9.2	77.5	9.19	
56 P		9.50	290.5	NUMANA E. 5.3 - W. 4.9	68.2	8.40	
16 P		10.02	295.5	LIBBY E. 3.3 - W. 3.9	63.2	8.15	
57 P		10.11	299.4	HESLIP E. 6.0 - W. 5.1	59.3	8.05	
Spur 19			304.8	ROMOLO E. 2.7 - W. 3.9	53.9		
112 WP		10.35	308.2	TO SUTCLIFFE E. 8.8 - W. 8.3	50.5	7.40	
57 P		10.55	316.6	BRISTOL E. 5.1 - W. 4.8	42.1	7.15	
28 WP		11.20	321.8	BIG CANYON E. 3.8 - W. 4.6	36.9	7.02	
111 P		11.29	326.1	ZENOBIA E. 7.5 - W. 6.4	32.6	6.52	
		11.42	332.8	ASTOR E. 2.4 - W. 3.0	25.9	6.37	
56		11.47 PM	335.6	EASTON E. 1.1 - W. 0.5	23.1	6.30	
	IP		336.4	FLANIGAN W. P. Crossing E. 7.9 - W. 9.1	22.3	6.25	
113 P		12.10 AM	345.2	STACY E. 4.9 - W. 5.3	13.5	6.05	
		12.21	350.5	HERLONG E. 5.4 - W. 4.7	8.2	5.49	
68		12.30	354.8	AMEDEE E. 3.1 - W. 4.7	3.9	5.40	
Yard Limits BKWOYP		12.40 AM	358.7	TO-R WENDEL	0.0	5.20 AM	
		Arrive Daily		82.6		Leave Daily	
		(3.40) 22.52		..... Time over District..... Average Speed per Hour.....		(4.20) 19.06	

EASTWARD

ALTURAS SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Alturas Yard	SECOND CLASS	
	554 Freight	551 Freight				551 Freight	554 Freight
		Leave Daily				Arrive Daily	
				STATIONS			
Yard Limits BKWOYP		1.30 AM	358.7	TO-R WENDEL E. 7.8 - W. 6.1	98.2	4.45 AM	
68 P		2.00	365.6	VIEWLAND E. 8.3 - W. 8.7	91.3	4.15	
102 WP		2.25	374.7	TO KARLO E. 9.4 - W. 9.1	82.2	3.45	
69 P		3.15	383.6	SECRET E. 4.9 - W. 4.1	73.3	3.15	
Spur 10 WP		3.35	388.0	HORSE LAKE E. 4.1 - W. 4.9	68.9	2.45	
115 YP		4.05	392.5	CREST E. 5.0 - W. 5.2	64.4	2.30	
Yard Limits 102 WP		4.25	397.9	TO RAVENDALE E. 7.4 - W. 6.4	59.0	2.00	
29 P		4.45	404.7	TERMO E. 13.7 - W. 14.5	52.2	1.45	
83 WYP		5.30	418.9	TO MADELINE E. 4.0 - W. 4.3	38.0	1.20	
115 YP		5.50	423.3	SAGE HEN E. 11.8 - W. 10.7	33.6	12.40	
72 W		6.35	434.0	INDIAN CAMP E. 4.3 - W. 4.8	22.9	12.01 AM	
121 KWYP		7.20	438.7	TO LIKELY E. 5.3 - W. 4.9	18.2	11.50 PM	
Spur 11 P		7.45	443.6	BAYLEY E. 2.8 - W. 2.8	13.3	11.30	
Spur 5		7.55	446.4	McARTHUR E. 9.1 - W. 9.1	10.5	11.20	
	P	8.10	455.5	PAOLA E. 2.8 - W. 3.0	1.4	11.03	
Yard Limits BKWOYP		8.20 AM	456.9	TO-R ALTURAS	0.0	11.00 PM	
		Arrive Daily		(98.2)		Leave Daily	
		(6.50) 14.37		..... Time over District..... Average Speed per Hour.....		(5.45) 17.07	

EASTWARD WADSWORTH SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 58 February 15, 1943		Distance from Westwood	SECOND CLASS	
	556 Local Freight			Westwood Branch			555 Local Freight	
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	
Yard Limits BKWOYP	3.00 AM	358.7	TO-R	WENDEL E. 9.0 - W. 7.2	52.6	9.20 AM		
55 P	3.20	367.1	TO	LITCHFIELD E. 7.5 - W. 7.6	44.2	8.50		
64 P	3.40	374.9		LEAVITT E. 7.3 - W. 6.9	36.4	8.35		
Yard Limits KP	4.05 4.15	381.9	TO-R	SUSANVILLE E. 8.3 - W. 8.7	29.4	8.20 8.15		
60 P	4.40	390.1		BUNNEL E. 4.7 - W. 4.6	21.2	7.45		
54 WP	4.55	394.8		GOUMAZ E. 4.9 - W. 4.3	16.5	7.20		
	5.10	399.4		BLAIR E. 0.4 - W. 1.6	11.9	7.05		
62 YP	5.15	400.1		WESTWOOD JCT. E. 2.2 - W. 1.5	11.2	7.00		
		402.3		LASCO E. 5.2 - W. 4.7	9.0			
P	5.35	407.2	TO-R	MASON	4.1	6.30		

BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF WESTERN PACIFIC R. R. BETWEEN MASON AND WESTWOOD. TIME AT WESTWOOD FOR INFORMATION ONLY.

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 58 February 15, 1943		Distance from Westwood	SECOND CLASS	
	556 Local Freight			Westwood Branch			555 Local Freight	
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	
Yard Limits BKWOYP	5.50 AM	407.2	TO-R	MASON E. 3.7 - W. 3.7	4.1			
		411.3	TO-R	WESTWOOD	0.0	6.15 AM		
	Arrive Daily Ex. Sunday			(48.5)		Leave Daily Ex. Sunday		
	(2.50) 17.11			Time over District Average Speed per Hour		(3.05) 15.72		

EASTWARD MINA SUBDIVISION WESTWARD 7

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time-Table No. 58 February 15, 1943		Distance from Tonopah Jct.	SECOND CLASS	
	124 T. & G. Tonopah Express Mixed			Mina Branch			123 T. & G. San Francisco Passenger Mixed	
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard Limits BKWOYP		9.50 PM	288.1	TO-R	HAZEN E. 4.6 - W. 4.2	137.9	s 5.55 PM	
44		f 10.04	292.9		BANGO E. 5.2 - W. 4.8	133.1	f 5.48	
43		f 10.16	297.9		RUGBY E. 9.1 - W. 9.1	128.1	f 5.36	
44		f 10.39	307.0		APPIAN E. 6.9 - W. 6.6	119.0	f 5.13	
P		s 10.55	313.8		WEEKS E. 2.4 - W. 2.7	112.2	s 4.56	
35		f 11.02	316.4		CHURCHILL E. 11.3 - W. 11.9	109.6	f 4.49	
Yard Limits WYP		s 11.24 PM	328.0	TO	WABUSKA E. 4.5 - W. 3.6	98.0	s 4.20	
5		12.33 AM	331.9		LUX E. 15.8 - W. 15.7	94.1	3.50	
31		f 1.11	347.7		RESERVATION E. 5.8 - W. 6.5	78.3	f 3.12	
34 W		s 1.39	354.2	TO	SCHURZ E. 13.6 - W. 13.3	71.8	s 2.52	
35 P		f 2.10	367.3		GILLIS E. 2.1 - W. 1.8	58.7	f 2.11	
Spur 1 P		f 2.15	369.3		NOLAN E. 14.5 - W. 15.3	56.7	f 2.06	
43 Y		s 3.31	384.4	TO	THORNE E. 5.3 - W. 5.0	41.6	s 1.30	
44		f 3.43	389.4		DOVER E. 4.7 - W. 4.6	36.6	f 12.42	
35		f 3.58	394.0		KINKEAD E. 14.0 - W. 14.3	32.0	f 12.27 PM	
		s 4.42	408.2		LUNING E. 9.0 - W. 8.9	17.8	s 11.55 AM	
Yard Limits BKWOYP	5.49 AM	s 5.05 AM	417.0	TO-R	MINA E. 3.7 - W. 3.0	9.0	s 11.10 AM	
	f 5.59		420.5		SODAVILLE E. 4.5 - W. 4.5	5.5	f 11.00	
	f		425.0		RHODES E. 1.0 - W. 1.0	1.0	f	
Yard Limits	s 6.14 AM		426.0		TONOPAH JCT.	0.0	10.40 AM	
	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday			(137.9)	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(.24) 22.05	(7.15) 13.13			Time over District Average Speed per Hour	(.30) 18.00	(6.25) 20.09	

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. 58 February 15, 1943		Distance from Fallon	SECOND CLASS	
	602 Mixed			Fallon Branch			603 Mixed	
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard Limits BKWOYP		7.45 AM	288.1	TO-R	HAZEN E. 4.5 - W. 4.7	15.8	s 2.35 PM	
11		f 7.59	293.5		MAHALA E. 4.6 - W. 4.6	10.4	f 2.22	
15		f 8.10	298.1		MIRAGE E. 3.1 - W. 2.9	5.8	f 2.13	
Spur 8		f	300.9		SANLAN E. 2.6 - W. 3.6	3.0	f	
Yard Limits WYP		s 8.20 AM	303.9	TO-R	FALLON	0.0	2.00 PM	
		Arrive Daily Ex. Sunday			(15.8)	Leave Daily Ex. Sunday		
		(0.35) 27.08			Time over District Average Speed per Hour	(0.35) 27.08		

SPECIAL INSTRUCTIONS

**RULE 2. 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.....Chas. D. Anderson

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamline trains "CITY OF SAN FRANCISCO."

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such trains is passing distant signal three-fourths mile beyond the slow board:

Eastward		SPARKS-IMLAY	Westward	
309.68	322.12	.....	338.42	318.38
314.12	326.13	.....	333.82	313.50
317.50	328.37	.....	326.52	308.65
.....	334.62	.....	322.00	248.34
		CARLIN-MONTELLO		
605.30	625.82	.....	642.10	622.13
615.12	630.22	.....	629.68	618.50
		MONTELLO-OGDEN		
677.32	718.92	.....	765.13	713.08
682.83	723.07	.....	755.00	699.82
687.20	727.73	.....	732.03	691.00
691.22	732.85	.....	727.33	686.67
.....	.....	.....	718.32	682.36

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

Fernley, on Wadsworth Subdivision.
 Hazen, on Mina Subdivision.

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 21 (C). 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 S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). If no operator on duty, trains originating may leave without obtaining clearance as follows: Mason, Susanville, all trains. Mina—No. 124.

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 Montello; Montello 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 and will apply Rule 14 (k).

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

Susanville—Extra trains originating or terminating when instructed by train order.
 Fernley—Originating or terminating.
 Lucin—Westward regular.
 Hazen—Originating or terminating.
 Wells—First-class, and originating or terminating.

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

Lucin.....Westward regular trains.
 Montello.....Nos. 101 and 102.
 Wells.....First-class trains.
 Imlay.....First-class trains.
 Mason.....Nos. 555 and 556.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
241.63	Sparks.....	247.60
274.13	Fernley.....	277.81
	" (Wadsworth line).....	276.77
287.33	Hazen.....	289.84
	" (Mina Br.).....	289.23
382.60	Imlay.....	385.71
533.40	Carlin.....	536.46
642.97	" (W. P. R. R.).....	647.09
554.02	Elko.....	557.53
606.20	Wells.....	609.50
615.81	Moor.....	617.76
638.49	Valley Pass.....	642.00
660.23	Montello.....	663.36
780.21	Ogden.....	.....
357.26	Wendel.....	359.87
	" (Westwood Br.).....	359.65
396.97	Ravendale.....	398.13
454.93	Alturas.....	460.90
	" (Lakeview Br.).....	460.19
379.23	Susanville.....	382.32
409.52	Westwood.....	412.47
327.10	Wabuska.....	328.89
415.36	Mina.....	418.48
425.26	Tonopah Jct.....	426.65
302.86	Fallon.....	304.63

SPARKS. Outbound engines, moving from roundhouse lead to west end of freight yard, shall proceed west on eastward main track to crossover west of Seventeenth Street crossing and back into freight yard.

Westward freight trains entering yard will stop to clear crossover east of Glendale road crossing, except when proceed signal is received from yardman, green flag or green light.

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

RULE D-97 (A) will apply between Ogden and Bridge; between Montello and Valley Pass and between Alazon and Moor.

RULE 103 (A). When using lumber track spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104—NORMAL POSITION OF SWITCHES AT END OF DOUBLE TRACK AND JUNCTIONS WILL BE AS FOLLOWS:

Tresend, Lakeside, Lucin, Moor, Rose

Creek, Vista and Sparks.....For westward main track
 Bridge, Valley Pass and Perth.....For eastward main track
 Hazen (Mina Branch).....For south siding.
 Hazen (Fallon Branch).....For Mina Branch.
 Fernley (Wadsworth Subdivision).....For siding.
 Wendel.....For Alturas Subdivision.
 Mason.....For Western Pacific.

LAKESIDE. At end of double track operator when on duty will line and lock switch, provided head end authority of train is not restricted. Operator will also line switch from south siding to eastward main track.

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

Upper arm of two-arm Signal No. 6162 governs movement from eastward track to single track. Lower arm governs eastward movement through eastward siding. Rule 509 (F) governs.

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

Upper arm of signal 6409 at east end of siding Valley Pass will govern movements from westward track to single track. Two indication light type route signal will govern westward movements through siding.

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.

HAZEN. Switches Hazen yard lined and locked for Mina Branch main track except Junction switch located as first switch east of passenger station.

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.

When trains occupy siding at Moor, Valley Pass, or Engle to permit other trains to pass, a member of crew of train on siding will handle switches of crossover from double to single track for the passing train, lining switches ahead of, and behind these trains.

RULE 105. The following are designated for use as sidings:

The track north of main track at:

Gilpin	Huxley	Pigeon	Hogup	Strongknob
Parran	Anthony	Teck	Olney	

The track south of the main track at:

Patrick	Argo	Falais	Ocala	Fenelon
Clark	Massie	Desert	Miriam	

VALLEY PASS: The track north of the main track is siding assigned for use by westward trains and must not be used by eastward trains except by train order authority.

MOOR: Track south of the main track is siding assigned for use by eastward trains and must not be used by westward trains except by train order authority.

WINNEMUCCA: First track south of main track is siding assigned for use by eastward trains. Second track south of main track is siding assigned for use by westward trains.

HAZEN: Track north of the main track is siding assigned for use by eastward trains. First track south of the main track is siding assigned for use by westward trains. Trains using south siding will leave west end of siding clear, for use by Mina Subdivision trains, between west switch and junction switch to Mina Branch; trains to enter and leave siding through crossover east of Mina Branch junction switch when practicable.

FERNLEY. First track north of main track, east of crossover is siding assigned for use by westward trains; and this track west of crossover is siding assigned for use by eastward trains.

No. 1 track (second track north of main track) and stock track will be used as set-out track by through freight trains and others as needed.

No. 2 track (third track north of main track) will be used as set-out track by trains from Wadsworth line only. West switch of No. 2 track will be lined and locked for movement into No. 2 track.

RULE 204. Any train order received by helper engineer on going trip Montello to Valley Pass, or Wells to Moor, will be respected on return trip unless fulfilled, superseded or annulled, but must not be acted upon after completion of round trip unless reissued when beginning another trip.

RULE 221. Light will not be displayed in train-order signals on Westwood branch, except when train orders are to be delivered.

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

RULE D-251. Applies as follows: On eastward track Alazon to Wells.

RULE 505. AUTOMATIC BLOCK SYSTEM.

SPARKS. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of 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.

Following main track not protected by block signals:
Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.
Westward, from east switch of crossover forming end of double track to Signal 2459.

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 yardman. Yardman 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.

ELBURZ-PREBLE. Light type telephone indicators, controlled by train dispatcher, located on Signal 5743 east of Elburz, and on Signal 4403 east of Preble. When illuminated, indicator will display letter "T" and home signal will indicate "stop." Trains finding indicator illuminated will, after stopping at home signal, proceed with caution not exceeding 12 MPH to first telephone and call train dispatcher for instructions.

CARLIN. Dwarf light Signal 5341 located 900 feet east of switch to west detour Carlin protects westward movement over this switch.

Trains finding this signal indicating stop will inspect this switch to see points are properly lined and closed for movement on main track before passing over it.

MOOR. Lower arm on Signal 6162 just west of end of double track governs eastward movement through eastward siding.

When top arm on Signal 6164, east of Moor station building, is in stop position, eastward trains on main track must know that spring switch at east end of eastward siding is lined for main track before passing over it.

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 has passed Signal 6402 but has not passed 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. Signal P-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 P-7412

at "stop". Two push buttons numbered 7410 and 7412 are located in box between signal cases at Signal P-7412.

With a train on siding to allow a train to pass on main track, the operation is automatic and requires no action on part of trainmen. Do not touch push button.

With a train on main track to allow a train to pass on siding, press push button 7412 once, then leave it alone and Signal P-7412 should clear after a time interval of 45 seconds.

With trains on both main track and siding either Signal 7410 or P-7412 should be clear if instructions above have been complied with and the block is clear of trains. To cause opposite signal to clear press push button showing signal number which is at stop and this will place opposite signal at stop and cause this signal to clear after a time interval of 45 seconds.

Copy of these instructions posted in push button box.

BRIDGE. Three indication color light Signal P-7537 governs movement from double to single track. Westward trains entering siding must not pass Signal P-7537 until switch properly lined for movement from westward main track to siding, and switch must not be changed for movement to single track until rear of train has passed a point 40 feet west of switch stand; otherwise, signal will indicate stop in face of approaching eastward train.

When Signal P-7537 indicates stop, trains moving from double to single track must line spring switch by hand before and after movement is made, provided no opposing movement can be seen approaching on single track.

OGDEN. Dwarf light type signals, indicating "Red" or "Green" except signal governing eastward movements on eastward main track over freight crossing, which indicates "Red," "Yellow" or "Green," govern all movements over all tracks of O. U. R. & D. and D. & R. G. W. passenger and freight crossings in vicinity of Twenty-first Street, Ogden.

If signals on O. U. R. & D. tracks indicate "Stop" and no conflicting movement is being made, flagman shall proceed to the crossing and if derails on D. & R. G. W. are set to protect movement and signals governing indicate "stop", he will then signal enginemen of his train or engine to proceed over the crossing.

AUTOMATIC INTERLOCKING

FLANIGAN—Interlocking signals govern the use of Western Pacific Railroad crossing. Normal position of the signals is "stop". Trains approaching will cause the signals governing use of the crossing to change to "proceed" position, if no other train in approach circuit on intersecting tracks or within the limits of the interlocking. If signal does not display "proceed" indication, be governed by Rule 663.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward Signal	Protection	Westward Signal
P-2498	Spring switch, Vista	P-2497
P-2524	Rock slide fence	P-2535
P-2534	Two rock slide fences	P-2555
P-2552	Two rock slide fences	P-2571
P-3402	Spring switch, Perth	P-3403
P-4064	" " Rose Creek	P-4065
	Rock slide fence	P-5181
	" " "	P-5195
	" " "	P-5255
	" " "	P-5285
	" " "	P-5307
	" " "	P-5315
P-5262	" " "	
P-5282	" " "	
P-5306	" " "	
P-5340	Spring switch, Carlin	P-5401
P-5396	Rock slide fence over east portal Tunnel No. 2	P-5425
P-5396	Two rock slide fences	P-6173
P-6162	Spring switch, Moor	P-6375
P-6364	" " Icarus	
P-6396	" " Valley Pass	
P-6800	" " Lucin	P-6801
P-7412	" " Engle	P-7411
P-7522	" " Bridge, west end siding	
P-7534	" " Bridge, end double track	P-7537

RULE 516. Overlap posts:

Pigeon	at Signal 6845	Westward trains
Teck	" " 6887	" "
Jackson	" " 6932	Eastward trains
Beppo	" " 6975	Westward trains
Newfoundland	" " 7063	" "
Groome	" " 7113	" "
Allen	" " 7159	" "
Hogup, Center of siding		Eastward trains

RULE 535. SPRING SWITCHES.

At Sparks, Lovelock, Rye Patch, west switch Carlin; West Elko; Wells and Little Mountain, trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

Spring switches are located as follows and speed indicated must not be exceeded when passing over these switches.

Location	Direction	Signal	MPH	Stream-liner
Sparks	Eastward track		20	
	Trailing from P. F. E. track		20	
Vista (Facing point lock)	Facing westward	Passenger	60	
		Freight	40	
	Trailing eastward	Passenger	35	
		Freight	30	
Perth (Facing point lock)	Facing eastward	Passenger	65	95
		Freight	40	
	Trailing westward	Passenger	35	
		Freight	30	
Lovelock, westward track				
	Trailing from siding	Passenger	25	
		Freight	20	
Lovelock, eastward track				
	Trailing from siding	Passenger	25	
		Freight	20	
Rye Patch, eastward track				
	Trailing eastward	Passenger	25	
	from siding	Freight	20	
Rose Creek (Facing point lock)	Facing westward	Passenger	70	95
		Freight	40	
	Trailing eastward	Passenger	35	
		Freight	30	
Carlin, east end of west detour (Facing point lock)	Trailing eastward from W. P. detour		15	
Carlin, west end No. 1 track				
	Trailing westward from No. 1 track		15	
East Carlin (W. P.)	Trailing eastward from S. P. detour		15	
West Elko	Trailing westward from W. P. detour		15	
Wells, eastward track				
	Trailing from siding	Passenger	25	
		Freight	20	
Moor (Facing point lock)	Facing westward	Passenger	50	
		Freight	40	
	Trailing eastward	Passenger	25	
	from siding	Freight	20	
Icarus, east end siding (Facing point lock)	Facing westward	Passenger	60	80
		Freight	40	
	Trailing from siding		15	
Valley Pass, west end siding (Facing point lock)	Facing eastward	Passenger	60	80
		Freight	40	
	Trailing westward	Passenger	25	
	from siding	Freight	20	
Lucin (Facing point lock)	Facing westward	Passenger	35	
		Freight	30	
	Trailing eastward		35	
Engle (Facing point lock)	Facing westward		35	
	Trailing eastward	Passenger	35	
	from siding	Freight	30	
Bridge, west end siding (Facing point lock)	Facing eastward		35	
	Trailing westward	Passenger	35	
		Freight	30	
Bridge, end double track (Facing point lock)	Facing eastward	Passenger	65	95
		Freight	40	
	Trailing westward	Passenger	25	
		Freight	20	
Little Mountain, westward track				
	Trailing from siding		15	
Little Mountain, eastward track				
	Trailing from siding		15	

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping on spring switch.

RULES 705, 707, 708 and 709. TAKE-SIDING INDICATORS. HAZEN. Eastward indicator located on distant Signal 2866; Westward indicator located on distant Signal 2903.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. Between Ogden and Sparks when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made between Hazen and Imlay east or west and Bridge to Montello, provided, in the judgment of conductor and engineer it is safe to do so, except trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature, must be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 percent of its marked capacity.

During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection shall be made.

Running inspection of eastward freight trains must be made at Lemay or Newfoundland, and at M.P. 738 west of Tresend; and of westward freight trains at Bridge, before going on Great Salt Lake trestle. When running inspections are made, at least one trainman will so place himself as to take advantage of air currents or other atmospheric conditions.

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, and on Mina Branch, a member of crew must watch track from rear of caboose, and between Wendel and Fernley where box-car cabooses are being used, frequent inspection must be made from rear door of box-car caboose for marks of derailment so that train may be stopped promptly.

In the absence of trainmen in cupola, conductor must devote as much time as possible in watching train. Where trains are rounding curves and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment-marks or dragging parts.

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 expected train has passed.

Mixed trains, including military trains, made up in part of freight cars equipped with cast iron wheels, shall be required to comply with rules and time table instructions applying to freight trains as they relate to stopping for train inspection, likewise speed restrictions.

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 33:

EASTWARD: Valley Pass, Tioga; Lucin or Pigeon, except if stop at Lucin or Pigeon can be avoided, run may be continued to Jackson where inspection will be made; M.P. 430 (Alturas Subdivision) or Indian Camp.

WESTWARD: Moor and Secret.
Bunnel and Goumaz when handling logs.

AIR BRAKE RULES

RULE 3. Brake pipe pressure for freight and mixed trains is 80 pounds.

RULE 24. Rear end air-brake test shall be made in accordance with paragraph (b) at:

- Valley Pass.....Eastward freight trains.
- Westwood Jct.....Westward freight and mixed trains.
- Viewland.....Westward freight trains.
- Sage Hen.....All freight trains.
- Crest.....Westward freight trains.
- Moor.....Westward freight trains.

In addition to points shown, rear end air brake test shall be made in accordance with paragraph (b) by all eastward freight trains at Moor, and by all westward freight trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of brake pipe is not changed between road engine and caboose, it will not be necessary to make rear end air brake test at those points.

To avoid additional stops at stations indicated above, trains may make inspection, rear-end test, and turn up retainers where stops are made at following stations:

- Eastward: Fenelon, Pequop, Icarus, or Valley Pass;
Madeline.
- Westward: Fenelon, Holborn, Anthony or Moor.
Karlo or Ravendale.

RULE 33. Retaining valves will be turned up on freight and mixed trains as follows:

- Moor to Wells.....One Retainer for Each 150 M's
- Valley Pass to Montello.... " " " 150 M's
- 2½ Miles East of Goumaz to Susanville " " " 130 M's
- Sage Hen to Madeline..... " " " 140 M's
- Crest to Karlo..... " " " 140 M's
- Viewland to Wendel..... " " " 140 M's
- Sage Hen to Likely..... " " " 140 M's

Tecoma to Lucin, Reservation to Schurz: Trains averaging 100 M's or more per car, one retaining valve will be used for every 200 M's in train.

Tonnage of freight trains between Sage Hen and Madeline, Crest and Karlo, Viewland and Wendel, Sage Hen and Likely, must not exceed 120 M's per operative brake.

All retainers will be turned up on express and other trains of passenger equipment when composed of 24 or more cars Valley Pass 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.

RULE 38. At Montello, Imlay and Wendel when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10 pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the communicating signal from the rear car to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

RULE 39. 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

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb.

brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb. pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

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

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

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

Example 1. "Eng. _____ run extra on _____ Pacific track _____ to _____." This form of order must be given to all opposing trains on that track.

Example 2. "Eng. _____ works extra on _____ Pacific track _____ M until _____ M between _____ and _____." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

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

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

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

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

At Southern Pacific Elko only first-class trains will register, and they will do so by ticket. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register.

Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead 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) S. P. Rules 82 (A) and 83. W. P. 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) S. P. Rule 82 (A), W. P. Rules 83 (D) and 206 (A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

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

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

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

(M) S. P. Rule 82 (A), W. P. Rules 83 (D) and 206 (A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

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

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

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

(P) West Carlin. Main track detour switch, M. P. 643.4. interlocked. Interlocking limits—Extend from Signal 6434SA, located 100 feet west of remote-controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop," be governed by Rule 663 (b). except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

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

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

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

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

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

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

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

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

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

(T) Crossover, Third Street, Western Pacific Elko Yard. Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. 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.

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

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

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

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

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

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

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

Alazon

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

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

East switch Alazon siding not interlocked.

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

ENGINE WHISTLE SIGNALS

WESO

Eastward—From W. P. or S. P.	Westward—From S. P.
To WP {Upper arm } o ———	To SP {Upper arm } o ———
To SP {Lower arm } o ———	To WP {Lower arm } o ———
	Westward—From W. P.
	To SP {Dwarf signal } o ———
	To WP {Dwarf signal } o ———

WEST CARLIN

Eastward
To main track {Arm Signal } o ———
To Detour {Light Signal } o ———, Red indicates "stop";
Green indicates "proceed."

CARLIN

Westward
Approaching east end of yard Southern Pacific freight trains o ——— o,
W. P. trains ——— o.

ALAZON

Eastward	Westward—From S. P. or W. P.
To WP {Upper arm } o ———	To WP o ———
To SP {Lower arm } o ———	To SP 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.

SPECIAL INSTRUCTIONS

MISCELLANEOUS

1. Water or oil will not be taken at Wells on westward freight trains nor at Goumaz on westward 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.

Do not take water at Lovelock, Anthony, Valley Pass, or Karlo except in emergency, and then only enough to reach next water supply. Helper engines take full tank of water at Indian Camp.

Do not fill auxiliary water cars at Golconda.

Eastward trains may take water at Sutcliff, but when possible should do so at Big Canyon in preference.

3. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the Employee in charge of the work personally reports back to him.

A 90 pound brake application must be maintained during the progress of the work.

4. For the purpose of pushing trains out of yards:

- (a) No engine will be placed behind wooden underframe caboose or other wooden underframe equipment.
- (b) Engines weighing more than 235,000 lbs. on drivers 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 employees to uncouple pusher engine when cutting off.
- (e) In no case will the knuckle be removed, or closed, or uncoupling 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) Engines weighing more than 235,000 lbs. on drivers will not be placed behind steel underframe cabooses.
- (c) In no case will more than one helper engine be placed behind steel underframe cabooses, and at Montello and Wells all helpers must be entrained ahead of caboose.
- (d) When helper engines are used in rear of freight trains, C 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.
- (f) Helpers on eastward passenger trains occupying main track at Moor will stop and detach from the train at east switch north track.
- (g) At Montello trains not exceeding 6500 Ms and at Wells trains not exceeding 7400 Ms may put helper ahead of road engine.
- (h) On Alturas Subdivision no more than two engines will be coupled together in rear of train and in westward trains not more than one engine will be entrained immediately ahead of caboose, west of Sage Hen. All helpers in eastward trains will be cut out of rear of train at Sage Hen.
- (i) At Montello helper engineers will not register at telegraph office.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

9. Eastward trains, when restricted for westward trains at Rose Creek, will stop to clear the train order office; this to provide access with westward track for operator and to avoid blocking view of train order signal to westward trains.

Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

Westward passenger trains stopping at Winnemucca will stop with rear of train clearing Bridge street crossing.

Westward freight trains stopping at Moor to turn up retainers will stop with engine east of office to permit operator to deliver train orders to eastward trains.

Eastward trains occupying track one at Wells to allow eastward passenger train to pass will cut crossing from point at least 5 car lengths west of main crossing located just west of passenger station. This to give passengers entraining and detraining from passenger train on eastward track opportunity to walk to and from station.

Trains using yard tracks north of main tracks Wells will leave cross-overs clear to avoid delay to No. 21 setting out car.

Page	Class of Engine	RESTRICTED TRACKS
2	All except 6-wheel Sw...	Reno.....All industry tracks north of westward main track between Park St. and W. P. interchange.
2, 6	AC-4-5-6; F; GS; Mt; P; and cars higher than Hart convertible ballast	Fernley.....On all tracks at sand pit.
2, 7	All engines.....	Hazen.....Old mill track, north side.
2	AC-4-5-6; F; GS; Mt; P.	Perth.....All pit tracks.
3	AC-4-5-6; F; GS; Mt; P.	Palisade.....All tracks beyond west face of bins at quarry.
4	Engines over 230,000 lbs. on drivers.....	Vivian.....Triolite spur.
4	Engines over 230,000 lbs. on drivers.....	Elko.....Hesson Standard Oil Co. spur.
4	Engines must not go onto this spur. Hold onto 10 cars when picking up or setting out.....	Ryndon.....Construction spur, south side of main track just west of Tunnel No. 4. Capacity 4 cars.
5	AC-4-5-6; F; GS; Mt; P.	Lucin.....All tracks beyond west face of bins at quarry.
5	AC-4-5-6; F; GS; Mt; P.	Pigeon.....All tracks at pit.
5	F; GS.....	Saline.....Spur, beyond sign at road crossing 350 feet from switch.
5	AC-4-5-6; F; GS; Mt; P.	Lakeside.....All tracks at quarry, except Mountain track in west quarry, 14 cars west of water track switch.
6, 7	AC-4-5-6; GS; Mt; P....	Wadsworth subdivision..All tracks.
6	AC-4-5-6; GS; Mt; P....	Alturas subdivision..All tracks.
7	AC; Mk.....	Susanville....Fruit Growers Supply Co. tracks; except main spur to mill pond and straight tracks where scales are located. Sump track if entered from the west. Lassen Lumber & Box Co. planing mill track, or beyond unloading dock on pond track.
7	Hold onto 6 cars.....	Susanville....When switching California Pine Corporation spur.
7	Engines over 200,000 lbs. on drivers. Other engines restricted to 10 MPH on tangent and 5 MPH on curves and must hold onto 8 cars when spotting at platform.....	Susanville....Red River Lumber Co., tracks to Springfield cedar mill.
7	AC-4-5-6; F; GS; Mt; P.	Mina subdivision..All tracks.
7	AC; Mk.....	Wabuska.....Beyond 100 feet north of NCB wye switch.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

20. Handling of freight cars in trains behind passenger cars is prohibited except, passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements.

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.

29. Be governed by current time-table, bulletins and rules of Western Pacific R. R. between Mason and Westwood; when operating via Western Pacific R. R. tracks Weso to Carlin and Carlin to Alazon.

Be governed by current time-table, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard.

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track.....	5	Side.....	Reno
249.84	Bridge.....	5	Truckee River.....	Vista
258.07	Bridge.....	7	Truckee River.....	Patrick
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
268.69	Bridge.....	12	Truckee River.....	Thisbe
436.16	Bridge.....	2	Humboldt River.....	Golconda
441.53	Bridge.....	3	Humboldt River.....	Preble
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.....	Harney
520.92	Bridge.....	11	Humboldt River.....	Harney
522.07	Bridge.....	12	Humboldt River.....	Gerald
522.35	Bridge.....	13	Humboldt River.....	Gerald
523.00	W. P. Crossing.....	14	S. P. Track.....	Gerald
523.34	Bridge.....	14	Humboldt River.....	Gerald
525.02	Tunnel.....	1	Humboldt River.....	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	Humboldt River.....	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.....	3	Humboldt River.....	Osino
567.19	Bridge.....	25	Humboldt River.....	Osino
568.26	Bridge.....	26	Humboldt River.....	Ryndon
568.68	Tunnel.....	4	Humboldt River.....	Ryndon
569.85	Bridge.....	27	Humboldt River.....	Ryndon
570.36	Bridge.....	28	Humboldt River.....	Ryndon
570.57	Tunnel.....	5	Humboldt River.....	Ryndon
778.49	Bridge.....	2	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.

DIVISION MILEAGE

Main Lines

MP 238.8 west of Reno to Ogden.....	C. P. Ry.....	542.42
	U. P. R. R.....	.05
	O. U. R. & D. Co.....	.82
MP 238.8 west of Reno to Ogden second track.....	C. P. Ry.....	162.30
	U. P. R. R.....	.16
	O. U. R. & D. Co.....	.87
MP 275.856 Fernley to end division near Paola.....	C. P. Ry.....	82.82
	N. C. O. Ry.....	96.00
Total Main Lines.....		885.44

Branches

Fallon.....	C. P. Ry.....Hazen to Fallon.....	15.92
Mina.....	C. P. Ry.....Hazen to Tonopah Jet.....	137.68
Westwood.....	C. P. Ry.....Wendel to Westwood.....	53.76
Total Branches.....		207.36
Total Salt Lake Division.....		1092.80

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."
 Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	PASSENGER							FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD				LIGHT ENGINES BACKING (except gas-elec. cars)
		STREAM-LINER DIESEL POWER UNIT	P-7-II (cross counter-balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5 WPRR: TP-29 Mt	E T-26-32-37-40 P-1-3-4-5-6 7-8-11 Gas-elec. cars	F-1-3-4-5 (cross counter-balanced) AC-4-5-7-8-9-10-11	M (except M-21) T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 WPRR: MK-60	C-2 to 10, inc.-18-19-26-27-28-29 AC-6 AM-2 WPRR: C-43 (Nos. 21 to 65)	M-21 C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3 WPRR: C-43 (Nos. 1 to 20)		E P A Mt-1-2-3-4-5 GS-1-2-3-4-5 WPRR: TP-29	T-26-32-37 40 F-1-3-4-5 (cross counter-balanced)	M T-1-8-9-23-28-31-36-57-58 C-2 to 10 inc.-18-19-26-27-28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17 TW AC Mk-2-4-10 AM-2 WPRR: MK C-43	
2-3-4-5	Special Speed Restrictions													
	Against current of traffic, except as otherwise restricted.....	60	60	55	60	50	45	40	40	45	40	35	30	30
2-3-4-5	Turnouts, crossovers and sidings, except....	15	15	15	15	15	15	15	15	15	15	15	15	15
5	Engle, Midlake, Colin turnouts and sidings	25	20	20	20	20	20	20	15	20	20	20	20	15
4	Moor and Valley Pass sidings.....	25	25	25	25	25	25	25	20	25	25	25	25	20
3-4	Alazon and Weso through interlocking plants using turnouts.....	25	25	25	25	25	25	25	20	20	20	20	20	20
3-4	Carlin and Elko detours.....	15	15	15	15	15	15	15	15	15	15	15	15	15
4	Montello to Cobre, either track.....	40	40	40	40	40	40	40	35	40	40	35	30	30
2	Desert, using turnouts of south siding.....	25	25	25	25	25	25	25	20	25	25	25	25	20
2	Parran, using turnouts of north siding.....	25	25	25	25	25	25	25	20	25	25	25	25	20
3-4-5	Weso, Moor, Bridge, using two crossovers at station.....	25	25	25	25	25	25	25	20	25	25	25	25	20
4	Alazon, west switch crossover.....	25	25	25	25	25	25	25	20	25	25	25	25	20

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 MPH.
 All cars moved in passenger trains must be equipped with steel tired or all steel wheels.

Passenger trains handling steel wheel box cars, commonly known as PMT cars, or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed 60 MPH.

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

- When all the weight has been removed from any one pair of drivers 20
- When all the weight has been removed from only one wheel of any pair of drivers..... 30
- When engine truck is removed..... 20
- When main rod only is removed..... 30
- When side rod only is removed..... 30
- When both main and side rods are removed..... 20
- When hauled in train, all rods on..... 30
- Class S and SE engines, under all conditions..... 20

Maximum speed permitted engines backing is 30 MPH, except as otherwise provided, and will not exceed 15 MPH on curves and approaching grade crossings.

Engines operated coupled tender to tender must not exceed speed permitted for light engines of that class running backward.

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

Between M.P. 280 and yard limit Fernley, Wadsworth Subdivision, westward freight trains may run 35 MPH.

Fire train of Red River Lumber Company may make following speed:

Between Mason and Westwood Jct., 35 MPH; between Westwood Jct. and Susanville 25 MPH, and through all tunnels 10 MPH.

Maximum speed of T-26, T-32, and T-40 class engines is 50 MPH unless otherwise further restricted.

Southern Pacific tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH. This restriction does not apply to Western Pacific engines when equipped with tender of 7,000 gallons or less.

Maximum allowable speed of trains handling logs loaded on flat or logging cars, 25 MPH.

Maximum speed for S and SE class engines 20 MPH but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed of class F engines not cross counter-balanced. . 40 MPH

Maximum speed for gas-electric cars when backing 60 MPH but must not exceed speed permitted when handling passenger trains.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except passenger equipment with caboose attached; engines with auxiliary water car and caboose only or military trains of mixed equipment may make speed allowed steam passenger trains between Tresend and Bridge.

Following engines are cross counter-balanced and must not exceed 75 MPH:

- All GS-1-2-3-4-5.
- All Mt-1-2-3-4-5.
- All P-7-8-10-12 except 2470 and 2477.

Following engines are cross counter-balanced and must not exceed 55 MPH:

- F-1-3-4-5: 3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4-5-7-8-10-11.

Page No.	TERRITORY	PASSENGER		FREIGHT	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	Freight and Mixed Maximum		Engines Backing
6-7	Between Fernley and Wendel, except:.....	40	40	30	15	30
6	On curves indicated by slow boards between M.P. 285 and Wendel.....	35	35	30	15	30
6	Over W. P. crossing at Flanigan.....	20	20	20	15	20
6	Between Wendel and Alturas, except:.....	30	30	30	15	30
6	On curves indicated by slow boards between Wendel and M.P. 361.....	30	30	30	15	30
6	Between M.P. 361 and Viewland.....	20	20	20	15	20
6	On curve between M.P. 367 and M.P. 368.....	30	30	30	15	30
6	Between M.P. 375 and M.P. 385.....	20	20	20	15	20
6	Eastward from Crest to M.P. 395.....	20	20	20	15	20
6	Westward from M.P. 395 to Crest.....	30	30	30	15	30
6	Between Crest and M.P. 385.....	20	20	20	15	20
6	On curve at M.P. 415.....	30	30	30	15	30
6	Between Madeline and Sage Hen.....	20	20	20	15	20
6	Between Sage Hen and M.P. 438.....	20	20	20	15	20
6	Between M.P. 440 and M.P. 454.....	25	25	25	15	25
6-7	Wendel yard between outside switches.....	15	15	15	15	15
7	Between Wendel and Susanville.....	40	40	30	15	30
7	Between Susanville and Westwood Junction, except:.....	25	25	20	15	25
7	Susanville yard between outside switches.....	20	20	20	15	20
7	Between Westwood Junction and Mason.....	35	35	30	15	30
7	Between Hazen and Fallon.....	30	30	30	15	30
7	Between Hazen and Mina.....	30	30	30	15	30
7	Between Mina and Tonopah Junction.....	30	30	30	15	20
6-7	Turnouts, crossovers and using wyes, unless otherwise provided.....	10	10	10	10	10

Between Fernley and Alturas, F class engines may be operated as follows:
 Passenger service: maximum speed 35 MPH. Where AC class engines are restricted to less than 40 MPH, F class engines are restricted to 5 MPH less; except where restriction is 20 MPH or less for AC class engines, F class will observe same restriction.
 Freight service: where 30 MPH is authorized for AC class engines, speed of F class engines will be restricted to 25 MPH and where restriction of AC class is 20 MPH or less, F class will observe same restriction.

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). Lists various train car types and their weights.

*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.

Table listing personnel: CHIEF TRAIN DISPATCHERS (F. W. SMITH, G. E. PAYNE), ASSISTANT CHIEF TRAIN DISPATCHERS (J. E. VAIL, CHAS. O'LAUGHLIN, H. F. McDONALD, L. R. NORRIS), LOCOMOTIVE ENGINEMEN INSTRUCTORS (E. A. ZARI, J. W. MUNSEE).

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

Main engine rating table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, and various station names (Sparks, Lovelock, Wells, Rye Patch, Lucin, Hazen, Wabuska, Fernley, Sage Hen, etc.) with corresponding engine ratings.

Table for Allowance for Empty and Underloaded Car with columns for engine classes (Less than 45 M's, 45 M's to 55 M's, More than 55 M's) and station ratings.

Table of COMPANY SURGEONS with columns: LOCATION, NAME, TITLE. Lists surgeons for various locations like San Francisco, Ogden, Reno, etc.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to, or await arrival of, Division or District Surgeon. HOSPITALS: General Hospital—San Francisco, Cal. Division Hospital—Dee Hospital, Ogden. Emergency Hospital—Ogden. Emergency Hospital—Sparks. Emergency Hospital—Mina.

Table listing personnel: TRAINMASTERS (J. F. McCUISTION, D. W. TANNER, W. C. HUGHES), TRAINMASTER—ROAD FOREMAN OF ENGINES (B. E. EAGER), ASSISTANT TRAINMASTERS (L. HALES, M. L. THOMAS, G. V. ABBAY, E. W. McELHINEY, J. W. OSMUN, A. V. CUNNINGHAM, C. H. NEILL), ASSISTANT SUPERINTENDENTS (T. J. FOLEY, A. F. GREEN), DIVISION EXAMINER (O. M. CLOSE).



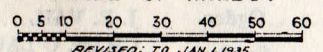
WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION

MAP OF THE SALT LAKE DIVISION SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.



REVISED TO JAN. 1935.