SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SALT LAKE DIVISION







Effective Sunday, November 12, 1944, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,

General Manager

R. E. HALLAWELL,
Assistant General Manager

G. C. BAKER,

General Superintendent of Transportation

C. H. GRANT,
Superintendent of Transportation

V. M. PETTERSON, Superintendent

SPARKS SUBDIVISION EASTWARD 2 SECOND CLASS FIRST CLASS FIRST CLASS 567 Time-Table No. 59 561 27 87 563 565 21 605 101 28 22 88 102 606 Streamliner City of San Francisc Pacific Limited Francisco Overland Limited Freight Freight Freight Streamline Distance San France November 12, 1944 Challenger Freight Francisco Mixed City of San Francisco Challenger Capacity in car Overland Limited Arrive Daily Arrive Daily Ex. Sunday Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily See Footnote Leave Daily Arrive Daily STATIONS Leave Daily Leave Daily Leave Daily 4.00PM 10.40PM 4.25 AM 10.20 AM 87.40PM 89.15PM 812.01 AM 6.35PM TO-R SPARKS 138.1 2.30 AM Sparks yard BKWOTYI 5.45 AM 246.2 11.50PM 8.00PM 7.55PM 6.25AM 135.2 f7.31 249.1 VISTA E. 2.7 - W. 4.0-131.2 f7.25 HAFED - E. 4.3 - W. 4.2 f8.14 253.1 120 17.18 127.0 257.3 PATRICK E.4.4 - W.4.4 f8.20 120 W f7.11 122.2 262.1 CLARK - E. 4.7 - W. 4. f8.27 117 f7.04 117.6 THISBE - E. 4.5 - W. 4.2 -266.7 f8.34 125 f 6.57 112.9 271.4 GILPIN -E. 4.2 - W. 5. f8.42 120 WP f 11.21 PM 108.2 s 6.50 5.51 276.1 FERNLEY s8.50 8.35 WY E. 5.5 - W. 4.0 -103.9 280.4 ARGO 118 - E. 3.4 - W. 3.5 99.9 DARWIN E. 4.4 - W. 4.4 -284.4 127 s 11.03 s8.18 6.25PM 136 128 89.20PM 288.1 96.2 5.26 s 6.35 8.57 7.25 HAZEN RKWOTY E. 4.1 - W. 4.0 -2.39 9.17 8.56 3.02 10.53 8.10 91.8 5.14 1.41 12.39 AM 7.31 6.42 292.5 MASSIE - E. 4.9 - W. 4.7 -120 126 9.03 9.09 2.54 8.48 2.31 10.47 8.05 297.4 86.9 1.37 5.08 FALAIS 4.3 - W. 4.5 -6.47 12.43 9.09 7.36 101 2.24 9.00 8.41 2.46 10.42 82.3 5.02 8.00 1.33 302.0 UPSAL E.5.1 - W.5.0 12.47 6.52 7.41 125 9.14 8.33 2.16 8.52 2.38 7.55 10.37 4.56 77.5 1.29 306.8 DESERT 6.57 12.51 9.19 7.46 105 8.25 2.08 8.44 2.30 10.32 72.6 4.50 7.50 1.25 PARRAN E. 4.5 - W. 4.5 12.55 7.51 7.02 311.7 WI 9.24 122 8.36 2.22 8.18 2.01 10.27 7.45 316.1 HUXLEY -E.3.4 - W.3.6 68.2 1.22 4.44 7.07 12.58 7.55 100 9.29 8.30 1.55 8.12 10.22 2.16 4.39 7.41 64.3 1.19 7.11 320.0 OCALA E.5.1 - W.4.8 1.01 7.59 9.33 125 8.03 1.48 8.23 2.09 7.37 10.17 4.33 MIRIAM - E.3.3 - W.3.5 60.1 7.15 324.2 1.16 1.04 8.03 9.38 1.42 8.17 2.02 7.58 10.12 7.33 55.9 4.27 1.13 TOY -E.3.8 - W.3.7 1.07 8.07 7.19 328.4 9.43 122 8.11 1.56 7.52 1.36 10.07 7.29 7.23 TOULON - E. 4.7 - W 4.6 -52.5 1.10 4.22 331.8 1.10 102 9.47 8.11 8.04 7.45 1.29 1.49 10.02 7.24 47.9 GRANITE POINT 1.06 4.16 9.52 7.28 336.4 1.14 8.15 102 7.57 1.42 7.38 1.22 9.57 4.10 7.19 PERTH E. 2.7 — W. 4.5 -43.8 1.02 9.57 7.33 340.5 1.17 8.19 7.50 1.15 1.35 7.31 s7.13 9.51 LOVELOCK -E.14.9 - W.13.1-40.0 12.58 4.04 W134 E125 1.21 10.05 88.26 87.40 344.3 W 9.32 6.54 3.41 8.01 357.8 OREANA E.7.2 - W.8.4 -12.46 1.34 10.30 W 8.48 7.15 6.57 12.40 1.02 9.22 6.45 RYE PATCH -E.13.0 - W.10.5-3.31 18.1 18. 12.39 1.40 8.10 366.0 10.40 8.56 M 126 7.1 7.1 3.17 6.35 9.10 HUMBOLDT E. 6.1 - W. 7.4 12.29 8.21 377.0 1.49 10.54 M133 WI 9.09 12.05PM 6.40PM 6.25AM 12.30AM 9.00PM 0.0 6.25PM TO-R IMLAY 0.0 12.23 A 3.05PM Yard Limits BKOWYP 384.1 1.55 AM 811.05PM 89.15AM 8.30AM Leave Daily Leave Daily Leave Daily Leave See Footnot Leave Daily Arrive Arrive Daily eave Daily (138.1)Leave Daily 137.9 138. Arrive Daily Arrive Daily Arrive Daily See Footnote Es. Sunday (4.00) (3.55) 35.21 (3.55) 35.21 (2.50) (3.01) (3.55) (1.15) (3.30) 39.45 .Time over District.... (2.45) 50.14 (1.20) (3.10) (2.50) 48.67 Average Speed per Hour.

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.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes; except within Centralized Traffic Control System.

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

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

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed

by train dispatcher: Argo North of main track.
Falais North of main track. 50 Desert......North of main track..... Parran.....South of main track.... Huxley..... South of main track.... Ocala.....North of main track.... Miriam.....North of main track....

ADDITIONAL ST	ATIONS	5 × 44
NAME	Mile Post	Capac- ity
Kodak (Spur) Woolsey	349.0 353.2 372.6	7 73 8

Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27 87 28 88	Any Station Any Station Any Station Any Station	Daily Daily Daily Daily	Reno Beyond Ogden Ogden	Cheyenne Ogden Colfax Sparks

WESTWARD

EASTWARD WINNEMUCCA SUBDIVISION WESTWARD FIRST CLASS FIRST CLASS SECOND CLASS 21 22 28 102 Time-Table No. 59 39 27 87 101 571 573 77 577 61 575 Western Pacific Exposition Flyer November 12, 1944 San Francis Distance San Fran Pacifie Francisco Overland Limited Streamliner City of San Francisco Pacific Pacific Fast Freight Capacity in car City of San Francisc Challenger Limited Challenger Freight Freight Limited Freight Freight Freight STATIONS Leave Daily Leave Daily Arrive Daily Leave Daily Arrive Daily Arrive Daily rrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Yard Limits BKWOYP 384.1 11.15PM 9.25 AM 8.40AM 2.55PM s 6.15PM s 8.50PM 5.30AM 11.35AM 1.55 AM 12.23A 12.05AM 5.50PM 388.7 MILL CITY 145.6 11.26 9.35 8.46 2.45 11.28 6.08 f8.41 12.18 5.20 5.41 11.56PM 397.0 137.3 COSGRAVE E. 10 2- W.9.0 M 122 W 11.37 9.46 8.54 2.09 2.33 6.00 8.31 12.12 406.6 406.8 127.7 11.49 9.58 9.04 2.18 TO ROSE CREEK 2.21 8.22 12.03AM 11.01 5.51 4.50 5.13 11.28 11.57 PM 412.1 BENIN 4.9 - W. 4.8 122.4 10.05 9.10 2.23 2.14 11.57 PM 5.46 8.16 10.53 5.05 4.42 11.20 2.27 417.3 WINNEMUCCA 117.2 12.13AM 8 10.23 9.19 2.06 s 5.39 88.09 11.53 4.34 10.45 4.57 11.12 E. 4.4 — W. 3.4 WESO TO-R 12.20AM 10.30AM 2.32AM 420.9 113.6 9.25AM 1.50 3.49PM 5.29 7.58 11.50 11.20 AM 4.29 10.39 4.51 11.06 2.20 AM P. Connection 1.9 — W. 2.9 111.2 102 TULE 8 - W.5.7 423.3 1.46 3.45 5.25 7.54 82 428.9 EGLON E.5 0- W.5.0 105.6 1.40 3.39 7.48 5.19 GOLCONDA E.5.7 - W.4.8 100.5 93 WP 434.0 1.33 3.34 5.14 f7.42 11.37 4.10 10.20 11.00 10.46 2.00 4.31 PREBLE 439.3 95.2 1.25 3.28 5.09 7.32 50 W. P. Connection E. 8.3 — W. 9.5 122 448.1 86.4 IRON POINT E. 12.4 - W. 12.5 1.14 3.18 5.00 7.21 72 461.3 VALMY E. 5.8 - W. 5.5 73.2 12.57 3.04 11.16 Be governed by current time-table, bulle-4.46 7.04 3.27 9.37 10.16 3.47 10.02 1.16 tins and rules of Western Pacific R. R. Co., 101 466.3 68.2 MOTE E.9.3 - W.9.0 12.51 2.59 4.41 6.58 on WPRR track between Weso and Carlin. 72 WP 475.8 58.7 TO BATTLE MOUNTAIN 12.40 2.49 11.05 s 4.30 s 6.47 3.05 9.15 9.54 3.25 12.54 9.40 72 482.0 ROSNY 10.8 - W. 11.1 52.5 12.27 2.42 4.20 6.37 11.00 102 492.9 MOSEL E. 5.6 - W. 5.6 41.6 12.15 2.30 6.25 10.51 4.08 50 498.5 SHOSHONE 36.0 12.09PM 2.24 4.02 10.47 12.16AN 6.19 9.16 BEOWAWE 26.3 508.2 11.57AN 2.12 3.51 6.07 10.38 2.15 2.35 8.50 11.59PM 8.25 9.00 5.0 - W. 4.5 21.8 50 CLURO 7.5 - W.7. 11.49 5.58 512.7 BARTH 14.3 520.2

P. Connection

TYROL

PALISADE

CARLIN

(150.2)

TO-R

8.8

3.3

0.0

11.31

11.15AM

(3.40)

1.50

1.36PM

(2.13) 51.24

f5.40

5.25PM

(3.25)

3.29

3.15PM

(3.00)

10.17

10.06PM

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

83

Carlin Yard BKWOTP

tions.

On Southern Pacific tracks between Carlin and Weso Automatic Block

System governs westward movement only, except between Carlin and west

portal Tunnel No. 1, Palisade, signals govern movements in both direc-

Arrive Daily

(1.05)

Arrive Daily

Arrive Daily

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

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

525.7

531.2

534.5

Arrive See Footnote

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

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

1.45

1.25AM

7.55

7.35 AM

(4.00)

8.30

8.10AM

Leave Daily

(3.10)

2.05

1.45 PM

ADDITIONAL STATIONS							
NAME	Mile Post	Capac- ity					
Comus. (Spur) Herrin. Stone House. Plute. Argenta Ladoga Harney Gerald.	443.5 452.7 457.4 470.9 487.7 503.7 517.0 521.6	24 51 50 73 58 49 22 33					

ADDITION	ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS								
Train	At	Frequency	To (or beyond)	From (or beyond)					
21 and 27 87 28 88	Any Station Any Station Any Station Any Station	Daily Daily Daily Daily	Reno Beyond Ogden Ogden	Cheyenne Ogden Colfax Sparks					

11.30

11.10PM

Leave Daily

(3.10)

8.20

8.00PM

(4.05)

4	EASTWARD							ELKO SUBDI	VISIO	N								WEST	WARD	
5		a hours		FIRST	OLASS	many.		Time Table No. 50	14-4		F	IRST CLAS	8	T NOTE OF		HIN	SECOND	CLASS	PHO I	
reldin			88	28	102	22	from	Time-Table No. 59	lo e	21	39	27	87	101	571	77	573	575	61	577
Capacity of siding in car lengths	Sparing Sparing		Challenger	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited)istance an Fran	November 12, 1944	Distance from Montello	Pacific Limited	Western Pacific Exposition Flyer	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight	Freight
5	4 100		Leave Dail;	y Leave Daily	Leave See Footnote	Leave Daily	8	STATIONS	-	Arrive Dally	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Carlin Yard BKWOTP			THE STATE OF	SISSI	THE .	7944	634.5	TO-R CARLIN W. P. Connection	127.4	s 11.05 M	1.36PM	8 3.05 PM	s 5.15PM	s 10.03PM	6.45AM	8.10AM	12.40PM	7.10PM	11.10PM	12.31AN
82 P							537.5	E.2.4 — W.3.3 — 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
51 P							544.5	E.7.1 – W. 6.8 – MOLEEN	117.4	10.49	1.23	2.49	4.59	9.50	6.26	7.45	12.21	6.51	10.45	12.12AN
72 P							550.3	E.5.8 - W.5.9	111.6	10.43	1.17	2.43	4.53	9.45	18 18					
[Be governed b	v current	time_tabl			554.5	WEST ELKO W. P. Connection	107.4	10.38	1.13	2.38	4.48	9.41	6.11	7.30	12.06	6.36	10.30	11.57PM
Elko Yard {	SCH LIE	bulletins and	rules of	Wester	n		556.0	E. 1.5 — W. 1.5 — ELKO W. P. Connection E. 4.3 — W. 5.1	105.9	s 10.35	s 1:02	s 2.35	s 4.45	9.38	6.08	Via WP Yard 6.25 AM	12.03PM	6.33	Via WP Yard 9.25 PM	11.54
83 P		Pacific R. R. between Carlin	The state of the s	The second second	k		560.5	COIN E. 12.4 — W. 12.5	101.4	10.25	12.56	2.24	4.33	9.33						1
88 WP		between Carm	and Maz	оп.	No. W		573.4	ELBURZ W. P. Connection E. 3.5 — W. 3.6	88.5	10.09	12.41	2.08	4.15	9.22	5.41	5.56	11.36AM	6.06	8.56	11.27
100 P							576.7	TO HALLECK	85.2	10.04	12.37	2.03	f 4.10			5.50			8.50	
82 P	On Southern Pac	lfic tracks between	Alazon and	Carlin Aut	omatic Bloc	s System	581.2	RASID E.8.2 – W.8.4	80.7	9.58	12.33	1.58	4.03	9.16						
112 WP	governs westwar	d movements only	. except fro	m Signal	5396, at we	st portal	589.6	TO DEETH E.2.0 - W.0.9	72.3	f 9.48	12.25	1.50	3.53	9.09	5.16	5.25	11.11	5.41	8.25	11.02
	portal tunnel No.	3 to Signal 5727 a	t west switc	h Elburz,	signals gove	n move-	591.1	W. P. CONNECTION	70.3					JANE BIA	mercell or					The last
120 P	ments in both dir	ections.				14.6	599.1	TULASCO E.5.0 W.3.7	62.8	9.36	12.15	1.40	3.46	9.01	-	5.08	PERSONAL PROPERTY.		8.08	
86 IP W 107 Yd. Lts			2.35 P	1.20 PM	5.334	4.50AM	603.6	TO-R ALAZON W. P. Connection E. 3.9 — W. 3.9	58.3	9.30	12.10PM	1.35 1	3.40	8.57	4.55	5.00AM	10.50	5.20	8.00PM	10.41
E 125 BKWOYF			82.47	81.31	5.39	s 5.08	607.5	TO-R WELLS E. 8.7 - W. 9.3	54.4	8 9.23		s 1.29	s 3.33	8.53	4.45		10.40	5.10		10.31
E102 YF			3.12	1.51	5.54	5.27	616.4	TO MOOR E. 3.6 - W. 4.0 -	45.5	8.59	50.	1.13	3.12	8.42	4.15		10.10	4.40		10.01
98 WP			3.19	1.58	5.59	5.34	620.1	ANTHONY E. 3.8 – W. 4.1	41.8	8.54		1.09	3.07	8.38	4.04		9.59	4.29		9.49
115 P			3.24	2.03	6.03	5.39	624.1	HOLBORN E. 3.6 – W. 3.5	37.8	8.48		1.04	3.02	8.34	3.58		9.53	4.23		9.43
115 P			3.29	2.08	6.07	5.44		TO FENELON E. 4.3 — W. 4.3	34.4	8.43		1.00	2.57	8.30	3.51		9.46	4.16		9.36
115 P			3.35	2.14	6.11	5.50	631.8	PEQUOP E. 4.9 — W. 4.9	30.1	8.37		12.55	2.51	8.26	3.43		9.38	4.08		9.28
Yard Limits			3.41	2.20	6.16	5.56	636.8	E. 4.4 — W. 3.2	25.1	8.30		12.49	2.45	8.21	3.35		9.30	4.00		9.20
W114 WYP			3.46	2.25	6.21	6.01	640.6	TO VALLEY PASS	21.3	8.22		12.42	2.38	8.17	3.25	(40) LTM	9.20	3.50		9.10
59 P		- 10 1000	f 3.51				644.8	E.5.2 - W.5.4	17.1	8.15	The state of	12.34	f 2.30							
M 94 WP Yard Limits			3.58	2.40	6.32	6.15	649.8	E. 12.6 - W. 11.7-	12.1	8.04		12.25PM		8.05						
BKWOYP				s 2.58 PM	-	86.32AM	661.9	(TO-R MONTELLO	0.0	7.30AM		11.59AM			2.05 AM		8.00AM			7.50 PM
				Arrive Daily	See Footnote			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			(1.39) 35.33	(1.38) 35.69	(1.16) 46.02	(1.42) 34.29		Average Speed per Hour		(3.35) 35.55	(1.26) 48.21	(3.06) 41.10	38.22	(2.21) 54.21	(4.40) 27.30	(3.10) 21.72	(4.40) 27.30	(4.40) 27.30	(3.10) 21.72	(4.41) 27.27

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

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes.

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

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

THE ROLL OF THE PARTY OF THE PA	Capacity
MoorNorth of main track	50
Anthony South of main track	50
Fenelon North of main track	50

ADDITIONAL STATIONS						
NAME	Mile Post	Capac- ity				
Tonka (Spur) Osino (Spur) Osino (Spur) Nardon (Spur) Natchez (Spur) Nardi (Cedar (Spur) Tioga (Spur)	540.3 564.8 567.8 585.3 594.4 613.6 653.4	50 48 51-49 52 33 3				

ADDITIONAL FLAG	STOPS TO	RECEIVE (OR DISCHARGE	REVENUE	PASSENGERS
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Train	At	Frequency	To (or beyond)	From (or beyond)
21 and 27 87 28 88	Any Station Any Station Any Station Any Station	Daily Daily Daily Daily	Reno Beyond Ogden Ogden	Cheyenne Ogden Colfax Sparks

EAS	STWARD	FIGURE		RELIVED I	A		1000	OGI	EI	N SUBDIVISION	PERM		Stella IV	rangie:	arrion.	grably.		WES	TWARD	5
5	PERSONAL PROPERTY.			F	IRST CLAS	35				1	le nij		F	IRST CLAS	55			SECONI	D CLASS	
of sidir lengths	A PRES	FILL WO	Tue.	88	28	102	22	from		Time-Table No. 59	iden	21	27	87	101		581	583	585	587
Capacity in car			& in a second	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited	Distance San Fra		November 12, 1944	Distance fro	Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	134	Freight	Freight	Freight	Freight
WIVE				Leave Daily	Leave Daily	Leave See Footnote	Leave Daily		II.	STATIONS	East West	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limita BKWOYP			700	4.24PM	3.08PM	6.49 AM	6.42AM	661.9	(TO-R MONTELLO	120.4 121.2	8 7.20 AM	s 11.50AM	s 1.45PM	7.42PM		7.00AM	1.05PM	7.30PM	1.30A
E 113 P			76.75	4.33	3.16	6.56	6.51	668.3		TECOMA TECOMA	114.0 114.8	7.10	11.40	1.35	7.34		6.47	12.52	7.17	1.17
Grouse W121 P								674.3		GARTNEY GROUSE	108.0 112.0	7.04	11.35	1.30			0.11	12.52	1.1	
E 128 W 101 WYP			3, 100	f 4.47	3.28	7.07	7.04	679.8		TO LUCIN	102.5	6.50	11.22	s 1.16	7.21		6.17	12.23	6.47	12.48
98 P				4.54	3.33	7.11	7.11	684.5		PIGEON	97.8	6.44	11.16	1.09	7.16		6.08	12.14	6.38	12.39
100 P				4.59	3.38	7.15	7.17	689.3		TO TECK E. 3.8 - W. 3.9	93.0	6.38	11.11	1.03	7.12		6.00	12.06PM	6.30	12.31
109 P				5.04	3.43	7.19	7.23	693.2		JACKSON	89.1	6.32	11.06	12.58	7.08		5.52	11.58AM	6.23	12.23
115 P W 127			A. September 1	5.09	3.48	7.22	7.29	697.6		E. 4.7 — W. 4.9 — BEPPO — E. 3.7 — W. 4.7 — —	84.7	6.26	11.01	12.53	7.05		5.45	11.50	6.16	12.16
E 115 WP			400	5.15	3.53	7.25	7.35	702.1		TO LEMAY	80.3	6.20	10.56	12.47	7.02		5.38	11.43	6.09	12.08
110 P				5.21	3.58	7.28	7.41	706.4		NEWFOUNDLAND	75.9	6.13	10.51	12.41	6.59		5.31	11.36	6.02	12.01 AN
110 P				5.27	4.03	7.32	7.47	711.1		GROOME	71.2	6.07	10.46	12.36	6.55		5.23	11.28	5.54	11.53PM
134 P				5.33	4.09	7.36	7.52	716.8		ALLEN E. 4.8 — W. 5.6	66.0	6.00	10.41	12.31			5.15	11.20	5.46	11.45
101 YP				5.39	4.14	7.39	7.58	720.6	ni i	TO HOGUP	61.7	5.54	10.36	12.26	6.47		5.08	11.13	5.39	11.38
99 P			*	5.44	4.19	7.43	8.04	725.8	A.B.	OLNEY	57.0	5.48	10.31	12.21	6.43	100	5.01	11.06	5.32	11.31
100 P			THE BOOK	5.49	4.24	7.47	8.10	730.0		STRONGKNOB	52.3	5.42	10.26	12.16	6.39	2 140	4.53	10.58	5.24	11.23
107 OP			446	5.56	4.30	7.52	8.17	735.2		TO LAKESIDE	47.1	5.35	10.20	s 12.09PM	6.34		4.45	10.50	5.16	11.15
				6.02	4.36	7.58	8.24	739.7	1	TRESEND E. 0.0 - W 1.4	42.6	5.28	10.13	11.59AM	6.29		4.38	10.43	5.09	11.08
137 P								741.1	1.	ENGLE E. 4.3 — W. 4.0	41.2						1,00	10.45	3.03	11.00
108 P				6.20	4.53	8.07	8.40	744.8		TO MIDLAKE E. 5.6 - W. 5.5	37.5	5.15	10.01	11.46	6.20		4.22	10.27	4.53	10.52
96 P				6.38	5.10	8.19	8.56	750.1		E. 2.6 - W. 3.0	32.2	4.58	9.44	11.29	6.08		4.00	10.05	4.30	10.30
142 P				6.46	5.18	8.25	9.04	753.9		TO BRIDGE	28.4	4.47	9.35	11.20	6.01		3.48	9.53	4.18	10.18
51 WP				6.57	5.27	8.31	9.14	758.5		PROMONTORY POINT	23.8	4.38	9.28	11.11	5.56		3.40	9.33	4.10	10.10
M 127 P				7.08	5.35	8.39	9.29	787.2	1	LITTLE MOUNTAIN	15.0	4.26	9.19	10.57	5.49		3.25	9.30	3.55	9.55
M 127 P				7.18	5.45	8.49	9.44	776.3		E.10.2 - W.7.7	6.0	4.13	9.10	10.47		T NOT	3.11	9.16	3.40	9.33
Ogden yard								781.4		D. & R. G. W. CROSSING	0.9					1-10/10	3.11	9.10	3.40	9.40
BKWOTYP \			T. W. C.	s 7.35PM	8 6.00 PM	s 9.00AM	s 10.00 AM	782.3	1	TO-R OGDEN	0.0	4.00AM	9.00AM	10.35AM	5.36PM	. ~	3.00AM	9.05AM	3.30PM	9.30PM
				Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily			(120.4)		Leave Daily	Leave Daily	Leave Daily	Leave See Footnote		Leave Daily	Leave Daily	Leave Daily	Leave Daily
				(3.11) 37.82	(2.52) 42.00	(2.11) 55.14	(3.18)			Time over District		(3.20)	(2.50) 42.77	(3.10)	(2.06) 57.71		(4.00)	(4.00)	(4.00)	(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 limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.

RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes. Second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes, except between Tresend and Bridge must clear the time of Nos. 101 and 102 not less than 5 minutes.

No. 21 stop at Lemay each Monday.

No. 88 stop at Lemay each Friday.

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

Except in emergency the following tracks must be left clear of cars, to be used for meeting or passing trains when instructed by train dispatcher:

		Capacity
rigeon	South of main track	51
leck	South of main track	50
logup	South of main track	51
Jiney	South of main track	50
strongknob	South of main track	50
akeside	North of main trook	40

ADDITIONAL STA	TIONS	
NAME	Mile Post	Capac- ity
Saline(Spur) Bagley	755.2 763.7 772.5 780.0	13 19-52 30 11

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS								
Train	At	Frequency	To (or beyond)	From (or beyond)				
21 and 27 87 22 28 88	Any Station Any Station Lakeside Any Station Any Station	Daily Daily Tue. & Sat. Daily Daily	Reno Any Station Beyond Ogden Ogden	Cheyenne Ogden Any Station Colfax Sparks				

6	EAST	WARD		WAD	SWORTH SUBDIVISI	ON	WESTW	ARD	EAS	TWARD			AL	TURAS SUBDIVISION		WESTW	ARD
	10410	SECON	D CLASS		- In an stare		SECOND CLASS				SECOND	CLASS	CASE A			SECOND CLASS	
car lengths	100	No.	552 Freight	Distance from San Francisco	Time-Table No. 59 November 12, 1944	Jistance from Wendel	559 Freight	Metal and	pacity of siding in car lengths			554 Freight	Distance from San Francisco	Time-Table No. 59 November 12, 1944	Distance from Alturas Yard	551 Freight	
Capacity of in car i	AVIII.		Leave Daily	<u> </u>	STATIONS		Arrive Daily		Cap		m 1	Leave Daily		STATIONS		Arrive Daily	
Yard Limits	-		9.00 PM	276.1	TO-R FERNLEY E. 2.0 - W. 2.0	82.6	9.40M		Yard Limits BKWOYP	THE REAL PROPERTY.		1.30 AM	358.7	TO-R WENDEL E. 6.7 - W. 7.4	98.2	4.454	
263 WYP			9.15	278.1	WADSWORTH	80.6	9.30		68 P			2.00	365.6	VIEWLAND E. 8.4 – W. 8.7	91.3	4.15	-
107 P		10.	9.30	281.2	E. 2.5 – W. 3.7 — DODGE	77.5	9.19		102 WP			2.25	374.7	E.9.4 - W.9.1	82.2	3.45	
56 P			9.50	290.5	E.9 6 - W.9.2	68.2	8.40	A COLUMN TO SERVICE	69 P		Total I	3.15	383.6	SECRET E. 4.8 – W. 4.1	73.3	3.15	
16 P	100	1000	10.02	295.5	E. 5.3 – W. 4.6 – LIBBY	63.2	8.15	A Royal Date (St.)	WP		o describer	3.35	388.0	HORSE LAKE E.3.9 – W.5.0	68.9	2.45	_
57 P	- N-A		10.11	299.4	E. 3.5 — W. 4.2 ——————————————————————————————————	59.3	8.05		115 YP			4.05	392.5	E. 5.2 - W. 5.1	64.4	2.30	_
112 WP	STEELS,		10.35	308.2	TO SUTCLIFFE	50.5	7.40		Yard Limits 102 WP			4.25	397.9	TO RAVENDALE E.7.7 - W. 6.6	69.0	2.16	
57 P	3 100		10.55	316.6	E.88-W8.3	42.1	7.15		29 P			4.45	404.7	E.13.5 — W.14.3	52.2	1.55	
28 WP	-	THE R. P.	11.20	321.8	E. 5.4 – W. 4.8 – BIG CANYON	36.9	7.02		83 WYP			5.30	418.9	TO MADELINE E. 4.0 – W. 4.3	38.0	1.15	
111 P		19.11	11.29	326.1	E.3.5 - W.5.0	32.6	6.52		115 YP			5.50	423.3	SAGE HEN E.11.2-W.10.7-	33.6	12.58	
56			11.47PM	335.6	E.9.9 - W. 9.0	23.1	6.30		72 W			6.35	434.0	E.5.0 - W.5.5	22.9	12.20	
	THE R.	16.11		336.4	E. 1.2 - W. 0.6	22.3	6.25		121 KWYP			7.00	438.7	TO E. 5.3 - W. 4.1	18.2	12.05AM	_
IP		144.15			W. P. Crossing E. 7.8 — W. 9.0	13.5	6.05	-	P			7.20	443.6	E. 2.8 - W. 2.8	13.3	11.50PM	
113 P			12.10AM	345.2	E. 6.3 – W. 5.1	8.2	5.49		May Press			7.30	446.4	E. 10.5 — W. 10.5	10.5	11.40	_
48.111		Marie Land	12.21	350.5	HERLONG E. 4.1 – W. 4.8	3.9			Yard Limits BKWOYP			8.20AM	456.9	TO-R ALTURAS	0.0	11.00 PM	-
68	125.5		12.30	354.8	E.4.1 – W.3.4 –		5.40			-		Arrive Daily		(98.2)		Leave Daily	and the little
Yard Limits BKWOYP	DEA	100 100	12.40AM	358.7	TO-R WENDEL	0.0	5.20 AM					10175				(E 4E)	
	100	77.77	Arrive Daily		(82.6)		Leave Daily					(6.50) 14.37		Average Speed per Hour		(5.45) 17.07	
L-ni.	PE	7-4	(3.40) 22.52		Time over DistrictAverage Speed per Hour		(4.20) 19.06		High							A PARTY	

	SECOND	ND CLASS				SECOND	GLASS		1
Dapacity of sidings in car lengths		556 ocal Freight	Distance from San Francisco	Time-Table No. 59 November 12, 1944	Distance from Mason	555 Local Freight	and the state of		
Capac		Leave Daily	Dis	Westwood Branch	Arrive Daily				
		Ex. Sunday	16 7	STATIONS		Ex. Sunday			
Yard Limits BKWOYP	A PARTY OF THE PAR	3.00AM	358.7	FO-R WENDEL E. 8.0 - W. 8.6	48.5	9.20AM	1111		
55 P		3.20	367.1	CO LITCHFIELD E.7.4 – W.7.5	40.1	8.50	100		-
64 P	OA BETTY IV	3.40	374.9	E 7.8 - W 7.1	32.3	8.35			
Yard Limits YKP		4:05	381.9	FO-R SUSANVILLE E. 7.9 - W. 8.6	25.3	8.20 8.15			
60 P		4.40	390.1	BUNNEL	17.1	7.45			77
54 WP		4.55	394.8	E. 4.7 – W. 4.6 ——————————————————————————————————	12.4	7.20			13
62 YP	(A) (18) (B)	5.15	400.1	WESTWOOD JCT.	7.1	7.00			10
P		5.35 AN	407.2	го-R MASON	0.0	6.30AM			1
		Arrive Daily Ex. Sunday	-	(48.5)		Leave Daily Ex. Sunday	11110		
The Cha		(2.35) 18.77		Time over District		(2.50) 17.12			
BE GO	VERNED BY CU			ABLE, BULLETINS AND RULE EEN MASON AND WESTWOOD		ESTERN P	ACIFIC R.	R. CO.	1
			407.2	MASON E. 2.6 - W. 3.2	HE AT	The last of	IN THE REAL PROPERTY.		
	Marie Control of the last of t		410.1	CONMAN					
			411.3	E.1.5 - W 0 9				200	- 17

E	ASTWA	RD	M	IINA SUBDIVISION	Fill	WESTW.	ARD	7
	SECONI	D CLASS		Time-Table No. 59		SECOND CLASS		
sa ings		606	E 8	November 12, 1944	E	605		
of sid length			rancis	Hovember 12, 1944	re fro		1	
Capacity of sidings in car lengths		Mixed	Distance from San Francisco	Mina Branch	Distance from Mina	Mixed	1	
Cap	4	Leave Daily Ex. Sunday		STATIONS	0	Arrive Daily Ex. Sunday		
Yard Limits BKWOTYP	Date of the last	9.50PM	288.1	TO-R HAZEN E. 4.7 - W. 5.3	128.9	s 6.07PM	-4-2-5	
44		f 10.04	292.9	BANGO E. 4.9 – W. 4.8	124.1	f 5.53		
43		f 10.20	297.9	RUGBY E. 9.1 — W. 9.1	119.1	f 5.38		
55		f 10.48	307.0	APPIAN E. 6.9 – W. 6.6	110.0	f 5.11		
P		s11.09	313.8	WEEKS E. 2 4 – W. 2.7	103.2	s 4.50	A NAME OF	
35		f11.16PM	316.4	CHURCHILL E.11 9—W.11.5	100.6	f 4.43		
Yard Limits WYP		s 12.15 AM	328.0	TO WABUSKA E.3.9 - W.3.9	89.0	s 4.10		
ALL PRO		12.30	331.9	E.15.6-W.16.0	85.1	3.42		
31		f 1.13	347.7	RESERVATION E. 6.0 - W. 6.3	69.3	f 3.00		
55 W		s 1.35	354.2	TO SCHURZ E.13.7—W.13.3	62.8	s 2.42		
61 P		f 2.10	367.3	GILLIS E. 2.1 – W. 1.8	49.7	f 2.01		
P	De la constitución de la constit	f 2.15	369.3	NOLAN E.14 5 – W.15.3	47.7	f 1.55		
Yard Limits 43 WY		s 3.30	384.4	TO THORNE E.5.3 - W.5.0	32.6	s 1.20		
44		f 3.43	389.4	DOVER E. 4 7 – W. 4.6	27.6	f12.42		
35		f 3.55	394.0	KINKEAD E.14.4—W.14.0	23.0	f12.30PM		
		s 4.42	408.2	E.8.8 – W. 8.9	8.8	s 11.55 AM		
Yard Limits BKWOYP	distribution of	s 5.05 AM	417.0	TO-R MINA	0.0	11.30AM		
	Hall Gold	Arrive Daily Ex Monday		(128.9)		Leave Daily Ex. Sunday	(1418)-1	
		(7.15) 13.13		Time over District		(6.37) 16.95		

BE GOVERNED BY CURRENT TIME-TABLE, BULLETINS AND RULES OF TONOPAH & GOLDFIELD R. R. CO., BETWEEN MINA AND TONOPAH JCT.

417.0	E.9.0 - W.9.0			
426.0	TONOPAH JCT.	11	ma r	

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

EAST	WARD			MINA SUBDIVISION		WESTWARD		
7012	SECOND CLASS		Time-Table N			SECOND CLASS		
Apacity of sidings in car lengths		602 Mixed		November 12, 1944 Fallon Branch		603 Mixed		
Cape		Leave Daily Ex. Sunday	Distance San Fran	STATIONS	Distance from Fallon	Arrive Daily Ex. Sunday		
Yard Limits BKWOTYP		7.45 AM	288.1	TO-R HAZEN E. 9.7 - W. 9.9	15.8	8 2.35PM		
15	100	f 8.10	298.1	MIRAGE E. 6.2 — W. 5.9	5.8	f 2.13		
Yard Limits WYP		8 8.20 AM	303.9	TO-R FALLON	0.0	2.00 PM		
		Arrive Daily Ex. Sunday		(15.8)		Leave Daily Ex. Sunday		
		(0.35) 27.08		Time over District		(0.35) 27.08		

RULE 2. Watch Inspectors:

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

Sparks... W. R. Adams & Son Ogden.... Chas. D. Anderson
Winnemucca. Krenkel & Bosch
Elko... W. N. Blohm Lakeview... A. E. Rugg

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Streamliner "CITY OF SAN FRAN-CISCO"

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	1				W	Testward
		S	PARKS-IMLAY	7		
309.68	322.12	334.62		333.82	322.00	308.65
314.12	326.13			330.23	318.00	
317.50	329.72			326.52	313.50	
		CAT	RLIN-MONTEL	LO		
605.30		CAL	CLIN-MONTEL	LO		
		MO	NTELLO-OGD	EN		
682.82	692.42	723.04		755.00	716.61	691.01
684.22	705.60	727.74		740.35	713.13	689.51
687.20	709.50	732.85		732.03	711.93	686.67
688.56	718.98	738.20		727.33	708.09	685.15
691.22				722.31	699.83	682.41
				718.31	694.87	

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

Eastwar	d		SPARKS-IMLA	U	V	Vestward
328.37				1		
642.92		CA	RLIN-MONTEI	LO		609.70
012.02		мс	NTELLO-OGD	EN		000.10
722.04	758.26	764.30		770.65	766.65	761.65
754.50	759.26	765.18		769.71	763.61	760.77
755.26	760.14	768.22		767.43	762.48	756.91

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

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

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

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

RULE 26. When emergency work is to be done under Streamliner "CITY OF SAN FRANCISCO," chains must also be placed each side of a traction wheel, and 90-pound brake pipe pressure must be maintained until work completed.

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). Trains may leave Susanville and Mason without clearance if no operator on duty.

Trains originating at Westwood, to move westward from Mason, must obtain Southern Pacific clearance in addition to Western Pacific clearance at Westwood.

RULE 83. If a positive observation check is made between Ogden and Bridge; Engle and Lakeside; Tecoma and Montello; Montello and Valley Pass; Alazon and Moor; Imlay and Rose Creek; Imlay and Humboldt; Rye Patch and Perth; it will apply at end of the double track.

Rye Patch 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 and will apply Rule 14 (k).

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

Susanville—Extra trains originating or terminating when instructed by train order.

Wells-First-class, and originating or terminating.

Wells and Montello—Helper engineers will register at roundhouse instead of train-order office.

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

Montello	. Nos. 101 and 102
Wells	
Imlay	
Mason	. Nos. 555 and 556.

RULE 86. Second-class and extra trains may run ahead of first-class trains except Nos. 101 and 102, between Bridge and Lakeside, avoiding unnecessary delay to first-class trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP	East MP
241.63 Sparks	247.60
Fernley (Wadsworth Subdivision)	276.77
Hazen (Mina Branch)	289.47
" (Fallon Branch)	289.23
382.60 Imlay	385.71
533.40 Carlin	536.46
642.97 " (WPRR)	647.09
554.02 Elko	557.53
606.20 Wells	
615.81 Moor	617.76
638.49 Valley Pass	
660.23 Montello	
780.21 Ogden	
357.26 Wendel	359.87
" (Westwood Branch)	
396.97 Ravendale	398.13
454.93 Alturas	460.90
" (Lakeview Branch)	
379.23 Susanville	382.32
327.10 Wabuska	
383.12 Thorne	
415.36 Mina	
302.86 Fallon	
OUR.OU L'AMOM	001.00

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 must stop before fouling west detour.

RULE D-97 (A) will apply:
Between Sparks and Vista,
Between Alazon and Moor,
Between Valley Pass and Montello,
Between Bridge and Ogden.

RULE 103 (A). When using 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 rigid switches at end of double track and junctions will be as follows:

u	l junctions will be as follows:		
	SparksI	For	westward track
	Fernley (Wadsworth Subdivision)	For	controlled siding
	Hazen (Mina Branch)	for	controlled siding
	Hazen (Fallon Branch)	For	Mina Branch
	Moor	For	westward track
	Valley PassI	For	eastward track
	LakesideI	For	westward track
	WendelI	For	Alturas Subdivision
	MasonI	For	WPRR

Fernley. West switches tracks Nos. 1 and 2 must be left lined for movement from Wadsworth Subdivision.

Hazen. Switches lined and locked for Mina Branch main track except Junction switch.

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. Target will display green for movement into siding.

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.

westward siding.

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 siding to eastward main track.

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.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Streamliner "CITY OF SAN FRANCISCO."

At Moor, Valley Pass and Engle, trains approaching, having authority to use main track will sound whistle signal o — o, after which trainman of train on siding will line crossover switches for movement from double to single track, and restore same after movement completed.

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

The track north of main track at:

Parran Anthony Teck Olney Strongknob
Huxley Pigeon Hogup
The track south of the main track at:

Falais Desert Ocala Miriam Fenelon
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.

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.

Valley Pass. The track north of the main track is siding assigned for

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.

Lemay. The track north of main track is siding assigned for use by westward trains and the track south of the main track is siding assigned for use by eastward trains.

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 211 (E). Will not apply to eastward trains at Moor, and to westward trains at Valley Pass, when train to which restricting order is addressed is entering siding. If order restricts train from entering siding, order must not be delivered until train has stopped.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

At Alazon, unless otherwise instructed, operator may clear the signal for westward SP trains when no orders are held for westward SP trains.

Light will not be displayed in train-order signal on Westwood Branch, except when train-order operator is on duty.

RULE D-251. Applies as follows:
On both tracks between Sparks and Vista.
On eastward track Alazon to Wells.

RULE 505. AUTOMATIC BLOCK SYSTEM

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

Following main track not protected by block signals: Eastward, from 1400 feet east of engine lead switch at MP 245.5 to

Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Carlin. Dwarf Signal 5341 east of switch to west detour governs westward movement over this switch. If signal indicates "stop," switch must be inspected to see that points properly lined and closed, before passing

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

Moor. Lower arm of Signal 6162 governs movement through eastward siding. If signal for movement into siding indicates "stop," apply Rule 509 (J). When upper arm of Signal 6164 indicates "stop," trains on main track must inspect spring switch at east end eastward siding and know that switch is lined for main track before passing over it.

Fenelon. Westward train holding main track to meet eastward train must stop east of Signal 6275 until eastward train has entered siding.

Valley Pass. Upper arm of Signal 6409 governs movement from west-ward track to single track. Diverging route signal governs movement

through siding.

Dwarf signal on east leg of wye governs movement to eastward track.

After derail and main track switch have been lined signal will indicate "proceed" if no eastward train approaching, 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 crossover has been lined for movement from westward track to single track if crossover unoccupied.

Tresend. Upper arm of Signal P-7396 governs movement from west-ward track to single track. Lower arm governs eastward movement

through Engle siding.

Bridge. Color light Signal P-7537 governs movement from westward track to single track. When signal indicates "stop," spring switch must be manually operated, and member of crew must remain at switch until movement is completed, and line switch to normal position.

Westward trains entering siding must not pass Signal P-7537 until switch has been lined for siding, and switch must not be restored to normal position until rear of train has passed a point 40 feet west of switch stand.

PUSH BUTTONS

Push buttons and lights on side of relay case at east end of sidings Holborn, Fenelon, Engle, and eastward siding Lemay; at west end of sidings Fenelon, Pequop, and Valley Pass. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to the number of the signal on siding. Train on siding to let train on main track pass should not pass "Preliminary Circuit" sign on sidings Holborn, Fenelon, Pequop and Engle; but if necessary to do so, press button with number corresponding to the number of signal on main track. Instructions for operating signals are posted inside of push-button box.

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:

Eastwar Signal	d PROTECTION	Westward Signal
P-2508		0
P-2554	Rock slide fence	D orre
P-3402	Two rock slide fences	P-2553
P-4064	Spring switch, Perth	P-3403 P-4065
1-1004	Spring switch, Rose Creek	P-5181
	Rock slide fence	P-5195
	Rock slide fence	P-5255
P-5262	Rock slide fence	P-5285
P-5282	Rock slide fence	P-5307
P-5306	Rock slide fence	P-5315
P-5340	Spring switch, Carlin	1-0010
P-5396	Rock slide fence over east portal Tunnel No. 2	P-5401
P-5396	Two rock slide fences	P-5425
	Spring switch, Moor	P-6173
P-6236)	apring annual account in the contract of the c	
P-6246	Spring switch, Holborn	P-6249
P-6248		
D 0070	Code and the Day Inc.	(P-6273
P-6270	Spring switch, Fenelon	·· P-6285
		P-6315
P-6314	Spring switch, Pequop	P-6317
		P-6327
	Spring switch, Icarus	P-6375
P-6396		P-6393
-	Spring switch, Valley Pass	(T-0000
P-6800	Spring switch, Lucin	P-6801
P-7396	Spring switch, Tresend	P-7397
P-7412	Spring switch, Engle	P-7411
P-7522	Spring switch, west end of siding, Bridge	
P-7534	Spring switch, end double track, Bridge	P-7537

RULE 516. Overlap posts:

Pigeonat	Signal	6845	Westward	trains
Teckat				
Jacksonat				
Newfoundlandat				
Groomeat				
Allenat				
Hogup	enter of	siding	Eastward	trains

SPRING SWITCHES RULE 535.

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through

Location	Normal Position Ps	gr. Frt.
Vista End double track	Westward track. 3	5 30
Perth End double track		5 30
Rose Creek End double track		5 30
Carlin East end west detour	Main track 1	
Moor East switch eastward siding	Main track 2	
Holborn West switch of siding	Main track 1	
Holborn East switch of siding	Main track 1	
Fenelon West switch of siding	Main track 1	
Fenelon East switch of siding	Main track 1	5 15
Pequop West switch of siding	Main track 1	
Pequop East switch of siding	Main track 1	
Icarus East switch of siding	Main track 1	
Valley Pass West switch westward siding	Main track 1	
Lucin End double track	Westward track. 3	
Tresend End double track	Westward track. 2	
Engle East switch of siding	Main track 2	
Bridge West switch of siding	Main track 2	
Bridge End double track		5 20

When switch is manually operated, member of crew must remain at switch until movement is completed, and line switch to normal position. Eastward trains stopping at Rose Creek will make station stop with

engine to clear westward track to avoid stopping on spring switch.

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them; and speed of 25 MPH must not be exceeded passing over switch in facing movement:

	Maxi	mum S	peed
Location	Normal Position	Psgr.	Frt.
Sparks East end P. F. E. track	. Eastward track	15	15
Lovelock West end westward siding	. Westward track.	15	15
Lovelock East end eastward siding	. Eastward track	15	15
Rye Patch East end siding	. Main track	15	15
Carlin West end No. 1 track	. Main track	15	15
East Carlin (WP)East end east detour	. WP Main track.	15	15
West Elko West end WP detour	. Main track	15	15
Wells East end eastward siding	. Eastward track .	15	15
Little Mountain West end siding	. Westward track .	15	15
Little MountainEast end siding	. Eastward track	15	15

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.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from MP 249.74 Vista, to MP 293.2 Massie.

Switch at end double track Vista is a spring switch with facing point lock, and when eastward absolute signal indicates "proceed" switch may be trailed through. This switch also equipped with electric lock, and when necessary to operate switch by hand, dispatcher must first be asked to release electric lock, after which manually operate spring switch before, and after, using.

Trains stopped by eastward absolute signal Vista, observing flashing white light may recall flagman from rear and prepare to start when signal

West switch wye to Wadsworth Subdivision Fernley dual controlled, but wye is not a controlled siding. Trains and engines must not enter this leg of wye from Wadsworth Subdivision until dispatcher's permission

Call-on lights on dwarf absolute signals at crossovers, Fernley, when flashing yellow, authorize movement on siding after stopping, expecting to find siding occupied.

Eastward trains must obtain clearance at Sparks. Clearance for section of regular schedule must read "no signals" or "green signals," and signal order must be obtained at Massie. Eastward trains must obtain train-order check of all overdue superior trains at Massie, and need not check register at Sparks.

Massie is continuous train-order office. Signal arm for westward movement removed. Eastward trains must obtain clearance at Massie; westward trains need not obtain clearance at Massie.

Train indicators, signals and markers must be displayed in C.T.C. Fig. 7 of Rule 19, also Rules S-17 and 19(A) will not apply on controlled

Instructions for operating dual control switch machines and electric locks are posted in telephone booths, or inside of electric lock boxes.

RULE 825. Fernley. Sufficient, but not less than five hand brakes must be set on east end of cars left standing on tracks 1 and 2; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points except Valley Pass to Montello. Inspection of light engines must be made at Valley Pass. 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, Carlin to Iron Point, and Bridge to Montello if in the judgment of conductor and engineer it is safe to do so.

During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspec-

tion shall be made.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

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 17:

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; MP 430 (Alturas Subdivision) or Indian

WESTWARD: Moor and Secret.

Bunnel and Goumaz when handling logs.

Running inspection of freight trains must be made before going on Great Salt Lake trestle from either direction.

When running inspections are made, at least one trainman will so place himself as to take advantage of air currents or other atmospheric

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.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels, are required to comply with rules and time-table instructions applying to freight trains as they relate to

stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed

Moor to Wells	One	Retainer	for	Each	150	M'
Valley Pass to Montello	"	4	"	"	150	M'
21/2 Miles East of Goumaz to 8	Susar	ville	a	ш	130	M'
Sage Hen to Madeline		a	"	4	140	M
Crest to Karlo		et	44	u	140	M'
Viewland to Wendel		"	u	"	140	
Sage Hen to Likely		"	"	Œ	140	

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 passen-equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

RULE 25. Rear end air-brake test shall be made in accordance with paragraph (b) at:

Valley Pas	sE	astward f	reight t	trains.	
Westwood	Jet W	Testward	freight	and mixed	trains.
Sage Hen.		Il freight	trains.		
Crest		estward	freight	trains.	
Moor	W	Testward	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: Madeline.

Westward: Fenelon, Holborn, Anthony or Moor. Karlo or Ravendale.

RULE 39. Running air-brake test must be made at Imlay, Carlin and Montello in both directions; at Moor westward and Valley Pass eastward; at Sage Hen and Westwood Jct. in both directions; and at Crest and Viewland westward.

Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam

engine must be set for 140 lb. and the low pressure side for 130 lb. pressure.

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

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

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

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

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

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

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

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

Example 1. "Eng. run extra on Pacific track

"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

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

(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 author-

izing 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 vards, will use East and for 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 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.

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

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Weso—Eastward—From W. P. or S. P.

To WP {Upper arm } o _____ To SP {Upper arm } o ____ o ___ o  

To SP {Lower arm } o _____ To SP {Upper arm } o ____ o ___ o  

Westward—From W. P.

To SP {Dwarf signal } o ____ o  

To WP {Dwarf signal } o  

To WP {Dwarf sign
     West Carlin-Eastward
            To main track Arm Signal o — o, Red indicates "stop";
Yellow indicates "proceed with caution."
   Carlin-Westward
                Approaching east end of yard Southern Pacific freight trains o — o, W. P. trains — o.
   Alazon-Eastward
                                                                                                                                                                                                                                                   Westward-From S. P. or W. P.
              To WP (Upper arm) o — To WP o — To SP (Lower arm) o — o To SP o — o When train has been given interlocking signal at any point and does
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not wish to use the route, give whistle signal o o ---- o o for information of signal operator.

MISCELLANEOUS

1. Westward freight trains must not take water or oil at Wells, nor

water at Goumaz 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, Valmy, Anthony, Valley Pass, Wadsworth, 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.

Tonnage freight trains without water car take full tender of water at Promontory Point.

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

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses

Engines weighing more than 235,000 pounds on drivers will not be

placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses, and at Montello and Wells all helpers must be placed ahead of caboose.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off

when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two engines of any other class be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Helpers on eastward passenger trains occupying main track at Moor

will stop and detach from the train at east switch north track.

At Montello trains not exceeding 6500 Ms, and at Wells trains not

exceeding 7400 Ms may put helper ahead of road engine.
On Alturas Subdivision not more than one engine will be placed immediately ahead of caboose in westward trains west of Sage Hen. All helpers in eastward trains will be cut out of rear of train at Sage Hen.

Helper engines cut into train will not shove on empty tank cars or open

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

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

In no case shall the knuckle be removed, or closed, or cutting lever

temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

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 to westward track by 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 eastward siding at Wells to allow eastward passenger train to pass will cut crossing from point at least 5 car lengths

west of main crossing 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 westward siding or 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 S Class	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;	
	and cars higher than	FernleyOn all tracks at sand pit.
7	All angines	Heren Old mill tracks at sand pit.
10	AC-4-5-6. F. CS. Mt. P	Porth All pit tracks
, 7 2 3	AC-4-5-6; F; GS; Mt; P.	HazenOld mill track, north side. PerthAll pit tracks. PalisadeAll tracks beyond west face of bins at quarry.
4	Engines over 230,000 lbs.	
	on drivers	VivianTriolite spur.
4	Engines over 230,000 lbs.	Elko
4	on drivers Engines must not go onto	Elko Hesson Standard Oli Co. spur.
4	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.
		PigeonAll tracks at pit. SalineSpur, beyond sign at road crossing 350 feet from switch. LakesideAll tracks at quarry, except Mountain
5	AC-4-5-6: F: GS: Mt: P.	SalineSpur, beyond sign at road crossing 350
	10100,1,00,111,11	feet from switch.
		track in west quarry, 14 cars west of
		water track switch.
6 7	AC-4-5-6; GS; P	
0, 1	AC-10-0, GD, 1	subdivision All tracks.
6	AC-4-5-6; GS; P	Alturas
		autholisisian All tracks
7	AC; Mk	Susanville Fruit Growers Supply Co. tracks; except
		main spur to mill pond and straight
		tracks where scales are located.
		Sump track if entered from the west. Lassen Lumber & Box Co. planing mil
		track, or beyond unloading dock on
		pond track.
7	Engines over 200,000 lbs.	Pont man
1	on drivers. Other en-	
	gines restricted to 10	
	MPH on tangent and	
	5 MPH on curves	Susanville Red River Lumber Co., tracks to Spring
-	10150 P. 00 35 P	field cedar mill.
7	AC-4-5-6; F; GS; Mt; P.	Mina
	Mk-7-8-9	subdivision. All tracks.
7	AC: Mk	WabuskaBeyond 100 feet north of NCB wye
	The state of the s	awitch
7	AC	Mina Hold onto 7 cars when switching high line
	***************************************	spur, east end Mina yard.

- 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.
- 14. Between April 1st and November 1st, use sprinklers on engines so equipped, over all open deck trestles and steel bridges consistent with water supply. Do not use sprinklers on Great Salt Lake trestle and other ballast deck structures.
- 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. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains-passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

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

23. Do not blow off engines on west detour when entering Carlin.

STRUCTURES LESS THAN STANDARD CLEARANCE

MP	Description	No.	Over	Side or Overhead	At or Near
242 90	Transfer track			Side	Reno
242.90 249.84 250.99	Bridge	5	Truckee River	Side & Overhead.	Vista
250 00	Bridge	6	Truckee River	Side & Overhead.	Vista
258.07	Bridge	7	Truckee River	Side & Overhead.	Patrick
262.51	Bridge	8	Truckee River	Side & Overhead.	Clark
264.48	Bridge	9	Truckee River	Side & Overhead.	Thisbe
264.70	Bridge	10	Truckee River	Side & Overhead	Thisbe
264.70 268.25 268.69	Bridge	11	Truckee River	Side & Overhead.	Thisbe
268.69	Bridge	12	Truckee River	Side & Overhead.	Thisbe
269.44	Bridge	13	Truckee River	Side & Overhead.	Gilpin
269.44 436.16 441.53 518.80	Bridge	2	Humboldt River	Side & Overhead. Side & Overhead. Side & Overhead. Side & Overhead.	Golconda
441.53	Bridge	3	Humboldt River	Side & Overhead.	Comus
518.80	Bridge	6	Humboldt River	Side & Overhead.	Barth
519.18	Bridge	7	Humboldt River	Side & Overhead.	Barth
519.70	Bridge	8	Humboldt River	Side & Overhead.	Barth Barth
520.16	Bridge	9	Humboldt River	Side & Overhead.	Barth
520.56 520.92	Bridge	11	Humboldt River	Side & Overhead	Gerald
520.92	Bridge	12	Humboldt River	Side & Overhead	Gerald
522.07 522.35	Bridge	13	Humboldt River Humboldt River Humboldt River Humboldt River Humboldt River	Side & Overhead. Side & Overhead. Side & Overhead. Side & Overhead.	Gerald
523.09	Bridge WP crossing	557	SP track	Overhead	Gerald
523.34	Bridge	14	SP track	Side & Overhead.	Gerald
525.02	Tunnel	1		Side & Overhead. Side & Overhead.	Palisade
505 15	Bridge	15	Humboldt River	Side	Palisade
525,42	Bridge	16	Humboldt River	Side	Palisade
525.70	Two water columns.			Dide	Palisade
525.42 525.70 534.5 538.23 538.92	Water column			Side & Overhead.	Carlin
538.23	Bridge	17	Humboldt River	Side & Overhead.	Vivian
538.92	Bridge Bridge Tunnel	18	Humboldt River		Vivian
009.47	Bridge	19	Humboldt River	Side & Overhead . Side & Overhead .	Tonka
539.54	Tunnel	20	Water State of the state of	Side & Overhead.	Tonka Tonka
539.93	Bridge	21	Humboldt River	Side & Overhead.	Tonka
540.89	Bridge	22	Humboldt River.	Side & Overhead	Tonka
541 64	Bridge	23	Humboldt River.	Side & Overhead. Side & Overhead.	Tonka
541.16 541.64 542.45	Bridge	24	Humboldt River Humboldt River Humboldt River Humboldt River	Side & Overhead .	Tonka
556.00	Two water columns.	100000		Side	Elko
566.55	Tunnel	3	22.11.11.11.11.11.11.11	Side & Overhead. Side & Overhead.	Ryndon
567.19 568.26	Bridge	25	Humboldt River	Side & Overhead.	Ryndon
568.26	Bridge Tunnel	26	Humboldt River	Side & Overhead. Side & Overhead.	Ryndon Ryndon
568.68 569.85	Bridge	27	Humboldt River Humboldt River	Side & Overhead	Ryndon
570 36	Bridge	28	Humboldt River	Side & Overhead. Side & Overhead. Side & Overhead.	Ryndon
570.36 570.57	Tunnel	5		Side & Overhead.	Ryndon
573.40	Two water columns.			Side	Elburz
573.40 589.42	Water tank			Side	Deeth
607.50	Two water columns.			Side	Wells
620.10	Two water columns.			Side	Anthony
640.60	Water column			Side	Valley Pass
649.80	Two water columns.			SideSide.	Loray Montello
661.90 679.92	Two water columns.			Side	Lucin
702 10	Water tank Two water columns.	• •		Side	Lemay
702.10 730.11	Water tank	::		Side	Strongknob
758.63	Water tank			Side	Promontory
					Point
778.49	Bridge	2	Weber River	Side	Marriott
	W	ADS	WORTH SUBDIVI	SION	
277.00	Bridge	1	Truckee River	Side	Wadsworth
			Westwood Branch		
382.78	Bridge	1 3	Susan River	Side	Susanville
386.70	Tunnel	1		Side & Overhead.	Bunnel
386.87	Bridge	9	Susan River	Side	Bunnel
387.00 394.49	Tunnel	2	2	Side & Overhead . Side	Bunnel
394.49	Bridge	12		Side	Goumaz
			Mina Branch		
295.05	Bridge	1	Government		THE RESERVE
			Canal	Side	Bango
			Fallon Branch		
302.08	Bridge	1	Carson River	Side	Fallon
302.50	Bridge		Government	A STATE OF THE STA	
				Side	Fallon
Att	ention of all employed	es is	directed to above li	st of structures and	trainmen are
2200	and the company of				

notified that it is dangerous to stand on high cars in passing through them.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

SPECIAL INSTRUCTIONS

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:
All P-8 class, except Eng. 2470;
F-1 class: 3611, 3612, 3615, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3656, 3657, 3658, 3660, 3661, 3663, 3664, 3665, 3666;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3692, 3697, 3701, 3702, 3704, 3705, 3706, 3709, 3711, 3716, 3717;
F-5 class: 3718, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;
AC-6 class: 4127, 4128, 4130, 4131, 4132, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;
SP-1 class: 5001, 5002, 5003, 5006, 5009, 5011, 5012, 5013;
SP-2 class: 5017, 5018, 5019, 5020, 5021, 5022, 5024, 5025, 5026, 5028, 5029, 5031, 5033, 5035;
SP-3 class: 5039, 5040, 5041, 5042, 5044, 5045, 5047.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

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 for Gas-electric cars running light forward, 50 MPH,

but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when

approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

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.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Classification With Train Light With With	With Train or Ligh	
DES-200	30	30	30
DES-1 to 7 inc	40	35	35
DES-100 to 107 inc	40	35	35

Maximum speed of disabled engines (except class S or SE) running

ier own steam or nauled in train, must not exceed:	
When all weight has been removed from any one pair of drivers	. 20 MPH
When all weight has been removed from only one whee	el
from any pair of drivers	. 30 MPH
When engine truck is removed	. 20 MPH
When main rod only is removed	. 30 MPH
When side rod only is removed	. 30 MPH
When both main and side rods are removed	. 20 MPH
When hauled in train with all rods on	
Class S and SE engines under all conditions	
· · · · · · · · · · · · · · · · · · ·	

Maximum speed of deadhead equipment or passenger trains with

standard caboose is 50 MPH.

Passenger trains handling steel wheel box 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.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

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 pas-senger trains between Tresend and Bridge. Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH.

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.

					W	ITH T	RAIN —	ENGINE RUN	NING F	ORWARD			LIGHT ENGINE RUNNING FORWARD				ENGINE B	
		The second secon					PASS	ENGER	100								OR LIGHT	
P	age No.	TERRITORY	STREAM- LINER DIESEL POWER UNIT	P-8 (If CCB*) P-7-10- 12 GS Mt WPRR: TP-29, Mt, GS	E A P-1-3-4- 5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5- 7-8-9- 10-11- 12 AC-6 (if CCB*)	T-1-8-9-23-28- 31-38-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec, cars WPRR: MK-60	AM-2 WPRR: C-43 (Nos.21	C-2-4-5-8-9- 10-18-19-28-29 27-28-29 Mk-2-4, TW F (if not CCB*') AC-1-2-3-8 (if not CCB*) WPRR: C-43 (Nos. 1 to 20)	C-15-17- 32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS WPRR: TP-29 Mt GS	T-28- 32-37- 40 F (if CCB*)	M T-1-8-9-23-28- 31-38-57-58 C-2-4-5-8-9-10- 18-19-26-27- 28-29 Mk-5-8-7-8-9 F (if not CCB*) SP	C-15- 17-32 TW Mk-2-4- 10-11 AC AM-2 MM-3 WPRR: MK C-43	E Mk A F T Mt P GS C SP TW All WPRR Engs.	M AC AM-2 MM-3 Gas- elec. cars
	2 2 2 2 2 2 2 2 2 2 2 3 3 3 3 3	Sparks to MP 274.11, except Sparks, West Switch to East PFE Switch Vista, spring switch MP 274.11 to Massie Massie to Desert Desert to Oreana, except Lovelock, passing station. Oreana to Weso, except Imlay, between outside switches Rose Creek, spring switch Winnemucca, Bridge Street Weso, through turnouts	80 15 35 95 95 95 30 95 60 35 30 25	60 15 35 70 70 65 30 70 40 35 30 25	60 15 35 65 65 65 65 30 65 40 35 30 25	60 15 35 60 60 60 30 60 40 35 30 25	55 15 35 55 55 55 55 40 35 30 25	50 15 35 50 50 30 50 40 35 30 25	45 15 35 45 45 45 40 35 30 25	40 15 35 40 40 40 30 40 40 35 30 25	35 15 35 35 35 35 35 36 35 35 35 35 35 35 35 35 35 35 35 35 35	35 15 30 35 40 40 30 40 20 30 30 20	45 15 30 45 45 45 45 30 45 20 30 30	40 15 30 40 40 40 30 40 20 30 30 20	35 15 30 35 35 35 35 36 35 30 35 30 20	30 15 30 30 30 30 30 30 30 30 20 30 20	30 15 30 30 30 30 30 30 30 30 30 20 30 30 20	25 15 25 25 25 25 25 25 25 25 25 25 25 25 25
	3-4 3-4 3-4 3-4 4	Weso to Alazon eastward (SP Track) except: Battle Mountain, passing station. Through tunnels. Carlin, between east and west detour. Carlin and Elko, using detours. Elko, in city limits.	60 60 50 30 15 30	60 40 50 30 15 30	55 40 50 30 15 30	55 40 50 30 15 30	55 40 50 30 15 30	50 40 50 30 15 30	45 40 45 30 15 30	40 40 40 30 15 30	35 35 35 30 15 30	40 40 40 15 15 30	45 40 45 15 15 30	40 40 40 15 15 30	35 35 35 15 15 30	30 35 30 15 15 30	30 30 30 15 15 30	25 25 25 15 15 25
	444444455555555555555555555555555555555	Alazon, through turnouts. Alazon to Wells, except. Wells, passing station. 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 in yard limits. Montello to Marriott, except. Lakeside, end of double track. MP 735.2 to MP 740 (Rambo Fill) Tresend, end of double track Great Salt Lake Trestle. Marriott to Ogden.	25 95 30 40 25 80 80 80 55 60 60 95 35 95 30 80	25 65 30 35 25 55 60 60 45 50 40 65 35 25 20 60	25 65 30 35 25 55 60 60 45 50 40 65 35 65 25 20 60	25 60 30 35 25 55 60 60 45 50 40 60 25 20 60	25 55 30 35 25 55 55 55 55 55 55 55 55 55 55 55 55	25 50 30 35 25 50 50 45 50 40 50 35 25 50 40 50 25 50 50	25 45 30 35 25 45 45 45 45 45 45 25 20 45	25 40 30 35 25 40 40 40 40 40 40 25 20 40	25 35 30 35 25 35 35 35 35 35 35 35 22 20 35	20 40 30 35 20 40 40 20 25 25 20 40 30 35 20 40 40 20 25 20 40 40 40 40 40 40 40 40 40 40 40 40 40	20 45 30 35 20 45 45 45 35 35 20 45 30 45 20 45 30 45 20 45 30 45 30 45 20 45 45 20 45 45 20 45 45 20 45 45 45 45 45 45 45 45 45 45 45 45 45	20 40 30 35 20 40 40 35 35 20 40 40 30 40 40 40 40 40 40 40 40 40 40 40 40 40	20 35 30 35 20 35 35 35 35 35 36 37 20 35 20 20 20	20 30 30 30 20 30 30 30 30 30 30 30 20 30 30 20 30 30 30 30 30 30 30 30 30 30 30 30 30	20 30 30 30 30 20 30 30 25 25 20 30 30 30 25 25 20 30 30 30 30 30 30 30 30 30 30 30 30 30	20 25 25 25 25 25 25 25 25 25 25 25 25 25

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6 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 8.20 8.09 8.00 2.51 2.43 2.36 2.30	25 26 27 28 29 30 31 32 33 34 35 86 87	2.24 2.18 2.18 2.08 2.04 2.00 1.56 1.49 1.45 1.42 1.43 1.37	39 40 41 42 43 44 45 46 47 48 49 50 51 52	1.33 1.30 1.27 1.25 1.23 1.21 1.20 1.18 1.16 1.15 1.12 1.10 1.09	53 55 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 0.58 0.57 0.55	68 69 70 72 74 75 76 78 80 82 84 85 90	0.53 0.52 0.51 0.50 0.49 0.47 0.46 0.45 0.44 0.43 0.42 0.40 0.38

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.

				٧	VITH 1	TRAIN —	ENGINE RUN	NING F	ORWARD	TRU		LIGHT ENGINE RUNNING F			RWARD	ENGINEB	ACKING
Page No.	TERRITORY	STREAM- LINER DIESEL POWER UNIT	12 GS	E A P-1-3-4- 5-8-11 P-8 (if not CCB*)	T -26 -32 -37 -40	P A S AC-4-5- 7-8-9- 10-11- 12 AC-6 (if CCB*)	F (If CCB*)	AM-2 WPRR: C-43 (Nos.21	CCB*)	C-15-17- 32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS WPRR: TP-29 Mt GS	T-26- 32-37- 40 F (if CCB*)	M T-1-8-9-23-28- 31-38-57-58 C-2-4-5-8-9-10- 18-19-26-27- 28-29 Mk-5-8-7-8-9 F (if not CCB*) SP	C-15- 17-32 TW Mk-2-4- 10-11 AC AM-2 MM-3 WPRR: MK C-43	OR LI E Mk A F T Mt P GS C SP TW All WPRR Engs.	M AC AM-2 MM-3 Gas- elec. cars
5 5-4 5 5 5 5-4 4 4 4 4 4 4 4	WESTWARD Ogden to Marriott Marriott to Montello, except Bridge, spring switch, end double track Great Salt Lake Trestle MP 740 to MP 735.2 (Rambo Fill) Lucin, spring switch Montello in yard limits Montello to Cobre Cobre to Icarus, except Valley Pass, end double track Icarus to Moor Moor to Wells Wells, passing station Wells to Alazon Alazon, passing train-order office	25 30 95 35	65 60 25 20 65 35 40 40 60 25 55 45 30 65 30	65 60 25 20 65 35 40 40 60 25 55 45 30 65 30	60 60 25 20 60 35 40 40 60 25 55 45 30 60 30	55 55 25 20 55 35 40 40 55 25 55 45 30 55 30	50 50 25 20 50 35 40 40 50 25 50 45 30	45 45 25 20 45 35 40 40 45 25 45 45 30 45 30	40 40 25 20 40 35 40 40 40 40 25 40 40 30 40 30	35 35 25 20 35 35 35 35 35 35 35 35 35 35 35 35 35	40 40 20 20 35 30 20 35 40 20 40 20 40 20	45 45 20 20 45 30 20 45 20 45 35 30 45 30	40 40 20 20 40 30 20 40 40 40 20 40 40 35 30 40 30 30 40 30 40 40 40 40 40 40 40 40 40 40 40 40 40	35 35 20 20 35 30 20 35 35 20 35 35 30 35 30	30 30 20 20 30 30 30 30 30 30 30 30 30 30 30 30 30	30 30 20 15 30 30 30 30 20 30 20 30 20 30 30	25 25 20 15 25 25 20 25 20 25 20 25 20 25 20 25 20 25 25 25 20 25 25 25 25 25 25 25 26 26 26 27 27 27 27 27 27 27 27 27 27 27 27 27
4-3 4 4-3 4-3 3 3 3 3	Alazon to Carlin, except. Through tunnels. Elko, in city limits. MP 589.6 to MP 579.50 Carlin to Harney, except. Carlin, between East and West detour switches. Through tunnel. Harney to Eglon, except. Battle Mountain, passing station. Eglon to Weso.	95 50 30 75 80 30 50 95 60 80	70 50 30 60 60 30 50 70 40 70	65 50 30 60 60 30 50 65 40 65	60 50 30 60 60 30 50 60 40 60	55 50 30 55 55 55 30 50 55 40 55	50 50 30 50 50 50 50 50 40 50	45 45 30 45 45 45 45 40 45	40 40 30 40 40 30 40 40 40 40	35 30 35 35 35 30 35 35 35 35	40 40 30 40 40 15 40 40 40 40	45 45 30 45 45 15 45 45 40 45	40 40 30 40 40 15 40 40 40 40	35 35 30 35 35 15 35 35 35 35	30 30 30 30 30 15 30 30 30 30	30 30 30 30 30 15 30 30 30	25 25 25 25 25 25 25 25 25 25 25 25 25 2
3 3-2 3 3-2 2 2 2 2 2 2 2 2 2 2 2	Weso through Interlocking Weso to Oreana, except. Winnemucca, Bridge Street. Imlay, between outside switches. Oreana to Desert except. Lovelock, passing station. Perth. spring switch. Desert to Massie. Massie to MP 274.11 MP 274.11 to Sparks, except. Vista, spring switch. Sparks, East PFE switch to West switch.	35 95 30 60 95 30 35 95 95 80 60 15	35 70 30 40 65 30 35 70 70 60 60 15	35 65 30 40 65 30 35 65 65 60 60	35 60 30 40 60 30 35 60 60 60 15	35 55 30 40 55 30 35 55 55 55 55	35 50 30 40 50 30 35 50 50 50 50	35 45 30 40 45 30 35 45 45 45 45 15	35 40 30 40 40 30 35 40 40 40 40 15	35 35 30 35 35 30 35 35 35 35 35 35	30 40 30 20 40 30 30 40 35 35 35	35 45 30 20 45 30 30 45 45 45 45 45 15	35 40 30 20 40 30 30 40 40 40 40 15	35 35 30 20 35 30 30 35 35 35 35 35	30 30 30 20 30 30 30 30 30 30 30 30 30 30	30 30 30 20 30 30 30 30 30 30 30 15	25 25 25 20 25 25 25 25 25 25 25 25 25 25 25 25 25
2-3-4-5	AGAINST CURRENT OF TRAFFIC, except Montello to Cobre, eastward track	60 40	60 40	55 40	55 40	55 40	50 40	45 40	40 40	35 35	40 35	45 40	40 40	35 35	30 30	30 30	25 25

DIVISION MILEAGE

1	Main Lines	
MP 238.8 west of Reno to Ogden		
MP 238.8 west of Reno to Ogden second to	TrackC. P. Ry	
MP 275.856 Fernley to end division MP 40	N. C. O. Ry 96.00	
Total Main Lines		885.44
	Branches	
Fallon C. P. Ry. Mina C. P. Ry. Westwood C. P. Ry.	Hazen to Fallon 15.92 Hazen to Tonopah Jet 137.68 Wendel to Westwood 53.76	
Total Branches		207.36
Total Salt Lake Division		1092.80

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EPUIPMENT

PAGE		MPH
2-3-4-5	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
6-7 All	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.	25
377	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except	
2-3-4-5 All	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):	20 15
2-3-4-5 All All	On tangent main tracks. On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight train speed.	25 15
2-3-4-5 6-7 All	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 slow boards in place 5 MPH less than	35 25
	shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards. Through interlockings with caution.	

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	Not	With Cauti Not Exceed MPH			
	Stream- liner	Pagr.	Frt.		
Through sidings, yard and other side-tracks, crossove turnouts and slip switches, except:	15 25 25 25 10	15 20 25 25 10 10	15 20 20 20 20 10		
Rugby, Wabuska, Dover and Kinkead		8	8		
Through any siding, crossover, turnout, or slip-swit with engine backing	10	10	10		

SPEED RESTRICTIONS—BRANCHES

		P	ASSENGER	Maril 1	FREIGHT A	ND MIXED	LIGHT RUNNING	A SERVICE	
Page	TERRITORY	Maximum	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB)	F Mt	Maximum	F _{Mt}	Maximum	F Mt	ENGINE BACKING WITH TRAIN OR LIGHT
6 6 6 6 6 6-7 6 6 6 6 6 7 7 7	Between Fernley and Wendel, except: Westward MP 280 to yard limit board, Fernley. On curves indicated by slow boards between MP 285 and Wendel. Flanigan, over WPRR crossing. Between Wendel and Alturas, except: Between outside switches, Wendel. Between MP 361 and Viewland. Between MP 375 and Crest. Eastward, Crest to MP 395. Between Madeline and MP 438. Between MP 440 and MP 446. Between Wendel and Susanville. Between Susanville and Westwood Jct., except: Between outside switches Susanville. Between Westwood Jct. and Mason.	40 35 20 30 15 20 20 20 25 40 25 20	35 35 35 20 30 15 20 20 20 20 25 40 25 20 35	30 30 30 20 25 15 20 20 20 20 20 20 35 20 20 35	30 35 30 20 30 15 20 20 20 20 25 30 20 20 20 30	25 30 25 20 25 15 20 20 20 20 20 25 20 25 20 20 25 20 20 20 20 20 20 20 20 20 20 20 20 20	30 30 30 20 30 15 20 20 20 20 20 25 30 25 20 30	25 25 20 25 15 20 20 20 20 20 20 25 20 20 20 25 20 20 20 20 25 20 20 20 20 20 20 20 20 20 20 20 20 20	15 15 15 15 15 15 15 15 15 15 15 15 15
7 7 7 7 7	Between Hazen and Fallon Between Hazen and Mina: Between MP 288.4 and MP 320 Between MP 320 and MP 338 Between MP 338 and MP 357 Between MP 357 and MP 417	20 25	30 20 25 20 25 20		25		25		15 15 15 15 15

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon
Ogden		Division Examiner and Surgeon
Ogden		District Surgeon
Ogden	. Dr. Keith Stratford	District Surgeon
Ogden	. Dr. LeRoy Pugmire	Oculist and Aurist
Ogden	. Dr. Ralph Pugmire	Asst. Oculist and Aurist
Brigham City	. Dr. R. A. Pearse	Emergency Surgeon
Montello	. Nurse in charge of emergenc	y hospital.
Wells	. Dr. C. H. Clark	District Examiner and Surgeon
Elko	. Dr. A. J. Hood	District Examiner and Surgeon
Elko	. Dr. R. P. Roantree	District Examiner and Surgeon
Carlin	. Dr. C. W. Eastman	District Examiner and Surgeon
Battle Mountain		District Surgeon
Winnemucca		Consulting Physician and Surgeon
Imlay		District Examiner and Surgeon
Lovelock		District Examiner and Surgeon
Sparks		District Examiner and Surgeon
Sparks	. Dr. Ellwood Reno	Asst. Dist. Surgeon and Examiner
Reno	Dr. Rodney E. Wyman	Division Examiner and Surgeon, State of Nev.
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	. Dr. C. W. West	District Surgeon
Reno	. Dr. D. D. Little	Asst. District Surgeon
Fallon		District Surgeon
Susanville	. Dr. G. S. Martin	District Surgeon
Susanville	. Dr. J. W. Crever, Jr	Asst. District Surgeon
Mina	. Dr. D. A. Smith	District Examiner and Surgeon
Yerrington	. Dr. S. R. McGee	Emergency Surgeon
Yerrington	. Dr. Stanley Tebbe	Emergency Surgeon
Alturas	. Dr. John Stiles	District Surgeon

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patient cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—Dee Hospital, Ogden.
Emergency Hospital—Ogden.
Emergency Hospital—Sparks.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS								
	CONDI	AIR-	CONDITIONED					
CLASS	All-Steel	Steel- Under- frame	All-Steel Cooling Season	All-Steel Heating Season				
Baggage—40 ft. 6 in	48,165							
-60 ft	93,070 127,610							
-70 ft	122,620							
" —(Dynamo)	98.730							
*	102 620	87.120						
aggage & Mail—60 ft " — 69 ft " — 70 ft	103,620 124,760							
# # —70 ft	129,140	103 500		::::::::				
	108,675	112,640						
Express Refr.—N. P. Ry		74,000						
" " 155- 224		89,000						
Passenger — N. P. Ry. — "——————————————————————————————————		85,000						
" "-P. F. E. " 500- 799	133 050	83,000						
ostal	133,050 112,120 74,530	::::::::						
ostal Storage—40 ft	74,530 105,120							
assembly(ACW)	100,120	122,300	168,950	168,950				
Costal Storage	146,210 170,700	122,300 155,370	172,200	164,700				
" Cars 107-128(ACW)	170,700		182.800	182,800 195,040				
" 140-141(ACW)	100.620		195,040 138,000	132,000				
" —72 ft(ACI)			165,000	157,800 158,700				
- T2 It(ACW)			158,700 120,900	104 500				
" - " -Art(ACS)				172,600 173,125				
" —74 ft(ACS)			197,944	181,600 130,100				
Coaches—60 ft(ACI)	98,130		136,100 157,800	151,000				
" —70 ft(ACW)	137,640		151,000	151,000				
* -72 ft(ACI)			164,500 153,500	157,400 153,500 163,000				
" —73 ft. 6 in(ACW)			163,000 168,500	163,000 161,200				
" —72 ft. (Interurban)	120,000							
All-Day Lunch—Chair	105,970 103,875							
Cafe-Coach(ACI)	148,950	138,600 161,200	155,700 173,500	149,000				
(ACW)	140,000		156,000	156,000				
Diner—70 ft	155,330	135,930 146,930						
* -77 ft. (Arch Roof)(ACI)	156,000		170,100 162,950	162,700 162,950				
" —77 ft. (Clere Story Roof) (ACW)	*******	165,530	169,450	169,450				
" —77 ft. (" ")(ACM)	169 100		189,581	173,836				
* -80 ft. (Clere Story Roof) (ACM)			201,323	184,700				
Diner—70 ft. " —72 ft. " —77 ft. (Arch Roof) (ACI). " —77 ft. (" " ") (ACW). " —77 ft. (Clere Story Roof) (ACW). " —77 ft. (Clere Story Roof) (ACM). " —80 ft. (Clere Story Roof) (ACI). " — (" " ACI).			189,800 167,500	181,630 160,300				
(ACW)	VEA 100		164,980	157,780				
Doservation—75 It(ACI)(ACI)	154,400		169,185 194,543	161,900 186,166				
willman Observation	160 900	141,870	177,314	169,200				
" — " (ACM)	160,800	153,000	192,300	176,300				
Lounge(ACM)	171,200		194,900 187,682	178,900 179,600				
" —Bedroom(ACI)	167,600		183,920	176,000				
	167,600		195,800 139,500	179,800 139,500				
" —Imperial "(ACW)	163 100		133,500	133,500				
" — (ACM)	163,100		191,100 180,075	175,100 171,500 169,200				
Tourist(ACM)	153,000		185,200 168,665	169,200 161,400				
-Troop Sleeper	75,250							
" —77 ft. (ACI) Pullman—Observation (ACI) " — " Lounge (ACM) " — " (ACI) " — Bedroom (ACI) " — American Series (ACW) " — Imperial (ACW) " — Sleeper (ACM) " — CACI) " — CACI " —	80,800							
Ward(ACI)			173,300	167,900 160,300				
" Hospital(ACI)			162,100	156,700				
(18 cars including power units)			2,807,000	2,807,000				
Power Units, SF-1, 2, 3			882,260	882,260 994,460				
(Note: If train is less than 18 cars, deduct			994,460	994,460				
" Kitchen " Ward (ACI) " Dressing (ACI) " Hospital (ACI) Streamliner "City of San Francisco" (18.cars including power units) 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.) Rail, Gas-Electric-400 H.P.	159 400							
-600 H.P.	167,200							
				The second second				

*Steel underframe.

									-							
NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock Moor to Holborn Pequop to Ogden Pequop to Imlay	Lovelock to Rye Patch Deeth to Wells Ogden to Lucin Valley Pass to Pequop Imlay to Sparks	Wells to Moor Montello to Valley Pass	Rye Patch to Deeth Holborn to Pequop	Lucin to Montello	Hazen and Wabuska	Wabuska and Mina	Ferniey and Wendel	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Rayendale Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Karlo to Viewland	Wendel and Susarville	Susarville to Mason	Mason to Susanville	Hazen and Fallon
E-23 M-4 M-6, 8 M-9, 10, 11 M-11	1500 and 1502	5000 6350 7800 8200 8600	3550 4200 5200 5700 6000	990 1300 1600 1700 1800	3700 4800 6000 6000 6250	2500 2950 3650 4100 4300	2100 2700 3300 3500 3650	1050 1400 1730 1800 1900	3000 3800 4600 4950 5150	840 1100 1400 1450 1550	4000 5150 6300 6500 6800	3050 3850 4750 5000 5200	3450 4550 5400 5650 5850	560 800 900 1000 1050	1100 1500 1800 1900 2000	2470 3250 3850 4000 4200
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271 2161, 2174 and 2178 2301 to 2310 2283 to 2299 2311 to 2362 2363 to 2384 2103 2105 and 2106 2385 and 2386	5700 4100 8200 7050 9000 9000 6000 8200 7400	4000 2850 5400 4650 5900 5900 4250 5750 5200	1150 810 1725 1400 1900 1900 1250 1700 1500	4150 3000 6300 5400 6900 6900 4450 6000 5400	2850 2000 3800 3350 4250 4250 3050 4100 3700	2400 1700 3450 2950 3800 3800* 2550 3500 3150	1200 860 1830 1500 2010 2010* 1350 1800 1600	3400 2450 4900 4200 5300 5300 3650 4900 4450	1000 690 1450 1200 1600 1600 1050 1450 1300	4500 3250 6500 5600 7100 7100 4800 6500 5850	3450 2450 4950 4200 5450 5450 3650 4950 4450	3900 2800 5600 4750 6150 6150 4150 5600 5050	680 460 1000 800 1100 1100 760 1000 910	1300 920 1900 1600 2100 2100 1400 1900 1700	2800 2000 4000 3500 4450 4450* 3000 4000 3650
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	(2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460) 2400, 2403 to 2407 and 2415. (2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436. 2453, 2454 and 2458. 2476 and 2477. 2461 to 2474, 2478 to 2483. 2475, 2484 to 2491. 3100 to 3109.	7400 7800 8200 9200 9700 10000 10500 8000 10000	5200 5450 5700 6400 6800 7000 7500 5550 7500	1450 1550 1600 1850 2000 2150 2150 1600 2150	5400 5700 5950 6700 7100 7500 7800 5800 7800	3650 3850 4050 4550 4850 5000 5300 3950 5300										
C-5,8,9,10,26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469 2500, 2505 to 2507. 2510 and 2511. 3400 to 3409. 3410 to 3426. 2900 to 2913. 2932 to 2952. 2926 to 2931 and 2957. 2914 to 2923.	10000 6300 7800 9100 9500 7600 6100 5800 8350	7000 4450 5450 6350 6650 5300 4250 4050 5850	2150 1300 1650 1900 2000 1550 1250 1150 1750	7500 4650 5700 6650 6900 5500 4450 4200 6100	5000 3150 3900 4550 4750 3800 3050 2850 4200	4200 2700 3350 3900 4050 3200 2550 2450 3550	2200 1400 1750 2000 2100 1650 1300 1250 1850	6000 3800 4700 5450 5700 4550 3650 3450 5000	1800 1150 1400 1650 1700 1350 1050 1000 1500	8000 5050 6200 7200 7500 6000 4800 4600 6600	6000 3850 4700 5500 5750 4600 3650 3500 5050	6800 4350 5350 6200 6500 5150 4150 3950 5700	1260 800 1000 1150 1200 950 740 690 1050	2350 1450 1850 2150 2200 1750 1400 1300 1950	4850 3150 3850 4500 4650 3730 3000 2850 4100
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029 3025, 3036, 3052 and 3057 3000 to 3003 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297 and 3298	5900 6250 7200 12000 12600 12600 10300 10200	4100 4300 5000 8700 8850 8850 7450 7150	1100 1150 1400 2475 2600 2600 2250 2150	4300 4500 5250 9200 9200 9200 7750 7450	2900 3050 3550 6000 6300 6300 5350 5100	4750 5350 4550 4350	2450 2750 2350 2300	7250 7550 7550 6400 6150	2300 2300 2300 2300 1900 1850	10250 10250 10250 10250 8450 8100	7700 7700 7700 7700 6450 6200	8000 8600 7300 7000	1650 1650 1650 1350 1300	2950 2950 2950 2500 2400	5500 6200 5250 5000
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652. 3653 to 3667. 3668 to 3769. 3900 to 3911. 3930 and 3931. 4000 to 4048. 4100 to 4125. 3800 to 3811, 4126 to 4294.	13500 13500 14000 13500 15000 18500 18500	10000 11000 11500 11500 13300 16500 16500	3000 3500 3725 3450 4000 3950 5150 5450	10400 11500 12000 12000 13900 17000 18500	7150 8100 8500 8250 9550 9100 11900 12600	7500	3700	8600 9900 10400 11200	2550 3000 3150 3400	11300 13000 13500 13000	8650 10000 10500 11250	9800 11000 11800 8000	1800 2100 2200 3000	3350 3900 4050 4400	9800
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376	13000 13500 13700 13900 18500	9800 10200 10400 10600 13600	2925 3000 3025 3100 4100	10500 10600 11000 11200 14000	7500 7300 7900 8000 9750	0		8500 8750	2450 2550 	10700 11500	8550 8800 	9700 10000	1700 1800	3250 3350 	::::
Underloaded Cars	(Less than 45 M's	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	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	100

*Exception: Engine 2371 not permitted to operate on these branches.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

	15
CHIEF TRAIN DISPATO	
F. W. SMITH	The state of the s
G. E. PAYNE	Sparks
ASST. CHIEF TRAIN DISP.	ATCHERS
J. E. VAIL	
I. S. RUTH.	
W. R. MILLER	
D. H. McCLINTOCK	
G. McNABNEY	
A. B. MOBERG	
R. L. NORRIS	
R. F. GARNETT	
TRAINMASTERS	
D. W. TANNER	Ogden
C. H. NEILL	Carlin
J. F. McCUISTION	Sparks
TERMINAL TRAINMAS	
J. J. HENDERSON	Sparks
ROAD FOREMEN OF EN	CINES
J. C. MEDCRAFT	
A. C. EVERETT	
A. C. DVDRDII	Oparks
TRAINMASTER—ROAD FO	DREMAN
OF ENGINES	C
B. F. EAGER	Susanvine
ASSISTANT TRAINMAS	TERS
E. W. McELHINEY	Ogden
H. R. MADISON	. Montello
N. G. DULGAR	. Montello
G. J. GREENWOOD	Carlin
L. J. McHUGH	Imlay
W. S. HOBBS	Imlay
J. W. OSMUN	Hazen
G. V. ABBAY	Sparks
D. PERAZZO	Sparks
DIVISION EXAMINE	D_
DIVISION EXAMINE ASSISTANT TRAINMAS	STER
A. S. PRYOR	Sparks
	mong
ENGINEMEN INSTRUC	
R. C. HAYDEN	
E. A. ZARI	Sparks
ASSISTANT SUPERINTEN	IDENTS
T. J. FOLEY	Ogden
J. A. McKINNON	Sparks

