SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION







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

2	EASTW	ARD							S	PARE	S SUBDIVISION								WEST	WARD	
		SECOND	CLASS			FIRST	CLASS				S. Belleville		1		FIRST	CLASS	P TO PER		SECONI	D CLASS	
Capacity of sidings in ear lengths	566 Freight	564 Freight	562 Freight	560 Freight	102 Streamliner City of San Francisco	606 Mixed	Pacific Limited	88 Challenger	28 San Francisco Overland Limited	Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Imlay	101 Streamliner City of San Francisco	21 Pacific Limited	605 Mixed	27 San Francisco Overland Limited	87 Challenger	561 Freight	563 Freight	565 Freight	567 Freight
Capi	Leave Daily	Leave Daily,	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive	Arrive Daily	Arrive Dally Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Sparks yard BKWOTYP	11.55PM	6.30PM	12.01 PM	6.20AM	11.50PM	7.50 PM	7.45PM	6.15AM	5.40AM	246.2	(TO-R SPARKS	138.1	s 2.30 AM	s 6.50PM	s 8.00 PM	s 9.30PM	s 12.15 AM	4.25	10.20AM	4.00PM	10.40PM
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	f8.02	7.56	6.25	5.51	253.1	E. 2.6 W. 3.6	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	E. 4.2 — W. 5.2 —— PATRICK	127.0	2.15	6.23	f7.30	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	f8.17	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	f8.25	8.14	6.42	6.07	266.7	E. 4.8 — W. 4.7 ——— THISBE	117.6	2.05		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	E. 4 4 — W. 4.5 ——————————————————————————————————	112.9	2.00	5.59	f7.01	8.42	11.30	3.36	9.30	3.13	9.51
Yard Limits Y P 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	E.5.0 - W.5.6	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	E. 3.7 — W. 3.5 ——————————————————————————————————	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	6.25PM	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	E. 4.1 — W. 4.3 ——— 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	FALAIS	86.9	1.37	5.08		8.05	10.47	2.54	8.48	2.31	9.09
25 P	1.33	8.13	1.38	7.55	12.47		9.14	7.32	6.52	302.0		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	E. 5.1 – W. 4.9 —— 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	E.5.3 - W.4.6	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	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	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	E. 3.8 – W. 4.7 – — 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	E. 3.4 — W 3.9 ——	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	5 - 1 - VA	9.52	8.08	7.28	336.4	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	E. 3.9 — W. 2.8 ——————————————————————————————————	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	10.7	s 10.05	s 8.20	s7.40	344.8	TO LOVELOCK	40.0	12.58	s 4.04		s7.13	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	E. 4.3 – W. 4.3 – 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	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	E. 4.9 - W. 4.7 -	East Wes 26.3 26.1	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	E.7.3 — W.8.6 —	18.1 18.3		3.31		6.45	9.22	1.02	6.57	12.40	7.15
Spur 8	3.30	10.10	3.35	9.56				TIES.		372.6	E. 8.1 - W. 6.8	11.5 11.	5				T Karal	William I			
M 133 Spur 13 WP	3.40	10.20	3.45	10.06	1.49		10.54	9.05	8.21	377.0	HUMBOLDT	7.1 7.	12.29	3.17		6.35	9.10	Min-yat I			
Yard Limits BKOWYP	3.55AM	10.35PM	4.01 PM	10.25AM	1.55 AM		s 11.05 PM	s9.15AM	s8.30AM	384.1	TO-R IMLAY	0.0 0.0				6.25PM		12.304	M 6.25AM	12.05PM	6.40PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	r as	(138.1)	137.9 138.		***************************************	Leave Daily Ex. Sunday	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		(2.07) 65.24	(3.45) 36.82	(1.35) 26.46	(3.05) 44.78	(3.15)	(3.55)	(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 I	FLAG STOPS TO RECEIVE	OR DISCHARGE REVENUE	PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
21 & 27 87 87 28 28 28 88 88	Any Station	Discharge Discharge Receive Discharge Receive Discharge Receive	Reno or West Points beyond Ogden Ogden or East	Cheyenne Ogden or East Colfax or West Sparks or West

FΔ	STI	X/A	RD
LIA		N	\mathbf{L}

WINNEMUCCA SUBDIVISION

WESTWARD 3

		SECON	D CLASS			FIRST	OLASS	DAZO TEN					FI	RST CLA	SS				SECON	ID CLASS		
Capacity of siding in car lengths	576 Freight	574 Freight	572 Freight	570 Freight	Pacific Limited	88 Challenger	28 San Francisco Overland Limited	102 Streamliner City of San Francisco	Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Carlin	Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	87 Challenger	101 Streamliner City of San Francisco	571 Freight	573 Freight	Western Pacific Fast Freight	575 Freight	577 Freight	Western Pacific Fast Freight
uliel origin	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	dist sax	STATIONS	num (T)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail
Yard Limits BKWOYP	10.53PM	4.15 PM	10.45AM	4.15AM	11.15PM	9.25 AM	8.40AM	1.55 AM	.384.1	(TO-R E. 6.3 - W. 4.3)	150.2	s 2.55PM	The print	s 6.15 PM	s 8.50PM	12.23AM	5.30AN	11.35AM		5.50 PM	12.05AN	A
N 8 Spur 56 P	11.03	4.25	10.55	4.25	f 11.26	f 9.35	8.46		388.7	MILL CITY E.7.3 — W.8.5	145.6	f 2.45		6.08	f8.41	12.18	5.20	11.28		5.41	11.56PN	1
M 122 WP Spur 8	11.16	4.38	11.08	4.38	11.37	9.46	8.54	2.09	397.0	COSGRAVE E. 10.3—W.8.7	137.3	2,33		6.00	8.31	12.12						Taylor T
Spur P	11.33	4.55	11.25	4.55	11.49	9.58	9.04	2.18	406.6	TO ROSE CREEK	127.7	2.21		5.51	8.22	12.03AM	4.50	11.01		5.13	11.28	The State
100 P	11.43	5.05	11.35	5.05	11.57 PM	10.05	9.10	2.23	412.1	BENINE. 4.8 — W. 4.8	122.4	2.14		5.46	8.16	11.57 PM	4.42	10.53		5.05	11.20	
W 105 E 95 WP	11.53 PM	5.15	11.45	5.15	s 12.13AM	s 10.23	s 9.19	2.27	417.3	TO WINNEMUCCA E. 4.4 – W. 3.6	117.2	s 2.06		s 5.39	s 8.09	11.53	4.34	10.45		4.57	11.12	
45 IP	12.03AM	5.25 PM	11.55AM	5.25 AM	12.20AM	10.30AM	9.25AM	2.32 AM	420.9	TO-R WESO W. P. Connection	113.6	1.50	3.49PM	5.29	7.58	11.50	4.29	10.39	11.20 AM	4.51	11.06	2.204
102 P	MED AT		P1 10 . S. J	Mag.ad.	80.8	82.69	A . D. II	CL-A-N	423.3	E. 1.9 — W. 2.7 — TULE	111.2	1.46	3.45	5.25	7.54	grafiaeW	to as	di was	emitte (Auf			
82 P									428.9	E. 5.8 — W. 5.6 — EGLON	105.6	1.40	3.39	5.19	7.48	Date tila	C) trues		el platogr		Tire B	100
93 WP	11.85								434.0	TO GOLCONDA E. 5.5 - W. 5.3	100.5	f 1.33	3.34	5.14	f7.42	11.37	4.10	10.20	11.00	4.31	10.46	2.00
50 Spur P									439.3	PREBLE W. P. Connection	95.2	1.25	3.28	5.09	7.32					TT dis	Market la	emell .
Spur 24 P	48 BIA								443.5	E. 4.6 — W. 3.6 — — — — — — — — — — — — — — — — — — —	91.0	1.20	3.23	5.05	7.27	11.29	3.54	10.04	10.44	4.15	10.30	1.44
49 P	100								448.1	IRON POINT	86.4	1.14	3.18	5.00	7.21		0.01	10.01		13.14		1000
Spur 51 P									452.7	E. 5.1 — W. 4.1 — HERRIN	81.8	1.08	3.13	4.55	7.15	11.22	3.40	9.50	10.29	4.00	10.15	1.29
Spur 50 P									457.4	STONE HOUSE	77.1	1.02	3.08	4.50	7.09					ie an		New Transfer
72 P	80.0								461.3	E. 3.3 — W. 4.0 ——————————————————————————————————	73.2	f 12.57	3.04	4.46	7.04	11.16	3.27	9.37	10.16	3.47	10.02	1.16
101 P			Be govern						466.3	E. 4.6 — W. 5.5 — MOTE	68.2	12.51	2.59	4.41	6.58	and the same	mort tron	es glap a		alramerus w	nationus 1	HE
Spur 73 P	-		letins and			acific R. R	l		470.9	E. 6.3 – W. 5.5 – PIUTE – E. 3.5 – W. 4.1 – E. 3	63.6	12.46	2.54	4.36	6.53	7717	S abelien	CONTRACTOR	O Levelle	nest Plo. 3 e	ex lacting	100
72 WP	80.8		between V	Weso and	Carlin.				475.8	TO BATTLE MOUNTAIN	58.7	s 12.40	2.49	s 4.30	s 6.47	11.05	3.05	9.15	9.54	3.25	9.40	12.54
72 P	TOTAL CO.								482.0	E. 6.5 — W. 5.9 ——————————————————————————————————	52.5	12.27	2.42	4.20	6.37	11.00		hate yes	latio v	No. 1	an die Sall	11211
Spur 58 P									487.7	ARGENTA E. 4.7 — W. 4.9	46.8	12.21	2.36	4.14	6.31				9.33			12.33
102 P									492.9	MOSEL E. 5.6 — W. 5.6	41.6	12.15	2.30	4.08	6.25	10.51				100000	1	A STATE STATE
50 49 P	-								498.5	SHOSHONE E. 5.6 — W. 4.6	36.0	f 12.09	2.24	4.02	6.19	10.47			9.16	0.15-2-1		12.164
Spur 49 P	William Co.								503.7	LADOGA E. 4.1 — W. 5.1	30.8	12.03PM	2.18	3.56	6.13	ESHA X						CONTRACTOR OF
99 P			ACM ST 10						508.2	TO BEOWAWE W. P. Connection	26.3	f 11.57AM	2.12	3.51	f 6.07	10.38	2.15	8.25	9.00	2.35	8.50	11.59P
50 P									512.7	E. 4.6 — W. 4.5 ——————————————————————————————————	21.8	11.49	AND READ		5.58	107 5	100				Call April	
Spur 22 P	W								517.0	HARNEY	17.5	11.43	2.02	3.41	5.52	10.28		32.1	T-01	Name of the last		er er
05.9									520.2	E. 3.3 — W. 3.3 — BARTH	14.3		8,303	38.8	6.16	Toss	Tr.s	1 10.5	8,45	2.04	ana	ALL
Spur 33 P	2.300								521.6	W. P. Connection E. 1.1 — W. 1.1 GERALD	12.9	11.37	1.56	3.35	5.46	100.00	1.55	8.05	8.40	2.15	8.30	11.39
52 Spur 55 WP	On So	outhern P	acific tracl	s betwee	n Carlin a	and Weso	Automati	c Block	525.7	TO PALISADE	8.8	f 11.31	1.50		f 5.40	10.17	1.45	7.55	8.30	2.05	-	11.30
83 P	Syster	n governs Tunnel N	westward o. 1, Palis	movement	only, exce	pt betwee	n Carlin a	nd west	531.2	E 5 1 - W 5 3	3.3			0.25	10.10	08.8	1.10	1.55	0.50			7 11 19 1
Carlin Yard BKWOTP	tions.	Tunnor I	o. 1, 1 ans	acc, signa	is govern	movemen	its in both	unec-	534.5	TYROL E. 3.3 — W. 4.4 TO-R CARLIN W. P. Connection	0.0	11.15AM	1.36PM	3.15 PM	5.25PM	10.06PM	1.25AN	7.35 AM	8.10AM	1.45 PM	8.00PM	M 11.10F
1000	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	itur inte	(150.2)	The state of	Leave Daily	Leave Daily	The State of	Leave Daily	Leave See Footnote			Leave Daily	Leave Daily	Leave Daily	Leave Dail
Shirt smeat	(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		Time over District	- Canada	(3.40)	(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)
	31.37	31.37	31.37	31.37	33./8	33./8	48.80	59.35		Average Speed per Hour		40.96	51.24	50.06	43.96	65.85	36.78	37.55	35.87	36.78	36.78	35.87

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

4	EAST	WARD								ELKO SUBI	DIVISIO	N								WEST	WARD	
		SECOND	CLASS			FIRST	CLASS	Mary Ser	09	Andrew Street			FI	IRST CLAS	s	NO HILL			SECOND	CLASS		
Japacity of siding in car lengths	572 Freight	570 Freight	576 Freight	574 Freight	88 Challenger	28 San Francisco Overland Limited	102 Streamliner City of San Francisco	22 Pacific Limited	Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Montello	21 Pacific Limited	Western Pacific Exposition Flyer	27 San Francisco Overland Limited	87 Challenger	101 Streamliner City of San Francisco	571 Freight	77 Western Pacific Fast Freight	573 Freight	575 Freight	Western Pacific Fast Freight	577 Freight
g-dail	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	1930 San	STATIONS	ENGER	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
rlin Yard KWOTP	100.1	MESS -		projection.	1000			mer.ar	534.5	☆ TÔ-R CARLIN W. P. Connection	127.4	s 11.05 AM	1.36PM	s 3.05 PM	s 5.15PM	s 10.03PM	6.45 AM	8.10AM	12.40PM	7.10 PM	11.10PM	12.31
8 82 P			1	NE SI				PO.D.	537.5	E. 3.0 — W. 1.9 ——— VIVIAN	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		•						P Diam.	540.3	Ø (E.3.1—W.2.8— Ø (TONKA	121.6	Marine I	Charles (1)			A THE PARTY OF THE						
Spur 50 P							LIES AND	18.85	544.5	E. 4.0 - W. 4.4	117.4	10.49	1.23	2.49	4.59	9.50	6.26	7.45	12.21	6.51	10.45	12.12
72 P								DEST	550.3	E.5.8 – W.5.6 – AVENEL	111.6	10.43	1.17	2.43	4.53	9.45						The state of
								25.2	554.5	E.4.7 - W.4.0	107.4	10.38	1.13	2.38	4.48	9.41	6.11	7.30	12.06	6.36	10.30	11.57
ko Yard WP			The second secon		current ti			Quint.	556.0	W. P. Connection E. 0.4 — W. 2.2 TO-R ELKO W. P. Connection	105.9	s 10.35	s 1:10 s 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
P					tween C				560.5	E. 5.4 — W. 4.4 — COIN	101.4	10.25	12.56	2.24	4.33	9.33						
ur P			Alazon.						564.8	m E. 4.3 − W. 3.4 − − − − − − − − − − − − − − − − − − −	97.1	10.20	12.52	2.19	4.27			6.11			9.11	na tu
T									567.8	E. 2.7 – W. 3.3 – — BYNDON	94.1		12.02	PHILIP CHARLES				The soul				Marija Para
Spurs 49 P								20.5	E79.4	ش E. 5.4 — W. 5.8 ———	_	10.09	12.41	2.08	4.15	9.22	5.41	5.56	11.36AM	6.06	8.56	11.27
88 WP								A PROPERTY.	573.4	W. P. Connection E. 3.5 — W. 3.6 —	88.5		12.41			9.22	3.11		11.30 AM	6.06		11.21
0 P								0000	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	-
P									581.2	© RASID E. 4.2 – W. 3.4 – —	80.7	9.58	12.33	1.58	4.03	9.16			I was a second			
Spur 52 P								ARES	585.3	NATCHEZ E. 3.9 – W. 5.1 – —	76.6											
2 W P							omatic Block		589.6	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
On us	tunnel N	o. 2 to Sign	nal 5439 at	west swit	ch Moleen	, and from	5396, at we Signal 566		591.1	w. P. CONNECTION E. 3.0 – W. 3.0	70.3							Total State of				
Spur 33	portal tu	nnel No. 3	to Signal	5727 at we	st switch I	Elburz.			594.4	E. 4.3 — W. 5.7 —	67.5							the party			0.00	
P	OF ET	Also F	1-1-6-4		1 50.6	1 20.0		1 101	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	
IP ard Limits		12.15 PM		12.15AM	2.35 PM				603.6	TO-R ALAZON W. P. Connection E. 4.0 — W. 5.5	58.3	9.30	12.10PM		3.40	8.57	4.55	5.00 AM	10.50	5.20	8.00PM	
KWOYP	7.20	12.40	7.25	12.40	s 2.47	81.31	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
r 3						-		1000	613.6	E. 3.6 — W. 3.6 —	48.5			1.10	3.12	0.40	4.15	-	10.10	1.10		10.01
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		8.42	4.15		10.10	4.40	,	9.49
50 WP	8.15	1.35	8.16	1.35	3.19	1.58	5.59	5.34	620.1		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
) 115 P		1.49	8.30	1.49	3.29	2.08	6.07	5.44	627.5	が TO FENELON E. 4.4 — W. 5.2 — — —	34.4	8.43		1.00	2.57	8.30			9.46	4.16		9.28
5 P	8.38	1.56	8.37	1.56	3.35	2.14	6.11	5.50	631.8	FEQUOP E. 4.7 — W. 4.6 —	30.1	8.37		12.55	2.51	8.26	3.43		9.38	4.08		9.20
114 P ard Limits	8.46	2.04	8.45	2.04	3.41	2.20	6.16	5.56	636.8	E. 3.3 — W. 2.4	25.1	8.30		12.49	2.45	8.21	3.35		9.30	3.50		9.10
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	3.23		9.20	3.30	R 20 E	3.10
59 P Spur	05.6	205			f 3.51	V X 1,6		105	644.8	E.5.2 - W.6.2	17.1	8.15	2 17 2 204	12.34	f 2.30	0.05			the state of the	THE PARTY OF		
94 18 WP					3.58	2.40	6.32	6.15	649.8	E. 3.4 – W. 3.3 ———	12.1	8.04		12.25	2.21	8.05				a racent,	15 10 15 10	
ur 2 P	9.41	3.00	9.40	3.00				- Aminim	653.4	E. 2.5 - W. 1.7	8.5	7.57		12.17 PM	2.13					17 17 17 17		
ard Limits					4.05	2.48	6.41	6.22	655.3	TO-R MONTELLO	6.6	7 20		11 50***	1 55 00	7 4200	2.05 AM		8.00 AM	2.30PM		8.50
KWOYP	10.05 PM	-	10.05 AM	-	s4.14 PM		6.49 AM	s 6.32 AM	661.9		0.0	7.30AM		11.59 AM	1.55 PN Leave Daily	Leave	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
make a second second	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	See Footnote	Arrive Daily	15.12	(127.4)		Leave Daily	Leave Daily	Leave Daily		See Footnote		Leave Daily		74 14 14 14 14		
	(3.10)	(3.10)	(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)

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 RECEIV	E OR DISCHARGE REVENU	E PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
21 and 27 87 87 28 28 88 88 88	Any Station	Discharge Discharge Receive Discharge Receive Discharge Receive	Reno or West Points beyond Ogden Ogden or East	Cheyenne Ogden or East Colfax or West Sparks or West

	ASTWA								UUD	EN SUBDIVISION					REMOVED		WES	TWARD	5
80	SEA.19	SECOND	CLASS			FIRST CLA	ss	AB Lange		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8	78.8	FI	RST CLAS	s	800,000	SECOND	CLASS	
of siding lengths	586	584	582	580	88	28	22	102	ce from	Time-Table No. 58	Distance fro Ogden	21	27	87	101	581	583	585	587
Capacity of sidin in car lengths	Freight	Freight	Freight	Freight	Challeng	er Overland Limited	Pacific Limited	Streamliner City of San Francisco	Distan San Fı	February 15, 1943	Dis	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Da	ly Leave Daily	Leave Daily	Leave See Footnote	*	STATIONS	East West	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	10.20PM	4.29 PM	10.05 AM	4.00 AM	4.2	3.08PM	6.42AM	6.49 AM	661.9	TO-R MONTELLO	120.4 121.2	s 7.20 AM	s 11.50AM	s 1.45PM	7.42PM	7.00AM	1.05 PM	7.30PM	1.30A
N 8 113 P	10.35	4.44	10.20	4.15	4.3	3.16	6.51	6.56	668.3	TECOMA TECOMA W. 2.2 -	114.0 114.8	7.10	11.40	1.35	7.34	6.47	12.52	7.17	1.17
Grouse 121 P artney Spur23			1.00			1			674.3	GARTNEY GROUSE	108.0 112.0	7.04	11.35	1.30	and the same of the same	on lab.e			4
28 101 WYP	10.55	4.59	10.44	4.37	f 4.4	3.28	7.04	7.07	679.8	TO-R LUCIN E. 3.0 W. 4.4	102.5	6.50	11.22	s 1.16	7.21	6.17	12.23	6.47	12.48
98 51 P	11.03	5.07	10.52	4.45	4.54	3.33	7.11	7.11	684.5	PIGEON E. 4.4 — W. 4.4	97.8	6.44	11.16	1.09	7.16	6.08	12.14	6.38	12.39
00 50 P	11.10	5.14	10.59	4.52	4.59	3.38	7.17	7.15	688.8	TECK —— E. 4.3 — W. 3.9	93.5	6.38	11.11	1.03	7.12	6.00	12.06PM	6.30	12.31
09 P	11.17	5.21	11.06	4.59	5.04	3.43	7.23	7.19	693.2	JACKSON	89.1	6.32	11.06	12.58	7.08	5.52	11.58AM	6.23	12.23
15 P	11.24	5.28	11.13	5.06	5.09	3.48	7.29	7.22	697.6	E. 5.0 — W. 5.0 — BEPPO	84.7	6.26	11.01	12.53	7.05	5.45	11.50	6.16	12.16
115 WP	11.31	5.35	11.20	5.13	5.15	3.53	7.35	7.25	702.1	TO LEMAY	80.2	6.20	10.56	12.47	7.02	5.38	11.43	6.09	12.08
10 P	11.45	5.47	11.36	5.31	5.2	3.58	7.41	7.28	706.4	E. 4.9 — W. 4.8	75.9	6.13	10.51	12.41	6.59	5.31	11.36	6.02	12.01A
10 P	11.53PM	5.54	11.44	5.39	5.2	4.03	7.47	7.32	711.1	GROOME	71.2	6.07	10.46	12.36	6.55	5.23	11.28	5.54	11.53P
34 P	12.01 AM	6.02	11.52	5.47	5.33	4.09	7.52	7.36	716.3	E. 5.6 — W. 5.0 ——————————————————————————————————	66.0	6.00	10.41	12.31	en sustal E. l. a.	5.15	11.20	5.46	11.45
01 51 YP	12.08	6.09	11.59AM	5.54	5.39	4.14	7.58	7.39	720.7	HOGUP	61.6	5.54	10.36	12.26	6.47	5.08	11.13	5.39	11.38
99 50 P	12.15	6.16	12.06 PM	6.01	5.44	4.19	8.04	7.43	725.3	E. 5.1 – W. 4.7	57.0	5.48	10.31	12.21	6.43	5.01	11.06	5.32	11.31
00 50 P	12.23	6.24	12.16	6.09	5.49	4.24	8.10	7.47	730.0	E. 3.8 – W. 4.7 – STRONGKNOB	52.3	5.42	10.26	12.16	6.39	4.53	10.58	5.24	11.23
49 107 OP	12.31	6.32	12.24	6.17	5.50	4.30	8.17	7.52	735.2	TO LAKESIDE E. 7.9 - W. 7.9	47.1	5.35	10.20	s 12.09PM	6.34	4.45	10.50	5.16	11.15
	12.45	6.45	12.35	6.30	6.02	4,36	8.24	7.58	740.0	TRESEND 5.1.0 - W.1.0	42.3	5.28	10.13	11.59AM	6.29	4.38	10.43	5.09	11.08
106 P		10.0			The second of the	Real .			741.1	ENGLE E. 3.0 — W. 4.2	41.2	SUM F		* 28.80°	ew of the tribes	ATT 1 MED 14 1837			www.
12 108 P	1.06	7.06	12.56	6.51	6.20	4.53	8.40	8.07	744.8	MIDLAKE E. 5.6 – W. 5.3	37.5	5.15	10.01	11.46	6.20	4.22	10.27	4.53	10.52
96 P	1.28	7.28	1.18	7.13	6.38	5.10	8.56	8.19	750.1	COLIN E. 4.0 — W. 3.0	32.2	4.58	9.44	11.29	6.08	4.00	10.05	4.30	10.30
42 P	1.37	7.37	1.27	7.22	6.40	5.18	9.04	8.25	752.2	TO BRIDGE	80.1	4.47	9.35	11,20	6.01	3.48	9.53	4.18	10.18
Spur 13 P			4.0			Salar Parkers	mis loungougudillo	A CANADA CHARLES	755.2	E. 1.6 — W. 1.6 ——————————————————————————————————	27.1						7.00		or Parties with
51 WP	1.45	7.45	1.35	7.30	6.5	5.27	9.14	8.31	758.5	PROMONTORY POINT	23.8	4.38	9.28	11.11	5.56	3.40	9.45	4.10	10.10
Spurs 19 52 P									763.7	BAGLEY	18.6						7.10		10.11
M 127 Spur 8 P	1.59	7.59	1.50	7.44	7.08	5.35	9.29	8.39	767.2	LITTLE MOUNTAIN	15.0	4.26	9.19	10.57	5.49	3.25	9.30	3.55	9.55
Spur 30									772.5	E. 5.2 — W. 5.2 — REESE	9.8						9.30	3.33	7.55
M 127 P	2.14	8.14	2.05	7.59	7.13	5.45	9.44	8.49	776.3	E. 3.8 — W. 3.8 — WEST WEBER	6.0	4.13	9.10	10.47		3.11	9.16	3.40	9.40
11 Spur									780.0	E. 4.4 — W. 3.1 ——————————————————————————————————	2.3		3.10	10.11			9.10	3,40	3.10
									781.4	D. & R. G. CROSSING	0.9							-	
Ogden yard BKWOTYP	2.30AM	8.30PM	2.20 PM	8.15AM	s 7.3	5 PM 8 6.00 PI	s 10.00 AM	s 9.00 AM	782.3	E. 0.9 — W. 0.9	0.0	4.00AM	9.00AM	10.35AM	5.36PM	3.00AN	9.05AM	2 20 00	9.30F
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Da		Arrive Daily	Arrive See Footnote		(120.4)		Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	3.30PM	
	(4.10) 28.89	(4.01) 29.97	(4.15) 28.32	(4.15) 28.32	(3.11	(2.52) 42.00	(3.18)	(2.11) 55.14		Time over district		(3.20) 36.36			see Foothote				(4.00)

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

6	EAST	WARD		WAI	DSWORTH SUBDIVIS	ION	WESTWARD
88	BEALD 6	SECON	D CLASS		(PIREZ GLASGIA)		SECOND CLASS
Capacity of sidings in car lengths	580	583	552 Freight	Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Wendel	559 Freight
Cap			Leave Daily	O 88	STATIONS		Arrive Daily
W122 Yd. Lts. E115 YP	XXI (13)(02)	state anna.	9.00 PM	276.1	TO-R FERNLEY	82.6	9.40AM
Spur 12 WP	ROE.T-	neo.i	9.15	278.1	E. 2.0 — W. 2.0 — WADSWORTH	80.6	9.30
107 P	71.7	ne sit	9.30	281.2	E. 2.1 — W. 3.2 — — — — — — — — — — — — — — — — — — —	77.5	9.19
56 P		*	9.50	290.5	E. 9.6 — W. 9.2 — NUMANA E. 5.3 — W. 4.9	68.2	8.40
16 P	54.3	ESUE A	10.02	295.5	LIBBY	63.2	8.15
57 P	88.8	12,14	10.11	299.4	E. 3.3 — W. 3.9 — HESLIP E. 6.0 — W. 5.1	59.3	8.05
Spur 19	OE.3	nao.sr	- 6.00	304.8	ROMOLO E. 2.7 — W. 3.9	53.9	mark a want ten.
112 WP	6,23	weart.	10.35	308.2	TO SUTCLIFFE E. 8.8 – W 8.3	50.5	7.40
57 P	6.16	08.1	10.55	316.6	BRISTOL E. 5.1 – W. 4.8	42.1	7.15
28 WP	20.8	CFIL	11.20	321.8	BIG CANYON E. 3.8 – W. 4.6	36.9	7.02
111 P	6.03	05.43	11.29	326.1	ZENOBIA E. 7.5 – W. 6.4	32.6	6.52
MICELLE .	40.0	86.11	11.42	332.8	ASTOR E. 2.4 — W. 3.0	25.9	6.37
56	5.46	08.11	11.47PM	335.6	EASTON E. 1.1 – W. 0.5	23.1	6.30
IP	-92.0	E1.13	80.E	336.4	FLANIGAN W. P. Crossing	22.3	6.25
113 P	56.6	97.11	12.10AM	345.2	E. 7.9 — W. 9.1 — STACY	13.5	6.05
	0-25 C1	Ser.Gs	12.21	350.5	E. 4.9 — W. 5.3 ——————————————————————————————————	8.2	5.49
68		OR.OL	12.30	354.8	E. 5.4 — W. 4.7 — — — — — — — — — — — — — — — — — — —	3.9	5.40
Yard Limits BKWOYP			12.40AM	358.7	TO-R WENDEL	0.0	5.20 AM
10.52	4.53	75.01	Arrive Daily		82.6	01	Leave Daily
81,01	aris (9.53	(3.40) 22.52		Time over District		(4.20) 19.06

Cooperate Sun.

Cooperate Sun.

Cooperate Sun.

EAST	WARD			AL	TURAS SUBDIVISIO	N	WES	TWARD
		SECONI	D CLASS	ranta.		REAL	SECOND CL	ASS
Capacity of sidings in car lengths	20	31 E	554 Freight	Distance from San Francisco	Time-Table No. 58 February 15, 1943	Distance from Alturas Yard	551 Freight	380
Cap	150	2 10 100	Leave Daily		STATIONS		Arrive Daily	
Yard Limits BKWOYP			1.30AM	358.7	TO-R WENDEL E. 7.8 - W. 6.1	98.2	4.45 AM	
68 P	a layr G b	denie	2.00	365.6	VIEWLAND E. 8.3 — W. 8.7	91.3	4.15	SHAPE MINES
102 WP	8 8 8	0 10	2.25	374.7	TO KARLO E. 9.4 – W. 9.1	82.2	3.45	E HE TO AN
69 P			3.15	383.6	SECRET E. 4.9 — W. 4.1	73.3	3.15	Division on
Spur 10 WP		201110	3.35	388.0	HORSE LAKE E. 4.1 – W. 4.9	68.9	2.45	
115 YP	9 7 30		4.05	392.5	CREST E. 5.0 — W. 5.2	64.4	2.30	
Yard Limits 102 WP	1 1 1 1 1	-F, e V	4.25	397.9	TO RAVENDALE E. 7.4 — W. 6.4	59.0	2.00	
29 P		N ES	4.45	404.7	TERMO E.13.7—W.14.5	52.2	1.45	
83 WYP	and and		5.30	418.9	TO MADELINE E. 4.0 – W. 4.3	38.0	1.20	
115 YP	A STAN		5.50	423.3	SAGE HEN E.11.8—W.10.7	33.6	12.40	
72 W	N I I I I I I I		6.35	434.0	INDIAN CAMP E. 4.3 – W. 4.8	22.9	12.01 AM	
121 KWYP	7 58	TO YES	7.20	438.7	TO LIKELY E. 5.3 – W. 4.9	18.2	11.50 PM	
Spur 11 P	S. J. Sta	A W	7.45	443.6	BAYLEY E. 2.8 – W. 2.8	13.3	11.30	
Spur 5		F 189	7.55	446.4	McARTHUR E. 9.1 — W. 9.1	10.5	11.20	
P		2 60	8.10	455.5	PAOLA E. 2.8 — W. 3.0	1.4	11.03	
Yard Limits BKWOYP	T T	7 01	8.20AM	456.9	TO-R ALTURAS	0.0	11.00 PM	Side 1 15 4 Topic Side 1 Topic
			Arrive Daily		(98.2)	12.34	Leave Daily	
			(6.50) 14.37		Time over District Average Speed per Hour		(5.45) 17.07	3 30

EA	STWARD	A SOAL	WAD	SWORTH SUBDIVIS	ION	21	WEST	WARI	FR
89		SECOND		Time-Table No. 58		SECOND	CLASS		
Capacity of sidings in car lengths	Service of the contract of the	556 Local Freight	Distance from San Francisco	February 15, 1943	Distance from Westwood	555 Local Freight	or you sai	eri "moj	in rein
apacity in car	CANCEL DE L'ANNE DE L	Corn dana	Dist	Westwood Branch	Dis			EXIST	ALLEGE TO
	privosacio lo deti-	Leave Daily Ex. Sunday	ophic,	STATIONS		Arrive Daily Ex. Sunday	THE APPLICATE		SOL Day
Yard Limits BKWOYP		3.00 AM	358.7	TO-R WENDEL E. 9.0 — W. 7.2	52.6	9.20AM	d their p	MARIE IS	
55 P	transacron i cara con	3.20	367.1	TO LITCHFIELD E. 7.5 — W. 7.6	44.2	8.50			add by
64 P	want brief the same	3.40	374.9	LEAVITT	36.4	8.35	William III	William I	47100
Yard Limits KP		4:05	381.9	E. 7.3 – W. 6.9 – TO-R SUSANVILLE E. 8.3 – W. 8.7	29.4	8.20 8.15			-
60 P	Control of the control of	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	incorporation of		the tile
	g video tem segot have per	5.10	399.4	E. 4.9 — W. 4.5 — BLAIR — E. 0.4 — W. 1.6 —	11.9	7.05			7.7.6
62 YP	gribby the feet area.	5.15	400.1	WESTWOOD JCT. E. 2.2 – W. 1.5	11.2	7.00			
doitw	restorate la determ	deep to got	402.3	E. 2.2 – W. 1.5 – LASCO E. 5.2 – W. 4.7 –	9.0				
P	of Samuel Living Business	5.35	407.2	TO-R MASON	4.1	6.30	Value of the		

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

P	male rools	Lating Love	and the fire	407.2	TO-R MASON E. 3.7 — W. 3.7	4.1	ALC: N		West N	
Yard Limits BKWYP	MAN KAN	LANCED A	5.50 AM	411.3		0.0	6.15AM	Day		
-10	ear of april	or paraditive	Arrive Daily Ex. Sunday	a golbi	(48.5)		Leave Daily Ex. Sunday			
34	of Luissan	of a color of	(2.50) 17.11	skinsdre idod Ju	Time over District		(3.05) 15.72	L.		

"Hand more thanks and Characteristics to all place the city and the collection of the

apolity man house of Maria a series of the first alterial from Abel At account North and Alexanders. The control of the contro

stips to describe the season of the season o

consequently and pulped processed gives like

LINGSTRONG TO STATE AT THE OFFICE AT THE OFFICE AT THE OFFI

AIDE	EASTWA	RD	1	MINA SUBDIVISION		WEST	WARD 7
SEGOND CLASS			Time-Table No. 58		SECOND CLASS		
stdings	124 T. & G.	606	from	February 15, 1943	from Jet.	123 T. & G.	605
Capacity of sidings in car lengths	Tonopah Express Mixed	Mixed	Distance from San Francisco	February 15, 1943	Distance Tonopah	San Francisco Passenger Mixed	Mixed
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	don.	STATIONS	laghes. relien	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard Limits BKWOTYP		9.50PM	288.1	TO-R HAZEN E. 4 6 – W. 4.2	137.9		s 5.55PM
44		f 10.04	292.9	BANGO E.5.2 – W. 4.8	133.1		f 5.48
43	Maria	f 10.16	297.9	RUGBY E. 9.1 — W. 9.1	128.1	A SPACE STATE OF THE SE	f 5.36
44		f 10.39	307.0	APPIAN E. 6.9 — W. 6.6	119.0	duffer stre	f 5.13
P		s 10.55	313.8	WEEKS E. 2.4 — W. 2.7	112.2		s 4.56
35	OLANS TO THE	f 11.02	316.4	CHURCHILL E.11.3—W.11.9	109.6		f 4.49
Yard Limits WYP	IX BUDIES	s 11.24PM	328.0	TO WABUSKA E.4.5 – W.3.6	98.0		s 4.20
5		12.33AM	331.9	E. 4.5 — W. 3.6 — 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	ta ma	s 1.39	354.2	TO SCHURZ E.13.6—W.13.3	71.8		s 2.52
35 P	10 PG	f 2.10	367.3	GILLIS E. 2.1 – W. 1.8	58.7	par i	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	N 1000	f 3.43	389.4	DOVER E. 4.7 — W. 4.6	36.6	100	f 12.42
35		f 3.58	394.0	KINKEAD ————————————————————————————————————	32.0		f 12.27PM
		s 4.42	408.2	LUNING E.9.0 — W.8.9	17.8	LONGE AR LE	s 11.55 AM
Yard Limits BKWOYP	5.49AM	s 5.05AM	417.0	TO-R MINA E.3.7 - W.3.0	9.0	s 11.10AM	11.30AM
A Committee of	f 5.59		420.5		5.5	f11.00	o entalit e i i e
Valleting.	f		425.0	E.4.5 – W.4.5 — ROUNT	1.0	f and sould	
Yard Limits	s 6.14AM		426.0	TONOPAH JCT.	0.0	10.40AM	STATE OF LIVER BY SU.
equenci C	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday		(137.9)	la anom	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
ES. Out	(.24) 22.05	(7.15) 13.13		Time over District	Cunu Li I	(.30) 18.00	(6.25) 20.09

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

EAST	WARD					WESTWARD
man I bear	SECON	D CLASS		Time-Table No. 58		SECOND CLASS
Capacity of sidings in car lengths	Maria T	602 Mixed		February 15, 1943 February 15, 1943 Fallon Branch		603 Mixed
acity 1 car	Mixed		istar an Fi	Fallon Branch	Distance from Fallon	
Cap	Leave Daily Ex. Sunday	Leave Daily	STATIONS	a .	Arrive Daily Ex. Sunday	
Yard Limits BKWOTYP		7.45 AM	288.1	TO-R HAZEN E. 4.5 – W. 4.7	15.8	s 2.35PM
11 27 2000	2	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	3.0	friend and in the second
Yard Limits WYP	market of	s 8.20 AM	303.9	TO-R FALLON	0.0	2.00PM
- July	alati -	Arrive Daily Ex. Sunday		(15.8)		Leave Daily Ex. Sunday
		(0.35) 27.08		Time over District		(0.35) 27.08

"SAFETY"

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	V	Vestward
309.68 322.12		338.42	318.38
314.12 326.13		333.82	313.50
317.50 328.37	0.78	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

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 Yista 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.

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

West I		East MP
241.6	33 Sparks	247.60
274.1		
	" (Wadsworth line)	
287.3		
	" (Mina Br.)	289.23
382.6	30 Imlay	385.71
533.4		
642.9	97 " (W. P. R. R.)	647.09
554.0	02 Elko	557.53
606.2	20 Wells	609.50
615.8	31 Moor	617.76
638.4	Valley Pass	642.00
660.2	23 Montello	663.36
780.2	21 Ogden	
357.2	26 Wendel	359.87
	" (Westwood Br.)	359.65
396.9		
454.9		
	" (Lakeview Br.)	460.19
379.2	23 Susanville	382.32
409.5		
327.1	10 Wabuska	328.89
415.3	36 Mina	418.48
425.2		
302.8	36 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

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:

THE CITCH	TOT UIT OF THATH VIE	CE av.		
Gilpin	Huxley	Pigeon	Hogup	Strongknob
Parran	Anthony	Teck	Olney	
The track s	outh of the mair	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 maintrack 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				Westward
Signal			Protection	Signal
P-2498	Spring	swite	h, Vista	P-2497
P-2524	Book	slide fe	nce	P-2535
P-2534			de fences	P-2555
P-2552				P-2571
	TWOT	OCK SIL	de fences	P-3403
P-3402	Spring	s switc.	h, Perth	
P-4064	SEE CIA		Rose Creek	P-4065
	Rock	slide fe	nce	
	"	"	*	P-5195
	"	u	"	P-5255
P-5262	"	"	«	P-5285
P-5282	"	"	"	P-5307
P-5306	"	"	"	P-5315
P-5340	Spring	switch	n, Carlin	
P-5396			nce over east portal Tunnel No. 2	P-5401
P-5396	Twor	ock sli	de fences	P-5425
P-6162			h, Moor	
P-6364	opring	S SWICE	Icarus	
	"	u		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW
P-6396	u	"	Valley Pass	
P-6800	"	"	Lucin	
P-7412	"	"	Engle	
P-7522			Bridge, west end siding	
P-7534	"	"	Bridge, end double track	P-7537
				27.101 M. T. T.

RU	LE 516. Overlap posts: Pigeon						
	Pigeon	at	Signal	6845	. Westward	trains	
						"	
	Jackson	u	"	6932	.Eastward	trains	
	Верро	u	ш	6975	.Westward	trains	
	Newfoundland		"	7063	. "	"	
	Groome	u	"	7113	. "	"	
	Allen	"	"	7159	. "	ш	
	Hogup, Center of	sic	ling		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.

Do encounce in more p			Stream
Sparks	Eastward track,	MPH	liner
	Trailing from P. F. E. track	20	
	Facing westward Passenger		
(Facing point lock)	\Freight	40	golesia
	Trailing eastward Passenger	35	100
	Freight	. 30	::
Perth	Facing eastward Passenger	65	95
(Facing point lock)	(Freight	40	7/
	Trailing westword Passenger	35	TO TO
	Trailing westward Passenger	. 30	114.80
Lovelock, westward	track		
	Trailing from siding Passenger	25	
NAME AND PERSONS ASSESSED.	Trailing from siding Passenger	20	
Lovelock, eastward	track	of Parties	
	Trailing from siding Passenger	25	
_n Dia Contra de	Freight	. 20	
Rye Patch, eastwar	d track		
	Trailing eastward Passenger		
	from siding\Freight		100
	Facing westward Passenger		95
(Facing point lock)	\Freight	40	
	Trailing eastward Passenger	35	
	Trailing eastward $\{Passenger$	30	
Carlin, east end of v	vest detour		
(Facing point lock)	Trailing eastward from W. P. detour.	15	in present
Carlin, west end No			
The state of the s	Trailing westward from No. 1 track	15	
	Trailing eastward from S. P. detour		
West Elko	Trailing westward from W. P. detour.	15	SECTION
Wells, eastward tra-	ck		
	Trailing from siding Passenger	25	
	Freight	20	
Moor	Facing westward Passenger	50	201
(Facing point lock)	Freight	40	or Hole
	Trailing eastward (Passenger	25	
	from siding) Freight	20	
Icarus, east end	Facing westward Passenger	60	80
siding	\Freight		
(Facing point lock)	Trailing from siding	15	ALL.
Valley Pass, west	Facing eastward $\left\{ egin{matrix} ext{Passenger} & \dots & \dots \\ ext{Freight} & \dots & \dots \end{array} \right.$	60	80
end siding	Freight	40	10.3 10010
(Facing point lock)	Trailing westward Passenger	25	
	from siding \Freight	20	
Lucin	Facing westward Passenger	35	
(Facing point lock)	\Freight		arsoni.
BULLET AND STREET, TOTAL	Trailing eastward	35	-
Engle	Facing westward	35	deter i
(Facing point lock)	Trailing eastward Passenger	35	
	Trailing eastward Passenger	30	
Bridge, west end			
siding	Facing eastward	35	
(Facing point lock)	Passenger	35	
	Trailing westward Freight	. 30	
Bridge, end double	A plant carrier of grant 1992 in the best of their resource.		
track	.Facing eastwardPassenger	65	95
(Facing point lock)	\Freight	. 40	
THE PARTY OF THE P	Trailing westward Passenger	. 25	
Acres I final will	(Freight		
Little Mountain, we			
	Trailing from siding	. 15	
Little Mountain, ea	stward track		
The state of the s	Trailing from siding	. 15	
		Name of Street	Marie Landon

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

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

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	"	u	"	u	150	M's
2½ Miles East of Goumaz to	Sus	anville	"	"	130	M's
Sage Hen to Madeline	u	o factor	u	411	140	M's
Crest to Karlo	и	и	u	4	140	M's
Viewland to Wendel	u	u	"	u	140	M's
Sage Hen to Likely	"	ш	"	"	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

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, rearend 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:

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

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	r	un extra	on	F	Pacific trac	k
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 west-ward 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

```
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 Arm Signal o — — To Detour Light Signal o — o, Red indicates "stop";
                                       Green indicates "proceed."
CARLIN
   Approaching east end of yard Southern Pacific freight trains o ---- o,
   W. P. trains - o.
ALAZON
                                  Westward-From S. P. or W. P.
 Eastward
   To WP {Upper arm} o —— o
                                   To WP 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.

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 Employe 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
- (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.

- (a) No helper engine will be placed behind wooden underframe cars
- (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
- (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 crossovers clear to avoid delay to No. 21 setting out car.

Page	Class of Engine	RESTRICTED TRACKS
2	All except 6-wheel Sw	RenoAll industry tracks north of westward main track between Park St. and W. P. interchange.
2, 6	AC-4-5-6; F; GS; Mt; P;	Part on make the make the section to everyone low
	and cars higher than Hart convertible ballast	FernleyOn all tracks at sand pit.
2, 7	All engines	HazenOld mill track, north side.
2	AC-4-5-6; F; GS; Mt; P.	PerthAll pit tracks.
3	AC-4-5-6; F; GS; Mt; P.	PalisadeAll tracks beyond west face of bins at
4	Engines over 230,000 lbs.	quarry.
		VivianTriolite spur.
4	Engines over 230,000 lbs. on drivers	Elko
4	Engines must not go onto	THE PARTY OF STREET AND ASSOCIATION OF STREET
to be	this spur. Hold onto 10 cars when picking up or setting out	RyndonConstruction spur, south side of main track just west of Tunnel No. 4. Capacity 4 cars.
5	AC-4-5-6; F; GS; Mt; P.	LucinAll 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	SalineSpur, 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	
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 pend 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 en- gines restricted to 10 MPH on tangent and 5 MPH on curves and must hold onto 8 cars	a Partition of the state Market and the state of the stat
	when spotting at plat- form	Susanville Red River Lumber Co., tracks to Spring-
7	AC-4-5-6; F; GS; Mt; P.	field cedar mill.
	AC. MI	WabuskaBeyond 100 feet north of NCB wye
1	AC; MR	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

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		Side	Reno				
249.84		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	ii	Truckee River	Thisbe				
268.69	Bridge	12	Truckee River	Thisbe				
	Bridge		Humboldt River	Golconda				
436.16	Bridge	5	Humboldt River	Preble				
441.53 518.80	Bridge	8	Humboldt River	Harney				
519.18	Bridge	2 8 6 7 8	Humboldt River	Harney				
519.70	Bridge		Humboldt River	Harney				
520.16	Bridge	9	Humboldt River	Harney				
520.56	Bridge	10	Humboldt River	Harney				
520.92	Bridge	îĭ	Humboldt River	Harney				
522.07	Bridge		Humboldt River	Gerald				
522.35	Bridge	12 13	Humboldt River	Gerald				
523.09	W. P. Crossing		S. P. Track	Gerald				
523.34	Bridge	14	Humboldt River	Gerald				
525.02	Tunnel	i		Gerald				
525.42	Bridge	16	Humboldt River	Gerald				
538.23	Bridge	17	Humboldt River	Vivian				
538.92	Bridge	18	Humboldt River	Vivian				
539.47	Bridge	19	Humboldt River	Vivian				
539.54	Tunnel	2		Vivian				
539.93	Bridge	20	Humboldt River	Vivian				
540.89	Bridge	21	Humboldt River	Tonka				
541.16	Bridge	22	Humboldt River	Tonka				
541.64	Bridge	23	Humboldt River	Tonka				
542.45	Bridge	24	Humboldt River	Tonka				
566.55	Tunnel	3		Osino				
567.19	Bridge	25	Humboldt River	Osino				
568.26	Bridge	26	Humboldt River	Ryndon				
568.68	Tunnel	4	* <u>* * *</u> * * * * * * * * * * * * * * *	Ryndon				
569.85	Bridge	27	Humboldt River	Ryndon				
570.36	Bridge	28	Humboldt River	Ryndon				
570.57	Tunnel	5	Weber River	Ryndon				
778.49	Bridge	2	Weber River	West Weber (east ward 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

DIVISION MILEAGE

Main Line	s West and the contract		
MP 238.8 west of Reno to Ogden	U. P. Ry O. U. R. & D. Co	542.42 .05 .82	
MP 238.8 west of Reno to Ogden second track	U. P. R. R	162.30 .16 .87	
MP 275.856 Fernley to end division near Paola	C. P. Ry N. C. O. Ry	82.82 96.00	
Total Main Lines	Other Programmer of the Article of the Court		888
Branches	to an troop 12 a		
Fallon C. P. Ry. Hazen to Mina C. P. Ry Hazen to	o Fallon o Tonopah Jet	15.92 137.68	

5.44

207.36

1092.80

	Branches	
allon	C. P. Ry. Hazen to Fallon	15.92 137.68
Vestwood	C. P. RyWendel to Westwood	53.76
Total Branches		

Total Salt Lake Division.....

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.

No.					PASSENG	ER				LIGH				
Page No.	TERRITORY	STREAM- LINER DIESEL POWER UNIT	P-7-8 (cross counter- balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5 WPRR: TP-29 Mt	P-1-3-4-5-6-	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-2to 10, inc. 18-19-26- 27-28-29 AC-8 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)	AND	E P A Mt-1-2-3- 4-5 GS-1-2-3- 4-5 WPRR: TP-29	T-28-32-37 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	TW	LIGHT ENGINES BACKING (except gas-elec. cars)
2 2 2 2 2 2 2 2-3 2-3 3 3 4 4	EASTWARD Sparks to M.P. 274.11, except. Sparks, West Switch to East P. F. E. Switch Vista, spring switch. M.P. 274.11 to Desert. Desert to Oreana, except. Lovelock, passing station. Oreana to Weso, except. Imlay, between outside switches. Rose Creek, spring switch. Winnemucca, Bridge Street. Alazon to Wells, except. Wells, passing station.	35 95	60 15 35 70 65 30 70 40 35 30 65 30	60 15 35 65 65 65 30 65 40 35 30 65 30	55 15 35 55 55 55 30 55 40 35 30 55 30	50 15 35 50 50 30 50 40 35 30 50 30	45 15 35 45 45 40 40 35 30 45 30	40 15 35 40 40 30 40 40 35 30 40 30	40 15 30 40 40 30 40 20 30 40 30	45 15 30 45 45 30 45 20 30 45 30	40 15 30 40 40 30 40 20 30 40 30 40 30	35 15 30 35 35 36 37 30 30 30 35 30 30	30 15 30 30 30 30 30 30 30 30 30 30 30	30 15 30 30 30 30 30 30 30 30 30 30 30
4 4 4 4 4 4 5 5 5 5 5	Wells to Moor, except. Moor, end of double track. Moor to Icarus. Icarus to Valley Pass. Valley Pass to 1 mile East of Cobre. 1 mile East of Cobre to Tioga. Tioga to Montello, except. Montello Yard. Montello to Ogden, except. Lakeside, end of double track. M.P. 735.2 to M.P. 740 (Rambo Fill) Great Salt Lake Trestle. Marriott to Ogden.	40 25 80 80 55 60 60 95 35 95 30 80	35 25 55 60 60 45 50 40 65 35 65 20 60	35 25 55 60 40 45 50 40 65 35 65 20 60	35 25 55 55 45 50 40 55 35 55 20	30 25 50 50 50 45 50 40 50 35 50 20	35 25 45 45 45 45 46 45 45 20 45	35 25 40 40 40 40 40 40 40 35 40 20	35 20 40 40 20 25 25 20 40 30 35 15	35 20 45 45 35 35 20 45 20 45	35 20 40 40 40 35 35 20 40 30 40 20	35 20 35 35 35 35 35 20 35 30 35 20 35	30 20 30 30 30 30 30 20 30 30 30 30	30 20 30 30 25 25 20 30 30 30 30
5-4 5 5 5 5 5 5 5-4 5-4 4 4 4 4	WESTWARD Ogden to Montello, except. Ogden to Marriott. Bridge, spring switch, end double track. Great Salt Lake Trestle. M.P. 735.2 to M.P. 740 (Rambo Fill). Lucin, spring switch. Montello yard. Montello to Cobre. Cobre to Icarus, except. Valley Pass, end double track. Icarus to Moor. Moor to M.P. 611.40	95 80 25 30 95 35 60 40 80 25 80 55	65 60 25 20 65 35 40 40 60 25 55 45	65 60 25 20 65 35 40 40 60 25 55 45	55 55 25 20 55 35 40 40 55 25 55	50 50 25 20 50 35 40 40 50 25 50 45	45 45 25 20 45 35 40 40 45 25 45	40 40 25 20 40 35 40 40 40 40 40	40 40 20 15 35 30 20 35 40 20 40 20	45 45 20 20 45 30 20 40 45 20 45 35	40 40 20 20 40 30 20 40 40 20 40 35	35 35 20 20 35 30 20 35 35 20 35 35	30 30 20 20 30 30 20 30 20 30 30	30 30 20 15 30 30 20 30 30 20 30
4 4 4 4-3 4 4-3 4-3 3 3 3 3 3 3	M.P. 611.40 to Wells, except. Wells, passing station. Wells to Alazon. Alazon to Carlin, except. Through tunnels. Elko, through yard. Carlin to Harney, except. Carlin, between East and West detour switches Through tunnel. Harney to Battle Mountain, except. Battle Mountain, passing station. Battle Mountain to Eglon. Eglon to Weso.	30 95 95 50 30 80 30 50	45 30 65 70 50 30 60 30 50 70 40 70	45 30 65 65 50 30 60 30 50 65 40 65 65	45 30 55 55 50 30 55 30 55 40 55 55	45 30 50 50 50 50 30 50 30 50 50 50 50	45 30 45 45 45 30 45 30 45 45 40 45	40 30 40 40 40 30 40 30 40 40 40 40	25 30 40 40 40 30 40 15 40 40 40 40	35 30 45 45 45 30 45 15 45 45 45 45	35 30 40 40 40 30 40 15 40 40 40 40	35 30 35 35 35 30 35 15 35 35 35 35	30 30 30 30 30 30 30 15 35 30 30 30	20 30 30 30 30 30 30 30 15 30 30 30 30
3-2 3 3-2 2 2 2 2 2 2 2 2	Weso to Oreana, except Winnemucca, Bridge Street. Imlay, between outside switches. Oreana to Desert except. Lovelock, passing station. Perth, spring switch. Desert to M.P. 274.11 M.P. 274.11 to Sparks, except. Vista, spring switch. Sparks, East P. F. E. switch to West switch.	60 95 30 35 95	70 30 40 65 30 35 70 60 60	65 30 40 65 30 35 65 60 60	55 30 40 55 30 35 55 55 55	50 30 40 50 30 35 50 50 50	45 30 40 45 30 35 45 45 45 15	40 30 40 40 30 35 40 40 40 15	40 30 20 40 30 30 40 40 40 15	45 30 20 45 30 30 45 45 45 45	40 30 20 40 30 30 40 40 40 15	35 30 20 35 30 30 35 35 35 35	30 30 20 30 30 30 30 30 30 30 30	30 30 20 30 30 30 30 30 30 31 30

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

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow board, or train order)

A STATE OF THE PROPERTY OF THE PARTY OF THE	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks. except SPMW 4044.	35 25 25
On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	25
light end forward (must not be handled in this manner except	
On tangent main tracks. On curves and on branch tracks. Trains handling locomotive cranes with boom in place, either	20 15
On tangent main tracks. On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight	25 15
Trains handling relief outfit with steam derrick: On tangent main tracks. On tangent branch tracks. On all curves. 5 MPH less than speed authorized. Where	35 25
slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards. Through interlockings with caution.	
	boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks. except SPMW 4044. On tangent branch tracks. On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards. Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): On tangent main tracks. On curves and on branch tracks. Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable): On tangent main tracks. On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight train speed. Trains handling relief outfit with steam derrick: On tangent main tracks. On tangent branch tracks. On tangent branch tracks. On tangent branch tracks. On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed

SPEED RESTRICTIONS WITHIN CITY LIMITS

		MPH
Reno	 	20
Lovelock, passing station	 	30
Winnemucca, Bridge St		
Battle Mountain, passing station		
Streamliner	 	60
Elko, through yard	 	30
Wells, passing station		

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 contains both wooden and steel passenger carrying cars, the wooden equipment must be kept together and on the rear.

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.

	THE PROPERTY OF THE PROPERTY O				PASSENG	ER	The second			LIGH.	where			
Page No.	TERRITORY	STREAM- LINER DIESEL POWER UNIT	balanced) P-10-12 Mt-1-2-3-4-5 QS-1-2-3-4-5	E T-26-32-37- 40 P-1-3-4-5-6- 7-8-11 A 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)	MIXED	E P A Mt-1-2-3- 4-5 GS-1-2-3- 4-5 WPRR: TP-29	(cross	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	TW AC	LIGHT ENGINES BACKING (except gas-elec. cars)
2-3-4-5	Special Speed Restrictions Against current of traffic, except as otherwise	25 25	8-8-1-15		ai ne	I ALL LAND				i i		Of my bank	-01"	1.11
	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
3-4	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	0"	05	0"	05	05	05	25	20	20	20	20	20	20
3-4	plants using turnouts	25 15	25 15	25	25 15	25 15	25 15	15	15	15	15	15	15	15
4	Montello to Cobre, either track	40	10	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	20	20	20	20	20	20	20	20	20	20	AR.	CIR	(58)
	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
	The state of the s			- 73	100	1 000	70	135	No.	13.	1300 130	120	088	5.5

	which the converge was a first annexes a consequent problems were a first to the converge was a first to the converge with the converge was a first to the converge with the converge was a first to the converge was a first to the converge with the converge was a first to the converg	PAS	SENGER	FREIGHT	06 ()è	LIGHT ENGINES RUNNING FORWARD
Page No.	TERRITORY	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	T, 1, 2, 8, 23, 28, 28 M, TW C 5, 8, 9, 10 Mk 2, 4, 5, 8 AC 1, 2, 3
6-7 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Between Fernley and Wendel, except: On curves indicated by slow boards between M.P. 285 and Wendel Over W. P. crossing at Flanigan Between Wendel and Alturas, except: On curves indicated by slow boards between Wendel and M.P. 361 Between M.P. 361 and Viewland. On curve between M.P. 367 and M.P. 368. Between M.P. 375 and M.P. 385. Eastward from Crest to M.P. 395 to Crest. Between Crest and M.P. 385. On curve at M.P. 415. Between Madeline and Sage Hen. Between Madeline and M.P. 438. Between M.P. 440 and M.P. 454. Wendel yard between outside switches.	20	40 35 20 30 30 20 30 20 20 20 30 20 20 20 30 20	30 30 20 30 30 20 20 20 20 30 20 20 20 20 20	15 15 15 15 15 15 15 15 15 15 15 15 15 1	30 30 20 30 30 20 30 20 20 30 20 20 30 20 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 30 20 20 20 20 20 20 20 20 20 20 20 20 20
7 7 7	Between Wendel and Susanville. Between Susanville and Westwood Junction, except: Susanville yard between outside switches. Between Westwood Junction and Mason.	40 25 20 35	40 25 20 35	30 20 20 30	15 15 15 15	30 25 20 30
08 7	Between Hazen and Fallon	30	30	30	15	30
7-7	Between Hazen and MinaBetween Mina and Tonopah Junction	30 30	30 30	30 30	15 15	30 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.

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		
When engine truck is removed	20	
When main rod only is removed	30	
When side rod only is removed		
When both main and side rods are removed		
When hauled in train, all rods on		
Class S and SE engines under all conditions		

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

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.

West-wood to Susan-ville

1800

1600 1900

1260 2350

8000 1650 2950

4400

SPECIAL INSTRUCTIONS—Concluded.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS NOT AIR- CONDITIONED CONDITIONED				Particular Control	RATING OF ENGINES—SALT LAKE DIVISION. In M's of 1,000 pounds back of Tender.																
Baggage—60ft	93,070	eel All-Str Cooling Seaso	eel All-Steel Heating Season	NOMINAL CLASS	OFFICIAL CLASS	engine numbers	Boiler Pres- sure	Sparks to Lovelock Moor to Holburn Pequop to Ogden Pequop to Imlay	Deeth to Wells Ogden to Lucin Valley Pass to	Wells to Moor Montello To Valley Pass	to Deeth Holborn	Mon- tello	Hazen and Wa- buska	Wabuska and Mina	Fernley to Wendel and Wendel to Fernley	Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to	Sage Hen to Ravendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Karlo to Viewland	Susan-	Susan- ville to West- wood	Si
Express Refr.—N. P. Ry	108,675 112,6 74,00 78,00 89,00	40 00 00 00		M-4 M-6	M-63 20/28 126 M-63 21/28 150-S	1617 to 1713 1725 to 1769, 1780 to 1803	190 200	6350 7800	4200 5200	1300 1600	4800 6000	2950 3650	2700 3300	1400 1730	3800 4600	1100 1400	5150 6300	3850 4750	5400	900	i
	110,00 85,00 133,050 112,120 74,530 105,120	00		T-26 T-23 T-28,31 T-32	T-69 21/28 152-S T-63 21/28 156-S, 163-SF T-63 22/28 162-S T-69 23/28 174-S	2283 to 2299 2301 to 2310 2311 to 2362 2363 to 2384	200 210 } 210	7050 8200 9000	4650 5400 5900	1400 1725 1900	5400 6300 6900	3350 3800 4250	2950 3450 3800	1500 1830 2010	4200 4900 5300	1200	5600	4200	4750 	800 1000	1
Assembly (AC1). Club. (ACI) 1 Official. (NAC). 1 (ACW)—Care 107-128. 1	146,210 122,30 170,700 155,37	168,950 172,200 182,800	0 168,950 164,700 182,800	P-8,10 P-8,10	P-73 25/30 181-SF P-73 25/30 183/B-63-SF	2461 to 2475, 2478 to 2491	200	10000	7000	2150	7500	5000			••••						
Chair—60 ft. (ACI). 1 "—72 ft. (ACI). "—72 ft. (ACW). "—Streamline—Single (ACS).		138,000 165,000 158,700	132,000 157,800 158,700	C-9,10 C-8,9,10 Mk-2,4	C-37 22/30 200-SF C-57 22/30 192-S, 194-S Mk-57 231/30 206-S, 230-SF	2698 to 2860, 2513 to 2599 3201 to 3240	,	10000	7000 8700	2150 2475	7500 9200	5000	4200	2200	6000	1800	8000	6000	6800	1260	
	98,130	205,400 180,915 197,944 136,100	173,125 181,600 130,100	Mk-5,6 F-3 F-4,5	Mk-63 26/28 210-S, 233-SF F-63 291/32 297-S, 300-SF	3241 to 3277	200	13500	11000	3500	11500	8100			7250	2300	10250	7700	8000	1650	
-70 ft	37,640	151,000 164,500 153,500 163,000	151,000 157,400 153,500 163,000	F-4,5	F-63 291/32 306/B-62-SF	3668 to 3763, 3679 3764 to 3768	210	14000	9800	3725 2925	12000 10500	8500 7500							••••		
-73ft (Interurban). 1 All-Day Lunch—Chair. 1	20,000 05,970 03,875			AC-1,2,3	AC-57 23-22 441-SF	4000 to 4048	210	18500	16500	3950	17000	9100			11200	3400	13000	11250	8000	3000	4
Care-Lounge. (ACI) 1 (ACW) (ACW) (ACS) (AC	48,950 161,20	173,500 156,000 1,344,080	166,000 156,000 1,147,280 102,540	GS-1 GS-2 GS-3	GS-73 27/30 262-104-SF GS-73 27/30 266/B-104-SF GS-80 26/32 267/B-109-SF	4400 to 4410	250 280	13700 13900	10400 10600	3025 3100	11000 11200	7900 8000			••••		• • • • •				
	135,930 55,330 146,930 56,000	130,850 129,860 115,880 118,690	114.450 113.460 99,480 102,290	These	ce for Empty and Underload ratings include the total and tender, which the difference	(More than 55 M's weight of train, exclusive	of	6 3 0	6 3 0	3 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 3 0	
-77 ft. ()	165,530 69,100	162,950 0 169,450 189,581	162,950 169,450	in each o	lirection between the statio	ons shown.			and the state of			71									
-80ft. (Clere Story Roof)(ACM)		201,323 189,800 167,500	184,700 181,630 160,300			COMPANY SURGEO	ons	14.44	*				сом	PANY SUI	GEONS-	CONS—Continued					
Observation—75 ft(ACI)	141.870	169,185 194,543	161,900 186,166		LOCATION San Francisco					Spe	LOCATI arks		Dr. H. E	NAME arl Belnap	<u>A</u>	TITLE Asst. Dist. Surgeon and Examiner					
Pullman—Observation (ACI) 14 " — Lounge (ACM) 17 " — Bedroom (ACI) 18 " — Bedroom (ACI) 19 " — American Series (ACW) 19 " — American Series (ACW) 19 " — Sleeper (ACM) 19 " — Sleeper (ACM) 19 " — Tourist (ACI) 19 Streamliner 'City of San Francisco' (18 care including power units) 19 Power Units, SF-1, 2, 3 Power Units, SF-4, 5, 6 (Note: If train is less than 18 cars, deduct 130,500 lbs, per car.)	60,800 153,000 71,200 153,000 71,200 67,600 87,600	0 177.314 0 192,300 194,900 187.682 183.920 195,800 133,500 191,100 180,075 185,200 168,665 2,807,000 882,260 994,460	176,300 178,900 179,600 176,000 179,800 139,500 133,500 171,100 171,500 161,400 2,807,000 882,260 994,460		Ogden. Dr. J. R. Morrell Division Examiner and Surgeon Reno. Dr. Horace J. Brown. Ogden. Dr. R. L. Draper. District Surgeon Reno. Dr. John A. Fuller. Ogden. Dr. LeRoy Pugmire. Oculist and Aurist Reno. Dr. C. W. West. Ogden. Dr. Ralph Pugmire. Asst. Oculist and Aurist Reno. Dr. E. C. Creveling. Brigham City. Dr. R. A. Pearse. Emergency Surgeon Reno. Dr. H. E. Lohlein. Montello. Nurse in charge of emergency hospital. Fallon. Dr. H. W. Sawyer. Wells. Dr. A. J. Hood. District Examiner and Surgeon Susanville. Dr. G. S. Martin. Elko. Dr. R. P. Roantree. District Examiner and Surgeon Susanville. Dr. J. W. Crever, Jr. Carlin. Dr. C. W. Eastman. District Examiner and Surgeon Yerrington. Dr. S. R. MeGee.									n	ivision Exan State of Nev culist and Av istrict Surge mergency Oo sst. District istrict Surge istrict Surge istrict Exam mergency Su	st. Dist. Surgeon and Examiner vision Examiner and Surgeon, State of Nev. ulist and Aurist strict Surgeon mergency Oculist and Aurist st. District Surgeon strict Surgeon strict Surgeon strict Surgeon strict Surgeon strict Examiner and Surgeon strict Examiner and Surgeon strict Examiner and Surgeon strict Surgeon strict Surgeon strict Surgeon strict Surgeon strict Surgeon strict Surgeon				The state of the s	
Rail, Gas-Electric—400 H.P. 18	67,200 Conditioned. ditioned—Ice S ditioned—Mech ditioned—Wauk ditioned—Stear	ystem. nanical Systems Ejector Systems	em. m.	Squar	prom	Emergency Surgeons should only pt attention is required and when sion or District Surgeon.	be sum n patient	moned for t cannot be	temporary sent to, or	treatment await arriv	when val of,			General I Division Emergen Emergen Emergen	HOSP Hospital— Hospital— cy Hospita cy Hospita cy Hospita	PITALS San Francis Dee Hospit al—Ogden. al—Sparks. al—Mina.	co, Cal. al, Ogden.	7	(annual	•	
CHIEF TRAIN DISPATCHERS F. W. SMITH Og G. E. PAYNE Spr	gden J.	SSISTAN E. VAIL HAS. O'I	T CHIEF T	RAIN DISPAT	Ogden J. F. McCUIS D. W. TANN	TRAINMASTERS STION ER ES	. Carlin	s B	. HALES	ERASSISTA	NT TR	AINMA	STERS	Susanvil	le lo	ASSIST T. J. FOL A. F. GRI	EY			Ogden	A CONTRACTOR
LOCOMOTIVE ENGINEMEN INSTRUCTORS E. A. ZARI					M. L. THOMAS Montello G. V. ABBAY Imlay E. W. McELHINEY Imlay A. C. EVERETT Sparks J. W. OSMUN Hazen O. M. CLOSE St								Sparks	No.							

