

Plus

Superseded by Supl. #2
5-30-48

SOUTHERN PACIFIC COMPANY



SUPPLEMENT No. 1 TO SALT LAKE DIVISION TIMETABLE

62

**SUPERSEDING PAGES 2 TO 11 INCLUSIVE
EFFECTIVE MONDAY, SEPTEMBER 1, 1947
AT 12:01 A. M.
PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

J. W. CORBETT,
General Manager.

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

C. H. GRANT,
General Superintendent of Transportation.

Superintendent of Transportation.

B. S. SINES,
Superintendent.

SPARKS SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS								Mile Post Location	Supplement No. 1 To Timetable No. 62 September 1, 1947	Distance from Sparks
			606	28	32	22	24	102			
			Mixed	San Francisco Overland	Passenger	Pacific	Challenger	Streamliner City of San Francisco			
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Sparks yard BKWOTYP		PM 7.25	PM 7.02	AM 6.25	AM 5.40	AM 5.10	AM 12.10		246.2	TO-R SPARKS	0.0
P									249.1	2.9 VISTA	2.9
120 P		f 7.39							253.1	4.0 HAFED	6.9
120 WP		f 7.47							257.3	4.2 PATRICK	11.1
117 P		f 7.55							262.1	4.8 CLARK	15.9
130 P		f 8.03							266.7	4.6 THISBE	20.5
120 P		f 8.11							271.4	4.7 GILPIN	25.2
275 WYP		s 8.21		s 7.05					276.1	4.7 FERNLEY	29.9
118 P									280.4	4.3 ARGO	34.2
127 P									284.4	4.0 DARWIN	38.2
136 BKWOTYP		s 8.45 PM		s 7.37	s 6.35	f 6.05			288.1	3.7 HAZEN	41.9
120 P			7.55	7.45	6.41	6.13	12.54		292.5	4.4 MASSIE	46.3
126 P				7.50	6.46	6.19			297.4	4.9 FALAIS	51.2
100 P				8.04	7.55	6.25	1.02		302.0	4.6 UPSAL	55.8
122 P				8.00	6.56	6.30			306.8	4.8 DESERT	60.6
104 P				8.13	8.05	7.01	6.35	1.09	311.7	4.9 PARRAN	65.5
100 P				8.17	8.10	7.06	6.40		316.1	4.4 HUXLEY	69.9
122 P			8.21	8.15	7.10	6.45	1.15		320.0	3.9 OCALA	73.8
99 P				8.20	7.14	6.50	1.18		324.2	4.2 MIRIAM	78.0
123 P			8.28	8.25	7.19	6.55			328.4	4.2 TOY	82.2
102 P				8.30	7.23	6.59	1.23		331.8	3.4 TOULON	85.6
102 P				8.36	7.28	7.04			336.4	4.6 GRANITE POINT	90.2
19 YP			8.40	8.40	7.33	7.09	1.29		340.5	4.1 PERTH	94.3
W 134 WP			8.45	s 8.48	s 7.43	s 7.17	1.33		344.3	3.8 LOVELOCK	98.1
E 124 WP			8.59	s 9.09	7.58	7.33	1.44		357.8	13.5 OREANA	111.6
M 126 P			9.08	9.20	8.07	7.42	1.50		366.0	8.2 RYE PATCH	119.8
WP			9.19	9.35	8.19	7.54	1.58		377.0	11.0 HUMBOLDT	130.8
Yard Limits BKOWYP			s 9.26 PM	s 9.48 AM	s 8.27 AM	s 8.02 AM	2.04 AM		384.1	7.1 IMLAY	137.9
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(137.9)	
		(1.20) 31.42	(2.24) 57.45	(3.23) 40.75	(2.47) 49.54	(2.52) 48.11	(1.54) 72.57			Time over District.....	
										Average Speed per Hour.....	

STATIONS

D.T. }
Centralized Traffic Control }
Automatic Block System }
Double Track }

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

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

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

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

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

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

No. 22 reduce speed to 10 MPH at Fernley to dispatch U. S. Mail.

No. 28 make momentary stop at Lovelock daily except Monday to exchange mail clerks.

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

SPARKS SUBDIVISION

Supplement No. 1
To
Timetable No. 62
September 1, 1947

WESTWARD

Mile Post Location	STATIONS	Distance from Imlay	FIRST CLASS						SECOND CLASS			
			101	27	605	21	23	31	561	563	565	567
			Streamliner City of San Francisco	San Francisco Overland	Mixed	Pacific	Challenger	Passenger	Freight	Freight	Freight	Freight
Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
246.2	TO-R SPARKS 2.9	138.1	AM 2.08	AM 10.48	PM 7.22	PM 7.40	PM 10.05	PM 11.40	AM 4.00	PM 12.05	PM 3.40	PM 9.20
249.1	VISTA 4.0	135.2	2.00		7.14	7.27	9.58	11.30				
253.1	HAFED 4.2	131.2			f 7.07							
257.3	PATRICK 4.8	127.0			f 7.00							
262.1	CLARK 4.6	122.2			f 6.52							
266.7	THISBE 4.7	117.6			f 6.44							
271.4	GILPIN 4.7	112.9			f 6.36							
276.1	FERNLEY 4.3	108.2			s 6.28	f 6.50		s 10.50				
280.4	ARGO 4.0	103.9										
284.4	DARWIN 3.7	99.9										
288.1	TO HAZEN 4.4	96.2			6.10 PM	s 6.32	f 8.59	s 10.25				
292.5	MASSIE 4.9	91.8	1.25	9.48		6.25	8.52	10.13	2.33	10.36 AM	2.06	7.46
297.4	FALAIS 4.6	86.9	1.21	9.43		6.20	8.47	10.07	2.27	10.30	2.00	7.40
302.0	UPSAL 4.8	82.3	1.17	9.38		6.15	8.42	10.00	2.21	10.24	1.54	7.34
306.8	DESERT 4.9	77.5	1.13	9.33		6.10	8.36	9.54	2.15	10.18	1.48	7.28
311.7	TO PARRAN 4.4	72.6	1.09	9.28		6.05	8.31	9.48	2.09	10.12	1.42	7.22
316.1	HUXLEY 3.9	68.2	1.04	9.24		6.00	8.26	9.41	2.03	10.06	1.36	7.16
320.0	OCALA 4.2	64.3	1.01	9.20		5.55	8.21	9.36	1.58	10.00	1.30	7.10
324.2	MIRIAM 4.2	60.1	12.58	9.16		5.50	8.12	9.31	1.52	9.54	1.24	7.04
328.4	TO TOY 3.4	55.9	12.55	9.12		5.45	8.08	9.26	1.46	9.48	1.18	6.58
331.8	TOULON 4.6	52.5	12.52	9.09		5.40	8.04	9.21	1.41	9.42	1.12	6.52
336.4	GRANITE POINT 4.1	47.9	12.49	9.05		5.35	8.00	9.16	1.35	9.36	1.06	6.46
340.5	PERTH 3.8	43.8	12.45	9.01		5.30	7.55	9.11	1.30	9.30	1.00	6.40
344.3	TO LOVELOCK 13.5	40.0	12.42	8.57		s 5.25	s 7.50	s 9.05				
357.8	OREANA 8.2	26.5	12.31	8.45		5.02	7.34	s 8.41				
366.0	RYE PATCH 11.2	18.3	12.24	8.37		4.54	7.25	8.32				
377.0	HUMBOLDT 7.1	7.1	12.15	8.26		4.43	7.13	8.21				
384.1	TO-R IMLAY	0.0	12.09 AM	8.18 AM		4.35 PM	7.05 PM	8.11 PM	12.25 AM	8.30 AM	12.05 PM	5.45 PM
	(138.1)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	.....Time over District.....		(1.59)	(2.30)	(1.12)	(3.05)	(3.00)	(3.29)	(3.35)	(3.35)	(3.35)	(3.35)
	.....Average Speed per Hour.....		69.54	55.10	34.91	44.78	46.03	39.65	38.53	38.53	38.53	38.53

*See Suppl 2
5-30-48*

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

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

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

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

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

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

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

WINNEMUCCA SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings				28	32	22	24	102	Mile Post Location	Supplement No. 1 To Timetable No. 62 September 1, 1947	Distance from Imlay		
				San Francisco Overland	Passenger	Pacific	Challenger	Streamliner City of San Francisco					
Yard Limits BKWOYP				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
				PM 9.32	AM 10.00	AM 8.35	AM 8.10	AM 2.04	384.1	Automatic Block System	TO-R IMLAY	0.0	
	P			9.37	s 10.10	8.42	8.16		388.7		4.6	MILL CITY	4.6
M 122	WP			9.46	10.20	8.52	8.26	2.16	397.0		8.3	COSGRAVE	12.9
	P			9.56	10.33	9.01	8.36	2.23	406.6		9.6	TO ROSE CREEK	22.5
100	P			10.01	10.39	9.06	8.41		406.8		5.3	BENIN	27.8
E 105 W 95	WP			10.07	s 10.55	s 9.19	s 8.54	2.33	412.1		5.2	TO WINNEMUCCA	33.0
	IP			10.13 PM	11.01 AM	9.25 AM	9.00 AM	2.36 AM	417.3		3.6	TO-R WESO	36.6
102	P								420.9		2.4	TULE	39.0
82	P								423.3		5.6	EGLON	44.6
92	WP								428.9		5.1	TO GOLCONDA	49.7
	P								434.0		5.3	PREBLE	55.0
121	P								439.3		8.8	IRON POINT	63.8
72	WP								448.1		13.2	VALMY	77.0
101	P								461.3		5.0	MOTE	82.0
72	WP								466.3		9.5	TO BATTLE MOUNTAIN	91.5
72	P								475.8	6.2	ROSNY	97.7	
102	P								482.0	10.9	MOSEL	108.6	
50	P								492.9	5.6	SHOSHONE	114.2	
99	P								498.5	9.7	TO BEOWAWE	123.9	
									508.2	12.1	BARTH	136.0	
52	P								520.3	5.4	PALISADE	141.4	
83	P								525.7	5.5	TYROL	146.9	
Carlin yard BKWOTP									531.2	3.3	TO-R CARLIN	150.2	
									534.5	(150.2)			
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
				(0.41) 53.56	(1.01) 36.00	(0.50) 43.92	(0.50) 43.92	(0.32) 68.62					

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

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

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

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

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

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

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

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

Shoshone South of main track Capacity 49

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

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

WINNEMUCCA SUBDIVISION

Mile Post Location	Supplement No. 1 To Timetable No. 62 September 1, 1947	Distance from Carlin	WESTWARD										
			FIRST CLASS										
			27 <small>San Francisco Overland</small>	21 <small>Pacific</small>	39 <small>Western Pacific Exposition Flyer</small>	23 <small>Challenger</small>	31 <small>Passenger</small>	101 <small>Streamliner City of San Francisco</small>					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
384.1	TO-R IMLAY 4.6	150.2	AM s 8.13	PM s 4.28		PM s 6.52	PM s 8.01	AM 12.09					
388.7	MILL CITY 8.3	145.6	8.07	4.21		6.45	f 7.55	12.03 AM					
397.0	COSGRAVE 9.6	137.3	7.59	4.11		6.35	7.45	11.57 PM					
406.6 406.8	TO ROSE CREEK 5.3	127.7	7.50	4.00		6.24	7.33	11.50					
412.1	BENIN 5.2	122.4	7.45	3.54		6.17	7.27						
417.3	TO WINNEMUCCA 3.6	117.2	7.39	s 3.48		s 6.10	s 7.20	11.40					
420.9	TO-R WESO 2.4	113.6	7.34	3.36	PM 4.28	5.56	7.07	11.36					
423.3	TULE 5.6	111.2	7.31	3.33	4.24	5.52	7.03	11.33					
428.9	EGLON 5.1	105.6	7.26	3.27	4.18	5.46	6.57						
434.0	TO GOLCONDA 5.3	100.5	7.21	3.21	4.13	5.39	s 6.51	11.25					
439.3	PREBLE 8.8	95.2	7.16	3.15	4.08	5.31	6.42						
448.1	IRON POINT 13.2	86.4	7.08	3.05	3.59	5.21	6.32	11.15					
461.3	VALMY 5.0	73.2	6.55	2.48	3.44	5.06	6.16	11.05					
466.3	MOTE 9.5	68.2	6.50	2.43	3.40	5.00	6.11						
475.8	TO BATTLE MOUNTAIN 6.2	58.7	6.41	s 2.32	3.30	f 4.49	s 6.00	10.55					
482.0	ROSNY 10.9	52.5	6.35	2.22	3.23	4.38	5.48	10.50					
492.9	MOSEL 5.6	41.6	6.25	2.11	3.12	4.26	5.36	10.43					
498.5	SHOSHONE 9.7	36.0	6.20	2.05	3.06	4.19	5.28						
508.2	TO BEOWAWE 12.1	26.3	6.11	1.55	2.55	4.06	s 5.16	10.30					
520.3	BARTH 5.4	14.2	5.58			3.52	5.01						
525.7	PALISADE 5.5	8.8	5.52	1.35	2.35	3.45	s 4.55	10.11					
531.2	TYROL 3.3	3.3											
534.5	TO-R CARLIN	0.0	5.41 AM	1.23 PM	2.23 PM	3.32 PM	4.40 PM	10.01 PM					
	(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	.....Time over District.....		(2.32)	(3.05)	(2.05)	(3.20)	(3.21)	(2.08)					
	.....Average Speed per Hour.....		59.94	48.71	54.52	45.06	44.33	73.53					

See Supplement #2
5-30-48

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

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

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

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

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

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

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

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

WINNEMUCCA SUBDIVISION

Supplement No. 1
To
Timetable No. 62
September 1, 1947

WESTWARD

SECOND CLASS

Capacity of sidings	Mile Post Location	STATIONS	Distance from Carlin	WESTWARD						
				571 Freight	77 Western Pacific Fast Freight	573 Freight	575 Freight	53 Western Pacific Fast Freight	577 Freight	61 Western Pacific Fast Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKWOYP	384.1	TO-R IMLAY 4.6	150.2	AM 3.35		AM 10.55	PM 3.40		PM 9.55	
P	388.7	MILL CITY 8.3	145.6							
M 122 WP	397.0	COSGRAVE 9.6	137.3							
P	406.6	TO ROSE CREEK 5.3	127.7	3.02		10.22	3.06		9.21	
P	406.8	BENIN 5.2	122.4	2.54		10.14	2.58		9.13	
E 105 W 95 WP	417.3	TO WINNEMUCCA 3.6	117.2	2.46		10.06	2.50		9.05	
IP	420.9	TO-R WESO 2.4	113.6	2.37	AM 9.20	9.57	2.42	PM 5.20	8.57	AM 1.20
102 P	423.3	TULE 5.6	111.2							
82 P	428.9	EGLON 5.1	105.6							
92 WP	434.0	TO GOLCONDA 5.3	100.5	2.17	9.00	9.37	2.22	5.00	8.37	1.00
P	439.3	PREBLE 8.8	95.2							
121 P	448.1	IRON POINT 13.2	86.4							
72 WP	461.3	VALMY 5.0	73.2	1.43		9.03	1.48		8.03	
101 P	466.3	MOTE 9.5	68.2							
72 WP	475.8	TO BATTLE MOUNTAIN 6.2	58.7	1.25	8.10	8.45	1.30	4.10	7.45	12.10 AM
72 P	482.0	ROSNY 10.9	52.5							
102 P	492.9	MOSEL 5.6	41.6							
50 P	498.5	SHOSHONE 9.7	36.0							
99 P	508.2	TO BEOWAWE 12.1	26.3	12.50	7.30	8.10	12.55	3.30	7.10	11.30 PM
	520.3	BARTH 5.4	14.2							
52 P	525.7	PALISADE 5.5	8.8	12.26		7.46	12.31		6.46	
83 P	531.2	TYROL 3.3	3.3							
Carlin yard BKWOTP	534.5	TO-R CARLIN	0.0	12.10 AM	6.50 AM	7.30 AM	12.15 PM	2.50 PM	6.30 PM	10.50 PM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				(150.2)						
Time over District.....				(3.25)	(2.30)	(3.25)	(3.25)	(2.30)	(3.25)	(2.30)
Average Speed per Hour.....				43.96	45.44	43.96	43.96	45.44	43.96	45.44

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

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

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

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

ShoshoneSouth of main track..... Capacity 49

ELKO SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings						32 Passenger Leave Daily	22 Pacific Leave Daily	24 Challenger Leave Daily	102 Streamliner City of San Francisco Leave Daily	28 San Francisco Overland Leave Daily	Mile Post Location	Supplement No. 1 To Timetable No. 62 September 1, 1947	Distance from Carlin	
	STATIONS													
Carlin yard BKWOTP											534.5	TO-R	CARLIN	0.0
81 P	Be governed by current timetable, bulletins and rules of Western Pacific R. R. Co., on WPRR track between Carlin and Alazon.										537.5		3.0 VIVIAN	3.0
72 P										550.3				554.3		12.8 AVENEL	15.8
79 P	On Southern Pacific tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Carlin to Signal 5387, Signal 5396, at west portal tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal tunnel No. 3 to Signal 5727 at west switch Elburz, signals govern movements in both directions.										556.0	TO-R	4.0 WEST ELKO	19.8
83 P										560.5				573.4		1.7 ELKO	21.5
88 WP											576.7		4.5 COIN	26.0
100 P											581.2		12.9 ELBURZ	38.9
82 P											589.6		3.3 HALLECK	42.2
112 WP											591.1	TO	4.5 RASID	46.7
122 P											599.1		8.4 DEETH	55.1
86 IP						PM 3.20	PM 12.50	PM 12.25	AM 5.32	AM 1.24	603.6		1.5 WPRR Connection	56.6
W 107 Yard Limits E 125 BKWOYP						s 3.42	s 1.02	s 12.37		1.30	607.5	TO-R	8.0 TULASCO	64.6
W 117 Yard Limits E 102 YP						4.00	1.23	12.58	5.51	1.48	616.4	TO-R	4.5 ALAZON	69.1
98 P						4.08	1.31	1.06		1.53	620.1	TO-R	3.9 WELLS	73.0
109 P						4.14	1.37	1.12		1.58	624.1	TO	8.9 MOOR	81.9
115 P						4.20	1.42	1.17	6.04	2.02	627.5	TO	3.7 ANTHONY	85.6
111 P						4.26	1.47	1.22		2.07	631.8	TO	4.0 HOLBORN	89.6
115 P						4.33	1.53	1.28		2.13	636.8	TO	3.4 FENELON	93.0
Yard Limits W 114 WYP						4.38	1.58	1.33	6.20	2.17	640.6	TO	4.3 PEQUOP	97.3
65 P						s 4.43					644.8	TO	5.0 ICARUS	102.3
M 92 WP						4.52	2.09	1.44	6.30	2.28	649.8	TO	3.8 VALLEY PASS	106.1
Yard Limits BKWOYP						s 5.10 PM	s 2.25 PM	s 2.01 PM	6.43 AM	s 2.44 AM	661.9	TO-R	4.2 COBRE	110.3
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		TO-R	5.0 LORAY	115.3
						(1.50) 31.80	(1.35) 36.81	(1.36) 36.43	(1.11) 49.26	(1.20) 43.72		TO-R	12.1 MONTELLO	127.4
													(127.4)	
													Time over District.....	
													Average Speed per Hour.....	

See Suppl. #2
5-30-48

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

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

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

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

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

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

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

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

ELKO SUBDIVISION

Supplement No. 1
To
Timetable No. 62
September 1, 1947

WESTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location	STATIONS	Distance from Montello	WESTWARD							
				27	21	39	23	31	101		
				San Francisco Overland	Pacific	Western Pacific Exposition Flyer	Challenger	Passenger	Streamliner City of San Francisco		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Carlin yard BKWOTP	534.5	TO-R CARLIN 3.0	127.4	AM 5.33	PM 1.13	PM 2.23	PM 3.22	PM 4.30	PM 9.56		
81 P	537.5	VIVIAN 12.8	124.4	5.27	1.06	2.16	3.14	4.22	9.51		
72 P	550.3	AVENEL 4.0	111.6		12.53	2.03	2.59	4.07			
Yd. Limits.	554.3	WEST ELKO 1.7	107.6		12.49	1.58	2.54	4.02			
	556.0	TO-R ELKO 4.5	105.9	5.08	s 12.46	s 1.55	s 2.51	s 3.59	9.36		
83 P	560.5	COIN 12.9	101.4		12.36	1.40	2.40	3.44			
88 WP	573.4	ELBURZ 3.3	88.5	4.50	12.22	1.26	2.25	3.28	9.20		
100 P	576.7	HALLECK 4.5	85.2		12.19		2.20	s 3.23			
82 P	581.2	RASID 8.4	80.7		12.14	1.18	2.15	3.17			
112 WP	589.6	TO DEETH 1.5	72.3	4.35	12.06 PM	1.09	2.05	s 3.05	9.08		
	591.1	WPRR Connection 8.0	70.8								
122 P	599.1	TULASCO 4.5	62.8		11.57 AM		1.53	2.46			
86 IP	603.6	TO-R ALAZON 3.9	58.3	4.21	11.52	12.55 PM	1.48	2.39	8.57		
W 107 Yard Limits BKWOYP	607.5	TO-R WELLS 8.9	54.4	4.16	s 11.45		s 1.41	s 2.32			
W 117 Yard Limits E 102 YP	616.4	TO MOOR 3.7	45.5	4.04	11.24		1.22	2.11	8.42		
98 P	620.1	ANTHONY 4.0	41.8		11.20		1.17	2.06			
109 P	624.1	HOLBORN 3.4	37.8	3.55	11.15		1.12	2.00			
115 P	627.5	TO FENELON 4.3	34.4	3.51	11.10		1.06	1.54	8.28		
111 P	631.8	PEQUOP 5.0	30.1	3.46	11.05		1.01	1.47			
115 P	636.8	ICARUS 3.8	25.1	3.40	10.59		12.55	1.41			
Yard Limits W 114 WYP	640.6	TO VALLEY PASS 4.2	21.3	3.35	10.52		12.48	1.34	8.13		
65 P	644.8	COBRE 5.0	17.1					s 1.28			
M 92 WP	649.8	LORAY 12.1	12.1	3.10	10.31		12.27	1.11	8.00		
Yard Limits BKWOYP	661.9	TO-R MONTELLO	0.0	2.51 AM	10.13 AM		12.09 PM	12.53 PM	7.40 PM		
		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		Time over District.....		(2.42)	(3.00)	(1.28)	(3.13)	(3.37)	(2.16)		
		Average Speed per Hour.....		47.18	42.46	47.11	39.60	35.22	56.20		

See Supl #2 5-30-48

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

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

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

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

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

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

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

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

ELKO SUBDIVISION

Mile Post Location	Supplement No. 1 To Timetable No. 62 September 1, 1947	Distance from Montello	WESTWARD									
			SECOND CLASS									
			571	77	573	53	575	61	577			
STATIONS			Freight	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight	Western Pacific Fast Freight	Freight			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
534.5	TO-R CARLIN 3.0	127.4	AM 5.10	AM 6.50	AM 11.40	PM 2.50	PM 6.10	PM 10.50	AM 12.11			
537.5	VIVIAN 12.8	124.4										
550.3	AVENEL 4.0	111.6										
554.3	WEST ELKO 1.7	107.6		6.10 Via WP yard		2.10 Via WP yard		10.10 Via WP yard				
556.0	TO-R ELKO 4.5	105.9	4.40	5.24	11.10	1.10	5.40	9.10	11.40 PM			
560.5	COIN 12.9	101.4										
573.4	ELBURZ 3.3	88.5										
576.7	HALLECK 4.5	85.2	4.13	4.59	10.43	12.45	5.13	8.45	11.13			
581.2	RASID 8.4	80.7										
589.6	TO DEETH 1.5	72.3	3.57	4.43	10.27	12.29	4.57	8.29	10.57			
591.1	WPRR Connection 8.0	70.8										
599.1	TULASCO 4.5	62.8										
603.6	TO-R ALAZON 3.9	58.3	3.40	4.24 AM	10.10	12.10 PM	4.40	8.10 PM	10.40			
607.5	TO-R WELLS 8.9	54.4	3.30		9.59		4.30		10.30			
616.4	TO MOOR 3.7	45.5	3.00		9.30		3.59		10.00			
620.1	ANTHONY 4.0	41.8	2.49		9.19		3.49		9.49			
624.1	HOLBORN 3.4	37.8	2.43		9.13		3.43		9.43			
627.5	TO FENELON 4.3	34.4	2.38		9.08		3.38		9.38			
631.8	PEQUOP 5.0	30.1	2.32		9.02		3.32		9.32			
636.8	ICARUS 3.8	25.1	2.26		8.55		3.25		9.25			
640.6	TO VALLEY PASS 4.2	21.3	2.17		8.45		3.15		9.15			
644.8	COBRE 5.0	17.1										
649.8	LORAY 12.1	12.1										
661.9	TO-R MONTELLO	0.0	1.00 AM		7.30 AM		2.00 PM		8.01 PM			
	(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	Time over District.....		(4.10)	(2.26)	(4.10)	(2.40)	(4.10)	(2.40)	(4.10)			
	Average Speed per Hour.....		30.57	28.39	30.57	25.91	30.57	25.91	30.57			

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

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

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

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

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

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

OGDEN SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings						Mile Post Location	Supplement No. 1 To Timetable No. 62 September 1, 1947	Distance from Montello
	FIRST CLASS							
		32 Passenger	22 Pacific	24 Challenger	102 Streamliner City of San Francisco				28 San Francisco Overland
Yard Limits BKWOYP		PM 5.20	PM 2.33	PM 2.09	AM 6.43	AM 2.49	661.9	
E 113 P		5.30	2.42	2.18	6.49	2.58	668.3	
Grouse W 121 P							674.3	
E 119 W 165 WYP		s 5.45	2.54	f 2.29	6.58	3.10	679.8	
119 P							684.5	
119 P							688.8	
119 P							693.2	
120 P							697.6	
126 121 WP		6.15	3.18	2.53	7.14	3.31	702.1	
121 P							706.4	
120 P							711.1	
140 P							716.3	
122 P							720.7	
120 P							724.8	
121 P							730.0	
121 OP		s 7.00	3.56	3.31	7.36	4.04	734.6	
							739.7	
137 P							741.1	
116 P							744.8	
93 P							750.1	
140 P		7.55	4.44	4.17	8.11	4.50	752.9	
51 WP		f 8.05					758.5	
M 127 P		8.26	5.01	4.34	8.23	5.07	767.2	
							776.3	
Ogden yard I							781.4	
BKWOTYP		s 8.55 PM	s 5.30 PM	s 5.00 PM	s 8.40 AM	s 5.25 AM	782.3	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		(3.35) 33.60	(2.57) 40.81	(2.51) 42.24	(1.57) 61.74	(2.36) 46.30		

See Supl #2
5-30-48

STATIONS		Distance from Montello
TO-R	MONTELLO		0.0
	6.4 TECOMA	6.4
	6.0 GARTNEY	12.4
	5.5 LUCIN	17.9
	4.7 PIGEON	22.6
	4.3 TECK	26.9
	4.4 JACKSON	31.3
	4.4 BEPPPO	35.7
	4.5 LEMAY	40.2
	4.3 NEWFOUNDLAND	44.5
	4.7 GROOME	49.2
	5.2 ALLEN	54.4
	4.4 HOGUP	58.8
	4.1 OLNEY	62.9
	5.2 STRONGKNOB	68.1
	4.6 LAKESIDE	72.7
	5.1 TRESND	77.8
	1.4 ENGLE	79.2
	3.7 MIDLAKE	82.9
	5.3 COLIN	88.2
	2.8 BRIDGE	91.0
	5.6 PROMONTORY POINT	96.6
	8.7 LITTLE MOUNTAIN	105.3
	9.1 WEST WEBER	114.4
	5.1 D&RGW Crossing	119.5
TO-R	OGDEN	120.4
	(120.4)	
.....Time over District.....		
.....Average Speed per Hour.....		

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

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

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

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

OGDEN SUBDIVISION

Supplement No. 1
To
Timetable No. 62
September 1, 1947

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Distance from Ogden	27	21	23	31	101								
			San Francisco Overland	Pacific	Challenger	Passenger	Streamliner City of San Francisco								
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
661.9	TO-R MONTELLO 6.4	121.2	AM	AM	PM	PM	PM								
668.3	TECOMA 2.8	114.8	s 2.46	s 10.05	s 12.01	s 12.45	7.40								
671.1	GROUSE 9.5	112.0	2.37	9.56	11.53 AM	12.37	7.33								
679.8	LUCIN 4.7	102.5	2.23	9.38	11.36	s 12.18 PM	7.21								
684.5	PIGEON 4.3	97.8													
688.8	TECK 4.4	93.5													
693.2	JACKSON 4.4	89.1													
697.6	BEPO 4.5	84.7													
702.1	LEMAY 4.3	80.2	2.02	9.13	11.12	11.50 AM	7.03								
706.4	NEWFOUNDLAND 4.7	75.9													
711.1	GROOME 5.2	71.2													
716.3	ALLEN 4.4	66.0													
720.7	HOGUP 4.1	61.6													
724.8	OLNEY 5.2	57.5													
730.0	STRONGKNOB 4.6	52.3													
734.6	LAKESIDE 5.1	47.7	1.32	8.37	10.37	s 11.02	6.42								
739.7	TRESEND 1.4	42.6													
741.1	ENGL 3.7	41.2													
744.8	MIDLAKE 5.3	37.5													
750.1	COLIN 2.8	32.2													
752.9	BRIDGE 5.6	29.4	12.49	7.50	9.50	10.15	6.10								
758.5	PROMONTORY POINT 8.7	23.8				f 10.05									
767.2	LITTLE MOUNTAIN 9.1	15.1	12.34	7.33	9.33	9.50	5.59								
776.3	WEST WEBER 5.1	6.0													
781.4	D&RGW Crossing 0.9	0.9													
782.3	TO-R OGDEN	0.0	12.18 AM	7.15 AM	9.15 AM	9.30 AM	5.45 PM								
	(121.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
	Time over District		(2.28)	(2.50)	(2.46)	(3.15)	(1.55)								
	Average Speed per Hour		49.13	42.77	43.80	37.29	63.23								

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

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

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

COCKEY SUBDIVISION

WESTWARD

First Class

Station	101	11	22	31	32	33	34	35	36
101	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
102	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
103	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
104	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
105	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
106	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
107	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
108	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
109	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
110	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
111	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
112	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
113	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
114	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
115	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
116	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
117	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
118	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
119	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
121	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
122	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
123	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
124	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
125	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
126	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
127	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
128	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
129	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
130	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
131	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
132	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
133	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
134	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
135	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
136	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
137	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
138	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
139	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
140	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
141	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
142	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
143	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
144	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
145	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
146	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
147	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
148	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
149	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
150	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

*Superseded by
Supt No. 2
5-30-48*

ADDITIONAL PASSENGER TICKETS TO BE ISSUED OR EXCHANGED BEFORE DEPARTURE		
Station	Class	Rate

No. 37 stop on way to any station to receive or discharge passengers, baggage, mail or express to or from any station.



The amount of current (indicated) station and miles of train from station to station in light yard limits. Be familiar with this table for (2) payments to movement over all stations.

The amount of current (indicated) station and miles of train from station to station in light yard limits. Be familiar with this table for (2) payments to movement over all stations.