

# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

## TIME TABLE

FOR THE

# SALT LAKE DIVISION

To Take Effect Friday, August 1, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,  
General Manager.

F. L. BURCKHALTER,  
Assistant General Manager.

R. L. RUBY,  
Superintendent of Transportation.









Capacity of sidings in carlengths.	SECOND CLASS					FIRST CLASS			
	276	272	316	258	280	10	20	22	42
	Fast Freight	Fast Freight	Local Freight	Fast Freight	Fast Freight	Atlantic Express	Pacific Limited	St. Louis Express	San Francisco Overland Limited
Yard PFWBKT	Leave Daily	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
87 P									
102 P									
105 P									
76 P									
146 PW									
86 P									
102 P									
103 P									
93 PW									
106 P									
87 P									
51 P									
119 PW									
60 P									
162 P									
85 I	10.34PM	4.53PM	1.00PM	11.00AM	5.31AM	f 10.44PM	12.16PM	10.43AM	7.26AM
Yard PFWYBK	10.57	5.23	1.15PM	11.30	5.51	s 10.57	f 12.25	s 10.53	7.34
P	11.19	5.38		11.45AM	6.05	f 11.07	12.33	11.01	7.42
P	11.34	5.53		12.01PM	6.18	f 11.13	12.39	11.08	7.48
138 PY	11.51	6.23		12.18	6.34	f 11.22	12.49	11.19	7.57
102 PW	11.59PM	6.32		12.26	6.42	f 11.29	12.55	11.25	8.02
102 P	12.08AM	6.41		12.48	6.51	f 11.37	1.02	11.32	8.08
102 P	12.17	6.50		1.08	7.00	f 11.44	1.08	11.38	8.14
102 P	12.26	6.59		1.17	7.09	f 11.51	1.15	11.46	8.20
102 P	12.38	7.11		1.29	7.21	f 11.58PM	1.22	11.54AM	8.27
121 PYW	12.47	7.20		1.38	7.30	f 12.05AM	1.28	12.01PM	8.32
48 PW	1.07	7.40		1.58	7.50	s 12.19	1.34	s 12.15	8.38
						f			
89 PW	1.24	7.57		2.15	8.07	f 12.30	1.42	12.23	8.46
P						f 12.37	1.48	12.29	8.52
	1.47	8.20		2.38	8.30	f 12.42	1.52	12.34	8.55
						f			
P						f 12.50	2.00	12.42	9.01
Yard PFWYBK	2.15AM	8.45PM		3.05PM	8.55AM	s 12.55AM	s 2.05PM	s 12.47PM	s 9.05AM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

See Western Pacific current time table for eastward Southern Pacific schedules between Carlin and Alazon.

Distance from San Francisco	Time Table No. 26										Distance from Montello
	August 1, 1924										
	STATIONS										
534.5	TO-R	CARLIN	3.0	s 7.06AM	s 1.10PM	s 3.21PM	s 5.25PM	s 8.30PM	s 9.01PM		127.4
537.5		VIVIAN	2.8	7.00	1.03	f 3.14	5.20	8.24	8.55		124.4
540.3		TONKA	4.2	f 6.54	12.58	f 3.09	5.16	8.19	8.50		121.6
544.5		MOLEEN	5.8	f 6.48	12.51	f 3.03	5.10	8.13	8.44		117.4
550.3		AVENEL	4.2	6.41	12.44	f 2.55	5.03	8.06	8.37		111.6
554.5		WEST ELKO	1.5	6.34	12.38	2.49	4.56	8.00	8.31		107.4
556.0	TO-R	ELKO	4.5	s 6.31	s 12.35	s 2.46	4.53	f 7.57	s 8.28		105.9
560.5		COIN	4.3	6.18	12.26	f 2.34	4.46	7.49	8.16		101.4
564.8		OSINO	3.0	f 6.12	12.20	f 2.28	4.40	7.43	8.10		97.1
567.8		RYNDON	5.6	6.06	12.14	f 2.22	4.35	7.37	8.04		94.1
573.4		ELBURZ	3.3	f 5.56	12.05PM	f 2.13	4.26	7.28	7.55		88.5
576.7	TO	HALLECK	4.5	f 5.49	11.59AM	f 2.07	4.21	7.23	7.50		85.2
581.2		RASID	4.1	5.41	11.53	f 2.00	4.15	7.17	7.44		80.7
585.3		NATCHEZ	4.3	5.33	11.48	f 1.54	4.09	7.11	7.39		76.6
589.6	TO	DEETH	4.5	s 5.26	11.43	f 1.47	4.04	7.05	7.33		72.3
594.4		NARDI	4.7	5.19	11.37	f 1.40	3.58	6.59	7.27		67.5
599.1		TULASCO	4.5	f 5.12	11.31	f 1.34	3.53	6.52	7.21		62.8
603.6	TO-R	ALAZON	3.9	f 5.05AM	11.25	f 1.28	3.48	6.46	7.15PM		58.3
607.5	TO-R	WELLS	3.6		f 11.19	s 1.21	3.42	6.38			54.4
611.1		KAW (No Siding)	2.3		11.13	f 1.11	3.37	6.33			50.8
613.4		CEDAR (No Siding)	3.0		11.08	f 1.06	3.32	6.28			48.5
616.4	TO-R	MOOR	3.7		11.03	f 1.01	3.27	6.23			45.5
620.1		ANTHONY	4.0		10.58	f 12.55	3.22	6.18			41.8
624.1		HOLBORN	3.4		10.52	f 12.48	3.16	6.12			37.8
627.5		FENELON	4.3		10.46	f 12.41	3.11	6.06			34.4
631.8		PEQUOP	5.0		10.39	f 12.33	3.05	6.00			30.1
636.8		ICARUS	3.8		10.31	f 12.25	2.58	5.52			25.1
640.6	TO-R	VALLEY PASS	4.2		10.25	f 12.16	2.52	5.44			21.3
644.8	TO	COBRE	1.6		10.18	s 12.07PM	2.46	5.36			17.1
646.4		OMAR (No Siding)	3.4			f					15.5
649.8		LORAY	3.1		10.08	f 11.47AM	2.35	5.26			12.1
652.9		TIOGA (No Siding)	2.4		10.02	f 11.40	2.29	5.20			9.0
655.3		ULLIN (No Siding)	2.1		9.56	f 11.34	2.24	5.14			6.6
657.4		NOBLE (No Siding)	2.2		9.48	f 11.28	2.19	5.08			4.5
659.6		BANVARD (No Siding)	2.3			f					2.3
661.9	TO-R	MONTELLO			9.39AM	11.15AM	2.10PM	4.57PM			0.0

Block Signals

Double Track

Double Track

(3.41)	(3.53)	(0.15)	(4.05)	(3.24)	(2.11)	(1.49)	(2.04)	(1.39)	.....Time over District.....	(1.59)	(3.31)	(4.06)	(3.15)	(3.33)	(1.41)	(5.05)
15.83	15.01	15.60	14.8	17.18	26.70	32.09	28.20	35.23	.....Average Speed per Hour.....	35.74	36.23	31.07	39.20	35.88	41.05	16.96

Westward trains are superior to trains of the same class in the opposite direction. No. 9 is superior to trains of the same class in the same direction. Westward first class trains must clear No. 9 five minutes. All trains except first-class must clear No. 9 ten minutes in both directions.

Schedule time and train orders will apply at the end of double track at Moor and Valley Pass.

ADDITIONAL STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
1	Elko	Reno
1	Wells	Reno
42	Any Station	Cheyenne
20	Any Station	Ogden and beyond

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
1	Any Station	Cheyenne
1	Elko	Ogden
19	Any Station	Cheyenne

Capacity of sidings in carlengths.	Yard PFWYBK
	82
54	123P
112	PWY
103	P
101	P
102	P
102	P
135	PW
101	P
102	P
99	P
133	PY
152	P
102	PW
161	PF
106	P
127	P
102	P
103	P
113	PW
102	P
103	P
161	P
	P
131	P
	P
	Yard PFWYBK

WARD.

**SECOND CLASS**  
**61**  
Western Pacific  
Fast Freight  
Arrive Daily

9.35PM  
9.18  
9.10  
9.00  
8.37  
8.10PM  
Via WP Yard  
7.10PM  
6.55  
6.40  
6.25  
6.10  
6.00  
5.45  
5.30  
5.15  
5.00  
4.45  
4.30PM

Leave Daily  
(5.05)  
16.96

Passengers  
from (or beyond)  
Cheyenne  
Ogden  
Cheyenne

**EASTWARD**

**MONTELLO SUB-DIVISION**

**WESTWARD**

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Capacity of sidings in car lengths.	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 26 August 1, 1924	Distance from Ogden	FIRST CLASS				THIRD CLASS	
	280	276	210	272	258	20	22	2	10				19	21	9	1	211	
	Fast Freight	Fast Freight	Mixed	Fast Freight	Fast Freight	Pacific Limited	St. Louis Express	San Francisco Overland Limited	Atlantic Express				Pacific Limited	St. Louis Express	Fast Mail	San Francisco Overland Limited	Mixed	
Yard PWYBK	7.05PM	1.05PM	8.00AM	6.20AM	12.05AM	2.10PM	12.52PM	9.10AM	1.05AM	661.9	TO-R MONTELLO	120.4	121.3	s 9.34AM	s 11.10AM	s 2.05PM	s 4.52PM	s 5.30PM
62	7.20	1.20	f 8.11	6.35	12.20	2.19	f 1.02	9.19	f 1.16	668.3	TECOMA	114.0	114.9	9.24	f 10.58	1.57	4.42	f 6.08
54 128P	7.38	1.38	8.28	6.53	12.38	2.27	1.11	9.28	f 1.24	674.8	GARTNEY (Spur)	108.0	112.1	9.18	f 10.53	1.53	4.37	6.01
112 PWY	8.05	2.05	s 8.45AM	7.20	1.05	2.40	f 1.24	9.39	f 1.35	679.8	TO-R LUCIN	102.6		9.01	f 10.36	1.40	4.20	4.35PM
103 P	8.15	2.15		7.30	1.15	2.46	1.35	9.45	f 1.43	684.5	PIGEON	97.8		8.53	f 10.28	1.35	4.13	
101 P	8.23	2.23		7.38	1.23	2.52	1.43	9.51	f 1.50	688.8	TECK	98.5		8.47	f 10.20	1.30	4.07	
102 P	8.31	2.31		7.46	1.31	3.04	1.51	9.57	f 1.58	693.2	JACKSON	89.1		8.41	f 10.13	1.25	4.01	
102 P	8.39	2.39		7.54	1.39	3.10	1.58	10.03	f 2.06	697.6	BEPEO	84.7		8.35	f 10.03	1.20	3.55	
135 PW	8.54	2.54		8.09	1.54	3.10	f 2.06	10.09	f 2.15	702.1	TO LEMAY	80.2		8.29	f 9.52	1.15	3.49	
101 P	9.05	3.05		8.23	2.05	3.16	f 2.13	10.15	f 2.23	706.4	NEWFOUNDLAND	75.9		8.23	f 9.44	1.10	3.43	
102 P	9.13	3.13		8.32	2.13	3.22	2.20	10.21	f 2.30	711.1	GROOME	71.2		8.17	f 9.37	1.05	3.37	
99 P	9.22	3.30		8.41	2.22	3.30	2.29	10.28	f 2.38	716.8	ALLEN	66.0		8.10	f 9.30	12.59	3.30	
133 PY	9.30	3.45		8.49	2.30	3.38	f 2.36	10.34	f 2.46	720.7	HOGUP	61.6		8.04	f 9.24	12.54	3.24	
152 P	9.38	3.54		8.57	2.38	3.45	2.42	10.40	f 2.53	725.3	OLNEY	57.0		7.58	f 9.17	12.48	3.18	
102 PW	9.49	4.05		9.11	3.01	3.54	2.49	10.46	f 3.01	730.0	STRONGKNOB	52.3		7.52	f 9.11	12.43	3.12	
161 PF	10.04	4.18		9.24	3.19	4.04	f 2.59	10.54	f 3.10	735.6	TO LAKESIDE	46.7		7.46	f 9.04	12.37	3.04	
	10.18	4.32		9.38	3.33	4.16	3.12	11.06	3.24	740.0	TRESEND (No siding)	42.3		7.36	8.53	12.28	2.54	
106 P	10.23	4.37		9.43	3.38	4.19	3.15	11.09	3.27	741.1	ENGLE	41.2		7.33	8.50	12.25	2.51	
127 P	10.42	4.56		10.02	3.57	4.34	f 3.29	11.21	f 3.42	744.8	TO MIDLAKE	37.5		7.21	f 8.38	12.16	2.39	
102 P	11.09	5.23		10.29	4.24	4.51	3.47	11.38	f 3.59	750.1	COLIN	32.2		7.05	f 8.22	12.03PM	2.23	
103 P	11.27	5.41		10.47	4.42	5.04	4.02	11.52AM	f 4.14	755.2	SALINE	27.1		6.53	f 8.08	11.52AM	2.10	
113 PW	11.34	5.48		10.54	4.49	5.10	f 4.10	12.01PM	f 4.22	758.6	TO PROMONTORY PT.	23.8		6.48	f 8.02	11.48	2.06	
102 P	11.49PM	6.03		11.09	5.04	5.22	4.22	12.15	f 4.35	763.7	BAGLEY	18.6		6.37	f 7.50	11.40	1.55	
103 P	12.03AM	6.17		11.33	5.18	5.33	4.33	12.25	f 4.45	768.5	LITTLE MOUNTAIN	13.8		6.27	f 7.40	11.33	1.45	
161 P	12.10	6.24		11.40	5.25	5.40	4.39	12.34	f 4.51	772.5	REESE	9.8		6.21	f 7.34	11.28	1.40	
										774.9	CARVER (Spur)	7.4						
P	12.16	6.30		11.46	5.31	5.47	4.46	12.42	4.56	775.6	WEBER JOT (No siding)	6.8		6.16	7.28	11.24	1.35	
134 P	12.18	6.32		11.48	5.33	5.50	4.50	12.44	f 4.58	776.3	TO WEST WEBER	6.0		6.13	f 7.25	11.20	1.32	
										779.7	MARRIOTT (Spur)	2.6						
P	12.28	6.42		11.58AM	5.43	5.59	5.02	12.55	5.07	781.5	CECIL JUNCTION D. & R. G. Crossing	0.8		6.05	7.15	11.13	1.25	
Yard PWYBK	12.35AM	6.50PM		12.05PM	5.50AM	s 6.05PM	s 5.10PM	s 1.05PM	s 5.15AM	782.3	TO-R OGDEN	0.0		6.00AM	7.10AM	11.10AM	1.20PM	
	Arrive Daily	Arrive Daily	Arrive Tues.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon.	
	(5.30) 21.99	(5.45) 20.94	(0.45) 23.86	(5.45) 20.94	(5.45) 20.94	(3.55) 30.74	(4.18) 28.00	(3.55) 30.74	(4.10) 28.32		..... Time over District .....		(3.34) 34.00	(4.00) 30.35	(2.55) 41.59	(3.32) 34.33	(0.55) 20.50	
											..... Average speed per hour .....							

Westward trains are superior to trains of the same class in the opposite direction. No. 9 is superior to trains of the same class in the same direction. Westward first-class trains must clear No. 9 five minutes. All trains except first-class must clear No. 9 ten minutes in both directions.

Schedule time and train orders will apply at the end of double track at Lucin and Lakeside. The track north of the main track at Reese, Hogup and Olney and the track south of the main track at Midlake and Lemay is the siding and the second paragraph of Rule 5 applies at the switches of these tracks. Point derail located eastward main track 129 feet east home signal 6800 Lucin. Mariott spur connected to westward track. Rambo spur MP. 739.3 connected to westward track.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
1	Any Station	Discharge	Cheyenne Ogden and points beyond.	Cheyenne Cheyenne
19	Any Station	Discharge		
2	Any Station	Discharge		
20	Any Station	Receive		

**6 EASTWARD MONTELLO SUB-DIVISION WESTWARD**

Capacity of sidings in car lengths.	STATIONS	SECOND CLASS		Distance from San Francisco	Time Table No. 26 August 1, 1924	Distance from Ogden	SECOND CLASS	
		182	210				181	211
		Mixed	Mixed				Mixed	Mixed
		Leave Thursday Saturday	Leave Tuesday				Arrive Thursday Saturday	Arrive Monday
124 YWP			8.50AM	679.8	TO-R LUCIN 11.3	146.2	s 4.20PM	
56		f 9.28		691.6	BOVINE 8.2	184.4	f 3.40	
15 P		f 9.53		699.8	WATERORESS 2.3	126.2	f 3.15	
126				702.1	TERRACE 10.7	123.9		
38 Y		f 10.33		712.8	MATLIN 9.8	118.2	f 2.35	
43 Y		f 11.03		722.6	OMBEY 4.7	103.4	f 2.05	
51		f 11.18AM		727.3	PEPLIN 6.8	98.7	f 1.45	
108 PFYW		1.20PM	12.01PM	734.1	TO-R KELTON 9.8	91.9	f 12.50PM	f 1.20
		1.47	12.25	743.9	NELLA (Spur) 4.7	82.1	12.25	12.25
48		f 2.02	f 12.40	748.6	MONUMENT 3.0	77.4	f 12.13	f 12.13
P		f 2.11	f 1.00	751.6	KOSMO (Spur) 4.0	74.4	f 12.05PM	f 12.05PM
49		f 2.23	f 1.12	755.6	LAKE 9.4	70.4	f 11.55AM	f 11.55AM
49 W		s 2.53	s 1.37	765.0	ROZEL 7.9	61.0	s 11.30	s 11.30
117 P		s 3.18	s 1.57	772.9	PROMONTORY 5.9	53.1	s 11.10	s 11.10
48		f 3.36	f 2.12	778.8	SURBON 3.2	47.2	f 10.48	f 10.48
49 P		f 3.50	f 2.47	782.0	LAMPO 2.4	44.0	f 10.35	f 10.35
93 W		f 4.01	f 3.15	784.1	BLUE CRBEK 4.0	41.6	f 10.25	f 10.25
48		f	f	788.4	CONNOR 5.4	37.6	f	f
49		f	f	793.8	BALFOUR 2.7	32.2	f	f
47		f	f	796.6	DATHOL 1.6	29.6	f	f
				798.1	STOKES (Spur) 3.2	27.9		
61 P		s 5.25PM	s 5.25PM	801.3	TO-R CORINNE 1.6	24.7	9.40AM	9.40AM
				802.9	CORINNE JCT. 6.1	23.1		
				809.0	ENDA 7.2	17.0		
				816.2	BONNEVILLE 9.0	9.8		
				825.2	CECIL JCT. 6.8	0.8		
PFWTBK				826.0	TO-R OGDEN	0.0		
		Arrive Thursday Saturday	Arrive Tuesday		(146.9)		Leave Thursday Saturday	Leave Monday
		(4.05) 16.46	(8.35) 14.16		.....Time over District.....	(3.10) 21.22	(6.40) 18.23	

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

**EASTWARD MONTELLO SUB-DIVISION WESTWARD**

Capacity of sidings in car lengths.	STATIONS	Distance from Tecoma	Time Table No. 26 August 1, 1924	Distance from end of Track		
					SECOND CLASS	
					190	Mixed
127		0.0	TECOMA 4.3	4.3		
		4.2	COPPER CO.'S TIPPLE 0.1	0.1		
		4.3	TUTTLE	0.0		
			(4.3)			

**EASTWARD CARLIN SUB-DIVISION WESTWARD**

Capacity of sidings in car lengths.	STATIONS	SECOND CLASS		Distance from San Francisco	Time Table No. 26 August 1, 1924	Distance from Metropolis	THIRD CLASS	
		188	Local Freight				187	Local Freight
		Leave Thursday	Arrive Thursday				Arrive Thursday	Leave Thursday
162 P		11.15AM		599.1	R TULASCO 8.0	8.0	12.01PM	
164		11.30AM		607.1	R METROPOLIS	0.0	11.45AM	
		Arrive Thursday			(8.0)		Leave Thursday	
		(0.15) 30.00			.....Time over District.....	(0.16) 32.00		

Westward trains are superior to trains of the same class in the opposite direction.

**EASTWARD**

Capacity of sidings in car lengths.	STATIONS	Distance from end of Track	Time Table No. 26 August 1, 1924	Distance from end of Track		
					SECOND CLASS	
					190	Mixed
161		0.0	TECOMA 4.3	4.3		
55		4.2	COPPER CO.'S TIPPLE 0.1	0.1		
		4.3	TUTTLE	0.0		
			(4.3)			
51						
103						
51 W						
51						
20						
71 PFY				12.40PM		
129 PYW				s 1.05PM		
31						
33 P						
38						
63 W						
45						
31 P						
P						
40 P						
87						
53						
43						
W						
38 P						
33						
Yard PFWYBK						
				Arrive Daily		
				(0.25) 27.84		



MINA SUB-DIVISION

WESTWARD

EASTWARD

WESTWARD

EASTWARD

(Narrow Gauge)

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 26		Distance from Mina	FIRST CLASS		THIRD CLASS		Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 26		Distance from Keeler	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	190		24			August 1, 1924			23		189			196			124			123			195		191		179	
	Mixed		Tonopah Express Mixed			STATIONS	Arrive Daily Ex. Sunday		Arrive Daily	Mixed	Freight	Mixed		Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Tuesday Thursday Saturday	Lv. Tuesday Thursday Saturday		Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Ar. Monday Wednesday Friday	Ar. Monday Wednesday Friday	Ar. Monday Wednesday Friday	Ar. Monday Wednesday Friday	
TYWFPBK 161			8.35PM	288.1	TO-R HAZEN 4.8	128.9	s 5.25PM			7.00AM	3.10AM	417.0	TO-R MINA 2.5	159.5	s 11.30AM		s 7.00PM											
55		f	8.45	292.9	BANGO 2.3	124.1	f 5.10			f 7.10	f 3.20	420.5	SODAVILLE (Spur) 4.5	156.0	f 11.20		f 6.45											
		f	8.50	295.2	LAHONTAN (Spur) 1.0	121.8	f 5.02			f	f	425.0	RHODES (Spur) 1.0	151.5	f		f											
		f		296.2	LAMAR (Spur) 1.7	120.8	f			s 7.30	s 3.35AM	426.0	TO-R TONOPAH JCT. 6.4	150.5	11.05AM		s 6.30											
51		f	8.55	297.9	RUGBY 4.0	119.1	f 4.53			f 8.00		432.4	BELLEVILLE 3.0	144.1			f 6.00											
103		f	9.05	302.5	HAWES 4.5	114.5	f 4.41			f 8.15		435.4	FILBEN 3.3	141.1			f											
51 W		f	9.15	307.0	APPIAN 5.5	110.0	f 4.30			f		438.7	LITTLE SUMMIT (Spur) 6.1	137.8			f											
51		f	9.26	312.5	PAWNEE 1.3	104.5	f 4.11					444.8	RAYDEL (Spur) 5.6	131.7														
20		f		313.8	WEEKS 2.6	103.2	f			s 9.20		450.4	BASALT 7.7	126.1			s 4.40											
71 PFY	12.40PM	s	9.35	316.4	TO-R CHURCHILL 11.4	100.6	s 4.00			s 10.00		458.1	MT. MONTGOMERY 8.6	118.4			s 4.00											
				327.8	N. C. B. CROSSING 0.3	89.2				s 10.50		466.7	QUEEN 2.1	109.8			s 3.20											
129 PYW	s 1.05PM	s	10.10	328.0	TO-R WABUSKA 2.9	89.0	s 3.30			s 11.33AM		468.8	STATE LINE 7.2	107.7														
				331.9	LUX (Spur) 2.7	85.1				f 12.10PM		476.0	TO BENTON 11.0	100.5			s 2.35											
31		f	10.44	334.6	MOQUIST 9.1	82.4	f 2.53					487.0	HAMMIL 2.4	89.5			f 1.55											
33 P		f	11.03	343.7	RIO VISTA 4.0	78.3	f 2.34			f 12.25		489.4	DEHY (Spur) 1.9	87.1			f											
38		f	11.14	347.7	RESERVATION 1.6	69.3	f 2.26			f 12.25		491.8	SHEALY (Spur) 7.8	85.2			f 1.35											
				349.3	ZAIS (Spur) 4.9	67.7				f 1.00		499.1	CHALFANT 7.7	77.4			f 1.10											
63 W		s	11.45PM	354.2	TO SCHURZ 7.2	62.8	s 2.12			2.30PM	7.00AM	506.8	TO-R LAWS 2.8	69.7			s 12.10PM	12.40PM	11.30AM									
45		f	12.03AM	361.4	STUCKEY 5.9	55.6	f 1.53			f 2.40	7.10	509.6	POLITA (No Siding) 2.1	66.9			f 11.57AM		11.10									
31 P		f	12.18	367.3	GILLIS 2.0	49.7	f 1.41			f 2.48	7.25	511.7	BIGELOW 4.4	64.8			f 11.50		10.55									
P		f		369.8	NOLAN (Spur) 7.3	47.7	f			f 3.00	7.50	516.1	BLACK CANYON 6.6	60.4			f 11.40		10.40									
40 P		f	12.37	376.6	MAGNUS 2.2	40.4	f 1.21			s 3.30	8.45	522.7	TO ZURICH 2.8	58.8			s 11.25		10.15									
				378.8	WALKER (Spur) 5.6	38.2				f 3.45	9.00	525.5	MONOLA 3.9	51.0			f 11.10		9.45									
37		s	1.05	384.4	TO THORNE 5.0	32.6	s 1.05			f 3.57	9.15	529.4	ELNA 6.8	47.1			f 11.00		9.30									
33		f	1.20	389.4	DOVER 4.6	27.6	f 12.53			f 4.15	9.40	536.2	ABERDEEN 14.1	40.3			f 10.45		9.10									
42		f	1.30	394.0	KINKHEAD 3.6	23.0	f 12.43			s 4.55	10.15	550.3	TO KEARSARGE 4.9	26.2			s 10.15		8.30									
W		f		397.6	ACOME TANK (No Siding) 3.5	19.4	f			f 5.10	11.10AM	555.2	MANZANAR 4.6	21.3			f 9.56		8.05									
38 P		f		401.1	ACME 7.1	15.9	f 12.23			s 5.40	12.35PM	559.8	TO OWENYO 2.9	16.7			s 9.40		7.45									
33		s	2.10	408.2	LUNING 8.8	8.8	f 12.08PM			f 5.55	12.50	563.7	MT. WHITNEY 5.0	12.8			f 9.00		6.50									
Yard PFWYBK		s	2.35AM	417.0	TO-R MINA	0.0	11.50AM			f		568.7	ALIOO (Spur) 1.5	7.8			f											
	Arrive Daily		Arrive Daily Ex. Monday		(128.9)		Leave Daily Ex. Sunday		Leave Daily			570.2	DOLOMITE (Spur) 1.2	6.3			f											
	(0.25) 27.34		(6.00) 21.43		.....Time over District.....		(5.35) 23.09		(0.25) 27.34			571.4	MOCK (Spur) 0.8	5.1			f											
					.....Average speed per hour.....							572.2	TRAMWAY 4.3	4.3			f 8.35		5.50									
												576.5	TO-R KEELER	0.0			8.20AM		5.30AM									
	Arrive Daily Ex. Sunday		Ar. Tuesday, Thursday Saturday				Ar. Tuesday, Thursday Saturday		Arrive Daily Ex. Monday				(159.5)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Monday, Wednesday, Friday	Lv. Monday, Wednesday, Friday									
	(4.10) 16.72		(6.55) 10.07				(8.30) 13.32		(0.25) 21.60																			
					.....Time over District.....		(0.25) 21.60		(3.50) 18.18																			
					.....Average speed per hour.....																							

Westward trains are superior to trains of the same class in the opposite direction.

**8 EASTWARD MINA SUB-DIVISION WESTWARD**

Capacity of sidings in car lengths.	SECOND CLASS			Distance from San Francisco	Time Table No. 26 August 1, 1924	Distance from Churchill	THIRD CLASS				
	190 Mixed	Leave Daily	190				189 Mixed	Arrive Daily	189	Arrive Daily	189
71 BKPFY		10.40AM	342.4	TO-R MOUND HOUSE	26.0	s 4.25PM					
			339.0	GOLDY (Spur)	22.6						
20 W		s 11.10	336.4	TO DAYTON	20.0	s 3.50					
			334.1	RANDALL (Spur)	17.7						
		f	330.2	CANTY (Spur)	13.8	f					
		f	327.4	SPUR A (Spur)	11.0	f					
		f 11.57AM	324.8	CLIFTON (Spur)	8.4	f 2.50					
		f	322.3	LYON (Spur)	5.9	f					
		f	320.7	TUGELA (Spur)	4.3	f					
Yard PFY		s 12.35PM	316.4	TO-R CHURCHILL	0.0	2.10PM					
		Arrive Daily				Leave Daily					
	(1.55)			.....Time Over District.....		(2.15)					
	13.56			.....Average Speed per Hour.....		11.55					

**EASTWARD MINA SUB-DIVISION (NARROW GAUGE) WESTWARD**

Capacity of sidings in car lengths.	Distance from Filben	Time Table No. 26 August 1, 1924	Distance from Candalaria	STATIONS		
				0.0	5.5	0.0
Y						
P	5.5					

**EASTWARD MINA SUB-DIVISION WESTWARD**

Capacity of sidings in car lengths.	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 26 August 1, 1924	Distance from Fallon	SECOND CLASS		THIRD CLASS
	204 Motor	202 Mixed	206 Motor	203 Motor	201 Mixed	205 Motor						
										203	201	205
BKPTFWY	5.40PM	12.40PM	6.35AM	288.1	TO-R HAZEN	15.8	s 8.10AM	s 5.20PM	s 7.25PM			
59	f 5.53	f 12.56	f 6.48	298.5	MAHALA	10.4	f 7.57	f 5.04	f 7.12			
61	f 6.05	f 1.09	f 7.00	298.1	MIRAGE	6.8	f 7.45	f 4.51	f 7.00			
	f	f	f	300.9	SANLAN (Spur)	3.0	f	f	f			
Yard PWY	s 6.20PM	s 1.25PM	s 7.15AM	303.9	TO-R FALLON	0.0	7.30AM	4.35PM	6.45PM			
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily			
	(0.40)	(0.45)	(0.40)		.....Time Over District.....		(0.40)	(0.45)	(0.40)			
	23.70	21.06	23.70		.....Average Speed per Hour.....		23.70	21.06	23.70			

**EASTWARD SUSANVILLE SUB-DIVISION WESTWARD**

Capacity of sidings in car lengths.	SECOND CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 26 August 1, 1924	Distance from Westwood	FIRST CLASS	SECOND CLASS	
	198 Local Freight	184 Susanville Local Freight	6 Nevada Express				5 Nevada Express	183 Susanville Local Freight	197 Local Freight
244 PYB		10.15PM	8.42AM	276.1	TO-R FERNLEY	135.2	s 6.21PM	2.45AM	
W		10.30	s 8.51	278.1	TO WADSWORTH	133.2	s 6.10	2.20	
68 Y		10.45	f 8.58	281.2	DODGE	130.1	f 6.04	1.55	
64		11.15	f 9.13	290.5	NUMANA	120.8	f 5.48	1.25	
22		11.35	f 9.23	295.5	LIBBY	115.8	f 5.39	1.18	
66		11.50PM	f 9.30	299.4	HESLIP	111.9	f 5.32	1.05	
		12.05AM	f 9.40	304.8	ROMOLO (Spur)	106.5	f 5.21	12.45	
97 W		12.25	f 9.48	308.2	SUTCLIFFE	103.1	f 5.14	12.25	
65		12.50	f 10.04	316.6	BRISTOL	94.7	f 4.58	12.01AM	
24 W		1.05	f 10.16	321.8	BIG CANYON	89.5	f 4.47	11.40PM	
64		1.20	f 10.24	326.1	ZENOBIA	85.2	f 4.38	11.20	
65		1.38	f 10.36	332.8	ASTOR	78.5	f 4.27	11.05	
64		1.45	f 10.41	335.6	EASTON	75.7	f 4.21	10.55	
		1.52	f 10.44	336.4	TO FLANIGAN (No Siding)	74.9	f 4.18	10.50	
88		2.20	f 10.59	345.2	STACY	66.1	f 4.03	10.20	
100		2.50	f 11.14	354.8	AMEDEE	56.5	f 3.46	9.50	
76 PW		3.45	s 11.20	358.3	TO WENDEL	53.0	s 3.35	9.30	
			f	361.6	ANTOLA (No Siding)	49.7	f		
128		4.38	s 11.50	367.1	TO LITCHFIELD	44.2	s 3.10	8.20	
138		5.00	f 12.02PM	374.9	LEAVITT	36.4	f 2.56	7.50	
				379.7	GEIGER (Spur)	31.6			
Yard PYFW	11.20AM	5.30AM	12.16	381.4	SUSANYARD	29.9	2.43	7.30PM 10.20AM	
20 BKP	11.25AM		s 12.35	381.9	TO-R SUSANVILLE	29.4	s 2.38	10.15	
69	12.05PM		f 1.00	390.1	BUNNEL	21.2	f 2.11	9.35	
64 W	12.30		f 1.20	394.8	GOU MAZ	16.5	f 1.59	9.15	
71 Y	12.55		f 1.45	400.1	WESTWOOD JCT.	11.2	f 1.45	8.50	
			f	402.3	LASCO	9.0	f		
64	1.32		f 2.02	406.6	FACHT	4.7	f 1.32	8.20	
65			f 2.15	410.1	CONMAN	1.2	f 1.25	8.08	
Yard PWYBK	2.05PM		s 2.20PM	411.3	TO-R WESTWOOD	0.0	1.20PM	8.00AM	
	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		(135.2)	Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	
	(2.45)	(7.15)	(5.38)		.....Time Over District.....	(5.01)	(7.15)	(2.20)	
	10.87	14.52	24.00		.....Average Speed per Hour.....	26.95	14.52	12.81	

(2.45) (7.15) (5.38) .....Time Over District..... (5.01) (7.15) (2.20)  
 10.87 14.52 24.00 .....Average Speed per Hour..... 26.95 14.52 12.81

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Train	At	Receive or Discharge	
203 204 205 206	Leetville	Receive and discharge	

Westward trains are superior to trains of the same class in the opposite direction.

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# "SAFETY FIRST"

# SPECIAL INSTRUCTIONS

### THE FOLLOWING APPLICATION AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

**RULE 2.** The following are designated Watch Inspectors:  
 S. A. Pope, Supervisor Time Service.....65 Market Street, San Francisco  
 Sparks.....Adams & Davidson Co.  
 Winnemucca.....Krenkel & Bosch  
 Ogden.....J. S. Lewis & Co.

**RULE 10 (G).** Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

**RULE 72.** When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of same class in the opposite direction.

**RULE 83.** Train registers are not maintained at Cecil Jct., Weber Jct., Tresend and Lakeside. Trains may identify each other on double track between Cecil Jct. and Weber Jct. and between Tresend and Lakeside. Trains approaching on double track in this territory will reduce speed to Twenty (20) miles per hour in order that positive identification may be made by all Trainmen and Enginemen.

Should there be any doubt due to weather conditions or otherwise, as to the proper identification of superior trains, or signals displayed, trains between these points must not proceed from double to single track without first obtaining information from train dispatcher as per Rule 83.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:  
 Lucin.....Westward regular trains.  
 Valley Pass.....Eastward regular trains.  
 Moor.....Westward regular trains.  
 Wells.....Nos. 1, 2, 9, 19 and 20.  
 Rose Creek.....Westward regular trains.  
 Oreana.....Eastward regular trains.  
 Hazen.....Nos. 1, 2 and 9.

### MISCELLANEOUS

1. Running inspection must be made of all passenger equipment when pulling out of sidings and when passing to single or double track at points where switches are handled by trainmen.

2. Eastward freight trains will stop at Clark, Thisbe or Gilpin, Rose Creek, Tioga, Lucin, Appian, and Numana; and westward freight trains at Elburz, Beowawe, Oreana, Kinkead, Litchfield and Bunnel for trainmen to inspect their train.

3. Eastward trains stop at MP 462 and MP 471 on Mina-Keeler line 5 minutes and at Queen 10 minutes for wheels to cool and trainmen to inspect train. Westward trains stop at MP 454 on Mina-Keeler line 5 minutes, and at Basalt and Belleville 10 minutes for wheels to cool and trainmen to inspect train.  
 All trains stop at Tonopah Jct. and Hammil for trainmen to inspect train.

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

5. Eastward freight trains will stop at Cobre, make rear end air brake test, turn all retainers on loads, and a retainer on each third empty (retainers on empties to be alternated at Tioga), and entire train must be watched leaving Cobre.

6. On grade between Mound House and Dayton 80 M's per operative brake will be the maximum load allowable. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load allowable will be 40 M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be 150 M's per operative brake.

7. Freight and mixed trains must use retainers Moor to Wells, Cobre to Montello, Promontory to Blue Creek, Promontory to Lake, from MP 708 to Terrace, from MP 708 to Matlin, from two and one-half miles east of Goumaz to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Junction, Candelaria to Filben, Mound House to Dayton. Gartney hill 45 cars or more. Retainers must be changed frequently to allow wheels to cool.

Eastward trains handling passenger equipment in excess of 16 cars will use all retainers Cobre to Montello. Westward trains handling passenger equipment in excess of 20 cars will use all retainers Moor to Wells.

8. Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad.

9. Westward trains approaching railroad crossing east of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home INTERLOCKING signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home INTERLOCKING signal No. 5252, both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 509.

At the following stations, only the trains indicated will register:  
 Valley Pass.....Eastward regular trains.  
 Moor.....Westward regular trains.  
 Fernley.....Nos. 5, 6, 183 and 184.

Lucin Eastward regular trains will not register.  
 Rose Creek Eastward regular trains will not register.  
 Oreana Westward regular trains will not register.  
 Hazen..Only first class trains will register for information of trains originating and terminating.

**RULE 83 (D).** Trains must obtain a clearance card before leaving  
**HAZEN** **SUSANVILLE** **LUCIN, (on Promotory line)**  
 when such stations are open train-order offices.

**RULE 93.** Road crews making up trains or performing other terminal work in Montello and Imlay yards under the direction of the terminal Trainmaster or Yardmaster, will be considered the same as yard crews within the meaning of Rule 93.

**SPARKS Yard**—Between a point 1½ miles west of Reno and a point 2700 feet east of east switch at Sparks.

Yard limits are defined by yard limit signs at the following stations:  
**MONTELLO** **IMLAY** **WESTWOOD** **LAWS**  
**WELLS** **HAZEN** **MOUNDHOUSE** **OWENYO**  
**ELKO** **HAZEN** **WABUSKA** **KEELER**  
**CARLIN** **SUSANVILLE** **MINA**

**RULE 98.** The normal position of switches at end of double track and at junctions will be as follows:

Oreana.....for westward track. Tresend.....for westward track.  
 Rose Creek...for eastward track. Weber Junction...for eastward track.  
 Moor.....for eastward track. Cecil Junction...for westward track.  
 Valley Pass...for eastward track. Hazen (Fallon line) for Hazen—Mina line.  
 Lucin.....for eastward track. Tonopah Junction for Mina—Keeler line.  
 Lakeside....for westward track.

### ADDITIONAL SPECIAL INSTRUCTIONS, APPLYING TO THE JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE.

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

(B) On the Western Pacific between Weso and Alazon one-way automatic block signals are being installed to protect following movements of eastward trains and in some places westward signals will be used.

On the Southern Pacific between Alazon and Weso automatic block signals governing eastward trains will, with a few exceptions, be taken out.  
 When a block signal indicates STOP between Weso and Alazon train may proceed with caution not exceeding six miles per hour as follows:

Eastward trains on the Western Pacific and westward trains on the Southern Pacific will be governed by the third paragraph of Rule 509 prescribing double track procedure:

Where eastward signals on the Southern Pacific and westward signals on the Western Pacific are maintained, trains stopped by such signals will be governed by the second paragraph of Rule 509, prescribing single track procedure.

(C) Eastward regular trains and westward Western Pacific first class trains will register by ticket at Weso for the information of inferior trains. Other trains will not register.

Operator Weso must enter correctly, on the register, the information furnished by register ticket and transmit the registration of only the Southern Pacific eastward first class trains to the Western Pacific operator at Winnemucca, who must enter same on register, as sent.

Eastward Western Pacific inferior trains need not check Weso register against any eastward first class train that appears on the register at Winnemucca.

(D) A Clearance Card authorizing an Eastward Southern Pacific regular train at Weso will apply only to Carlin where another Clearance Card must be obtained authorizing the train Carlin to Elko.

(E) West Carlin Detour extends from West Carlin on the Western Pacific to a connection with Southern Pacific main track in west end of Carlin Yard. East Carlin Detour extends from east ice house lead on the Southern Pacific to East Carlin on Western Pacific. Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards will use these detours.

(F) East Elko Detour extends from south siding of Southern Pacific to Western Pacific freight yard. West Elko Detour extends from Western Pacific freight yard to West Elko on Southern Pacific. Western Pacific freight trains and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards will use these detours.

(G) Movements over detours at Carlin and Elko must be made with caution.

(H) Westward first class trains and westward Western Pacific second class trains register by ticket at Alazon for the information of inferior trains. Other trains will not register.

Operator Alazon must enter correctly, on the register, the information furnished by register ticket, and transmit the registration of only the Western Pacific westward first class trains to the Southern Pacific operator at Wells, who must enter same on register, as sent.

Switches at the junction of double and single track will be lined up and locked by the Operator for the route to be used (except switching movement), when there is an Operator on duty, as follows

Rose Creek }  
 Moor } For Westward trains after whistle signal o — — is given.  
 Valley Pass }  
 Lucin }  
 Oreana }  
 Lakeside } For Eastward trains after whistle signal — o — is given.

At Valley Pass the signal for switch line-up must not be given unless the train has authority to proceed on the single track against opposing trains.

The attention of conductors and enginemen is called to Rule 98 applying at all junctions of double and single track. Operators must see that switches are locked in normal position after being used and must comply with Rule 104 (C).

### RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED.

D. & R. G. R. R.—Ogden-Stop.

**RULE 221.** That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

**RULE 509.** Westward trains may pass block signal at end of double track Valley Pass, and Eastward trains may pass block signal at end of double track Moor and Tresend without stopping to enter siding provided switches are set for these tracks and the routes are clear to fouling point of the switch.

**RULE 876.** Standing air brake tests must be made at:

**MT. MONTGOMERY** **COBRE, Eastward freight trains.**  
**WESTWOOD JUNCTION** **MOOR, Westward freight trains.**

Westward Southern Pacific inferior trains need not check Alazon Register against any westward first class train that appears on the register at Wells.

(I) Eastward Southern Pacific trains will be governed by the position of the train order signal at Alazon instead of obtaining a Clearance Card as provided in Rule 83 (D).

An eastward Southern Pacific train fulfilling a schedule, or running as a section of a schedule (if a schedule of the same number exists on the Southern Pacific timetable) or running Extra on the Western Pacific into Alazon will continue to do so on the double track Alazon to Southern Pacific Wells, moving only with the current of traffic.

An eastward inferior Southern Pacific train may run ahead of overdue eastward superior Southern Pacific trains Alazon to Wells without train order authority, but must comply with Rule 83 at Wells.

(J) A Clearance Card authorizing a westward Western Pacific regular train at Alazon will apply only to Elko, where another Clearance Card must be obtained authorizing the train Elko to Carlin.

(K) At Western Pacific Carlin only first class trains will register. Western Pacific first class trains may register by ticket. Registration of first class trains will be transmitted to the Southern Pacific operator at Carlin, who must enter same in register. A first class eastward train which does not reach East Carlin within 15 minutes from its leaving time, as registered at Western Pacific Carlin, must run expecting to find an inferior train moving ahead of it, East Carlin to Elko.

(L) At Southern Pacific Elko only first class trains will register. Southern Pacific first class trains may register by ticket. Registration of first class trains will be transmitted to the Western Pacific operator at Elko who must enter same in register. A first class westward train which does not reach West Elko within 15 minutes from its leaving time, as registered at Southern Pacific Elko, must run expecting to find an inferior train moving ahead of it, West Elko to Carlin.

(M) On the Western Pacific between 6.30 a.m. and 6.30 p.m. before passing around curves where view is obscured, enginemen will sound whistle signal 14-L.

(N) Second paragraph of Rule 21 (A) will not apply to Southern Pacific and Western Pacific engines on joint tracks between Weso and Alazon.

(O) Between Weso and Alazon, Dispatchers must use the following forms to authorize the movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or in creating work train extras on either track.

### EXAMPLE 1.

"Eng.....run extra on.....Pacific track.....to....."

### EXAMPLE 2.

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

### LIMITS OF WESO INTERLOCKING.

Signal 4208 to Signal 4211 on Southern Pacific track.  
 Signal 4206 to east switch of east crossover on Western Pacific track.

### LIMITS OF ALAZON INTERLOCKING.

Signal 6034 to a point on eastward Southern Pacific track opposite signal 6035, and to Signal 6037 on Western Pacific track.  
 On westward Southern Pacific track, Signal 6035 to west switch of crossover.

### STEAM WHISTLE ROUTE SIGNALS.

WESO—Signal 4211. — o — Upper arm, Southern Pacific.  
 o — — Lower arm, Western Pacific.  
 ALAZON—Signal 6034. — o — Upper arm, Southern Pacific.  
 o — — Lower arm, Western Pacific.

SECOND CLASS	
183	197
Susanville Local Freight	Local Freight
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
2.45AM	
2.20	
1.55	
1.25	
1.18	
1.05	
12.45	
12.25	
12.01AM	
11.40PM	
11.20	
11.05	
10.55	
10.50	
10.20	
9.50	
9.30	
8.20	
7.50	
7.30PM	10.20AM
	10.15
	9.35
	9.15
	8.50
	8.20
	8.08
	8.00AM
Leave Daily Ex. Saturday	Leave Daily Ex. Sunday
(7.15) 14.52	(2.20) 12.81

**SPECIAL INSTRUCTIONS—Concluded.**

**SPEED RESTRICTIONS**

Speed of passenger trains must not exceed 50 miles per hour.  
Speed of freight and mixed trains must not exceed 35 miles per hour.  
Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight or Mixed
5	MP 766½ and East Switch Promontory Point.....	30	20
5	West Switch Saline and East end Great Salt Lake Trestle	30	20
5	East end and West end Great Salt Lake Trestle.....	20	12
5	West end Great Salt Lake Trestle and Lakeside.....	30	20
5	Tecoma and Lucin (on Eastward track).....	40	20
4	Montello and Tioga.....	20	20
4	Tioga and Cobre.....	40	20
4	Montello and Valley Pass on curves Westward track...	30	20
4	Valley Pass and Cobre (Eastward trains).....	20	20
4	Valley Pass and Moor on all curves.....	40	25
4	Moor and Wells (on Westward track).....	40	20
4	Wells and Moor (on Eastward track).....	25	20
3-4	West Switch Stock Track and Westerly Main Track		
	Switch Carlin Yard.....	15	15
3	Three miles West of Tyrol and Palisade.....	35	25
1	Sparks and Gilpin (Eastward).....	20	25
7	Hazen and Mina.....	40	30
8	Churchill and Mound House.....	20	15
8	Fallon and Hazen.....	30	25
7	Mina and Tonopah Junction.....	40	30
7	Tonopah Junction and Queen.....	15	15
7	Queen and Hammil.....	20	20
7	Hammil and Chalfant.....	30	30
7	Chalfant and Bigelow.....	20	20
7	Bigelow and Keeler.....	30	30
8	Filben and Candelaria.....	15	15
6	Lucin and Kelton.....	20	20
6	Kelton and Corinne.....	25	25
8	Fernley and Susanville.....	40	30
8	Susanville and Westwood Junction.....	25	15
8	Westwood Junction and Westwood.....	35	20
3-4	All Tunnels (Main Line).....	30	15
4	Light engines except yard engines will not exceed 35 miles per hour Valley Pass to Montello on Eastward track, and Moor to Wells on Westward track.		
3	Reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.		
2-3-4	Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca, Lovelock and Wells.		
7-8	Run with caution through tunnel three miles east of Mt. Montgomery and through tunnels 1 and 2 between Susanville and Bunnel.		
3	Reduce speed to 10 miles per hour over all crossings Eureka Nevada Railway at Palisade.		

Where speed of passenger trains is restricted to 50 miles per hour, speed of No. 9 is restricted to 60 miles per hour as follows

Lakeside to Lucin  
Wells to Natchez  
Harney to Rosney  
Winnemucca to Kodak  
Toy to Fernley

Except speed in above mentioned territory must not exceed 50 miles per hour on curves; and all slow restrictions on curves applying to all First class trains apply in like manner to No. 9.

No. 9 is allowed speed of 40 miles per hour over Bagley and Saline fills and 25 miles per hour across Great Salt Lake Trestle.

Where speed of freight and Mixed trains Eastward is restricted to 25 miles per hour between Sparks and Gilpin, No. 24 is allowed speed of 35 miles per hour.

Maximum speed of consolidated and mikado engines running light, 35 miles per hour, mogul engines 40 miles per hour and yard engines 20 miles per hour. Consolidated, mikado, mogul and 2-10-2 type engines when used on passenger trains 40 miles per hour. Maximum speed of any engine running backward, 20 miles per hour on main line between Sparks and Ogden and 15 miles per hour on other lines.

Reduce speed to 10 miles per hour when using cross-overs or turnouts, except that trains using turnouts at Lucin, Rose Creek and Oreana may run 20 miles per hour.

Light engines and engines with cabooses or with cabooses attached to passenger equipment make passenger speed between Lakeside and Little Mountain.

Relief outfits handling steam derrick will not exceed twenty-five (25) miles per hour.

Following and similar types of commercial equipment on own wheels will be handled only in local and dead freight trains:

Wrecking cranes, steam shovels, pile drivers, hoisting cranes, one-car paving plants, Jordan spreaders, McCann spreaders. Spreaders must be turned with wings trailing towards rear.

Before moved, such equipment must be carefully inspected by car inspectors and a signed certificate of such inspection attached to way bill. Certificate will specify maximum speed at which the equipment may be handled over the Division. Conductors will instruct enginemen and observe safe speed at all times, not exceeding the prescribed maximum, with corresponding slow speed on curves.

Such equipment will be handled in rear of train ahead of weak cars with heavy end forward. Similar equipment in company use will not require inspection but will be similarly restricted to local and dead freight trains and at reduced speed.

Westward trains handling such equipment will stop Halleck or Elburz and Eastward trains stop at Gerald to thoroughly inspect same, especially the anchoring which holds booms and boilers from swinging.

**SPEED TABLE**

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

**MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.**

All engines with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009.....	63	45120 lbs.
MC-1	4000 and 4001.....	53	42760
MC-2	4002 to 4016.....	53	42760 "
MC-4	4017 to 4028.....	53	43130 "
MC-6	4029 to 4043.....	53	43230 "
MC-6	4044 to 4048.....	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211.....	49	46140 "
MK-4	3216 to 3230, 3232 to 3235.....	49	45560 "
MM-2	4200 to 4211.....	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205.....	50	22740 "
T-6	2197, 2208.....	45	24110 "
T-28	{2311 to 2314, 2316, 2317, 2320, 2323, 2325, } {2327, 2328, 2330, 2342, 2343, 2352.....}	54	46220 "
TW-2	2946, 2948 to 2953.....	43	25860 "
TW-4	2926 to 2931.....	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for the information of enginemen, and must not be construed to authorize exceeding speed restrictions.

**RATING OF LOCOMOTIVES—SALT LAKE DIVISION.**

In M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sparks and Imlay to Carlin Ogden to Montello	Hazen to Wabuska, Montello and Carlin	Carlin to Imlay Montello to Ogden	Hazen and Tonopah Jct.	Churchill and Dayton	Dayton and Mound House	Wabuska and Mina	Wabuska to Hazen	Fernley and Susanville		Susanville to Westwood	Westwood to Susanville
												Single	Helper		
E-4	E-69 18/24 65.....	1384, 1388, 1391, 1398, 1399.....	160	1650	1320	1840	850	1210	300	850	1560				
M-4	M-63 20/28 126.....	1615 to 1719.....	190	2950	2630	3340	1660	2330	650	1660	2920				
M-6	M-63 21/28 150-S.....	1725 to 1769, 1780 to 1803..... Superheated	200	3640	3280	4110	2060	2880	830	2060	3610				
M-6	M-63 21/28 144.....	1725 to 1769, 1780 to 1803..... Saturated	195	3370	3030	3810	1900	2660	750	1900	3340	2500	4270	935	1755
T-18	T-57 18/24 72.....	2004, 2006.....	150	1800	1560	2030	990	1400	380	990	1770				
T-10	T-57 18/24 86.....	2134 to 2152.....	160	1920	1660	2160	1050	1490	400	1050	1890				
T-9	T-57 18/24 83.....	2156 to 2169, 2171 to 2173.....	160	1930	1680	2170	1060	1500	410	1060	1890				
T-2	T-63 19/24 105.....	2221 to 2234.....	160	1970	1650	2210	1050	1490	380	1050	1910				
T-1	T-63 20/28 112.....	2235 to 2273.....	180	2680	2370	3010	1490	2090	590	1490	2630	1900	3330	715	1330
T-23	T-63 21/28 145.....	2309.....	200	3450	3080	3900				1950	3420				
P-1	P-77 22/28 141-S.....	2400 to 2427.....	210	3490	2950	3900				1870	3370				
P-5	P-77 22/28 141-S.....	2438 to 2452.....	200	3300	2770	3690				1760	3190				
C-9, C-10	C-57 22/30 194-S.....	2513 to 2599, 2752 to 2857..... Superheated	210	4590	4210	5210				2650	4590	3130	5470	1180	2195
C-8	C-57 22/30 192-S.....	2698 to 2751.....													
C-9	C-57 22/30 187.....	2513 to 2599, 2752 to 2830..... Saturated	200	4080	3710	4640				2340	4080	3000	5135	1145	2110
C-8	C-57 22/30 184.....	2698 to 2751.....													
MK-2	MK-57 23¼/30 206-S.....	3200 to 3215.....	210	5400	4980	6130				3120	5400				
MK-4	MK-57 23¼/30 206-S.....	3216 to 3235.....	200	5110	4690	5800				2940	5110				
P-8	P-73 25/30 180-S.....	2461 to 2475.....	200	4710	4060	5320									
					Helper 1.0 Wells to Moor Montello to Valley Pass										
	Allowance for Empty and Under-loaded Cars.....	Less than 40 M's..... 40 to 50 M's..... More than 50 M's.....	6 3 0	3 0 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0						

DIS

Sparks and Imlay  
Imlay to Carlin.  
Ogden to Montello  
Montello and Carlin  
Carlin to Imlay  
Montello to Ogden

M. P. I

249.84	Brid
251.00	Brid
258.07	Brid
262.51	Brid
264.48	Brid
268.25	Brid
268.69	Brid
269.44	Brid
344.32	Over
436.16	Brid
441.53	Brid
518.32	Brid
518.54	Brid
519.18	Brid
519.70	Brid
520.16	Brid
520.56	Brid
520.92	Brid
522.07	Brid
522.35	Brid
523.09	W. P
523.34	Brid
525.15	Brid
525.20	Tunn
525.42	Brid
538.23	Brid
538.92	Brid
539.47	Brid
539.54	Tunn
539.93	Brid
540.89	Brid
541.16	Brid
541.64	Brid
542.45	Brid
566.55	Tunn
567.19	Brid
568.26	Brid
568.68	Tunn
569.85	Brid
570.36	Brid
570.57	Tunn
774.24	Brid
778.49	Brid
460.56	Tunn
302.80	Brid
302.50	Brid

A. A  
E. F  
B. D  
J. M  
GEC  
J. F.  
B. J.  
J. F.



SPECIAL INSTRUCTIONS.—Concluded.

1 Mile in Min. Sec.
1.34
1.33
1.30
1.27
1.25
1.23
1.21
1.20
1.18
1.16
1.15
1.13
1.12

REBALANCED.

ed for a speed in heels.

Maximum Wheel Pressure
45120 lbs.
42760
42760 "
43130
43230 "
42680
46140
45560
46300
22740
24110
46220
539.93
540.89
541.16
541.64
542.45
568.55
567.19
568.26
568.68
569.85
570.36
570.57
774.24
778.40
460.56
302.80
302.50

disturbing force of im wheel pressures

it not be construed

Westwood to Susanville
1755
1330
2195
2110

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Sparks and Imlay	.57	1.0	.61
Imlay to Carlin	.65	0.0	.65
Ogden to Montello	.55	0.0	.55
Montello and Carlin	1.36	1.0	1.40
Carlin to Imlay	.4	0.0	.40
Montello to Ogden	.3	0.0	.3

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	DESCRIPTION	No.	OVER	EAST OF
249.84	Bridge	5	Truckee River	Vista
251.00	Bridge	6	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thibe
268.69	Bridge	12	Truckee River	Thibe
269.44	Bridge	13	Truckee River	Derby
344.32	Overhead Crossing	2	Humboldt River	Lovelock
436.16	Bridge	3	Humboldt River	Coleonda
441.53	Bridge	4	Humboldt River	Prable
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing	1	S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.15	Bridge	15	Humboldt River	Gerald
525.20	Tunnel	1	Humboldt River	Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2	Humboldt River	Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
568.55	Tunnel	3	Humboldt River	Osino
567.19	Bridge	25	Humboldt River	Ryndon
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4	Humboldt River	Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5	Humboldt River	Ryndon
774.24	Bridge	1	Weber River	Reese
778.40	Bridge	2	Weber River	West Weber
460.56	Tunnel	1	Carson River	Mt. Montgomery
302.80	Bridge	1	Government Canal	Fallon Branch
302.50	Bridge	1	Government Canal	Fallon Branch

STRUCTURES LESS THAN STANDARD CLEARANCE—Concluded

M. P.	DESCRIPTION	No.	OVER	EAST OF
277.90	Bridge	1	Truckee River	Fernley, Fernley-Susanville line.
386.70	Tunnel	1	Truckee River	Susanville
387.00	Tunnel	2	Truckee River	Susanville
242.9	Transfer Track	1	Side	Reno

Attention of all employees is directed above to list of structures and trainmen are notified that it is dangerous to stand on high cars in passing through them.

COMPANY SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon
Ogden	Dr. J. R. Morrell	Division Surgeon
Ogden	Dr. S. W. Badoon	Assistant Surgeon
Ogden	Dr. E. C. Rich	Consulting Surgeon
Ogden	Dr. LeRoy Pugmire	Oculist and Aurist
Brigham City	Dr. W. LeRoy Smith	Emergency Surgeon
Montello	Dr. H. A. Paradis	District Surgeon
Wells	Dr. A. C. Olmsted	District Surgeon
Elko	Dr. A. J. Hood	District Surgeon
Elko	Dr. R. P. Roantree	District Surgeon
Carlin	Dr. C. W. Eastman	District Surgeon
Battle Mountain	Dr. S. R. Clark	District Surgeon
Winnemucca	Dr. Geo. F. Pope	District Surgeon
Winnemucca	Dr. Chas. E. Swezey	Assistant District Surgeon
Imlay	Dr. John T. Beale	District Surgeon
Lovelock	Dr. E. K. Smith	District Surgeon
Lovelock	Dr. J. B. Wilson	District Surgeon
Sparks	Dr. T. H. Harper	District Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon
Reno	Dr. Horace J. Brown	District Surgeon
Reno	Dr. M. R. Walker	District Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Fallon	Dr. Carl H. Lehnars	District Surgeon
Susanville	Dr. R. W. Garner	District Surgeon
Susanville	Dr. G. S. Martin	Assistant District Surgeon
Mina	Dr. D. A. Smith	District Surgeon
Bishop	Dr. C. E. Turner	District Surgeon
Independence and Cartago	Dr. J. A. Loundagin	District Surgeon
Lone Pine	Dr. M. A. Williamson	District Surgeon
Mason	Dr. W. M. Edwards	Emergency Surgeon

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
DIVISION HOSPITAL, DEE HOSPITAL	OGDEN
EMERGENCY HOSPITAL	OGDEN
EMERGENCY HOSPITAL	SPARKS
EMERGENCY HOSPITAL	MINA

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS—POUNDS

	Wood Lbs.	Steel Lbs.	Steel Under-frame Lbs.
Baggage	75,000	91,000	
" (Dynamo)		101,000	
Baggage and Mail 60'		97,000	92,000
" " " 69'	75,000	122,000	
Baggage and Passenger	65,000		
Buffet		131,000	122,000
" (Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84,000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Express, Horse	79,000		
Express, Refr. (A. R. E.) 40 to 154			78,000
" " " " 155 to 224			89,000
" " " " 500 to 506			110,000
" " " " 1001 to 1175			85,000
" " (GN RR)	70,000		
" " (NP RR)	60,000		74,000
" " " x500 to 799			83,000
Observation	122,000	144,000	128,000
Postal (40')		72,000	
" (60')		111,000	
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleepers (except Fort and Cape series)	125,000	152,000	145,000
" Standard Sleepers, Fort and Cape series		156,000	
" Tourist	94,000		133,000
Tea and Silk	48,000		

MILEAGE—MAIN LINE

M. P. 238.8 West of Reno to Ogden, via Lucin Cut-off	542.50
C. P. Ry.	122.35
M. P. 238.8 West of Reno to Ogden, 2nd Track	664.85

BRANCHES

Candelaria	C. P. Ry.	Filben to Candelaria	5.51
Fallon	C. P. Ry.	Hazen to Fallon	15.92
*Malad Valley	C. P. Ry.	Corinne Jct. to Brigham	3.98
(O. S. L. R. R.)			
Metropolis Branch	C. P. Ry.	Tulasco to Metropolis	7.89
Mina	C. P. Ry.	Hazen to Keeler	288.67
Moundhouse	C. P. Ry.	Churchill to Moundhouse	26.27
Promontory	C. P. Ry.	Lucin to Cecil Jct.	145.96
Fernley	C. P. Ry.	Fernley to Westwood	136.60

Total Branches	630.80
Total Salt Lake Division	1,295.65

\*Track used jointly with O. S. L.

TRAINMASTERS

A. A. LOWE	Ogden
E. F. NASSOY	Carlin
B. D. RICHART	Sparks
J. M. CARDWELL, Assistant Trainmaster	Susanville
GEO. E. ROBINSON, Terminal Trainmaster	Montello
J. F. McCUISTION, Terminal Trainmaster	Montello
B. J. SEARS, Terminal Trainmaster	Imlay
J. F. GREEN, Terminal Trainmaster	Imlay

CHIEF TRAIN DISPATCHERS

R. E. BEACH	Ogden
J. E. VAIL	Ogden
H. G. VALLEAU	Sparks
H. F. McDONALD	Sparks

TRAINMASTER AND ROADMASTER

T. L. WILLIAMSON	Mina
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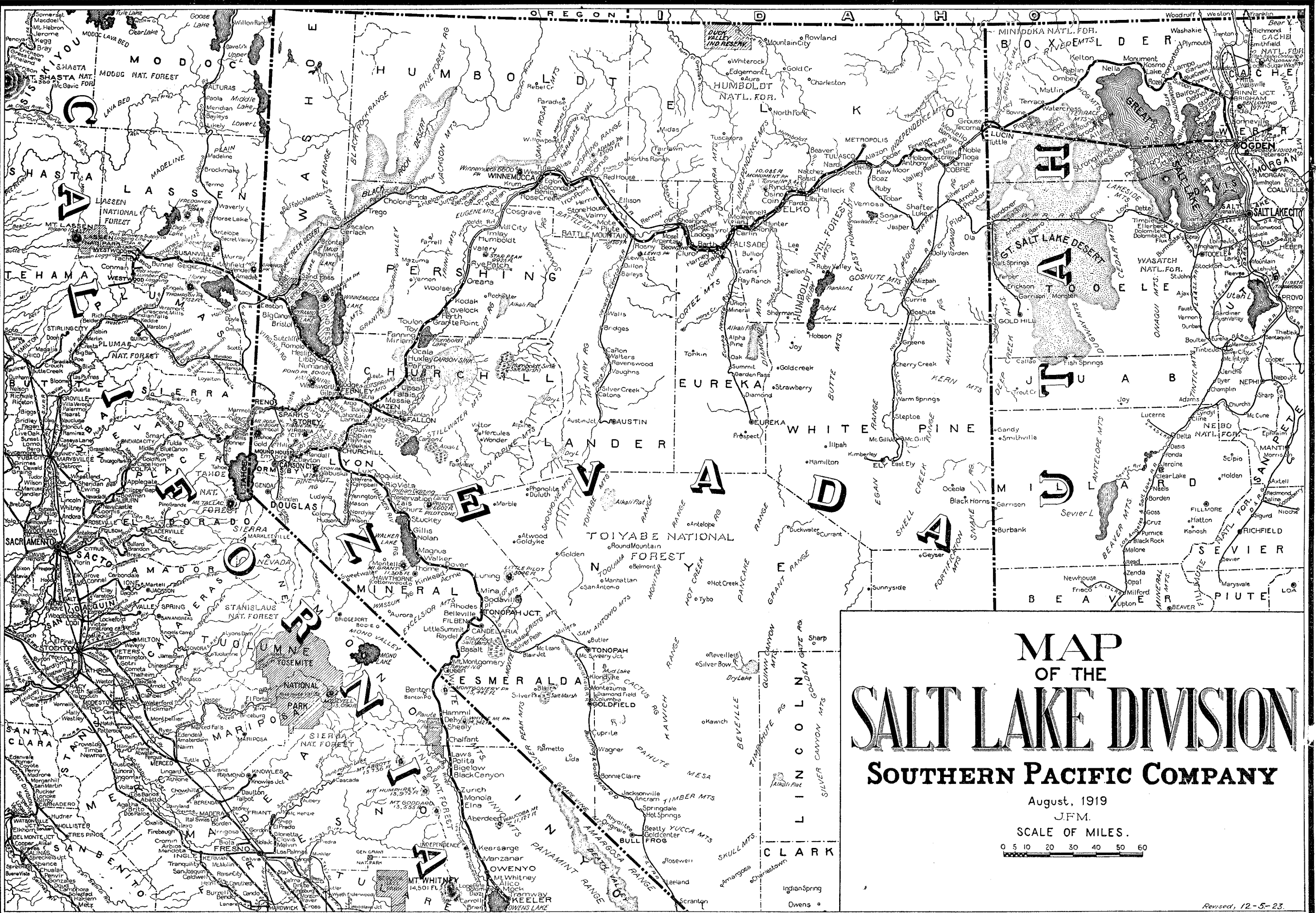
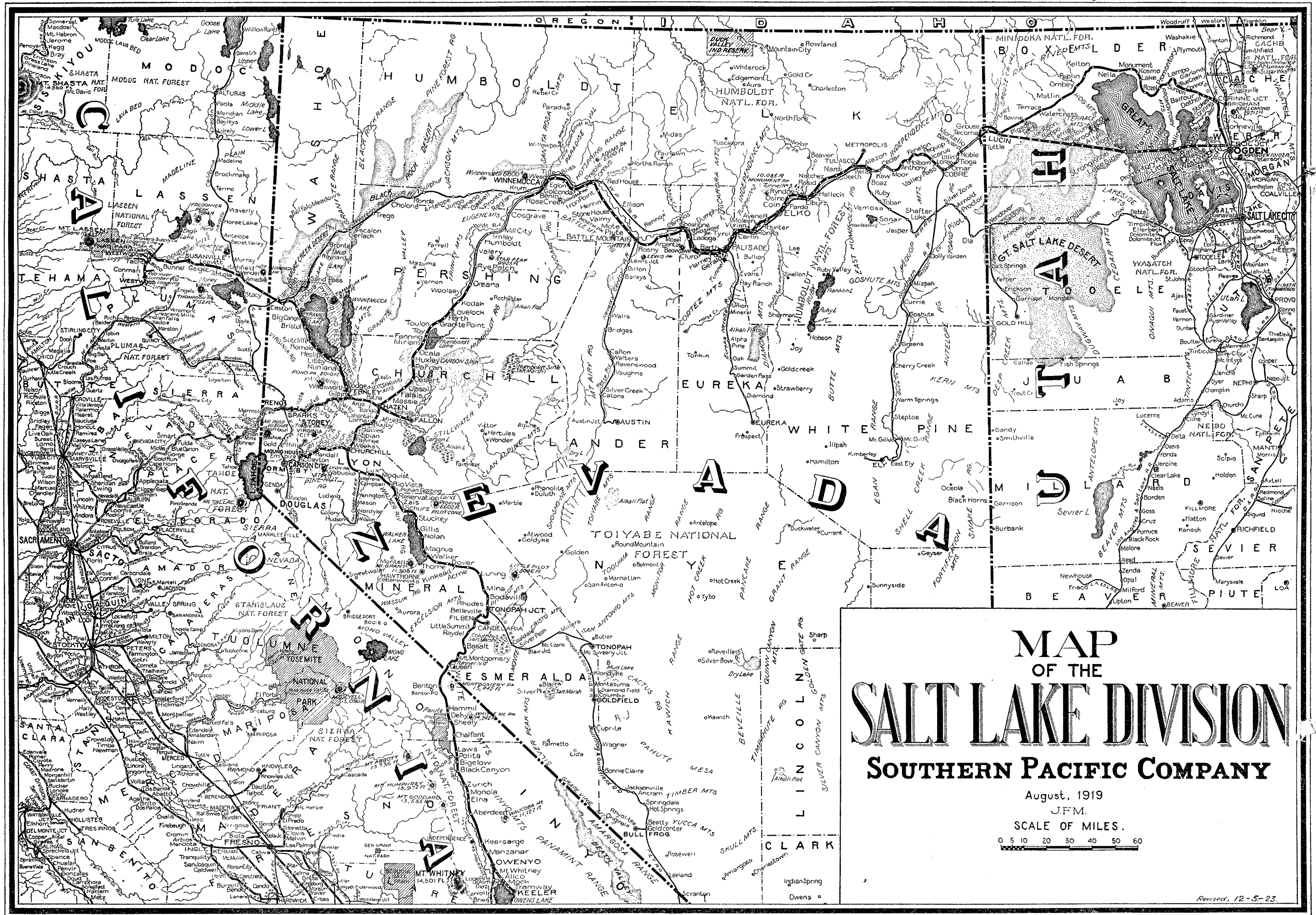
ROAD FOREMAN OF ENGINES

JAMES DAVIS	Ogden
J. R. JOHNSTON	Sparks

W. L. HACK,  
Superintendent,  
Ogden.

F. C. SMITH,  
Assistant Superintendent,  
Ogden.

H. W. WISTNER,  
Assistant Superintendent,  
Sparks.



**MAP OF THE SALT LAKE DIVISION**  
**SOUTHERN PACIFIC COMPANY**  
 August, 1919  
 J.F.M.  
 SCALE OF MILES.  
 0 5 10 20 30 40 50 60

*Revised, 12-5-23.*