

SOUTHERN PACIFIC COMPANY



SALT LAKE DIVISION SPECIAL INSTRUCTIONS

No. 3

EFFECTIVE SATURDAY, DECEMBER 1, 1951
AT 12:01 A. M.,
PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 2

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

F. E. KALBAUGH,
Superintendent.

RULE M. Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

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

Employees must not ride on the side or top of engines or cars while such engines or cars are moving on tracks entering or within engine houses and shops where close side and/or overhead clearances exist.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches or for against current of traffic movements. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

Round yellow speed signs indicate by black figures the speed restrictions applying to Streamlined CITY OF SAN FRANCISCO and CALIFORNIA ZEPHYR.

RULE 26. When emergency work is to be done under Streamlined CITY OF SAN FRANCISCO or CALIFORNIA ZEPHYR, chains must also be placed each side of a traction wheel, and 110-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 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal, at stations where letter type indicator for display of letter "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL 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 CTC 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. Lock-box door must then be closed and locked. Within CTC 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 release, dispatcher must be notified immediately and movement made only after flag protection is provided.

MECHANICAL SWITCH LOCKS

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

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

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

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

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

RULE 760. CENTRALIZED TRAFFIC CONTROL

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.

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 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines.....	3 inches
Passenger cars and steam engines equipped with roller bearings.....	6 inches
Other passenger cars and steam engines.....	12 inches

RULE 827. When running inspections are made, trainman when practicable, will place himself so as to take advantage of air currents or other atmospheric conditions.

Frequent inspection must be made from rear door of caboose for indication of derailment so that train may be stopped promptly.

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

Passenger trains that make station stops at Imlay and Montello must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 3. When No. 1 operates with WPRR RDC car, brake pipe pressure will be 90 pounds instead of 110 pounds.

PASSENGER TRAINS

RULE 36. At Ogden on westward Streamlined CITY OF SAN FRANCISCO outgoing engineer will place shifter lever on brake valve pedestal in AU position and on receipt of proper signal will make automatic air brake test in accordance with Air Brake Rule 36. On completion of automatic air brake test and receipt of proper signal, engineer will place shifter lever in SA position and make electric brake test by applying brakes with 60 pound brake application. After inspection has been made and signal received, engineer will release electric brakes.

At Carlin on westward Streamlined CITY OF SAN FRANCISCO, and at Elko on westward Streamlined CALIFORNIA ZEPHYR, incoming engineer will stop train with electric brake, increasing brake application to at least 60 pounds after stopping. If electric brake inoperative, full service automatic brake application will be made after stopping. Observation will be made that rear brakes apply. On receipt of proper signal outgoing engineer will release brakes. Observation will be made to note that rear brakes release.

At Sparks on eastward and westward Streamlined CITY OF SAN FRANCISCO, incoming engineer will stop train with electric brake, increasing brake application to at least 60 pounds after stopping. Inspectors will make inspection in accordance with Air Brake Rule 36. Shifter lever will then be placed in AU position and on receipt of proper signal, automatic air brake test in accordance with Air Brake Rule 36 will be made.

RULE 39. On eastward and westward Streamlined CITY OF SAN FRANCISCO and westward Streamlined CALIFORNIA ZEPHYR when electro-pneumatic brake is employed, running test will be made with electric brake valve whenever running test is required. When automatic brake is employed, running test will be made with automatic brake valve whenever running test is required.

RULE 42. At Ogden incoming engineer on eastward Streamlined CITY OF SAN FRANCISCO will make automatic brake application in making final stop, brake pipe pressure to be reduced 20 pounds after stopping.

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. Pushing trains out of yards:

- Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Air must not be coupled through the pusher engine.
- Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Not more than one helper engine will be placed behind steel underframe cabooses.

One helper may be placed on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed 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 underframe construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head-end of freight trains powered by DF-1 to 7 class engines.

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 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.

12. Engines equipped with snow plow requiring use of long drawbars must not be coupled behind other equipment when used as helpers.

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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should the movement of a diesel-powered train be stopped with the diesel engine in the following tunnels:

- No. 1—between Gerald and Palisade
- No. 2—between Vivian and Tonka
- No. 3—between Osino and Ryndon
- No. 4—between Ryndon and Elburz
- No. 5—between Ryndon and Elburz

and it is found that in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, the train must be immediately secured by sufficient hand brakes, front and rear wheels of engine must be secured by blocks or chains, after which power plants and steam generator, if any, must be shut off.

28. DF and DP class engines with cab on both ends, running without cars, must be operated from cab in direction of movement except for short direct movements. Unless a member of the crew or other competent employe is riding on leading end of engine in direction of back up movement, such move must be made with enginemen in leading cab in direction of movement.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
A	70	50	30
AC	60	40	25
C	40	35	30
DF-1 (6122 to 6137)	65	50	30
DF-1 to 7 (6138 to 6377)	55	50	30
DP	79	70	30
DF-100 to 112	50	40	40
DF-200 to 204	40	40	40
DF-300	40	40	40
DS-1 to 8, 100 to 111	40	40	40
DS-200, 201	30	30	30
F	50	40	30
GS	75	50	30
M	50	35	25
Mk-2, 4	40	30	30
Mk-5, 6, 7, 8, 9	50	40	30
Mk-10, 11	35	30	30
MM	35	30	25
Mt	75	50	30
P-1, 3, 4, 5, 6	65	50	30
P-7, 8, 10, 12	75	50	30
S, SE	20	20	20
SP	50	35	30
T-1, 23, 28, 31	50	35	30
T-26, 32, 37, 40	60	40	30
TW	40	30	30
WPRR: D-176	79	70	30
WPRR: MTP	70	50	30
WPRR: GS	70	45	30
WPRR: D-225	65	50	30
WPRR: D-239	65	50	30
WPRR: S-50 (501 to 503)	45	45	30
WPRR: S-50 (504 to 511)	65	50	30
WPRR: S-57 (551 to 562)	65	50	30
WPRR: S-60 (581 to 585)	65	50	30
WPRR: Mk	50	45	30
WPRR: M-100	50	45	30
WPRR: C-43 (21 to 65)	45	45	30
Any engine not listed	35	35	25

Steam engines operated in backward motion, and DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

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

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

Dead or disabled engines, which require movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 30 MPH; and Diesel engines the speed shown for same engine running forward light.

When a diesel locomotive is derailed, attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

Dead locomotives, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on the drivers should be placed not less than 8 cars nor more than 15 cars behind road locomotive. If weight on drivers is less than 150,000 lbs., dead locomotive should be placed near rear of train. Dead road locomotives should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

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).

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
	Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	40	25
Twin or multiple loads.....	40	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick.....	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:.....	35*	25*
SPMW-4044.....	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars.....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Baggage-express cars SP-5810 to 5874, incl.....	60	50
Foreign steel-wheel cars not equipped with high speed trucks.....	60	50
Trains handling not more than three wooden underframe passenger carrying cars.....	50*	50*
Trains handling more than three wooden underframe passenger carrying cars.....	40*	40*
Trains of deadhead equipment, with caboose..	50	..
Passenger trains, with caboose.....	50	..
Engine and caboose only, except:.....	..	50
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30
Logs loaded on flat or logging cars, except:.....	..	25
On curves.....	..	20
Trains handling loaded cars of beets.....	..	40

*Wooden underframe passenger carrying cars must not be handled in regular passenger trains. When handled in other than regular passenger trains they must be kept together and handled on the rear.

When moving against current of traffic (except within CTC), or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers, if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

RULE 10-J. Speed signs to right of track with two tracks intervening for westward trains at MP 274.87 reading 55-50-45 are also duplicated to the left of track.

Speed signs to right of track with one track intervening for eastward trains at MP 261.59 reading 60-50, are also duplicated to left of track.

RULE 14(e). As specified below, — — — — will be indication that flagman may return from east: 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 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following points:

Table with 2 columns: West MP, East MP. Rows include Sparks (241.63 to 247.60), Fernley (247.60 to 276.77), Hazen (276.77 to 289.47), Imlay (382.60 to 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.

Yardmen must use green flag by day and green light by night when signaling trains to enter or leave yard tracks, and when making moves of any kind with road engines.

RULE 104. The normal position of rigid switches at end of double track and junctions is 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 1 and 2 must be left lined for movement from Wadsworth Subdivision.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA":

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Rows include Spring switch at Vista, Rock slide fences at MP 252.47, 254.52, 256.59, Collision detector at MP 275.36, Spring switch at MP 321.15.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks. Upper unit of 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, paragraph (c).

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Rows include Vista (End double track to Westward track), Parran (West end siding to Main track), Perth (End double track to Eastward track).

Spring switches not equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Rows include Sparks (East end PFE track to Eastward track), Lovelock (West end westward siding to Westward track), Lovelock (East end eastward siding to Eastward track), Rye Patch (East end middle siding to Eastward track), Imlay (West end yard track to Westward track).

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

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 3 columns: Illuminated Letter, On Signal, Approaching, Authorizes and requires movement as follows. Rows include M (Signal 3824, Imlay, Proceed to train-order office), S (Signal 3824, Imlay, Call yard office for instructions).

When indicator on Signal 3824 is not illuminated trains other than first-class must stop and call yard office for instructions.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

MISCELLANEOUS

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

Table with 2 columns: Class of Engine, Restricted Tracks. Rows include All except S, SE and DS class (Reno—All industry tracks north of westward main track between Park St. and WPRR interchange).

AC; F; GS; Mt; P; and cars higher than Hart convertible ballast. Fernley—On all tracks at sand pit.

Load limit (car and contents): Sparks-Imlay 251,000 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 Vista (Truckee River bridge 5, 6), Patrick (Truckee River bridge 7), Clark (Truckee River bridge 8), Thisbe (Truckee River bridge 9, 10, 11, 12, 13), Hazen (Two water columns).

RULE 760. CENTRALIZED TRAFFIC CONTROL

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. 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 CTC at Massie. Rule 14(k) will apply between Hazen and Massie.

Lower unit of eastward three-unit signal at west end Fernley governs movement to Wadsworth Subdivision wye.

Lower unit of eastward three-unit signals at west end Hazen and Massie govern movement to north siding; and lower unit of westward three-unit signals at east end Hazen and Massie govern movement to south siding.

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, 2 and stock track; and when necessary to shove cars eastward on these tracks air must be coupled through all cars.

RULE 827. Member of train crew of freight trains will make rolling inspection of train departing Sparks eastward and departing Imlay westward.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Imlay, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, caboose and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After Terminal Test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate terminal Imlay, on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines, may be changed.

PASSENGER TRAINS

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

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, SPARKS TO IMLAY.						WESTWARD, IMLAY TO SPARKS.					
MP						MP					
245.12 to 247.14 (Sparks).....	20	15	15	15	15	385.58 to 383.01 (Imlay).....	60	40	20	20	20
247.14 to 249.82 (Vista).....	70	60	50	50	30	383.01 to 344.80.....	79	70	50	50	30
249.82 to 249.85 (spring switch).....	35	35	30	30	*	344.80 to 343.91 (Lovelock).....	50	30	30	30	20
249.85 to 252.06.....	70	60	50	50	30	343.91 to 340.16 (Perth).....	79	70	50	50	30
252.06 to 253.60.....	60	55	50	50	30	340.16 to 340.14 (spring switch).....	35	35	30	30	*
253.60 to 256.72.....	70	60	50	50	30	340.14 to 286.95.....	79	70	50	50	30
256.72 to 262.34 (Clark).....	79	60	50	50	30	286.95 to 285.95.....	75	70	50	50	30
262.34 to 264.81.....	60	50	50	50	30	285.95 to 274.12.....	79	70	50	50	30
264.81 to 267.97.....	70	60	50	50	30	274.12 to 273.76.....	55	50	45	45	30
267.97 to 270.85.....	79	60	50	50	30	273.76 to 271.07.....	70	60	50	50	30
270.85 to 271.07.....	60	55	50	50	30	271.07 to 270.85.....	60	55	50	50	30
271.07 to 271.68.....	70	60	50	50	30	270.85 to 267.97.....	79	60	50	50	30
271.68 to 273.76.....	79	60	50	50	30	267.97 to 266.76.....	70	60	50	50	30
273.76 to 274.12.....	55	50	45	45	30	266.76 to 264.81.....	79	60	50	50	30
274.12 to 285.95.....	79	70	50	50	30	264.81 to 262.34.....	60	50	50	50	30
285.95 to 286.95.....	75	70	50	50	30	262.34 to 256.72.....	79	60	50	50	30
286.95 to 343.91.....	79	70	50	50	30	256.72 to 255.97.....	70	60	50	50	30
343.91 to 344.80 (Lovelock).....	50	30	30	30	20	255.97 to 253.60.....	79	60	50	50	30
344.80 to 383.01.....	79	70	50	50	30	253.60 to 252.06.....	60	55	50	50	30
383.01 to 385.58 (Imlay).....	60	40	20	20	20	252.06 to 247.14.....	70	60	50	50	30
						247.14 to 245.12 (Sparks).....	20	15	15	15	15

*See Rule 536.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, cross-overs and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
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

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Sparks to Lovelock	Lovelock to Rye Patch Imlay to Sparks	Rye Patch to Imlay
DP-3	6017.....	3750	3750	3750
DP-4, 7	6000 to 6004, 6018.....	3750	3750	3750
DP-5, 6	6005 to 6016.....	9250	8250	9250
DP-8, 9	6019 to 6027.....	9250	9250	9250
DF-1	6122 to 6137.....	10000	10000	10000
DF-1 to 7	6138 to 6377.....	5000	5000	5000
DF-100	5200 to 5202.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	.....	.....	.....
DF-109	5250 to 5252.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....	.....
DF-300	4600 to 4603.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	2250	1375	1625
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	3400	2075	2475
DS-110	1442 to 1463.....	4000	3100	3225
DS-200, 201	1900 to 1903.....	.....	.....	.....
M-4	1617 to 1713.....	3175	2100	2400
M-6, 8	1721 to 1803, 1824, 1825.....	3900	2600	2825
M-9	1804 to 1822, 1826 to 1830, 1836.....	4100	2850	2975
M-11	1832 to 1835.....	4300	3000	3125
T-1	2248, 2252.....	2850	2000	2075
T-23	2301 to 2310.....	4100	2700	3150
T-26	2296.....	3525	2325	2700
T-28, 31	2312 to 2362.....	4500	2950	3450
T-32	2363 to 2370, 2372 to 2384.....	4500	2950	3450
T-40	2371.....	4500	2950	3450
T-37	2105.....	4100	2875	3000
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459.....	3700	2600	2700
P-1	2407.....	3900	2725	2850
P-4	2402, 2409, 2410, 2414, 2419, 2436.....	4100	2850	2975
P-6	2453, 2454, 2458.....	4600	3200	3350
P-7	2476, 2477.....	4850	3400	3550
P-8, 10	2461 to 2474, 2478 to 2483.....	5000	3500	3750
P-8, 10	2475, 2484 to 2491.....	5250	3750	3900
P-12	3122 to 3127.....	5000	3750	3900
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	5000	3500	3750
C-18	3400 to 3409.....	4550	3175	3325
C-19	3410 to 3426.....	4750	3325	3450
TW-2, 3	2937 to 2952.....	3050	2125	2225
TW-8	2914 to 2923.....	4175	2925	3050
A-3	3025.....	3125	2150	2250
A-6	3002.....	3600	2500	2625
Mk-2, 4	3201 to 3240.....	6000	4350	4600
Mk-5, 6	3241 to 3277.....	6300	4425	4600
Mk-7, 8, 9	3300 to 3324.....	6300	4425	4600
Mk-10	3295.....	5300	3725	3875
Mk-11	3297, 3298.....	5100	3575	3725
F-1	3611 to 3652.....	6750	5000	5200
F-3, 4, 5	3653 to 3769.....	7000	5750	6000
MM-3	3930.....	7500	6650	6950
AC-4, 5	4100 to 4125.....	9250	8250	9250
AC-6 to 12	3800 to 3811, 4126 to 4294.....	①9250	①8250	①9250
Mt-1, 3, 4, 5	4300 to 4376.....	6500	4900	5250
Mt-2	4385 to 4389.....	.....	.....	.....
GS-1, 2	4401 to 4415.....	6850	5200	5500
GS-3, 4, 5, 6	4416 to 4469.....	6950	5300	5600
SP-1, 2, 3	5000 to 5048.....	9250	6800	7000

① Applies to engs. 4126 to 4294 only.

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—WINNEMUCCA SUBDIVISION

RULE 10-J. Speed signs to right of track with one track intervening for westward trains at MP 417.44, reading 79-70-50.

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

RULE 93. Yard limits in which the provisions of Rule 93 will apply, 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 SP main track Carlin must stop before fouling west detour.

Signal 5340 on west detour is under control of train-order operator, and when displaying proceed indication it will authorize eastward SP trains to move from east switch of detour to crossover at east end of freight house, superseding the superiority of trains between these points. Protection for such movement against westward trains and engines must be provided by yardmaster before authorizing operator to clear the signal. If this signal does not display proceed indication, nearest member of crew must contact yardmaster by telephone, which is located in herders shanty near the signal.

Yardmen must use green flag by day and green light by night when signaling trains to enter or leave yard tracks, and when making moves of any kind with road engines.

RULE 306. The following block signals, equipped with a triangular 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 517.50-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 505. AUTOMATIC BLOCK SIGNAL 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 at restricted speed to first telephone and call dispatcher for instructions.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

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:

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:

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

When indicator on Signal 3861 is not illuminated trains other than first-class must stop and call yard office for instructions.

GENERAL REGULATIONS

RULE 827. Member of train crew of freight trains will make rolling inspection of train departing Imlay eastward and departing Carlin westward.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Imlay, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, caboose and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Carlin except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After Terminal Test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate Terminal Imlay, on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines, may be changed.

After Terminal Test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate Terminal Carlin on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines, may be changed. Under these conditions, rolling inspection by car inspectors will be made on freight trains arriving the intermediate terminal.

PASSENGER TRAINS

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

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISIONS

MISCELLANEOUS

9. Eastward trains, when restricted for westward trains at Rose Creek, will stop to clear the train order office; this to provide access to westward track by operator and to avoid blocking view of train-order signal to westward trains.

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

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

Westward freight trains stopping at Winnemucca to take water or do switching must leave their train east of Bridge St. crossing or in westward siding, so as not to block crossing while engine is being detached or attached.

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

Class of Engine	Restricted Tracks
All engines.....	Palisade—On tracks under bins beyond west face of bins.
All engines, except DF and engines under 235,000 pounds on drivers.....	Palisade—On run-around track at quarry.

Load limit (car and contents):
Imlay-Carlin.....251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

23. 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
417.3	Winne-	
	mucca...Water column.....	Side
436.16	Golconda..Humboldt River bridge 2.....	Overhead & side
441.53	Comus...Humboldt River bridge 3.....	Overhead & side
518.91	Barth...Humboldt River bridge 6.....	Side
519.18	Barth...Humboldt River bridge 7.....	Overhead & side
519.68	Barth...Humboldt River bridge 8.....	Overhead & side
520.16	Barth...Humboldt River bridge 9.....	Overhead & side
520.55	Barth...Humboldt River bridge 10.....	Overhead & side
520.92	Gerald...Humboldt River bridge 11.....	Overhead & side
522.07	Gerald...Humboldt River bridge 12.....	Overhead & side
522.35	Gerald...Humboldt River bridge 13.....	Overhead & side
523.25	Gerald...WPRR crossing.....	Overhead
523.34	Gerald...Humboldt River bridge 14.....	Overhead & side
525.15	Palisade..Humboldt River bridge 15.....	Side
525.20	Palisade..Tunnel 1.....	Overhead & side
525.42	Palisade..Humboldt River bridge 16.....	Side

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
				Column: A	1					2	3	4	Column: A	1	2	3	4
EASTWARD, IMLAY TO WESO: MP MP						WESTWARD, CARLIN TO IMLAY: MP MP					
383.01 to 385.58 (Imlay).....	60	40	20	20	20	535.95 to 533.90.....	40	30	15	15	15
385.58 to 388.13.....	79	70	50	50	30	533.90 to 530.51.....	60	50	45	45	30
388.13 to 388.35.....	70	65	50	50	30	530.51 to 528.00.....	79	60	45	45	30
388.35 to 406.52 (Rose Creek).....	79	70	50	50	30	528.00 to 527.25.....	55	50	45	45	30
406.52 to 406.54 (spring switch).....	35	35	30	30	*	527.25 to 525.86 (Palisade).....	45	45	40	40	30
406.54 to 417.44 (Winnemucca).....	79	70	50	50	30	525.86 to 522.10.....	55	50	45	45	30
★417.44 to 417.46 (over Bridge St.).....	30	30	30	30	20	522.10 to 520.67.....	70	60	45	45	30
417.46 to 420.87 (Weso).....	79	70	50	50	30	520.67 to 517.90.....	60	50	45	45	30
420.87 to WP 535.97 (thru crossover to WPRR).....	25	25	20	20	20	517.90 to 514.98.....	75	70	50	50	30
EASTWARD, WESO TO CARLIN ON SP TRACK: MP MP						514.98 to 507.90 (Beowawe).....	79	70	50	50	30
421.06 to 475.80 (Battle Mountain)....	50	50	40	40	30	507.90 to 507.40.....	79	65	50	50	30
475.80 to 475.90 (passing station).....	40	40	40	40	30	507.40 to 500.71.....	79	70	50	50	30
475.90 to 526.51.....	50	50	40	40	30	500.71 to 500.33.....	55	50	45	45	30
526.51 to 528.00.....	40	40	40	40	30	500.33 to 475.90 (Battle Mountain)....	79	70	50	50	30
528.00 to 533.90.....	50	50	40	40	30	475.90 to 475.80 (passing station).....	60	40	40	40	30
533.90 to 535.95 (Carlin).....	40	30	15	15	15	475.80 to 443.84.....	79	70	50	50	30
Carlin, using detours.....	15	15	15	15	15	443.84 to 442.60.....	70	70	50	50	30
EASTWARD, AGAINST CURRENT OF TRAFFIC: Imlay to Rose Creek.....	50	50	40	40	30	442.60 to 441.56.....	79	70	50	50	30
(subject to lesser speed restrictions applying to opposite track)	50	50	40	40	30	441.56 to 441.53 (bridge).....	79	65	50	50	30
						441.53 to 436.19.....	79	70	50	50	30
						436.19 to 436.16 (bridge).....	79	50	50	50	30
						436.16 to 434.28 (Golconda).....	79	70	50	50	30
						434.28 to 433.89.....	70	60	50	50	30
						433.89 to 428.62.....	79	70	50	50	30
						428.62 to 427.29.....	65	60	45	45	30
						427.29 to 425.91.....	60	55	45	45	30
						425.91 to 424.74.....	70	60	50	50	30
						424.74 to 422.29.....	79	70	50	50	30
						422.29 to 421.86.....	70	60	50	50	30
						421.86 to 417.46 (Winnemucca).....	79	70	50	50	30
						★417.46 to 417.44 (over Bridge St.).....	30	30	30	30	20
						417.44 to 385.58 (Imlay).....	79	70	50	50	30
						385.58 to 383.01 (Imlay).....	60	40	20	20	20
						WESTWARD, AGAINST CURRENT OF TRAFFIC: Rose Creek to Imlay.....	50	50	40	40	30
						(subject to lesser speed restrictions applying to opposite track)					

★Regulated by City ordinance.

*See Rule 536.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Imlay to Carlin	Carlin to Imlay
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	3750 3750 9250 9250	3750 3750 9250 9250
DF-1 DF-1 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	..... 10000 5000 ..... ..... .....	..... 10000 5000
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-10	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	1625 2475 3225 2400 2825 2975 3125	4000 4000 4000 3175 3900 4100 4300
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2370..... 2105.....	2075 3150 2700 3450 3450 3450 3000	2850 4100 3525 4500 4500 4500 4100
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	2700 2850 2975 3350 3550 3750 3900 3900	3700 3900 4100 4600 4850 5000 5250 5000
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	3750 3325 3450 2225 3050	5000 4550 4750 3050 4175
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	2250 2625 4600 4600 4600 3875 3725	3125 3600 6000 6300 6300 5300 5100
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	5200 6000 6950 9250 ①9250	6750 7000 7500 9250 ①9250
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	5250 5500 5600 7000	6500 6850 6950 9250

①Applies to engs. 4126 to 4294 only.

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—WINNEMUCCA AND ELKO SUBDIVISIONS

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 Sections (S) and (X) hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop", 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 Section (C) hereof 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 SP regular trains and WPRR regular trains register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit registration of eastward SP first-class trains and eastward WPRR first-class trains to WPRR operator at Winnemucca, who will enter same on register.

Eastward WPRR first-class trains and eastward SP first-class trains leaving Carlin will register by ticket at WP Carlin and operator will enter same on joint register at SP station Carlin; other eastward SP trains will register on joint register at SP station Carlin.

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

Eastward SP first-class trains register by ticket at Elko. Eastward SP second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at WP 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.

Westward WPRR regular trains register by ticket at Alazon. Other trains will not register.

Rule 22. On eastward SP trains between Weso and Alazon lead engine 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 WPRR 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) Third paragraph of SP Rule 206 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-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-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-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.

WPRR RULE 221. Within block system limits, eastward only, between Weso and Alazon, seventh and eighth paragraphs are modified as follows: It will not be necessary for engineer to sound 14(j) nor the acknowledgment 14(g), approaching a train-order office. It will not be necessary for trains to obtain clearance card if train-order signal at an open train-order office is first seen in proceed position, and is not changed to indicate stop before passing it.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view point. Operator must, after train passes, display signal in stop position before OS report is made to the dispatcher.

Also, within limits specified above, train-order signal may be cleared for a first-class train for which there are no orders when orders are held for another train in the same direction, provided such orders do not restrict the train addressed at that station, and further provided that permission is first obtained from the train dispatcher. Such permission must not be granted if the train to which orders are addressed has passed the last open train-order office.

SPECIAL INSTRUCTIONS—WINNEMUCCA AND ELKO SUBDIVISIONS

(P) West Carlin. Main track detour switch at MP 643.4 is interlocked.

Interlocking limits extend from semi-automatic (SA) signal at MP 643.4, located 100 feet west of remote-controlled switch, to dwarf interlocking signal, located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal, located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop", be governed by Rule 663 (b), eastward trains continuing movement on main track must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him. Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by one of these signals, before flagging over switch, trainman must see that switch lock indicator located on west end of instrument case opposite switch indicates "locked" before signaling train to proceed. When it indicates "unlocked", call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

West Carlin detour extends from remote-controlled switch on WPRR main track at West Carlin to connection with SP main track at west end of 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 normally displays stop indication. Approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by Approach Circuit sign, and is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit. Eastward trains or engines from SP must not enter approach clearing circuit until first-class and other superior trains on WPRR track have passed East Carlin, unless letter "M" is illuminated in indicator on Signal 6458, or until flag protection against eastward trains has been provided 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.

Eastward trains or engines on WPRR track finding Signal 6458 displaying stop indication, must, in addition to provisions of Rule 509 (F), provide flag protection against eastward movements from East Carlin detour to WPRR main track, unless detour is seen to be clear.

Flashing white light located on instrument case 20 feet west of west switch east detour to WP track at Carlin indicates that letter "M" is illuminated in indicator on Signal 6458, and confirms authority to move over approach circuit on detour.

When letter "M" is illuminated (see Rule 705, Fig. 2) an eastward SP extra train is authorized to run ahead of eastward first-class and other superior trains East Carlin to Pardo, but must observe any restrictions that may be imposed by Signal 6458 or other signals. 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" indication to proceed. First-class and other superior trains must run expecting to find inferior trains moving in advance East Carlin to Pardo on authority of the "M" indication.

This does not relieve inferior trains from providing flag protection if stopped or delayed.

(R) Rule 667. In addition, running switches must not be made, injectors or sanders used, nor boosters started, passing over remote-controlled 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 and/or West Carlin detours.

(T) Crossover, Third St. WPRR Elko yard. Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. This in no way relieves trains approaching on main track from complying with Rule 93.

Dwarf signal governing westward movements, located between main track and siding, in service at MP 665.5. This is two-position color light type, approach lighted; indications yellow "proceed with caution" and red "stop". Approach lighting circuit starts 300 feet east of Signal 6655. When signal indicates "stop", if view is clear and no eastward train can be seen approaching, westward engines or trains, after stopping, may proceed through Third St. crossover onto siding.

(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 is normally lined for SP main track. Eastward trains or engines must stop and examine switch points before moving over this switch.

Signal 5543 is approach clearing and Approach Circuit sign installed 625 feet east of Signal 5543 on WPRR detour.

Westward trains from WPRR yard passing Approach Circuit sign will, if no westward trains on SP track between Fourth St. Elko and Signal 5545, place Signal 5545 in "stop" position. Westward trains from WPRR yard should avoid passing Approach Circuit sign when it is known that westward train on SP track is approaching.

Push buttons located in box mounted on side of case of Signals 5543 and 5545, and instructions for operating push buttons posted inside these boxes.

Westward trains on west detour finding Signal 5543 remaining in "stop" position and desiring to proceed ahead of approaching train on SP track will push button numbered 5543. Signal will clear after time interval of 6 minutes. If, after passing Approach Circuit sign it is desired to let westward train on SP track proceed, press push button numbered 5545 and Signal 5545 will clear after time interval of one minute.

Westward trains on SP track finding Signal 5545 in "stop" position due to westward train occupying Approach Circuit on detour and desiring to proceed ahead of westward train on detour will push button numbered 5545 and signal will clear after time interval of one minute. Westward train on SP track desiring to let westward train on detour proceed ahead of them, will push button numbered 5543 and Signal 5543 will clear after time interval of 6 minutes.

If after operating proper push button, signals fail to clear, train may proceed being governed by SP Rules 509 paragraph (c), and 513.

(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 other trains when so directed, also engines moving between SP and WPRR yards will use East Elko and/or West Elko detours.

(Y) Weso: Interlocked. Westward interlocking (SA) signals governing movement into CTC territory on WPRR track are also absolute signals. CTC and interlocking rules will apply to all indications displayed on these signals.

When stop indication is displayed a member of the crew of a WPRR train must obtain permission to proceed from train dispatcher per WPRR Rule 776. In addition, movements through interlocking limits will be made as prescribed by WPRR Rule 663.

Westward movement through crossover to SP track may be made only as prescribed by SP Rule 663(a) or (b).

Westward inferior WPRR trains must arrive Weso sufficiently in advance of superior WPRR trains to avoid delaying them between Weso and Winnemucca.

Alazon. Interlocked. West limits, semi-automatic (SA) signal at MP 713.6 on WPRR track and a point on SP track opposite this semi-automatic (SA) signal.

East limits, semi-automatic (SA) signal at MP 713.7 on WPRR track and semi-automatic (SA) signal at MP 603.5 on westward SP track and a point opposite this semi-automatic (SA) signal on eastward SP track.

At Alazon trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, must first receive authority from signal operator.

ENGINE WHISTLE SIGNALS

- Weso: Eastward—From WPRR or SP: To WPRR, Upper arm, o — —, To SP, Lower arm, o — o. Westward—From SP: To SP, Upper unit, o — o, To WPRR, Lower unit, o — —. Westward—From WPRR: To SP, Dwarf signal, o — o, To WPRR, Dwarf signal, o — —. Carlin: Westward: Approaching east end yard: SP freight trains, o — o, WPRR trains, — o. Alazon: Eastward— To WPRR, Upper unit, o — —, To SP, Lower unit, o — o. Westward—From SP or WPRR: To SP, Upper arm, o — o, To WPRR, Lower arm, o — —.

When train has been given interlocking signal and does not wish to use route, give o o — o o sounds of whistle for information of signal operator.

(Z) WPRR Rule 1094 and SP Rule 833. Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main tracks or on track immediately adjacent to main track, boom or other parts of machine must not be operated to foul adjacent main track without proper flag protection. Such equipment must be at rest and clear of adjacent main track when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

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

Light engines returning to Wells from Moor; and returning to Montello from Valley Pass, may discontinue display of train indicators. Markers must be properly displayed as required by Rule 19.

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

Table with 2 columns: West MP, East MP. Rows include Carlin, Elko, Wells, Moor, Valley Pass, Montello with corresponding mileposts.

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

Westward SP freight trains must not pass Signal 5359 until yardmaster or his representative authorize such move. This does not authorize movement if signal displays stop indication.

Yardmen must use green flag by day and green light by night when signaling trains to enter or leave yard tracks, and when making moves of any kind with road engines.

RULE 104. The normal position of rigid switches at end of double track and junctions is 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.

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.

RULE 104-A. At Moor eastward 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.

When westward first-class trains are not restricted at Valley Pass, operator, when authorized by train dispatcher will line and lock switches for their movement through crossover to single track and restore switches to normal position after train has passed.

RULE 306. The following block signals, equipped with a triangular plate displaying the letter "P", have included in their control limits some special protective device:

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Lists various signals like P-5340, P-5396, P-5666, etc. with their respective protection details.

RULE 505. AUTOMATIC BLOCK SIGNAL 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.

Elburz. When Signal 5743 displays stop indication and letter type indicator displays the letter "T", train, after stopping, may proceed at restricted speed to first telephone and call train dispatcher for instructions.

Moor to Valley Pass. Eastward train on siding at Moor, Holborn, Fenelon, Pequop or Icarus, and westward train on siding at Valley Pass, Icarus, Pequop, Fenelon 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 westward 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 north track at Moor; east and west ends of sidings at Holborn, Fenelon, Pequop and Icarus, and west end westward siding at Valley Pass.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

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
Pepuop..... West end siding.....	Main track
Pepuop..... 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:

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 north track.....	Westward track
Montello..... East end track 1.....	Eastward track

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

Wells. Spring switch at east end eastward siding is equipped with switch point indicator.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Indicator	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	Call yard office for instructions.

When indicator on Signal 6606 is not illuminated, trains other than first-class must stop and call yard office for instructions.

GENERAL REGULATIONS

RULE 827. Steam powered freight and mixed trains:

Engines running light will stop at Valley Pass eastward and at Moor westward before descending grade.

Eastward freight trains will stop at Tioga 10 minutes for heat radiation, at which time train inspection will be made and enginemen will inspect engines. If stop is made at Loray for not less than 10 minutes and not more than 30 minutes, it will not be necessary to again stop at Tioga. If stop is made at Loray in excess of 30 minutes, an additional stop for heat radiation will be made not less than four miles, nor more than 10 miles from Loray.

Member of train crew of freight trains will make rolling inspection of train departing Carlin eastward and departing Montello westward.

Diesel powered freight and mixed train:

When retainers are used Valley Pass to Montello, inspection will be made as prescribed by Rule 827 applicable to steam powered freight and mixed train operation.

Member of train crew of freight trains will make rolling inspection of train departing Carlin eastward and departing Montello westward.

Engines running light will stop at Valley Pass eastward and at Moor westward before descending grade.

AIR BRAKE RULES

RULE 17. Steam powered trains:

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

Moor to Wells..... One retainer for each 75 tons,
Valley Pass to Montello..... One retainer for each 75 tons,

except when running with current of traffic with cars to set out or pick up at Cobre, will turn up retainers Cobre to Montello instead.

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.

Diesel powered trains:

Retaining valves will not be turned up on diesel powered freight and mixed trains, and following speeds will govern:

MP 616.25 (Moor) to MP 607.10 (Wells)..... 30 MPH
MP 640.79 (Valley Pass) to MP 645.02..... 35 MPH
MP 645.02 to MP 651.00..... 30 MPH
MP 651.00 to MP 653.40..... 25 MPH
MP 653.40 to MP 660.70 (Montello)..... 30 MPH

(Oval speed signs, these territories, erected for operation of steam powered freight trains and where conflict, above speeds will govern diesel powered freight trains) except Moor to Wells and Valley Pass to Montello if tonnage is in excess of 6500 tons with dynamic brakes on four power plants operative, or if tonnage is in excess of 5000 tons with dynamic brakes on three power plants operative, or if tonnage is in excess of 3000 tons with dynamic brakes on two power plants operative, or if less than two power plants in operation one retaining valve will be turned up for each 75 tons and steam powered freight train speeds observed.

On express or other trains of passenger equipment composed of 24 or more cars retainers will not be turned up Valley Pass to Montello or Moor to Wells unless dynamic brakes inoperative on one or more power plants, in which event all retainers will be turned up.

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

FREIGHT TRAINS

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at intermediate terminal Carlin except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, caboose, and/or engine, will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After Terminal Test outlined in Air Brake Rule 22 has been made at originating terminal, Rear End Test outlined in Air Brake Rule 25 will be made at intermediate Terminal Carlin on freight trains moving through without cars being added to the consist or on which only crews, caboose, and/or engines, may be changed. Under these conditions, rolling inspection by car inspectors will be made on freight trains arriving the intermediate terminal.

Steam powered freight and mixed trains:

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.

Exception: When cars are to be set out or picked up at Cobre, train may pass Valley Pass without stopping for rear end air brake test provided proceed signal is received by enginemen from trainmen in caboose, such proceed signal not to be given unless air gauge in caboose indicates required air brake pressure, and further provided rear end air brake test is made at Cobre in accordance with paragraph (b).

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: Fenelon, Pequop, Icarus or Valley Pass.

Diesel powered freight and mixed trains:

Westward, automatic air brake application and release in accordance with Air Brake Rule 29 will be made between Fenelon and Moor, and eastward, such application and release will be made between Icarus and Valley Pass to insure control of train.

PASSENGER TRAINS

RULE 39. Running air brake test must be made at Carlin 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.

5. Helper service:

At Wells when helper engines are unable to cross eastward track to reach roundhouse immediately, they will enter 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 north track, then proceed west on that track. When eastward passenger train holds main track at Moor, train will stop to clear east end of the north track and helpers will be cut off and backed into the north track.

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 track. Passenger trains with more than 18 cars 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 and any wooden underframe cars. Engines with pilot snow plow with extended coupler will be placed on head-end.

Helper engines moving to rear of trains at Wells to cut in will go through track 2 if unoccupied. If track 2 occupied will use track 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.

When stopping at Elko to set out or pick up cars, train must be left to clear all 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.

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

Load limit (car and contents):

Carlin-Montello..... 251,000 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
538.23	Vivian... Humboldt River bridge 17.....	Overhead & side
538.92	Vivian... Humboldt River bridge 18.....	Overhead & side
539.47	Tonka... Humboldt River bridge 19.....	Overhead & side
539.54	Tonka... Tunnel 2.....	Overhead & side
539.94	Tonka... Humboldt River bridge 20.....	Overhead & side
540.89	Tonka... Humboldt River bridge 21.....	Overhead & side
541.16	Tonka... Humboldt River bridge 22.....	Overhead & side
541.64	Tonka... Humboldt River bridge 23.....	Overhead & side
542.45	Tonka... Humboldt River bridge 24.....	Overhead & side
566.55	Ryndon... Tunnel 3.....	Overhead & side
567.19	Ryndon... Humboldt River bridge 25.....	Overhead & side
568.28	Ryndon... Humboldt River bridge 26.....	Overhead & side
568.68	Ryndon... Tunnel 4.....	Overhead & side
569.85	Ryndon... Humboldt River bridge 27.....	Overhead & side
570.36	Ryndon... Humboldt River bridge 28.....	Overhead & side
570.57	Ryndon... Tunnel 5.....	Overhead & side
589.42	Deeth... Water tank.....	Side

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	OTHER PASSENGER TRAINS	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO CALIFORNIA ZEPHYR	OTHER PASSENGER TRAINS	LIGHT ENGINES			
			FREIGHT AND MIXED	RUNNING FORWARD				FREIGHT AND MIXED	RUNNING FORWARD	RUNNING BACKWARD	
											3	4
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, CARLIN TO ALAZON ON SP TRACK: MP MP 533.90 to 535.95 (Carlin).....	40	30	15	15	15	WESTWARD, MONTELLO TO CARLIN: MP MP 663.10 to 660.70 (Montello).....	60	40	20	20	20
Carlin, using detours.....	15	15	15	15	15	660.70 to 655.83.....	60	55	35	35	30
535.95 to 555.95.....	50	50	40	40	30	655.83 to 652.50.....	50	50	35	35	30
Elko, using detours.....	15	15	15	15	15	652.50 to 649.67.....	40	40	35	35	30
555.95 to 556.60 (Elko).....	30	30	30	30	30	649.67 to 646.56.....	50	50	35	35	30
556.60 to 603.55 (Alazon).....	50	50	40	40	30	646.56 to 645.02.....	40	40	35	35	30
603.55 to 603.75 (thru crossovers).....	25	25	20	20	20	645.02 to 640.79 (Valley Pass).....	79	60	50	50	30
EASTWARD, ALAZON TO MONTELLO: WP 713.57 to 603.75 (thru turnout).....	25	25	20	20	20	640.79 to 640.76 (thru crossover).....	25	25	20	20	20
603.75 to 607.10.....	79	65	50	50	30	640.76 to 635.77.....	79	70	50	50	30
607.10 to 608.63.....	50	50	35	35	30	635.77 to 616.84.....	60	55	45	45	30
608.63 to 616.23 (Moor).....	40	35	35	35	30	616.84 to 616.25 (Moor).....	55	50	40	40	30
616.23 to 616.25 (thru crossover).....	25	25	20	20	20	616.25 to 613.78.....	50	45	20	35	20
616.25 to 616.25 (thru crossover).....	25	25	20	20	20	613.78 to 607.10 (Wells).....	55	45	20	30	20
616.25 to 635.77.....	60	55	45	45	30	607.10 to 605.17.....	79	65	50	50	30
635.77 to 640.79 (Valley Pass).....	79	60	45	45	30	605.17 to 570.88.....	79	70	50	50	30
640.79 to 645.02.....	79	60	20	45	30	570.88 to 566.55.....	150	50	40	40	30
645.02 to 645.80.....	55	50	20	45	30	566.55 to 556.60.....	79	70	50	50	30
645.80 to 653.40.....	55	45	25	35	25	556.60 to 555.95 (Elko).....	30	30	30	30	20
653.40 to 660.70.....	60	50	25	35	25	555.95 to 542.50.....	79	70	50	50	30
660.70 to 662.95 (Montello).....	60	40	20	20	20	542.50 to 541.81 (bridge).....	79	65	50	50	30
EASTWARD, AGAINST CURRENT OF TRAFFIC: Alazon to Wells.....	50	50	40	40	30	541.81 to 539.90.....	60	50	40	40	30
Wells to Moor.....	40	35	35	35	30	539.90 to 539.52.....	50	50	40	40	30
Valley Pass to Montello.....	40	40	20	40	30	539.52 to 538.23 (bridges).....	65	50	50	50	30
(subject to lesser speed restrictions applying to opposite track)						538.23 to 535.95.....	79	70	50	50	30
						535.95 to 533.90 (Carlin).....	40	30	15	15	15
						WESTWARD, AGAINST CURRENT OF TRAFFIC: Montello to Valley Pass.....	50	50	40	40	30
						Moor to Wells.....	40	35	20	30	20
						Wells to Alazon.....	50	50	40	30	30
						(subject to lesser speed restrictions applying to opposite track)					

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

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

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 sign.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Moor to Holborn Pequop to Montello Pequop to Carlin	Death to Wells Valley Pass to Pequop	Wells to Moor Montello to Valley Pass	Carlin to Death Holborn to Pequop
DP-3	6017.....	3750	3750	1625	3750
DP-4, 7	6000 to 6004, 6018.....	3750	3750	1650	3750
DP-5, 6	6005 to 6016.....	9250	8250	2375	9250
DP-8, 9	6019 to 6027.....	9250	9250	2950	9250
DF-1	6122 to 6137.....	10000	10000	5500	10000
DF-1, 2.....	6138 to 6179.....	10000	10000	①5850	10000
DF-3 to 7.....	6180 to 6377.....	5000	5000	②1550	5000
DF-100	5200 to 5202.....	.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	.....	.....	.....	.....
DF-109	5250 to 5252.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....	.....	.....
DF-300	4600 to 4603.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	③4000	1375	475	1625
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	④4000	2075	735	2475
DS-110	1442 to 1463.....	4000	3100	950	3225
DS-200, 201	1900 to 1903.....	.....	.....	.....	.....
M-4	1617 to 1713.....	3175	2100	650	2400
M-6, 8	1721 to 1803, 1824, 1825.....	3900	2600	800	2825
M-9	1804 to 1822, 1826 to 1830, 1836.....	4100	2850	850	2975
M-11	1832 to 1835.....	4300	3000	900	3125
T-1	2248, 2252.....	2850	2000	575	2075
T-23	2301 to 2310.....	4100	2700	860	3150
T-26	2296.....	3525	2325	700	2700
T-28, 31	2312 to 2362.....	4500	2950	950	3450
T-32	2363 to 2370, 2372 to 2384.....	4500	2950	950	3450
T-40	2371.....	4500	2950	950	3450
T-37	2105.....	4100	2875	850	3000
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459.....	3700	2600	725	2700
P-1	2407.....	3900	2725	775	2850
P-4	2402, 2409, 2410, 2414, 2419, 2436.....	4100	2850	800	2975
P-6	2453, 2454, 2458.....	4600	3200	925	3350
P-7	2476, 2477.....	4850	3400	1000	3550
P-8, 10	2461 to 2474, 2478 to 2483.....	5000	3500	1075	3750
P-8, 10	2475, 2484 to 2491.....	5250	3750	1075	3900
P-12	3122 to 3127.....	5000	3750	1075	3900
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	5000	3500	1075	3750
C-18	3400 to 3409.....	4550	3175	950	3325
C-19	3410 to 3426.....	4750	3325	1000	3450
TW-2, 3	2937 to 2952.....	3050	2125	625	2225
TW-8	2914 to 2923.....	4175	2925	875	3050
A-3	3025.....	3125	2150	575	2250
A-6	3002.....	3600	2500	700	2625
Mk-2, 4	3201 to 3240.....	6000	4350	1235	4600
Mk-5, 6	3241 to 3277.....	6300	4425	1300	4600
Mk-7, 8, 9	3300 to 3324.....	6300	4425	1300	4600
Mk-10	3295.....	5300	3725	1125	3875
Mk-11	3297, 3298.....	5100	3575	1075	3725
F-1	3611 to 3652.....	6750	5000	1500	5200
F-3, 4, 5	3653 to 3769.....	7000	5750	1775	6000
MM-3	3930.....	7500	6650	2000	6950
AC-4, 5	4100 to 4125.....	9250	8250	2575	9250
AC-6 to 12	3800 to 3811, 4126 to 4294.....	⑤9250	⑤8250	⑤2725	⑤9250
Mt-1, 3, 4, 5	4300 to 4376.....	6500	4900	1460	5250
Mt-2	4385 to 4389.....	.....	.....	.....	.....
GS-1, 2	4401 to 4415.....	6850	5200	1510	5500
GS-3, 4, 5, 6	4416 to 4469.....	6950	5300	1550	5600
SP-1, 2, 3	5000 to 5048.....	9250	6800	2100	7000

①Rating Montello to Valley Pass 6050. ②Rating Montello to Valley Pass 1625. ③Rating Pequop to Carlin 2250. ④Rating Pequop to Carlin 3400. ⑤Applies to engs. 4126 to 4294 only.

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

RULE 10-J. Speed signs for eastward trains at MP 739.52 reading 30-20 are duplicated on left side.

Speed signs for westward trains at MP 752.92 reading 30-20 with one track intervening.

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 displayed from engineer's or fireman's side of engine cab.

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

Table with 2 columns: West MP, East MP. Rows: 660.23 Montello, 780.21 Ogden.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as P-A or P-SA:

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Lists various signals like Spring switch, Dragging equipment detector, etc.

Automatic and absolute signals between Engle and Saline equipped with triangular plate bearing the letter "P" are connected with dragging equipment detectors, and when stopped by these signals train dispatcher must be contacted.

RULE 505. AUTOMATIC BLOCK SIGNAL 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.

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

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Row: Lucin, East end eastward siding, Main track.

Spring switches not equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Rows: Montello, Lucin, Little Mountain, Little Mountain.

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 3 columns: Illum. Letter, On Signal, Approaching. Lists indicators for Montello, Tecoma, Grouse, Little Mtn.

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 Rule 513 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.

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.

GENERAL REGULATIONS

RULE 827. Member of train crew of freight trains will make rolling inspection of train departing Montello eastward and departing Ogden westward.

AIR BRAKE RULES

PASSENGER 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.

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

Table with 2 columns: Class of Engine, Restricted Tracks. Lists engine classes and track restrictions like Pigeon, Lakeside, Allen, Lemay.

Load limit (car and contents):

Montello-Ogden... 251,000 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: 679.92 Lucin, Water column; 778.51 Weber River bridge 2.

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined CITY OF SAN FRANCISCO	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD MONTELO TO OGDEN: MP MP 660.70 to 662.95..... 662.95 to 668.85 (Tecoma)..... 668.85 to 679.54 (Lucin)..... 679.54 to 679.56 (end double track)..... 679.56 to 735.20 (Lakeside)..... Lakeside, thru crossover, end double track.....	60 79 79 35 79	40 70 65 35 65	20 50 35 30 50	20 50 35 30 50	20 30 30 30 30	WESTWARD, OGDEN TO MONTELO: MP MP 780.21 to 767.20 (Little Mountain).... 767.20 to 758.87 (Promontory Point).. 758.87 to 757.68..... 757.68 to 756.88..... 756.88 to 753.62 (end double track).... 753.62 to 753.60 (thru crossover)..... 753.60 to 752.17..... 752.17 to 740.28 (trestle)..... Tresend, thru crossover to eastward track.....	79 79 75 70 79 25 79 30	70 65 65 65 65 25 65 20	50 50 50 50 50 20 50 20	50 50 50 50 50 20 50 20	30 30 30 30 30 20 30 20
735.20 to 740.28 on either track..... Tresend, thru crossover, end double track..... 740.28 to 752.17 (trestle)..... 752.17 to 756.88..... 756.88 to 757.68..... 757.68 to 758.87 (Promontory Point).. 758.87 to 767.20 (Little Mountain).... 767.20 to 780.21 (OUR&D Co. limits).....	79 35 30 79 70 75 79 79	65 35 20 65 65 65 65 70	50 30 20 50 50 50 50 50	50 30 20 50 50 50 50 50	30 30 20 30 30 30 30 30	740.28 to 735.20 on either track..... Lakeside, thru crossover, end double track..... 735.20 to 677.10..... 677.10 to 676.76..... 676.76 to 673.70..... 673.70 to 672.12..... 672.12 to 663.10..... 663.10 to 660.70 (Montello).....	79 35 79 75 79 65 79 60	65 35 65 65 65 55 65 40	50 30 50 50 50 50 50 20	50 30 50 50 50 50 50 20	30 30 30 30 30 30 30 20
EASTWARD, AGAINST CURRENT OF TRAFFIC: except: Lucin, thru turnout from single track to eastward track..... (subject to lesser speed restrictions applying to opposite track)	50 35	50 35	40 30	40 30	30 30	WESTWARD, AGAINST CURRENT OF TRAFFIC: (subject to lesser speed restrictions applying in opposite track)	50	50	40	40	30

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, crossovers and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On any wye.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
Passenger trains on controlled sidings, except: On sidings at Engle, Midlake and Colin....	25 15
On siding at Bridge, except:.....	50
DP with Streamlined City of S.F.....	60
Eastward from siding through crossover to eastward main track.....	25
Freight trains on controlled sidings, except: On sidings at Engle, Midlake and Colin....	20 15
On siding at Bridge, except:.....	40
Eastward from siding through crossover to eastward main track.....	20

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Montello to Ogden	Ogden to Lucin	Lucin to Montello
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	3750 3750 9250 9250	3750 3750 8250 9250	3750 3750 5450 6850
DF-1 DF-1 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	..... 10000 5000 ..... ..... .....	..... 10000 5000 ..... ..... .....	..... 10000 3600
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	2250 3400 4000 3175 3900 4100 4300	1375 2075 3100 2100 2600 2850 3000	1100 1650 2175 1475 1875 2050 2150
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	2850 4100 3525 4500 4500 4500 4100	2000 2700 2325 2950 2950 2950 2875	1425 1900 1675 2125 2125 2125 2050
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	3700 3900 4100 4600 4850 5000 5250 5000	2600 2725 2850 3200 3400 3500 3750 3750	1825 1925 2025 2275 2425 2500 2650 2650
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	5000 4550 4750 3050 4175	3500 3175 3325 2125 2925	2500 2275 2375 1525 2100
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	3125 3600 6000 6300 6300 5300 5100	2150 2500 4350 4425 4425 3725 3575	1525 1775 3000 3150 3150 2675 2550
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	6750 7000 7500 9250 ①9250	5000 5750 6650 8250 ①8250	3575 4125 4775 5950 ①6300
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	6500 6850 6950 9250	4900 5200 5300 6800	3750 3950 4000 4825

①Applies to engs. 4126 to 4294 only.

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, — — — — — will be indication that flagman may return from east: Fernley on Wadsworth Subdivision.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, 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. The normal position of rigid switches at end of double track and junctions is as follows:

Fernley (Wadsworth Subdivision).....	For controlled siding.
Wendel.....	For Alturas Subdivision.
Mason.....	For WPRR.

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

RULE 605. INTERLOCKING
Flanigan: Route selection of trains over WPRR crossing are under control of WPRR CTC train dispatcher. When trains are stopped by signals governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR CTC train dispatcher by telephone located at the crossing. When instructed by WPRR CTC train dispatcher to use emergency release, operate push button in iron box at crossing. After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display-stop indication, and train may then proceed in accordance with Rule 663(c). If yellow light is not displayed, train may proceed only after providing necessary protection on intersecting track as required by Rule 663(c). Instructions for operating push button release posted inside of box at crossing.

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, 2 and stock track; and when necessary to shove cars eastward on these tracks air must be coupled through all cars. Sufficient, but not less than five hand brakes must be set on west end of cars left standing on yard tracks at Susanville.

RULE 827. Westward freight trains will stop for inspection at Bunnel; and at Bunnel and Goumaz when handling logs. Between Flanigan and Fernley, Susanville and Westwood, a member of crew must watch track from rear of train for indication 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 65 tons.

FREIGHT TRAINS

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

PASSENGER 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 only enough to reach next water supply. Westward freight trains take full tank of water at Big Canyon and take water at Sutcliffe only when necessary to reach Fernley.

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

Class of Engine	Restricted Tracks
AC.....	Susanville—Stock track.
“.....	Bunnel and Goumaz spurs and Westwood Jct. siding.
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.

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

Load limit (car and contents):
 Fernley-Wendel..... 251,000 pounds
 Wendel-Westwood..... 210,000 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 1.....	Side
382.78	Susanville. Susan River bridge 3.....	Side
386.70	Bunnel..... Tunnel 1.....	Overhead & side
386.87	Bunnel..... Susan River bridge 9.....	Side
387.00	Bunnel..... Tunnel 2.....	Overhead & side
394.49	Goumaz..... Susan River bridge 12.....	Side

SPECIAL INSTRUCTIONS—WADSWORTH SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, FERNLEY TO WENDEL:					WESTWARD, WENDEL TO FERNLEY:				
MP MP					MP MP				
276.10 to 275.92.....	40	30	30	15	358.70 to 357.64.....	15	15	15	15
275.92 to 275.86 (crossover & jet. switch).....	15	15	15	10	357.64 to 336.41.....	40	30	30	15
275.86 to 285.69.....	40	30	30	15	336.41 to 336.39 (crossing).....	20	20	20	15
285.69 to 286.01.....	35	30	30	15	336.39 to 321.41.....	40	30	30	15
286.01 to 289.04.....	40	30	30	15	321.41 to 321.15.....	35	30	30	15
289.04 to 289.30.....	35	30	30	15	321.15 to 317.38.....	40	30	30	15
289.30 to 306.02.....	40	30	30	15	317.38 to 308.98.....	35	30	30	15
306.02 to 306.26.....	35	30	30	15	308.98 to 306.26.....	40	30	30	15
306.26 to 308.98.....	40	30	30	15	306.26 to 306.02.....	35	30	30	15
308.98 to 317.38.....	35	30	30	15	306.02 to 289.30.....	40	30	30	15
317.38 to 321.15.....	40	30	30	15	289.30 to 289.04.....	35	30	30	15
321.15 to 321.41.....	35	30	30	15	289.04 to 286.01.....	40	30	30	15
321.41 to 336.39 (Flanigan).....	40	30	30	15	286.01 to 285.69.....	35	30	30	15
336.39 to 336.41 (crossing).....	20	20	20	15	285.69 to 280.00.....	40	30	30	15
336.41 to 357.64.....	40	30	30	15	280.00 to 276.77.....	40	35	30	15
357.64 to 358.70.....	15	15	15	15	276.77 to 275.86 (junction switch).....	40	30	30	15
					275.86 to 275.92 (jet. switch & crossover).....	15	15	15	10
					275.92 to 276.10.....	40	30	30	15
EASTWARD, WENDEL TO WESTWOOD:					WESTWARD, WESTWOOD TO WENDEL:				
MP MP					MP MP				
358.70 to 379.23.....	25	25	25	15	411.30 to 407.20 (Mason).....	35	30	30	15
379.23 to 385.75.....	20	20	20	15	407.20 to 405.00.....	25	25	25	15
385.75 to 387.25.....	25	25	25	15	405.00 to 401.00.....	20	20	20	15
387.25 to 393.50.....	20	20	20	15	401.00 to 397.40.....	25	25	25	15
393.50 to 394.75.....	25	25	25	15	397.40 to 394.75.....	20	20	20	15
394.75 to 397.40.....	20	20	20	15	394.75 to 393.50.....	25	25	25	15
397.40 to 401.00.....	25	25	25	15	393.50 to 387.25.....	20	20	20	15
401.00 to 405.00.....	20	20	20	15	387.25 to 385.75.....	25	25	25	15
405.00 to 407.20 (Mason).....	25	25	25	15	385.75 to 379.23.....	20	20	20	15
407.20 to 411.30 (Westwood).....	35	30	30	15	379.23 to 358.70.....	25	25	25	15

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

SPECIAL INSTRUCTIONS—WADSWORTH SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Territories			
		Fernley and Wendel	Wendel and Susanville	Susanville to Mason	Mason to Susanville
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....
DF-1 DF-1 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	..... 10000..... 4375..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	1350 2050 2625 1900 2300 2475 2575	1550 2325 3050 2275 2700 2825 2925	285 455 590 400 450 500 525	535 825 1050 750 900 950 1000
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	1700 2450 2100 2650 2650 2650 2450	1950 2800 2375 3075 3075 3075 2800	340 500 400 550 550 550 500	650 950 800 1050 1050 1050 950
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459..... 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	3000 2725 2850 1825 2500	3400 3100 3250 2075 2850	750 575 600 370 525	1175 1075 1100 700 975
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	..... ..... 3625 3775 3775 3200 3075	..... ..... 4000 4300 3650 3500	..... ..... 825 825 675 650	..... ..... 1475 1475 1250 1200
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	4300 4975 7500 ①7950	..... ..... ..... 7500 ①9750	..... ..... ..... 2000 ①1900	..... ..... ..... 2700 ①3375
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	4250	4850	850	1625

①Applies to engs. 4126 to 4294 only.

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—ALTURAS SUBDIVISION

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
391.18 Crest.....	393.98
396.97 Ravendale.....	398.13
421.30 Sage Hen.....	424.32
454.93 Alturas.....	461.23
..... (Lakeview Branch).....	460.19

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:
Wendel..... For Alturas Subdivision.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Mast Approaching	Authorizes and Requires Movement as Follows
T at MP 359.08 Wendel	If letter "T" is illuminated stop and call operator at Wendel for instructions. If letter "T" not illuminated, proceed to fouling point of roundhouse lead unless hand signal received for movement into yard track.

GENERAL REGULATIONS

RULE 827. 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 train for indication 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 150 tons, beginning at head end of train,
Crest to Wendel... One retainer for each 75 tons,
Sage Hen to Likely... One retainer for each 75 tons.

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.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, WENDEL TO ALTURAS.					WESTWARD, ALTURAS TO WENDEL.				
MP MP					MP MP				
357.64 to 358.70.....	15	15	15	15	456.79 to 454.66.....	25	25	25	15
358.70 to 361.00.....	30	30	30	15	454.66 to 438.00.....	30	30	30	15
361.00 to 365.65.....	20	20	20	15	438.00 to 418.75.....	20	20	20	15
365.65 to 375.00.....	30	30	30	15	418.75 to 395.00.....	30	30	30	15
375.00 to 395.00.....	20	20	20	15	395.00 to 375.00.....	20	20	20	15
395.00 to 418.75.....	30	30	30	15	375.00 to 365.65.....	30	30	30	15
418.75 to 438.00.....	20	20	20	15	365.65 to 361.00.....	20	20	20	15
438.00 to 454.66.....	30	30	30	15	361.00 to 358.70.....	30	30	30	15
454.66 to 456.79.....	25	25	25	15	358.70 to 357.64.....	15	15	15	15

FREIGHT TRAINS

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

Viewland..... Westward freight trains, only if continuity of brake pipe is changed or broken between Crest and Viewland.

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: Ravendale.

RULE 33. Tonnage of freight trains between Sage Hen and Madeline must not exceed 80 tons per operative brake, and between Crest and Karlo, Viewland and Wendel, Sage Hen and Likely must not exceed 65 tons per operative brake.

PASSENGER TRAINS

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.

AC class engines must not be coupled with each other when running light.

5. Helper service:

On Alturas Subdivision not more than one engine will be placed immediately ahead of caboose in westward trains west of Sage Hen.

When AC class engines are used as helpers they will be placed in rear of train and separated from each other and from other engines by at least 15 cars.

10. Load limit (car and contents):

Wendel-Alturas..... 251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

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

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Likely to Sage Hen	Sage Hen to Ravendale	Alturas to Likely	Ravendale to Crest	Karlo to Viewland
		Viewland to Karlo to Crest	Crest to Karlo Viewland to Wendel Viewland to Karlo Crest to Madeline Sage Hen to Alturas		Madeline to Sage Hen	
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017 6000 to 6004, 6018 6005 to 6016 6019 to 6027	.....	.....	.....	.....	.....
DF-1 DF-1 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137 6138 to 6377 5200 to 5202 5203 to 5249, 5253 to 5278 5250 to 5252 5100 to 5118 4600 to 4603	①5150 1250	10000 5000	10000 4400	6200 2050	10000 3175
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032 1300 to 1441, 1464 to 1485 1442 to 1463 1900 to 1903 1617 to 1713 1721 to 1803, 1824, 1825 1804 to 1822, 1826 to 1830, 1836 1832 to 1835	400 625 750	4000 4000 4000	1375 2050 2650	400 625 1075	1375 2050 2050
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252 2301 to 2310 2296 2312 to 2362 2363 to 2370, 2372 to 2384 2371 2105	500 725 600 800 800 800 725	2250 3250 2800 3550 3550 3550 3250	1725 2475 2100 2725 2725 2725 2475	675 965 800 1075 1075 1075 965	1250 1825 1500 2000 2000 2000 1825
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411 2428 to 2433, 2439 to 2452, 2459 2407 2402, 2409, 2410, 2414 2419, 2436 2453, 2454, 2458 2476, 2477 2461 to 2474, 2478 to 2483 2475, 2484 to 2491 3122 to 3127	...................................	...................................	...................................	...................................	...................................
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469 3400 to 3409 3410 to 3426 2937 to 2952 2914 to 2923	750 825 850 525 750	4000 3600 3750 2400 3300	3000 2750 2875 1825 2525	1150 1100 1125 700 1000	2025 2065 2100 1325 1875
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025 3002 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297, 3298	..... 900 900 900 950 925	..... 5250 5250 5250 4225 4050	..... 3850 3850 3850 3225 3100	..... 1500 1500 1500 1275 1230	..... 2500 2500 2500 2625 2475
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652 3653 to 3769 3930 4100 to 4125 3800 to 3811, 4126 to 4294	1275 1500 2200 ②2375	5650 6500 10250 ②10900	4325 5000 7900 ②8350	1700 2050 2700 ②3000	3185 3550 5250 ②5900
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376 4385 to 4389 4401 to 4415 4416 to 4469 5000 to 5048	1225	5350	4275	1635	3060

①Rating Likely to Sage Hen 5450. ②Applies to engines 4126 to 4294 only.

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: Hazen, on Mina Subdivision.

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

Hazen (Mina Branch)	289.47
" (Fallon Branch)	289.23
327.10 Wabuska	328.89
383.12 Thorne	385.63
415.36 Mina	418.00
302.86 Fallon	304.63

RULE 99-C will apply on Mina and Fallon Branches.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:
Hazen (Mina Branch)..... For controlled siding.
Hazen (Fallon Branch)..... For Mina Branch.
Normal position of switch to spur track at west end of siding at Luning is for the spur instead of for siding.

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

AIR BRAKE RULES

RULE 17. Steam powered freight and mixed trains: Retaining valves will be turned up as follows:
Reservation to Schurz: Trains averaging 50 tons or more per car, one retaining valve will be used for every 75 tons in train.
Diesel powered freight and mixed trains:

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column: 1	2	3	4	Column: 1	2	3	4		
EASTWARD, HAZEN TO MINA.				WESTWARD, MINA TO HAZEN.					
MP MP				MP MP					
288.35 to 307.50	25	25	25 15	417.00 to 393.80	25	25	25 15		
307.50 to 310.35	20	20	20 15	393.80 to 391.80	20	20	20 15		
310.35 to 316.40	25	25	25 15	391.80 to 383.00	25	25	25 15		
316.40 to 328.00	20	20	20 15	383.00 to 371.08	20	20	20 15		
328.00 to 329.30	25	25	25 15	371.08 to 369.83	25	25	25 15		
329.30 to 349.67	20	20	20 15	369.83 to 361.50	20	20	20 15		
349.67 to 349.76	15	15	15 15	361.50 to 357.50	25	25	25 15		
349.76 to 357.50	20	20	20 15	357.50 to 349.76	20	20	20 15		
357.50 to 361.50	25	25	25 15	349.76 to 349.67	15	15	15 15		
361.50 to 369.83	20	20	20 15	349.67 to 329.30	20	20	20 15		
369.83 to 371.08	25	25	25 15	329.30 to 328.00	25	25	25 15		
371.08 to 383.00	20	20	20 15	328.00 to 316.40	20	20	20 15		
383.00 to 391.80	25	25	25 15	316.40 to 310.35	25	25	25 15		
391.80 to 393.80	20	20	20 15	310.35 to 307.50	20	20	20 15		
393.80 to 417.00	25	25	25 15	307.50 to 288.35	25	25	25 15		
EASTWARD, HAZEN TO FALLON.				WESTWARD, FALLON TO HAZEN.					
288.35 to 303.90	25	25	25 15	303.90 to 288.35	25	25	25 15		

Retaining valves need not be turned up on diesel powered freight and mixed trains Reservation to Schurz if tonnage is in excess of 6500 tons with dynamic brakes on four power plants operative, or if tonnage is in excess of 5000 tons with dynamic brakes on 3 power plants operative, or if tonnage is in excess of 3000 tons with dynamic brakes on two power plants operative, or if less than 2 power plants in operation, one retaining valve will be turned up for each 100 tons in train.

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

FREIGHT TRAINS

RULE 25. Eastward freight and mixed trains:

Rear end air test must be made in accordance with paragraph (b) at Reservation on freight and mixed trains using retaining valves.

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

MISCELLANEOUS

10. Load limit (car and contents):

Hazen-Fallon	169,000 pounds
Hazen-Mina	210,000 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
295.05	Bango	Government canal bridge Side
302.08	Fallon	Carson River bridge Side
302.50	Fallon	Government canal bridge Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers, turnouts and slip-switches, except:	10
Mk-2, 4 class engines using sidings at Rugby and Wabuska	8

SPECIAL INSTRUCTIONS—MINA SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Hazen and Wabuska	Wabuska and Mina	Hazen and Fallon
DF-1 to 7	6138 to 6377.....	11150	6050	.....
DF-100	5200 to 5202.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	3075	②1875	4600
DF-109	5250 to 5252.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....	.....
DF-300	4600 to 4603.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	950	495	1175
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	1450	775	1775
DS-110	1442 to 1463.....	1875	975	3125
DS-200, 201	1900 to 1903.....	.....	.....	.....
M-4	1617 to 1713.....	1350	700	1625
M-6, 8	1721 to 1803, 1824, 1825.....	1650	865	1925
M-9	1804 to 1822, 1826 to 1830, 1836.....	1750	900	2000
M-10	1832 to 1835.....	1825	950	2100
T-1	2248, 2252.....	1200	600	1400
T-23	2301 to 2310.....	1725	915	2000
T-26	2296.....	1475	750	1750
T-28, 31	2312 to 2362.....	1900	1005	2225
T-32	2363 to 2370, 2372 to 2384.....	1900	1005	2225
T-40	2371.....	.....	.....	.....
T-37	2105.....	1750	900	2000
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459.....	.....	.....	.....
P-1	2407.....	.....	.....	.....
P-4	2402, 2409, 2410, 2414, 2419, 2436.....	.....	.....	.....
P-6	2453, 2454, 2458.....	.....	.....	.....
P-7	2476, 2477.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491.....	.....	.....	.....
P-12	3122 to 3127.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	2100	1100	2425
C-18	3400 to 3409.....	1950	1000	2250
C-19	3410 to 3426.....	2025	1050	2325
TW-2, 3	2937 to 2952.....	1275	650	1500
TW-8	2914 to 2923.....	1775	925	2050
A-3	3025.....	.....	.....	.....
A-6	3002.....	.....	.....	.....
Mk-2, 4	3201 to 3240.....	2375	1225	①2750
Mk-5, 6	3241 to 3277.....	2675	1375	①3100
Mk-7, 8, 9	3300 to 3324.....	.....	.....	.....
Mk-10	3295.....	2275	1175	2625
Mk-11	3297, 3298.....	2175	1150	2500

①Applies only to engs. 3201, 3203, 3204, 3205, 3206, 3213, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3272.
 ②Applies Mina to Wabuska. Rating Wabuska to Mina 2125.

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