

TRAINMASTERS

D. W. TANNER.....Ogden
G. M. JOYCE.....Carlin
J. F. McCUITION.....Sparks
J. J. HENDERSON.....Sparks

ROAD FOREMEN OF ENGINES

W. H. MARLIN.....Ogden
A. C. EVERETT.....Sparks

TRAINMASTER—ROAD FOREMAN OF ENGINES

B. E. EAGERSusanville

ASST. ROAD FOREMAN OF ENGINES

C. L. STEINER.....Sparks

ASSISTANT TRAINMASTERS

S. B. BURTON.....Ogden
H. R. MADISON.....Montello
P. J. MYERS.....Montello
L. J. McHUGH.....Imlay
J. W. OSMUN.....Imlay
G. V. ABBAY.....Sparks

CHIEF TRAIN DISPATCHERS

F. W. SMITH.....Ogden
G. E. PAYNE.....Sparks

T. J. FOLEY

Assistant Superintendent, Ogden

SOUTHERN PACIFIC COMPANY



SALT LAKE DIVISION TIMETABLE

62

EFFECTIVE SUNDAY, JULY 6, 1947

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

Superintendent of Transportation.

B. S. SINES,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. W. Washburn.....	Chief Surgeon
Ogden.....	Dr. Keith Stratford.....	Division Surgeon
Ogden.....	Dr. L. S. Sycamore.....	District Physician and Surgeon
Ogden.....	Dr. Cloyd Van Hook.....	District Physician and Surgeon
Ogden.....	Dr. LeRoy Pugmire.....	Oculist and Aurist
Ogden.....	Dr. Ralph Pugmire.....	Assistant Oculist and Aurist
Brigham City.....	Dr. R. A. Pearse.....	Emergency Surgeon
Elko.....	Dr. A. J. Hood.....	District Physician and Surgeon
Elko.....	Dr. R. P. Roantree.....	District Physician and Surgeon
Carlin.....	Dr. C. W. Eastman.....	District Physician and Surgeon
Battle Mountain.....	Dr. T. S. Dunning.....	District Physician and Surgeon
Winnemucca.....	Dr. Lin S. Felder.....	District Physician and Surgeon
Winnemucca.....	Dr. Frank Rueckl.....	Asst. Dist. Physician and Surgeon
Winnemucca.....	Dr. George F. Pope.....	Consulting Physician and Surgeon
Inlay.....	Nurse	
Lovelock.....	Dr. J. R. Gill.....	District Physician and Surgeon
Sparks.....	Dr. H. Earl Belnap.....	District Physician and Surgeon
Sparks.....	Dr. A. J. Roche.....	District Physician and Surgeon
Sparks.....	Dr. Elwood Reno.....	Asst. Dist. Physician and Surgeon
Reno.....	Dr. Rodney E. Wyman.....	Division Surgeon
Reno.....	Dr. M. B. Woodward.....	District Physician and Surgeon
Reno.....	Dr. John A. Fuller.....	Oculist and Aurist
Fallon.....	Dr. H. W. Sawyer.....	District Physician and Surgeon
Susanville.....	Dr. J. W. Crever, Jr.....	District Physician and Surgeon
Mina.....	Dr. D. A. Smith.....	District Physician and Surgeon
Yerrington.....	Dr. S. R. McGee.....	Emergency Surgeon
Yerrington.....	Dr. Stanley Tebbe.....	Emergency Surgeon
Alturas.....	Dr. Phillip W. McKenney.....	District Physician and Surgeon
Alturas.....	Dr. J. Paul McKenney.....	District Physician and Surgeon

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

HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
DIVISION HOSPITAL—DEE HOSPITAL.....	OGDEN
EMERGENCY HOSPITAL.....	OGDEN
EMERGENCY HOSPITAL.....	SPARKS

WATCH INSPECTORS

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.	
Sparks.....	W. R. Adams & Son
Winnemucca.....	Krenkel & Bosch
Elko.....	W. N. Blohm
Ogden.....	Chas. D. Anderson
Alturas.....	Todd D. Fountain
Lakeview.....	A. E. Rugg

SPARKS SUBDIVISION

EASTWARD

Capacity of sidings		FIRST CLASS							Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Sparks	
		606 Mixed Leave Daily Ex. Sunday	28 San Francisco Overland Leave Daily	32 Passenger Leave Daily	22 Pacific Leave Daily	24 Challenger Leave Daily	102 Streamliner City of San Francisco Leave Daily					
Sparks yard BKWOTYP		PM 7.25	PM 7.20	AM 6.25	AM 5.40	AM 5.10	AM 12.10	246.2	STATIONS	D.T.		
P								249.1			TO-R SPARKS	0.0
120	P	f 7.39						253.1			2.9 VISTA	2.9
120	WP	f 7.47						257.3			4.0 HAFED	6.9
117	P	f 7.55						262.1			4.2 PATRICK	11.1
130	P	f 8.03						266.7			4.8 CLARK	15.9
120	P	f 8.11						271.4			4.6 THISBE	20.5
275	WYP	s 8.21		s 7.05				276.1			4.7 GILPIN	25.2
118	P							280.4			4.7 FERNLEY	29.9
127	P							284.4			4.3 ARGO	34.2
136 128	BKWTYP	s 8.45 PM		s 7.37	s 6.35	f 6.05		288.1			4.0 DARWIN	38.2
120 126	P		8.14	7.45	6.41	6.13	12.54	292.5			3.7 HAZEN	41.9
100	P			7.50	6.46	6.19		297.4			4.4 MASSIE	46.3
122	P		8.23	7.55	6.51	6.25	1.02	302.0			4.9 FALAIS	51.2
104	P			8.01	6.56	6.30		306.8			4.6 UPSAL	55.8
122	WP		8.32	8.07	7.01	6.35	1.09	311.7			4.8 DESERT	60.6
100	P		8.36	8.12	7.06	6.40		316.1			4.9 PARRAN	65.5
122	P		8.41	8.17	7.10	6.45	1.15	320.0			4.4 HUXLEY	69.9
99	P			8.23	7.14	6.50	1.18	324.2			3.9 OCALA	73.8
123	P		8.48	8.29	7.19	6.55		328.4	4.2 MIRIAM	78.0		
102	P			8.34	7.23	6.59	1.23	331.8	4.2 TOY	82.2		
102	P		8.56	8.40	7.28	7.04		336.4	3.4 TOULON	85.6		
19	YP		9.00	8.44	7.33	7.09	1.29	340.5	4.6 GRANITE POINT	90.2		
W 134 E 124	WP		9.05	s 8.55	s 7.43	s 7.17	1.33	344.3	4.1 PERTH	94.3		
	WP		9.20	s 9.12	7.58	7.33	1.44	357.8	3.8 LOVELOCK	98.1		
M 126	P		9.30	9.22	8.07	7.42	1.50	366.0	13.5 OREANA	111.6		
	WP		9.41	9.35	8.19	7.54	1.58	377.0	8.2 RYE PATCH	119.8		
Yard Limits BKOWYP			s 9.49 PM	s 9.48 AM	s 8.27 AM	s 8.02 AM	2.04 AM	384.1	11.0 HUMBOLDT	130.8		
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7.1 IMLAY	137.9		
		(1.20) 31.42	(2.29) 55.53	(3.23) 40.75	(2.47) 49.54	(2.52) 48.11	(1.54) 72.57		(137.9)			
									.....Time over District.....			
									.....Average Speed per Hour.....			

RULE 5. Schedule time and train-order time at Perth apply at end of double track.

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

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31 except within Centralized Traffic Control System.

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

Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28, except within Centralized Traffic Control System.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any Station.....	Beyond Ogden..	Sacramento	Daily
22	Any Station.....	Beyond Ogden..	Sacramento	Daily

No. 22 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.
No. 28 make momentary stop at Lovelock daily except Monday to exchange mail clerks.

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

SPARKS SUBDIVISION

Mile Post Location		Distance from Imlay		WESTWARD																			
				FIRST CLASS						SECOND CLASS													
				101		27		605		21		23		31		561		563		565		567	
				Streamliner City of San Francisco		San Francisco Overland		Mixed		Pacific		Challenger		Passenger		Freight		Freight		Freight		Freight	
STATIONS				Arrive Daily		Arrive Daily		Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily					
246.2	TO-R SPARKS 2.9	138.1		AM	AM	PM	PM	PM	PM			AM	AM	PM	PM								
249.1	VISTA 4.0	135.2		s 2.08	s 7.10	s 7.22	s 7.40	s 10.05	s 11.40			AM 4.00	AM 11.20	PM 3.40	PM 9.30								
253.1	HAFED 4.2	131.2				f 7.07																	
257.3	PATRICK 4.8	127.0				f 7.00																	
262.1	CLARK 4.6	122.2				f 6.52																	
266.7	THISBE 4.7	117.6				f 6.44																	
271.4	GILPIN 4.7	112.9				f 6.36																	
276.1	FERNLEY 4.3	108.2				s 6.28	f 6.50			s 10.50													
280.4	ARGO 4.0	103.9																					
284.4	DARWIN 3.7	99.9																					
288.1	TO HAZEN 4.4	96.2					6.10 PM	s 6.32	f 8.59	s 10.25													
292.5	MASSIE 4.9	91.8			1.25	6.05		6.25	8.52	10.13		2.33	9.51	2.06	7.56								
297.4	FALAIS 4.6	86.9			1.21	6.00		6.20	8.47	10.07		2.27	9.45	2.00	7.50								
302.0	UPSAL 4.8	82.3			1.17	5.55		6.15	8.42	10.00		2.21	9.39	1.54	7.44								
306.8	DESERT 4.9	77.5			1.13	5.50		6.10	8.37	9.54		2.15	9.33	1.48	7.38								
311.7	TO PARRAN 4.4	72.6			1.09	5.45		6.05	8.32	9.48		2.09	9.27	1.42	7.32								
316.1	HUXLEY 3.9	68.2			1.04	5.41		6.00	8.23	9.41		2.03	9.21	1.36	7.26								
320.0	OCALA 4.2	64.3			1.01	5.37		5.55	8.19	9.36		1.58	9.15	1.30	7.20								
324.2	MIRIAM 4.2	60.1			12.58	5.33		5.50	8.14	9.31		1.52	9.09	1.24	7.14								
328.4	TO TOY 3.4	55.9			12.55	5.29		5.45	8.10	9.26		1.46	9.03	1.18	7.08								
331.8	TOULON 4.6	52.5			12.52	5.25		5.40	8.06	9.21		1.41	8.57	1.12	7.02								
336.4	GRANITE POINT 4.1	47.9			12.49	5.21		5.35	8.01	9.16		1.35	8.51	1.06	6.56								
340.5	PERTH 3.8	43.8			12.45	5.17		5.30	7.56	9.11		1.30	8.45	1.00	6.50								
344.3	TO LOVELOCK 13.5	40.0			12.42	5.13		s 5.25	s 7.51	s 9.05													
357.8	OREANA 8.2	26.5			12.31	5.01		5.02	7.34	s 8.41													
366.0	RYE PATCH 11.2	18.3			12.24	4.53		4.54	7.25	8.32													
377.0	HUMBOLDT 7.1	7.1			12.15	4.43		4.43	7.13	8.21													
384.1	TO-R IMLAY	0.0			12.09 AM	4.35 AM		4.35 PM	7.05 PM	8.11 PM		12.25 AM	7.45 AM	12.05 PM	5.55 PM								
	(138.1)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily								
	.....Time over District.....			(1.59)	(2.35)	(1.12)	(3.05)	(3.00)	(3.29)			(3.35)	(3.35)	(3.35)	(3.35)							
	.....Average Speed per Hour.....			69.54	53.45	34.91	44.78	46.03	39.65			38.53	38.53	38.53	38.53							

RULE 5. Schedule time and train-order time at Perth apply at end of double track.
 Schedule time and train-order time of eastward trains and westward first-class trains at Lovelock apply at train-order office.
RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27 and 31 except within Centralized Traffic Control System.
RULES 86, 87 AND 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains, and engines must clear the time of Nos. 101 and 102 not less than 10 minutes; except within Centralized Traffic Control System.
 Second and third-class trains, extra trains and engines must be

clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28, except within Centralized Traffic Control System.

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

Capacity	Capacity
Falais...North of main track.. 52	Huxley...South of main track.. 50
Desert...North of main track.. 49	Ocala...North of main track.. 50
Parran...South of main track.. 50	Miriam...North of main track.. 49

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station	Sacramento	Beyond Ogden ..	Daily

No. 27 make momentary stop at Lovelock daily except Tuesday to exchange mail clerks, and on Tuesday reduce speed to 5 MPH passing station to permit throwing U. S. Mail in mail car.
 No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Kodak.....(Spur)	349.3	7
Woolsey.....(Spur)	353.4	24 P
Valery.....(Spur)	372.0	8

WINNEMUCCA SUBDIVISION

EASTWARD

Capacity of sidings		FIRST CLASS					Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Imlay
		San Francisco Overland	Passenger	Pacific	Challenger	Streamliner City of San Francisco			
		28	32	22	24	102	STATIONS		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits BKWOYP		PM 9.55	AM 10.00	AM 8.35	AM 8.10	AM 2.04	384.1	TO-R IMLAY	0.0
P		10.00	s 10.10	8.42	8.16		388.7	4.6 MILL CITY	4.6
M 122 WP		10.09	10.20	8.52	8.26	2.16	397.0	8.3 COSGRAVE	12.9
P		10.18	10.33	9.01	8.36	2.23	406.6	9.6 TO ROSE CREEK	22.5
100 P		10.23	10.39	9.06	8.41		412.1	5.3 BENIN	27.8
E 105 W 95 WP		10.29	s 10.55	s 9.19	s 8.54	2.33	417.3	5.2 TO WINNEMUCCA	33.0
IP		10.35 PM	11.01 AM	9.25 AM	9.00 AM	2.36 AM	420.9	3.6 TO-R WESO	36.6
102 P							423.3	2.4 TULE	39.0
82 P							428.9	5.6 EGLON	44.6
92 WP							434.0	5.1 TO GOLCONDA	49.7
P							439.3	5.3 PREBLE	55.0
121 P							448.1	8.8 IRON POINT	63.8
72 WP							461.3	13.2 VALMY	77.0
101 P							466.3	5.0 MOTE	82.0
72 WP							475.8	9.5 TO BATTLE MOUNTAIN	91.5
72 P							482.0	6.2 ROSNY	97.7
102 P							492.9	10.9 MOSEL	108.6
50 P							498.5	5.6 SHOSHONE	114.2
99 P							508.2	9.7 TO BEOVAWE	123.9
							520.3	12.1 BARTH	136.0
52 P							525.7	5.4 PALISADE	141.4
83 P							531.2	5.5 TYROL	146.9
Carlin yard BKWOTP							534.5	3.3 TO-R CARLIN	150.2
								(150.2)	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		.....Time over District.....	
		(0.40) 54.90	(1.01) 36.00	(0.50) 43.92	(0.50) 43.92	(0.32) 68.62		.....Average Speed per Hour.....	

Be governed by current timetable, bulletins and rules of Western Pacific R. R. Co., on WPRR track between Weso and Carlin.

On Southern Pacific tracks between Carlin and Weso Automatic Block System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions.

RULE 5. Schedule time and train-order time at Rose Creek apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

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

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Comus.....(Spur)	443.5	8 P
Herrin.....(Spur)	453.2	20 P
Stone House.....	457.4	.. P
Piute.....(Spur)	470.7	20 P
Argenta.....(Spur)	487.7	57 P
Ladoga.....	503.7	.. P
Cluro.....(Spur)	512.7	20 P
Harney.....(Spur)	517.0	22 P
Gerald.....(Spur)	521.6	19 P

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

Shoshone.....South of main track..... Capacity 49

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any Station.....	Beyond Ogden..	Sacramento.....	Daily
22	Any Station.....	Beyond Ogden..	Sacramento.....	Daily

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WINNEMUCCA SUBDIVISION

Timetable No. 62 July 6, 1947		Distance from Carlin		WESTWARD									
				FIRST CLASS									
				27	21	39	23	31	101				
San Francisco Overland	Pacific	Western Pacific Exposition Flyer	Challenger	Passenger	Streamliner City of San Francisco								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
STATIONS													
384.1	TO-R IMLAY 4.6	150.2	AM s 4.29	PM s 4.28		PM s 6.52	PM s 8.01	AM 12.09					
388.7	MILL CITY 8.3	145.6	4.23	4.21		6.45	f 7.55	12.03 AM					
397.0	COSGRAVE 9.6	137.3	4.15	4.11		6.35	7.45	11.57 PM					
406.6 406.8	TO ROSE CREEK 5.3	127.7	4.06	4.00		6.24	7.33	11.50					
412.1	BENIN 5.2	122.4	4.01	3.54		6.17	7.27						
417.3	TO WINNEMUCCA 3.6	117.2	3.55	s 3.48		s 6.10	s 7.20	11.40					
420.9	TO-R WESO 2.4	113.6	3.50	3.36	PM 4.28	5.56	7.07	11.36					
423.3	TULE 5.6	111.2	3.47	3.33	4.24	5.52	7.03	11.33					
428.9	EGLON 5.1	105.6	3.41	3.27	4.18	5.46	6.57						
434.0	TO GOLCONDA 5.3	100.5	3.36	3.21	4.13	5.39	s 6.51	11.25					
439.3	PREBLE 8.8	95.2	3.31	3.15	4.08	5.31	6.42						
448.1	IRON POINT 13.2	86.4	3.23	3.05	3.59	5.21	6.32	11.15					
461.3	VALMY 5.0	73.2	3.08	2.48	3.44	5.06	6.16	11.05					
466.3	MOTE 9.5	68.2	3.03	2.43	3.40	5.00	6.11						
475.8	TO BATTLE MOUNTAIN 6.2	58.7	2.55	s 2.32	3.30	f 4.49	s 6.00	10.55					
482.0	ROSNY 10.9	52.5	2.49	2.22	3.23	4.38	5.48	10.50					
492.9	MOSEL 5.6	41.6	2.39	2.11	3.12	4.26	5.36	10.43					
498.5	SHOSHONE 9.7	36.0	2.34	2.05	3.06	4.19	5.28						
508.2	TO BEOWAWE 12.1	26.3	2.26	1.55	2.55	4.06	s 5.16	10.30					
520.3	BARTH 5.4	14.2	2.12			3.52	5.01						
525.7	PALISADE 5.5	8.8	2.06	1.35	2.35	3.45	s 4.55	10.11					
531.2	TYROL 3.3	3.3											
534.5	TO-R CARLIN	0.0	1.55 AM	1.23 PM	2.23 PM	3.32 PM	4.40 PM	10.01 PM					
	(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	.....Time over District.....		(2.34)	(3.05)	(2.05)	(3.20)	(3.21)	(2.08)				
	.....Average Speed per Hour.....		58.50	48.71	54.52	45.06	44.33	73.53				

RULE 5. Schedule time and train-order time at Rose Creek apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

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Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

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

Shoshone.....South of main track..... Capacity 49

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station.....	Sacramento	Beyond Ogden..	Daily
39	Any Station.....		Salt Lake City..	Daily

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WINNEMUCCA SUBDIVISION

		WESTWARD								
		SECOND CLASS								
Capacity of sidings	Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Carlin	571	77	573	575	53	577	61
				Freight	Western Pacific Fast Freight	Freight	Freight	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	384.1	TO-R	IMLAY 4.6	150.2	AM		AM	PM		
	388.7				3.35		10.55	3.40	PM	9.55
P	397.0	TO	ROSE CREEK 5.3	127.7	3.02		10.22	3.06		9.21
M 122 WP	406.6									
P	406.8									
100 P	412.1									
E 105 W 95 WP	417.3	TO	WINNEMUCCA 3.6	117.2	2.46		10.06	2.50		9.05
	420.9	TO-R	WESO 2.4	113.6	2.37	AM 9.20	9.57	2.42	PM 5.20	8.57
IP	423.3									
102 P	428.9									
82 P	434.0									
92 WP	439.3	TO	GOLCONDA 5.3	100.5	2.17	9.00	9.37	2.22	5.00	8.37
P	448.1									
121 P	461.3									
72 WP	466.3									
101 P	475.8									
72 WP	482.0	TO	BATTLE MOUNTAIN 6.2	58.7	1.25	8.10	8.45	1.30	4.10	7.45
72 P	492.9									12.10 AM
102 P	498.5									
50 P	508.2									
99 P	520.3									
	525.7									
52 P	531.2									
83 P	534.5	TO-R	CARLIN	0.0	12.10 AM	6.50 AM	7.30 AM	12.15 PM	2.50 PM	6.30 PM
Carlin yard BKWOTP										10.50 PM
			(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					(3.25)	(2.30)	(3.25)	(3.25)	(2.30)	(3.25)
					43.96	45.44	43.96	43.96	45.44	43.96

RULE 5. Schedule time and train-order time at Rose Creek apply at end of double track.

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

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

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

ShoshoneSouth of main track..... Capacity 49

ELKO SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings						Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Carlin	
		32	22	24	102				28
	Passenger	Pacific	Challenger	Streamliner City of San Francisco	San Francisco Overland				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Carlin yard BKWOTP						534.5			
81 P	Be governed by current timetable, bulletins and rules of Western Pacific R. R. Co., on WPRR track between Carlin and Alazon.					537.5			
72 P						550.3			
Yd. Limits. {	79 P						554.3		
							556.0		
83 P	On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Carlin to Signal 5387, Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz, signals govern movements in both directions.					560.5			
88 WP						573.4			
100 P						576.7			
82 P						581.2			
112 WP						589.6			
						591.1			
122 P						599.1			
86 IP				PM 3.20	PM 12.50	PM 12.25	AM 5.32	AM 1.46	603.6
W 107 Yard Limits BKWOYP				s 3.42	s 1.02	s 12.37		1.52	607.5
W 117 Yard Limits YP				4.00	1.23	12.58	5.51	2.10	616.4
98 P				4.08	1.31	1.06		2.15	620.1
109 P				4.14	1.37	1.12		2.20	624.1
115 P				4.20	1.42	1.17	6.04	2.24	627.5
111 P				4.26	1.47	1.22		2.29	631.8
115 P				4.33	1.53	1.28		2.35	636.8
Yard Limits W 114 WYP				4.38	1.58	1.33	6.20	2.40	640.6
65 P				s 4.43					644.8
M 92 WP				4.52	2.09	1.44	6.30	2.51	649.8
Yard Limits BKWOYP				s 5.10 PM	s 2.25 PM	s 2.01 PM	6.43 AM	s 3.07 AM	661.9
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				(1.50)	(1.35)	(1.36)	(1.11)	(1.21)	
				31.80	36.81	36.43	49.26	43.18	

STATIONS		
TO-R	CARLIN	0.0
	3.0 VIVIAN	3.0
	12.8 AVENEL	15.8
	4.0 WEST ELKO	19.8
TO-R	1.7 ELKO	21.5
	4.5 COIN	26.0
	12.9 ELBURZ	38.9
	3.3 HALLECK	42.2
	4.5 RASID	46.7
TO	8.4 DEETH	55.1
	1.5 WPRR Connection	56.6
	8.0 TULASCO	64.6
TO-R	4.5 ALAZON	69.1
TO-R	3.9 WELLS	73.0
TO	8.9 MOOR	81.9
	3.7 ANTHONY	85.6
	4.0 HOLBORN	89.6
TO	3.4 FENELON	93.0
	4.3 PEQUOP	97.3
	5.0 ICARUS	102.3
TO	3.8 VALLEY PASS	106.1
	4.2 COBRE	110.3
	5.0 LORAY	115.3
TO-R	12.1 MONTELLO	127.4
(127.4)		
.....Time over District.....		
.....Average Speed per Hour.....		

RULE 5. Schedule time and train-order time at Moor and Valley Pass apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

RULES 86, 87 and 93. Inferior first-class trains must clear the time of Nos. 101 and 102 not less than 5 minutes, and second-class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 10 minutes, except as provided in Rule Q, page 27.

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

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

Anthony.....	South of main track.....	Capacity 50
Fenelon.....	North of main track.....	50

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any station.....	Beyond Ogden.....	Sacramento.....	Daily
22	Any station.....	Beyond Ogden.....	Sacramento.....	Daily

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

ELKO SUBDIVISION

WESTWARD

FIRST CLASS

Timetable No. 62
July 6, 1947

Capacity of sidings	Mile Post Location	Stations	Distance from Monticello	WESTWARD					
				21	39	23	31	101	27
				Pacific	Western Pacific Exposition Flyer	Challenger	Passenger	Streamliner City of San Francisco	San Francisco Overland
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Carlin yard BKWOTP	534.5	TO-R CARLIN 3.0	127.4	PM 1.13	PM 2.23	PM 3.22	PM 4.30	PM 9.56	AM 1.47
81 P	537.5	VIVIAN 12.8	124.4	1.06	2.16	3.14	4.22	9.51	1.41
72 P	550.3	AVENEL 4.0	111.6	12.53	2.03	2.59	4.07		
Yd.Limits. {	554.3	WEST ELKO 1.7	107.6	12.49	1.58	2.54	4.02		
	556.0	TO-R ELKO 4.5	105.9	s 12.46	s 1.55	s 2.51	s 3.59	9.36	1.22
83 P	560.5	COIN 12.9	101.4	12.36	1.40	2.40	3.44		
88 WP	573.4	ELBURZ 3.3	88.5	12.22	1.26	2.25	3.28	9.20	1.03
100 P	576.7	HALLECK 4.5	85.2	12.19		2.20	s 3.23		
82 P	581.2	RASID 8.4	80.7	12.14	1.18	2.15	3.17		
112 WP	589.6	TO DEETH 1.5	72.3	12.06 PM	1.09	2.05	s 3.05	9.08	12.48
	591.1	WPRR Connection 8.0	70.8						
122 P	599.1	TULASCO 4.5	62.8	11.57 AM		1.53	2.46		
86 IP	603.6	TO-R ALAZON 3.9	58.3	11.52	12.55 PM	1.48	2.39	8.57	12.34
W 107 Yard Limits E 125 BKWOYP	607.5	TO-R WELLS 8.9	54.4	s 11.45		s 1.41	s 2.32		12.29
W 117 Yard Limits E 102 YP	616.4	TO MOOR 3.7	45.5	11.24		1.22	2.11	8.42	12.17
98 P	620.1	ANTHONY 4.0	41.8	11.20		1.17	2.06		12.12
109 P	624.1	HOLBORN 3.4	37.8	11.15		1.12	2.00		12.07
115 P	627.5	TO FENELON 4.3	34.4	11.10		1.06	1.54	8.28	12.03 AM
111 P	631.8	PEQUOP 5.0	30.1	11.05		1.01	1.47		11.58 PM
115 P	636.8	ICARUS 3.8	25.1	10.59		12.55	1.41		11.52
Yard Limits W 114 WYP	640.6	TO VALLEY PASS 4.2	21.3	10.52		12.48	1.34	8.13	11.46
65 P	644.8	COBRE 5.0	17.1				s 1.28		
M 92 WP	649.8	LORAY 12.1	12.1	10.31		12.27	1.11	8.00	11.25
Yard Limits BKWOYP	661.9	TO-R MONTELLO	0.0	10.13 AM		12.09 PM	12.53 PM	7.40 PM	11.07 PM
		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District.....		(3.00)	(1.28)	(3.13)	(3.37)	(2.16)	(2.40)
		Average Speed per Hour.....		42.46	47.11	39.60	35.22	56.20	47.77

RULE 5. Schedule time and train-order time at Moor and Valley Pass apply at end of double track.

RULE S-72. Exception: No. 102 is superior to Nos. 21, 23, 27, and 31.

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

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

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

Anthony	South of main track.....	Capacity 50
Fenelon	North of main track.....	Capacity 50

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station.....	Sacramento	Beyond Ogden..	Daily
39	Any Station.....	.....	Salt Lake City..	Daily

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

ELKO SUBDIVISION

Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Montello	WESTWARD										
			SECOND CLASS										
			571 Freight	77 Western Pacific Fast Freight	573 Freight	53 Western Pacific Fast Freight	575 Freight	61 Western Pacific Fast Freight	577 Freight				
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
534.5	TO-R CARLIN 3.0	127.4	AM 5.35	AM 6.50	AM 11.40	PM 2.50	PM 6.10	PM 10.50	AM 12.11				
537.5	VIVIAN 12.8	124.4											
550.3	AVENEL 4.0	111.6											
554.3	WEST ELKO 1.7	107.6		6.10 Via WP Yard		2.10 Via WP Yard		10.10 Via WP Yard					
556.0	TO-R ELKO 4.5	105.9	5.05	5.10	11.10	1.10	5.40	9.10	11.40 PM				
560.5	COIN 12.9	101.4											
573.4	ELBURZ 3.3	88.5											
576.7	HALLECK 4.5	85.2	4.38	4.45	10.43	12.45	5.13	8.45	11.13				
581.2	RASID 8.4	80.7											
589.6	TO DEETH 1.5	72.3	4.22	4.29	10.27	12.29	4.57	8.29	10.57				
591.1	WPRR Connection 8.0	70.8											
599.1	TULASCO 4.5	62.8											
603.6	TO-R ALAZON 3.9	58.3	4.05	4.10 AM	10.10	12.10 PM	4.40	8.10 PM	10.40				
607.5	TO-R WELLS 8.9	54.4	3.55		9.59		4.30		10.30				
616.4	TO MOOR 3.7	45.5	3.25		9.30		3.59		10.00				
620.1	ANTHONY 4.0	41.8	3.14		9.19		3.49		9.49				
624.1	HOLBORN 3.4	37.8	3.08		9.13		3.43		9.43				
627.5	TO FENELON 4.3	34.4	3.03		9.08		3.38		9.38				
631.8	PEQUOP 5.0	30.1	2.57		9.02		3.32		9.32				
636.8	ICARUS 3.8	25.1	2.50		8.55		3.25		9.25				
640.6	TO VALLEY PASS 4.2	21.3	2.41		8.45		3.15		9.15				
644.8	COBRE 5.0	17.1											
649.8	LORAY 12.1	12.1											
661.9	TO-R MONTELLO	0.0	1.25 AM		7.30 AM		2.00 PM		8.01 PM				
	(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	.....Time over District.....		(4.10)	(2.40)	(4.10)	(2.40)	(4.10)	(2.40)	(4.10)				
	.....Average Speed per Hour.....		30.57	25.91	30.57	25.91	30.57	25.91	30.57				

RULE 5. Schedule time and train-order time at Moor and Valley Pass apply at end of double track.

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

Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 27 and 28.

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

Anthony.....	South of main track.....	Capacity 50
Fenelon.....	North of main track.....	Capacity 50

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Tonka..... (Spur)	540.3	10P
Moleen..... (Spur)	544.5	50-11P
Osino..... (Spur)	564.8	48P
Ryndon..... (Spur)	567.8	51P
Natchez..... (Spur)	585.3	49P
Nardi..... (Spur)	594.4	33P
Cedar..... (Spur)	613.6	3P
Tioga..... (Spur)	653.4	2P

OGDEN SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings					32	22	24	102	28	Mile Post Location
					Passenger	Pacific	Challenger	Streamliner City of San Francisco	San Francisco Overland	
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Yard Limits BKWOYP					PM 5.20	PM 2.33	PM 2.09	AM 6.43	AM 3.15	661.9
E 113 P					5.30	2.42	2.18	6.49	3.24	668.3
Grouse W 121 P										674.3
E 119 W 165 WYP					s 5.45	2.54	f 2.29	6.58	3.35	679.8
119 P										684.5
119 P										688.8
119 P										693.2
120 P										697.6
120 121 WP					6.15	3.18	2.53	7.14	3.57	702.1
121 P										706.4
120 P										711.1
140 P										716.3
122 P										720.7
120 P										724.8
121 P										730.0
121 OP					s 7.00	3.56	3.31	7.36	4.30	734.6
										739.7
137 P										741.1
116 P										744.8
93 P										750.1
140 P					7.55	4.44	4.17	8.11	5.15	752.9
51 WP					f 8.05					758.5
M 127 P					8.26	5.01	4.34	8.23	5.30	767.2
										776.3
Ogden yard I										781.4
BKWOTYP					s 8.55 PM	s 5.30 PM	s 5.00 PM	s 8.40 AM	s 5.55 AM	782.3
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
					(3.35)	(2.57)	(2.51)	(1.57)	(2.40)	
					33.60	40.81	42.24	61.74	45.15	

Timetable No. 62
July 6, 1947

Distance from Montello

STATIONS

TO-R	MONTELLO	0.0
	6.4	
	TECOMA	6.4
	6.0	
	GARTNEY	12.4
	5.5	
	LUCIN	17.9
	4.7	
	PIGEON	22.6
	4.3	
	TECK	26.9
	4.4	
	JACKSON	31.3
	4.4	
	BEPPO	35.7
	4.5	
	LEMAY	40.2
	4.3	
	NEWFOUNDLAND	44.5
	4.7	
	GROOME	49.2
	5.2	
	ALLEN	54.4
	4.4	
	HOGUP	58.8
	4.1	
	OLNEY	62.9
	5.2	
	STRONGKNOB	68.1
	4.6	
	LAKESIDE	72.7
	5.1	
	TRESEND	77.8
	1.4	
	ENGL	79.2
	3.7	
	MIDLAKE	82.9
	5.3	
	COLIN	88.2
	2.8	
	BRIDGE	91.0
	5.6	
	PROMONTARY POINT	96.6
	8.7	
	LITTLE MOUNTAIN	105.3
	9.1	
	WEST WEBER	114.4
	5.1	
	D&RGW Crossing	119.5
TO-R	OGDEN	120.4

Automatic Block System

Double Track

Centralized Traffic Control

D. T.

Double Track

Time over District.....
Average Speed per Hour.....

Be governed by current timetable, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Rambo..... (Spur)	739.0	2 P
Salino..... (Spur)	755.0	13
Bagley..... (Spur)	763.7	10-20P
Reese..... (Spur)	772.5	19 P

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
24	Any Station.....	Beyond Ogden..	Sacramento.....	Daily
22	Any Station.....	Beyond Ogden..	Sacramento.....	Daily

No. 32 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

OGDEN SUBDIVISION

Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Ogden	WESTWARD											
			FIRST CLASS											
			21 Pacific	23 Challenger	31 Passenger	101 Streamliner City of San Francisco	27 San Francisco Overland							
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
661.9	TO-R MONTELLO 6.4	121.2	AM	PM	PM	PM	PM							
668.3	TECOMA 2.8	114.8	s 10.05	s 12.01	s 12.45	PM 7.40	s 10.59							
671.1	GROUSE 9.5	112.0	9.56	11.53 AM	12.37	7.33	10.50							
679.8	LUCIN 4.7	102.5	9.38	11.36	s 12.18 PM	7.21	10.36							
684.5	PIGEON 4.3	97.8												
688.8	TECK 4.4	93.5												
693.2	JACKSON 4.4	89.1												
697.6	BEPPU 4.5	84.7												
702.1	LEMAY 4.3	80.2	9.13	11.12	11.50 AM	7.03	10.15							
706.4	NEWFOUNDLAND 4.7	75.9												
711.1	GROOME 5.2	71.2												
716.3	ALLEN 4.4	66.0												
720.7	HOGUP 4.1	61.6												
724.8	OLNEY 5.2	57.5												
730.0	STRONGKNOB 4.6	52.3												
734.6	LAKESIDE 5.1	47.7	8.37	10.37	s 11.02	6.42	9.44							
739.7	TRESEND 1.4	42.6												
741.1	ENGL 3.7	41.2												
744.8	MIDLAKE 5.3	37.5												
750.1	COLIN 2.8	32.2												
752.9	BRIDGE 5.6	29.4	7.50	9.50	10.15	6.10	9.01							
758.5	PROMONTORY POINT 8.7	23.8			f 10.05									
767.2	LITTLE MOUNTAIN 9.1	15.1	7.33	9.33	9.50	5.59	8.46							
776.3	WEST WEBER 5.1	6.0												
781.4	D&RGW Crossing 0.9	0.9												
782.3	TO-R OGDEN	0.0	7.15 AM	9.15 AM	9.30 AM	5.45 PM	8.30 PM							
	(121.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
	.....Time over District.....		(2.50)	(2.46)	(3.15)	(1.55)	(2.29)							
	.....Average Speed per Hour.....		42.77	43.80	37.29	63.23	48.80							

Be governed by current timetable, bulletins and rules of Ogden Union Railway and Depot Co., in Ogden yard limits. Be familiar with their Rule 104 (S) pertaining to movement over slip switches.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station.....	Sacramento....	Beyond Ogden..	Daily

No. 31 stop on flag at any station to receive or discharge passengers, baggage, mail or express to or from any station.

WADSWORTH SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Wendel	WESTWARD		
Capacity of sidings	SECOND CLASS					SECOND CLASS		
	552 Freight	550 Freight				559 Freight	557 Freight	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
Yard Limits WYP	PM 9.00	AM 8.10	276.1	TO-R FERNLEY	82.6	AM 9.40	PM 8.30	
WP	9.15	8.15	278.1	2.0 WADSWORTH	80.6	9.30	8.19	
108 P	9.30	8.22	281.2	3.1 DODGE	77.5	9.19	7.59	
56 P	9.50	8.40	290.5	9.3 NUMANA	68.2	8.40	7.20	
16 P	10.02	9.14	295.5	5.0 LIBBY	63.2	8.15	6.55	
57 P	10.11	9.23	299.4	3.9 HESLIP	59.3	8.05	6.45	
112 WP	10.35	9.48	308.2	8.8 TO SUTCLIFFE	50.5	7.40	6.20	
56 P	10.55	10.08	316.6	8.4 BRISTOL	42.1	7.15	5.55	
28 WP	11.20	10.28	321.8	5.2 BIG CANYON	36.9	7.02	5.42	
113 P	11.29	10.37	326.1	4.3 ZENOBIA	32.6	6.52	5.32	
56 PM	11.47	10.57	335.6	9.5 EASTON	23.1	6.30	5.10	
IP		11.00	336.4	0.8 FLANIGAN	22.3	6.25	5.05	
112 P	AM 12.10	11.20	345.2	8.8 STACY	13.5	6.05	4.45	
	12.21	11.40	349.8	4.6 HERLONG	8.9	5.49	4.30	
68 P	12.30	11.51	354.8	5.0 AMEDEE	3.9	5.40	4.20	
Yard Limits BKWOYP	AM 12.40	AM 11.59	358.7	3.9 TO-R WENDEL	0.0	AM 5.20	PM 4.00	
	Arrive Daily	Arrive Daily		(82.6)		Leave Daily	Leave Daily	
	(3.40)	(3.49)		.....Time over District.....		(4.20)	(4.30)	
	22.52	21.64		.....Average Speed per Hour.....		19.06	18.35	

EASTWARD			Mile Post Location	Timetable No. 62 July 6, 1947	Distance from Mason	WESTWARD		
Capacity of sidings	SECOND CLASS					THIRD CLASS		
		546 Local Freight				545 Local Freight		
		Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		
Yard Limits BKWOYP		AM 3.00	358.7	TO-R WENDEL	48.5	AM 9.20		
55 P		3.20	367.1	8.4 LITCHFIELD	40.1	8.50		
64 P		3.40	374.9	7.8 LEAVITT	32.3	8.35		
Yard Limits YKP		4.05	381.9	7.0 TO SUSANVILLE	25.3	8.20		
		4.15		8.2 BUNNEL	17.1	8.15		
60 P		4.40	390.1	4.7 GOU MAZ	12.4	7.45		
54 WP		4.55	394.8	5.3 WESTWOOD JCT.	7.1	7.20		
62 YP		5.15	400.1	7.1 TO-R MASON	0.0	7.00		
P		5.35 AM	407.2	(48.5)		6.30 AM		
		Arrive Daily Ex. Sunday		.....Time over District.....		Leave Daily Ex. Sunday		
		(2.35)		.....Average Speed per Hour.....		(2.50)		
		18.77				17.12		

Be governed by current Timetable, Bulletins and Rules of Western Pacific R. R. Co. between Mason and Westwood.

		407.2	MASON				
		410.1	2.9 CONMAN				
		411.3	1.2 WESTWOOD				

ALTURAS SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 62 July 6, 1947		Distance from Alturas	WESTWARD					
SECOND CLASS				SECOND CLASS								
Capacity of sidings	558 Freight	554 Freight		STATIONS				553 Freight	551 Freight			
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily		
Yard Limits BKWOYP	PM 1.30	AM 1.30	358.7	TO-R	WENDEL	98.2	AM 11.40	AM 4.45				
68 P	2.00	2.00	365.6		6.9 VIEWLAND	91.3	11.10	4.15				
102 WP	2.25	2.25	374.7		9.1 KARLO	82.2	10.40	3.45				
69 P	2.55	3.15	383.6		8.9 SECRET	73.3	10.10	3.15				
WP	3.15	3.35	388.0		4.4 HORSE LAKE	68.9	9.45	2.45				
116 YP	3.35	4.05	392.5		4.5 CREST	64.4	9.30	2.30				
Yard Limits 104 WP	3.50	4.25	397.9	TO	5.4 RAVENDALE	59.0	9.16	2.16				
28 P	4.10	4.45	404.7		6.8 TERMO	52.2	8.55	1.55				
83 WYP	4.55	5.30	418.9	TO	14.2 MADLINE	38.0	8.15	1.15				
116 YP	5.15	5.50	423.3		4.4 SAGE HEN	33.6	7.58	12.58				
72 WP	6.00	6.35	434.0		10.7 INDIAN CAMP	22.9	7.20	12.20				
115 KWYP	6.25	7.00	438.7	TO	4.7 LIKELY	18.2	7.00	12.05 AM				
P	6.45	7.20	443.6		4.9 BAYLEY	13.3	6.45	11.50 PM				
Yard Limits BKWOYP	6.55 7.30 PM	7.30 8.20 AM	446.4 456.9		2.8 McARTHUR	10.5	6.35	11.40				
	Arrive Daily	Arrive Daily		TO-R	10.5 ALTURAS	0.0	5.55 AM	11.00 PM				
	(6.00) 16.30	(6.50) 14.37			(98.2)		Leave Daily	Leave Daily				
					.....Time over District.....		(5.45)	(5.45)			
					.....Average Speed per Hour.....		17.07	17.07			

RULE 5. Schedule time and train order time at Alturas apply at train-order office.

MINA SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 62		Distance from Mina	WESTWARD		
Capacity of sidings	SECOND CLASS			July 6, 1947			THIRD CLASS		
		606 Mixed		Mina Branch			605 Mixed		
		Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday				
Yard Limits BKWTYP		PM 9.15	288.1	TO-R HAZEN	128.9	PM 5.45			
44		9.45	292.9	4.8 BANGO	124.1	f 5.30			
43		f 10.01	297.9	5.0 RUGBY	119.1	f 5.13			
61		f 10.29	307.0	9.1 APPIAN	110.0	f 4.43			
P		s 10.50	313.8	6.8 WEEKS	103.2	f 4.22			
35		f 10.57	316.4	2.6 CHURCHILL	100.6	f 4.14			
Yard Limits WYP		PM 11.46	328.0	TO 11.6 WABUSKA	89.0	s 3.40			
		AM 12.02	331.9	3.9 LUX	85.1	f 3.23			
31		f 12.47	347.7	15.8 RESERVATION	69.3	f 2.43			
54 W		s 1.09	354.2	TO 6.5 SCHURZ	62.8	s 2.23			
61 P		f 1.50	367.3	13.1 GILLIS	49.7	f 1.43			
P		f	369.3	2.0 NOLAN	47.7				
Yard Limits WY		s 2.50	384.4	TO 15.1 THORNE	32.6	s 1.00			
44		f 3.05	389.4	5.0 DOVER	27.6	f 12.42			
35		f 3.20	394.0	4.6 KINKEAD	23.0	f 12.30 PM			
		s 4.07	408.2	14.2 LUNING	8.8	s 11.55 AM			
Yard Limits BKWOYP		s 4.35 AM	417.0	TO-R 8.8 MINA	0.0	11.30 AM			
		Arrive Daily Ex. Monday		(128.9)		Leave Daily Ex. Sunday			
		(7.20)		.....Time over District.....		(6.15)		
		15.46		.....Average Speed per Hour.....		20.62		

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

EASTWARD			Mile Post Location	Timetable No. 62		Distance from Fallon	WESTWARD		
Capacity of sidings	SECOND CLASS			July 6, 1947			THIRD CLASS		
		602 Mixed		Fallon Branch			603 Mixed		
		Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday				
Yard Limits BKWTYP		AM 7.45	288.1	TO-R HAZEN	15.8	PM 12.20			
15		f 8.10	298.1	10.0 MIRAGE	5.8				
Yard Limits WYP		s 8.20 AM	303.9	TO-R 5.8 FALLON	0.0	11.45 AM			
		Arrive Daily Ex. Sunday		(15.8)		Leave Daily Ex. Sunday			
		(0.35)		.....Time over District.....		(0.35)		
		27.08		.....Average Speed per Hour.....		27.08		

RULE A. All, or portions of, the following rules have been changed. Pasters have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules	10(H)	295
	15	297
	26	705
	99	707
	104(D)	708
	210	763
	221	837
	271	

Definition of **FIXED SIGNAL** is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

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

RULE 10 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figs. 1, 2 and 3)

The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Round yellow speed boards indicate by black figures the speed restrictions applying to Streamliner "CITY OF SAN FRANCISCO."

RULE 17. Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen and enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

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

RULE 28. In double-track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on pages 2, 3, 4, 7 and 8.

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

RULE 105. Sidings designated "E" in Capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

When signals are found in stop position, under any condition, operate push button governing route desired.

When necessary to use push button, hold button depressed until pilot light appears.

Further instructions posted inside push-button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher's permission must first be obtained, and movement made only after flag protection provided on both tracks.

RULE 535. A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

White light which may appear on side of relay housings is maintainer's call light, but when train has been stopped by an absolute signal and white light is observed burning, member of crew will communicate with dispatcher even though another train may be seen approaching.

Lower unit of all two-unit light signals governs movement on diverging route, movement through crossovers being considered diverging route.

Call-on units on absolute signals when flashing yellow, authorize train after stopping to proceed on siding without securing telephone permission from dispatcher, but must expect to find a preceding train at any point on siding.

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

GENERAL REGULATIONS**RULE 827. TRAIN INSPECTION**

Engines running light on descending grades must stop for inspection at freight train inspection points unless otherwise provided.

The maximum distance a freight train may run without stopping for inspection is 82 miles, unless otherwise prescribed. Inspection must be made at any intermediate stop. During stormy weather, where view of running gear is obscured by snow or otherwise, or if other conditions require, more frequent inspection must be made.

Trains, including military trains, made up in part of freight cars or cabooses equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

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

In the absence of trainmen in cupola, conductor must devote as much time as possible in watching train. Where trains are rounding curve and approaching sidings trainmen must look along side of train from head and rear end for indications of defects in train and also frequently observe condition of track to determine derailment marks or dragging parts.

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

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

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Engines must not be blown out when passing over open-deck bridges.

AIR BRAKE RULES

RULE 38. Incoming engineer at Sparks and Carlin on "CITY OF SAN FRANCISCO" will make electro-pneumatic application of brakes. Inspector will note that rear brakes on train apply, then signal for release.

Outgoing engineer will release brakes and inspector will note rear brakes release. This test to be followed by running test in accordance with Air Brake Rule 39 as soon as speed permits after starting train.

In the event electro-pneumatic brakes are inoperative, automatic air brake test will be made in the same manner.

RULE 39. Streamliner, "CITY OF SAN FRANCISCO", carries 110-pound brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110-pound brake pipe pressure instead of the 90 pounds ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 pounds and the low pressure side for 130-pound pressure.

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

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

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

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

MISCELLANEOUS

1. 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. Helper service:

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

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

In no case will more than one helper engine be placed behind steel underframe cabooses.

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

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

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

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

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

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

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

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

Air will not be coupled through pusher engine.

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

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

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

7. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

14. Between April 1st and November 1st, use sprinklers on engines so equipped, over all open deck trestles and steel bridges consistent with water supply. Do not use sprinklers on Great Salt Lake trestle and other ballast deck structures.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

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

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

21. Attention of all employes is directed to list of impaired clearances and trainmen are notified that it is dangerous to stand on cars in passing through them.

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

SPEED RESTRICTIONS

List of CCB (cross-counterbalanced) engines:

All P-8 class

All F-1 class, except engs. 3618, 3639.

All F-3 class.

All F-4 class, except eng. 3700.

All F-5 class.

All B class, except engs. 3501, 3502, 3504, 3505, 3508, 3509.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for S and SE class engines 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

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

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH. This restriction does not apply to WPRR engines and tenders.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers.....	20 MPH
When all weight has been removed from only one wheel of any pair of drivers.....	30 MPH
When engine truck is removed.....	20 MPH
When main rod only is removed.....	30 MPH
When side rod only is removed.....	30 MPH
When both main and side rods are removed.....	20 MPH
When hauled in train with all rods on.....	30 MPH

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

**MAXIMUM SPEED PERMITTED WITH
CERTAIN EQUIPMENT**

MPH

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except.....	35
SPMW 4044.....	25
On tangent branch tracks.....	25
On all curves 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks.....	20
On curves and on branch tracks.....	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks.....	25
On curves and on branch tracks.....	15
Trains handling steel pile-drivers may make maximum restricted freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks.....	35
On tangent branch tracks, except.....	25
(Relief outfits 7014 and 7025 must not be operated on Mina Branch between Mina and Tonopah Jct.)	
On all curves, 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light; such trains must not, in any case exceed 40 MPH.

Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH.

RULE 10 (J). Speed board to right of track with two tracks intervening for westward trains at MP 274.86 reading 55-35 is also duplicated to the left of track with one track intervening.

Yellow speed board to right of track with one track intervening for eastward Streamliners at MP 328.38 reading 90 is also duplicated to the left of track.

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

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

RULE 82 (A). Trains originating at Fernley and Hazen must obtain clearance.

RULE 83. If a positive observation check is made between Imlay and Humboldt; Rye Patch and Perth; it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

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

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

West MP		East MP
241.63	Sparks	247.60
	Fernley (Wadsworth Subdivision).....	276.77
	Hazen (Mina Branch).....	289.47
	" (Fallon Branch).....	289.23
382.60	Imlay	385.71

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

Westward freight trains stop before passing Signal 2469, except when proceed signal received from yardman, green flag, or green light.

RULE D-97 (A) will apply:
Between Sparks and Vista.

RULE 103 (A). When using spur in C. & M. Lumber Yard, Sparks, yardman must take position on road crossing before movement made over crossing in either direction.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

- Sparks, west of dispatcher's office... For westward track.
- Sparks, east of dispatcher's office... For eastward track.
- Fernley (Wadsworth Subdivision)... For controlled siding.
- Hazen (Mina Branch)..... For controlled siding.
- Hazen (Fallon Branch)..... For Mina Branch.

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

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

RULE 105. The following are designated for use as sidings:
The track north of main track at:
Parran and Huxley.
The track south of the main track at:
Falais, Desert, Ocala and Miriam.

RULE D-251. Applies as follows:
On both tracks between Sparks and Vista.

RULE 505. AUTOMATIC BLOCK SYSTEM

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

Following main track not protected by block signals:

Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

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

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

Signals 2470 and 2472 are equipped with push buttons. After properly operating push buttons, if signal fails to display green or yellow aspect, train may proceed as prescribed by Rule 509 (i).

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2508	Rock slide fence, MP 252.47.....	
	Rock slide fence, MP 254.52.....	P-2553
P-2554	Rock slide fence, MP 256.59.....	
P-3402	Spring switch end double track, Perth.....	P-3403

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through these switches:

Location	Normal Position
Vista	End double track.....Westward track
Perth.....	End double track.....Eastward track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position
Sparks.....	East end PFE track.....Eastward track
Lovelock.....	West end westward siding.....Westward track
Lovelock.....	East end eastward siding.....Eastward track
Rye Patch.....	East end siding.....Main track
Imlay.....	West end yard track.....Westward track

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

Sparks. Spring switches are located at east and west end of engine lead.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows
M.....	3824....	Imlay...	Proceed to train-order office.
S.....	3824....	Imlay...	Call yardmaster for instructions.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

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

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

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

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

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

Eastward trains must identify superior trains between train-order signal Hazen and end of C.T.C. at Massie. Rule 14(k) will apply between Hazen and Massie.

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

GENERAL REGULATIONS

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

RULE 827. TRAIN INSPECTION

When conditions are favorable and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection if the distance is not over 82 miles; or may make continuous run between Hazen and Imlay in either direction; or may make continuous run between Imlay and Fernley in either direction provided rolling inspection at not to exceed 8 MPH is made on eastward trains at Massie, and on westward trains at some point between Lovelock and Perth. Thorough inspection must be made at any intermediate stops.

Train crews of westward freight trains will make rolling inspection, both sides of train, departing Imlay.

AIR BRAKE RULES

RULE 39. Running air brake test must be made at Imlay in both directions.

MISCELLANEOUS

1. Do not take water at Lovelock, except in emergency, and then only enough to reach next water supply.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All except S class.....	Reno—All industry tracks north of westward main track between Park St. and W. P. interchange.

AC-4-5-6; F; GS; Mt; P; and cars higher than Hart convertible bal-last	Fernley—On all tracks at sand pit.
All engines.....	Hazen—Old mill track, north side.
AC-4-5-6; F; GS; Mt; P....	Perth—All pit tracks.
All engines.....	Humboldt—Middle track between clearance points.

At Lovelock, latch corral gates before switching on Hi-Gro Mill spur.

Load limit (car and contents):

Sparks-Imlay240,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
249.84	Vista....	Truckee River bridge No. 5....Overhead and Side
250.99	Vista...	Truckee River bridge No. 6....Overhead and Side
258.07	Patrick..	Truckee River bridge No. 7....Overhead and Side
262.51	Clark...	Truckee River bridge No. 8....Overhead and Side
264.48	Thisbe..	Truckee River bridge No. 9....Overhead and Side
264.70	Thisbe..	Truckee River bridge No. 10...Overhead and Side
268.24	Thisbe..	Truckee River bridge No. 11...Overhead and Side
268.69	Thisbe..	Truckee River bridge No. 12...Overhead and Side
269.44	Gilpin...	Truckee River bridge No. 13...Overhead and Side
288.10	Hazen...	Two water columns.....Side
384.10	Imlay...	Two water columns.....Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
248.14	249.39	249.82	247.84	247.14	245.12
249.07	249.82	249.85	250.57	249.84	249.38
250.30	250.99	251.02	251.80	251.02	250.99
251.30	252.06	253.60	254.35	253.60	252.06
255.22	255.97	256.72	257.60	256.72	255.97
256.75	258.07	258.10	258.87	258.10	258.07
261.16	262.34	264.08	264.84	264.08	262.34
263.66	264.40	264.81	265.56	264.81	264.40
266.04	266.76	267.97	268.72	267.97	266.76
267.50	268.25	269.45	270.20	269.45	268.25
270.06	270.85	271.07	271.83	271.07	270.85
270.44	271.19	271.68	272.43	271.68	271.19
273.02	273.76	274.11	x274.86	274.11	273.76
282.80	283.53	285.39	285.94	285.39	283.54
285.10	285.94	286.95	287.70	286.95	285.94
316.00	317.00	317.64	318.39	317.64	317.00
322.12	322.91	323.45	324.19	323.45	322.91
x328.38	329.08	331.20	331.98	331.25	329.08
343.16	343.91	344.80	340.91	340.16	340.14
351.48	352.25	352.60	345.55	344.80	343.91
353.00	353.77	354.34	353.47	352.62	352.25
365.58	366.40	367.01	354.92	354.12	353.77
367.70	368.46	369.09	367.95	367.20	366.39
382.26	383.01	385.58	370.02	369.27	368.56
			370.89	370.14	369.72
			371.93	371.15	370.86
			386.33	385.58	383.01

xBoards north and south side of track with one track intervening on south side.

xBoards north and south side of track with 2 tracks intervening north side.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.
 All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD			ENGINE BACKING WITH TRAIN OR LIGHT						
	PASSENGER										*FREIGHT AND MIXED		DEP DEF E P A Mt GS WPRR: D-225, TP, MTP, GS, M-100	DES 1 to 7 DES 100 to 107 T-26-32- 37-40 Mk-5-6-7- 8-9 F (if CCB) AC-4-5-6-7- 8-9-10- 11-12	M T-1-8-9-23- 28-31-36- 57-58 C-2-4-5-8- 9-10-18-19- 26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	C-15-17- 32 Mk-10- 11 MM	DES-200 C-15-17- 32 TW Mk-2-4- 10-11 AC-1-2-3 T SP WPRR: Mk, C-43	DES DEF E P A Mk F Mt GS SP B	A Mk F Mt GS SP B	M AC AM MM
	DEP with Stream- lined CITY OF SAN FRAN- CISCO	DEP P-7-8- 10-12 A Mt GS WPRR: TP, MTP, GS	DEF E P A Mt GS WPRR: D-225, TP, MTP, GS, M-100	T-26-32- 37-40 AC-4-5- 6-7-8- 9-10- 11-12 WPRR: D-225	M T-1-8-9-23- 28-31-36- 57-58 Mk-5-6-7- 8-9 F (if CCB) B (if CCB) WPRR: Mk, M100	AM B (if not CCB) WPRR: C-43 (21 to 65)	DES 1 to 7 DES 100 to 107 C-2-4-5-8- 9-10-18-19- 26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	C-15-17- 32 Mk-10- 11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)										
	COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
EASTWARD, Sparks to Imlay, except.....	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 245.12 to MP 247.14 (east switch Sparks).....	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
MP 247.14 to MP 249.82 (spring switch Vista).....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
Vista, through spring switch.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25				
MP 249.82 to MP 268.24.....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 268.24 to MP 269.44 (east end bridge).....	80	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25				
MP 269.44 to MP 273.76 (beginning of curve).....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 273.76 to MP 274.11 (end of curve).....	55	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25				
MP 306.8 to MP 327.65 (Toy).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 343.91 to MP 344.80 (east end Lovelock).....	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				
MP 383.01 to MP 385.58 (east switch Imlay).....	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20				
WESTWARD, Imlay to Sparks, except.....	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 385.58 to MP 383.01 (west switch Imlay).....	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20				
MP 344.80 to MP 343.91 (west end Lovelock).....	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				
Perth, through spring switch.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25				
MP 327.65 to MP 306.8 (Desert).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 274.11 to MP 273.76 (west end curve).....	55	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25				
MP 273.76 to MP 269.44 (east end bridge).....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 269.44 to MP 268.24 (west end bridge).....	80	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25				
MP 268.24 to MP 249.82 (spring switch Vista).....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
Vista, over spring switch.....	70	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 249.82 to MP 247.14 (east switch Sparks).....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 247.14 to MP 245.12 (west switch Sparks).....	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
AGAINST CURRENT OF TRAFFIC.....	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25				

*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.
 (NOTE) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.
 When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.
 DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:.....	15
Passenger trains on controlled sidings, except:.....	25
Westward on siding at Hafed.....	15
Freight trains on controlled sidings, except:.....	20
Westward on sidings at Hafed, Patrick and Darwin	15
Eastward on sidings at Hafed, Thisbe, Gilpin and on south siding at Hazen.....	15
On any wye.....	10
Through any siding, crossover, turnout or slip-switch with engine backing, except:.....	10
DES class backing light on controlled sidings.....	15

SPECIAL INSTRUCTIONS — SPARKS SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch Initial to Sparks	Rye Patch to Initial
E-23	1500 and 1502.....	5000	3550	3700
M-4	1617 to 1713.....	6350	4200	4800
M-6, 8	1721 to 1803, 1823 to 1825.....	7800	5200	6000
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	8200	5700	6000
M-11	1832 to 1835.....	8600	6000	6250
T-1	2242 to 2271.....	5700	4000	4150
T-8, 9	2161, 2174 and 2178.....	4100	2850	3000
T-23	2301 to 2310.....	8200	5400	6300
T-26	2283 to 2299.....	7050	4650	5400
T-28, 31	2311 to 2362.....	9000	5900	6900
T-32, 40	2363 to 2384.....	9000	5900	6900
T-36	2103.....	6000	4250	4450
T-37	2105 and 2106.....	8200	5750	6000
T-57, 58	2385 and 2386.....	7400	5200	5400
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	7400	5200	5400
P-1	2400, 2403 to 2407 and 2415.....	7800	5450	5700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	5950
P-6	2453, 2454 and 2458.....	9200	6400	6700
P-7	2476 and 2477.....	9700	6800	7100
P-8, 10	2461 to 2474, 2478 to 2483.....	10000	7000	7500
P-8, 10	2475, 2484 to 2491.....	10500	7500	7800
P-11	3100 to 3109.....	8000	5550	5800
P-12	3120 to 3129.....	10000	7500	7800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	10000	7000	7500
C-15, 32	2500, 2505 to 2507.....	6300	4450	4650
C-17	2510 and 2511.....	7800	5450	5700
C-18	3400 to 3409.....	9100	6350	6650
C-19	3410 to 3426.....	9500	6650	6900
TW-1	2900 to 2913.....	7600	5300	5500
TW-2, 3	2932 to 2952.....	6100	4250	4450
TW-4, 6	2926 to 2931 and 2957.....	5800	4050	4200
TW-8	2914 to 2923.....	8350	5850	6100
A-3	3029.....	5900	4100	4300
A-3	3025, 3036, 3052 and 3057.....	6250	4300	4500
A-6	3000 to 3003.....	7200	5000	5250
Mk-2, 4	3201 to 3240.....	12000	8700	9200
Mk-5, 6	3241 to 3277.....	12600	8850	9200
Mk-7, 8, 9	3300 to 3324.....	12600	8850	9200
Mk-10	3295.....	10600	7450	7750
Mk-11	3297 and 3298.....	10200	7150	7450
F-1	3600 to 3652.....	13500	10000	10400
F-3	3653 to 3667.....	13500	11000	11500
F-4, 5	3668 to 3769.....	14000	11500	12000
AM-2	3900 to 3911.....	13500	11500	12000
MM-3	3930 and 3931.....	15000	13300	13900
AC-1, 2, 3	4000 to 4048.....	18500	16500	17000
AC-4, 5	4100 to 4125.....	18500	16500	18500
AC-6 to 12	3800 to 3811, 4126 to 4294.....	18500	16500	18500
Mt-1, 3, 4, 5	4300 to 4376.....	13000	9800	10500
Mt-2	4385 to 4390.....	13500	10200	10600
GS-1, 2	4400 to 4415.....	13700	10400	11000
GS-3, 4, 5, 6	4416 to 4469.....	13900	10600	11200
SP-1, 2, 3	5000 to 5048.....	18500	13600	14000
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6	6
	45 Ms to 55 Ms.....	3	3	3
	More than 55 Ms.....	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

RULE 83. If a positive observation check is made between Imlay and Rose Creek, it will apply at end of the double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

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

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

West MP		East MP
382.60	Imlay	385.71
533.40	Carlin	536.46
642.97	" (WPRR).....	647.09

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

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

Winnemucca. First track south of main track is eastward siding; second track south of main track is westward siding, and connects with eastward siding at both ends. West switch of westward siding must be left lined for movement from westward siding and east switch of westward siding must be left lined for movement from eastward siding.

RULE 505. AUTOMATIC BLOCK SYSTEM

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

Preble. When Signal 4403 displays stop indication and indicator displays the letter "T", train after stopping, may proceed with caution, not exceeding 12 MPH to first telephone and call dispatcher for instructions.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4064	Spring switch end double track, Rose Creek.....	P-4065
	Rock slide fence, MP 518.10.....	P-5181
	Rock slide fence, MP 524.38.....	P-5255
P-5262	Rock slide fence, MP 527.00-MP 527.57.....	P-5285
P-5282	Rock slide fence, MP 530.54-MP 530.57.....	P-5307
P-5306	Rock slide fence, MP 530.65-MP 530.73.....	P-5315
P-5340	Spring switch east end west detour, Carlin.....	P-5341

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through these switches:

Location	Normal Position
Rose Creek	End double track.....Westward track
Carlin.....	East end west detour.....Main track

Eastward trains stopping at Rose Creek will make station stop with engine to clear westward track to avoid stopping on spring switch.

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position
Carlin.....	West end west lead.....Main track

Eastward trains arriving Carlin on SP track must stop and ascertain that spring switch at west end west lead is properly lined before passing over it.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching movement as follows:	Authorizes and requires
M.....	3861	Imlay	Proceed to train-order office.
S.....	3861	Imlay	Call yardmaster for instructions.
T.....	4403	Preble	Call dispatcher from first telephone.

RULE 827. TRAIN INSPECTION

Between Imlay and Carlin when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made between Carlin and Iron Point, if in the judgment of conductor and engineer it is safe to do so.

Train crews of eastward freight trains will make rolling inspection, both sides of train, departing Imlay.

AIR BRAKE RULES

RULE 39. Running air-brake test must be made at Imlay, Weso and Carlin in both directions.

MISCELLANEOUS

- Do not fill auxiliary water cars at Golconda.
- Eastward trains, when restricted for westward trains at Rose Creek, will stop to clear the train order office; this to provide access to westward track by operator and to avoid blocking view of train-order signal to westward trains.

Freight trains stopping at Battle Mountain to take water or do switching will leave their train east of the main road crossing so as not to block same when engine is coupled to train.

Westward passenger trains stopping at Winnemucca will stop with rear of train clearing Bridge street crossing.

- Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; F; GS; Mt; P.....	Palisade—All tracks beyond west face of bins at quarry.

Load limit (car and contents):

Imlay-Carlin	240,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.	

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

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
384.1	Imlay ...	Two water columns..... Side.
417.3	Winnemucca ..	Water column..... Side.
436.16	Golconda ..	Humboldt River bridge No. 2.. Overhead and side.
441.53	Comus ...	Humboldt River bridge No. 3.. Overhead and side.
518.91	Barth ...	Humboldt River bridge No. 6..... Side.
519.18	Barth ...	Humboldt River bridge No. 7.. Overhead and side.
519.68	Barth ...	Humboldt River bridge No. 8.. Overhead and side.
520.16	Barth ...	Humboldt River bridge No. 9.. Overhead and side.
520.55	Barth ...	Humboldt River bridge No. 10.. Overhead and side.
520.92	Gerald ...	Humboldt River bridge No. 11.. Overhead and side.
522.07	Gerald ...	Humboldt River bridge No. 12.. Overhead and side.
522.35	Gerald ...	Humboldt River bridge No. 13.. Overhead and side.
523.25	Gerald ..	WPRR crossing.....Overhead.
523.34	Gerald ...	Humboldt River bridge No. 14.. Overhead and side.
525.15	Palisade ..	Humboldt River bridge No. 15..... Side.
525.20	Palisade ..	Tunnel No. 1.....Overhead and side.
525.42	Palisade ..	Humboldt River bridge No. 16..... Side.
534.50	Carlin ...	Water column..... Side.

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
387.38	388.13	388.35	389.90	389.19	388.26
387.58	388.43	389.00	391.51	390.76	390.50
389.56	390.30	390.54	398.11	397.36	396.75
395.82	396.57	397.17	408.34	407.59	406.55
404.28	405.03	405.15	418.25	417.46	417.44
405.79	406.52	406.54	421.83	421.06	420.83
406.55	406.55	407.43	423.03	422.28	421.86
416.48	417.44	417.46	425.92	424.95	424.75
420.12	420.87	421.06	428.04	427.29	425.91
x425.16	425.91	427.29	429.50	428.62	427.89
x435.45	436.16	436.19	435.13	434.28	433.88
x475.06	475.80	475.90	436.90	436.19	436.16
x499.58	500.33	500.71	442.10	441.28	437.83
x517.30	517.90	520.55	442.31	441.56	441.53
x521.30	522.07	526.51	444.23	443.48	442.60
x525.49	526.51	528.00	444.69	443.84	443.53
x529.75	530.50	533.05	476.63	475.90	475.80
x533.16	533.90	535.70	488.25	487.49	487.00
			500.33	499.76	499.38
			501.45	500.71	500.33
			508.73	507.94	507.38
			511.31	510.56	509.94
			514.99	514.29	513.97
			516.33	515.58	514.99
			521.59	520.80	517.90
			523.11	522.40	522.10
			525.59	524.96	522.40
			528.00	527.25	525.90
			528.79	528.01	527.25
			533.81	533.10	530.50

xS. P. Co. Track

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WINNEMUCCA SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Imley to Carlin	Carlin to Imley
E-23	1500 and 1502.....	3700	5000
M-4	1617 to 1713.....	4800	6350
M-6, 8	1721 to 1803, 1823 to 1825.....	6000	7800
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	6000	8200
M-11	1832 to 1835.....	6250	8600
T-1	2242 to 2271.....	4150	5700
T-8, 9	2161, 2174 and 2178.....	3000	4100
T-23	2301 to 2310.....	6300	8200
T-26	2283 to 2299.....	5400	7050
T-28, 31	2311 to 2362.....	6900	9000
T-32, 40	2363 to 2384.....	6900	9000
T-36	2103.....	4450	6000
T-37	2105 and 2106.....	6000	8200
T-57, 58	2335 and 2386.....	5400	7400
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	5400	7400
P-1	2400, 2403 to 2407 and 2415.....	5700	7800
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5950	8200
P-6	2453, 2454 and 2458.....	6700	9200
P-7	2476 and 2477.....	7100	9700
P-8, 10	2461 to 2474, 2478 to 2483.....	7500	10000
P-8, 10	2475, 2484 to 2491.....	7800	10500
P-11	3100 to 3109.....	5800	8000
P-12	3120 to 3129.....	7800	10000
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	7500	10000
C-15, 32	2500, 2505 to 2507.....	4650	6300
C-17	2510 and 2511.....	5700	7800
C-18	3400 to 3409.....	6650	9100
C-19	3410 to 3426.....	6900	9500
TW-1	2900 to 2913.....	5500	7600
TW-2, 3	2932 to 2952.....	4450	6100
TW-4, 6	2926 to 2931 and 2957.....	4200	5800
TW-8	2914 to 2923.....	6100	8350
A-3	3029.....	4300	5900
A-3	3025, 3036, 3052 and 3057.....	4500	6250
A-6	3000 to 3003.....	5250	7200
Mk-2, 4	3201 to 3240.....	9200	12000
Mk-5, 6	3241 to 3277.....	9200	12600
Mk-7, 8, 9	3300 to 3324.....	9200	12600
Mk-10	3295.....	7750	10600
Mk-11	3297 and 3298.....	7450	10200
F-1	3600 to 3652.....	10400	13500
F-3	3653 to 3667.....	11500	13500
F-4, 5	3668 to 3769.....	12000	14000
AM-2	3900 to 3911.....	12000	13500
MM-3	3930 and 3931.....	13900	15000
AC-1, 2, 3	4000 to 4048.....	17000	18500
AC-4, 5	4100 to 4125.....	18500	18500
AC-6 to 12	3800 to 3811, 4126 to 4294.....	18500	18500
Mt-1, 3, 4, 5	4300 to 4376.....	10500	13000
Mt-2	4385 to 4390.....	10600	13500
GS-1, 2	4400 to 4415.....	11000	13700
GS-3, 4, 5, 6	4416 to 4469.....	11200	13900
SP-1, 2, 3	5000 to 5048.....	14000	18500
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6
	45 Ms to 55 Ms.....	3	3
	More than 55 Ms.....	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

USE OF PAIRED TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

(B) When a block signal displays stop indication, eastward trains on WPRR and westward trains on SP will be governed by signal rules applicable to double track, except when train movements are authorized under Item (C) eastward trains on WPRR and westward trains on SP will be governed by signal rules applicable to single track within the territory in which such movements are authorized. Where eastward signals on SP and westward signals on WPRR are maintained, trains stopped by such signals will be governed by signal rules applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on SP track and westward extras on WPRR track, or to create a work extra on either track:

Example 1: "Eng run extra on Pacific track to"
This form of order must be given to all opposing trains on that track.

Example 2: "Eng works extra on Pacific track M until
M between and"

This form of order must be given to eastward trains on WPRR track if order applies to WPRR track; and to westward trains on SP track if order applies to SP track, before they enter the territory covered.

(D) Eastward regular trains and westward WPRR first-class trains will register by ticket at Weso. Other trains will not register. Operator Weso telephone registration of eastward SP first-class trains to operator WPRR Winnemucca for entry on register.

Eastward WPRR and SP first-class trains register by ticket at WPRR Carlin and operator will enter same on joint register at SP Carlin. Other eastward SP trains register on joint register at SP Carlin.

An eastward first-class train which does not reach East Carlin within 15 minutes from its registered leaving time will run expecting to find a train running ahead, East Carlin to Elko.

Eastward SP first-class trains register by ticket at Elko; other eastward SP trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at WPRR Elko.

SP Elko is register station only for westward first-class trains, who will register by ticket, whether train-order office is open or closed. Operator SP Elko telephone registrations to operator WPRR Elko who will enter on register. A westward first-class train which does not reach West Elko within 15 minutes from its registered leaving time will run expecting to find a train running ahead, West Elko to Carlin.

All eastward SP trains and westward SP regular trains and WPRR trains register at Alazon by ticket.

Rule 22. On eastward SP trains between Weso and Alazon lead engines only will display signals and train indicators.

(E) Rule 83 will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) SP Rules 82 (A) and 83 and WPRR Rules 83, 83 (D) and 206 (A) will not apply to SP trains at WPRR Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) Rule 83 (B). When an eastward schedule or section is checked on register at Imlay or WPRR Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by an SP train, or at Elko by a WPRR train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) Rule 96. Sections of regular trains may be created Weso to West Carlin or Carlin on WPRR track.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on WPRR track. Such trains must not leave WP Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) SP Rule 82 (A) and WPRR Rules 83 (D) and 206 (A). A clearance authorizing an eastward SP regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on WPRR track at Carlin are departing, they must move with caution not exceeding 12 MPH until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) SP Rule 21 (D) will not apply to SP and WPRR engines on SP track between Alazon and Weso.

(L) Rule 83 (B). When a westward schedule or section is checked on register at Wendover by a WPRR train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(M) SP Rule 82 (A) and WPRR Rules 83 (D) and 206 (A). A clearance authorizing a westward WPRR first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward WPRR second or third-class train at Alazon will apply only to Elko, where another clearance must be obtained authorizing such train Elko to Carlin.

(N) Rule 96. Sections of second and inferior class trains may be created Alazon to Elko on SP track.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on SP track. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(O) Third paragraph of SP Rule 220 will apply to westward WPRR first-class trains at SP Elko.

(P) West Carlin. Main track detour switch at MP 643.4 is interlocked. Interlocking limits extend from 100 feet west of switch to 350 feet east of switch on main track and on detour. If signal displays stop indication Rules 663 (b) will govern, except that eastward trains continuing movement on main track may flag through interlocking limits after stopping, and must observe Rule 509 applicable to double track beyond interlocking limits. If route is not properly lined, call signal operator and crank switch over only when authorized by him. Telephone, crank and instructions are in box opposite switch. When train has been stopped by one of these signals flagman must see that switch-lock indicator on post opposite switch indicated "locked" before signaling train to proceed. When "unlocked" is indicated call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked". West Carlin detour extends from interlocked switch on WPRR main track at West Carlin to connection with SP main track at west end Carlin yard.

(Q) East Carlin. Detour extends from east icehouse lead on SP to East Carlin on WPRR.

Spring switch at junction is normally lined for WPRR main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign located on south side of track, is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit beginning 1000 feet west. Eastward trains from SP yard must not enter approach clearing circuit until first-class trains or other superior trains on WPRR track have passed East Carlin, or letter "M" is displayed.

Trains or engines moving over east detour onto WPRR main track which find Signal 6458 in "stop" position, after stopping and before proceeding, must provide flag protection against eastward train on WPRR main track. If eastward train is seen or known to be approaching, train on detour must not foul WPRR main track until approaching train has passed or comes to a stop.

Signal 6458 on East Carlin detour equipped with Letter Type indicator which may display the letter "M" (see Rule 705, Fig. 2), which, when displayed for an eastward SP extra train on detour, will authorize such extra train to run ahead of eastward first-class or other superior trains from East Carlin to Pardo, but such extra trains must observe any restrictions that may be imposed by Signal 6458 or other signals. The train dispatcher must be informed in advance of any known condition that will delay the inferior train or prevent it from making usual speed after it has been given "M" signal to proceed. First-class and other superior trains must run expecting to find inferior trains moving ahead East Carlin to Pardo on authority of the "M" signal.

(R) Rule 667. In addition, running switches must not be made, injectors or sanders used nor boosters started, passing over interlocked switch West Carlin, and spring switch East Carlin.

(S) Eastward SP freight trains and other trains when so directed, also engines moving between WPRR and SP yards will use East Carlin detour, or West Carlin detour.

(T) Switch indicator at inside switch of Third St. crossover, WP Elko. Before starting crossover movement trainmen will note switch indicator, and if block not occupied, switches may then be lined if train is ready to move. If switch indicator indicates "block occupied", switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. Before crossing over, trainmen must leave lighted fusee, and when necessary, torpedoes on main track sufficient distance from crossover to insure full protection. The above in no way relieves trains approaching on main track from complying with Rule 93.

(U) Elko. East detour extends from SP siding to WPRR freight yard.

(V) West Elko. Detour extends from WPRR freight yard to West Elko on SP. Spring switch at junction normally lined for SP main track. Eastward trains or engines must stop and examine switch points before moving over this switch. WPRR trains and engines must not pass Approach Circuit sign on west detour if westward SP train can be seen approaching junction switch. Push button on Signal 5543 on west detour and on Signal 5545 on SP main track. See instructions for operation of push buttons in special instructions for all subdivisions.

(W) Rule 667. In addition, running switches must not be made, injectors or sanders used, nor boosters started, passing over spring switch, West Elko.

(X) Westward WPRR freight trains and engines, and other trains when so directed, also engines moving between SP and WPRR yards will use East Elko detour, or West Elko detour.

(Y) WPRR and SP main track connections at Weso, West Carlin and Alazon interlocked. East switch of siding at Alazon is not interlocked.

Interlocking limits at Alazon extend from SA signal on WPRR and a point on SP opposite this signal, to SA signal on WPRR, and to westward semi-automatic signal at MP 603.5 on westward track and a point opposite this signal on eastward track on SP.

Trains or engines must not enter interlocking limits where no signal governs the movement, including movement to main track from east switch of siding, until authority obtained from signal operator.

Signal indications and whistle signals:

Weso: Eastward from WPRR or SP, to WPRR—Upper arm, o — —.

" WPRR or SP, to SP—Lower arm, o — o.

Westward from SP, to SP—Upper arm, o — o.

" SP, to WPRR—Lower arm, o — —.

Westward from WPRR, to SP—Dwarf signal, o — o.

" WPRR, to WPRR—Dwarf signal, o — —.

West Carlin: Eastward: To main track—Arm, o — —.

To detour—Light, o — o. (Red aspect indicates "stop"; yellow, proceed "with caution").

Carlin: Westward: Approaching east end of yard, SP freight trains, o — o.

WPRR freight trains, — o.

Alazon: Eastward, to WPRR—Upper arm, o — —.

" to SP—Lower arm, o — o.

Westward, from SP or WPRR, to WPRR, o — —.

" from SP or WPRR, to SP, o — o.

When train has been given interlocking signal at any point and does not wish to use the route, give whistle signal oo — oo for information of signal operator.

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

RULE 83. If a positive observation check is made between Alazon and Moor, it will apply at end of the double track.

Westward trains except first-class must identify opposing trains between Cobre and Valley Pass, inc., and apply such check at Valley Pass.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

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

Wells—First-class, and trains originating or terminating.

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

Montello..... Nos. 101 and 102.

Wells..... First-class trains.

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

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

West MP		East MP
533.40	Carlin	536.46
642.97	" (WPRR)	647.09
544.02	Elko	557.53
606.20	Wells	608.38
615.81	Moor	617.76
638.49	Valley Pass.....	642.00
660.23	Montello.....	663.77

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

RULE D-97 (A) will apply:

Between Alazon and Moor.

Between Valley Pass and Montello.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

Moor.....For westward track.

Valley Pass...For eastward track.

Moor. The normal position of west switch of crossover which forms end of double track, will be for movement from double track to eastward siding. Target will display green for movement into siding.

When No. 102 and No. 28 are not restricted at Moor, operator will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

Valley Pass. The normal position of east switch of crossover which forms end of double track, will be for movement from double track to westward siding.

When No. 27 and No. 101 are not restricted at Valley Pass operator will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

RULE 104 (A). At Moor and Valley Pass, trains approaching having authority to use main track will sound whistle signal o — o, after which trainman of train on siding will line crossover switches for movement from double to single track, and restore same after movement completed.

RULE 105. The track north of main track at Anthony, and the track south of main track at Fenelon are designated as sidings.

Moor. Track south of main track is eastward siding and must not be used by westward trains except by train-order authority. Track north of main track is westward siding.

Valley Pass. Track north of main track is westward siding and must not be used by eastward trains except by train-order authority.

RULE 204. Any train order received by helper engineer on going trip Montello to Valley Pass, or Wells to Moor, will be respected on return trip unless fulfilled, superseded or annulled, but must not be acted upon after completion of round trip unless re-issued when beginning another trip.

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

RULE 221. At Alazon, unless otherwise instructed, operator may clear the signal for westward SP trains when no orders are held for westward SP trains.

RULE D-251. Applies as follows:

On eastward track Alazon to Wells.

RULE 505. AUTOMATIC BLOCK SYSTEM

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

Elko. When stopped by Signal 5565 at Elko, train must not proceed until signal clears, or until flagman has reached a point from which he can see that preceding train has left passenger station. Proceed signal must not be given until preceding train has departed from station.

Elburz. When Signal 5743 displays stop indication and letter type indicator displays the letter "T", train, after stopping, may proceed with caution, not exceeding 12 MPH to first telephone and call train dispatcher for instructions.

Moor to Valley Pass. Eastward train on siding at Moor, Holborn, Fenelon or Icarus, and westward train on siding at Valley Pass, Icarus, Pequop or Holborn will hold approach signal against opposing train at next station beyond as soon as Approach Circuit sign on siding is passed. If necessary to pass Approach Circuit sign member of crew must, after train stops, immediately operate push button bearing number of signal on main track in order to clear signals for opposing train and avoid delay which would otherwise occur with signal displaying approach indication.

Moor. Lower unit of Signal 6162 governs movement through eastward siding. If signal displays stop indication, train must be preceded by flagman through siding.

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

Valley Pass. Upper unit of Signal 6409 governs movement from westward track to single track. Lower unit governs movement into siding.

Dwarf signal on east leg of wye governs movement to eastward track. After derail and main track switch have been lined signal will indicate "proceed" if no eastward train approaching, block in advance is unoccupied, or if crossover from westward track to single track is unoccupied. Signal is equipped with time-release which allows it to indicate "proceed" six minutes after a train has passed Signal 6384 but has not passed Signal 6408, or after crossover has been lined for movement from westward track to single track.

Push buttons are located on Signals 5545 and 5543 at Elko, and on signals at east end eastward siding and west end westward siding at Moor; east and west ends of sidings at Holborn, Fenelon, Pequop and Icarus, and west end westward siding at Valley Pass.

RULE 510. The following block signals, equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-5340	Spring switch, east end west detour, Carlin.....	P-5341
P-5396	{Rock slide fence over east portal Tunnel 2.....	P-5401
	{Two rock slide fences, MP 541.08 to MP 541.51...}	{P-5415
		{P-5425
P-6172}	Spring switch east end eastward siding, Moor....	P-6173
P-6174}		{P-6235
P-6236	Spring switch west end siding, Holborn.....	{P-6237
P-6246}	Spring switch east end siding, Holborn.....	P-6249
P-6248}		{P-6273
P-6270	Spring switch west end siding, Fenelon.....	{P-6275
P-6284}	Spring switch east end siding, Fenelon.....	P-6285
P-6286}		{P-6315
P-6314	Spring switch west end siding, Pequop.....	{P-6317
P-6326}	Spring switch east end siding, Pequop.....	P-6327
P-6328}		{P-6363
P-6364	Spring switch west end siding, Icarus.....	{P-6365
P-6376}	Spring switch east end siding, Icarus.....	P-6375
P-6374}		{P-6393
P-6396	Spring switch west end westward siding Valley Pass	{P-6395

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through them:

Location	Normal Position
Carlin.....	East end west detour..... Main track
Moor.....	East end eastward siding..... Main track
Holborn.....	West end siding..... Main track
Holborn.....	East end siding..... Main track
Fenelon.....	West end siding..... Main track
Fenelon.....	East end siding..... Main track
Pequop.....	West end siding..... Main track
Pequop.....	East end siding..... Main track
Icarus.....	West end siding..... Main track
Icarus.....	East end siding..... Main track
Valley Pass.....	West end westward siding..... Main track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over them in facing movement, or in trailing through them:

Location	Normal Position
Carlin.....	West end west lead..... Main track
East Carlin (WP).....	East end east detour..... WP Main track
West Elko.....	West end WP detour..... Main track
Wells.....	East end eastward siding..... Eastward track
Moor.....	West end westward siding..... Westward track

Eastward trains arriving Carlin and West Elko on SP track and trains moving against current of traffic at Wells and Moor must stop and ascertain that spring switch is properly lined before passing over it.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows
T.....	5743..	Elburz..	Call dispatcher from first telephone.
M.....	6606..	Montello..	Proceed to train-order office.
S.....	6606..	Montello..	Enter yard track.

RULE 827. TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points except Valley Pass to Montello. Inspection of light engines must be made at Valley Pass. Between Carlin and Montello when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles.

Freight and mixed trains will stop as follows for inspection, and in addition, if retainers are used into the following points will comply with Air Brake Rule 17:

EASTWARD: Valley Pass, Tioga.
WESTWARD: Moor.

If an eastward freight train stops at Loray not less than 10 minutes and not more than 30 minutes, and inspection is made, it will not be necessary to again stop at Tioga.

If an eastward freight train stands at Loray in excess of 30 minutes, fifth paragraph of Air Brake Rule 34 will apply from Loray with inspection stop not less than 4, nor more than 10 miles from Loray.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

Moor to Wells..... One retainer for each 150 Ms.
Valley Pass to Montello... " " " " 150 Ms.

All retainers will be turned up on express and other trains of passenger equipment when composed of 24 or more cars Valley Pass to Montello and Moor to Wells.

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

Valley Pass..... Eastward freight trains. Stop with head end west of west leg of wye, unless necessary to clear end double track for westward train.
Moor..... Westward freight trains.

In addition to points shown, rear end air brake test shall be made in accordance with paragraph (b) by all eastward freight trains at Moor, and by all westward freight trains at Valley Pass, except when helper engine is coupled ahead of road engine and continuity of brake pipe is not changed between road engine and caboose, it will not be necessary to make rear end air brake test at those points.

To avoid additional stops at stations indicated above, trains may make inspection, rear end test, and turn up retainers where stops are made at following stations:

Westward: Fenelon, Holborn, Anthony or Moor.
Eastward: Icarus or Valley Pass.

RULE 39. Running air brake test must be made at Carlin, Alazon and Montello in both directions; at Moor westward and Valley Pass eastward.

MISCELLANEOUS

1. Westward freight trains must detach engine to take water or oil at Wells. Do not take water at Valley Pass except in emergency, and then only enough to reach next water supply.

4. Helper service:

At Wells when helper engines are unable to cross eastward track to reach roundhouse immediately, will back in on siding and lock main track switch, being governed by switch indicator at crossover before again fouling main track.

At Moor eastward passenger trains using eastward siding will stop to clear the main track at the east end of siding. Helper engine will be cut off and if no first-class schedule due, will cross over and back into the westward siding, then proceed west on the siding. When eastward passenger train holds main track at Moor, train will stop to clear east end of the westward siding and helpers will be cut off and backed into the westward siding.

At Valley Pass westward passenger trains using westward siding will stop to clear crossover between westward siding and main track, where helper will be cut off and backed in on west leg of wye. Westward passenger trains using main track will stop to clear the west leg of wye where helper engine will be cut off and backed in on west leg of wye. When westward passenger trains using westward siding cannot cut off to clear crossover and place engine on wye due to superior eastward train due or main track blocked, helper engine will be cut off and placed on east end of short siding. Passenger trains stopping on westward track east of crossover to single track will not cut off helper engine at that point.

With three helpers from Montello or Wells, one will be placed on head end and two ahead of caboose. Mk class engines with pilot snow plow will be placed on head end.

Helper engines moving to rear of trains at Wells to cut in will go through track No. 2 if unoccupied. If track No. 2 occupied will use track No. 1 or eastward main track.

9. Eastward trains occupying eastward siding at Wells to allow eastward passenger train to pass will cut crossing from point at least 5 car lengths west of main crossing just west of passenger station. This to give passengers entraining and detraining from passenger train on eastward track opportunity to walk to and from station.

Trains using westward siding or yard tracks north of main tracks Wells will leave crossovers clear to avoid delay to No. 21 setting out car.

When stopping at Elko to set out or pick up cars, train must be left east of the street crossing except if stop is made to pick up stock at stock corral stop to clear stock track before cutting off to avoid blocking street crossings.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines over 230,000 lbs. on drivers...	Vivian—Triolite spur.
Engines over 230,000 lbs. on drivers...	Elko—Hesson Standard Oil Co. spur.

Engines must not go onto this spur.

Hold onto 10 cars when picking up or setting out..... Ryndon—Construction spur, south side of main track just west of Tunnel No. 4. Capacity 4 cars.

All engines..... Loray—Spur on north side beyond fouling point.

Load limit (car and contents):

Carlin-Montello 240,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
534.50	Carlin	Water column.....Side
538.23	Vivian	Humboldt River bridge No. 17.. Overhead and side
538.92	Vivian	Humboldt River bridge No. 18.. Overhead and side
539.47	Tonka	Humboldt River bridge No. 19.. Overhead and side
539.54	Tonka	Tunnel No. 2.....Overhead and side
539.94	Tonka	Humboldt River bridge No. 20.. Overhead and side
540.89	Tonka	Humboldt River bridge No. 21.. Overhead and side
541.16	Tonka	Humboldt River bridge No. 22.. Overhead and side
541.64	Tonka	Humboldt River bridge No. 23.. Overhead and side
542.45	Tonka	Humboldt River bridge No. 24.. Overhead and side
566.55	Ryndon	Tunnel No. 3.....Overhead and side
567.19	Ryndon	Humboldt River bridge No. 25.. Overhead and side
568.28	Ryndon	Humboldt River bridge No. 26.. Overhead and side
568.68	Ryndon	Tunnel No. 4.....Overhead and Side
569.85	Ryndon	Humboldt River bridge No. 27.. Overhead and side
570.36	Ryndon	Humboldt River bridge No. 28.. Overhead and side
570.57	Ryndon	Tunnel No. 5.....Overhead and side
573.40	Elburz	Water column.....Side
589.42	Deeth	Water tank.....Side
607.50	Wells	Two water columns.....Side
640.60	Valley	
	Pass	Water column.....Side
649.80	Loray	West water column.....Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
x538.76	539.51	539.97	536.45	535.70	533.90
x554.85	555.95	556.60	537.85	537.08	536.74
x562.35	563.11	563.67	539.00	538.26	538.23
x565.81	566.55	567.02	540.27	539.52	538.83
x567.04	567.83	568.15	540.71	539.97	539.51
x567.95	568.70	569.42	541.90	541.16	540.20
x569.81	570.57	570.88	542.57	541.81	541.39
x571.74	572.49	572.73	543.20	542.48	542.45
x573.61	574.26	574.66	557.25	556.60	555.95
x574.81	575.57	576.32	564.41	563.67	563.11
604.44	605.17	605.62	567.73	567.02	566.55
606.33	607.10	607.50	568.63	568.15	567.83
607.87	607.50	616.23	570.15	569.40	568.70
615.48	616.23	616.26	571.63	570.88	570.50
617.22	617.67	618.63	573.51	572.73	572.49
620.27	621.00	622.50	575.41	574.66	574.26
623.50	624.25	627.85	577.09	576.32	575.57
628.42	629.17	632.22	595.75	594.93	594.46
632.91	633.66	636.39	599.06	598.30	597.82
640.05	640.79	645.80	602.63	601.88	601.50
644.07	645.02	645.44	604.35	603.60	603.50
645.65	645.80	653.40	606.37	605.62	605.17
653.00	653.40	660.70	608.25	607.50	607.10
659.95	660.70	663.10	614.53	613.78	607.50
			617.16	616.40	613.78
			617.59	616.84	616.57
			619.38	618.63	617.67
			623.24	622.50	621.01
			628.60	627.85	624.25
			632.97	632.22	629.17
			637.14	636.39	633.66
			641.54	640.79	640.76
			647.35	646.53	644.80
			653.25	652.47	649.88
			656.58	655.83	655.32

xS. P. Co. Track

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD			ENGINE BACKING WITH TRAIN OR LIGHT						
	PASSENGER										*FREIGHT AND MIXED		DEP DEF E P A Mt GS WPRR: D-225, TP, MTP, GS, M-100	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 AC-1-2-3 WPRR: C-43	DES-200 C-15-17-32 TW Mk-2-4 AC-1-2-3 AM MM WPRR: C-43	DES DEF E P A Mt GS F SP B	Mk F Mt GS SP B	M AC AM MM
	DEP with Stream-lined CITY OF SAN FRANCISCO	DEP P-7-9-10-12 A Mt GS WPRR: TP, MTP, GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12 WPRR: D-225	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB) WPRR: Mk, M-100	AM B (if not CCB) WPRR: C-43 (21 to 65)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3 WPRR: C-43 (1 to 20)	C-15-17-32 Mk-10-11 MM	With no Restricted Cars (see note)	With Restricted Cars (see note)										
	COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
EASTWARD, Carlin to Alazon on SP track, except.....	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25				
Carlin, between east and west detours.....	40	30	30	30	30	30	30	30	15	15	15	15	15	15	15	15				
Carlin and Elko using detours.....	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
MP 555.95 to MP 556.60 (Elko).....	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				
Through tunnels.....	50	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25				
EASTWARD, Alazon to Montello, except.....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
Alazon, through turnouts.....	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20				
MP 606.38 to MP 607.10 (Wells).....	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25				
Wells, passing station.....	50	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				
MP 607.50 to MP 616.23 (Moor).....	40	35	35	35	35	35	35	35	35	35	35	35	35	30	30	25				
Moor, through crossover, end double track.....	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20				
MP 616.25 to MP 616.84 (end curve).....	80	55	55	55	50	45	40	35	35	35	35	35	35	30	30	25				
MP 616.84 to MP 636.80 (Icarus).....	80	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25				
MP 636.80 to 640.79 (end double track).....	80	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25				
MP 640.79 to MP 645.80.....	80	60	60	60	50	45	40	35	20	20	45	40	35	30	30	25				
MP 645.80 to MP 653.40 (Tioga).....	55	45	45	45	45	45	40	35	25	25	35	35	35	30	25	25				
MP 653.40 to MP 660.70 (west end Montello).....	60	50	50	50	50	45	40	35	25	25	35	35	35	30	25	25				
MP 660.70 to MP 663.10 (east end Montello).....	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20				
WESTWARD, Montello to Carlin, except.....	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 663.09 to MP 660.70 (west end Montello).....	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20				
MP 660.70 to MP 655.80.....	60	55	55	55	50	45	40	35	35	35	35	35	35	30	30	25				
MP 655.80 to MP 655.30.....	50	45	45	45	45	45	40	35	35	35	35	35	35	30	30	25				
MP 655.30 to MP 652.50.....	50	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25				
MP 652.50 to MP 649.80.....	40	40	40	40	40	40	40	35	35	35	35	35	35	30	30	25				
MP 649.80 to MP 646.60.....	50	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25				
MP 646.60 to MP 644.80 (Cobre).....	40	40	40	40	40	40	40	35	35	35	35	35	35	30	30	25				
MP 644.80 to MP 640.79 (end double track).....	80	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25				
Valley Pass, through crossover, end double track.....	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20				
MP 640.79 to MP 636.80 (Icarus).....	80	60	60	60	50	45	40	35	45	40	45	40	35	30	30	25				
MP 636.80 to MP 616.84.....	80	55	55	55	50	45	40	35	45	40	45	40	35	30	30	25				
MP 616.84 to MP 616.40 (Moor).....	80	55	55	55	50	45	40	35	40	40	40	40	35	30	30	25				
MP 616.40 to MP 613.78.....	50	45	45	45	45	45	40	35	20	20	35	35	35	30	20	20				
MP 613.78 to MP 607.50 (Wells).....	55	45	45	45	45	45	40	35	20	20	30	30	30	30	20	20				
Wells, passing station.....	50	30	30	30	30	30	30	30	20	20	30	30	30	30	20	20				
MP 607.10 to MP 603.60 (Alazon).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
Alazon, passing train-order office.....	30	30	30	30	30	30	30	30	20	20	30	30	30	30	30	25				
Through tunnels.....	50	50	50	50	50	45	40	35	40	40	40	40	35	30	30	25				
Over bridges 542.50, 541.16, 540.89 and 538.23.....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25				
MP 556.60 to MP 555.95 (Elko).....	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25				
MP 535.70 to MP 533.90 (west end Carlin).....	40	30	30	30	30	30	30	30	15	15	15	15	15	15	15	15				
AGAINST CURRENT OF TRAFFIC, except.....	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25				
Montello to Cobre on eastward track.....	40	40	40	40	40	40	40	35	35	35	35	35	35	30	30	25				
Valley Pass to Montello on westward track.....	40	40	40	40	40	40	40	35	20	20	40	40	35	30	30	25				
Moor to Wells on eastward track.....	55	45	45	45	45	45	40	35	20	20	45	40	35	30	30	25				

SPECIAL INSTRUCTIONS — ELKO SUBDIVISION

*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:.....	15
On any wye.....	10
Through any siding, crossover, turnout, or slip-switch with engine backing.....	10

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

ELKO SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Moor to Holborn Pequop to Montello Pequop to Carlin	Deeth to Wells Valley Pass to Pequop	Wells to Moor Montello to Valley Pass	Carlin to Deeth Holborn to Pequop
E-23	1500 and 1502.....	5000	3550	990	3700
M-4	1617 to 1713.....	6350	4200	1300	4800
M-6, 8	1721 to 1803, 1823 to 1825.....	7800	5200	1600	6000
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	8200	5700	1700	6000
M-11	1832 to 1835.....	8600	6000	1800	6250
T-1	2242 to 2271.....	5700	4000	1150	4150
T-8, 9	2161, 2174 and 2178.....	4100	2850	810	3000
T-23	2301 to 2310.....	8200	5400	1725	6300
T-26	2283 to 2299.....	7050	4650	1400	5400
T-28, 31	2311 to 2362.....	9000	5900	1900	6900
T-32, 40	2363 to 2384.....	9000	5900	1900	6900
T-36	2103.....	6000	4250	1250	4450
T-37	2105 and 2106.....	8200	5750	1700	6000
T-57, 58	2385 and 2386.....	7400	5200	1500	5400
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	7400	5200	1450	5400
P-1	2400, 2403 to 2407 and 2415.....	7800	5450	1550	5700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	1600	5950
P-6	2453, 2454 and 2458.....	9200	6400	1850	6700
P-7	2476 and 2477.....	9700	6800	2000	7100
P-8, 10	2461 to 2474, 2478 to 2483.....	10000	7000	2150	7500
P-8, 10	2475, 2484 to 2491.....	10500	7500	2150	7800
P-11	3100 to 3109.....	8000	5550	1600	5800
P-12	3120 to 3129.....	10000	7500	2150	7800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	10000	7000	2150	7500
C-15, 32	2500, 2505 to 2507.....	6300	4450	1300	4650
C-17	2510 and 2511.....	7800	5450	1650	5700
C-18	3400 to 3409.....	9100	6350	1900	6650
C-19	3410 to 3426.....	9500	6650	2000	6900
TW-1	2900 to 2913.....	7600	5300	1550	5500
TW-2, 3	2932 to 2952.....	6100	4250	1250	4450
TW-4, 6	2926 to 2931 and 2957.....	5800	4050	1150	4200
TW-8	2914 to 2923.....	8350	5850	1750	6100
A-3	3029.....	5900	4100	1100	4300
A-3	3025, 3036, 3052 and 3057.....	6250	4300	1150	4500
A-6	3000 to 3003.....	7200	5000	1400	5250
Mk-2, 4	3201 to 3240.....	12000	8700	2475	9200
Mk-5, 6	3241 to 3277.....	12600	8850	2600	9200
Mk-7, 8, 9	3300 to 3324.....	12600	8850	2600	9200
Mk-10	3295.....	10600	7450	2250	7750
Mk-11	3297 and 3298.....	10200	7150	2150	7450
F-1	3600 to 3652.....	13500	10000	3000	10400
F-3	3653 to 3667.....	13500	11000	3500	11500
F-4, 5	3668 to 3769.....	14000	11500	3725	12000
AM-2	3900 to 3911.....	13500	11500	3450	12000
MM-3	3930 and 3931.....	15000	13300	4000	13900
AC-1, 2, 3	4000 to 4048.....	18500	16500	3950	17000
AC-4, 5	4100 to 4125.....	18500	16500	5150	18500
AC-6 to 12	3800 to 3811, 4126 to 4294.....	18500	16500	5450	18500
Mt-1, 3, 4, 5	4300 to 4376.....	13000	9800	2925	10500
Mt-2	4385 to 4390.....	13500	10200	3000	10600
GS-1, 2	4400 to 4415.....	13700	10400	3025	11000
GS-3, 4, 5, 6	4416 to 4469.....	13900	10600	3100	11200
SP-1, 2, 3	5000 to 5048.....	18500	13600	4100	14000
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6	6	6
	45 Ms to 55 Ms.....	3	3	3	3
	More than 55 Ms.....	0	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

RULE 26. At Ogden blue flag or light may be hung from engineer's or fireman's side of engine.

RULE 83. Trains must not enter main track from a yard track at Ogden without oral authority from yardmaster or his representative who must first have secured permission from dispatcher to allow train to depart.

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

Montello.....Nos. 101 and 102.

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

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

West MP		East MP
660.23	Montello	663.77
780.21	Ogden	

RULE D-97 (A) will apply:
Between Montello and Lucin.
Between Bridge and Ogden.

RULE D-251. Applies on westward track Lucin to Montello; and on both tracks between Bridge and Ogden.

Westward trains at Ogden and eastward trains at Montello must obtain clearance. Clearance for section of regular schedule must read "No Signals" or "Green Signals" and signal order will not be required on Ogden Subdivision.

RULE 505. AUTOMATIC BLOCK SYSTEM

Montello. Trains standing on westward main track with rear end west of Signal 6639 and east of Signal 6615 at Montello will be relieved from flag protection to the rear. Westward first-class trains stopped by Signal 6631 or Signal 6639 will proceed only under flag protection or on receipt of proceed signal from member of crew of train in advance.

Saline. When Signal 7549 displays stop indication dispatcher's permission must be obtained before applying Rule 509 (i).

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through these switches:

Location	Normal Position
Lucin.....	East end eastward siding.....Main track

Spring switches not equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while passing over switch in facing movement, or in trailing through them.

Location	Normal Position
Lucin.....	West end westward siding.....Westward track
Little Mountain.....	West end siding.....Westward track
Little Mountain.....	East end siding.....Eastward track

Little Mountain Trains moving against current of traffic must stop and ascertain that switches are properly lined before using.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum.	On	Letter	Signal	Approaching	Authorizes and requires movement as follows
M.....	6639..	Montello	Proceed to train-order office.		
S.....	6639..	Montello	Enter yard track.		
S.....	6678..	Tecoma	Enter siding at Tecoma.		
M...7 ft. Mast..	East end siding	Tecoma	Enter main track and proceed to Lucin.		
S.....	6717..	Grouse.....	Enter siding Grouse.		
M...7 ft. Mast..	West end siding	Grouse.....	Enter main track and proceed to Montello.		
S.....	7652..	Little Mtn.....	Enter siding Little Mtn.		
M.....	7676..	East end siding	Little Mtn.....	Enter main track and proceed to Ogden.	
S.....	7695..	Little Mtn.....	Enter siding Little Mtn.		
M.....	7667..	West end siding	Little Mtn.....	Enter main track and proceed to Bridge.	

When a train enters siding at Tecoma or Grouse the nearest member of crew will contact dispatcher on telephone.

Automatic signals are not provided to govern movements from sidings at Tecoma or Grouse, and when letter "M" is displayed in indicator, trains must comply with tenth paragraph of Rule 99 before fouling main track.

If it is necessary to enter siding at Little Mountain, and letter "S" is not illuminated, permission must be obtained from dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from west end eastward siding Lucin to end double track Bridge. Eastward and westward sidings Lucin are not controlled sidings, but have signal control and initial switches are dual control switches. West switch westward siding is spring switch. East switch eastward siding is spring switch and also equipped with electric lock, and when necessary to operate switch by hand, dispatcher must first be asked to release electric lock, after which manually operate spring switch before, and after, using. Before fouling westward siding from wye; or before fouling eastward siding from house track, permission must be obtained from dispatcher.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain dispatcher's permission to enter block and must ascertain that spring switch is properly lined.

Reverse movement after trailing through spring switch east end eastward siding Lucin must not be made until dispatcher's permission obtained and it is known that switch points have moved to proper position.

On double track between Lakeside and Tresend train movements may be made in either direction on either track, being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

Automatic signals on trestle between Bridge and Engle are connected with dragging equipment detectors and when stopped by these signals dispatcher must be notified and his permission to move be obtained after train has been inspected and before move may be made as prescribed by Rules 509 (h) or 509 (J).

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Between Ogden and Montello when conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection provided the distance is not over 82 miles, except that a continuous run may be made Bridge to Montello if in the judgment of conductor and engineer it is safe to do so.

Eastward freight and mixed trains must stop at Lemay for inspection. In addition, eastward trains with open top cars loaded with lumber must stop at Lucin, Lemay and Tresend and make standing inspection on both sides of train to assure that no lumber is shifted, and such trains must not exceed 40 MPH between MP 679.56 and MP 735.20, and between MP 752.15 and Ogden. Conductors will notify dispatcher from Montello whether or not they have any open top cars of lumber in train.

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

Train crews of eastward freight trains will make running inspection, both sides of train, departing Montello.

AIR BRAKE RULES

RULE 25. Rear end test must be made in accordance with paragraph (b) at Montello on eastward freight trains.

RULE 39. Running air brake test must be made at Montello in both directions.

MISCELLANEOUS

1. Westward first-class trains, except No. 101, will stop at Montello with engine opposite water column west of station.

Westward tonnage freight trains without water car take full tank water at Promontory Point. Other freight trains do not take water at Promontory Point unless necessary, and then only enough to make Lemay or Ogden.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; F; GS; Mt; P.....	Pigeon—All tracks at pit.
“	Saline—Spur, beyond sign at road crossing 350 feet from switch.
“	Lakeside—All tracks at quarry, except Mountain track in west quarry, 7 cars west of water track switch.
All.....	Allen—Beyond 150 feet from point of frog on spur.
All.....	Lemay—Beyond frog on outfit spur.

Load limit (car and contents):

Montello-Ogden240,000 pounds
 Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
679.92	Lucin.....	Water column.....Side
778.51	Marriott.....	Weber River bridge No. 2.....Side

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
668.10	668.85	679.60	663.84	663.09	660.70
670.90	671.66	671.96	671.17	670.42	669.37
x671.37	672.12	672.83	x672.65	671.96	671.66
672.03	672.73	673.00	673.58	672.83	672.12
x672.40	673.15	673.70	x673.75	673.00	672.73
674.23	674.98	675.06	674.45	673.70	673.15
675.97	676.72	676.90	676.60	675.85	675.49
x676.01	676.76	677.10	x676.70	675.95	674.98
677.62	678.37	678.72	x677.70	676.90	676.72
678.79	679.53	679.56	677.85	677.10	676.76
739.52	740.27	752.15	752.90	752.15	740.27
753.75	754.50	754.80	754.37	753.62	753.60
756.14	756.88	757.67	755.55	754.80	754.50
757.67	758.20	758.86	758.42	757.67	756.88
777.84	778.58	778.96	759.61	758.86	758.20
			779.71	778.96	778.58

xOn Westward Track.

xOn Eastward Track.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.
 All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD			ENGINE BACKING WITH TRAIN OR LIGHT				
	PASSENGER								*FREIGHT AND MIXED		DEP DEF P A Mt GS	DES 1 to 7 DES 100 to 107 T-26-32-37-40 Mk-5-6-7-8-9 F (if CCB) AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	DES-200 C-16-17-32 TW Mk-2-4-10-11 AC-1-2-3-AM MM	DES DEF E T P C TW	A Mk F Mt GS SP B	M AC AM MM
	DEP with Stream-lined CITY OF SAN FRAN-CISCO	DEP P-7-8-10-12 A Mt GS	DEF E P-1-3-4-5-6-11	T-26-32-37-40 AC-4-5-6-7-8-9-10-11-12	M T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB)	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 Mk-10-11 MM	With Restricted Cars (see note)	With Restricted Cars (see note)								
	COLUMN:	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
EASTWARD, Montello to Ogden (OUR&D limits), except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
MP 660.70 to MP 663.10 (east end Montello).....	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20		
MP 663.10 to MP 668.85 (Tecoma).....	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 668.85 to MP 679.54 (Lucin).....	95	65	65	60	50	45	40	35	30	30	45	40	35	30	30	25		
Lucin, through end double track switch.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25		
MP 679.56 to MP 735.20 (Lakeside).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
Lakeside, through crossover, end double track.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25		
MP 735.20 to MP 740.28 (west end trestle), except.....	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25		
Tresend, through crossover, end double track.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25		
MP 740.28 to MP 752.15 (east end trestle).....	30	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15		
MP 752.15 to MP 767.20 (Little Mountain).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
WESTWARD, Ogden (OUR&D limits) to Montello, except	95	70	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
MP 767.20 to MP 752.15 (east end trestle) except.....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
Bridge, through crossover, end double track.....	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20	20		
MP 752.15 to MP 740.28 (west end trestle).....	30	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15		
MP 740.28 to MP 735.20 (Lakeside), except.....	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25		
Tresend and Lakeside, through crossovers, end double track.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25		
MP 735.20 to MP 673.70 (east end curve).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
MP 673.70 to MP 672.83 (east end curve).....	95	65	65	60	50	45	40	35	45	40	45	40	35	30	30	25		
MP 672.83 to MP 672.12 (west end curve).....	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 672.12 to MP 663.09 (east end Montello).....	95	65	65	60	50	45	40	35	50	40	45	40	35	30	30	25		
MP 663.09 to MP 660.70 (west end Montello).....	60	40	40	40	40	40	40	35	20	20	20	20	20	20	20	20		
AGAINST CURRENT OF TRAFFIC, except.....	60	60	55	55	50	45	40	35	40	40	40	40	35	30	30	25		
Between Lakeside and Tresend.....	95	65	65	60	50	45	40	35	40	40	40	40	35	30	30	25		
Lucin, through turnout from single to eastward track....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	30	25		

*Freight and mixed trains with an engine listed in columns 4, 5 or 6 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars and cars with arch-bar trucks.

When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:.....	15	
Passenger trains on controlled sidings, except:.....	25	
On sidings at Engle, Midlake and Colin.....	15	
On siding at Bridge, except:.....	30	
Eastward from siding through crossover to eastward main track.....	25	
Freight trains on controlled sidings, except:.....	20	
On sidings at Engle, Midlake and Colin.....	15	
On siding at Bridge, except:.....	30	
Eastward from siding through crossover to eastward main track.....	20	
On any wye.....	10	
Through any siding, crossover, turnout or slip-switch with engine backing, except:.....	10	
DES class backing light on controlled sidings.....	15	

OGDEN SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Montello to Ogden	Ogden to Lucin	Lucin to Montello
E-23	1500 and 1502.....	5000	3550	2500
M-4	1617 to 1713.....	6350	4200	2950
M-6, 8	1721 to 1803, 1823 to 1825.....	7800	5200	3650
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	8200	5700	4100
M-11	1832 to 1835.....	8600	6000	4300
T-1	2242 to 2271.....	5700	4000	2850
T-8, 9	2161, 2174 and 2178.....	4100	2850	2000
T-23	2301 to 2310.....	8200	5400	3800
T-26	2283 to 2299.....	7050	4650	3350
T-28, 31	2311 to 2362.....	9000	5900	4250
T-32, 40	2363 to 2384.....	9000	5900	4250
T-36	2103.....	6000	4250	3050
T-37	2105 and 2106.....	8200	5750	4100
T-57, 58	2385 and 2386.....	7400	5200	3700
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, } 2437 to 2452, 2459 and 2460	7400	5200	3650
P-1	2400, 2403 to 2407 and 2415.....	7800	5450	3850
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	8200	5700	4050
P-6	2453, 2454 and 2458.....	9200	6400	4550
P-7	2476 and 2477.....	9700	6800	4850
P-8, 10	2461 to 2474, 2478 to 2483.....	10000	7000	5000
P-8, 10	2475, 2484 to 2491.....	10500	7500	5300
P-11	3100 to 3109.....	8000	5550	3950
P-12	3120 to 3129.....	10000	7500	5300
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	10000	7000	5000
C-15, 32	2500, 2505 to 2507.....	6300	4450	3150
C-17	2510 and 2511.....	7800	5450	3900
C-18	3400 to 3409.....	9100	6350	4550
C-19	3410 to 3426.....	9500	6650	4750
TW-1	2900 to 2913.....	7600	5300	3800
TW-2, 3	2932 to 2952.....	6100	4250	3050
TW-4, 6	2926 to 2931 and 2957.....	5800	4050	2850
TW-8	2914 to 2923.....	8350	5850	4200
A-3	3029.....	5900	4100	2900
A-3	3025, 3036, 3052 and 3057.....	6250	4300	3050
A-6	3000 to 3003.....	7200	5000	3550
Mk-2, 4	3201 to 3240.....	12000	8700	6000
Mk-5, 6	3241 to 3277.....	12600	8850	6300
Mk-7, 8, 9	3300 to 3324.....	12600	8850	6300
Mk-10	3295.....	10600	7450	5350
Mk-11	3297 and 3298.....	10200	7150	5100
F-1	3600 to 3652.....	13500	10000	7150
F-3	3653 to 3667.....	13500	11000	8100
F-4, 5	3668 to 3769.....	14000	11500	8500
AM-2	3900 to 3911.....	13500	11500	8250
MM-3	3930 and 3931.....	15000	13300	9550
AC-1, 2, 3	4000 to 4048.....	18500	16500	9100
AC-4, 5	4100 to 4125.....	18500	16500	11900
AC-6 to 12	3800 to 3811, 4126 to 4294.....	18500	16500	12600
Mt-1, 3, 4, 5	4300 to 4376.....	13000	9800	7500
Mt-2	4385 to 4390.....	13500	10200	7300
GS-1, 2	4400 to 4415.....	13700	10400	7900
GS-3, 4, 5, 6	4416 to 4469.....	13900	10600	8000
SP-1, 2, 3	5000 to 5048.....	18500	13600	9750
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6	6
	45 Ms to 55 Ms.....	3	3	3
	More than 55 Ms.....	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—WADSWORTH SUBDIVISION

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

RULE 82 (A). Trains may leave Mason without clearance if no operator on duty.
Trains originating at Westwood, to move westward from Mason, must obtain Southern Pacific clearance in addition to Western Pacific clearance at Westwood.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:
Mason.....Nos. 545 and 546.

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

West MP		East MP
	Fernley (Wadsworth Subdivision).....	276.77
357.26	Wendel	359.87
	“ (Westwood Branch).....	359.65
379.23	Susanville	382.32

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:
Fernley (Wadsworth Subdivision)... For controlled siding.
Wendel..... For Alturas Subdivision.
Mason..... For WPRR.

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

RULE 105. First and second tracks north of main track at Herlong must not be used for meeting or passing of trains except in emergency.

RULE 221. Light will not be displayed in train-order signal on Westwood Branch, except when train-order operator is on duty.

AUTOMATIC INTERLOCKING

Flanigan. Interlocking signals govern the use of Western Pacific Railroad crossing. Normal position of the signals is “stop”. Trains approaching will cause the signals governing use of the crossing to change to “proceed” position, if no other train in approach circuit on intersecting tracks or within the limits of the interlocking. If signal does not display “proceed” indication, be governed by Rule 663.

GENERAL REGULATIONS

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

RULE 827. TRAIN INSPECTION

Westward freight and mixed trains will stop for inspection at Bunnel and Goumaz when handling logs.

Between Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from rear of cabooses, and between Wendel and Fernley where box car cabooses are being used, frequent inspection must be made from rear door of box car cabooses for marks of derailment so that train may be stopped promptly.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:
2½ miles east of Goumaz to Susanville—One retainer for each 130 Ms.

RULE 25. Rear end air brake test shall be made in accordance with paragraph (b) at:
Westwood Jct..... Westward freight and mixed trains.

RULE 39. Running air brake test must be made at Westwood Jct. in both directions.

MISCELLANEOUS

1. Westward freight trains must not take water at Goumaz without detaching engine:
Do not take water at Wadsworth except in emergency, and then only enough to reach next water supply.

Eastward trains and light engines may take water at Sutcliffe, but must take full tank of water at Big Canyon.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; GS; P.....	Wadsworth Subdivision—All tracks.
AC; Mk.....	Susanville—Fruit Growers Supply Co. tracks; except main spur to mill pond and straight tracks where scales are located; Lassen Lumber & Box Co. planing mill track, or beyond unloading dock on pond track.

Engines over 200,000 lbs. on drivers. Other engines restricted to 10 MPH on tangent and 5 MPH on curves. .Susanville—Red River Lumber Co., tracks to Springfield cedar mill.

Load limit (car and contents):

Fernley-Wendel	240,000 pounds
Wendel-Westwood	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
277.98	Wadsworth ..	Truckee River bridge No. 1.....Side (Westwood Branch)
382.78	Susanville ..	Susan River bridge No. 3.....Side
386.70	Bunnel	Tunnel No. 1.....Overhead and side
386.87	Bunnel	Susan River bridge No. 9.....Side
387.00	Bunnel	Tunnel No. 2.....Overhead and side
394.49	Goumaz	Susan River bridge No. 12.....Side

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15-17-32 Mk-10-11 MM-3	F Mt	Maximum	F Mt	Maximum	F Mt	
Between Fernley and Wendel, except.....	40	35	30	30	25	30	25	15
Westward MP 280 to yard limit board, Fernley.....	40	35	30	35	30	30	25	15
On curves indicated by slow boards between MP 285 and Wendel.....	35	35	30	30	25	30	25	15
Flanigan, over WPRR crossing.....	20	20	20	20	20	20	20	15
Between outside switches, Wendel.....	15	15	15	15	15	15	15	15
Between Wendel and Mason, except.....	25	25	20	20	20	20	20	15
Between MP 358.67 and MP 385.75.....	20	20	20	20	20	20	20	15
Between MP 387.25 and MP 393.50.....	20	20	20	20	20	20	20	15
Between MP 394.75 and MP 397.40.....	20	20	20	20	20	20	20	15
Between MP 401.0 and MP 405.0.....	20	20	20	20	20	20	20	15
Between Mason and Westwood Jct.....	35	35	30	30	25	30	25	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, crossovers, turnouts, slip-switches.....	10

WADSWORTH SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Fernley and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
E-23	1500 and 1502.....	3000	3450	560	1100
M-4	1617 to 1713.....	3800	4550	800	1500
M-6, 8	1721 to 1803, 1823 to 1825.....	4600	5400	900	1800
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	4950	5650	1000	1900
M-11	1832 to 1835.....	5150	5850	1050	2000
T-1	2242 to 2271.....	3400	3900	680	1300
T-8, 9	2161, 2174 and 2178.....	2450	2800	460	920
T-23	2301 to 2310.....	4900	5600	1000	1900
T-26	2283 to 2299.....	4200	4750	800	1600
T-28, 31	2311 to 2362.....	5300	6150	1100	2100
T-32, 40	2363 to 2384.....	5300	6150	1100	2100
T-36	2103.....	3650	4150	760	1400
T-37	2105 and 2106.....	4900	5600	1000	1900
T-57, 58	2385 and 2386.....	4450	5050	910	1700
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, } 2437 to 2452, 2459 and 2460	.....	.....	.....	.....
P-1	2400, 2403 to 2407 and 2415.....	.....	.....	.....	.....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	.....	.....	.....	.....
P-6	2453, 2454 and 2458.....	.....	.....	.....	.....
P-7	2476 and 2477.....	.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	.....	.....	.....	.....
P-11	3100 to 3109.....	.....	.....	.....	.....
P-12	3120 to 3129.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	6000	6800	1260	2350
C-15, 32	2500, 2505 to 2507.....	3800	4350	800	1450
C-17	2510 and 2511.....	4700	5350	1000	1850
C-18	3400 to 3409.....	5450	6200	1150	2150
C-19	3410 to 3426.....	5700	6500	1200	2200
TW-1	2900 to 2913.....	4550	5150	950	1750
TW-2, 3	2932 to 2952.....	3650	4150	740	1400
TW-4, 6	2926 to 2931 and 2957.....	3450	3950	690	1300
TW-8	2914 to 2923.....	5000	5700	1050	1950
A-3	3029.....	.....	.....	.....	.....
A-3	3025, 3036, 3052 and 3057.....	.....	.....	.....	.....
A-6	3000 to 3003.....	.....	.....	.....	.....
Mk-2, 4	3201 to 3240.....	7250	8000	1650	2950
Mk-5, 6	3241 to 3277.....	7550	8600	1650	2950
Mk-7, 8, 9	3300 to 3324.....	7550	.....	.....	.....
Mk-10	3295.....	6400	7300	1350	2500
Mk-11	3297 and 3298.....	6150	7000	1300	2400
F-1	3600 to 3652.....	8600	9800	1800	3350
F-3	3653 to 3667.....	9900	11000	2100	3900
F-4, 5	3668 to 3769.....	10400	11800	2200	4050
AM-2	3900 to 3911.....	.....	.....	.....	.....
MM-3	3930 and 3931.....	.....	.....	.....	.....
AC-1, 2, 3	4000 to 4048.....	11200	8000	3000	4400
AC-4, 5	4100 to 4125.....	.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	8500	9700	1700	3250
Mt-2	4385 to 4390.....	8750	10000	1800	3350
GS-1, 2	4400 to 4415.....	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048.....	.....	.....	.....	.....
Allowance for Empty and Underloaded Cars	{Less than 45 Ms.....	6	6	6	6
	{45 Ms to 55 Ms.....	3	3	3	3
	{More than 55 Ms.....	0	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

West MP		East MP
357.26	Wendel.....	359.87
	" (Westwood Branch).....	359.65
396.97	Ravendale.....	398.13
454.93	Alturas.....	460.90
	" (Lakeview Branch).....	460.19

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:
Wendel.....For Alturas Subdivision.

GENERAL REGULATIONS

RULE 827. TRAIN INSPECTION

Eastward freight and mixed trains will stop at MP 430 or Indian Camp and westward freight and mixed trains will stop at Secret for inspection.

Between Likely and Wendel, a member of crew must watch track from rear of caboose for marks of derailment, so that train may be stopped promptly.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

- Sage Hen to Madeline..... One retainer for each 300 Ms beginning at head end of train.
- Crest to Karlo..... One retainer for each 145 Ms
- Viewland to Wendel..... One retainer for each 145 Ms
- Sage Hen to Likely..... One retainer for each 145 Ms

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

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

- Viewland..... Westward freight trains.
- Sage Hen..... All freight trains.
- Crest..... Westward freight trains.

To avoid additional stops at stations indicated above, trains may make inspection, rear end test, and turn up retainers where stops are made at following stations:

- Eastward: Madeline.
- Westward: Karlo or Ravendale.

RULE 33. Tonnage of freight trains between Sage Hen and Madeline must not exceed 160 Ms per operative brake, and between Crest and Karlo, Viewland and Wendel, Sage Hen and Likely must not exceed 130 Ms per operative brake.

RULE 39. Running air brake test must be made at Sage Hen in both directions; and at Crest and Viewland westward.

MISCELLANEOUS

1. Westward trains and engines do not take water at Karlo, except in emergency, and then only enough to reach next water supply. Helper engines take full tank of water at Indian Camp.

4. Helper service:

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

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AC-4-5-6; GS; P.....	Alturas Subdivision—All tracks.

Load limit (car and contents):

Wendel-Alturas240,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers. This will not apply to C class engines equipped with snow plow when used as helper engines out of Alturas, behind caboose with all steel underframe equipment in train.

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15-17-32 Mk-10-11 MIM-3 SP	F Mt	Maximum	F Mt	Maximum	F Mt	
Between Wendel and Alturas, except.....	30	30	25	30	25	30	25	15
Between outside switches, Wendel.....	15	15	15	15	15	15	15	15
Between MP 361 and Viewland.....	20	20	20	20	20	20	20	15
Between MP 375 and Crest.....	20	20	20	20	20	20	20	15
Eastward, Crest to MP 395.....	20	20	20	20	20	20	20	15
Between Madeline and MP 438.....	20	20	20	20	20	20	20	15

**SPEED RESTRICTIONS
FOR OTHER THAN MAIN TRACKS**

**With Caution
Not Exceeding
MPH**

Through sidings, yard and other side-tracks, wyes, balloon tracks, crossovers, turnouts and slip-switches, except:	10
Sage Hen, on balloon track.....	6

ALTURAS SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Likely to Sage Hen Ravendale to Crest Wendel to Viewland Karlo to Crest Madeline to Sage Hen	Sage Hen to Ravendale Crest to Karlo Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas	Alturas to Likely Karlo to Viewland
E-23	1500 and 1502.....	840	4000	3050
M-4	1617 to 1713.....	1100	5150	3850
M-6, 8	1721 to 1803, 1823 to 1825.....	1400	6300	4750
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	1450	6500	5000
M-11	1832 to 1835.....	1550	6800	5200
T-1	2242 to 2271.....	1000	4500	3450
T-3, 9	2161, 2174 and 2178.....	690	3250	2450
T-23	2301 to 2310.....	1450	6500	4950
T-26	2283 to 2299.....	1200	5600	4200
T-28, 31	2311 to 2362.....	1600	7100	5450
T-32, 40	2363 to 2384.....	1600	7100	5450
T-36	2103.....	1050	4800	3650
T-37	2105 and 2106.....	1450	6500	4950
T-57, 58	2385 and 2386.....	1300	5850	4450
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	.....	.....	.....
P-1	2400, 2403 to 2407 and 2415.....	.....	.....	.....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	.....	.....	.....
P-6	2453, 2454 and 2458.....	.....	.....	.....
P-7	2476 and 2477.....	.....	.....	.....
P-3, 10	2461 to 2474, 2478 to 2483.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	.....	.....	.....
P-11	3100 to 3109.....	.....	.....	.....
P-12	3120 to 3129.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	1800	8000	6000
C-15, 32	2500, 2505 to 2507.....	1150	5050	3850
C-17	2510 and 2511.....	1400	6200	4700
C-18	3400 to 3409.....	1650	7200	5500
C-19	3410 to 3426.....	1700	7500	5750
TW-1	2900 to 2913.....	1350	6000	4600
TW-2, 3	2932 to 2952.....	1050	4800	3650
TW-4, 6	2926 to 2931 and 2957.....	1000	4600	3500
TW-8	2914 to 2923.....	1500	6600	5050
A-3	3029.....	.....	.....	.....
A-3	3025, 3036, 3052 and 3057.....	.....	.....	.....
A-6	3000 to 3003.....	.....	.....	.....
Mk-2, 4	3201 to 3240.....	2300	10250	7700
Mk-5, 6	3241 to 3277.....	2300	10250	7700
Mk-7, 8, 9	3300 to 3324.....	2300	10250	7700
Mk-10	3295.....	1900	8450	6450
Mk-11	3297 and 3298.....	1850	8100	6200
F-1	3600 to 3652.....	2550	11300	8650
F-3	3653 to 3667.....	3000	13000	10000
F-4, 5	3668 to 3769.....	3150	13500	10500
AM-2	3900 to 3911.....	.....	.....	.....
MM-3	3930 and 3931.....	.....	.....	.....
AC-1, 2, 3	4000 to 4048.....	3400	13000	11250
AC-4, 5	4100 to 4125.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	2450	10700	8550
Mt-2	4385 to 4390.....	2550	11500	8800
GS-1, 2	4400 to 4415.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048.....	.....	.....	.....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6	6
	45 Ms to 55 Ms.....	3	3	3
	More than 55 Ms.....	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—MINA SUBDIVISION

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

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

Table with 2 columns: West MP, East MP. Rows include Hazen (Mina Branch), Hazen (Fallon Branch), Wabuska, Thorne, Mina, and Fallon with corresponding mileposts.

RULE 104. Normal position of rigid switches at end of double track and junctions will be as follows:

- Hazen (Mina Branch) For controlled siding.
Hazen (Fallon Branch) For Mina Branch.

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

GENERAL REGULATIONS

RULE 824. Loaded cars must not be switched at Thorne unless air brakes are cut in and in service on all cars.

RULE 827. TRAIN INSPECTION

On Mina Branch, a member of crew must watch track from rear of caboose for marks of derailment so that train may be stopped promptly.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight and mixed trains as follows:

Reservation to Schurz: Trains averaging 100 Ms or more per car, one retaining valve will be used for every 200 Ms in train.

FREIGHT TRAINS

RULE 25. Rear end test must be made in accordance with paragraph (b) at Reservation.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Table with 2 columns: Class of Engine, Restricted Tracks. Rows include AC-4-5-6, F-GS-Mt-P-Mk-7-8-9, All, AC-Mk, and AC with specific track restrictions.

Load limit (car and contents): Hazen-Fallon 169,000 pounds; Hazen-Mina 169,000 pounds. Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Table with 3 columns: MP, Location, Description. Rows include Bango (Government canal bridge), Fallon (Carson River bridge), and Fallon (Government canal bridge).

SPEED RESTRICTIONS: Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINE RUNNING FORWARD		ENGINE BACKING WITH TRAIN OR LIGHT
	Maximum	C-15-17-32 Mk-10-11 MM-3	F Mt	Maximum	F Mt	Maximum	F Mt	
Between Hazen and Fallon.....	25	25	.....	25	.....	25	.....	15
Between Hazen and Mina:								
Between MP 288.4 and MP 320.....	20	20	.....	20	.....	20	.....	15
Between MP 320 and MP 338.....	25	25	.....	25	.....	25	.....	15
Between MP 338 and MP 357.....	20	20	.....	20	.....	20	.....	15
Between MP 357 and MP 417.....	25	25	.....	25	.....	25	.....	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, wyes, crossovers, turnouts and slip-switches, except:....	10
AC-1-2-3, and Mk 2-4 class engines using sidings at Rugby, Wabuska, Dover and Kinkead.....	8

MINA SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon
E-23	1500 and 1502.....	2100	1050	2470
M-4	1617 to 1713.....	2700	1400	3250
M-6, 8	1721 to 1803, 1823 to 1825.....	3300	1730	3850
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836.....	3500	1800	4000
M-11	1832 to 1835.....	3650	1900	4200
T-1	2242 to 2271.....	2400	1200	2800
T-8, 9	2161, 2174 and 2178.....	1700	860	2000
T-23	2301 to 2310.....	3450	1830	4000
T-26	2283 to 2299.....	2950	1500	3500
T-28, 31	2311 to 2362.....	3800	2010	4450
T-32, 40	2363 to 2384.....	3800*	2010*	4450*
T-36	2103.....	2550	1350	3000
T-37	2105 and 2106.....	3500	1800	4000
T-57, 58	2385 and 2386.....	3150	1600	3650
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	.....	.....	.....
P-1	2400, 2403 to 2407 and 2415.....	.....	.....	.....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	.....	.....	.....
P-6	2453, 2454 and 2458.....	.....	.....	.....
P-7	2476 and 2477.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	.....	.....	.....
P-11	3100 to 3109.....	.....	.....	.....
P-12	3120 to 3129.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	4200	2200	4850
C-15, 32	2500, 2505 to 2507.....	2700	1400	3150
C-17	2510 and 2511.....	3350	1750	3850
C-18	3400 to 3409.....	3900	2000	4500
C-19	3410 to 3426.....	4050	2100	4650
TW-1	2900 to 2913.....	3200	1650	3730
TW-2, 3	2932 to 2952.....	2550	1300	3000
TW-4, 6	2926 to 2931 and 2957.....	2450	1250	2850
TW-8	2914 to 2923.....	3550	1850	4100
A-3	3029.....	.....	.....	.....
A-3	3025, 3036, 3052 and 3057.....	.....	.....	.....
A-6	3000 to 3003.....	.....	.....	.....
Mk-2, 4	3201 to 3240.....	4750	2450	5500*
Mk-5, 6	3241 to 3277.....	5350	2750	6200*
Mk-7, 8, 9	3300 to 3324.....	.....	.....	.....
Mk-10	3295.....	4550	2350	5250
Mk-11	3297 and 3298.....	4350	2300	5000
F-1	3600 to 3652.....	.....	.....	.....
F-3	3653 to 3667.....	.....	.....	.....
F-4, 5	3668 to 3769.....	.....	.....	.....
AM-2	3900 to 3911.....	.....	.....	.....
MM-3	3930 and 3931.....	.....	.....	.....
AC-1, 2, 3	4000 to 4048.....	7500	3700	.....
AC-4, 5	4100 to 4125.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	.....	.....	.....
Mt-2	4385 to 4390.....	.....	.....	.....
GS-1, 2	4400 to 4415.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048.....	.....	.....	.....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	6	
	45 Ms to 55 Ms.....	3	3	
	More than 55 Ms.....	0	0	

*Applies only to engs. 3201, 3203, 3204, 3205, 3206, 3211, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3268, 3271, 3272, 3274.

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

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

DIVISION MILEAGE

MAIN LINES

MP 238.8 west of Reno to Ogden..	C. P. Ry.....	542.42
	U. P. R. R.....	.05
	O. U. R. & D. Co..	.32
MP 238.8 west of Reno to Ogden second track	C. P. Ry.....	162.30
	U. P. R. R.....	.16
	O. U. R. & D. Co..	.37
MP 275.856 Fernley to end divi- sion MP 454.66.....	C. P. Ry.....	82.82
	N. C. O. Ry.....	96.00
Total Main Lines.....		885.44

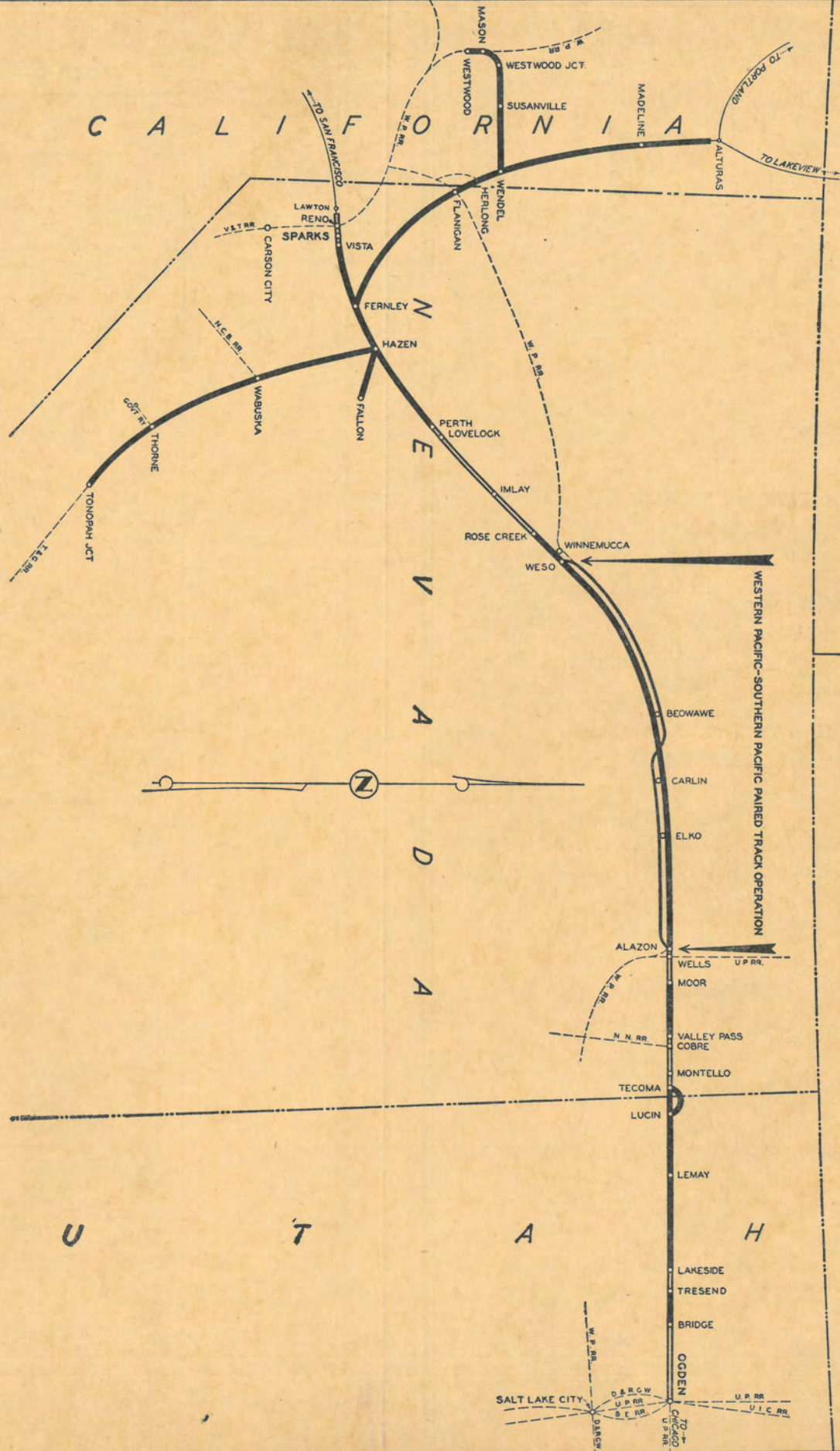
BRANCHES

Fallon.....	C. P. Ry.....	Hazen to Fallon.....	15.92
Mina.....	C. P. Ry.....	Hazen to Tonopah Jct.	137.68
Westwood	C. P. Ry.....	Wendel to Westwood.	53.76
Total Branches.....			207.36
Total Salt Lake Division.....			1092.80

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

SALT LAKE DIVISION



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