

# AMERICAN CANYON ROUTE

VIA OGDEN  
TIME TABLES



## AMERICAN—

Trains passing in daylight stop to permit view from observation platform of the wonderful American River Canyon.

## DONNER LAKE—

Comfortable, home-like Camp with tent-houses and Hotel Service.

## LAKE TAHOE—

One of the largest and most beautiful mountain lakes in the world. Altitude 6,280 feet. Twenty-three miles long, thirteen miles wide, and its shores have many charming resorts with attractive hotels and numerous cottages. Steamer makes the 72-mile circuit of the lake daily during summer season, stopping at various resorts.

## LASSEN VOLCANIC NATIONAL PARK—

Lassen Peak is the only active volcano in Continental United States. Reached via Reno and Westwood, thence by auto stage to Drakesbad.

J. H. R. PARSONS  
Passenger Traffic Manager, San Francisco, Calif.



# AMERICAN CANYON ROUTE



## WESTBOUND

## CHICAGO, ST. LOUIS, KANSAS CITY, OGDEN, OAKLAND, SAN FRANCISCO

## EASTBOUND

Table 70		19 Daily	21 Daily	1 Daily
590	Lv Chicago	10 45		
1033	Ar Omaha	12 34		
590	Lv Chicago		8 10	
1033	Ar Omaha		9 30	
1033	Ar Omaha	12 40	9 45	
1860	Ar Grand Island	4 30	1 25	
2149	Ar Kearney	5 40	2 26	
2800	Ar North Platte (C.T.)	8 25	4 45	
2800	Ar North Platte (M.T.)	7 40	3 50	
3756	Ar Julesburg	9 40	5 52	
4090	Ar Sidney	11 05	7 00	
6050	Ar Cheyenne	2 05	10 00	
480	Lv St. Louis	10 30	9 03	9 03
748	Ar Kansas City	10 40	6 15	6 15
5182	Ar Denver	7 15	12 50	12 50
5182	Ar Denver	8 00	1 30	6 00
6050	Ar Cheyenne	11 45	9 30	
6050	Ar Cheyenne	2 20	10 15	
7139	Ar Green River	4 40	6 25	12 20
6082	Ar Green River	12 25	1 30	8 00
6759	Ar Evanston	3 45	4 40	11 05
4301	Ar Ogden (M.T.)	6 25	7 20	2 00

**REFERENCE NOTES**  
 For Complete Schedules Between San Francisco and Sacramento, (see tables 38, 116).  
 See Pages 13 and 14 For Equipment.  
 Time from 12:01 midnight to 12:00 noon is shown by LIGHT faced figures and time from 12:01 noon to 12:00 midnight by DARK faced figures.  
 Numbers following station names refer to other tables showing connecting lines.  
 \*—Daily. †—Daily except Sunday.  
 ‡—Sunday only.  
 §—U.S. Mail box at station or on platform.  
 ¶—Will stop to discharge passengers from Sparks and beyond.  
 ¶—Will stop to receive passengers for Cheyenne and beyond.  
 †—Will stop to receive passengers for Ogden and beyond.  
 a—Will stop to discharge passengers from Reno and west.  
 b—Will stop on flag to receive passengers for Reno and east.  
 c—No. 19 will stop at any station, Ogden to Oakland, to detain passengers from Cheyenne and east.  
 d—Will stop to receive passengers for Hazen, Reno, Sacramento and San Francisco.  
 e—Via Borie Cut-Off.  
 f—Flag stop to receive or discharge passengers.  
 g—Stops on flag to receive passengers for Reno, Sacramento, San Francisco; also No. 1 will stop to discharge passengers from Ogden or Salt Lake City.  
 h—Will stop to receive passengers for Reno and west.  
 k—On flag to receive passengers for Sacramento and west.  
 m—Saturday only.  
 n—Tuesday, Thursday, Saturday.  
 o—Monday, Wednesday, Friday.  
 p—Sunday, Wednesday, Friday.  
 q—Monday, Wednesday.  
 r—Monday.  
 t—Tuesday.  
 v—Tuesday, Thursday, Saturday.  
 w—Thursday, Saturday.  
 z—Tuesday, Thursday.  
 y—Friday.  
 P.T.—Pacific time.  
 M.T.—Mountain time.  
 C.T.—Central time.

Table 70		2 Daily	22 Daily	20 Daily	10 Daily	6 Daily	24 Daily	1 Daily
6	Lv San Francisco (Market Street)	11 00	1 00	4 00	9 00	6 20	1 20	3 20
14	Ar Oakland Pier	11 18	1 18	4 18	9 18	6 38	1 38	3 38
14	Ar Oakland Pier	11 30	1 30	4 27	9 27	6 50	1 50	3 50
10	Ar Oakland (16th Street)	11 38	1 38	4 34	9 34	6 58	1 58	3 58
18	Ar Berkeley (University Avenue)	11 46	1 46	4 42	9 42	7 06	2 06	4 06
41	Ar Richmond	11 55	1 55	4 50	9 50	7 16	2 16	4 16
14	Ar Port Costa	12 25	2 00	5 20	10 45	7 46	2 46	4 46
10	Ar Benicia		3 00	5 53	11 45	7 58	2 58	4 58
12	Ar Suisun-Fairfield		3 28	6 11	11 45	8 11	3 11	5 11
67	Ar Dixon		3 55			8 38	3 38	5 38
52	Ar Davis (University Farm)					12 30	7 00	1 40
35	Ar Sacramento	2 25	4 30	7 25	12 55			
35	Ar Sacramento	2 35	4 40	7 35	1 15	10 15	7 30	3 40
165	Ar Antelope					1 50	10 50	8 10
163	Ar Roseville	3 10	5 15	8 10	2 00	11 00	8 20	4 25
249	Ar Rocklin					2 00	11 00	8 33
402	Ar Loomis					11 12		
114	Ar Penryn (Lincoln Avenue)					11 12		
627	Ar Penryn					2 30	11 30	8 42
960	Ar Newcastle		5 50			2 30	11 30	8 55
1067	Ar Auburn (Nevada Street)		6 05			2 45	11 45	9 07
1625	Ar Bowman					2 55	11 55	9 18
1759	Ar Chipper Gap					3 05	12 05	9 29
2015	Ar East Applegate					3 15	12 15	9 40
2213	Ar New England Mills					3 25	12 25	9 51
2418	Ar Colfax	4 35	6 55	9 40	3 30	12 30	10 00	10 00
2418	Ar Colfax	4 35	6 55	9 40	3 35	12 35	10 05	10 05
2663	Ar Cape Horn					4 45	10 35	10 35
3227	Ar Gold Run		7 45			4 55	10 35	10 35
3390	Ar Dutch Flat					5 05	10 45	10 45
3615	Ar Alta					5 15	10 55	10 55
3700	Ar Towle		8 00			5 10	11 05	11 05
4017	Ar American	5 22				5 20	11 07	11 07
4017	Ar American	5 27				5 25	11 12	11 12
4693	Ar Blue Canon		8 35			5 50	11 45	11 45
5219	Ar Emigrant Gap		8 50			6 00	12 00	12 00
5933	Ar Cisco		9 20			6 30	12 30	12 30
7018	Ar Summit					7 20	13 20	13 20
5819	Ar Truckee (Lake Tahoe, South)	8 00	11 00	1 00	8 10	10 50	2 30	2 30
5819	Ar Truckee (Donner Lake, West)	8 00	11 00	1 00	8 30	11 30	2 30	2 30
5532	Ar Boca					9 00	5 55	5 55
5327	Ar Floriston					9 15	6 10	6 10
4919	Ar Verdi, Nevada					9 40	6 35	6 35
4500	Ar Reno	9 15	12 15	2 20	10 00	6 55	3 40	3 40
4500	Ar Reno	9 20	12 25	2 25	10 25	7 10	6 30	6 30
4426	Ar Sparks					10 35	7 20	7 20
4157	Ar Fernelly (See table 72)		1 33			12 03	8 35	8 35
4012	Ar Hazen (See table 74)	11 00	1 55	4 00		12 03	8 35	8 35
3980	Ar Lovelock (Humboldt River)	12 23	3 20	5 20		12 16	8 48	8 48
4160	Ar Oreauna (Gold Mines)		3 43			12 30	9 02	9 02
4237	Ar Humboldt (Humboldt River)		3 43			12 30	9 02	9 02
4191	Ar Inlay (Starr Peak Mts.)	1 35	4 25	6 26		12 40	9 10	9 10
4229	Ar Mill City		4 25	6 26		12 40	9 10	9 10
4334	Ar Winnemucca	2 21	5 25	7 18		12 44	9 14	9 14
4304	Ar Weso					12 44	9 14	9 14
4304	Ar Weso					12 44	9 14	9 14
4389	Ar Golconda		5 53	7 43		12 50	9 20	9 20
4389	Ar Golconda		5 58	7 48		12 55	9 25	9 25
4513	Ar North Battle Mountain (table 83)		6 58	8 41		1 00	9 30	9 30
53	Ar Dunphy		7 50			1 05	9 35	9 35
4695	Ar Beowawe (Shoshone Range)		7 50	9 30		1 05	9 35	9 35
4844	Ar Palisade (See table 81)		8 21			1 15	9 45	9 45
4899	Ar Carlin	5 22	8 38	10 13		1 15	9 45	9 45
5061	Ar Elko (Lamoille Valley)	6 04	9 20	10 54		1 20	9 50	9 50
5230	Ar Halleck		9 59			1 25	9 55	9 55
5341	Ar Deeth		10 16			1 30	10 00	10 00
5502	Ar Alazon					1 35	10 05	10 05
5502	Ar Alazon					1 35	10 05	10 05
5630	Ar Wells (Humboldt River)		10 53	12 25		1 40	10 10	10 10
5922	Ar Cobre (See table 86)	9 10	12 52	2 10		1 45	10 15	10 15
4877	Ar Montello (Pilot Peak)		1 05			1 50	10 25	10 25
4808	Ar Teocoma, Nevada		1 24			1 55	10 30	10 30
4474	Ar Lucin (Salt Lake Cut Off)		1 40			2 00	10 40	10 40
4217	Ar Promontory		1 40			2 00	10 40	10 40
4301	Ar Ogden (P.T.) (See tables 78, 79, 80)	1 05	5 10	6 05		2 05	10 45	10 45
4301	Ar Ogden (M.T.)	2 05	6 10	7 05		2 05	10 45	10 45

**Table 71**  
**LAKE TAHOE RAILWAY & TRANSPORTATION CO.**  
 September 10 to October 15, 1924

* 8 05	Lv Truckee (See table 70)	Ar	5 55
9 05	Ar Tahoe City	Lv	5 05

Steamer leaves Tahoe Daily at 9.30 A. M. for 72-mile trip around Lake Tahoe via Homewood, McKinney's, Moana Villa, Tahoma, Pomin's, Rubicon Lodge, Emerald Bay Camp, Tallac, The Grove, Bijou, Al-Tahoe, Lakeside Park, Glenbrook, Brockway, Tahoe Vista and Carnelian Bay, returning to Tahoe at 5.00 P.M.

**Table 72**  
**FERNLEY, WENDEL, WESTWOOD**

* 8 42	Lv Fernley (See table 70) (Sou. Pac.)	Ar	6 21
8 51	Ar Wadsworth	Lv	6 10
9 49	Ar Sutcliffe	Lv	6 14
10 44	Ar Flanigan	Lv	6 18
11 14	Ar Amodee	Lv	6 46
11 20	Ar Wendel (See table 73)	Lv	6 35
11 50	Ar Litchfield	Lv	6 39
12 02	Ar Leavitt	Lv	6 56
12 35	Ar Susanville	Lv	7 38
12 35	Ar Susanville	Lv	7 38
2 20	Ar Westwood	Lv	1 20

Nos. 6 or 5  
 Standard Sleeper, Coaches, San Francisco and Westwood.  
 Dining Car, San Francisco to Port Costa; Cafe Coach Sparks and Susanville.

**Table 73**  
**WENDEL, ALTURAS, LAKEVIEW**  
 Nevada-California-Oregon Ry.

11 59	Lv Wendel (See table 72)	Ar	3 20
3 05	Ar Madeline	Lv	12 15
5 35	Ar Alturas (To Adin)	Lv	10 00
6 55	Ar Davis Creek	Lv	8 50
7 40	Ar Willow Ranch (To Fort Bidwell)	Lv	8 05
8 45	Ar Lakeview (To Bonanza)	Lv	7 00

Auto connection at Alturas for Cedarville, Eagleville, Lake City, Canby, Adin; at Willow Ranch for Fort Bidwell; at Lakeview for Adel, Plush, Valley Falls, Paisley, Summer Lake, Silver Lake, Bly, Bonanza.

**Table 74**  
**HAZEN, MINA, GOLDFIELD**

8 35	Lv Hazen (See table 70)	Ar	5 25
8 50	Ar Lahontan	Lv	5 02
9 35	Ar Churchill	Lv	4 00
10 10	Ar Wabuska (See tables 75, 82)	Lv	3 30
11 45	Ar Schurz	Lv	2 12
1 05	Ar Thorne	Lv	1 05
2 10	Ar Luning	Lv	12 08
2 35	Ar Mina	Lv	11 50
3 10	Ar Mina	Lv	11 30
3 46	Ar Rhoades	Lv	11 09
3 35	Ar Tonopah Junction	Lv	11 05
5 32	Ar Millers	Lv	8 59
7 20	Ar Tonopah	Lv	8 15
10 00	Ar Goldfield	Lv	6 15

**Table 75**  
**WABUSKA, MOUND HOUSE**

* 1 40	Lv Wabuska (Table 74) Ar	1 05	2 10	Lv Churchill	Ar	12 35
2 05	Ar Churchill	Lv	12 40	Ar Dayton	Lv	11 10
		4 25	27	Ar Mound House	Lv	11 40

**Table 76**  
**WABUSKA, MASON, LUDWIG, THOMPSON,**  
 NEVADA COPPER BELT R. R.

* 10 10	* 3 30	* 1 05	Ar Wabuska (74)	Ar	12 55	3 30	10 20
10 40	4 00	1 35	Ar Yerington	Ar	12 17	2 52	9 22
10 50	4 10	1 45	Ar Mason	Ar	8 55	* 2 45	* 9 15
			Ar Hudson	Ar	8 00		
			Ar Ludwig	Lv	7 35		

**Table 77**  
**RENO, CARSON, VIRGINIA CITY**  
 Virginia & Truckee Ry.

* 9 45	* 4 15	* 10 20	* 8 20	01 Lv Reno (70)	Ar	9 32	1 20	6 20
10 10	6 00	12 01	9 35	01 Ar Carson	Lv	8 00	12 10	5 05
10 45	6 35	11 27	52	Ar Mound House	Ar	11 40	4 30	7 20
				Ar Virginia City	Lv	* 10 55	* 4 30	* 6 40
				† 2 50	10 00	31 Lv Carson	Ar	11 40
				3 30	10 40	46 Ar Minden	Lv	* 11 00

**Table 78**  
**COLFAX, NEVADA CITY**  
 Nevada County Narrow Gauge

* 6 55	* 12 15	* 8 00	01 Lv Colfax (See table
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# AMERICAN CANYON ROUTE



## Train 2—SAN FRANCISCO OVERLAND LIMITED—Train 1

EASTBOUND SAN FRANCISCO TO CHICAGO Train 2—S. F. Overland Limited		STATIONS	WESTBOUND CHICAGO TO SAN FRANCISCO Train 1—S. F. Overland Limited	
Su	Mo		Su	Mo
Su	Mo	San Francisco (Market St.) Sou. Pac. Ar	2 30	Fr
Su	Mo	Lv Oakland Pier. . . . . " Ar	1 55	Fr
Su	Mo	Lv Oakland (16th St.) . . . . . " Ar	1 45	Fr
Su	Mo	Lv Sacramento . . . . . " Ar	10 35	Fr
Su	Mo	Lv Reno . . . . . " Ar	4 25	Fr
Mo	Tu	Lv (P.T.) Ogden (P.T.) . . . . . " Lv	1 20	Th
Mo	Tu	Lv (M.T.) Ogden (P.T.) . . . . . " Ar	1 00	Th
Mo	Tu	Lv Ogden (M.T.) . . . . . O. S. L. Ar	1 50	Th
Mo	Tu	Lv Salt Lake City . . . . . " Lv	12 55	Th
Mo	Tu	Lv Ogden (M.T.) D. & R. G. W. Ar	2 00	Th
Mo	Tu	Lv Salt Lake City . . . . . " Ar	1 00	Th
Mo	Tu	Lv Denver . . . . . " Lv	8 15	Th
Mo	Tu	Lv Ogden (M.T.) . . . . . Un. Pac. Ar	2 00	Th
Tu	We	Lv Omaha . . . . . " Ar	9 45	We
Tu	We	Lv Omaha . . . . . C. & N. W. Ar	9 30	We
We	Th	Lv Chicago (C. T.) . . . . . " Lv	8 10	We
We	Th	Lv Chicago (C. T.) . . . . . N. Y. C. Ar	10 25	We
Th	Fr	Lv Albany . . . . . " Ar	5 57	Fr
Th	Fr	Lv New York (E.T.) N. Y. C. Lv	9 00	Fr
Th	Fr	Lv Chicago (C.T.) . . . . . M. C. Ar	10 30	Fr
Th	Fr	Lv Buffalo . . . . . " Lv	1 00	Fr
Th	Fr	Lv Albany . . . . . " Lv	8 20	Fr
Th	Fr	Lv Boston . . . . . B. & A. Lv	12 10	Fr
Th	Fr	Lv New York (E.T.) N. Y. C. Lv	5 00	Fr
We	Th	Lv Chicago (C.T.) . . . . . B. & O. Ar	7 40	We
We	Th	Lv Washington . . . . . " Lv	10 20	We
We	Th	Lv Baltimore . . . . . " Lv	9 12	We
We	Th	Lv Philadelphia . . . . . " Lv	7 03	We
We	Th	Lv New York (E.T.) . . . . . " Lv	4 45	We
We	Th	Lv Chicago (C. T.) . . . . . Penn. Ar	10 30	We
Th	Fr	Lv Baltimore . . . . . " Lv	7 53	Th
Th	Fr	Lv Washington . . . . . " Lv	6 50	Th
Th	Fr	Lv New York . . . . . " Lv	5 00	Th
Th	Fr	Lv Boston (E.T.) N. Y. N. H. & H. Lv	10 00	Th
We	Th	Lv Chicago (Nickel Plate) . . . . . Ar	4 50	We
We	Th	Lv Cleveland . . . . . " Lv	7 13	We
We	Th	Lv Buffalo . . . . . " Lv	1 55	We
We	Th	Lv New York (D. L. & W.) . . . . . Lv	2 00	We

### EQUIPMENT

Club Car: San Francisco and Chicago (Barber, Valet).

Standard Sleepers: San Francisco and Chicago (Sections, Drawing-Rooms, Compartment) via S. P., U. P., C. & N. W.

Standard Sleeper: San Francisco and Salt Lake City (Sections, Drawing-Room), via S. P., O. S. L.

Observation Sleeper: San Francisco and Chicago (Drawing-Rooms, Compartments), via S. P., U. P., C. & N. W.

Dining Car: Oakland and Boone, Iowa, via S. P., U. P., C. & N. W.; Clinton, Iowa and Chicago.

Transportation: When presented with proper Pullman tickets:

- All first class interline tickets, single and round-trip, from stations west of Ogden to stations east thereof, and vice versa.
- Eastbound—All first-class local and interline tickets from Reno and points west to Lovelock, Inlay, Winnemucca, Carlin, Elko, Montello and Ogden; also from Elko to Ogden.
- Westbound—All first-class local and interline tickets from Ogden, Montello, Elko, Carlin and Inlay to Reno and points west; also from Winnemucca to Sacramento and points west thereof; also from Ogden to Elko.
- All year tourist tickets between any points where train is scheduled to stop.

Not Honored: Charity, caretaker's and drover's in state trips, banana messenger's R. R. employe's, D. V. S. tickets and those endorsed "Not good on limited trains," circus scrip form 895, monthly commutation tickets.

Observation Platform: At American Station (situated half-way between Dutch Flat and Blue Canon), a stop of five minutes is made to enable passengers to view the American River Canyon from an observation platform.

## Train 20—PACIFIC LIMITED—Train 19

EASTBOUND SAN FRANCISCO TO CHICAGO Train 20—Pacific Limited		STATIONS	WESTBOUND CHICAGO TO SAN FRANCISCO Train 19—Pacific Limited	
Su	Mo		Su	Mo
Su	Mo	San Francisco (Market St.) Sou. Pac. Ar	4 00	Fr
Su	Mo	Lv Oakland Pier. . . . . " Ar	4 27	Fr
Su	Mo	Lv Oakland (16th St.) . . . . . " Ar	4 34	Fr
Su	Mo	Lv Sacramento . . . . . " Ar	7 35	Fr
Mo	Tu	Lv Reno . . . . . " Ar	2 25	Fr
Mo	Tu	Lv (P.T.) Ogden (P.T.) . . . . . " Lv	6 05	Fr
Mo	Tu	Lv (M.T.) Ogden (P.T.) . . . . . " Ar	7 05	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . O. S. L. Ar	7 15	Fr
Mo	Tu	Lv Salt Lake City . . . . . " Lv	8 15	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . Un. Pac. Ar	7 25	Fr
We	Th	Lv Omaha . . . . . " Lv	12 05	Fr
We	Th	Lv Omaha . . . . . C. M. & St. P Ar	12 35	Fr
We	Th	Lv Chicago . . . . . " Lv	1 55	Fr
We	Th	Lv Chicago (C.T.) . . . . . N. Y. C. Ar	5 30	Fr
Th	Fr	Lv Cleveland . . . . . " Ar	3 08	Fr
Th	Fr	Lv Albany . . . . . " Lv	2 00	Fr
Th	Fr	Lv Boston . . . . . B. & A. Lv	8 35	Fr
Th	Fr	Lv New York (E.T.) N. Y. C. Lv	5 25	Fr
We	Th	Lv Chicago (C.T.) . . . . . M. C. Ar	3 00	Fr
Th	Fr	Lv Buffalo . . . . . " Lv	6 55	Fr
Th	Fr	Lv Albany . . . . . " Lv	2 30	Fr
Th	Fr	Lv Boston . . . . . B. & A. Lv	8 35	Fr
Th	Fr	Lv New York (E.T.) N. Y. N. H. & H. Lv	6 15	Fr
We	Th	Lv Chicago (C.T.) . . . . . B. & O. Ar	6 25	Fr
Th	Fr	Lv Washington . . . . . " Lv	4 40	Fr
Th	Fr	Lv Baltimore . . . . . " Lv	6 50	Fr
Th	Fr	Lv Philadelphia . . . . . " Lv	8 04	Fr
Th	Fr	Lv New York (E.T.) . . . . . " Lv	10 30	Fr
We	Th	Lv Chicago . . . . . Penn. Ar	5 30	Fr
Th	Fr	Lv Baltimore . . . . . " Lv	3 20	Fr
Th	Fr	Lv Washington . . . . . " Lv	4 20	Fr
Th	Fr	Lv New York . . . . . " Lv	6 28	Fr
Th	Fr	Lv Boston (E.T.) N. Y. N. H. & H. Lv	5 55	Fr
We	Th	Lv Chicago (Nickel Plate) . . . . . Ar	2 40	Fr
Th	Fr	Lv Cleveland . . . . . " Lv	3 15	Fr
Th	Fr	Lv Buffalo . . . . . " Lv	8 30	Fr
Th	Fr	Lv New York (D.L. & W.) . . . . . Lv	7 30	Fr
Th	Fr	Lv Ogden (M.T.) D. & R. G. W. Ar	6 45	Fr
We	Th	Lv Denver . . . . . " Lv	12 45	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . O. S. L. Ar	8 30	Fr
Mo	Tu	Lv Salt Lake City . . . . . " Lv	8 00	Fr
Mo	Tu	Lv Sacramento . . . . . " Ar	7 51	Fr
Mo	Tu	Lv Reno . . . . . " Ar	4 50	Fr
Mo	Tu	Lv (P.T.) Ogden (P.T.) . . . . . " Lv	9 45	Fr
Mo	Tu	Lv (M.T.) Ogden (P.T.) . . . . . " Ar	6 00	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . O. S. L. Ar	5 25	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . Un. Pac. Ar	6 25	Fr
We	Th	Lv Denver . . . . . " Lv	12 40	Fr
We	Th	Lv Kansas City . . . . . " Lv	12 34	Fr
We	Th	Lv Chicago . . . . . " Lv	10 45	Fr
We	Th	Lv Chicago (C.T.) . . . . . N. Y. C. Ar	9 45	Fr
Th	Fr	Lv Albany . . . . . " Lv	5 49	Fr
Th	Fr	Lv Boston . . . . . B. & A. Lv	12 30	Fr
Th	Fr	Lv New York (E.T.) N. Y. C. Lv	2 45	Fr
We	Th	Lv Chicago (C.T.) . . . . . M. C. Ar	8 25	Fr
Th	Fr	Lv Buffalo . . . . . " Lv	9 00	Fr
Th	Fr	Lv Albany . . . . . " Lv	1 20	Fr
Th	Fr	Lv Boston . . . . . B. & A. Lv	10 00	Fr
Th	Fr	Lv New York (E.T.) N. Y. N. H. & H. Lv	8 30	Fr
We	Th	Lv Chicago (C.T.) . . . . . B. & O. Ar	9 00	Fr
Th	Fr	Lv Washington . . . . . " Lv	3 00	Fr
Th	Fr	Lv Baltimore . . . . . " Lv	12 58	Fr
Th	Fr	Lv Philadelphia . . . . . " Lv	10 50	Fr
Th	Fr	Lv New York (E.T.) . . . . . " Lv	8 30	Fr
We	Th	Lv Chicago . . . . . Penn. Ar	9 55	Fr
Th	Fr	Lv Baltimore . . . . . " Lv	4 27	Fr
Th	Fr	Lv Washington . . . . . " Lv	3 50	Fr
Th	Fr	Lv New York . . . . . " Lv	6 55	Fr
Th	Fr	Lv Boston (E.T.) N. Y. N. H. & H. Lv	8 30	Fr
We	Th	Lv Chicago (Nickel Plate) . . . . . Ar	7 30	Fr
Th	Fr	Lv Cleveland . . . . . " Lv	9 20	Fr
Th	Fr	Lv Buffalo . . . . . " Lv	2 15	Fr
Th	Fr	Lv New York (D.L. & W.) . . . . . Lv	1 30	Fr
Th	Fr	Lv Ogden (M.T.) D. & R. G. W. Ar	11 05	Fr
We	Th	Lv Denver . . . . . " Lv	4 00	Fr

### EQUIPMENT

Standard Sleepers: San Francisco to Omaha (Sections, Drawing-Room), via S. P., U. P.  
San Francisco and Chicago (Sections, Drawing-Room), via S. P., U. P., C. M. & St. P.  
Denver to San Francisco (Sections, Drawing-Room), via D. & R. G. W., S. P. (Eastbound No. 6-10.)

Observation Sleeper: San Francisco and Chicago (Sections, Compartment), via S. P., U. P., C. M. & St. P.

Tourist Sleeper: San Francisco and Chicago via S. P., U. P., C. M. & St. P.  
San Francisco to Omaha via S. P., U. P. (No. 26 from Ogden).

Dining Car: Oakland and Evanston, Green River and Omaha, Omaha and Chicago, via S. P., U. P., C. M. & St. P.

Coach: Chicago and San Francisco via S. P., U. P., C. M. & St. P. (Coach passengers will not be carried on No. 20 between San Francisco, Roseville or intermediate points). Tickets may be honored in Sleeping Cars on payment of Pullman seat fares.

Transportation: All Classes.

## Train 10—ATLANTIC EXPRESS (Coach Passengers Only)

Su	Mo	Tu	We	Th	Fr	Sa	Su
Lv San Francisco (Market Street) . . . . . Sou. Pac.	9 00	Mo	Tu	We	Th	Fr	Sa
Lv Oakland Pier . . . . . " "	9 45	Mo	Tu	We	Th	Fr	Sa
Lv Oakland (16th Street) . . . . . " "	9 52	Mo	Tu	We	Th	Fr	Sa
Lv Sacramento . . . . . " "	1 15	We	Th	Fr	Sa	Su	Mo
Lv Reno . . . . . " "	10 25	We	Th	Fr	Sa	Su	Mo
Lv Ogden (P.T.) . . . . . " "	5 15	We	Th	Fr	Sa	Su	Mo
Lv Ogden (M.T.) . . . . . " "	6 45	We	Th	Fr	Sa	Su	Mo
Lv Denver (D. & R. G. W.) . . . . . " "	12 45	Th	Fr	Sa	Su	Mo	We

Coaches: San Francisco to Ogden.

Standard Sleeper: Sparks to Denver (Sections, Drawing-Room) via S. P., D. & R. G. W. (San Francisco to Sparks, N. 6).

Lunch Car: Sparks to Beowawe.

Time from 12.01 midnight to 12.00 noon is shown by LIGHT faced figures, and time from 12.01 noon to 12.00 midnight by DARK faced figures.

## Train 22—ST. LOUIS EXPRESS—Train 21

EASTBOUND Train 22—St. Louis Express		STATIONS	WESTBOUND Train 21—St. Louis Express	
Su	Mo		Su	Mo
Su	Mo	San Francisco (Market St.) Sou. Pac. Ar	1 00	Fr
Su	Mo	Lv Oakland Pier. . . . . " Ar	1 30	Fr
Su	Mo	Lv Oakland (16th St.) . . . . . " Ar	1 38	Fr
Su	Mo	Lv Sacramento . . . . . " Ar	4 40	Fr
Mo	Tu	Lv Reno . . . . . " Ar	12 25	Fr
Mo	Tu	Lv (P.T.) Ogden (P.T.) . . . . . " Lv	5 10	Fr
Mo	Tu	Lv (M.T.) Ogden (P.T.) . . . . . " Ar	6 30	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . O. S. L. Ar	7 15	Fr
Mo	Tu	Lv Salt Lake City . . . . . " Lv	8 05	Fr
Mo	Tu	Lv Ogden (M.T.) . . . . . Un. Pac. Ar	7 30	Fr
We	Th	Lv Denver . . . . . " Lv	12 15	Fr
We	Th	Lv Kansas City . . . . . " Lv	12 10	Fr
We	Th	Lv Kansas City . . . . . Wabash Ar	10 00	Fr
We	Th	Lv St. Louis, Mo. . . . . " Ar	6 02	Fr
We	Th	Lv St. Louis . . . . . Wabash Ar	6 30	Fr
Th	Fr	Lv Detroit . . . . . " Lv	7 15	Fr
Th	Fr	Lv Buffalo . . . . . " Lv	5 10	Fr
Th	Fr	Lv New York . . . . . D. L. & W. Lv	7 00	Fr
We	Th	Lv St. Louis . . . . . Penn. Ar	11 50	Fr
Fr	Sa	Lv Baltimore . . . . . " Lv	6 53	Fr
Fr	Sa	Lv Philadelphia . . . . . " Lv	4 25	Fr
Fr	Sa	Lv New York . . . . . " Lv	7 08	Fr
We	Th	Lv St. Louis, C. C. C. & St. L. Ar	10 00	Fr
Th	Fr	Lv Albany . . . . . " Lv	4 20	Fr
Th	Fr	Lv Boston . . . . . " Lv	11 00	Fr
Th	Fr	Lv New York . . . . . " Lv	12 25	Fr
We	Th	Lv St. Louis . . . . . Burl. Ar	7 30	Fr
Th	Fr	Lv St. Paul . . . . . Rock Island Lv	6 30	Fr
Th	Fr	Lv Minneapolis . . . . . " Lv	7 15	Fr
Mo	Tu	Lv San Francisco (Market Street) . . . . . Ar	7 50	Tu
Mo	Tu	Lv Oakland Pier. . . . . " Ar	7 15	Tu
Mo	Tu	Lv Oakland (16th Street) . . . . . " Ar	7 05	Tu
Mo	Tu	Lv Sacramento . . . . . " Ar	3 40	Tu
Mo	Tu	Lv Reno . . . . . " Lv	8 10	Mo
Mo	Tu	Lv (P.T.) Ogden (P.T.) . . . . . " Lv	7 55	Mo
Mo	Tu	Lv (M.T.) Ogden (P.T.) . . . . . " Ar	6 30	Mo
Mo	Tu	Lv Ogden (M.T.) . . . . . " Ar	2 38	Mo
Mo	Tu	Lv Ogden (M.T.) . . . . . O. S. L. Ar	1 20	Mo
Mo	Tu	Lv Salt Lake City . . . . . " Lv	7 00	Mo
Mo	Tu	Lv Ogden (M.T.) . . . . . Un. Pac. Ar	8 15	Mo
Mo	Tu	Lv Denver . . . . . " Lv	6 15	Mo

### EQUIPMENT

Standard Sleeper: San Francisco and Kansas City (Sections, Drawing-Room), via S. P., U. P.  
San Francisco and St. Louis (Sections, Drawing-Room, Compartment), via S. P., U. P., Wabash.  
Omaha to San Francisco (Sections, Drawing-Room), via U. P., S. P. From Omaha on U. P. No. 25.

Observation Sleeper: San Francisco and Ogden (Sections).

Tourist Sleeper: San Francisco and Kansas City, via S. P., U. P.  
Omaha to San Francisco via U. P., S. P. From Omaha on U. P. No. 25.

Dining Car: Oakland, Calif. and St. Louis, Mo.

Transportation: All classes.

Coaches: San Francisco, Ogden, Denver, Kansas City, St. Louis.

Train 6—NEVADA EXPRESS EASTBOUND		Train 5—NEVADA EXPRESS WESTBOUND	
24	6	5	23-5
Mo	* 1 20	Mo	* 6 20
Mo	1 50	Mo	6 50
Mo	7 30	Mo	6 58
Mo	4 00	Tu	10 15
Mo	6 00	Tu	6 55
Mo	8 00	Tu	7 10
Mo	9 05	Tu	8 42
Tu	7 20	Tu	12 35
Tu	10 00	Tu	2 20
			Lv Hazen . . . . . " Lv
			Lv Tonopah . . . . . (T. & G.) Lv
			Lv Goldfield . . . . . " Lv

## Train 24—TONOPAH EXPRESS—Train 23-5

Standard Sleeper: San Francisco to Sacramento (Sections, Drawing-Room), westbound, Train No. 13.  
Standard Sleeper: San Francisco and Tonopah.  
Coaches: San Francisco and Reno, Reno and Goldfield.  
All Day Lunch: Sacramento and Sparks.

## Train 6—NEVADA EXPRESS—Train 5

Standard Sleepers: San Francisco and Westwood (Sections, Drawing-Room).  
Standard Sleeper: San Francisco to Denver (Sections, Drawing-Room) via S. P., D. & R. G. W. No. 6 to Sparks, No. 10 Sparks to Ogden, No. 4 Ogden to Denver.  
Sacramento and Sparks (Sections, Drawing-Room).

Dining Car: San Francisco to Port Costa.

Cafe Coach: Sparks and Susanville.

Coach and Smoker: San Francisco and Westwood.

Transportation: All Classes.