

SOUTHERN PACIFIC COMPANY

Ogden, September 13, 1955

TIMETABLE BULLETIN NO. 50
 TIMETABLE NO. 76
 SPECIAL INSTRUCTIONS NO. 6
 SALT LAKE DIVISION
 ALL SUBDIVISIONS

ALL CONCERNED:

Timetable bulletins Nos. 1 to 49, inclusive, are cancelled, and this bulletin contains a resume of the contents of previous bulletins which are still effective:

"A. SPEED RESTRICTIONS:

(1) Page 6, SPECIAL INSTRUCTIONS NO. 6, ALL SUBDIVISIONS, under caption "Maximum Speed Permitted with Certain Equipment", lines 17 to 21 inclusive, reading:

"Locomotive cranes:	35*	25*
With boom disconnected, heavy end forward	20*	15
With boom disconnected, light end forward	25*	15
With boom in place, either end forward.....	25	15
Rotary snow plows.....		"

is CANCELLED, and following will govern:

"Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15"

(2) Page 5, SPECIAL INSTRUCTIONS NO. 6, ALL SUBDIVISIONS, UNDER SPEED RESTRICTIONS FOR ENGINES, NOMINAL CLASS, lines 1 to 19, inclusive,

are CANCELLED, and following will govern:

	Running Forward		Running Backward
	With Train	Light	With Train or Light
AC.....	60	55	25
C.....	40	40	30
DF-1 to 12 with 65/12 gear ratio trucks.....	55	55	*30

	Running Forward With Train	Light	Running Backward With Train or Light
DF-1 to 12 with 61/16 gear ratio.....	70	70	*30
DF-1 to 12 with 62/15 gear ratio trucks and equipped with boilers and/or boiler controls.....	70	70	*30
DF-1 to 12 with 62/15 gear ratio trucks and not equipped with boilers and/or boiler controls.....	65	65	*30
DS-9, 119.....	60	60	60
DF-121.....	70	70	70
DF-122, 123.....	65	65	65
DF-205.....	55	55	55
DF-605.....	65	65	65
DF-606.....	70	70	70

(3) Page 19, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, under heading "EASTWARD, ALAZON TO MONTELEO", line 9, reading:

" 645.02 to 645.80..... 55 50 30 45 30"

is CANCELLED, and following will govern:

" 645.02 to 645.80..... 55 50 30 45 30"

(4) Page 19, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, line reading:

" ① Eastward trains running with current of traffic which are to set out or pickup cars at Cobre may make maximum speed of 35 MPH.

is CANCELLED.

(5) Page 9, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under SPEED RESTRICTIONS FOR TRAINS, EASTWARD, SPARKS TO IMLAY, line 17, reading:

"343.91 to 344.80 (Lovelock).....50 30 30 30 20"

is CANCELLED, and following will govern:

"343.91 to 344.80 (Lovelock).....50 50 30 30 20"

(6) Page 9, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under SPEED RESTRICTIONS FOR TRAINS, WESTWARD, IMLAY TO SPARKS, line 3, reading:

"344.80 to 343.91 (Lovelock.....50 30 30 30 20"
is CANCELLED, and following will govern:

"344.80 to 343.91 (Lovelock.....50 50 30 30 20"

(7) Page 7, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION,
under RULE 10-J, add:

"Speed signs restricting AC class engines to 25 MPH
over Truckee River bridges between Vista and Gilpin
have been installed at following locations:

"MP 249.09, three fourths (3/4) mile in advance of
Bridge No. 249.84 for eastward movement.

"MP 270.19, three fourths (3/4) mile in advance of
Bridge No. 269.44 for westward movement.

"These speed signs will govern speeds for AC class
engines over following structures:

"Truckee River bridges, No. 249.84, 250.99, 258.07,
262.51, 264.48, 264.70, 268.24, 268.69 and 269.44.

(8) Page 31, SPECIAL INSTRUCTIONS NO. 6, MINA SUBDIVISION,
under SPEED RESTRICTIONS FOR TRAINS, under eastward and westward
columns, add:

"DF-1-12 class engines restricted to 20 MPH Hazen to Mina
and Hazen to Fallon."

(9) SPARKS SUBDIVISION:

Trains via Lawton do not exceed 20 MPH between MP 244.7
and MP 245. Shoo fly is protected for westbound movement by
a flashing yellow light which is installed between tracks
approximately 1000 feet east of Shoo fly. Shoo fly is protected
for eastbound movement by regular freight speed board with
flashing yellow light on left hand side of track at MP 244.

(10) Page 6, SPECIAL INSTRUCTIONS NO. 6, ALL SUBDIVISIONS,
under MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, add:

"Effective at once movement of cars equipped with
K-1 or K-2 air brakes is confined to trains not exceed-
ing 50 cars and at speed not exceeding 40 MPH".

(11) (a) Page 26, SPECIAL INSTRUCTIONS NO. 6, WADSWORTH
SUBDIVISION, under Speed Restrictions for Trains,
Eastward, Fernley to Wendel, lines 3, 4 and 5,
reading:

TIMETABLE BULLETIN NO. 50 (Continued) - Page 4

"332.19 to 336.39 (Flanigan).....35-35-35-15
 336.39 to 336.41 (crossing).....25-25-25-15
 336.41 to 357.27.....35-35-35-15"

are CANCELLED, and following will govern:

"332.19 to 336.39 (Flanigan).....40-40-40-15
 336.39 to 336.41 (crossing).....25-25-25-15
 336.41 to 357.27.....40-40-40-15"

(b) Page 26, SPECIAL INSTRUCTIONS NO. 6, WADSWORTH
 SUBDIVISION, under Speed Restrictions for Trains,
 Westward, Wendel to Fernloy, lines 2, 3 and 4,
 reading:

"357.27 to 336.41.....35-35-35-15
 336.41 to 336.39 (crossing).....25-25-25-15
 336.39 to 332.19.....35-35-35-15"

are CANCELLED, and following will govern:

"357.27 to 336.41.....40-40-40-15
 336.41 to 336.39 (crossing).....25-25-25-15
 336.39 to 332.19.....40-40-40-15"

B. RATING OF ENGINES:

(12) (a) Page 24, SPECIAL INSTRUCTIONS NO. 6, OGDEN SUBDIVISION,
 Page 20, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, Page 13,
 SPECIAL INSTRUCTIONS NO. 6, WINNEMUCCA SUBDIVISION, Page 10,
 SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under heading
 RATING OF ENGINES, lines 1 to 15, inclusive,

are CANCELLED, and following will govern:

DP-3,4,7	5916,5917,6000 to 6004,6017,6018,5900 to 5909.....	1250	1250	1250
DP-5,6	6005 to 6016,5910 to 5915.....	3075	2750	1825
DP-8,9,10	6019 to 6033,5918 to 5924.....	3075	2750	1825
DP-11	6034 to 6045.....	4775	3300	2350
DF-1 to 12	6138 to 6461,8022 to 8303.....	5150	3625	2625
DF-100	5200 to 5202.....	.....	.....	.....
DF-101 to 108, 110,112	5203 to 5249,5253 to 5278,5500 to 5502.....	5000	5000	3600
DF-109,111	5250 to 5252,5503 to 5505.....	.....	.....	.....
DF-114,116 117,118,120	5279 to 5293,5308 to 5335,5340 to 5371.....	10000	6300	4450
DF-115,119	5294 to 5307,5336 to 5339.....	10000	7050	5050
DF-200 to 204	5100 to 5118.....	.....	.....	.....

TIMETABLE BULLETIN NO. 50 (Continued) - Page 5

DF-300 to 304	4600 to 4623, 4700 to 4703.....	.....	.....	.....
DF-305, 306	4624 to 4633.....	.....	.....	.....
DF-500, 501	4800 to 4815.....	.....	.....	.....
DF-603, 605, 606	5600 to 5603, 5604 to 5621, 5622 to 5625	6650	4675	3375

(b) Page 27, SPECIAL INSTRUCTIONS NO. 6, WADSWORTH SUBDIVISION, Page 30, SPECIAL INSTRUCTIONS NO. 6, ALTURAS SUBDIVISION, Page 32, SPECIAL INSTRUCTIONS NO. 6, MINA SUBDIVISION, under heading RATING OF ENGINES, lines 1 to 11, inclusive,

are CANCELLED, and following will govern:

DF-1 to 12	6138 to 6461, 8022 to 8303....	3150	3575	750	1300
DF-100	5200 to 5202.....	.....	.....	...	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502.....	4375	.....	...	.....
DF-109, 111	5250 to 5252, 5503 to 5505....	.....	.....	...	.....
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371.....	5400	.....	...	.....
DF-115, 119	5294 to 5307, 5336 to 5339....	.....	.....	...	.....
DF-200 to 204	5100 to 5118.....	.....	.....	...	.....
DF-300 to 304	4600 to 4623, 4700 to 4703....	.....	.....	...	.....
DF-305, 306	4624 to 4633.....	.....	.....	...	.....
DF-500, 501	4800 to 4815.....	.....	.....	...	.....
DF-603, 605, 606	5600 to 5603, 5604 to 5621, 5622 to 5625.....	4050	4600	975	1700

(13) FOOTNOTES, SPECIAL INSTRUCTIONS NO. 6, bottom of Pages 10, 13, 20, 24, 27, 30 and 32, reading:

"Ratings shown for nominal class DP-4 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine."

are CANCELLED.

C. MECHANICAL SWITCH LOCKS:

(14) Page 3, SPECIAL INSTRUCTIONS NO. 6, ALL SUBDIVISIONS, Item MECHANICAL SWITCH LOCKS, reading:

"MECHANICAL SWITCH LOCKS

"Lock box door must not be opened unless block indicators indicate block clear in both directions.

"After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position

"R." Switch may then be operated in usual manner.

"Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

"Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after flag protection is provided."

is. CANCELLED.

D. SPRING SWITCHES AND BLOCK SIGNALS:

(15) SPECIAL INSTRUCTIONS NO. 6, OGDEN SUBDIVISION;

The signals between MP 755 Saline and MP 781.1 Cecil Junction are being respaced. Semaphore signals are being converted to 3 indication searchlight signals.

On eastward track between Saline and Cecil Junction eastward signals 7562, 7580, 7598, 7618, 7638, 7718 and 7732 are being removed. On westward track between Saline and Cecil Junction signals 7581, 7599, 7619, 7639, 7721, 7731, and 7801 are being removed. On eastward track new eastward searchlight signal will be installed at MP 772.6 and numbered 7726. On westward track new westward searchlight signals will be installed at MP 772.7 and MP 779.5 and numbered 7727 and 7795.

As soon as coverings are removed from searchlight signals they must be regarded as in service, in accordance with Rule 304.

(16) Pages 7 and 8, TIMETABLE NO. 76, ELKO SUBDIVISION, Capacity of Sidings Column:

Eastward siding Moor, has been extended 1565 feet to MP 617.57 and now has capacity of 125 cars.

2 Arm signals P-6173 and P-6174, and Dwarf Searchlight signal P-6172, have been relocated 1565 feet east and are now Signals P-6177, P-6176 and P-6174. One arm distant signal 6183 has been relocated 2250 feet east and converted to 2 arm home and approach signal 6187, one arm distant signal 6186 has been converted to 2 arm home and approach signal and one arm home signals 6182 and 6195 have been removed.

(17) Page 16, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, under caption Rule 306 lines 9 and 10, reading:

"P-6172) Spring switch east end eastward siding, Moor...P-6173"
P-6174)

is CANCELLED, and following will govern:

"P-6174) Spring switch east end eastward siding, Moor....P-6177"
P-6176)

(18) SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION;

The signals between MP 357 Oreana and MP 384 Imlay are being respaced. Semaphore signals are being converted to 3 indication searchlight signals.

On eastward track between Oreana and Imlay, signals 3572, 3586, 3638, 3660, 3680, 3700, 3718, 3734, 3754, 3768 are being removed. On westward track between Oreana and Imlay, signals 3573, 3587, 3637, 3661, 3681, 3701, 3717, 3735, 3755, 3769 are being removed. On eastward track, new signals will be installed at MP 358.0, MP 364.2, MP 366.2, MP 368.4, MP 370.6, MP 372.6, MP 374.8, MP 376.6, and numbered 3580, 3642, 3662, 3684, 3706, 3726, 3748 and 3766. On westward track, new signals will be installed at MP 357.9, MP 364.1, MP 366.3, MP 368.5, MP 370.5, MP 372.7, MP 374.7, MP 376.7 and numbered 3579, 3641, 3663, 3685, 3705, 3727, 3747 and 3767.

As soon as coverings are removed from searchlight signals, they must be regarded as in service, in accordance with Rule 304.

(19) SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION:

(a) 3 indication searchlight type dwarf signal 3660 has been installed at fouling point east end middle siding Rye Patch, controlling movement through spring switch to eastward main track.

(b) Page 7, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under caption "RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM", add:

"Push buttons for signals 3660 and 3662 at Rye Patch are located on instrument case at Signal 3662".

(c) Page 7, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under caption "RULE 535. SPRING SWITCHES", add:

"Rye Patch. Spring switch at east end middle siding on eastward track is equipped with switch point indicator".

(d) Page 7, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under caption "RULE 535. SPRING SWITCHES", reading:

"Trains moving against current of traffic must stop and ascertain that spring switches at Lovelock, Rye Patch and Imlay are properly lined before using",

is CANCELLED, and following will govern:

"Trains moving against current of traffic must stop and ascertain that spring switches at Lovelock and Imlay are properly lined before using."

(e) Page 7, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under RULE 535, SPRING SWITCHES", reading:

"Sparks. Spring switches are located at east and west end of engine lead. These switches and spring switch at east end PFE track are equipped with switch-point indicator."

is CANCELLED, and following will govern:

"Sparks. Spring switches are located at east end of Track 21 and east end of Track 22 and at

east and west end of engine lead. These switches and spring switch at east end PFE track are equipped with switch point indicators."

E. AIR BRAKE RULES AND REGULATIONS:

(20) (a) Page 3, SPECIAL INSTRUCTIONS NO. 6, under heading AIR BRAKE RULES, Rule 3, add:

"Line 2, under STANDARD AIR BRAKE PRESSURES ON LOCOMOTIVES-POUNDS, reading:

"Passenger..... 150 130 110 40 45"

is CANCELLED, and following will govern:

"Passenger..... 140 130 110 *30 55

(*on locomotives equipped with 24-RL brake equipment and Speed governor control, the reducing valve will be set so brake cylinder gage will indicate 30 pounds when a full independent application has been made on a standing locomotive.)"

(b) Page 4, SPECIAL INSTRUCTIONS NO. 6, under heading AIR BRAKE RULES, add:

"Rule 29. Second paragraph Rule 29 is revised to read:

"When dynamic brakes and/or retaining valves are used on trains of any length, air brakes may be released at speeds of 8 miles per hour or over if descending grades favor this release. This rule not to govern on level or rolling territory."

(21) Page 17, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, under caption AIR BRAKE RULES, RULE 17, add:

"All retainers will be used on passenger trains on descending grades Moor to Wells and Valley Pass to Montello as follows:

"Trains of 3,000 tons or less, when less than two air compressors are operative.

"Trains of more than 3,000 tons, and freight train rules will apply.

"If at any time, in engineer's judgment, retainers are required on any train, stop will be made and retainers turned up in accordance with his instructions."

(22) Page 17, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, under caption TRAIN HANDLING, reading:

"RULE 60. On freight trains handled by diesel engines and using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade, Lóray, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover",

is CANCELLED.

(23) Page 28, SPECIAL INSTRUCTIONS NO. 6, ALTURAS SUBDIVISION, under caption TRAIN HANDLING, reading:

"RULE 60. On freight trains handled by diesel engines and using dynamic brakes, before entering or leaving siding turnout or crossover on descending grade between Indian Camp and Likely or Madeline and Karlo dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover,"

is CANCELLED, and following will govern:

"RULE 60. On freight trains handled by diesel engines and using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Indian Camp and Likely or Madeline and Karlo dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 10 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover".

F. GENERAL RULES:

(24) Page 2, SPECIAL INSTRUCTIONS NO. 6, ALL SUBDIVISIONS, under Rule A, reading as follows:

"The following rules have been revised. Revised pages have been printed covering these changes, and employes must have revised pages in their copy of Book of Rules.

Page Number	Rule Revised
17.....	7-A
19.....	10-G and 10-H
53.....	104-C
104.....	306
108.....	536
126.....	822
127.....	825
130.....	831
131.....	832 (Cancelled) "

is CANCELLED, and following will govern:

"Rule A. Transportation Department rule revisions from December 1, 1951, to and including May 1, 1955, are shown on pages 1 and 2 of Book of Rules. Employees must have revised pages covering these revisions in their copy of Book of Rules."

(25) Page 2, SPECIAL INSTRUCTIONS NO. 6, under heading "RULE 211", Page 3, under headings "RULE 772(a)", "RULE 774", "RULE 776(b)", and "RULE 872",

are CANCELLED.

(26) (a) Page 7, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under Rule 505, last line reading:

"Rule 509, paragraph (c)"

is changed to read:

"Rule 509, paragraph (d)".

(b) Page 14, WINNEMUCCA AND ELKO SUBDIVISION, under Item (V) West Elko, last line reading in part:

"SP Rules 509(c), and 513"

is changed to read:

"SP Rules 509(d), and 513".

(c) Page 16, ELKO SUBDIVISION, under heading RULE 93, Carlin, last line reading:

"Rule 506(b) or Rule 509 (c)"

is changed to read:

"Rule 507(b) or Rule 509(d)".

TIMETABLE BULLETIN NO. 50 (Continued) - Page 12

(d) Page 21, OGDEN SUBDIVISION, under heading RULE 505, last line reading:

"Rule 509 (c)"

is changed to read:

"Rule 509(d)".

(27) (a) Page 16, TIMETABLE NO. 76, under heading SPECIAL INSTRUCTIONS-ELKO SUBDIVISION, under RULE 83-B, add:

"Montello.....Extra trains not required to stop at Montello".

(b) Page 16, TIMETABLE NO. 76, under heading SPECIAL INSTRUCTIONS - OGDEN SUBDIVISION, under Rule 83-B, add:

"Montello.....Extra trains not required to stop at Montello".

6. MISCELLANEOUS:

(28) Telegraph office at Toy closed, blades removed from train order signal and light extinguished.

(29) Page 15, TIMETABLE NO. 76, under CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC, add:

Train Nos. 21 and 22 will stop on flag at any station to receive or discharge employes, baggage, or express, Fridays Saturdays, Sundays, Mondays, and Holidays and days immediately preceding and following holidays.

Nos. 21 and 22 will stop on flag at Promontory Point and Lakeside, daily, to receive or discharge employes, baggage or express.

Nos. 21 and 22 will stop at Hogup, Allen, Lemay, and Lucin daily except Saturdays, Sundays and Holidays, to receive and discharge school children.

(30) Daylight Saving Time becomes effective in the States of California and Nevada at 1:00 AM, April 24, 1955, continuing until 2:00 AM, September 25th. Southern Pacific Company will continue to operate on basis of Standard Time and employes' hours of assignment will be on basis of STANDARD TIME.

All clocks at stations and other public places, roundhouses, yard offices, etc., whether or not they are designated as standard

clocks, will remain on "Pacific Standard Time", and in addition will bear sign reading "Pacific Standard Time". All train bulletin boards at terminals and passenger stations will likewise bear a sign reading "Pacific Standard Time". Employees subject to time service regulations will continue to keep their watches set to Standard Time.

(31) Stock on right-of-way Lucin.

(32) (a) Page 22, SPECIAL INSTRUCTIONS NO. 6, OGDEN SUBDIVISION, under MISCELLANEOUS, Item 10, add:

"All engines.....Groome - Beyond 350 feet from point of switch on spur track serving corral."

Sign has been installed at above operating limit point reading:

ENGINES
MUST NOT
PASS THIS POINT

(b) Page 22, SPECIAL INSTRUCTIONS NO. 6, OGDEN SUBDIVISION, under MISCELLANEOUS, Item 10, add:

"All Engines - - - - - - - -B agley - Beyond 385 feet from point of switch on north spur track."

Sign has been installed at above operating limit point reading:

ENGINES MUST NOT
PASS THIS POINT

(c) Page 11, TIMETABLE NO. 76, OGDEN SUBDIVISION, Additional Stations Box, Line 4, reading:

"19-5E-W P 763.7 Bagley (Spur) 13412.

is CANCELLED, and following will govern:

"19-19E-W P 763.7 Bagley (Spur) 13412."

(d) Switch to Pit track at Pigeon has been spiked and spur is out of service.

(33) (a) Pages 7 and 8, TIMETABLE NO. 76, ELKO SUBDIVISION:

Easterly portion of siding Rasid, and all of spur track of siding, have been removed, leaving a 15 car capacity spur track diverging easterly from main track at MP 580.9.

(b) Pages 7, 8, and 9, TIMETABLE NO. 76, ELKO SUBDIVISION, under Emergency passing tracks, reading:

"Fenelon.....North of main track.....46"

is CANCELLED.

West switch of track north of main track at Fenelon is out of service.

(c) Pages 7 and 8, TIMETABLE NO. 76, ELKO SUBDIVISION, Capacity of Sidings Column:

Siding at Elburz out of service.

(d) Trackage at Elburz has been rearranged to provide a 31 car capacity spur track south of and diverging easterly from main track at MP 573.28.

(e) Page 18, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, Miscellaneous, Item 10, under Restricted Tracks, reading:

"All Engines.....Loray - Spur on North side beyond fouling point."

is CANCELLED.

(f) Pages 7, 8, and 9, TIMETABLE NO. 76, ELKO SUBDIVISION, Mile Post Location column:

Mile post location of Elburz has been changed to M.P. 573.3.

Mile Post location of Rasid has been changed to M.P. 580.9.

(g) Crossover has been installed at MP 649.25 between eastward and westward main tracks at Loray.

(h) Page 16, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, Rule 93, line 5, reading:

"554.02 Elko-----557.53"

is CANCELLED, and following will govern:

"554.02Elko----- 557.92"

- (34) (a) Page 6, SPECIAL INSTRUCTIONS NO. 6, WINNEMUCCA SUBDIVISION, Additional Stations Box:

Spur track at Argenta has been extended 350 feet and now has 64 car capacity.

(b) Runaround track at Palisade Quarry is now in service. Under no circumstances are cars or engines to be spotted on runaround track in immediate vicinity of loading bins.

No. 1 bin track is now a spur, terminating 40' east of east face of bins.

(c) Stations of Eglon at M.P. 428.7 and Cluro at M.P. 512.7 have been abandoned.

- (35) (a) Page 12, TIMETABLE NO. 76, WADSWORTH SUBDIVISION:

Standard clock (K), Susanville, has been discontinued.

(b) Station of Bristol at M.P. 316.6 has been abandoned. Station of Numana at M.P. 290.5 has been abandoned.

- (36) (a) Page 8, SPECIAL INSTRUCTIONS NO. 6, SPARKS SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

Sparks	394-W
Fernley	14-W
Hazen	34
Lovelock	109-W
Rye Patch	64
Imlay	10-W "

- (b) Page 11, SPECIAL INSTRUCTIONS NO. 6, WINNEMUCCA SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

Imlay	10-W
Winnemucca	49-W
Golconda	46-W
Iron Point	68
Valmy	9
Mote	91
Battle Mountain	16-W
Argenta	52
Beowawe	21-W
Palisade	13-W
Carlin	55-W "

(c) Page 18, SPECIAL INSTRUCTIONS NO. 6, ELKO SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

Carlin	55-W
Moleen	127
Elko	79-W
Osino	18-W
H alleck	54-W
Deeth	40-W
Wells	27-W

(d) Page 22, SPECIAL INSTRUCTIONS NO. 6, OGDEN SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

Tecoma	74
Lucin	17-W
Groome	7 (Sheep only)
Hogup	8 (Sheep only)
Lakeside	16 "

(e) Page 25, SPECIAL INSTRUCTIONS NO. 6, WADSWORTH SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

Fernley	14-W
Wendel	6-W
Westwood	29-W "

(f) Page 28, SPECIAL INSTRUCTIONS NO. 6, ALTURAS SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

Wendel	6-W
Karlo	6
H orselake (Privately Owned)	10 (Sheep only)
Ravendale	14-W
Madeline	68-W
Likely	18-W "

(g) Page 31, SPECIAL INSTRUCTIONS NO. 6 MINA SUBDIVISION, under MISCELLANEOUS, add:

"LOCATION STOCK YARDS AND WATER FOR STOCK

H azen	34
Fallon	149-W
Wabuska	28-W
Lux	Chute "

V. E. Anderson
Superintendent

Posted:.....M.....By.....
(Time) (Date) (Initials)