

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION

48



To Take Effect Monday, April 1, 1935, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. C. GOODFELLOW,
Superintendent.

Capacity of sidings in our lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 48 April 1, 1935	Distance from Imlay	FIRST CLASS				
	566	564	562	560	606	14	318	28	30				21	605	317	27	9
	Freight	Freight	Freight	Freight	Mixed	Pacific Limited	Passenger	San Francisco Overland Limited	Advance San Francisco Overland Limited				Pacific Limited	Mixed	Passenger	San Francisco Overland Limited	Fast Mail
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tues., Thurs., Sat.	Arrive Daily	Arrive Daily		
Yard POWYBK	7.05 PM	12.40 PM	5.45 AM	12.01 AM		8.50 PM	5.40 PM	8.00 AM	5.35 AM	246.2	TO-R SPARKS 2.9	138.1	s 12.30 PM	s 6.30 PM	s 7.05 PM	s 9.20 PM	s 9.30 PM
N 85-80 P	7.15	12.50	5.55	12.10		8.57	5.46	8.06	5.41	249.1	VISTA 4.0	185.2	12.24	f 6.22	6.58	9.13	9.24
50-98 P	7.23	12.58	6.03	12.18		f 9.08 9.19	5.51	8.11	5.46	253.1	HAFED 4.2	131.2	12.19	f 6.15	6.53	9.08	9.19
50-94 PW	7.31	1.06	6.12	12.27		f 9.29	5.56	8.17	5.52	257.3	DITHO 4.8	127.0	12.14	f 6.08	6.48	9.03	9.14
50-79 P	7.40	1.15	6.21	12.36		f 9.36	6.01	8.23	5.58	262.1	TO OLARK 4.6	122.2	12.08	f 6.01	6.42	8.57	9.08
83-50 P	7.48	1.24	6.29	12.44		f 9.43	6.06	8.30	6.04	266.7	THISBE 4.7	117.6	12.02 PM	f 5.54	6.36	8.51	9.02
96-46 PW	7.56	1.32	6.37	12.52		f 9.50	6.11	8.37	6.09	271.4	GILPIN 4.7	112.9	11.56 AM	f 5.47	6.30	8.45	8.56
Yard PY	8.05	1.40	6.45	1.01		s 10.00	f 6.17	* 8.45 AM	6.15	276.1	TO-R FERNLEY 4.3	108.2	f 11.50	s 5.38	* 6.17 PM	8.39	8.50
49-98 P	8.15	1.48	6.52	1.09		10.08	6.22		6.20	280.4	ARGO 4.0	103.9	11.44	5.20		8.34	8.45
80-82 P	8.29 8.40	1.55	7.00	1.17		f 10.14	6.27		6.25	284.4	PATNA 4.7	99.9	11.39	5.10		8.29	8.40
Yard POWYBK	8.50	2.02	7.07	1.24		s 10.20 PM	s 6.37		f 6.35	288.1	TO-R HAZEN 4.4	96.2	s 11.33	5.00 PM		s 8.22	s 8.34
50 102 PW	9.10	2.20	7.25	1.41			6.44		6.42	292.5	MASSIE 4.9	91.8	f 11.23			8.12	8.24
50-100 P	9.20	2.30	7.35	1.51			6.49		6.47	297.4	FALAIS 4.6	86.9	11.17			8.06	8.18
80-50 P	9.28	2.38	7.43	1.59			6.54		6.52	302.0	UPSAL 4.3	82.3	f 11.11			8.00	8.12
52-100 P	9.36	2.46	7.51	2.07			6.59		6.57	306.8	DESERT 4.9	77.5	11.05			7.54	8.06
100-51 PW	9.44	2.53	7.59	2.15			7.04		7.02	311.7	PARRAN 4.4	72.6	f 10.59			7.48	8.00
100-50 P	9.52	3.01	8.07	2.23			7.09		7.07	316.1	HUXLEY 4.9	68.2	10.54			7.42	7.54
50-98 P	9.58	3.07	8.13	2.29			7.13		7.11	320.0	OOCALA 4.3	64.3	f 10.50			7.37	7.50
50-98 P	10.06	3.15	8.20	2.37			7.18		7.16	324.2	MIRIAM 4.3	60.1	10.45			7.32	7.45
55-93 P	10.14	3.23	8.28	2.45			7.27 7.40		7.21	328.4	TOY 4.4	55.9	f 10.40			7.27	7.40
102 P	10.20	3.30	8.35	2.52			7.48		7.25	331.8	TOULON 4.6	52.5	10.35			7.22	7.36
102 P	10.28	3.38	8.43	3.00			7.54		7.30	336.4	GRANITE PT. 4.1	47.9	f 10.30			7.16	7.31
PY	10.38	3.48	8.50	3.10			7.59		7.35	340.6	PERTH 3.8	43.8	10.25			7.11	7.26
125-125 PW	10.55	4.00	9.10	3.30		s 8.03		f 7.39	s 7.18	344.3	TO LOVELOOK 4.7	40.0	s 10.16			s 7.02	s 7.17
8 P	11.10	4.15	9.30	3.45			8.14		7.49	349.0	KODAK 4.3	35.3	10.10			6.56	7.11
Spur 45 P	11.25	4.30	9.45	4.00			8.20		7.55	353.2	WOOLSEY 4.6	31.1					
Spur 40- PW	11.40 PM	4.50	10.00	4.20		f 8.27		8.01	7.41	357.8	OREANA 8.2	E.B.W.B. 26.3 26.5	f 10.00			6.46	7.01
127 center P	12.05 AM	5.15	10.25	4.45			8.37		8.11	366.0	RYE PATCH 6.8	18.1 18.3	f 9.50			6.37	6.52
Spur 5										372.6	VALERY 4.4	11.6 11.5					
134 center PW	12.30	5.42	10.50	5.12			8.50		8.25	377.0	HUMBOLDT 7.1	7.1 7.1	f 9.37			6.25	6.40
Yard POWYBK	12.50 AM	6.05 PM	11.10 AM	5.30 AM		s 9.00 PM		s 8.35 AM	s 8.15 AM	384.1	TO-R IMLAY	0.0 0.0	9.25 AM			6.15 PM	6.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	138.1	137.9 138.1	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues., Thurs., Sat.	Leave Daily	Leave Daily
	(5.45) 23.98	(5.25) 25.46	(5.25) 25.46	(5.29) 25.14		(1.30) 27.93	(3.20) 41.37	(0.45) 39.86	(3.00) 45.96	(3.10) 43.54	..... Time over District.....	(3.05) 44.78	(1.30) 27.93	(0.48) 37.37	(3.05) 44.78	(3.00) 40.03	..... Average speed per hour.....

* NO. 318 AT FERNLEY WILL HEAD IN ON SIDING AT WEST END. PROCEED ON SIDING TO POINT OPPOSITE STATION, THEN BACK UP ON SIDING TO WEST LEG OF WYE, HEAD OUT THROUGH WEST LEG OF WYE.

* NO. 317 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT THROUGH CROSS OVER WEST OF STATION—SECOND PARAGRAPH OF RULE 5 WILL APPLY AT THIS CROSSOVER.

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

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 48 April 1, 1935	Distance from Carlin	FIRST CLASS				SECOND CLASS	
	578	576	574	572	570	14	28	30				21	27	9	1	77	61
	Freight	Freight	Freight	Local Freight	Freight	Pacific Limited	San Francisco Overland Limited	Advance San Francisco Overland Limited				Pacific Limited	San Francisco Overland Limited	Fast Mail	Western Pacific Scenic Limited	Western Pacific Fast Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Lv Monday Wednesday Friday	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard POWYBK	7.20 PM	12.45 PM	8.45 AM	5.01 AM	12.05 AM				TO-R IMLAY 4.6	150.2	s 9.20 AM	s 6.10 PM	s 6.25 PM				
Spur 61 P									MILL CITY 5.3	145.6	f 9.13	6.04	6.19				
127 Center W									COSGRAVE 9.6	137.3	f 9.03	5.55	6.10				
N 40 P	8.10	1.35	9.35	5.51	12.55				ROSE CREEK 5.3	127.7	f 8.53	5.45	6.00				
100 P	8.20	1.45	9.45	6.01	1.05				BENIN 5.2	122.4	8 46	5.39	5.54				
98-105 PW	8.35	2.00	10.00	6.50	1.20				TO WINNEMUCCA 3.6	117.2	s 8.39	s 5.32	s 5.47				
PI	8.45 PM	2.10 PM	10.10 AM	7.01 AM	1.30 AM				TO-R WESO 2.4	113.6	8.30	5.23	5.38	4.18 PM		6.20 AM 2.20 PM	
101 P									TULE 5.6	111.2	8.27	5.20	5 35	4.14			
80 P									EGLON 5.1	105.6	f 8.20						
92 PW									TO GOLCONDA 5.3	100.6	f 8.14	5.07	5.22	f 4.01		5.55 2.00	
53 Spur 53 P									PREBLE 4.2	95.2	8.07	5.01	5.16	3.53			
Spur 52 P									COMUS 4.6	91.0	f 8.02						
51-51 P									IRON POINT 4.6	86.4	f 7.57	4.51	5.06	3.43		5.31 1.35	
Spurs 51 53 P									HERRIN 4.7	81.8	f 7.52						
Spur 47 41 P									STONE HOUSE 3.9	77.1	f 7.47	4.41	4.56	3.33			
77 POW									VALMY 5.0	73.2	f 7.42					5.10 1.15	
100 P									MOTE 4.6	68.2	f 7.37	4.32	4.47	3.24			
71 P									PIUTE 4.9	63.6	7 32						
71- PW									TO BATTLE MOUNTAIN 6.2	58.7	s 7.26	f 4.22	s 4.37	f 3.14		4.30 12.40	
71 P									ROSNY 5.7	52.5	f 7.14						
68 P									ARGENTA 5.2	46.8	f 7.08	4.09	4.24	3.01			
100 P									MOSEL 5.6	41.6	f 7.02						
50 50 P									SHOSHONE 5.2	36.0	f 6.56	3.58	4.13	2.50		3.40 12.01 PM	
Spurs 55 55 P									LADOGA 4.5	30.8							
98 PW									TO BEOWAVE 4.5	26.3	s 6.44	3.48	4.03	f 2.39		3 20 11.40 AM	
Spur 51 53 P									OLURO 4.3	21.8	6.38	3.42	3.57	2.32			
Spurs 53 53 P									HARNEY 4.6	17.6	f 6.33	3.37	3.52	2.27			
Spurs 51 P									GERALD 3.6	12.9	6.27	3.31	3.46	2.21		2.50 11.15	
I									E. N. Crossing 0.3	9.3							
I									E. N. Crossing 0.2	9.0							
51-55 PW									TO PALISADE 5.5	8.8	f 6.20	3.24	3.39	f 2.14		2.40 11.05	
81 P									TYROL 3.3	3.3							
Yard POWTBK									TO-R CARLIN 3.3	0.0	6.05 AM	3.10 PM	3.25 PM	1.58 PM		2.10 AM 10.35 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wednesday Friday	Arrive Daily				(160.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Leave Daily	
	(1.25)	(1.25)	(1.25)	(2.00)	(1.25)				..... Time over District.....		(3.15)	(3.00)	(3.00)	(2.20)		(4.10) (3.45)
	25.97	25.97	25.97	18.40	25.97				..... Average speed per hour.....		46.21	50.06	50.06	48.68		27.26 30.29

See Western Pacific Current Timetable for Eastward Southern Pacific schedules between Weso and Carlin.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge passengers		Cheyenne
28	Any Station	Discharge passengers		Colfax or West
28	Any Station	Entrain passengers	Ogden and East	
30	Any Station	Discharge passengers		West of Sparks
30	Any Station	Entrain passengers	Ogden and East	

EASTWARD

ELKO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 48 April 1, 1935	Distance from Montello	FIRST CLASS				SECOND CLASS	
	576	574	570	578	28	30	14				21	27	9	1	61	77
Yard POWBKT	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Advance San Francisco Overland Limited	Pacific Limited	STATIONS	Pacific Limited	San Francisco Overland Limited	Fast Mail	Western Pacific Scenic Limited	Western Pacific Fast Freight	Western Pacific Fast Freight		
N 8 79 P	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	TO-R CARLIN 3.0	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Spur 42 P								127.4	s 5.55 AM	s 3.02 PM	s 3.19 PM	s 1.53 PM		10.30 AM		
48-47 P								124.4	5.46	2.54	3.12	1.46		10.17		
70 P								121.6	5.42	2.50	3.08	1.42		10.11		
Yard PW								117.4	f 5.36	2.45	3.03	1.37		10.02		
81 P								111.6	5.29	2.39	2.57	1.31		9.52		
Spur 40 P								107.4	5.23	2.34	2.52	1.26		9.45 AM		
Spurs 45-41 P								105.9	s 5.20	s 2.32	s 2.50	s 1.23		9.00 AM		
87 PW								101.4	f 5.11	2.25	2.44	1.13		8.50		
99 P								97.1	f 5.06	2.20	2.39	1.08		8.43		
81 P								94.1						8.36		
Spur 45 P								88.5	f 4.54	2.08	2.27	12.56		8.22		
113 PW								85.2	f 4.49	2.04	2.23	12.51		8.15		
Spur 51								80.7	4.44			12.46		8.08		
151-Spur 15 P								76.6	f 4.39			12.41		8.01		
85 P	10.34 PM	6.30 PM	10.01 AM	4.46 AM				589.6	TO DEETH 4.8	4.34	1.51	2.10	f 12.35	7.54		
Yard POWYBK	10.59	6.55	10.25	5.06				594.4	NARDI 4.7	4.28	1.46	2.05	12.30	7.46		
Spur 2								599.1	TULASCO 4.5	4.23	1.41	2.00	12.25	7.38		
Yard 47-106 PY	11.43	7.45	11.15	5.49				603.6	TO-R ALAZON 3.9	4.18	1.36	1.55	12.20 PM	7.30 AM		
97-47 PW	11.52	7.54	11.26	5.57				607.5	TO-R WELLS 5.9	4.13	1.31	1.50		10.45 PM		
47-48 P	11.59 PM	8.03	11.35	6.06				613.4	CEDAR 3.0							
47-97 P	12.08 AM	8.11	11.43	6.15				616.4	TO MOOR 3.7	3.58	1.16	1.36				
47-47 P	12.17	8.19	11.51 AM	6.24				620.1	ANTHONY 4.0	3.53	1.11	1.31				
47-47 P	12.28	8.29	12.01 PM	6.34				624.1	HOLBORN 3.4	3.48	1.06	1.26				
99 YWP	12.37	8.36	12.08	6.41				627.5	FENELON 4.3	3.43	1.01	1.21				
64 P	12.57	8.56	12.28	7.01				631.8	PEQUOP 5.0	3.38	12.56	1.16				
93 center PW								636.8	ICARUS 3.8	3.32	12.50	1.10				
P								640.6	TO VALLEY PASS 4.2	3.27	12.46	1.06				
Westward track Spur 2 P								644.8	COBRE 5.0	3.19	12.38	12.58				
Yard POWYBK	2.05 AM	10.00 PM	1.30 PM	8.01 AM				649.8	LORAY 3.6	3.09	12.28	12.43				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				653.4	TIOGA 1.9	3.02	12.21	12.36				
								655.3	ULLIN 6.6							
								661.9	TO-R MONTELO (127.4)	2.42 AM	12.01 PM	12.16 PM				
	(3.31)	(3.30)	(3.29)	(3.15)				 Time over District.....	(3.13)	(3.01)	(3.03)	(1.33)	(3.00)	(3.15)	
	16.57	16.56	16.73	18.10				 Average speed per hour.....	39.60	42.23	41.77	44.57	23.03	21.26	

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

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

EASTWARD

OGDEN SUB-DIVISION

WESTWARD

Capacity of sidings in our lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 48 April 1, 1935	Distance from Ogden	FIRST CLASS			THIRD CLASS	
	596	594	592	616	590	28	30	14				27	9	21	615	
	Freight	Freight	Freight	Mixed	Freight	San Francisco Overland Limited	Advance San Francisco Overland Limited	Pacific Limited				San Francisco Overland Limited	Fast Mail	Pacific Limited	Mixed	
	Leave Daily	Leave Daily	Leave Daily	Leave Tues.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		EB	WB	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Mon.
Yard POWYBK	6.55 PM	12.20 PM	6.05 AM	6.00 AM	12.15 AM			3.50 AM	661.9							
N 8 113 P				f 6.11				3.58	668.3							f 5.08
Grouse 121 P Gartney Spur 20								4.04	674.3							
124-101 PWY	7.40	1.05	6.55	s 6.45 AM	1.05			4.11	679.8							
97-51 P	7.49	1.14	7.04		1.14			4.18	684.5							
97-50 P	7.56	1.21	7.11		1.21			4.23	688.8							
110-50 P	8.04	1.29	7.19		1.29			4.28	693.2							
98-50 P	8.12	1.36	7.26		1.46			4.33	697.6							
43-80 PW	8.20	1.54	7.35		1.55			4.39	702.1							
110-50 P	8.27	2.05	7.45		2.04			4.45	706.4							
110-50 P	8.35	2.12	7.53		2.11			4.50	711.1							
93-49 P	8.44	2.20	8.02		2.20			4.56	716.3							
100-51 PY	8.52	2.28	8.11		2.28			5.01	720.7							
98-51 P	8.59	2.35	8.18		2.35			5.06	725.3							
100-50 PW	9.17	2.45	8.26		2.45			5.11	730.0							
50-107 PO	9.27	2.55	8.37		2.55			5.17	735.2							
	9.38	3.06	8.46		3.06			5.26	740.0							
105 P									741.1							
100 Spur 10	9.57	3.25	9.05		3.25			5.40	744.8							
96 P	10.19	3.47	9.27		3.47			5.56	750.1							
P	10.28	3.56	9.36		3.56			6.03	752.2							
Spur 10 P									755.2							
51 PW	10.42	4.10	9.55		4.10			6.11	758.5							
Spurs 15 47									763.7							
Center 125 Spur 7 24	10.59	4.28	10.15		4.29			6.24	767.2							
Spur 15 51								6.31	772.5							
128 Center P	11.19	4.48	10.35		4.48			6.36	776.8							
Spur 11									780.0							
									781.4							
Yard POWYBK	11.40 PM	5.15 PM	11.00 AM		5.15 AM			6.55 AM	782.3							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily			Arrive Daily				Leave Daily	Leave Daily	Leave Daily		Leave Mon.
	(4.45) 25.34	(4.55) 24.82	(4.55) 24.82	(0.45) 23.86	(5.00) 24.08			(2.55) 41.28	(3.02) 39.69	(3.05) 39.04		(2.56) 41.04	(2.51) 42.24	(3.02) 39.95		(0.55) 20.40

EASTWARD

WESTWARD

Capacity of sidings in our lengths	Distance from Tuttle Branch	Time Table No. 48 April 1, 1935		Distance from end of Track
		Tuttle Branch	STATIONS	
91 P	0.0	TECOMA	4.3	
	4.3	TUTTLE	0.0	
		(4.3)		

..... Time over District.....
..... Average speed per hour.....

NO SIDING BRIDGE—Trains occupying westward track between cross over and end of double track must observe Rule 99.
Trains moving against current of traffic between cross over and end of double track can only do so under flag protection or by train order.

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

ALTURAS SUB-DIVISION

Table for Alturas Sub-Division showing Eastward and Westward schedules. Includes columns for Capacity of sidings, Second Class, First Class, Time Table No. 48, Stations, and Distance from Alturas Yard.

(12.00) (6.02)Time over District..... (6.00) (12.00)
15.06 29.94Average speed per hour..... 30.13 15.06

* NO. 318 AT FERNLEY WILL HEAD IN ON SIDING AT WEST END, PROCEED ON SIDING TO POINT OPPOSITE STATION, THEN BACK UP ON SIDING TO WEST LEG OF WYE, HEAD OUT THROUGH WEST LEG OF WYE.
* NO. 317 HEAD IN THROUGH WEST LEG OF WYE TO SIDING BACK UP ON SIDING TO POINT OPPOSITE STATION, THEN HEAD OUT THROUGH CROSS OVER WEST OF STATION SECOND PARAGRAPH OF RULE 5 WILL APPLY AT THIS CROSS OVER.
ADDITIONAL STOPS:—NOS. 317 AND 318 WILL STOP ON FLAG AT ARMSTRONG ROAD CROSSING M. P. 448.7 AT SECTION HEADQUARTERS NEAR M. P. 412.4 AND AT PYRAMID POST OFFICE M. P. 318.6

WENDEL SUB-DIVISION

Table for Wendel Sub-Division showing Eastward and Westward schedules. Includes columns for Capacity of sidings, Second Class, Time Table No. 48, Stations, and Distance from Wendel.

(4.05)Time over District..... (3.08)
11.87Average Speed per Hour..... 15.47

EASTWARD OGDEN SUB-DIVISION WESTWARD

Table for Ogden Sub-Division showing Eastward and Westward schedules. Includes columns for Capacity of sidings, Second Class, Time Table No. 48, Stations, and Distance from Ogden.

(3.25) (7.30)Time over District..... (3.00) (6.30)
19.66 17.03Average speed per hour..... 22.40 18.78

Trains operating between Ogden and Corinne will use Oregon Short Line tracks and be governed by their rules and time table.

Siding at Corinne will be used as main track for Oregon Short Line trains through Corinne yard.

Normal position switch west end siding for O. S. L. main track Malad Branch.

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

Train and enginemmen when operating over O. S. L. tracks must set their watches to Mountain Time, and when operating on Southern Pacific tracks must set their watches to Pacific Time at Corinne.

MINA SUB-DIVISION

EASTWARD			WESTWARD					
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 48		Distance from Mina	SECOND CLASS	
	606			April 1, 1935			605	
	Mixed			Mina Branch			Mixed	
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday			
Yard TYWOPBK	10.40 PM	288.1	TO-R HAZEN 4.8	128.9	s 4.30 PM			
47	f 10.50	292.9	BANGO 2.8	124.1	f 4.21			
Spur 13	f	295.2	LAHONTAN 1.0	121.8	f			
Spur 85	f	296.2	LAMAR 1.7	120.8	f			
46	f 10.59	297.9	RUGBY 4.6	119.1	f 4.11			
46	f 11.08	302.5	HAWES 4.5	114.5	f 4.01			
46 W	f 11.17	307.0	APPIAN 5.5	110.0	f 3.50			
47	f 11.27	312.5	PAWNEE 1.3	104.6	f 3.40			
10 P	s 11.30	313.8	WEEKS 2.6	103.2	s 3.36			
75 OY	f 11.35 PM	316.4	CHURCHILL 11.4	100.6	f 3.30			
		327.8	N. C. B. CROSSING 0.2	89.2				
Yard PYW	s 12.25 AM	328.0	TO WABUSKA 8.9	89.0	s 3.07			
8		331.9	LUX 2.7	85.1				
27	f 12.37	334.6	MOQUIST 9.1	82.4	f 2.33			
28 P	f 12.53	343.7	RIO VISTA 4.0	78.3	f 2.15			
33	f 1.01	347.7	RESERVATION 1.6	69.3	f 2.03			
Spur 4		349.8	ZAIS 4.9	67.7				
66 W	s 1.15	354.2	TO SCHURZ 7.2	62.8	s 1.43			
34	f 1.43	361.4	STUCKEY 5.9	55.6	f 1.26			
26 P	f 1.55	367.8	GILLIS 2.0	49.7	f 1.15			
Spur 2 P	s 2.00	369.3	NOLAN 7.3	47.7	s 1.11			
35 P	f 2.15	376.6	MAGNUS 2.2	40.4	f 12.57			
24		378.8	WALKER 5.6	38.2				
46 Y	s 2.55	384.4	TO THORNE 6.0	32.6	s 12.40			
47	f	389.4	DOVER 4.6	27.6	f			
37	f 3.15	394.0	KINKEAD 7.1	23.0	f 12.16 PM			
33 P	f	401.1	ACME 7.1	15.9	f			
41	s 3.50	408.2	LUNING 8.8	8.8	s 11.50 AM			
Yard POWYBK	s 4.15 AM	417.0	TO-R MINA	0.0	11.30 AM			
	Arrive Daily Ex. Monday		(128.9)		Leave Daily Ex. Sunday			
	(5.35) 23.09		Time over District Average speed per hour	(5.00) 25.78				

EASTWARD			WESTWARD					
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 48		Distance from Fallon	SECOND CLASS	
	602			April 1, 1935			603	
	Mixed			Fallon Branch			Mixed	
	Leave Daily		STATIONS		Arrive Daily			
Yard BKPTOWY	6.40 AM	288.1	TO-R HAZEN 5.4	15.8	s 4.15 PM			
54	f 6.56	293.5	MAHALA 4.6	10.4	f 3.59			
56	f 7.09	298.1	MIRAGE 2.8	5.8	f 3.46			
Spur 6	f	300.9	SANLAN 3.0	3.0	f			
Yard PWY	s 7.25 AM	303.9	TO-R FALLON	0.0	3.30 PM			
	Arrive Daily		(15.8)		Leave Daily			
	(0.45) 21.06		Time over District Average speed per hour	(0.45) 21.06				

EASTWARD			(Narrow Gauge)			WESTWARD				
Capacity of sidings in car lengths	THIRD CLASS		Distance from San Francisco	Time Table No. 48		Distance from Keeler	SECOND CLASS		THIRD CLASS	
	614			April 1, 1935			123		613	
	Freight			Mina Branch			T. & G. San Francisco Passenger Mixed		Freight	
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday		Arrive Wednesday		Arrive Daily Ex. Sunday	
Yard POWYBK		417.0	TO-R MINA 2.5	180.2	s 11.10 AM		s 7.40 PM			
Spur 4		420.8	SODAVILLE 4.5	156.7	f 11.00		f 7.30			
Spur 4		425.0	RHODES 1.0	152.2	f		f			
Yard		426.0	R TONOPAH JCT. 6.4	151.2	10.40 AM		s 7.15			
20 PW		432.4	BELLEVILLE 3.0	144.8	f 6.45					
Y		435.4	FILBEN 3.3	141.8	f					
Spur 2		438.7	LITTLE SUMMIT 6.1	138.5	f					
Spur 10		444.8	RAYDEL 5.6	132.4	f					
18 PW		450.4	BASALT 7.7	126.8	s 5.25					
24 PY		458.1	MT. MONTGOMERY 8.6	119.1	s 4.35					
15 PW		466.7	QUEEN 2.3	110.5	s 3.55					
		468.9	STATE LINE 7.1	108.3						
24 P		476.0	BENTON 11.0	101.2	s 3.15					
13 YPW		487.0	HAMMIL 2.4	90.2	s 2.35					
12		489.4	DEHY 1.9	87.8	f					
4		491.3	SHEALY 7.8	85.9	f 2.15					
14 P		499.1	CHALFANT 2.6	78.1	f 1.55					
12		501.7	TOM 5.1	75.5	f					
Yard POTWK		506.8	TO-R LAWS 2.8	70.4	1.30 12.45					
		509.6	POLITA 2.1	67.6	f					
8		511.7	BIGELOW 4.4	65.5	f 12.30					
8		516.1	BLACK CANYON 6.6	61.1	f 12.20					
14 P		522.7	ZURICH 2.8	54.5	s 12.05 PM					
9		525.5	MONOLA 1.3	51.7	f 11.51 AM					
10 Y		526.8	BENEME 4.1	50.4	f 11.47					
8		530.9	ELNA 6.0	46.3	f 11.36					
20 PW		536.2	ABERDEEN 13.9	40.8	f 11.20					
14 PW		550.1	KWARSARGE 5.1	26.4	s 10.45					
8		555.2	MANZANAR 4.6	21.8	f 10.20					
Yard TPK	11.45 AM	559.8	TO-R OWENYO 3.9	16.7	10.10 9.10			9.55 AM		
14 P	12.05 PM	563.7	MT. WHITNEY 5.0	12.8	f 9.01			9.45		
Spur 67		568.7	ALICO 1.5	7.8	f					
Spur 8		570.2	DOLOMITE 1.2	6.8	f					
Spur 39		571.4	MOCK 0.8	5.1	f					
6	12.35	572.2	TRAMWAY 4.3	4.8	f 8.43			9.05		
Yard WYBK	12.50 PM	576.5	TO-R KEELER	0.0	8.30 AM			8.55 AM		
	Arrive Daily Ex. Sunday		(160.3)		Leave Daily Ex. Sunday		Leave Wednesday	Leave Daily Ex. Sunday		
	(1.05) 15.41		Time over District Average speed per hour	(0.25) 21.00	(0.30) 18.00		(11.10) 14.34	(1.00) 16.70		

SPECIAL INSTRUCTIONS



RULE 2. The following are designated Watch Inspectors:

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

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

RULE 5. The track north of main track at:

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

And the track south of the main track at:

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

is the siding.

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

Perth	Moor	Lucin	Bridge
Rose Creek	Valley Pass	Lakeside	

Schedule time and train orders of first-class trains will apply at passenger station Lovelock.

Schedule time and train orders of Trains 317 and 318 at Alturas Yard apply at Junction Switch, Lakeview Branch.

RULE 14. Other engine whistle signals:

Weso, signal 4211	—o—	Upper arm Southern Pacific.
	o—o—	Lower arm Western Pacific.
Alazon signal 6034	—o—	Upper arm Southern Pacific.
	o—o—	Lower arm Western Pacific.

For switch line up Lakeside, Lucin, Valley Pass, Moor.

RULE 14 (E). Six long blasts of whistle will be indication that flagman may return from east, as specified below.

Lucin, on Promontory branch.	Fernley, on Alturas Subdivision.
Hazen, on Mina Subdivision.	Wendel, on Wendel Subdivision.

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

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

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

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

Alturas Yard—First class.
Fernley—Trains originating and terminating.
Lucin—Westward regular trains.
Hazen—First class and trains originating and terminating.
Wells—First class and trains originating and terminating. This registration for information of trains originating and helpers.
Trains originating or terminating at Alturas Yard will register at Alturas.

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

Lucin	Westward regular trains.
Wells	First class trains.
Hazen	Nos. 9, 14, 21, 27, 28, and 30.
Fernley	No. 318 and No. 317.
Imlay	Nos. 9, 21, 27, 14, 28, and 30.
Mason	Nos. 619, 620; if an operator on duty.

RULE 83 (D). If operator on duty trains must obtain clearance before leaving

Lucin (Promontory Branch).	Susanville—All trains.
Mason, Wendel—All trains.	

When no operator on duty Valley Pass trains originating need not obtain clearance.

RULE 86 (B). Eastward inferior trains may run ahead of overdue eastward superior trains Alazon to Wells.

RULE 93. Outbound engines, moving from enginehouse lead to west end of freight yard at Sparks, will proceed west on eastward main track to crossover west of Seventeenth Street Crossing and back into freight yard.

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

SPARKS YARD—Between 1½ miles west of Reno and 2700 feet east of east switch at Sparks.

Yard limit signs, Lucin, apply only to Promontory Branch.

Yard limits are established at:

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

RULE D-97 (A). Trains moving with the current of traffic may run extra, without train order authority between Moor and Alazon.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED

D. & R. G. W. R. R.—Ogden-Stop. N. C. B. R. R.—Wabuska-Stop
Normal position end of double track and junction switches:

Tresend, Lakeside, Moor and Rose Creek	For westward main track
Bridge, Lucin, Valley Pass, and Perth	For eastward main track
Hazen (Fallon Line)	For Mina Line
Tonopah Jct.	For Keeler Line
Fernley (Alturas Subdivision)	For siding
Wendel	For Alturas Line
Lucin (Promontory Branch)	For westward main track
Mason	For West. Pac.

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

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

Upper arm of double arm signal No. 6162 will govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), single track, governs. In addition to instructions contained in Rule 105, speed through this siding will not exceed fifteen (15) miles per hour. For the information and guidance of enginemen, a sign has been placed on the south side of south siding one thousand (1000) feet west of the clearance point east end.

RULE 103-A. Pertains to switching movements over public crossings either by yard or road crews. It is not to be confused with pulling or shoving movements which are covered by Rule 103. It pertains to movements when making drop and kicking or cutting off cars over a public street or highway crossing not protected by gates or flagman, in which instance a member of the crew should take position at the crossing to protect same before movements are started.

RULE 104. Normal position of west crossover switches between tracks No. 1 and No. 2 Wendel yard will be for movement through crossover. This route through track No. 2 will be used as running track and cars on adjacent track must be left clear of and switches left lined for this route.

Switches Hazen yard lined and locked for N. & C. main track through this yard as shown on blue print bulletin boards Sparks, Hazen, Mina and Imlay. This will be normal line-up and used as main track rules prescribe.

Trains using south siding Hazen will enter and use this track via connection east of station, leaving track west of this point clear for trains to or from Mina Subdivision.

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

Moor	From either north or south siding to westward main track.
Valley Pass	From siding to eastward main track.
Lakeside	From south siding to eastward main track.
Lucin	From north siding to westward main track.

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

OIL BUFFER SPRING SWITCHES

PERTH—Normal position for eastward main track.

LOVELOCK—At west end north siding, normal position for westward main track. At east end south siding, normal position for eastward main track.

RYE PATCH—East switch center siding connecting with eastward track.

ROSE CREEK—Normal position for westward main track.

EAST CARLIN—At junction of detour and Western Pacific main track.

Normal position for Western Pacific main track.

WEST ELKO—Normal position for Southern Pacific track.

WELLS—East switch track No. 1, normal position for eastward main track. Trains passing from track No. 1 to eastward main track will be governed by dwarf light signal No. 6080, located on south side of track No. 1, 268 feet west of switch.

MOOR—East switch south siding.

ENGLE—Normal position for westward main track.

BRIDGE—Normal position for eastward main track.

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

At Lovelock, Rye Patch, West Elko, Wells and Little Mountain trains moving against current of traffic must stop and ascertain switches properly lined before using.

Running switches are forbidden. Switches can be operated by keeping steady pressure on switch stand lever until movement is completed and lever latched.

Blow-off cocks and sanders must not be used; boosters and injectors must not be started while passing over these switches.

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear Westward main track. This to avoid trains stopping over oil buffer switch and possibly damaging same by making reverse movement.

If engine or car is partially run through these switches, movement must be continued; to reverse would result in derailment. When movement completed through switch, reverse movement must not be made until point closes.

If train stopped before continuous movement completed slack action may damage switch points. After train has cleared switch the points must be inspected and if damaged or fail to close properly must be protected per Rule 104-B.

RULE 105. Winnemucca: First siding south of main track is siding to be used by eastward trains. Second siding south of main track is siding to be used by westward trains.

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

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance (Form CS-2643) reading:

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

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

INTERLOCKING PLANTS

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

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be preceded by a flagman and train must not move beyond signal at "Stop" position until it receives "Proceed" signal from flagman, at the crossing. Flagman must not give "Proceed" signal until it is known that the signals governing movement of trains on intersecting line are at "Stop" and that any approaching train has stopped. In the event that signals on intersecting line do not indicate "Stop," movement over the crossing must be protected in both directions.

PALISADE: Limits extend from Interlocking signal 500 feet west of Tunnel No. 1, to signal 5255. Signals 5254 and 5255 are semi-automatic interlocking signals. Trains stopped by interlocking signals will be governed by Rule 663 (c).

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

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

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

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

TRAIN AND AIR INSPECTION

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

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

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

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

AIR BRAKE RULE 16. Unless helper added or brake pipe separated, not necessary to make running air-brake test on passenger trains leaving Imlay and Montello.

AIR BRAKE RULE 17. Standing air brake tests must be made at:

MT. MONTGOMERY—Freight and mixed trains.

WESTWOOD JUNCTION—Eastward freight and mixed trains.

VIEWLAND—Westward freight trains.

CREST—Westward freight trains.

SAGE HEN—All freight trains.

COBRE—Eastward freight trains.

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

AIR BRAKE 56. Following will govern use of Air Brake retainers on freight and mixed trains per operative brake:

Anthony or Moor to Wells.....	150 Ms
Cobre to Montello.....	150 Ms
Promontory to Blue Creek.....	140 Ms
Promontory to Lake.....	150 Ms
M. P. 708 to Terrace.....	150 Ms
M. P. 708 to Matlin.....	150 Ms
2½ miles west of Goumaz to Susanville.....	120 Ms
Mt. Montgomery to Hammil.....	50 Ms
Mt. Montgomery to Tonopah Jet.....	50 Ms
Moundhouse to Dayton.....	100 Ms
Sage Hen to Madeline.....	140 Ms
Crest to Karlo.....	120 Ms
Viewland to Wendel.....	140 Ms
Sage Hen to Likely.....	140 Ms

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

The following will govern use of retainers Tecoma to Lucin:

Retainers will be used between Tecoma and Lucin on trains of less than one hundred Ms per operative brake when necessary in the judgment of conductor and engineer, and on trains of one hundred Ms or more per operative brake one retaining valve will be used for every two hundred Ms in train.

When retainers are not used between Tecoma and Lucin, speed of thirty-five miles per hour permitted, and stop for inspection not required, but running inspection must be made at either Lucin or Pigeon.

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

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

Turn up eight retainers on head end of trains of passenger equipment when composed of twelve (12) or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

RULE 827. Freight and mixed trains will stop as follows for inspection, and also will comply with Air Brake Rule 50, if retainers used into following points:

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

WESTWARD—Anthony or Moor, Secret, M. P. 454—Keeler Line, Basalt, Belleville, Tonopah Jet., except when trains are running in good order it will not be necessary to stop at Tonopah Junction for inspection indicated in Air Brake Rule No. 50.

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

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

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

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

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

AUTOMATIC BLOCK SYSTEM

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

Main tracks Sparks yard between old ice house east of yard office and passenger station west end of yard not protected by block signals. All trains and yard engines will move with caution this territory.

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

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

RULE 509. When block signal in advance of facing point oil buffer spring switch indicates "Stop," or if not protected by block signals, examine switch before using. Switch point must be against rail before passing over it.

RULE 516. Overlap is located at Weso.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

(B) When a block signal indicates "Stop" between Weso and Alazon train may proceed as follows:

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

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by paragraph (e) Rule 509.

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

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

Eastward inferior trains need not check Weso register against any eastward first-class train or preceding section that appears on the register at either Imlay or Winnemucca.

(D) 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.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

Trains or engines moving over the west detour at Elko on to Southern Pacific main track which find detour signal 554.5 in stop position, after stopping and before proceeding, must provide flag protection against westward trains moving on Southern Pacific main track. If westward train is seen or known to be approaching, the train on the detour will not foul Southern Pacific main track until the approaching train has passed or come to a stop.

(G) All eastward S. P. trains and westward regular S. P. and W. P. trains will register at Alazon by ticket.

Eastward inferior trains need not check Alazon register against any eastward first class train or preceding section that appears on the register at Carlin.

Eastward S. P. trains will obtain clearance at Alazon.

(H) Train orders and clearance held by engineers No. 1 arriving Southern Pacific Elko will be transferred to relief engineer at Southern Pacific Elko by Conductor when operator not on duty.

(I) 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.

(J) Eastward Western Pacific first class trains will register by ticket at Western Pacific Carlin, placing register ticket in box at Western Pacific station. Such registration will be transmitted to Southern Pacific Operator Carlin, who must enter same on joint register. Eastward Southern Pacific first class 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, must run expecting to find a train moving ahead of it, East Carlin to Elko.

(K) Eastward Southern Pacific trains will not comply with Rule 83 at Elko and will be governed by train register at Southern Pacific Carlin. 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, of Rules and Regulations of the Transportation Department will apply at Western Pacific Elko. At Southern Pacific Elko only first class trains will register and will register by ticket. Registration of first class trains will be transmitted to Western Pacific operator at Elko who must 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, must run expecting to find a train moving ahead of it, West Elko to Carlin.

(L) Train order signal Western Pacific Elko governs eastward Southern Pacific trains, such trains will not be required to procure clearance at Elko, except when train order signal indicates stop.

(M) Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(N) Between Weso and Alazon, Dispatchers must use the following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

EXAMPLE 1—"Eng. run extra on Pacific track to"

EXAMPLE 2—"Eng. works extra on Pacific track M until M, between and"

(O) West Carlin. The upper arm of signal 6434, located one hundred feet west of remote control switch, will govern the position of this switch. Upper arm works semi-automatically with main track block signals. Trains stopped by upper arm of signal 6434 must observe Rule 509, in addition to interlocking rules. Lower arm will govern detour.

SPECIAL INSTRUCTIONS—Continued

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

Dwarf light signals (6435, main track; 6437, detour) both 350 feet east of remote control switch, north side of track, control westward movement.

Opposite remote control switch, on pole, is telephone connected with Signalman at Control Tower. This telephone is to be used by trainmen in emergency to notify Signalman the desired route they wish to take in case route is not lined up. If Signalman states he is unable to control switch and signal, upon instructions from the Signalman only will trainmen crank switch. Crank, painted white, for this switch is on pole below telephone box, and in using crank to throw switch unlock cover painted white on switch machine, placing crank on square shaft and continuing to turn crank three (3) full revolutions after switch points close so as to lock the switch. When switch crank has been removed from the pole, notify the Signalman by telephone, as the removal of this crank from the pole disconnects the switch machine circuit and crank can only be replaced on the pole by signalman or maintainer.

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

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

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

(P) East Carlin. Oil spring switch at junction is normally lined for Western Pacific main track. Eastward trains moving off of detour will run through switch when lined in normal position.

Trains or engines moving over the east detour at Carlin on to Western Pacific main track which find detour signal 645.8 in stop position, after stopping and before proceeding, must provide flag protection against eastward train moving on the Western Pacific main track. If eastward train is seen or known to be approaching, the train on the detour will not foul Western Pacific main track until the approaching train has passed or come to a stop.

(Q) Trains on which crew changes are made while on Southern Pacific tracks at Elko and while on Western Pacific tracks at Carlin, when departing will move with caution not exceeding twelve miles per hour until reaching a point where next signal indication can be clearly seen and intervening track approaching signal seen to be clear.

USE OF NO. 2 TRACK BETWEEN SPARKS AND VISTA

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

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

An eastward train given right over opposing trains on No. 2 track Sparks to Vista or a first class westward train given right over opposing trains on No. 2 track Vista to Sparks must use No. 2 track and relinquish all right to main track unless order is annulled. Westward inferior trains receiving an order that an eastward train has right over opposing trains on No. 2 track Sparks to Vista may use the main track Vista to Sparks regardless of train given right to use No. 2 track except it be a section of a schedule and eastward inferior trains receiving an order that a first class westward train has right over opposing trains on No. 2 track Vista to Sparks may use the main track Sparks to Vista regardless of train given right to use No. 2 track except it be a section of a schedule. When orders cover movement of a section of an eastbound schedule, on No. 2 track, westward inferior trains must not leave Vista on or occupy main track at Vista unless they have authority against following section, and when orders cover movement of a section of a first class schedule on No. 2 track Vista to Sparks eastward inferior trains must not leave Sparks unless they have authority against following section.

Speed restrictions No. 2 track 25 miles per hour.

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

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

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

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

MISCELLANEOUS

No. 1—WATER OR OIL must not be taken at Wells on westward freight trains and at Goumaz on eastward freight trains without detaching engine.

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

No. 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 Consolidation engines equipped with snow plow when used as helper engines out of Alturas, when placed behind caboose with all steel equipment.

RESTRICTED TRACKS. AC 4-5-6, F, GS, MT and P class locomotives must not enter Pigeon Pit, Perth Pit, Fernley Sand Pit, Quarry tracks Lakeside except Mountain Track in West Quarry at Lakeside to a point ten (10) cars west of water track switch, Quarry tracks Lucin and Palisade except as far as the west face of the bins, and must not operate on Mina, Alturas or Wendel sub-divisions, on Promontory Branch beyond mile board Lucin or on Tuttle Branch.

Engines must not go on Trestle on County Spur Fallon.

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

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

AC and Mikado engines must not use any of Fruit Growers' Supply Company's tracks at Susanville except main spur leading to mill pond and straight track on which scales are located. Will not enter Sump track at Susanville from west end, and will not use planing mill track of Lassen Lumber & Box Company.

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

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

LOCATION OF STRETCHERS

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

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	NO.	OVER	EAST OF
242.90	Transfer Track	.....	Side	Reno
249.84	Bridge	5	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thibe
268.69	Bridge	12	Truckee River	Thibe
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
518.80	Bridge	6	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W.P. Crossing	.....	S.P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.02	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
778.49	Bridge	2	Weber River	West Weber (eastward track)
460.56	Tunnel	.....		Mt. Montgomery

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

SPEED RESTRICTIONS

Maximum speed of trains between Ogden and Sparks must not exceed:

Passenger—60 miles per hour. Freight—40 miles per hour. Except that passenger trains may make sixty-five miles per hour in following locations:

WESTWARD:

West Weber	M.P. 775.54 to Little Mountain	M.P. 768.40
Lakeside	M.P. 734.60 to Hogup	M.P. 719.56
Wells	M.P. 607.55 to Two miles west of Rasid	M.P. 579.02
Osino	M.P. 564.30 to Moleen	M.P. 544.23
Argenta	M.P. 487.69 to Eglon	M.P. 428.57
Eglon	M.P. 426.00 to Rose Creek	M.P. 406.72
Oreana	M.P. 358.24 to West of Fernley	M.P. 274.20

EASTWARD:

West of Fernley	M.P. 274.20 to Oreana	M.P. 357.71
West of Rose Creek	M.P. 402.75 to Weso	M.P. 420.87
Montello	M.P. 661.78 to Lucin	M.P. 679.81
Hogup	M.P. 719.56 to Lakeside	M.P. 734.60
West Weber	M.P. 775.44 to Ogden Yard Limit	M.P. 780.58

PASSENGER—50 MILES PER HOUR WHEN WATER CAPACITY OF TENDER IS LESS THAN 9000 GALLONS.

MAXIMUM ALLOWABLE SPEED OF ENGINES IN PASSENGER SERVICE, EXCEPT TEN-WHEEL, PACIFIC, ATLANTIC AND MOUNTAIN TYPE, IS 40 MILES PER HOUR.

FOLLOWING SPEED RESTRICTIONS WILL GOVERN ENGINES RUNNING LIGHT IN FORWARD MOTION:

20 MPH CLASS S AND SE.

30 MPH CLASS C-11, 12, 14, 15, 17; TW: MK-2, 4; MC-2, 4, 6; AC-1, 2, 3, 4, 5, 6; MM-2; AM.

35 MPH CLASS M; T; C-2 TO 10 INC.; C-16 TO 29 INC.; MK-5, 6, 7, 8, 9; SP-1, 2, 3; F-1, 2, 3, 4, 5, 6.

45 MPH CLASS A; E; P; MT-1, 2, 3, 4, 5; GS-1.

CLASS S AND SE ENGINES HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

ENGINES RUNNING BACKWARD ON MAIN TRACK BETWEEN OGDEN AND SPARKS MUST NOT EXCEED 30 MILES PER HOUR, EXCEPT S AND SE ENGINES WILL NOT EXCEED 20 MILES PER HOUR, AND 15 MILES PER HOUR ON OTHER SUBDIVISIONS, ALL CLASSES.

STEAM DERRICK OR RELIEF OUTFIT MUST NOT EXCEED 25 MILES PER HOUR.

LIGHT ENGINES AND ENGINES WITH CABOSES OR WITH CABOSES ATTACHED TO PASSENGER EQUIPMENT MAY MAKE SPEED ALLOWED PASSENGER TRAINS ON SALT LAKE TRESTLE BETWEEN TRENED AND BRIDGE.

LIGHT ENGINES EXCEPT YARD ENGINES MUST NOT EXCEED 35 MILES PER HOUR, VALLEY PASS TO MONTELLO ON EASTWARD TRACK, MOOR TO WELLS ON WESTWARD TRACK AND TECOMA TO LUCIN ON EASTWARD TRACK.

MIXED TRAINS BETWEEN HAZEN AND MINA WHEN HANDLED BY ENGINES OF CLASSES T-23, T-28, AND T-31 OR SMALLER MAY RUN 35 MILES PER HOUR.

SPEED RESTRICTIONS BETWEEN FERNLEY AND SUSANVILLE WENDEL AND ALTURAS YARD

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 40 MILES PER HOUR AND MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 30 MILES PER HOUR, EXCEPT BETWEEN M. P. 280 AND YARD LIMIT FERNLEY, ALTURAS SUB-DIVISION WESTWARD FREIGHT TRAINS MAY MAKE 35 MILES PER HOUR.

MAXIMUM SPEED OF ANY LIGHT ENGINE RUNNING FORWARD MUST NOT EXCEED 30 MILES PER HOUR, AND RUNNING BACKWARD 15 MILES PER HOUR.

CLASS S AND SE ENGINES RUNNING LIGHT OR HANDLING TRAIN IN FORWARD MOTION MUST NOT EXCEED 20 MILES PER HOUR.

FIRE TRAIN OF RED RIVER LUMBER COMPANY PERMITTED TO MAKE THE FOLLOWING SPEED:

BETWEEN MASON AND WESTWOOD JUNCTION.....35 MILES PER HOUR

BETWEEN WESTWOOD JUNCTION AND SUSANVILLE.....25 MILES PER HOUR

THROUGH TUNNELS.....10 MILES PER HOUR

Dead or disabled engines will not be moved to exceed following speed. Main rod only removed, 30 miles per hour. Side rods only removed, 30 miles per hour. Both main and side rods removed, 15 miles per hour.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except—

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local, regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

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

SPEED TABLE

Table with columns: SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC. Rows 6-24.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

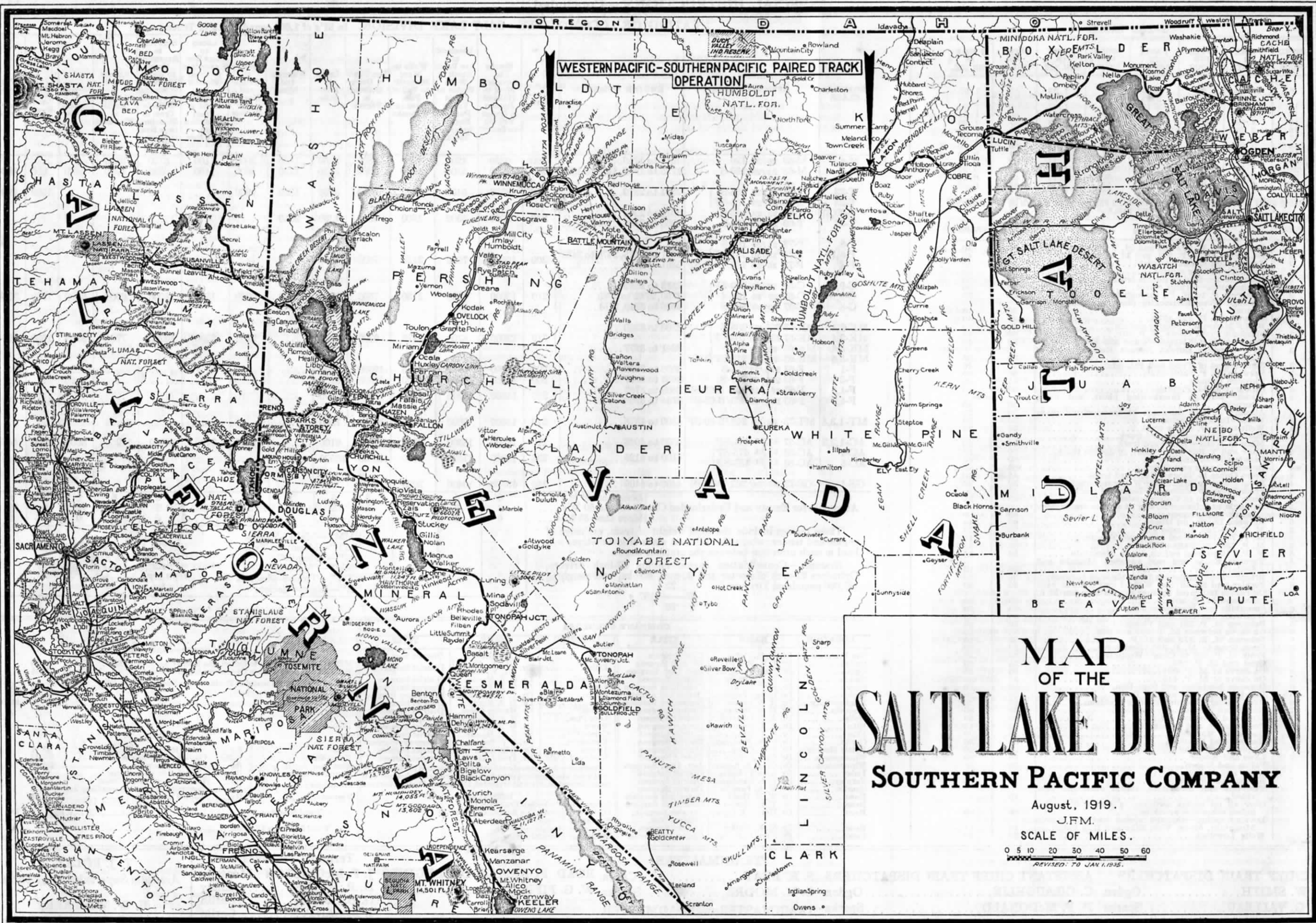
Table with columns: PAGE, BETWEEN, PASSENGER, FREIGHT. Lists various track segments and their respective passenger and freight speeds.

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

Large table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, and various route names (e.g., Sparks to Lovelock, Wells to Moor, etc.). Includes a section for Allowance for Empty and Underloaded Car.

Table with columns: LOCATION, NAME, TITLE. Lists Company Surgeons for various locations like San Francisco, Reno, Fallon, etc. Includes Mileage—Main Line and Branches, and a section for HOSPITALS.

CHIEF TRAIN DISPATCHERS F. W. SMITH, H. G. VALLEAU; ASSISTANT CHIEF TRAIN DISPATCHERS C. O'LAUGHLIN, H. F. McDONALD; TRAINMASTERS S. H. BRAY, G. H. MOORE, A. R. McEACHERN; ROAD FOREMAN OF ENGINES J. F. McCUISTON, W. G. FIFIELD; Terminal Trainmasters J. F. McCUISTON, H. R. HAINES, G. B. SMITH, J. BESANT, F. V. SWIERSKI; T. J. FOLEY, Assistant Superintendent, Sparks; H. W. WISTNER, Assistant Superintendent, Ogden.



WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK OPERATION

MAP OF THE SALT LAKE DIVISION SOUTHERN PACIFIC COMPANY

August, 1919.
J.F.M.
SCALE OF MILES.
0 5 10 20 30 40 50 60
REVISED TO JAN. 1, 1935.