

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE SALT LAKE DIVISION

52



To Take Effect Sunday, February 6, 1938, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. C. GOODFELLOW,
Superintendent.

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS						Distance from San Francisco	Time Table No. 52 February 6, 1938	Distance from Imlay	FIRST CLASS					SECOND CLASS
	566	564	562	560	102	606	48	14	28	88				21	27	87	101	49	605
	Freight	Freight	Freight	Freight	Streamliner City of San Francisco	Mixed	Forty-Niner	Pacific Limited	San Francisco Overland Limited	Challenger				Pacific Limited	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Forty-Niner	Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily Ex. Sunday	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily Ex. Sunday			
Yard POWYTBK	10.50 PM	2.40 PM	8.35 AM	2.45 AM	10.45 PM	7.15 PM	7.30 PM	5.30 PM	6.30 AM	5.25 AM	246.2	TO-R SPARKS 2.9	138.1	s 12.15 PM	s 8.15 PM	s 9.35 PM	s 12.55 AM	s 1.15 AM	s 6.35 PM
N S 54 P	11.00	2.50	8.45	2.55	10.49	7.22	7.36	5.36	6.36	5.31	249.1	VISTA 4.0	135.2	12.08	8.08	9.28	12.50	1.09	f 6.25
54-106 P	11.07	2.58	8.53	3.03		f 7.29	7.40	5.41	6.40	5.36	253.1	HAFED 4.2	131.2	12.03 PM	8.03	9.23	12.45	1.05	f 6.18
53-102 PW	11.15	3.06	9.01	3.11		f 7.37	7.45	5.46	6.45	5.42	257.3	DITHO 4.8	127.0	11.58 AM	7.58	9.17		1.00	f 6.10
54-87 P	11.23	3.14	9.09	3.19	11.01	f 7.50	7.50	5.52	6.50	5.48	262.1	TO CLARK 4.6	122.2	11.53	7.50	9.11	12.35	12.54	f 5.52
90-53 P	11.31	3.22	9.17	3.27		f 8.04	7.55	5.57	6.56	5.54	266.7	THISBE 4.7	117.6	11.47	7.40	9.05		12.48	f 5.34
104-48 PW	11.38	3.30	9.25	3.35		f 8.11	8.00	6.02	7.01	6.00	271.4	GILPIN 4.7	112.9	11.41	7.34	8.58		12.43	f 5.27
Yard PY	11.45	3.38	9.33	3.43	11.15	s 8.30	8.05	f 6.08	7.06	6.06	276.1	TO-R FERNLEY 4.3	108.2	f 11.35	7.28	f 8.51	12.21	12.37	s 5.20
52-105 P	11.52 PM	3.45	9.40	3.50			8.46	8.09	6.13	7.10	280.4	ARGO 4.0	103.9	11.29	7.22	8.46		12.32	5.08
87-55 P	12.14 AM	3.51	9.47	3.57			8.55		6.17	7.14	284.4	PATNA 3.7	99.9	11.24	7.17	8.41	12.14		5.00
Yard POWYTBK	12.24	4.07	10.03	4.12	11.24	s 9.01 PM	8.17	s 6.27	s 7.22	s 6.25	288.1	TO-R HAZEN 4.4	96.2	s 11.18	s 7.11	s 8.35	12.11	12.24	4.50 PM
54 110 P	12.34	4.17	10.13	4.22			8.21	6.34		6.31	292.5	MASSIE 4.9	91.8	11.07	7.00	8.21		12.19	
54-105 P	12.42	4.27	10.22	4.32				8.26	6.40	7.31	297.4	FALAIS 4.6	86.9	11.01	6.55	8.12			
88-54 P	12.49	4.35	10.30	4.40	11.34			6.50		6.43	302.0	UPSAL 4.8	82.3	10.56	6.50	8.06	12.01 AM	12.10	
53-108 P	12.57	4.43	10.38	4.48				8.35	6.59	7.40	306.8	DESERT 4.9	77.5	10.51	6.45	8.01			
106-55 PW	1.05	4.53	10.46	4.56				7.05		6.55	311.7	PARRAN 4.4	72.6	10.46	6.40	7.55		12.01 AM	
104-54 P	1.12	5.00	10.55	5.03	11.44			8.44	7.10	7.49	316.1	HUXLEY 3.9	68.2	10.41	6.35	7.50	11.50 PM		
54-105 P	1.18	5.06	11.01	5.09				7.14		7.04	320.0	OCALA 4.2	64.3	10.37	6.31	7.46		11.52 PM	
53-106 P	1.25	5.13	11.08	5.16				8.52	7.19	7.57	324.2	MIRIAM 4.2	60.1	10.32	6.26	7.41			
59-101 P	1.32	5.20	11.15	5.23	11.53 PM			7.24		7.13	328.4	TOY 3.4	55.9	10.27	6.22	7.37	11.41	11.44	
110 P	1.39	5.27	11.22	5.30				8.59	7.29	8.05	331.8	TOULON 4.6	52.5	10.23	6.18	7.29			
110 P	1.47	5.35	11.30	5.38				7.34		7.22	336.4	GRANITE PT. 4.1	47.9	10.18	6.13	7.21			
21 PY	1.54	5.42	11.37	5.45	12.02 AM			9.07	7.39	8.13	340.5	PERTH 3.8	43.8	10.13	6.08	7.16	11.32	11.32	
135-132 PW	2.04	5.54	11.49 AM	5.57				9.11	s 7.49	s 8.22	344.3	TO LOVELOCK 4.7	40.0	s 10.08	s 6.02	s 7.11	11.28	11.27	
Spur 8 P	2.16	6.07	12.02 PM	6.10				7.57	8.29	7.45	349.0	KODAK 4.2	35.3	9.57	5.52	7.00			
Spur 78 P	2.26	6.21	12.16	6.24				8.03	8.35	7.51	353.2	WOOLSEY 4.6	31.1						
Spur 46-46 PW	2.34	6.34	12.29	6.37	12.18			9.24	f 8.12	8.40	357.8	OREANA 8.2	E.B. W.B. 26.3 26.5	f 9.48	5.44	6.52	11.17	11.14	
134 Center P	2.51	6.52	12.47	6.55				9.33	8.24	8.51	366.0	RYE PATCH 6.8	18.1 18.3	9.38	5.34	6.42			
Spur 9											372.6	VALERY 4.4	11.5 11.5						
142 Center PW	3.09	7.17	1.02	7.20	12.34			8.36	9.02	8.20	377.0	HUMBOLDT 7.1	7.1 7.1	f 9.26	5.22	6.30		10.53	
Yard POWYBK	3.30 AM	7.35 PM	1.20 PM	7.40 AM	12.40 AM			s 9.52 PM	s 8.45 PM	s 9.11 AM	384.1	TO-R IMLAY	0.0 0.0	9.15 AM	5.12 PM	6.20 PM	10.54 PM	10.45 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily Ex. Sunday	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily		(138.1)	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily Ex. Sunday
	(4.40) 29.55	(4.55) 28.04	(4.45) 29.01	(4.55) 28.04	(1.55) 71.94	(1.46) 23.71	(2.22) 58.26	(3.15) 42.43	(2.41) 51.39	(3.05) 44.72		.....Time over District..... .....Average speed per hour.....		(3.00) 46.00	(3.03) 45.27	(3.15) 42.49	(2.01) 68.47	(2.30) 55.64	(1.45) 23.94

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

Hazen: Schedule time and train orders of first-class trains apply at north siding and of other trains at south siding.

Perth: Schedule time and train orders apply at end double track.

Lovelock: Schedule time and train orders of eastward trains and westward first-class trains apply at train-order office.

No. 102 leaves 2nd, 8th, 14th, 20th and 26th of each month.

No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.

No. 48 leaves 5th, 11th, 17th, 23rd and 29th of each month.

No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.

RULE 85. Extra trains must not run ahead of No. 605 without train-order authority.

RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

No. 28 reduce speed to 15 miles per hour at Fernley to dispatch U. S. Mail.

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

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 52 February 6, 1938	Distance from Montello	FIRST CLASS					SECOND CLASS	
	576	574	570	578	28	88	102	14	48	21				27	1	87	49	101	61	77
	Freight	Freight	Freight	Freight	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Pacific Limited	Forty-Niner	Pacific Limited				San Francisco Overland Limited	Western Pacific Scenic Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Western Pacific Fast Freight	Western Pacific Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Daily	
Yard POWBKT										534.5	TO-R CARLIN 3.0	127.4	s 5.45 AM	s 2.02 PM	s 2.18 PM	s 2.59 PM	s 7.55 PM	s 8.43 PM	10.30 AM	3.00 AM
N 88 P										537.5	VIVIAN 2.8	124.4	5.36	1.55	2.10	2.52	7.48	8.38	10.17	2.49
Spur 54 P										540.3	TONKA 4.2	121.6	5.32		2.48			10.11		
55 54 P										544.5	MOLEEN 5.8	117.4	5.27	1.46	2.01	2.43	7.40		10.02	2.34
80 P										550.3	AVENEL 4.2	111.6	5.20	1.40	1.55	2.37			9.52	
Yard PW										554.5	WEST ELKO 1.5	107.4	5.13		1.50	2.32		9.45 AM	2.15 AM	
89 P										556.0	TO-R ELKO 4.5	105.9	s 5.10	s 1.33	s 1.47	s 2.28	7.28	8.22	Via WP Yard 9.00 AM	Via WP Yard 1.15 AM
Spur 52 P										560.5	COIN 4.3	101.4	4.58	1.26	1.36	2.18			8.50	
Spurs 54 53 P										564.8	OSINO 3.0	97.1	4.53	1.22	1.31	2.13			8.43	12.56
93 PW										567.8	RYNDON 5.6	94.1						8.36		
107 P										573.4	ELBURZ 3.3	88.5	4.40			2.01	7.09	8.04	8.22	12.36
88 P										576.7	TO HALLECK 4.5	85.2	f 4.35	1.07	1.16	f 1.57			8.15	
Spur 55 P										581.2	RASID 4.1	80.7						8.08	12.23	
120 PW										585.3	NATCHEZ 4.3	76.6	4.25	12.58	1.07	1.48			8.01	
Spur 61										589.6	TO DEETH 4.8	72.3	f 4.20	12.53	1.02	f 1.44	6.54	7.52	7.54	12.09
159-Spur 26 P										594.4	NARDI 4.7	67.5	4.13	12.48				7.46		
93 PI	10.05 PM	2.50 PM	9.00 AM	1.40 AM	1.39 PM	1.30 PM	4.10 AM	2.10 AM	1.55 AM	599.1	TULASOO 4.5	62.8	4.08	12.43	12.52	1.34		7.38		
Yard POWYBK	10.25	3.10	9.20	1.50 2.19	f 1.45	s 1.38	4.15	s 2.19	2.01	603.6	TO-R ALAZON 3.9	58.3	4.03	12.38	12.47 PM	1.29	6.40	7.42	7.30 AM	11.45 PM
Spur 4										607.5	TO-R WELLS 5.9	54.4	s 3.58	f 12.33	s 1.22					
Yard 54 107 PY	11.05	3.50	10.00	2.55	2.04	2.04	4.29	2.39	2.18	613.4	CEDAR 3.0	48.5								
105 54 PW	11.12	3.57	10.07	3.02	2.09	2.13	2.44	2.23	2.23	616.4	TO MOOR 3.7	45.5	3.44	12.19		1.07	6.22	7.28		
54 54 P	11.19	4.04	10.14	3.09		2.18	2.49			620.1	ANTHONY 4.0	41.8	3.39	12.14		1.02				
54 105 P	11.26	4.11	10.21	3.16	2.18	2.23	4.41	2.54	2.32	624.1	HOLBORN 3.4	37.8	3.34	12.09		12.57				
105 50 P	11.33	4.18	10.28	3.23	2.24	2.29	3.00	2.38	2.38	627.5	FENELON 4.3	34.4	3.29	12.05 PM		12.52	6.08	7.16		
53 53 P	11.41	4.26	10.36	3.36		2.36	3.06			631.8	PEQUOP 5.0	30.1	3.23	11.59 AM		12.46				
Yard YWP	11.48 PM	4.33	10.43	3.43	2.34	2.41	4.54	3.11	2.48	636.8	ICARUS 3.8	25.1	3.17	11.53		12.40				
63 P					s 2.41	s 2.50	3.17	2.53	2.53	640.6	TO VALLEY PASS 4.2	21.3	3.11	11.48		12.34	5.53	7.03		
100 Center PW	12.21 AM	5.06	11.16 AM	4.15		3.01				644.8	COBRE 5.0	17.1	f 3.03	s 11.41	s 12.27					
P					2.53	3.07	5.09	3.29	3.05	649.8	LORAY 3.6	12.1	2.54	11.31		12.08	5.39	6.51		
Westward track Spur 2 P										653.4	TIOGA 1.9	8.5	2.48	11.25		12.02 PM				
Yard POWYBK	1.05 AM	5.50 PM	12.01 PM	5.00 AM	s 3.05 PM	s 3.20 PM	5.21 AM	s 3.41 AM	s 3.17 AM	655.3	ULLIN 6.6	6.6								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote	661.9	TO-R MONTELLO	0.0	2.30 AM	11.08 AM		11.45 AM	5.20 PM	6.32 PM		
	(3.00) 19.43	(3.00) 19.43	(3.01) 19.32	(3.20) 17.49	(1.26) 40.67	(1.50) 31.80	(1.11) 49.27	(1.31) 38.44	(1.22) 42.65		(127.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Daily	
											.....Time over District.....	(3.15)	(2.54)	(1.31)	(3.14)	(2.35)	(2.11)	(3.00)	(3.15)
											.....Average speed per hour.....	39.20	43.93	45.56	39.40	49.32	58.35	23.03	21.26

Moor: Schedule time and train orders apply at end of double track.
 Valley Pass: Schedule time and train orders apply at end of double track.
 No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.
 No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.
RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.
RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

Nos. 27 and 28 reduce speed to 15 miles per hour at Wells to dispatch U. S. Mail.

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

Capacity of sidings in car lengths

Yard POWYBK

N 125

Grouse 129 Gartney Spur

130-109 P

105-54

107-54

117-54

105-54

52-88 P

108-54

117-54

101-52

108-54 I

106-54

107-54 P

56-112 I

No Siding

113

107

Spur 12

102

No Siding

Spur 14

55 P

Spurs 54

Center 136

Spur 8 2

Spur 15 54

135 Center

Spur 13

Yard POWYBK

EASTWARD

MONTELLO SUB-DIVISION

WESTWARD

CLASS

77
Western Pacific
Fast Freight

Arrive Daily

3.00 AM

2.49

2.34

2.15 AM

Via WP Yard
1.15 AM

12.56

12.36

12.23

12.09

11.45 PM

Leave Daily

(3.15)
21.26

n (or beyond)

East

West

West

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 52 February 6, 1938		Distance from Ogden	FIRST CLASS					SECOND CLASS	
	574	570	578	576	88	28	102	14	48		STATIONS	EB		WB	27	87	49	101	21	615
	Freight	Freight	Freight	Freight	Challenger	San Francisco Overland Limited	Streamliner City of San Francisco	Pacific Limited	Forty-Niner						San Francisco Overland Limited	Challenger	Forty-Niner	Streamliner City of San Francisco	Pacific Limited		Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote				Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive See Footnote	Arrive Daily	Arrive Wed.		
Yard POWYBK	6.15 PM	12.25 PM	5.25 AM	1.30 AM	3.25 PM	3.10 PM	5.21 AM	3.46 AM	3.22 AM	661.9	(TO-R MONTELLO 6.4 6.4	120.4 121.2	s 11.03 AM	s 11.40 AM	s 5.15 PM	6.32 PM	s 2.25 AM	4.25 PM		
N 125 P					3.33	3.18		3.54	3.30	668.3	TECOMA 6.0 2.8	114.0 114.8	10.55	11.31	5.07	6.26	2.16			
Grouse 129 P Gartney Spur 25					3.40			4.01		674.3	GARTNEY GROUSE 5.5 9.5	108.0 112.0	10.51	11.26			2.11			
130-109 PWY	6.55	1.05	6.05	2.10	f 3.48	3.29	5.38	4.08	3.41	679.8	TO-R LUCIN 4.7	102.5	10.38	s 11.13	4.53	6.13	f 1.58	3.55 PM		
105-54 P	7.02	1.12	6.12	2.17	3.54			4.14		684.5	PIGEON 4.3	97.8	10.33	11.08			1.52			
107-54 P	7.09	1.19	6.19	2.24	3.59	3.38		4.19	3.50	688.8	TECK 4.4	93.5	10.28	11.02	4.44		1.46			
117-54 P	7.16	1.26	6.26	2.31	4.05		5.49	4.24		693.2	JACKSON 4.4	89.1	10.23	10.57		6.03	1.41			
105-54 P	7.23	1.33	6.33	2.38	4.10	3.47		4.29	3.59	697.6	BEPPU 4.5	84.7	10.18	10.52	4.35		1.36			
52-88 PW	7.30	1.40	6.40	2.45	4.17	3.52		4.36	4.04	702.1	LEMAY 4.3	80.2		10.47			1.31			
108-54 P	7.37	1.47	6.47	2.52	4.26		5.59	4.41		706.4	NEWFOUNDLAND 4.7	75.9	10.09	10.42	4.26	5.53	1.26			
117-54 P	7.44	1.54	6.54	2.59	4.31	4.01		4.46	4.13	711.1	GROOME 5.2	71.2	10.04	10.37			1.21			
101-52 P	7.52	2.02	7.02	3.07	4.37			4.52		716.3	ALLEN 4.4	66.0	9.58	10.32	4.17		1.16			
108-54 PY	7.59	2.09	7.09	3.14	4.42	4.12	6.09	4.57	4.22	720.7	HOGUP 4.6	61.6	9.53	10.27	4.12	5.43	1.11			
106-54 P	8.06	2.16	7.16	3.21	4.47			5.02		725.3	OLNEY 4.7	57.0	9.48	10.22	4.07		1.06			
107-54 PW	8.13	2.23	7.23	3.28		4.21		5.07	4.31	730.0	STRONGKNOB 5.2	52.3	9.43	10.17	4.02		1.01			
56-112 PO	8.21	2.31	7.31	3.36	4.57	4.27	6.20	5.14	4.37	735.2	TO LAKESIDE 4.8	47.1	9.38	s 10.11	3.57	5.33	12.56			
No Siding	8.29	2.39	7.39	3.44	5.03	4.33	6.26	5.21	4.43	740.0	TRESEND 1.1	42.3		10.04	3.51	5.28	12.50			
113 P										741.1	ENGL 3.7	41.2			3.48					
107 P Spur 12	8.50	3.00	8.00	4.05	5.19	4.49	6.36	5.39	4.59	744.8	MIDLAKE 5.3	37.5	9.21	9.51	3.39	5.19	12.38			
102 P	9.12	3.22	8.22	4.27	5.36	5.07		5.56	5.16	750.1	COLIN 2.1	32.2	9.04	9.34	3.22	5.07	12.21			
No Siding P	9.19	3.29	8.29	4.34	5.42	5.15	6.51	6.01	5.21	752.2	TO BRIDGE 3.0	30.1	8.56	9.26	3.14	5.02	12.13			
Spur 14 P										755.2	SALINE 3.3	27.1								
55 PW					5.51	5.26		6.10	5.28	758.5	PROMONTORY POINT 5.2	23.8	8.48	f 9.18			12.05 AM			
Spurs 21 54 P										763.7	BAGLEY 3.5	18.6		9.11						
Center 136 Spur 8 24 P	9.49	3.59	8.59	5.04	6.05	5.40		6.25	5.38	767.2	LITTLE MOUNTAIN 5.3	15.0	8.38	9.06	2.57		11.55 PM			
Spur 15 54										772.5	REESE 3.8	9.8		9.00			11.49			
135 Center P	10.03	4.13	9.13	5.18	6.17	5.52	7.13	6.37	5.48	776.3	WEST WEBER 3.7	6.0	8.29	f 8.56			11.45			
Spur 13										780.0	MARRIOTT 1.4	2.3								
Yard POWYBK	10.20 PM	4.30 PM	9.30 AM	5.35 AM	s 6.35 PM	s 6.10 PM	s 7.25 AM	s 6.55 AM	s 6.02 AM	782.3	D. & R. G. CROSSING 0.9	0.9								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote		(TO-R OGDEN 120.4)		Leave Daily	Leave Daily	Leave See Footnote	Leave See Footnote	Leave Daily	Leave Wed.		
	(4.05) 29.48	(4.05) 29.48	(4.05) 29.48	(4.05) 29.48	(3.10) 38.02	(3.00) 40.13	(2.04) 58.26	(3.09) 38.22	(2.40) 45.15		.....Time over District.....		(2.43) 44.61	(2.55) 41.56	(2.35) 46.91	(2.02) 59.61	(2.50) 42.81	(.30) 37.40	
											.....Average speed per hour.....								

Lucin: Schedule time and train orders apply at end double track.
 Lakeside: Schedule time and train orders apply at end double track.
 Engle: Schedule time applies at east switch of siding.
 Bridge: Schedule time and train orders apply at end double track.
 No. 102 leaves 3rd, 9th, 15th, 21st and 27th of each month.
 No. 101 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 48 leaves 6th, 12th, 18th, 24th and 30th of each month.
 No. 49 leaves 3rd, 9th, 15th, 21st and 27th of each month.

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction, except, No. 102 and No. 101 are superior to all other first-class trains.
RULES 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, except at and between Tresend and Bridge the time must be cleared not less than five minutes, other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

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

EASTWARD

WADSWORTH SUB-DIVISION

WESTWARD

EASTWARD

ALTURAS SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938	Distance from Wendel	SECOND CLASS	
	552 Freight	Leave Daily				559 Freight	557 Freight
				STATIONS			
Yard PYB	9.00 PM	276.1	TO-R	FERNLEY 2.0	82.6	9.40 AM	9.50 PM
Spur 19 WP	9.15	278.1		WADSWORTH 3.1	80.6	9.30	9.40
59 P	9.30	281.2		DODGE 9.3	77.5	9.19	9.30
60 P	9.50	290.5		NUMANA 5.0	68.2	8.40	8.55
18	10.02	295.5		LIBBY 3.9	63.2		
62 P	10.11	299.4		HESLIP 5.4	59.3	8.05	8.20
Spur 21		304.8		ROMOLO 3.4	53.9		
62 WP	10.35	308.2		SUTOLIFFE 3.4	50.5	7.40	7.55
61 P	10.55	316.6		BRISTOL 5.2	42.1	7.15	7.31
31 WP	11.20	321.8		BIG CANYON 4.3	36.9	7.02	7.18
60 P	11.29	326.1		ZENOBIA 6.7	32.6	6.52	7.08
61 P	11.42	332.8		ASTOR 2.8	25.9	6.37	6.55
60 P	11.47 PM	335.6		EASTON 0.8	23.1	6.30	6.48
PI		336.4		FLANIGAN W. P. Crossing 8.8	22.3	6.25	6.43
61 P	12.10 AM	345.2		STACY 9.6	13.5	6.05	6.25
73 P	12.30	354.8		AMEDEE 3.9	3.9	5.40	6.00
POWKY Yard	12.40 AM	358.7	TO-R	WENDEL	0.0	5.20 AM	5.45 PM
	Arrive Daily			82.6		Leave Daily	Leave Daily
	(3.40) 26.78			.....Time over District.....		(4.20) 19.05	(4.05) 20.22
				.....Average speed per hour.....			

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938	Distance from Alturas Yard	SECOND CLASS	
	554 Freight	Leave Daily				551 Freight	553 Freight
				STATIONS			
POWKY Yard	1.30 AM	358.7	TO-R	WENDEL 6.9	98.2	4.50 AM	5.25 PM
73 P	2.00	366.6		VIEWLAND 9.1	91.3	4.25	5.00
65 WP	2.25	374.7		KARLO 8.9	82.2	3.45	4.25
74 P	3.15	383.6		SECRET 4.4	73.3	3.15	4.00
Spur 11 WP		388.0		HORSE LAKE 4.5	68.9		
90 YP	4.05	392.5		OREST 5.4	64.4	2.35	3.20
72 WPY	4.25	397.9		RAVENDALE 6.8	59.0	1.50	2.45
Spur 32 P	4.45	404.7		TERMO 14.2	52.2	1.20	2.15
87 WYP	5.30	418.9	TO	MADLINE 4.4	38.0	12.35	1.31
77 YP	5.50	423.3		SAGE HEN 10.7	33.6	12.01 AM	1.10
77 W	6.35	434.0		INDIAN CAMP 4.7	22.9	11.10 PM	12.25 PM
129 YWKP	7.20	438.7	TO	LIKELY 3.2	18.2	10.40	11.58 AM
Spur 3	7.35	441.9		WIDGEON 1.7	15.0	10.25	11.43
Spur 13 P	7.45	443.6		BAYLEY 2.8	13.3	10.20	11.28
Spur 7		446.4		MCARTHUR 9.1	10.5		
6 P	8.10	455.5		PAOLA 1.4	1.4	9.40	10.58
POWKY Yard	8.20 AM	456.9	R	ALTURAS YARD	0.0	9.30 PM	10.50 AM
	Arrive Daily			(98.2)		Leave Daily	Leave Daily
	(6.50) 14.37			.....Time over District.....		(7.20) 13.38	(6.35) 14.91
				.....Average speed per hour.....			

Capacity of sidings
in car lengths

Yard
PWKY

59

66 YP

57 WF

84 F

Yard PK

68 F

59 F

Yard POWKY

Train

EASTWARD

WADSWORTH SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938	Distance from Wendel	SECOND CLASS	
	620 Local Freight	619 Local Freight				619 Local Freight	619 Local Freight
	Leave Daily Ex. Monday	Arrive Daily Ex. Sunday		Westwood Branch		Arrive Daily Ex. Sunday	
				STATIONS			
Yard PWKY			411.3	TO-R WESTWOOD 4.1	52.6		
P	12.30 AM		407.2	TO-R MASON 0.6	48.5	7.43 AM	
59	12.38		406.6	FAOHT 4.3	47.9	7.40	
			402.3	LASCO 2.2	43.6		
66 YP	1.00		400.1	WESTWOOD JOT 0.7	41.4	7.20	
			399.4	R BLAIR 4.6	40.7		
57 WP	1.20		394.8	GOUMAZ 4.7	36.1	6.55	
84 P	1.40		390.1	BUNNEL 8.2	31.4	6.30	
Yard PK	3.15		381.9	TO-R SUSANVILLE 7.0	23.2	5.55 4.05	
68 P	3.35		374.9	LEAVITT 7.8	16.2	3.45	
59 P	3.55		367.1	TO LITCHFIELD 8.4	8.4	3.25	
Yard POWKY	4.20 AM		358.7	TO-R WENDEL (48.5)		3.00 AM	
	Arrive Daily Ex. Monday	Leave Daily Ex. Sunday				Leave Daily Ex. Sunday	
	(3.50)			.....Time over District.....		(4.43)	
	12.65			.....Average speed per hour.....		10.28	

Trains between Westwood and Mason governed by Western Pacific time table and book of rules.

EASTWARD

MONTELLO SUB-DIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938	Distance from Ogden	SECOND CLASS	
	618 Mixed	617 Mixed				617 Mixed	615 Mixed
	Leave Mon., Fri.	Arrive Mon., Fri.		Promontory Branch		Arrive Mon., Fri.	Arrive Wed.
				STATIONS			
Yard YWP			679.2	TO-R LUCIN 20.6	146.8		s 3.50 PM
8 PW			699.8	WATERORESS 34.3	126.2		f 2.45
Yard 108 OPYW	1.20 PM		734.1	TO-R KELTON 9.8	91.9	s 1.00 PM	s 1.00
Spur 4	1.45		743.9	NELLA 4.7	82.1	12.35	12.35
Spur 2	f 1.57		748.6	MONUMENT 3.0	77.4	f 12.23	f 12.23
5 P	f 2.05		751.6	KOSMO 4.0	74.4	f 12.15	f 12.15
44	f 2.15		755.6	LAKE 9.4	70.4	f 12.05 PM	f 12.05 PM
44 W	s 2.45		765.0	ROZEL 7.9	61.0	s 11.35 AM	s 11.35 AM
90 P	s 3.05		772.9	PROMONTORY 9.1	53.1	s 11.15	s 11.15
34 P	f 3.35		782.0	LAMPO 2.4	44.0	f 10.45	f 10.45
44 W	f 3.43		784.4	BLUE CREEK 4.0	41.6	f 10.35	f 10.35
44	f		788.4	CONNOR 5.4	37.6	f	f
44	f		793.3	BALFOUR 3.7	32.2	f	f
13	f		796.5	DATHOL 1.6	29.5	f	f
Spur 225			798.1	STOKES 3.2	27.9		
54K P	s 4.25 PM		801.8	TO-R CORINNE 1.6	24.7	9.50 AM	9.50 AM
			802.9	CORINNE JOT. 23.1	23.1		
POWTBK			826.0	TO-R OGDEN	0.0		
	Arrive Mon., Fri.			(146.8)		Leave Mon., Fri.	Leave Wed.
	(3.05)			.....Time over District.....		(3.10)	(6.00)
	21.79			.....Average speed per hour.....		21.22	20.35

Trains operating between Ogden and Corinne will use Union Pacific R. R. tracks and be governed by their rules and time table.
 Siding at Corinne will be used as main track for Union Pacific R. R. trains through Corinne yard.
 Normal position switch west end siding for U. P. R. R. main track Malad Branch.
 Normal position switch at east end siding for S. P. main track.
 Train and enginemen when operating over U. P. R. R. tracks must set their watches to Mountain time, and when operating on Southern Pacific tracks must set their watches to Pacific time.

MINA SUB-DIVISION

EASTWARD				WESTWARD				EASTWARD				(Narrow Gauge)				WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938		Distance from Mina	SECOND CLASS		Capacity of sidings in car lengths	THIRD CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938		Distance from Keeler	SECOND CLASS		THIRD CLASS	
	606			605			614			612 124			123 611			613			
	Mixed	Leave Daily Ex. Sunday		Mixed	Arrive Daily Ex. Sunday		Freight	Leave Mon., Thur., Fri., Sat.		Mixed	Leave Wednesday		T. & G. Tonopah Express Mixed	Leave Daily Ex. Monday		Mixed	Arrive Tuesday	Freight	Arrive Mon., Thur., Fri., Sat.
Mina Branch				Mina Branch				Mina Branch				Mina Branch							
STATIONS				STATIONS				STATIONS				STATIONS							
Yard TYWOPBK	f	9.15 PM	288.1	TO-R	HAZEN 4.8	128.9	s	4.15 PM	Yard POWYBK			417.0	TO-R	MINA 3.5	160.2	s	11.10 AM	s	7.40 PM
47	f	9.25	292.9		BANGO 2.3	124.1	f	4.05	Spur 4			420.5		SODAVILLE 4.5	156.7	f	11.00	f	7.30
Spur 13	f		295.2		LAHONTAN 1.0	121.8	f		Spur 4			425.0		RHODES 1.0	152.2	f		f	
	f		296.2		LAMAR 1.7	120.8	f		Yard			426.0	R	TONOPAH JCT. 6.4	151.2	s	10.40 AM	s	7.15
46	f	9.34	297.9		RUGBY 4.8	119.1	f	3.55	20 PW			432.4		BELLEVILLE 3.0	144.8	f		f	6.45
46	f		302.5		HAWES 4.5	114.5	f		Y			435.4		FILBEN 3.3	141.8	f		f	
46 W	f	9.52	307.0		APPIAN 3.5	110.0	f	3.38	Spur 2			438.7		LITTLE SUMMIT 6.1	138.5	f		f	
47	f		312.5		PAWNEE 1.3	104.5	f		Spur 10			444.8		RAYDEL 5.8	132.4	f		f	
10 P	s	10.05	313.8		WEEKS 2.6	103.2	s	3.23	18 PW			450.4		BASALT 7.7	126.8	s	5.25	s	5.25
75 O	f	10.10	316.4		OHURCHILL 11.4	100.8	f	3.17	24 PY			458.1		MT. MONTGOMERY 2.6	119.1	s	4.35	s	4.35
			327.8		N. C. B. CROSSING 0.2	89.2			15 PW			466.7		QUEEN 2.2	110.5	s	3.55	s	3.55
Yard PYW	s	11.00	328.0	TO	WABUSKA 3.9	89.0	s	2.55	24 P			468.9		STATE LINE 7.1	108.3				
3			331.9		LUX 2.7	85.1			13 YPW			476.0		BENTON 11.0	101.2	s	3.15	s	3.15
27	f		334.6		MOQUIST 9.1	82.4	f		12			487.0		HAMMIL 2.4	90.2	s	2.35	s	2.35
28 P	f	11.30	343.7		RIO VISTA 4.0	73.3	f	2.11	4			489.4		DEHY 1.9	87.8	f		f	
33	f	11.38	347.7		RESERVATION 3.5	69.3	f	2.03	14 P			491.3		SHEALY 7.8	85.9	f	2.15	f	2.15
66 W	s	11.53 PM	354.2	TO	SCHURZ 7.2	62.8	s	1.43	12			499.1		CHALFANT 2.6	78.1	f	1.55	f	1.55
34	f		361.4		STUOKEY 5.9	55.6	f		Yard POTWK			501.7		TOM 5.1	75.5	f		f	
26 P	f	12.30 AM	367.3		GILLIS 2.0	49.7	f	1.15	8			506.8	TO-R	LAWS 4.9	70.4		1.30		12.30
Spur 2 P	f	12.37	369.3		NOLAN 7.3	47.7	f	1.11	8			511.7		BIGELOW 4.4	65.5	f	12.15	f	12.15
35 P	f		376.6		MAGNUS 7.3	40.4	f		14 P			516.1		BLACK CANYON 8.5	61.1	f	12.05 PM	f	12.05 PM
46 Y	s	1.35	384.4	TO	THORNE 5.0	32.6	s	12.40 PM	9			522.7		ZURICH 2.8	54.5	s	11.45 AM	s	11.45 AM
47	f		389.4		DOVER 4.6	27.6	f		10 Y			525.5		MONOLA 1.3	51.7	f		f	
37	f		394.0		KINKEAD 7.1	23.0	f		8			526.8		BENEME 4.1	50.4	f	11.20	f	11.20
33 P	f		401.1		ACME 7.1	15.9	f		20 PW			530.9		ELNA 6.0	46.3	f		f	
41	s	2.35	408.2		LUNING 3.8	8.8	s	11.50 AM	14 PW			536.9		ABERDEN 13.9	40.3	f	10.55	f	10.55
Yard POWYBK	s	3.00 AM	417.0	TO-R	MINA	0.0	s	11.30 AM	8			536.2		KEARSARGE 5.1	26.4	s	10.20	s	10.20
	Arrive Daily Ex. Monday				(128.9)			11.30 AM	Yard TPK	11.45 AM		550.1		MANZANAR 4.6	21.3	f	10.00	f	10.00
	(5.45) 22.41			..... Time over District				4.45) 27.13	14 P	12.05 PM		555.2	TO-R	OWENYO 3.9	16.7		3.50 3.10		9.55 AM
				..... Average speed per hour					Spur 67			559.8		MT. WHITNEY 5.0	12.8	f	9.01	f	9.01
									Spur 8			563.7		ALICO 1.5	7.8	f		f	
									Spur 39			568.7		DOLOMITE 1.2	6.3	f		f	
									6			570.2		MOCK 0.8	5.1	f		f	
									Yard WYBK	12.50 PM		571.4		TRAMWAY 4.3	4.3	f		f	
												572.2		KEELER	0.0				9.05
												576.5	TO-R	(160.2)			8.30 AM		8.55 AM
														(160.2)			Leave Daily Ex. Sunday	Leave Tuesday	Leave Mon., Thur., Fri., Sat.
																	(0.30) 18.00	(11.10) 14.34	(1.00) 16.70
																	..... Time over District .....	..... Average Speed per hour .....	..... Average Speed per hour

EASTWARD				WESTWARD				
When using Wye Thorne do so under flag protection								
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 52 February 6, 1938		Distance from Fallon	SECOND CLASS	
	602			603				
	Mixed	Leave Daily		Mixed	Arrive Daily			
Fallon Branch				Fallon Branch				
STATIONS				STATIONS				
Yard BKPTOWY	f	7.30 AM	288.1	TO-R	HAZEN 5.4	15.8	s	4.05 PM
54	f	7.45	293.5		MAHALA 4.6	10.4	f	3.52
56	f	7.57	298.1		MIRAGE 2.8	5.8	f	3.43
Spur 6	f		300.9		SANLAN 3.0	3.0	f	
Yard PWY	s	8.10 AM	303.9	TO-R	FALLON	0.0	s	3.30 PM
	Arrive Daily				(15.8)			3.30 PM
	(0.40) 23.70			..... Time over District				(0.35) 27.08
				..... Average speed per hour				

RD
THIRD
CLASS
613

Freight
Arrive
Mon., Thur.
Fri., Sat.

9.55 AM
9.45
9.05
8.55 AM
Leave
Mon., Thur.
Fri., Sat.
(1.00)
16.70

SPECIAL INSTRUCTIONS



RULE 2. Authorized Watch Inspectors:
S. A. Pope, Manager Time Service, 65 Market St., San Francisco.
Sparks.....W. R. Adams & Son Winnemucca.....Krenkel & Bosch
Alturas.....Wm. Mayben Ogden.....J. S. Lewis & Co.

RULE 5. The following are designated for use as sidings:
The track north of main track at:
Thisbe Parran Pigeon Newfoundland Hogup
Gilpin Huxley Teck Groome Olney
Patna Anthony Jackson Allen Strongknob
Upsal Pequop Beppo
The track south of the main track at:
Hafed Argo Desert Toy
Ditho Massie Ocala Fenelon
Clark Falais Miriam Lemay

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.
The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14. Other engine whistle signals:
For switch line up Lakeside, Lucin, Valley Pass, Moor.

Rule 14 (d). Six long sounds shall be indication flagman may return from west as prescribed by Rule 99, at Wendel on Westwood Branch.

RULE 14 (e). As specified below six long sounds shall be indication flagman may return from east as prescribed by Rule 99:
Fernley, on Wadsworth Subdivision.
Hazen, on Mina Subdivision.

RULE 14 (k). Shall be applied when approaching trains on opposite track.

RULES 17 and 19. Night signals shall be displayed through all tunnels.

RULE 19. Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

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

RULE 28. In double-track territory signals shall 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 72. Eastward inferior trains may run ahead of overdue superior trains Alazon to Wells.

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT AS NOTED ON PAGES 2, 3, 4 AND 5.

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

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

RULE 83 (A). At the following stations, trains shall register as indicated:

Alturas Yard—First class.
Blair—Nos. 619 and 620 when instructed by train order.
Fernley—Originating and terminating.
Lucin—Westward regular.
Hazen—First-class, and originating and terminating.
Wells—First-class, and originating and terminating. This registration for information of trains originating and helpers.
Montello—All trains.
Trains originating or terminating at Alturas Yard shall register at Alturas.

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

Lucin.....Westward regular trains.
Montello.....First-class trains.
Wells.....First-class trains.
Hazen.....First-class trains, except No. 606.
Imlay.....First-class trains.
Mason.....Nos. 619 and 620.

RULE 83 (D). If no operator on duty trains originating may leave without obtaining clearance as follows:
Mason—All trains.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it shall register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at:
Sparks Westwood Owenyo Carlin Elko
Wells Laws Imlay Wendel Alturas Yard
Tonopah Jet. Hazen Ogden Fallon Mina
Fernley Montello Wabuska Kelton Valley Pass
Moor Susanville Keeler Lucin (Promontory Branch)

SPARKS YARD—Between 1½ miles west of Reno and 2,700 feet east of east switch at Sparks.

LUCIN: Yard limit boards cover Promontory Branch only.

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

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

RULE D-97 (A). Shall apply between Moor and Alazon, and between Valley Pass and Montello.

RULE 98. Railroad Crossings at Grade and Drawbridges not Interlocked.
D. & R.G.W.R.R.—Ogden-Stop. N.C.B.R.R.—Wabuska-Stop.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

RULE 104—NORMAL POSITION END OF DOUBLE TRACK AND JUNCTION SWITCHES:

Tresend, Lakeside, Moor, Rose Creek,
Vista and Sparks.....For westward main track
Bridge, Lucin, Valley Pass and Perth.....For eastward main track
Hazen (Fallon Line).....For Mina Line
Tonopah Jet.....For Keeler Line
Fernley (Wadsworth Subdivision).....For siding
Wendel.....For Alturas Line
Lucin (Promontory Branch).....For westward siding
Mason.....For Western Pacific.

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

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

Upper arm of double-arm signal No. 6162 shall govern movement from eastward track to single track. Lower arm signal 6162 governs eastward movement through siding. Rule 509 (e), applicable to single track, governs. In addition to instructions contained in Rule 105, speed through this siding shall not exceed fifteen (15) miles per hour. For the information and guidance of enginemen, a sign has been placed on the south side of south siding one thousand (1,000) feet west of the clearance point east end.

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

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

TRESEND. The normal position of west switch of crossover, which forms end of double track, shall be for movement from double track to Engle siding.

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

HAZEN. Switches Hazen yard lined and locked for N. & C. main track through this yard as shown on blue-print bulletin boards Sparks, Hazen, Mina, and Imlay.

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

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

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner No. 101 and No. 102.

RULE 105. Icarus and Holborn. The track south of the main track is siding to be used by eastward trains, and the track north of the main track is siding to be used by westward trains.

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

Hazen: Track north of the main track is North siding. First track south of the main track is the South siding. Trains using South siding will leave west end of siding clear, for use by Mina sub-division trains, between west switch and connection east of station building; trains to enter and leave siding at this connection when practicable.

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

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

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

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

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, or against the current of traffic on double track or eastward on paired track, operators shall repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

RULE 325. Outfit cars shall not be left in front of buildings.

SPECIAL INSTRUCTIONS

RULE 834. When lading of open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, projects above sides or ends of car, such cars shall not be placed in train next to cab of mallet engines.

AUTOMATIC BLOCK SYSTEM

Signals 2473 east of Sparks, 2481 between Sparks and Vista, 2487 west end of Vista, 2535 east end of Hafed, 5265 east of Palisade, 5439 west end of Moleen, and 6803 at Lucin are located on left side of main track.

RULE 509. A train or engine, when backing out of a siding or other track in block-system limits, shall, unless backed to clear block signal, proceed as if signal be in stop position.

When stopped by a block signal which governs movement over a drawbridge, train shall be preceded by flagman over drawbridge.

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Block Signal	Number	Location	Description of Protection Afforded
	2497	Vista	Spring switch with facing point lock.
	2498	Vista	" " " " " "
	3402	Perth	" " " " " "
	3403	Perth	" " " " " "
	4064	Rose Creek	" " " " " "
	4065	Rose Creek	" " " " " "
	6162	Moor	" " " " " "
	6173	Moor	" " " " " "
	6396	Valley Pass	" " " " " "
	7411	Engle	" " " " " "
	7412	Engle	" " " " " "
	7522	Bridge	" " " " " "
	7523	Bridge	" " " " " "
	5181	Harney	Rock slide fence M. P. 517.7 to M. P. 518.2.
	5195	Harney	" " " " " "
	5262	Palisade	Rock slide fence M. P. 526.30 to M. P. 526.43.
	5285	Palisade	" " " " " "

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

Eastward main track Sparks, from 400 feet east of engine lead switch to Dispatcher's office, not protected by block signals.

From Dispatcher's office to dwarf signal 2459 on westward main track, not protected by block signals.

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

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

RULE 509 (e). That portion of rule reading: "... and the intervening track is seen to be clear..." is interpreted as referring to the track being clear of locomotives and/or cars.

RULE 511. Within block-signal limits, after switches of a crossover are thrown, wait three minutes before crossing over unless block signals protecting the movement not less than one-half mile distant can be seen to be in stop position.

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track shall be governed as follows:

If indicator is clear, switches may be lined. When first switch or derail is lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, and after proper line-up has been made, Rule 512 (A) will govern movement to main track.

OIL-BUFFER SPRING SWITCHES

1. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand.

When movement has been completed through switch, reverse movement must not be made until point closes.

2. Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

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

4. Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Location	Direction	Train Type	M.P.H.
Vista	Facing westward	Passenger	60
		Freight	40
Vista	Trailing eastward	Passenger	35
		Freight	35
Perth	Facing eastward	Passenger	35
		Freight	35
Perth	Trailing westward	Passenger	35
		Freight	35
Lovelock, Westward track	Trailing from siding	Passenger	25
		Freight	25
Lovelock, Eastward track	Trailing from siding	Passenger	25
		Freight	25
Rye Patch, Eastward track	Trailing eastward from siding	Passenger	25
		Freight	25
Rose Creek	Facing westward	Passenger	65
		Freight	40
Rose Creek	Trailing eastward	Passenger	35
		Freight	35
East Carlin	Trailing eastward from W. P. detour	Passenger	15
		Freight	15
West Elko	Trailing westward from W. P. detour	Passenger	15
		Freight	15
Wells, Eastward track	Trailing from siding	Passenger	25
		Freight	25
Moor	Facing westward	Passenger	50
		Freight	40
Moor	Trailing eastward from siding	Passenger	15
		Freight	15
Valley Pass	Facing eastward	Passenger	60
		Freight	35
Valley Pass	Trailing westward from siding	Passenger	25
		Freight	25
Engle	Facing westward	Passenger	35
		Freight	35
Engle	Trailing eastward from siding	Passenger	35
		Freight	35
Bridge	Facing eastward	Passenger	35
		Freight	35
Bridge	Trailing westward	Passenger	35
		Freight	35
Little Mountain, Westward track	Trailing from siding	Passenger	15
		Freight	15
Little Mountain, Eastward track	Trailing from siding	Passenger	15
		Freight	15

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

Eastward passenger trains stopping at Rose Creek will make station stop with engine to clear westward main track, to avoid trains stopping over oil-buffer spring switch and possibility of damaging same by reverse movement.

5. Oil-buffer spring-switches at end of double track Vista, Perth, Rose Creek and Bridge, and at east end of siding Engle, are equipped with mechanical facing point locks. When signals governing trailing movements are at stop, oil-buffer spring-switch must be operated by hand before and after movement has been made.

Oil-buffer spring-switch east end South siding Moor is equipped with mechanical facing-point lock. When route arm on signal 6162 located at west end South siding, which governs eastward movement through siding, is in stop position, oil-buffer spring-switch at east end of siding shall be thrown by hand before and after movement has been made from siding to main track. When route arm on signal 6164, east of Moor train-order office, is in stop position, eastward trains on main track must know that east switch is lined for main track before passing over it.

INTERLOCKING

When train, which has been given an interlocking signal at any crossing, does not wish to use crossing, give two short, one long, and two short sounds of the steam whistle for the information of the signal operator. One short and two long sounds of whistle is signal for main track.

PALISADE—Limits extend from Interlocking signal 500 feet west of Tunnel No. 1, to signal 5255. Signals 5254 and 5255 are semi-automatic interlocking signals.

WESO—Signal 4211. —o— Upper arm, Southern Pacific.
—o— Lower arm, Western Pacific.
Signal 4208 to signal 4211 on Southern Pacific track.
Signal 4206 to east switch of east crossover on Western Pacific track.

ALAZON—Signal 7136. —o— Upper arm, Southern Pacific.
—o— Lower arm, Western Pacific.
Signal 7136 to a point on Southern Pacific track opposite signal 6035, and to signal 7137 on Western Pacific track.
On Southern Pacific track, signal 6035 to opposite signal 7136 on Western Pacific track.

Trains or engines desiring to enter interlocking limits when moving against current of traffic, or from siding, must receive authority from signal operator.

AUTOMATIC INTERLOCKING

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

If signal does not display "Proceed" indication for train which is to use the crossing, the train must be governed by Rule 663.

TRAIN AND AIR INSPECTION

Freight and mixed trains shall stop as follows for inspection, and shall comply with Air-Brake Rule 50 if retainers used into following points:

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

WESTWARD—Anthony or Moor, Secret, M. P. 454 (Mina branch), Basalt, Belleville, Tonopah Jct., except that when trains are running in good order it will not be necessary to stop at Tonopah Junction for inspection indicated in air-brake Rule No. 50.

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

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

During stormy weather when view of running gear of train is obscured by snow or otherwise, no freight train shall make a continuous run of more than 80 miles without a standing or rolling inspection. If weather or other conditions require more frequent inspection, conductor shall arrange.

If no operating stop is made at which there would be an opportunity for inspection, between Carlin and Imlay, either a standing or running inspection, whichever will best serve the purpose, must be made at some convenient location.

Running inspection shall be made before going on Great Salt Lake trestle from either direction; also at Elburns, Halleck or Elko westward.

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

Between Likely and Wendel, Flanigan and Fernley, Susanville and Westwood, a member of crew shall watch track from the rear of caboose for marks of derailment so that train may be stopped promptly. In the absence of brakeman in cupola, conductor must devote as much time as possible to watching train.

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

AIR-BRAKE RULE 11. Air-brake inspection at points where no car-inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer shall apply brakes with 20-pound service reduction and leave them applied. Trainmen shall then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes shall be reported on Form 2809 and such cars shall be assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake-pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter shall comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account inoperative brakes, Rule 17 shall be complied with before departure.

Rule 34 shall be observed to determine by rolling inspection that each brake releases properly.

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

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

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

AIR-BRAKE RULE 16. Running air-brake test shall be made at:
 Moor.....Westward Valley Pass...Eastward
 Crest.....Westward Sage Hen....Both Directions
 Viewland.....Westward Westwood Jet.,Both Directions

Unless helper added or brake pipe separated, not necessary to make running air-brake test leaving Imlay and Montello.

AIR-BRAKE RULE 17. Rear-end air-brake test shall be made at:
 MT. MONTGOMERY—Freight and mixed trains.
 WESTWOOD JUNCTION—Eastward freight and mixed trains.
 VIEWLAND—Westward freight trains.
 CREST—Westward freight trains.
 SAGE HEN—All freight trains.
 COBRE—Eastward freight trains.

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

AIR-BRAKE RULE 56. Retaining valves will be turned up on freight and mixed trains as follows:

Anthony or Moor to Wells—One Retainer for Each	150 M's
Cobre to Montello..... " " " "	150 M's
Promontory to Blue Creek.. " " " "	140 M's
Promontory to Lake..... " " " "	150 M's
M.P. 708 to Terrace..... " " " "	150 M's
M.P. 708 to Matlin..... " " " "	150 M's
2½ Miles West of Goumaz to Susanville " " " "	130 M's
Mt. Montgomery to Hammil " " " "	50 M's
Mt. Montgomery to Tonopah Jet. " " " "	50 M's
Sage Hen to Madeline..... " " " "	140 M's
Crest to Karlo..... " " " "	120 M's
Viewland to Wendel..... " " " "	140 M's
Sage Hen to Likely..... " " " "	140 M's

When all retainers are not used, the required number shall be turned up solid on the head-end of train.

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

Retainers shall be used between Tecoma and Lucin when necessary in the judgment of conductor and engineer, except that on trains averaging one hundred M's or more per car, one retaining valve shall be used for every two hundred M's in train.

Where retainers are used, the speed of freight trains on any grade of over one per cent shall not exceed 25 miles per hour. On grades of this character more than five miles long the time consumed in traveling any one mile of the first five miles shall not be less than three minutes. This shall not be authority to exceed specified speed restrictions.

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

Eight retainers shall be turned up on head-end of trains of passenger equipment when composed of 12 or more cars between Sage Hen and Likely, and between Crest and Horse Lake.

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 Weso to Alazon, and all westward trains of both companies will use Southern Pacific track Alazon to Weso, unless otherwise instructed by train-order, except as provided in Rules L, M and N hereof. Each railroad will be operated under single track rules.

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

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

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by Rule 509, applicable to single track.

(C) 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.

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.

Rule 83 will not apply at Weso as between trains of the same class.

(D) A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance will be obtained, authorizing train Carlin to Alazon.

(E) All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

Rule 83 (B). 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 and 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 same train.

Rule 83 will not apply at Carlin and Elko as between trains of the same class.

Eastward Southern Pacific extra trains will obtain clearance at Alazon. Other Southern Pacific trains will be governed by train-order signal.

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

(G) 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 will be obtained authorizing such train Elko to Carlin.

(H) Eastward Western Pacific first-class trains will throw off register ticket to Southern Pacific operator at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific station Carlin. Eastward Southern Pacific first-class trains will register on joint register at Southern Pacific 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 of it, East Carlin to Elko.

(I) Rules 83, 83 (D) and 206 (A) will not apply to Southern Pacific trains at Western Pacific Elko and trains will be governed by train-order signal at that station.

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 of Rule 96 will apply at Western Pacific Elko to first-class trains only.

At Southern Pacific Elko only first-class trains will register and they will do so by ticket. 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.

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

(K) Between Weso and Alazon, 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 train extras on either track:

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

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

(L) West Carlin. Signal 6434 located 100 feet west of remote control switch. Upper arm governs eastward movements on main track and works semi-automatically with main track block signals. Lower arm governs movements to detour. Dwarf light signals 6435 (main track) and 6437 (detour), both located 350 feet east of remote control switch, govern westward movements.

Trains or engines stopped by these signals will observe Rule 509 in addition to interlocking rules. If movement is to continue on main track trainman will inspect switch points and remain at switch until engine enters interlocking limits. Engine may be moved over switch before sending trainman ahead. Switch cannot be changed after engine has entered interlocking limits.

West Carlin Detour extends from West Carlin on Western Pacific to connection with Southern Pacific main track west end of Carlin yard.

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

Opposite remote-control switch, on pole, is telephone connected with signal operator at control tower. This telephone is to be used by trainmen in emergency to notify signal operator of route desired. If signal operator is unable to control switch and signal, upon instructions from him only, trainmen will crank switch. Crank, painted white, for this switch is on pole below telephone box. In using crank to throw switch, unlock cover, painted white, on switch machine; place crank on square shaft and turn crank three (3) full revolutions after switch points close so as to lock switch. When switch crank has been removed from pole, notify signal operator by telephone as removal of this crank from pole disconnects the switch machine circuit and crank can be replaced on pole only by signal operator or maintainer.

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

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

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

(M) East Carlin Detour extends from east icehouse lead on Southern Pacific to East Carlin on Western Pacific.

East Carlin. Oil-buffer spring-switch at junction is normally lined for Western Pacific main track. Eastward trains moving off detour will run through switch when lined in normal position. If necessary, switch may be operated from switch stand by keeping pressure on switch stand lever until movement completed and lever latched. If an engine or car is partially run through switch, movement must be completed. To reverse would result in derailment. When movement completed through switch, reverse movement must not be made until points completely closed. Running switches are prohibited. Westward movement must not be made through this switch without first stopping and ascertaining that switch is properly lined.

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

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

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

West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Oil-buffer spring-switch at Junction is normally lined for Southern Pacific main track.

Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use these detours.

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

(O) Rule 667: In addition, blow-off cocks must not be opened, injectors put on, or boosters started passing over remote-control switch West Carlin and over oil-buffer switches East Carlin and West Elko.

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

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

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 to trains operating as follows:

At ELKO: Work extras and eastward extras on Southern Pacific tracks.

At CARLIN: Work extras and westward extras on Western Pacific tracks.

Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left and must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

CROSSOVER, THIRD STREET, WESTERN PACIFIC ELKO YARD

(R) Inside switch connected with switch indicator which is connected to main track Block Signals 6638 and 6644. When eastward trains pass signal 6638 indicator will show "Block Occupied" (Rule 504-C, Fig. 1 & 3). Before starting crossover movement trainmen will note Switch Indicator signal and if block is not occupied, switches may then be lined for crossover movement providing train which is to use crossover is ready for movement. When Switch Indicator signal indicates "Block Occupied", switches will not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over trainmen will 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. See Rule 512.

MISCELLANEOUS

1. Water or oil shall not be taken at Wells on westward freight trains nor at Goumaz on eastward freight trains without detaching engine.

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

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

- (a) No engine shall be placed behind wooden-underframe caboose or other wooden-frame equipment.
- (b) Engines of 4000 or 4100 class shall not be placed behind steel-underframe cabooses.
- (c) Air shall not be coupled through pusher engine.
- (d) Yard engines regularly so used shall be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employes to uncouple pusher engine when cutting off.
- (e) 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.
- (f) Unless local conditions require, it shall not be necessary to stop trains to detach pusher engines.

In helper service:

- (a) No helper engine shall be placed behind wooden-underframe cars or cabooses.
- (b) Helper engines heavier than Consolidation type shall not be placed behind steel-underframe cabooses between Montello-Valley Pass, Wells-Moor and Alturas-Wendel.
- (c) In no case shall more than one helper engine be placed behind steel-underframe cabooses.
- (d) When helper engines are used in rear of freight trains, Consolidation and lighter class must be placed behind heavier class.
- (e) Engines with cars must not be cut off or coupled to a train while the train is in motion.

8. At points where engine is to be changed, or cars are to be set out or picked up on passenger trains, rear brakeman shall open steam valve on rear of train at station one-mile board and engineman shall shut off the steam one-half mile from station.

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

Engines exceeding 230,000 pounds on drivers shall not be operated on Fertilizer spur Lovelock, Triolite spur Vivian, or Hesson-Standard Oil Co. spur Elko.

Engines exceeding 160,000 pounds on drivers shall not be operated on Promontory Branch.

Engines shall not go on Trestle on County Spur Fallon, on spur Allen; Old Mill track located on north side Hazen, or on temporary outfit spur on north side Lovelock.

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

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

AC and Mikado type engines shall not use any Fruit Growers Supply Company's tracks at Susanville, except main spur leading to Mill Pond and straight tracks on which scales are located, shall not enter sump track at Susanville from west, and shall not use planing mill track of Lassen Lumber and Box Company. Engines will not move past unloading dock on Lassen Lumber and Box Company's pond track. Engines heavier than 200,000 pounds on drivers must not be used on Red River Lumber Company tracks to Springfield Cedar Mill, Susanville. Engines must not exceed ten (10) miles per hour on this track.

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

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

Sugar-factory spur Fallon may be used at speed not exceeding 10 miles per hour by 2100 or small 2200 class engine.

Do not exceed eight miles per hour on spur leading to quarry from wye at Beneme.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Maximum Speed of Passenger trains must not exceed 50 M.P.H. and Freight and Mixed trains 35 M.P.H. except as otherwise provided. Speed restrictions in miles per hour, will apply as follows:

Table with columns: Page No., BETWEEN, Stream-liner Diesel Power Unit, Maximum Except Stream-liner Diesel Power Unit, PASSENGER (T 26, 32, 37, 40, etc.), FREIGHT (Freight and Mixed), LIGHT ENGINES RUNNING FORWARD (E P A MT 1, 2, 3, 4, 5, etc.).

SPEED RESTRICTIONS—Continued.

Speed restrictions in miles per hour, will apply as follows:

Table with columns: Page No., BETWEEN, PASSENGER (Maximum, T 1, 2, 8, 23, 26, etc.), FREIGHT (Freight and Mixed Maximum), LIGHT ENGINES RUNNING FORWARD (T, 1, 2, 8, 23, 26, etc.).

2-3 Streamliner CITY OF SAN FRANCISCO, when running against the current of traffic on double track or eastward on paired track, or when handled by steam power, must not exceed speed permitted steam passenger trains under the same conditions.

6 Between M.P. 280 and yard limit Fernley, Wadsworth Sub-division, westward freight trains may run 35 miles per hour.

7 Fire train of Red River Lumber Company may make following speed: Between Mason and Westwood Jet., 35 miles per hour; between Westwood Jet. and Susanville 25 miles per hour, and through all tunnels 10 miles per hour.

8 Between Hazen and Mina mixed trains, when handled by T 23; T 28; T 31; or smaller engines, may run 35 miles per hour.

Maximum speed for McKeen and gas electric motor cars when backing is 60 miles per hour, and restricted speed of passenger trains as indicated at various locations shall be observed.

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

Maximum speed for relief trains with steam derrick, 25 miles per hour.

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

Maximum allowable speed of extra passenger trains handling wooden coaches or chair cars, 40 miles per hour.

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

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

When all the weight has been removed from any one pair of drivers on an engine, the speed shall not exceed 20 miles per hour.

When all the weight has been removed from only one wheel of any pair of drivers on an engine, the speed shall not exceed 30 miles per hour.

Maximum speed of any disabled engine handled in train or running under own steam shall not exceed:

- All classes, including S and SE engines, when not equipped with engine trucks.....20 miles per hour
When pilot removed.....20 miles per hour
When main rod only removed.....30 miles per hour
When side rods only are removed.....30 miles per hour
When both main and side rods are removed...20 miles per hour
When handled in train and all rods on.....30 miles per hour

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

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

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

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

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

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AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel Under-frame), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Rows include Baggage, Express Refr., Coaches, Diner, Lounge, Observation, Pullman, etc.

*Steel underframe. CODE:—NAC—Non-Air Conditioned. —ACI—Air-Conditioned—Ice System. —ACM—Air-Conditioned—Mechanical System. —ACW—Air-Conditioned—Waukesha System. —ACS—Air-Conditioned—Steam Ejector System.

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

Table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, and various location-specific ratings (Sparks to Lovelock, Lovelock to Rye Patch, etc.). Rows include M-4, M-6, T-26, T-23, P-S,10, C-9,10, Mk-2,4, F-3, F-4,5, Mt-1,3,4,5, AC-1,2,3, AC-4, AC-5, GS-1.

Table showing Allowance for Empty and Underloaded Car with columns for different engine classes and their respective allowances.

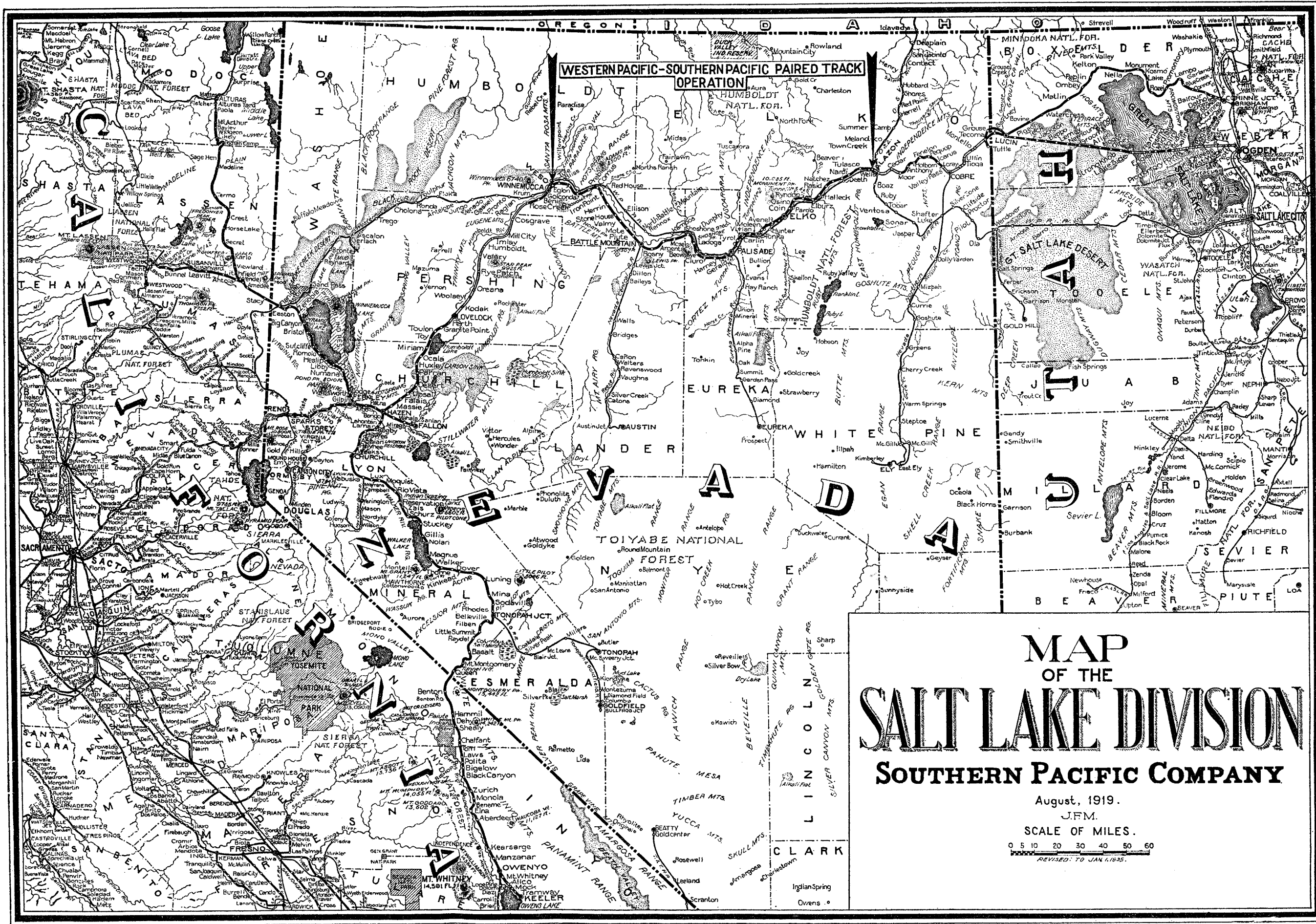
These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown. Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

“MM”—Mallet-Moguls “MT”—Mountain Type “M”—“Moguls” “Mk”—“Mikado” “TW”—Twelve-wheelers “E”—Eight-wheelers “P”—Pacific Type “AC”—Articulated Consolidation “GS”—Golden State “C”—Consolidation engine “T”—Ten-wheelers “F”—Two-Ten-Two Type

Table with columns: LOCATION, NAME, TITLE. Lists medical personnel such as Surgeons, Surgeons, and Surgeons at various locations like San Francisco, Ogden, and Reno.

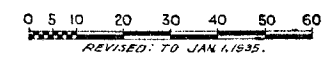
Table with columns: Mileage—Main Line, Branches, LOCATION OF STRETCHERS. Shows distances between stations and lists locations for stretchers like Ogden, Promontory Pt., Lakeside, etc.

CHIEF TRAIN DISPATCHERS: CHAS. O'LAUGHLIN (Ogden), H. G. VALLEAU (Sparks). ASSISTANT CHIEF TRAIN DISPATCHERS: J. E. VAIL (Ogden), I. S. RUTH (Ogden), H. F. McDONALD (Sparks), L. R. NORRIS (Sparks). TRAINMASTER AND ROAD FOREMAN OF ENGINES: S. H. BRAY (Carlin), A. R. McEACHERN (Mina). ROAD FOREMAN OF ENGINES: O. W. LASSEN (Sparks). Terminal Trainmasters: W. E. EASTMAN (Montello), H. R. HAINES (Imlay). T. J. FOLEY, Assistant Superintendent, Sparks. J. J. SULLIVAN, Assistant Superintendent, Ogden.



MAP
OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY

August, 1919.
J.F.M.
SCALE OF MILES.



REVISED TO JAN. 1, 1935.