

# THE WESTERN PACIFIC RAILROAD CO.



EASTERN DIVISION



# TIME 39 TABLE

In Effect 12:01 A. M. Pacific Standard Time

**SUNDAY, JUNE 2, 1946**

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,  
Vice-President and General Manager.

J. P. QUIGLEY,  
Superintendent of Transportation.

J. J. DUGGAN,  
Superintendent.

FIRST SUBDIVISION

Fuel, Water, Fone, Table, Scale, We, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distances from San Francisco	Time Table No. 39 June 2, 1946 STATIONS Telegraph Offices and Calls	Distances from Winnemucca	FIRST CLASS		SECOND CLASS				Car Capacity of Sidings
	54	78	62	220	40	39				61	219	77	53			
	Fast Freight	Fast Freight	Fast Freight	Mixed	Exposition Flyer	Exposition Flyer				Fast Freight	Mixed	Fast Freight	Fast Freight			
F.W.T.O. P.Y.B.R.K.	7.00 PM	11.00 AM	3.00 AM	2.00 AM	3.35 AM	321.4	DN PORTOLA D-Ki	210.9	s 9.55 PM	11.30 AM	s 11.50 AM	7.00 PM	3.30 AM	Yard		
P.	7.15	11.15	3.15	f 2.20	3.46	328.1	D HAWLEY Jc	204.2	9.42	11.15	f 11.35	6.40	3.15	77		
P.	7.25	11.27	3.25	f 2.30	3.52	332.4	Loyalton Branch Crossing and Connection	199.9	9.34	11.00	f 11.27	6.30	3.00	77		
P.W.	7.37	11.39	3.37	f 2.46	4.01	339.6	DN OHILCOOT Ch	192.7	9.24	10.46	f 11.11	6.16	2.46	86		
P.Y.R.	7.43	11.45	3.43	s 3.00 AM	4.05	341.7	D RENO JUNCTION Jn	190.6	9.18	10.40	11.05 AM	6.10	2.40	62		
P.	7.50	11.52 AM	3.50		4.11	346.0	SCOTTS	186.3	9.09	10.32		6.02	2.32	76		
P.	8.01	12.03 PM	4.01		4.19	352.6	RED ROOK	179.8	8.56	10.15		5.45	2.15	75		
P.W.	8.10	12.12	4.10		4.26	358.3	OMIRA	174.0	8.45	10.00		5.30	2.00	77		
P.W.Y.	8.35	12.40	4.38		s 4.38	362.9	DN DOYLE Do	169.4	s 8.35	9.45		5.15	1.45	76		
P.	8.55	1.00	5.05		s 4.55	371.8	DN HERLONG Hk	160.5	s 8.08	9.15		4.58	1.15	95		
P.						373.0	EAST HERLONG	159.3						No Siding		
P.	9.06	1.10	5.15		5.03	377.6	Connection Sierra Ord. Depot	154.7	8.01	9.01		4.48	1.01	77		
P.	9.18	1.21	5.24		5.11	384.0	OALNEVA, OAL.	148.3	7.53	8.50		4.39	12.50	78		
I.						384.3	FLANIGAN, NEV.	148.0								
P.	9.46	1.46	5.50		5.26	393.5	S.P. Crossing and Connection	188.8	7.39	8.35		4.24	12.35	77		
P.	9.56	1.56	6.00		5.32	397.4	DN SAND PASS Pa	184.9	7.32	8.25		4.14	12.25	77		
P.	10.09	2.09	6.12		5.41	405.0	BRYANT	127.3	7.22	8.11		4.02	12.11 AM	76		
P.	10.27	2.27	6.29		5.54	416.1	SANO	116.2	7.08	7.54		3.45	11.54 PM	77		
P.	10.40	2.40	6.41		6.05	424.0	REYNARD	108.3	6.57	7.40		3.33	11.40	76		
P.	10.52	2.52	6.52		6.14	430.6	BRONTE	101.7	6.47	7.28		3.23	11.28	77		
F.W.Y. P.R.K.	11.10 PM	3.10	7.10		s 6.25	438.8	PHIL	94.0	6.35	7.10		3.10	11.10	Yard		
P.	12.01 AM	4.10	8.00		s 6.40	442.8	DN GERLAOH Gr	89.5	s 6.25	6.15		2.40	10.25	76		
P.	12.10	4.20	8.10		6.46	442.8	ASCALON	80.8	6.18	6.01		2.33	10.15	76		
P.	12.23	4.35	8.23		6.55	451.5	TREGO	70.8	6.08	5.46		2.20	10.01	76		
P.	12.38	4.50	8.38		7.05	461.5	OHOLONA	61.5	5.58	5.32		2.05	9.46	76		
P.	12.52	5.05	8.52		7.14	470.8	RONDA	57.6	5.48	5.26		1.51	9.32	76		
P.	1.00	5.15	9.00		f 7.20	474.7	DN SULPHUR Ru	52.6	f 5.42	5.18		1.45	9.26	76		
P.	1.15	5.35	9.15		7.28	479.7	FLOKA	44.2	5.25	5.05		1.37	9.18	76		
P.Y.	1.40	6.00	9.40		7.42	488.1	ANTELOPE	35.5	5.07	4.35		1.24	9.05	76		
W.P.	2.00	6.20	10.00		f 7.55	496.8	DN JUNGO Jo	28.9	f 5.07	4.24		1.24	8.35	104		
P.	2.10	6.30	10.10		8.04	503.4	VENADO	24.0	4.57	4.15		1.24	8.24	76		
P.	2.18	6.38	10.18		8.10	508.3	GASKELL	18.1	4.51	4.05		1.24	8.15	78		
W.P.	2.28	6.48	10.28		8.19	514.2	PRONTO	12.9	4.44	3.56		1.24	8.05	75		
P.	2.37	6.57	10.37		8.26	519.4	RAGLAN	6.7	4.37	3.45		1.24	7.56	76		
P.	2.47	7.07	10.47		8.35	525.6	KRUM	0.0	4.30	3.30 AM		1.24	7.45	76		
F.W.T. B.R.K.P.	3.00 AM	7.20 PM	11.00 AM		s 8.45 AM	532.3	DN WINNE MUCCA Wa		4.20 PM	3.30 AM		12.01 PM	7.30 PM	Yard		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			
	8.00	8.20	8.00	1.00	5.10		Time over Subdivision		5.35	8.00	.45	6.59	8.00			
	26.4	25.3	26.4	20.3	40.8		Average Speed an Hour		37.8	26.4	27.1	30.2	26.4			

SPECIAL NOTE: For rules governing movement of trains between east end of C. T. C., M. P. 320.035 (Delleker) and M. P. 321.386 (Portola Passenger Station), see page 7.

When first class trains meet at Portola or Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Chilcoot Log Loading Track—Crew spotting empties should set out from east end and shall not handle cars through tipple which has impaired clearance. Man in charge of log loading will work empties under and through tipple so that loads can be pulled from west end of track without working against this impaired clearance.

Tunnel 37—See Rule 505, page 7, for location and limits.

Reno Junction—Switch indicators connected with block signals are located at head blocks of west siding switch and west main track switch of crossover. (See Rule 504-C, figures 1 and 3, and Rule 512).

Reno Junction is register station for Nos. 219 and 220 only.

Westward second class and extra trains need not check register at Reno Junction for No. 219.

Gerlach—For train dispatching convenience Gerlach is established as a register station for all trains.

Rules 83, 83(A), 83(B), 83(C), 83(D), 83(E), and 96 apply.

Rule 83(A): Extra trains must register at Gerlach in addition to their originating and terminating stations.

Rule 83(B): Register must be checked at Gerlach against all trains which are superior or of the same class, whether or not such trains have been checked on other registers, or form "R" received at other stations, or have been met or passed by such trains, between either Portola or Winnemucca and Gerlach.

Rule 83(D): A train must not leave Gerlach without a clearance card.

Rule 96: First paragraph—Sections of scheduled trains may be created to Gerlach and signals may be taken down at Gerlach. Form "K" is not required when last section is discontinued at Gerlach. Second paragraph Rule 96 will not apply when sections are created at Gerlach.

Sulphur and Jungo—No. 40 reduce to fifteen (15) miles an hour passing stations, stopping when necessary, to permit exchange of U. S. Mail.

Jungo—Regular 39 and 40 may take water when it will save them an extra stop, other trains take water only in emergency.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station	Discharge	Salt Lake	Salt Lake
40	Any Station	Receive		

Fuel, Water, Fone, Table, Scale, We, Bulletin, Register Station

F.W.T.  
R.K.

P.R.I.

P.

P.W.

P.

P.

P.

P.

P.

P.W.

P.

P.W.

P.

P.

I.

P.W.

P.

P.

F.W.T.  
R.K.

an

pa

fro

Fuel, Water, Fone, Table Scale, Wye Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 39 June 2, 1946	Distance from Elko	FIRST CLASS		SECOND CLASS			Car Capacity of Sidings
	78 Western Pacific Fast Freight Leave Daily	62 Western Pacific Fast Freight Leave Daily	54 Western Pacific Fast Freight Leave Daily	28 So. Pacific San Francisco Overland Limited Leave Daily	24 Southern Pacific Challenger Leave Daily	40 Western Pacific Exposition Flyer Leave Daily	22 Southern Pacific Limited Leave Daily	102 So. Pacific Streamliner City of San Francisco Leave Daily ★ See Note				39 Exposition Flyer Arrive Daily	61 Fast Freight Arrive Daily	77 Fast Freight Arrive Daily	53 Fast Freight Arrive Daily	Yard	
F.W.T.B. R.K.P.	8.00 PM	12.01 PM	4.00 AM			9.00 AM			532.3	DN WINNE NUCCA 3.8 Wa	133.1	s 4.05 PM	2.30 AM	11.30 AM	6.30 PM	Yard	
P.R.K.I.	8.15	12.15	4.15		11.02 PM	9.43 AM	9.07	8.27 AM	535.9	DN WESO 4.6 S.P. Connection Wo	129.5	3.59 PM	2.20 AM	11.20 AM	6.20 PM	48	
P					11.07	9.48	9.12	8.33	540.5	BLISS 8.3	124.9					77	
P.W.	8.40	12.40	4.40		11.15	9.58	9.21	f 8.45	548.7	D GOLCONDA 4.9 Gd	116.7					113	
P									553.6	PREBLE 4.9 S.P. Connection	111.8					No Siding	
P									562.0	D RED HOUSE 13.4 Rh	103.4					121	
P	9.00	1.00	5.00		11.28	10.12	9.35	f 9.00	562.0	ELLISON 13.7	90.0					112	
P					11.40	10.25	9.49	9.15	575.4	DN N.BATTLE MOUNTAIN 1.4 Nb	76.3					No Siding	
P						f 10.40		f 9.30	589.1	RENNOX 10.1	74.9					120	
P.W.					11.53 PM	10.42	10.05	9.32	590.5	KAMPOS 9.4	64.8					120	
P					12.02 AM	10.52	10.16	9.43	600.6	DUNPHY 8.6	55.4					76	
P.W.F.					12.11	11.01	10.26	f 9.54	610.0	DN BEOWAWE 8.3 S.P. Connection Be	46.8					128	
P					12.19	11.10	10.35	f 10.06	618.6	OLURO 3.6	38.5					113	
P					12.27	11.19	10.44	10.16	626.9	BARTH 5.3 S.P. Connection	34.9					No Siding	
P					12.39	11.31	10.56	f 10.29	635.8	PALISADE 7.6	29.6					77	
I					12.48	11.41	11.05	10.38	643.4	WEST CARLIN 1.1 S.P. Connection	22.0						
P.W.					s 12.50 12.55	s 11.43 11.53	11.07	s 10.40 10.50	s 3.41 3.44	644.5	DN CARLIN 1.5 CA	20.9				103	
						11.55 AM	11.09	10.52	646.0	EAST CARLIN 4.2 S.P. Connection	19.4						
P					1.02	12.01 PM	11.16	10.58	650.2	TONKA 6.4	15.2					83	
P					1.09	12.09	11.24	11.07	656.6	HUNTER 8.8	8.8					77	
F.W.T.Y.B. R.K.P.					1.18 AM	s 12.20 PM	s 11.35 AM	s 11.20 AM	665.4	DN ELKO 8.8 S.P. Connection Kn D	0.0					Yard	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	★ See Note							
	4.30	4.29	4.30		2.16	2.37	2.35	2.53	2.08								
	29.6	29.7	29.6		57.1	49.5	51.5	44.9	60.7								
										Time over Subdivision		.06		.10	.10		
										Average Speed an Hour		36.0		21.6	21.6	21.6	

Automatic Block Signals, EASTWARD ONLY, except as noted below.

★No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

For special instructions applying to joint tracks between Weso and Alazon, see page 9.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of Telegraph office, Weso and Beowawe.

When Western Pacific Depot Telegraph Office Carlin open, Eastward Southern Pacific first class trains in addition to being cleared at Southern Pacific Telegraph Office Carlin, will not leave Carlin until clearance card has been obtained from Western Pacific Telegraph Office Carlin.

SLIDE DETECTOR FENCES: See Rule 509, page 7, for locations and limits.  
 WESTWARD AUTOMATIC BLOCK SIGNAL CIRCUITS: See Rule 505, page 7, for locations and limits.  
 CALL UP SIGNALS: See Rule 505, page 7, for locations.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station	Discharge	Salt Lake	Salt Lake
40	Any Station	Receive	Salt Lake	Sparks
22	Any Station	Discharge	Ogden	
22	Any Station	Receive		



Fuel, Water, Fone, Table, Scale, Wye, Bulb, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS	Distance from Salt Lake-Roper Yd.	Time Table No. 39 June 2, 1946				Distance from Salt Lake-Roper Yd.	FIRST CLASS	SECOND CLASS			Car Capacity of Sidings
	54 Fast Freight	78 Fast Freight	62 Fast Freight	40 Exposition Flyer	STATIONS Telegraph Offices and Calls		39 Exposition Flyer	53 Fast Freight	61 Fast Freight	77 Fast Freight						
												Leave Daily	Leave Daily	Leave Daily	Leave Daily	
F.W. Y.B.R.K.P.	5.00 PM	8.30 AM	12.30 AM	3.30 PM	806.3	DN	WENDOVER <sup>8.9</sup>	Wn	124.1	s	9.30 AM	9.00 AM	4.00 PM	1.00 AM	Yard	
P	5.20	8.45	12.45	3.45	815.2		SALDURO <sup>10.0</sup>		115.2		9.18	8.45	3.45	12.45	74	
P	5.40	9.05	1.05	3.58	825.2		ARINOSA <sup>10.0</sup>		105.2		9.05	8.25	3.25	12.25	79	
P	6.00	9.30	1.25	4.11	835.2		BARRO <sup>10.1</sup>		95.2		8.51	8.05	3.05	12.05 AM	75	
P.W.	6.20	9.50	1.45	4.24	845.3	DN	KNOLLS <sup>9.1</sup>	Ks	85.1		8.38	7.45	2.45	11.45 PM	103	
P.	6.40	10.10	2.00	4.35	854.4		OLIVE <sup>11.7</sup>		76.0		8.29	7.30	2.30	11.30	76	
P.Y.	7.15	10.45	2.25	4.55	866.1		LOW <sup>12.3</sup>		64.3		8.17	7.12	2.12	11.12	108	
P.F.W.	7.45	11.15	2.50	5.15	878.4	DN	DELLE <sup>7.3</sup>	De	52.0	f	8.00	6.43	1.43	10.43	100	
P.	7.58	11.28	3.00	5.26	885.7		TIMPIE <sup>7.3</sup>		44.7		7.50	6.30	1.30	10.30	75	
P.	8.11	11.41	3.10	5.35	892.9		ELLERBECK <sup>3.8</sup>		37.5		7.43	6.20	1.20	10.20	No Siding	
P.W.Y.	8.20	11.50 AM	3.16	5.40	896.7	DN	BURMESTER <sup>5.7</sup>	Bx	33.7		7.39	6.14	1.14	10.14	90	
P.	8.31	12.01 PM	3.24	5.46	902.4		SPRAY <sup>5.4</sup>		28.0		7.33	6.06	1.06	10.06	41	
P.	8.41	12.10	3.32	5.52	907.8		LAGO <sup>4.3</sup>		22.6		7.28	5.58	12.58	9.58	80	
P.I.					912.1		B & G Crossing and Transfer <sup>1.0</sup>		18.3						22	
P.	9.01	12.20	3.40	6.00	918.1	DN	GARFIELD <sup>5.4</sup> U. P. Connection	Gf	17.3		7.22	5.50	12.50	9.50	78	
					918.5		RITER <sup>2.3</sup> U. P. Connection		11.9						No Siding	
P.	9.15	12.38	3.52	6.10	920.8		FOX <sup>3.5</sup>		9.6		7.14	5.38	12.38	9.38	76	
P.	9.32	12.50	3.58	6.15	924.8		BUENA VISTA <sup>2.0</sup>		6.1		7.10	5.32	12.32	9.32	112	
I.					926.3		U. P. Crossing <sup>0.4</sup>		4.1							
					926.7		U. P. Crossing <sup>0.5</sup>		3.7							
	9.45	1.10	4.13		927.2		POLLARD JCT. <sup>0.1</sup>		3.2		7.02	5.17	12.17	9.17		
					927.3		D. & R. G. W. Crossing <sup>0.7</sup>		3.1							
F.W.T.O. Y.B.R.K.P.				s 6.30 PM	928.0	DN	SALT LAKE <sup>2.4</sup> Union Station	Dj-Un	2.4		7.00 AM				Yard	
W.O.Y.B.R. K.P.	10.00 PM	1.30 PM	4.30 AM		930.4	DN	SALT LAKE <sup>2.4</sup> Roper Yard	Fy	0.0			5.00 AM	12.01 PM	9.00 PM	Yard	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	5.00	5.00	4.00	3.00			Time over Subdivision		2.30		4.00	3.59	4.00			
	24.8	24.8	31.0	40.6			Average Speed an Hour		48.7		31.0	31.0	31.0			

SALT LAKE:

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jet. Eastward trains will enter right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave double track. There are three switches at west end of double track and normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling Yardmaster's attention to approaching train so arrangements can be made to head train into clear track.

Time specified in time-table or train order at Pollard Jet. for second-class and extra trains will apply at west end of D. & R. G. W. double freight main tracks. A first-class westward train which does not reach Pollard Jet., Salt Lake, within 15 minutes from its leaving time, as registered at Union Station, Salt Lake, must run expecting to find a train moving ahead, Pollard Jet. to Delle.

When operating in joint yard territory east of east curb of Jeremy St., Western Pacific crews will obey instructions of terminal officers, including D. & R. G. W. officers having supervision over the terminal and, in addition to Western Pacific rules, will be governed by D. & R. G. W. Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

Second and inferior class trains, extra trains, yard engines and light engines must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision, responsibility rests with the approaching train or engine."

Salt Lake Union Depot Co. trackage between 1st South and 8th South Streets, D. & R. G. W. Rule 93 is modified as follows:

Trains have no timetable superiority between First South and 9th South Streets, Salt Lake Union Depot Company's Yard, Salt Lake City. Yard crews and others occupying these tracks must make way for passenger trains without unnecessarily delaying them. In case of collision responsibility rests with approaching train or engine.

Interlocking Plant, 9th South Street, crossing D. & R. G. W. double freight main tracks and Union Pacific main track; semaphore type signals; Western Pacific crews be governed by Western Pacific Rules.

City Ordinance restricts speed all trains between 8th North and 9th South streets to 12 miles an hour.

Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

Cupolas of Cabooses 605 series will not clear train shed roof, Union Station, Salt Lake.

WENDOVER—When first class trains meet at Wendover, siding in front of depot will be used by train taking siding unless otherwise specified by train order.

KNOLLS—Crossover switch (first switch west of water standpipe) is designated as East switch to siding. (See rule 221.)

Ordinarily engine helping train on either side of Low Hill will be given running orders from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped must protect movement and must stop at meeting point and notify opposing train or trains that helper engine is following.

DELLE—Siding is track south of main track west of coal chute.

Westward engines, except regular No. 39's engine, take full tank water. No. 39's engine will take water when necessary.

No. 39 reduce speed passing station Delle to permit discharge of U. S. Mail.

BURMESTER—Siding is track south of main track east of depot.

GARFIELD—Westward trains holding main track to meet eastward trains will stop east of overlap post, located 516 feet west of Union Pacific connection switch, until eastward train has passed home signal at B. & G. crossing.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39 40	Any Station Any Station	Discharge Receive	East of Salt Lake	East of Salt Lake

if display-  
p short of  
tch point.  
eed. If no  
displayed  
it no light  
r, Elko.  
ed and in-

m (or beyond)

Lake

es

FIRST SUBDIVISION "A"  
LOYALTON BRANCH

Eastward		Westward	
SECOND CLASS	Distance from Clover Valley Jct.	Time Table No. 39 June 2, 1946	
		STATIONS Telegraph Offices and Calls	
<b>416</b> Mixed		<b>415</b> Mixed	
Lv. Monday, Wed., Friday		Ar. Monday, Wed., Friday	
	0.0		
		<b>OLOVER VALLEY JCT.</b>	12.7
P.R.	2.40 PM	D <b>HAWLEY</b> Jc (W. P. Crossing and Connections)	11.8
P.Y.R.W.	3.30 PM	D <b>LOYALTON</b> Yn	0.0
	Ar. Monday, Wed., Friday		
	0.50		0.50
		Time over Subdivision	
	14.1	Average Speed an Hour	14.1

No. 416 is superior to No. 415.

Engines must not enter Standard Oil spur nor any of the tracks leading off Clover Valley Lumber Company main track, which is track connecting W. P. main track with Clover Valley Lumber Company lumber-yard tracks, Loyalton.

FIRST SUBDIVISION "B"  
RENO BRANCH

Eastward		Westward	
SECOND CLASS	Distance from Reno Junction	Time Table No. 39 June 2, 1946	
		STATIONS Telegraph Offices and Calls	
<b>220</b> Mixed		<b>219</b> Mixed	
Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	
	0.0		
Y.R.P.	3.05 AM	D <b>RENO JUNCTION</b> Jn	33.1
f	3.17	<b>PLUMAS</b>	29.5
f	3.38	<b>PEAVINE</b>	23.0
f	3.57	<b>COPPERFIELD</b>	16.9
W.	4.05	<b>ANDERSON</b>	14.3
f		<b>MARTIN</b> Lemmon Valley Air Base	11.8
f		<b>PANTHER</b>	9.7
F.W.O. T.B.R.K.	5.05 AM	D <b>RENO</b> Rd	0.0
	Arrive Daily Ex. Sunday		Leave Daily Ex. Sunday
	2.00		2.00
		Time over Subdivision	
	16.6	Average Speed an Hour	16.6

No. 220 is superior to No. 219.

Street crossings east and west of Nevada Transportation Company warehouse, Reno, must be flagged and caution used in movement over streets.

Caution must be used in approaching East 6th Street, Reno.

Wig-wag Signals, 4th St. Reno—Engines or cars must stop clear of outer edge of sidewalks on either side of 4th Street, before entering or occupying crossing from either direction at either crossing, except when moving westward from S. P. Transfer on East Street. This to provide 20 seconds elapsed time between times engines or cars enter signal circuits and actually enter street intersections, as required by Nevada State Law.

Whenever necessary to spot engines or cars within 100 feet west of west 4th Street sidewalk on S. P. Interchange (East Street) track, movement must first be made eastward on track to a point not less than 25 feet beyond east sidewalk of 4th Street; thence return westward and spot at point desired anywhere within 100 foot limit mentioned above. With this exception, cars or engines must not be spotted within signal circuit limits.

FOURTH SUBDIVISION "A"  
ELLERBECK BRANCH

Eastward		Westward	
SECOND CLASS	Distance from Ellerbeck	Time Table No. 39 June 2, 1946	
		STATIONS Telegraph Offices and Calls	
P.	0.0	<b>ELLERBECK</b>	4.7
Y.	2.7	<b>WYE</b>	2.0
	3.7	<b>FLUX</b>	3.0
	4.7	<b>DOLOMITE</b>	0.0

East switch east leg of wye must be left lined for straight track to Dolomite as derail.

FOURTH SUBDIVISION "B"  
TOOELE BRANCH

Eastward		Westward	
SECOND CLASS	Distance from Burmester	Time Table No. 39 June 2, 1946	
		STATIONS Telegraph Offices and Calls	
P. W. Y.	0.0	DN <b>BURMESTER</b> Bx	15.5
	7.0	<b>MARSHALL</b>	8.5
	13.5	Connection Tooele Ordnance Depot	2.0
W. Y. R.	15.5	<b>WARNER</b>	0.0

OPERATING

(A) Train M. P. 320.035 by block sign by following  
(B) Signal



Rule 601  
Indication: Stop  
Observe Rule 1

In  
pr  
nt

Aspects display  
TRACK leaving  
(Snake Lead).

R—Red Y

(C) RULE shown in time (C. T. C. S.)

(D) All m Rule 93, and follows:

1. Westward in lieu shown Trains crossover (yard) been pr
2. The east extendi of ident ward C C. T. C
3. Westward with w as show main tr clear, o time de vided C After th made in
4. All othe matic s

(E) Rule 5 within these li be fully protec

(F) At Po yard must clear or leaving C. 7 ing locations:

West ro  
West tr  
West sw  
When the

Westward

Car Capacity of Sidings
8
3 Car Spur 1 E
omite as derail.

Westward

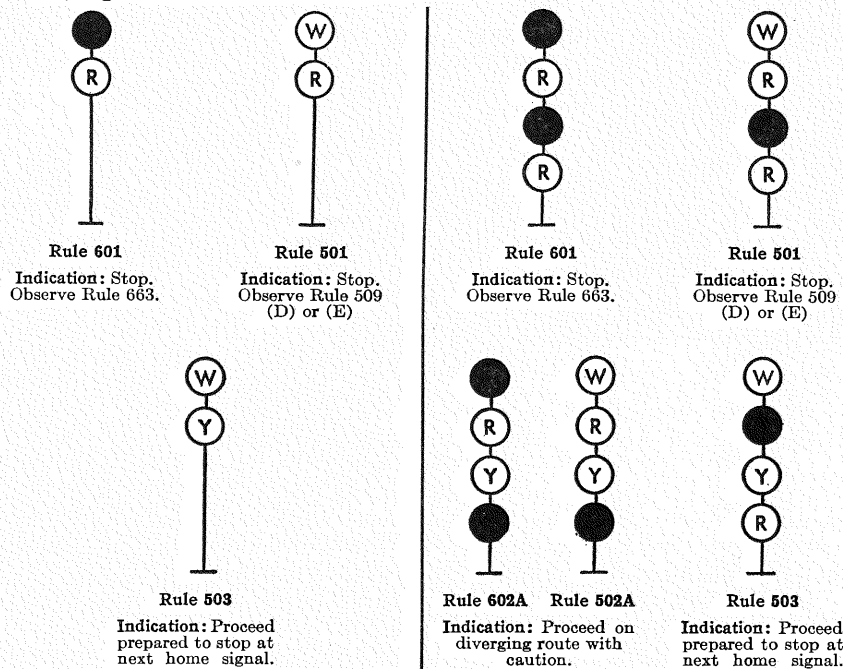
Car Capacity of Sidings
125
22
Spur 1W 25
77

SPECIAL INSTRUCTIONS

OPERATION OF TRAINS BETWEEN END OF CENTRALIZED TRAFFIC CONTROL AND PORTOLA PASSENGER STATION.

(A) Train and engine movements between East End of Centralized Traffic Control, M. P. 320.035 (Delleker) and M. P. 321.336 (Portola passenger station), will be made by block signal indication, and under block signal rules, except as otherwise provided by following rules and special instructions:

(B) Signal Indications are as follows:



Aspects displayed by westward MAIN TRACK leaving signal located near M. P. 320.9 (Snake Lead).

Aspects displayed by westward YARD leaving signal located between tracks No. 1 and 3 near M. P. 320.9 (Snake Lead).

R—Red Y—Yellow W—Lunar White

R—Red Y—Yellow W—Lunar White

(C) RULES S-71, 72, S-72, 73 and 83. Superiority of trains is abolished. Schedules shown in time table are for the purpose of permitting compliance with Rule 780 (C. T. C. S.) and certain special instructions included herein.

(D) All movements in this territory must be made with caution, as prescribed by Rule 93, and will be governed by indication of block signals and switch indicators as follows:

- Westward signals located at the Snake Lead are equipped with white markers in lieu of number plates. Aspects and indications peculiar to these signals are shown above. Trains desiring to enter main track at this point are authorized to operate the crossover switches, provided the east indicator shows clear and the westward (yard) leaving signal displays aspect per Rule 502(A). After the switches have been properly set, the move may be made under the aspect then displayed.
- The eastward C. T. C. signal at Delleker governs train movements in the block extending eastward from the sign "END CTC" to Signal 3208. For the purpose of identification, a plate bearing the letters "SA" will be displayed on Eastward C. T. C. signal at Delleker, in addition to the letter "A". C. T. C. rules will govern west of the sign "END CTC".
- Westward signal located at clearance point of Lower No. 1 track is equipped with white marker light in lieu of number plate. Aspects and indications are as shown in left column, Section (B). When trains or engines desire to enter main track at this point, member of crew will, if east and west indicators are clear, open box on indicator post and operate push button therein. After a time delay the white lights in the box and on the signal will be displayed provided C. T. C. signal at Delleker has not been cleared for an eastward train. After these white lights are displayed switch may be operated and move then made in accordance with signal aspect displayed.
- All other signals in this area (except those listed in 1, 2 and 3 above) are automatic signals bearing a number plate for identification.

(E) Rule 512(A) is modified to the extent that rear end protection is not required within these limits. This does not modify rule 99-A. Trains carrying passengers must be fully protected.

(F) At Portola, yard engines, light engines, switch cuts and others moving within yard must clear main track when required to avoid delay to through trains entering or leaving C. T. C. limits. Howlers, controlled by dispatcher, are provided at following locations:

- West roundhouse lead switch.
- West train yard lead switch (snake lead).
- West switch to No. 10 track.

When these howlers are operated, main track must be cleared without delay.

(G) In addition dispatcher will furnish information to telegrapher, Portola, as to times Eastward regular passenger trains or sections thereof are expected to reach Portola. Employees in charge of switch engines, light engines and similar moves must ascertain from telegrapher whether these trains are due before occupying main track and not delay them.

(H) Westward trains will be authorized by clearance at Portola but must not leave until given permission by C. T. C. Dispatcher after member of crew advises him they are ready to leave. Telephones for purpose of communicating with C. T. C. Dispatcher only are located as follows:

- Booth on south side of No. 10 track opposite west wye switch.
- West train yard lead switch (snake lead).
- West roundhouse lead switch.
- East roundhouse lead switch (Booth just west of middle car inspectors' shanty).

(I) Push button is located on signal mast, Signal 3208, for the purpose of clearing signal for eastward movements after a westward movement out of train yard. When eastward Signal 3208 indicates "Stop", after being passed on westward move, operate push button and if no train in block, signal will change in sixty seconds to indicate "proceed, prepared to stop at next home signal".

(J) Telephones for communication with Portola Terminal are located as follows:

- West train yard lead switch (snake lead).
- West car inspectors' shanty (snake lead).
- Middle car inspectors' shanty (at east roundhouse lead switch).
- East lead switch shanty.

(K) Yard engines, light engines, switch cuts and other similar movements stopped by block signal or switch indicator indication which does not clear within three minutes, and for which reason is not known, will communicate with yardmaster who will arrange to have track cleared or appropriate arrangements made for the desired movement. If unable to contact yardmaster, will be governed by and proceed under Automatic Block Signal Rules.

(L) DELLEKER—Entrance to spur is through electrically-locked, hand-operated switch. Obtain permission from C. T. C. dispatcher (by telephone in instrument house near switch) for movement in and out.

(M) Derails on Delleker spur, West lead lower yard Portola and West end of west siding Portola Yard are pipe connected to main track switches. Switches must not be lined for main track until engines or cars have passed over derail.

GENERAL

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamlined train "City of San Francisco."

Speed indicated by white oval slow boards applies to Diesel-powered streamlined train "City of San Francisco" unless yellow round slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 11 (A). Modified to extent that outside block signal territory during dry season fuses may be dropped between rails of track to avoid danger of starting fires. If train stops over a lighted fusee the fusee must be removed from under train at once.

Fusees placed by hand must be placed outside end of ties in ballast slope or on top of sub-grade where will not start fires.

RULES S-17 and 99. Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50 foot and longer cars being handled, trains may find sidings inadequate between clearance points. Care must be taken to see that flag protection is furnished when taking siding to meet trains and headlights must not be extinguished until it is known that train is clear of the main track. The conductor or brakeman at rear end must see that proper signal, day or night, is given to head end when train is clear of main track.

After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been received by head end, headlight will be displayed and flag protection provided.

RULE S-72. Westward trains are superior to eastward trains of the same class except as noted on Page 6.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train "City of San Francisco."

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM:

TUNNEL 37, Automatic Signals govern movement of trains. Home Signal 3402 located 450 feet west of West Portal. No distant signal. Home Signal 3415 located 566 feet east of East Portal. Distant Signal 3419 located 1730 feet east of Home Signal 3415. Overlap controlling Home Signal 3415 and Distant Signal 3419 indicated by overlap post located 1500 feet west of Home Signal 3402. (See Rule 516).

Preble, Barth, Elburz and Deeth. Light type telephone indicators, controlled by train dispatcher, on Signal 5530 west of Preble, on Signal 6300 one-half mile west of Barth S. P. connection, on Signal 6818 west of Elburz, and on Signal 7006 east end Deeth siding. When illuminated, indicator will display letter "T" and Home Signal will indicate "stop". After stopping, train may proceed with caution not exceeding 12 MPH to first telephone and call dispatcher for instructions.

WESTWARD AUTOMATIC BLOCK SIGNAL CIRCUITS:

- Signal 6511 (200 feet east of Tunnel 42) and 6497 (200 feet east of Tunnel 41); control point 507 feet east of M.P. 647 and indicated by sign "Block Signal Limit" located on north side of track.
- Signal 6369 (100 feet east of Tunnel 40) and 6357 (500 feet east of Tunnel 39); control point 2375 feet east of M.P. 632 and indicated by sign "Block Signal Limit" located on north side of track.
- Signal 6287 (200 feet east of Tunnel 38); control point 3750 feet east of M.P. 625 and indicated by sign "Block Signal Limit" located on north side of track.

ALAZON. Westward: Three-position color-light type signals located at M.P. 715.9 and M.P. 714.9 (5725 feet east of Signal 7137-SA) govern approach of westward trains to Alazon interlocker. Signals are approach lighted. Approach circuit begins 4250 feet east of Signal 7159.

Eastward: Signal 7136-SA, home signal Alazon interlocker, is semi-automatic. Automatic portion of block extends only to sign reading "Block Signal Limit" opposite westward Signal 7149.

Rule 509, single track, applies in this territory.

TUNNEL 43, Automatic Signals govern movement of trains. Home Signal 7536, located 1875 feet west of West Portal. Home Signal 7555, located 2065 feet east of East Portal. No distant signals. Overlap controlling Home Signal 7555 indicated by overlap post, located 2000 feet west of Home Signal 7536. (See Rule 516).

RULE 509: A block signal with a triangular number plate is actuated by some special protective device.

When these signals indicate "stop," such additional inspection as necessary to insure safety of proceeding must be made of slide detector fences and track in their vicinity. Where circumstances require, train must be preceded by flagman.

SLIDE DETECTOR FENCES

M.P. Location	Block Signal Number	
	Eastward	Westward
628.5	6262 6274	6287
634.4	6330 6340 6340	6357 6369
636.4	6352 6366	6369
637.0	6352 6366	
649.0	6476 6490	6497 6511
677.2	6754 6772	

RULE 824. Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main track, 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 838. The use of helper engines behind cabooses is prohibited, except in emergency cases when it is impossible to do, otherwise.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of Conductor it is safe, freight trains may run from one water stop to next water stop for inspection, except as follows:

First Subdivision: All trains must be inspected at Gerlach. Eastward freight trains that do not inspect or take water at Doyle and which have not been inspected between Chilcote and Smoke Creek must take water and inspect at Smoke Creek; that do not inspect or take water at Jungo and which have not been inspected between Sulphur and Pronto must inspect at Pronto.

Westward freight trains that do not take water or inspect and which have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at Smoke Creek and which have not been inspected between Gerlach and Doyle must stop for inspection at Doyle. However, helper trains stopping to add helper engine at Jungo or Sulphur will, ordinarily, make standing inspection at those points and in that case, additional stops for sole purpose of making standing inspection will not be necessary. If time required to complete standing train inspection at Jungo and Sulphur, after helper engine is added, would prevent train from making next siding for opposing trains, inspection need not be made at those points, but will be made as outlined in preceding paragraphs.

Third Subdivision: Eastward freight trains that have not been inspected between Deeth and Shafter must stop at Shafter for inspection. All eastward freight trains must stop at some point between Silver Zone and Wendover for inspection, or rolling inspection may be made if, in judgment of Conductor and Engineer, it is safe to do so.

All Subdivisions: Freight trains handled with diesel power will not run to exceed 75 miles without making train inspection. Above instructions do not conflict with provisions of Rule 928.

Trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature must be stopped for inspection at intervals of not to exceed 50 miles unless all such cars are loaded less than 65 percent of marked capacity.

Westward freight trains must come to a stop at Alazon and, after complying with Rule 1165, make rolling inspection.

RULE 1155. At terminals where brake pipe has not been separated on passenger trains, terminal air brake test need not be made.

RULE 1156. Rear end plug test need not be made after detaching helper engine used behind caboose.

Rear end plug test must be made on eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

When doubleheading and lead engine is to be detached from train, air must be set by lead engine and stop made before being detached, then train engine must fully release air brakes and regain full working pressure before proceeding.

When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end plug test.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

Loyalton Branch Crossing, M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach with caution expecting to find signals at STOP and crossing occupied.

S. P. Crossing, (Flanigan) M. P. 384.3. Interlocked. Home signals located 550 feet east and west of crossing. Distant signals located 2500 feet east and 3226 feet west of home signals. Trains finding home signals at STOP will be governed by rule 663.

N. N. Crossing, M. P. 765.9. Not interlocked.

B. & G. Crossing (B. & G. Transfer) M. P. 912.1, semi-automatic interlocked.

Home signal 556 feet east and 645 feet west of crossing, two position color-light type, approach lighted. Normal position "stop".

Distant signals, semaphore type, 3800 feet east and 3816 feet west of home signals. Normal position "caution". (See Rule 602-B).

Approach circuits start 3000 feet east and 2984 feet west of distant signals. Approach lighting circuits for home signals start at distant signals.

All signals governing route will clear for train when entering approach circuits providing interlocker limits not occupied.

Signal No. 4 (dwarf) and switch indicator installed on east end transfer track to govern movement from transfer track to Western Pacific main track. Eastward trains setting out or picking up from transfer track must stop west of, or clear of eastward home signal.

Trains finding home signals at "stop" will be governed by Rule 663.

U. P. Crossing M. P. 926.3. Interlocked.

Home signals 300 feet east and west of crossing two-position color-light type, approach-lighted indications, red "stop" and yellow "proceed with caution." Normal position red.

Fixed distant signals, semaphore type, 2020 feet west and 1750 feet east of home signals.

Approach lighting circuits start at distant signals. If no train or engines within interlocking limits, yellow indication will show in home signal after engine passes distant signal.

When home signal indicates "stop", and no train movement is evident on intersecting track, trainmen will proceed to crossing and operate time release marked "WP" in iron box marked "Release" at crossing (Instructions in box). If signal does not change to "Proceed with caution" after two minutes, be governed by Rule 663.

If a train or engine is standing between home signals on intersecting track, thorough understanding must be had with its crew before proceeding.

U. P. Crossing M. P. 926.7. Not interlocked.

Trains must approach with caution not exceeding ten (10) miles per hour, and not proceed across this crossing unless it is known to be clear.

YARD LIMITS

Table with 2 columns: West M. P. and East M. P. listing yard limits for various locations like Portola, Loyalton, Reno Junction, etc.

SPEED RESTRICTIONS—STEAM TRAINS
Speed restrictions in miles an hour will apply as follows:

Table with 6 columns: Page, BETWEEN, Passenger (Maximum, Restriction), Freight (Maximum, Restriction). Lists various locations and their corresponding speed restrictions.

SPEED RESTRICTIONS—STREAMLINE TRAINS

Table listing Maximum Speed—Diesel powered streamline trains with locations like Weso, M.P. 544.2, etc., and speeds in MPH.

except between Cluro and Mile Post 638; between Mile Post 648.0 and Mile Post 651.0; and between Mile Post 673 and Mile Post 681, steam train speeds apply.

When handled by steam power, will be governed by speed restrictions applying to steam trains.

MAXIMUM SPEEDS—MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS:

Table comparing Western Pacific (Class) and Southern Pacific (Class) engine speeds for various models like D-225, C-43, MK-60, etc.

Western Pacific light engines running forward will be governed by speed of freight trains. Southern Pacific light engines running forward be governed by following table.

Table with 5 columns: S-SE Class, E, P, A, MT 1, 2, 3, 4, 5, GS 1, T 26, 32, 37, 40, M, T-1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58, C 2 - 10 Incl., C 18 - 29 Incl., MK 5, 6, 7, 8, 9, F 1, 3, 4, 5, 6, SP 1, 2, 3, C 12, 15, 17, TW, MK 2, 4, 10, MC 2, 4, 6, AC 1, 2, 3, AC 4, 5, 6, MM 2, AM 2. Lists speeds for different engine classes.

Class C-43 engines Nos. 1 to 20 inclusive, handling passenger or freight trains, or running light, must not run to exceed 45 miles without stopping to oil eccentrics to prevent damage.

Engines backing will not exceed twenty (20) miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to that consistent with safety.

Trains handling steam derricks, steam shovels, cranes, rotary snow plows or pile drivers on their own wheels, and car loads of logs, twenty-five (25) miles an hour.

Over all turnouts and crossovers, except as provided for at Weso, West and East Carlin and Alazon, ten (10) miles an hour.

Engines moving over N. N. Railway main track to make delivery or pick-up on joint tracks in N. N. Railway Yard, Shafter, fifteen (15) miles an hour.

MISCELLANEOUS

DOUBLEHEADING:

First Subdivision —Engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class) must not be doubleheaded between Portola and Doyle.

Second Subdivision—Two Mallet engines (SP or WP) or two S. P. engines heavier than S. P. Class F-3, 4 and 5, must not be doubleheaded between Weso and Elko, except that two S. P. "GS" type engines may be doubleheaded between Carlin and Elko.

Third Subdivision —Two Mallet engines (SP or WP) or two W. P. engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class), or two S. P. engines heavier than "GS" type must not be doubleheaded between Elko and S. P. Connection (M.P. 701).

When two Mallet or two engines heavier than those specified above are handling trains (or being towed) in above territories, they must be separated by five (5) cars.

When a TP-29 engine is doubleheaded on a passenger train over a passenger district with another engine of greater pump capacity it should be placed next to train. When used as a helper over part of the passenger district it should be placed in the lead.

DIESEL ENGINES: Diesel freight engines dead in train must have qualified messenger. In both cabs automatic brake valves must be cut out and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reversers locked in neutral position in all units. Messenger should watch brake cylinder pressure in cab nearest to locomotive handling train. Distributing valve pops must be set to 25 pounds pressure. Maximum speed 60 miles an hour.

Diesel switch engines dead in train must have qualified messenger. Automatic brake valve must be cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position. Maximum speed 45 miles an hour.

During freezing weather engine water cooling system must be drained on any type Diesel engine being towed.

Vertical text on the right edge of the page, partially cut off, containing various alphanumeric characters and words like 'USI', 'Pacific', 'Wester', 'S and', '(B)', 'and we', 'to dou', 'ward t', 'governe', 'such m', 'Wh', 'Pacific', 'rules of', '(C)', 'extras', 'create', 'Ex', 'This fo', 'Ex', 'ward tr', 'westwa', 'before', '(D)', 'regist', 'Op', 'will tra', 'Wester', 'Eas', 'class tr', 'ator wi', 'ward S', 'Carlin', 'utes fro', 'ahead', 'Eas', 'ward S', 'paragra', 'Wester', 'At', 'by tick', 'class tr', 'mitted', 'first-cl', 'its leav', 'train r', 'All', 'Wester', 'RU', 'engines', '(E)', 'class.', '(F)', 'Southe', 'order s', 'of Rule', '(G)', 'at Imle', 'and We', 'the san', 'Wh', 'ern Pa', 'betwee', 'at Alaz', '(H)', 'Carlin', 'Se', 'ward e', 'Carlin', '(I)', 'ward S', 'clearar', '(J)', 'Carlin', 'until r', 'track e', '(K)', 'Pacific', '(L)', 'Wende', 'and Al', 'against



USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

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

(B) When a block signal indicates "stop", eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific 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 Southern Pacific track, and westward extras on Western Pacific track; or to create work extras 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 Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

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

Eastward Western Pacific first-class trains and Eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific Station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific 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 Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first class trains will register, and they will do so by ticket. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead, West Elko to Carlin.

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

RULE 22: On Eastward Southern Pacific trains between Weso and Alazon lead engines only will display signals and train indicators.

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

(F) SP Rules 82(A) and 83, WP Rules 83, 83(D) and 206(A). Will not apply to Southern Pacific trains at Western Pacific 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 Inlay or Western Pacific Winnemucca, or after having been passed between Inlay 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 a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, 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 Western Pacific tracks.

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

(I) SP Rule 82(A), WP Rules 83(D) and 206(A). A clearance authorizing an eastward Southern Pacific 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 Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles an hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

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

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

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

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

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

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

(P) West Carlin. Main track detour switch, M. P. 643.4, interlocked.

Interlocking limits—Extend from Signal 6434SA, 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), except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch. When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "locked" before signaling train to come ahead. 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 Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin Yard.

(Q) East Carlin. Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

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

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by block signal limit sign located on south side of track, is equipped with timing device which will require 80 seconds for signal to clear after train enters circuit beginning 1000 feet west. Eastward trains from Southern Pacific Yard must not enter approach clearing circuit until first-class trains on Western Pacific track have passed East Carlin.

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

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

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

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal 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 signal 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 M.P. 665.5. This is two-position color-light type, approach lighted; indications yellow "proceed with caution" and red "stop". Approach lighting circuit starts 300 ft. east of Signal 665.5. 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 Street crossover on to siding.

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

(V) West Elko. Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

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

Automatic home signal 5543 is approach clearing and "Approach Circuit" sign installed 625 feet east of home signal 5543 on Western Pacific detour.

Westward trains from Western Pacific yard passing "Approach Circuit" sign will, if no westward trains on Southern Pacific track between 4th Street, Elko and Signal 5545, place Signal 5545 in "Stop" position. Westward trains from Western Pacific yard should avoid passing "Approach Circuit" sign when it is known that westward train on Southern Pacific 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 Southern Pacific 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 Southern Pacific track proceed, press push button numbered 5545 and Signal 5545 will clear after time interval of one minute.

Westward trains on Southern Pacific 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 Southern Pacific 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 Southern Pacific Rules 509 (i) and 513.

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

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal 7136SA.

East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE ROUTE SIGNALS

WESO Eastward—From W. P. or S. P. To WP {Upper arm } o ——— To SP {Lower arm } o ——— Westward—From S. P. To SP {Upper arm } o ——— To WP {Lower arm } o ——— WEST CARLIN Eastward To Main Track (Arm Signal) o ——— To Detour (Light Signal) o ——— o. Red, "stop" Yellow, "proceed with caution."

CARLIN Westward Approaching east end yard S. P. freight trains o ——— o W. P. Trains..... o

ALAZON Eastward To WP {Upper arm } o ——— To SP {Lower arm } o ——— o Westward—From S. P. or W. P. To SP o ——— To WP 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.

SPURS AND COMMERCIAL TRACKS

Table with 4 columns: STATIONS, Distance from San Francisco, How Connected, Car Capacity. Rows include DELLEKER (Portola yard), DOYLE PIT (Doyle yard), FLANIGAN PIT, SMOKE CREEK Phone, Water, KNIGHT, RUSSELL, JENKINS, LUKE PIT, SILSBEE, ARAGONITE, TIMPIE QUARRY, U. P. CONNECTION (Garfield), SALTUS, TERMINAL.

**TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED**

Location and Description of Track	Class of Engine	Prohibited
Delleker, M.P. 320 (FRLCO. Yard)	Mikado or heavier	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
"	Mikado or heavier	On Track Scale dead rail
Loyalton Branch	"	Entire branch
Reno Branch	"	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, M.P. 364.15	"	Beyond 200 feet east of frog
Flanigan Pit	"	Beyond 500 feet east of frog
Gerlach, Standard Oil Spur	All Engines	Beyond frog
Winnemucca, Gravel Pit Spur	Mikado or heavier	Beyond frog

**PAIRED TRACK**

Ellison, Spur off siding	Mikado or heavier	Beyond 500 feet west of frog
Palisade, Ore Transfer Track	All Engines	Beyond frog, either end
Elko, Coal Chute High-line	Mikado or heavier	On Trestle
Richfield Spur (off east detour)	"	Beyond frog
Shell and Texaco Spur (11th St.)	Mikado or heavier and WP, MTP Engs	Beyond frog
Elburz, Spur off siding	Mikado or heavier	Beyond 200 feet west of frog
Deeth, Stock Track	"	Beyond frog

Wells, coal chute	All Engines	Over coal pit
Hogan, Ore Spur off siding	All Engines	Under overhead ore chute
Shafter, coal chute	All Engines	Over coal pit
Silver Zone	Mallet	Beyond frog, on spur
Wendover, Coal Chute High-line	Mikado or heavier	On Trestle
Salduro, Hiline spur	"	Beyond frog
East spur	"	"
Delle, coal chute	All Engines	Over coal pit
Timpie Quarry, M.P. 886.7 (right or left tracks)	Mikado or heavier	Beyond second switch south of Highway crossing
Ellerbeck Branch, Flux	"	On or East of Wye
Tooele Branch, Warner	GS	On Wye
Saltus, Royal Salt Co. R.R.	All Engines	Beyond frog
Salt Lake City, Fisher Brewery Spur	Mikado or heavier	Beyond frog
Redman Spur	"	"
Roper Yard, Track 21	All Engines	Over scales

**TONNAGE RATING**

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.	4th Sub-div.	Reno Branch	Loyalton Branch	Tooele Branch
<b>Eastward</b>							
TP-29...	1170	1950	975	1100	650	1950	420
MTP-44..	2200	4000	1750	2000	....	....	....
C-43....	1800	3600	1500	1700	1100	3000	650
MK-60...	2600	5000	2250	2600	....	....	975
MK-60-71	2850	5000	2250	2600	....	....	1050
GS-64-77	2950	5000	2450	2800	....	....	1200
M-100...	....	....	3500	4000	....	....	....
*D-225...	4750	6000	4500	5000	....	....	....
			Wendover to Shafter	Shafter to Hogan			
<b>Westward</b>							
TP-29...	1040	1950	780	930	1100	420	1950
MTP-44..	1850	4000	1350	1620	1850	....	....
C-43....	1600	3600	1150	1380	1600	650	3000
MK-60...	2200	5000	1750	2100	2400	....	5000
MK-60-71	2450	5000	1800	2200	2500	....	5000
GS-64-77	2550	5000	1950	2400	2600	....	5000
M-100...	....	....	2850	3300	3800	....	....
*D-225...	4500	6500	4250	4750	....	....	....

\*Reduce 25% of tonnage rating for each inoperative Diesel unit.

D&RGW 1200 series engines rating 200 tons less than MK-60 engines.

To determine tonnage for helper trains, 1st, 3rd and 4th Subdivisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each Subdivision; between points where grades are less than maximum, greater tonnage can be handled.

**RAILROAD SURGEONS**

Dr. A. R. Kilgore	Chief Surgeon	San Francisco, Calif.
Dr. J. D. Coulter	Division Surgeon	Portola, Calif.
Dr. F. G. Galbraith	Asst. Division Surgeon	Portola, Calif.
Dr. G. W. Burke	Local Surgeon	Loyalton, Calif.
Dr. G. O. Bradley	Local Surgeon	Reno, Nevada
Dr. Earle Creveling	Oculist and Aurist	Reno, Nevada
Dr. K. L. Hartoch	Local Surgeon	Winnemucca, Nev.
Dr. G. F. Pope	Local Surgeon	Winnemucca, Nev.
Dr. Lin S. Felder	Local Surgeon	Winnemucca, Nev.
Dr. C. W. Eastman	Local Surgeon	Carlin, Nevada
Dr. A. J. Hood	Division Surgeon	Elko, Nevada
Dr. R. P. Roantree	Local Surgeon	Elko, Nevada
Dr. C. E. Secor	Asst. Local Surgeon	Elko, Nevada
Dr. P. J. Del Giudice	Asst. Local Surgeon	Elko, Nevada
Dr. R. S. Allison	Local Surgeon	Salt Lake City, Utah
Dr. F. D. Spencer	Local Surgeon	Salt Lake City, Utah
Dr. F. R. Slopanskey	Oculist and Aurist	Salt Lake City, Utah
Dr. E. B. Fairbanks	Oculist and Aurist	Salt Lake City, Utah

**WATCH INSPECTORS**

S. A. Pope, Manager of Time Service	San Francisco, Calif.
R. Herz & Bros	Reno, Nevada
Krenkel & Bosch	Winnemucca, Nevada
L. J. Wintermantel	Elko, Nevada
W. N. Blohm	Elko, Nevada
H. B. Miller Co., 460 West Second South Street	Salt Lake City, Utah

**ASSISTANT SUPERINTENDENT**

J. F. LYNCH	Elko, Nevada
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**TRAINMASTERS**

W. G. HOWELL	Portola, Calif.
H. M. YOE	Elko, Nevada
H. L. McGLOTHLIN	Salt Lake City, Utah

**TERMINAL TRAINMASTER**

F. E. MILLER	Portola, Calif.
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**ASSISTANT TRAINMASTERS**

E. L. WILKS	Portola, Calif.
I. L. KILGORE	Wendover, Utah

**ROAD FOREMEN OF ENGINES**

P. H. JENNER	Portola, Calif.
F. H. LONG	Portola, Calif.
G. S. McKAY	Winnemucca, Nev.
C. F. FIELDS	Elko, Nevada
R. B. GORHAM	Salt Lake City, Utah

**CHIEF TRAIN DISPATCHER**

E. J. MATTINGLY	Elko, Nevada
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**NIGHT CHIEF TRAIN DISPATCHERS**

R. E. VONHARTEN	Elko, Nevada
K. I. SCHELL	Elko, Nevada

**ASSISTANT CHIEF TRAIN DISPATCHERS**

A. J. PIERS	Portola, Calif.
G. L. SWARTZ	Elko, Nevada
G. W. NAYLOR	Salt Lake City, Utah