TRAINMASTERS

D. W. TANNER ..... Ogden
G. M. JOYCE ..... Carlin
J. F. McCUISTION ..... Sparks
J. E. BUTLER ..... Sparks

ROAD FOREMEN OF ENGINES

W. H. MARLIN ..... Ogden
A. C. EVERETT ..... Sparks

TRAINMASTER—ROAD FOREMAN OF ENGINES

B. E. EAGER ..... Susanville

ASST. ROAD FOREMEN OF ENGINES

O. S. YOUNG ..... Ogden
J. M. STOUT ..... Sparks

ASSISTANT TRAINMASTERS

S. B. BURTON ..... Ogden
H. R. MADISON ..... Montello
P. J. MYERS ..... Montello
L. J. McHUGH ..... Imlay
J. W. OSMUN ..... Imlay
G. V. ABBAY ..... Sparks

CHIEF TRAIN DISPATCHERS

F. W. SMITH ..... Ogden
G. E. PAYNE ..... Sparks

V. E. ANDERSON
Assistant Superintendent, Ogden

SOUTHERN PACIFIC COMPANY

SALT LAKE DIVISION TIMETABLE

63

EFFECTIVE SUNDAY, OCTOBER 31, 1948
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

V. M. PETTERSON,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

A. S. McCANN,
Superintendent of Transportation.

F. E. KALBAUGH,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Ogden	Dr. Keith Stratford	Division Surgeon
Ogden	Dr. L. S. Sycamore	District Physician and Surgeon
Ogden	Dr. Cloyd Van Hook	District Physician and Surgeon
Ogden	Dr. Harold DeMars	Oculist and Aurist
Ogden	Dr. Ralph Pugmire	Assistant Oculist and Aurist
Brigham City	Dr. R. A. Pearse	Emergency Surgeon
Montello	Nurse in attendance	
Elko	Dr. A. J. Hood	District Physician and Surgeon
Elko	Dr. R. P. Roantree	District Physician and Surgeon
Elko	Dr. Geo. A. Collett	Asst. Dist. Physician and Surgeon
Carlin	Dr. C. W. Eastman	District Physician and Surgeon
Battle Mountain	Dr. T. S. Dunning	District Physician and Surgeon
Winnemucca	Dr. Kurt L. Hartoch	District Physician and Surgeon
Winnemucca	Dr. George F. Pope	Physician and Surgeon
Imlay	Dr. J. R. Gill	District Physician and Surgeon Hrs. 2 PM to 4 PM, Tues. & Fri.
Lovelock	Dr. J. R. Gill	District Physician and Surgeon
Sparks	Dr. H. Earl Belnap	District Physician and Surgeon
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Sparks	Dr. Elwood Reno	Asst. Dist. Physician and Surgeon
Reno	Dr. Rodney E. Wyman	Division Surgeon
Reno	Dr. M. B. Woodward	District Physician and Surgeon
Reno	Dr. John A. Fuller	Oculist and Aurist
Fallon	Dr. H. W. Sawyer	District Physician and Surgeon
Susanville	Dr. J. W. Crever, Jr.	District Physician and Surgeon
Mina	Dr. D. A. Smith	District Physician and Surgeon
Yerrington	Dr. S. R. McGee	Emergency Surgeon
Yerrington	Dr. Stanley Tebbe	Emergency Surgeon
Alturas	Dr. Phillip W. McKenney	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO
DIVISION HOSPITAL—DEE HOSPITAL.....OGDEN
EMERGENCY HOSPITAL.....OGDEN
EMERGENCY HOSPITAL.....SPARKS

WATCH INSPECTORS

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sparks.....W. R. Adams & Son
Winnemucca.....Krenkel & Bosch
Elko.....W. N. Blohm
Elko.....C. E. Cox
Ogden.....Chas. D. Anderson
Ogden.....E. E. Dahlin
Alturas.....Todd D. Fountain
Lakeview.....A. E. Rugg
Susanville.....Jeffries and Courvoisier

RULE 3. Secondary time and train-order time at Perth supply at and at Amelia track.

Secondary time and train-order time at Levisons supply at passing station.

RULE 3A. Operation No. 102 is superior to Nos. 27, 21, 22, and all except rules Centralized Traffic Control Instructions.

RULE 3B. Except within Centralized Traffic Control System, passing Centralized Traffic control at clear of main track and installed work for Nos. 101 and 102 and 2nd time before entering, by train-order line at that station and telephone and telegraphs train-order stations and engines must be clear of main track and multiple Points for Nos. 101 and 102 not be given at points before the arrival or departure, or train-order line at that station.

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

EASTWARD

Capacity of sidings				FIRST CLASS						Mile Post Location	Timetable No. 63 October 31, 1948 STATIONS	Distance from Sparks
				606 Mixed	28 San Francisco Overland	26 Passenger (c)	22 Mail	24 Gold Coast	102 Streamliner City of San Francisco			
				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Sparks yard BKWOTYP				PM 9.25	PM 7.02	AM 8.30	AM 5.40	AM 5.10	AM 12.10	246.2	TO-R SPARKS (D.T.)	0.0
P										249.1	2.9 VISTA	2.9
118 P				f 9.39						253.1	4.0 HAFED (Centralized Traffic Control)	6.9
116 WP				f 9.47						257.3	4.2 PATRICK	11.1
114 P				f 9.55						262.1	4.8 CLARK	15.9
126 P				f 10.03						266.7	4.6 THISBE	20.5
116 P				f 10.11						271.4	4.7 GILPIN	25.2
274 WYP				s 10.21		s 9.10	c	c		276.1	4.7 FERNLEY	29.9
116 P										280.4	4.3 ARGO	34.2
123 P										284.4	4.0 DARWIN	38.2
130 124 BKWYP				s 10.45 PM		s 9.45	s 6.35	f 6.05		288.1	3.7 TO HAZEN	41.9
116 122 P					7.55	9.55	6.41	6.13	12.54	292.5	4.4 MASSIE	46.3
96 P						10.03	6.46	6.19		297.4	4.9 FALAIS (Automatic Block System)	51.2
118 P					8.04	10.10	6.51	6.25	1.00	302.0	4.6 UPSAL	55.8
100 P						**10.18**	6.56	6.30	**1.09**	306.8	4.8 DESERT	60.6
118 WP					**8.13**	10.24	7.01	6.35	1.12	311.7	4.9 TO PARRAN	65.5
95 P						10.30	7.06	6.40		316.1	4.4 HUXLEY	69.9
117 P					8.21	10.36	7.10	6.45	1.17	320.0	3.9 OCALA	73.8
94 P						10.42	7.14	6.50		324.2	4.2 MIRIAM	78.0
119 P					8.28	10.48	7.19	6.55	1.22	328.4	4.2 TO TOY	82.2
98 P						10.53	7.23	6.59		331.8	3.4 TOULON	85.6
99 P					8.36	10.59	7.28	7.04	1.27	336.4	4.6 GRANITE POINT	90.2
YP					8.40	11.05	7.33	7.09	**1.30**	340.5	4.1 PERTH (Double Track)	94.3
W 130 E 120 WP					8.45	s 11.15	s 7.43	s 7.17	1.34	344.3	3.8 TO LOVELOCK	98.1
P					8.58	s 11.40	7.58	7.33	1.44	357.8	13.5 OREANA	111.6
M 122 P					9.07	AM 11.50	8.07	7.42	1.50	366.0	8.2 RYE PATCH	119.8
WP					9.17	PM 12.01	8.19	7.54	1.58	377.0	11.0 HUMBOLDT	130.8
Yard Limits BKOWYP					s 9.26 PM	s 12.10 PM	s 8.27 AM	s 8.02 AM	2.04 AM	384.1	7.1 TO-R 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	(3.40) 37.60	(2.47) 49.54	(2.52) 48.10	(1.54) 72.57		Time over District / Average Speed per Hour	

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

Schedule time and train-order time at Lovelock apply at passenger station.

RULE S-72. Exception: No. 102 is superior to Nos. 27, 21, 23, and 25 except within Centralized Traffic Control System.

RULE 86. Except within Centralized Traffic Control System, inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-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 STATIONS

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

WESTWARD

Timetable No. 63
October 31, 1948

Mile Post Location	Stations	Distance from Imlay	FIRST CLASS 101 Streamliner City of San Francisco Arrive Daily	27 San Francisco Overland Arrive Daily	605 Mixed Arrive Daily Ex. Sunday	21 Mail Arrive Daily	23 Gold Coast Arrive Daily	25 Passenger (c) Arrive Daily	SECOND CLASS 561 Freight Arrive Daily	563 Freight Arrive Daily	565 Freight Arrive Daily	567 Freight Arrive Daily
246.2	TO-R SPARKS 2.9 (D. T.)	138.1	AM s 2.08	AM s 10.48	PM s 5.40	PM s 7.40	PM s 10.05	PM s 11.40	AM 4.00	PM 12.05	PM 3.40	PM 9.20
249.1	VISTA 4.0 (D. T.)	135.2	1.59	10.40	5.30	7.15	9.55	11.30				
253.1	HAFED 4.2 (Centralized Traffic Control)	131.2			f 5.24							
257.3	PATRICK 4.8	127.0			f 5.17							
262.1	CLARK 4.6	122.2			f 5.10							
266.7	THISBE 4.7	117.6			f 5.03							
271.4	GILPIN 4.7	112.9			f 4.56							
276.1	FERNLEY 4.3	108.2			s 4.50	f 6.40	c	s 10.50				
280.4	ARGO 4.0	103.9										
284.4	DARWIN 3.7	99.9										
288.1	HAZEN 4.4	96.2			4.31 PM	s 6.24	f 8.47	s 10.25				
292.5	MASSIE 4.9	91.8	1.21	9.48		6.14	8.37	10.13	2.33	10.36 AM	2.06	7.46
297.4	FALAIS 4.6 (Automatic Block System)	86.9	1.17	9.43		6.09	8.30	10.07	2.27	10.30	2.00	7.40
302.0	UPSAL 4.8	82.3	1.13	9.38		6.04	8.24	10.00	2.21	10.24	1.54	7.34
306.8	DESERT 4.9	77.5	**1.09**	9.33		5.59	8.18	9.54	2.15	**10.18**	1.48	7.28
311.7	TO PARRAN 4.4	72.6	1.03	9.28		5.54	**8.13**	9.48	2.09	10.12	1.42	7.22
316.1	HUXLEY 3.9	68.2	1.00	9.24		5.50	7.59	9.41	2.03	10.06	1.36	7.16
320.0	OCALA 4.2	64.3	12.57	9.20		5.46	7.55	9.36	1.58	10.00	1.30	7.10
324.2	MIRIAM 4.2	60.1	12.54	9.16		5.42	7.50	9.31	1.52	9.54	1.24	7.04
328.4	TO TOY 3.4	55.9	12.51	9.12		5.38	7.45	9.26	1.46	9.48	1.18	6.58
331.8	TOULON 4.6	52.5	12.48	9.09		5.34	7.39	9.21	1.41	9.42	1.12	6.52
336.4	GRANITE POINT 4.1	47.9	12.45	9.05		5.29	7.34	9.16	1.35	9.36	1.06	6.46
340.5	PERTH 3.8 (Double Track)	43.8	12.42	9.01		5.25	7.28	9.11	**1.30**	9.30	1.00	6.40
344.3	TO LOVELOCK 13.5	40.0	12.37	8.57		s 5.20	s 7.23	s 9.05				
357.8	OREANA 8.2	26.5	12.28	8.45		5.02	7.06	f 8.41				
366.0	RYE PATCH 11.2	18.3	12.22	8.37		4.54	6.56	8.32				
377.0	HUMBOLDT 7.1	7.1	12.14	8.26		4.43	6.45	8.21				
384.1	TO-R IMLAY	0.0	12.07 AM	8.18 AM		4.35 PM	6.37 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		(2.01)	(2.30)	(1.09)	(3.05)	(3.28)	(3.29)	(3.35)	(3.35)	(3.35)	(3.35)
	Average Speed per Hour		68.47	55.24	36.43	44.78	39.83	39.64	38.53	38.53	38.53	38.53

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

Schedule time and train-order time at Lovelock apply at passenger station.

RULE S-72. Exception: No. 102 is superior to Nos. 27, 21, 23, and 25 except within Centralized Traffic Control System.

RULE 86. Except within Centralized Traffic Control System, inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-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.

RULE 92. First sentence does not apply to No. 21 arriving Sparks.

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:

		Capacity
Falais	North of main track	46
Desert	North of main track	41
Parran	South of main track	46
Huxley	South of main track	46
Ocala	North of main track	46
Miriam	North of main track	45

EASTWARD

Capacity of sidings		FIRST CLASS				28	26	22	24	102	Mile Post Location		Timetable No. 63 October 31, 1948	Distance from Imlay
						SanFrancisco Overland	Passenger (c)	Mail	Gold Coast	Streamliner City of SanFrancisco				
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
Yard Limits BKWOYP						PM 9.32	PM 12.30	AM 8.35	AM 8.10	AM 2.04	384.1	Automatic Block System	TO-R IMLAY	0.0
	P					9.37	s 12.40	8.42	c 8.16		388.7		4.6 MILL CITY	4.6
M 122	WP					9.46	12.50	8.52	8.26	2.16	397.0		8.3 COSGRAVE	12.9
	P					9.56	1.01	9.01	8.36	2.23	406.6 406.8		9.6 TO ROSE CREEK	22.5
95	P					10.01	1.07	9.06	8.41		412.1		5.3 BENIN	27.8
E 96 W 90	WP					10.07	s 1.25	s 9.19	s 8.54	2.33	417.3		5.2 TO WINNEMUCCA	33.0
	IP					10.13 PM	1.33 PM	9.25 AM	9.00 AM	2.36 AM	420.9		3.6 TO-R WESO (WP Conn.)	36.6
98	P										423.3	A.B.S. Westward Only	2.4 TULE	39.0
76	P										428.9		5.6 EGLON	44.6
88	WP										434.0		5.1 TO GOLCONDA	49.7
	P										439.3		5.3 PREBLE (WP Conn.)	55.0
117	P										448.1		8.8 IRON POINT	63.8
68	WP										461.3		13.2 VALMY	77.0
97	P										466.3		5.0 MOTE	82.0
68	WP										475.8		9.5 TO BATTLE MOUNTAIN	91.5
68	P										482.0		6.2 ROSNY	97.7
98	P										492.9		10.9 MOSEL	108.6
46	P										498.5		5.6 SHOSHONE	114.2
95	P										508.2		9.7 TO BEOWAWE (WP Conn.)	123.9
											520.3		12.1 BARTH (WP Conn.)	136.0
17	P										525.7		5.4 PALISADE	141.4
79	P										531.2	A.B.S.	5.5 TYROL	146.9
Carlin yard BKWOTP											534.5		3.3 TO-R CARLIN (WP Conn.)	150.2
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(150.2)	
						(0.41) 53.56	(1.03) 34.85	(0.50) 43.92	(0.50) 43.92	(0.32) 68.62			Time over District / Average Speed per Hour	

Double Track

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

On SP 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. 27, 21, 23, and 25.

RULE 86. Inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than 10 minutes before the arriving, or leaving, or train-order time at that station.

Second-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
Piute.....(Spur)	470.7	20 P
Argenta.....(Spur)	487.7	57 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:

		Capacity
Shoshone.....	South of main track.....	45

WESTWARD

FIRST CLASS

Mile Post Location	Timetable No. 63 October 31, 1948 — STATIONS	Distance from Carlin	27 San Francisco Overland	21 Mail	39 Western Pacific Exposition Flyer (c)	23 Gold Coast	25 Passenger (c)	101 Streamliner City of San Francisco
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
384.1	TO-R **IMLAY** 4.6 (Automatic Block System; Double Track)	150.2	AM s 8.13	PM s 4.28		PM s 6.29	PM s 8.01	AM 12.07
388.7	**MILL CITY** 8.3	145.6	8.07	4.21		c 6.23	f 7.55	12.02 AM
397.0	**COSGRAVE** 9.6	137.3	7.59	4.11		6.15	7.45	11.56 PM
406.6 / 406.8	TO **ROSE CREEK** 5.3	127.7	7.50	4.00		6.05	7.33	11.49
412.1	**BENIN** 5.2	122.4	7.45	3.54		5.59	7.27	
417.3	TO **WINNEMUCCA** 3.6	117.2	7.39	s 3.48		s 5.54	s 7.20	11.39
420.9	TO-R **WESO (WP Conn.)** 2.4	113.6	7.34	3.36	PM 4.04	5.46	7.07	11.35
423.3	**TULE** 5.6 (A.B.S. Westward Only)	111.2	7.31	3.33	4.00	5.43	7.03	11.32
428.9	**EGLON** 5.1	105.6	7.26	3.27	3.55	5.37	6.57	
434.0	TO **GOLCONDA** 5.3	100.5	7.21	3.21	3.50	c 5.31	s 6.51	11.24
439.3	**PREBLE (WP Conn.)** 8.8	95.2	7.16	3.15	3.45	5.25	6.42	
448.1	**IRON POINT** 13.2	86.4	7.08	3.05	3.36	5.16	6.32	11.14
461.3	**VALMY** 5.0	73.2	6.55	2.48	3.23	5.02	6.16	11.04
466.3	**MOTE** 9.5	68.2	6.50	2.43	3.18	4.57	6.11	
475.8	TO **BATTLE MOUNTAIN** 6.2	58.7	6.41	s 2.32	c 3.08	f 4.48	s 6.00	10.54
482.0	**ROSNY** 10.9	52.5	6.35	2.22	3.01	4.38	5.48	10.50
492.9	**MOSEL** 5.6	41.6	6.25	2.11	2.50	4.26	5.36	10.43
498.5	**SHOSHONE** 9.7	36.0	6.20	2.05	2.44	4.19	5.28	
508.2	TO **BEOWAWE (WP Conn.)** 12.1	26.3	6.11	1.55	2.34	c 4.06	s 5.16	10.30
520.3	**BARTH (WP Conn.)** 5.4	14.2	5.58	1.41	2.21	3.52	5.01	
525.7	**PALISADE** 5.5 (A. B. S.)	8.8	5.52	1.35	2.14	c 3.45	s 4.55	10.11
531.2	**TYROL** 3.3	3.3						
534.5	TO-R **CARLIN (WP Conn.)**	0.0	5.41 AM	1.23 PM	2.03 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)	(2.01)	(2.57)	(3.21)	(2.06)
	Average Speed per Hour		59.88	48.71	56.33	50.91	44.33	71.52

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. 27, 21, 23, and 25.

RULE 86. Inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-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:

		Capacity
Shoshone	South of main track	45

Capacity of sidings	Mile Post Location	Timetable No. 63 October 31, 1948 — STATIONS	Distance from Carlin	WESTWARD — SECOND CLASS: 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 (Automatic Block System; Double Track)	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	406.6 406.8	TO **ROSE CREEK** 5.3	127.7	3.02		10.22	3.06		9.21	
95 P	412.1	**BENIN** 5.2	122.4	2.54		10.14	2.58		9.13	
E 96 W 90 WP	417.3	TO **WINNEMUCCA** 3.6	117.2	2.46		10.06	2.50		9.05	
IP	420.9	TO-R **WESO (WP Conn.)** 2.4	113.6	2.37	AM 9.00	9.57	2.42	PM 5.00	8.57	AM 1.00
98 P	423.3	**TULE** 5.6 (A.B.S. Westward Only)	111.2							
76 P	428.9	**EGLON** 5.1	105.6							
88 WP	434.0	TO **GOLCONDA** 5.3	100.5	2.17	8.40	9.37	2.22	4.35	8.37	12.40 AM
P	439.3	**PREBLE (WP Conn.)** 8.8	95.2							
117 P	448.1	**IRON POINT** 13.2	86.4							
68 WP	461.3	**VALMY** 5.0	73.2	1.43		9.03	1.48		8.03	
97 P	466.3	**MOTE** 9.5	68.2							
68 WP	475.8	TO **BATTLE MOUNTAIN** 6.2	58.7	1.25	7.50	8.45	1.30	3.45	7.45	11.50 PM
68 P	482.0	**ROSNY** 10.9	52.5							
98 P	492.9	**MOSEL** 5.6	41.6							
46 P	498.5	**SHOSHONE** 9.7	36.0							
95 P	508.2	TO **BEOWAWE (WP Conn.)** 12.1	26.3	12.50	7.10	8.10	12.55	3.05	7.10	11.10
	520.3	**BARTH (WP Conn.)** 5.4	14.2							
17 P	525.7	**PALISADE** 5.5	8.8	12.26		7.46	12.31		6.46	
79 P	531.2	**TYROL** 3.3 (A. B. S.)	3.3							
Carlin yard BKWOTP	534.5	TO-R **CARLIN (WP Conn.)**	0.0	12.10 AM	6.25 AM	7.30 AM	12.15 PM	2.25 PM	6.30 PM	10.25 PM
		(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		.....Time over District.....		(3.25)	(2.35)	(3.25)	(3.25)	(2.35)	(3.25)	(2.35)
		.....Average Speed per Hour.....		43.96	43.97	43.96	43.96	43.97	43.96	43.97

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

RULE 86. Inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-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:

		Capacity
Shoshone	South of main track	45

EASTWARD

Capacity of sidings	FIRST CLASS									Mile Post Location	Timetable No. 63 October 31, 1948		Distance from Carlin
					26 Passenger (c)	22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		
Carlin yard BKWOTP										534.5	TO-R CARLIN (WP Conn.)		0.0
78 P	Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon.									537.5	3.0 VIVIAN	A.B.S. West Only	3.0
68 P										550.3	12.8 AVENEL		15.8
Yd. Lmts.										554.3	4.0 WEST ELKO (WP Conn.)		19.8
70 P										556.0	1.7 TO-R ELKO		21.5
79 P	On SP tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Carlin to Signal 5389, 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.									560.5	4.5 COIN		26.0
84 WP										573.4	12.9 ELBURZ (WP Conn.)	A.B.S.	38.9
96 P										576.7	3.3 HALLECK		42.2
78 P										581.2	4.5 RASID		46.7
108 P										589.6	8.4 TO DEETH	A.B.S. West Only	55.1
										591.1	1.5 WPRR Connection		56.6
118 P										599.1	8.0 TULASCO		64.6
					PM	PM	PM	AM	AM				
82 IP					6.01	12.50	12.25	5.32	1.24	603.6	4.5 TO-R ALAZON (WP Conn.)		69.1
W 100 Yard Limits E 118 BKWOYP					s 6.25	s 1.02	s 12.37	5.37	1.30	607.5	3.9 TO-R WELLS	D.T.	73.0
W 113 Yard Limits E 98 YP					6.40	1.23	12.58	5.51	1.48	616.4	8.9 TO MOOR		81.9
94 P					6.49	1.31	1.06	5.56	1.52	620.1	3.7 ANTHONY		85.6
117 P					6.55	1.37	1.12	6.00	1.57	624.1	4.0 HOLBORN		89.6
111 P					7.01	1.42	1.17	6.04	2.01	627.5	3.4 TO FENELON	Automatic Block System	93.0
119 P					7.07	1.47	1.22	6.08	2.06	631.8	4.3 PEQUOP		97.3
111 P					7.13	1.53	1.28	6.14	2.12	636.8	5.0 ICARUS		102.3
Yard Limits W 117 WYP					7.19	1.58	1.33	6.18	2.16	640.6	3.8 TO VALLEY PASS		106.1
61 P					s 7.25			6.23		644.8	4.2 COBRE	D.T.	110.3
M 90 WP					7.34	2.09	1.44	6.28	2.27	649.8	5.0 LORAY		115.3
Yard Limits BKWOYP					s 7.52 PM	s 2.25 PM	s 2.01 PM	6.43 AM	s 2.44 AM	661.9	12.1 TO-R MONTELLO		127.4
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(127.4)		
					(1.51) 31.52	(1.35) 36.81	(1.36) 36.43	(1.11) 49.26	(1.20) 43.72		Time over District / Average Speed per Hour		

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. 27, 21, 23, and 25.

RULE 86. Except as provided in Rule Q of Special Instructions for paired track operation, inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than 10 minutes before the arriving, or leaving, or train-order time at that station.

Second-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:

		Capacity
Anthony	South of main track	46
Fenelon	North of main track	46

WESTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location	Timetable No. 63 October 31, 1948 — STATIONS		Distance from Montello	27 San Francisco Overland Arrive Daily	21 Mail Arrive Daily	39 Western Pacific Exposition Flyer (c) Arrive Daily	23 Gold Coast Arrive Daily	25 Passenger (c) Arrive Daily	101 Streamliner City of San Francisco Arrive Daily			
Carlin yard BKWOTP	534.5	TO-R **CARLIN (WP Conn.)** 3.0	A.B.S. West Only	127.4	AM s 5.33	PM s 1.13	PM 2.03	PM s 3.22	PM s 4.30	PM s 9.56			
78 P	537.5	**VIVIAN** 12.8		124.4	5.27	1.05	1.56	3.14	4.22	9.50			
68 P	550.3	**AVENEL** 4.0		111.6		12.52	1.43	2.59	4.07				
Yd. Lmts.	554.3	**WEST ELKO (WP Conn.)** 1.7		107.6		12.48	1.38	2.54	4.02				
70 P	556.0	TO-R **ELKO** 4.5		105.9	c 5.08	s 12.45	1.35 s 1.25	s 2.51	s 3.59	9.35			
79 P	560.5	**COIN** 12.9		101.4		12.33	1.20	2.40	3.44				
84 WP	573.4	**ELBURZ (WP Conn.)** 3.3	A.B.S.	88.5	4.50	12.18	1.06	2.25	3.28	9.18			
96 P	576.7	**HALLECK** 4.5		85.2		12.15	1.03	c 2.20	s 3.23				
78 P	581.2	**RASID** 8.4	A.B.S. West Only	80.7		12.10	12.58	2.15	3.17				
108 P	589.6	TO **DEETH** 1.5		72.3	4.35	12.02 PM	12.49	c 2.05	s 3.05	9.06			
	591.1	**WPRR Connection** 8.0		70.8									
118 P	599.1	**TULASCO** 4.5		62.8		11.52 AM		1.53	2.46				
82 IP	603.6	TO-R **ALAZON (WP Conn.)** 3.9		58.3	4.21	11.47	12.35 PM	1.48	2.39	8.55			
W 100 E 118 Yard Limits BKWOYP	607.5	TO-R **WELLS** 8.9	D.T.	54.4	4.16	s 11.40		s 1.41	s 2.32	8.50			
W 113 E 98 Yard Limits YP	616.4	TO **MOOR** 3.7		45.5	4.04	11.18		1.22	2.11	8.40			
94 P	620.1	**ANTHONY** 4.0		41.8	4.00	11.14		1.17	2.06	8.36			
117 P	624.1	**HOLBORN** 3.4		37.8	3.55	11.09		1.12	2.00	8.32			
111 P	627.5	TO **FENELON** 4.3	Automatic Block System	34.4	3.51	11.04		1.06	1.54	8.27			
119 P	631.8	**PEQUOP** 5.0		30.1	3.46	10.59		1.01	1.47	8.22			
111 P	636.8	**ICARUS** 3.8		25.1	3.40	10.53		12.55	1.41	8.17			
Yard Limits W 117 WYP	640.6	TO **VALLEY PASS** 4.2		21.3	3.35	10.46		12.48	1.34	8.12			
61 P	644.8	**COBRE** 5.0	D.T.	17.1					s 1.28	8.08			
M 90 WP	649.8	**LORAY** 12.1		12.1	3.10	10.25		12.27	1.11	7.58			
Yard Limits BKWOYP	661.9	TO-R **MONTELLO**		0.0	2.51 AM	10.07 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)	(3.06)	(1.28)	(3.13)	(3.37)	(2.16)			
		.....Average Speed per Hour.....			47.18	41.09	47.11	39.60	35.22	56.20			

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. 27, 21, 23, and 25.

RULE 86. Inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Second-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.

		Capacity
Anthony	South of main track	46
Fenelon	North of main track	46

WESTWARD

SECOND CLASS

Timetable No. 63
October 31, 1948

Mile Post Location	Stations	Distance from Montello	77 Western Pacific Fast Freight	571 Freight	573 Freight	53 Western Pacific Fast Freight	575 Freight	61 Western Pacific Fast Freight	577 Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
534.5	TO-R **CARLIN (WP Conn.)** 3.0	127.4	AM 6.25	AM 5.10	AM 11.40	PM 2.25	PM 6.10	PM 10.25	AM 12.11
537.5	**VIVIAN** 12.8	124.4							
550.3	**AVENEL** 4.0	111.6							
554.3	**WEST ELKO (WP Conn.)** 1.7	107.6	5.45 Via WP yard			1.45 Via WP yard		9.45 Via WP yard	
556.0	TO-R **ELKO** 4.5	105.9	4.00	4.40	11.10	12.10 PM	5.40	9.00	11.40 PM
560.5	**COIN** 12.9	101.4							
573.4	**ELBURZ (WP Conn.)** 3.3	88.5							
576.7	**HALLECK** 4.5	85.2	3.35	4.13	10.43	11.35 AM	5.13	8.35	11.13
581.2	**RASID** 8.4	80.7							
589.6	TO **DEETH** 1.5	72.3	3.19	3.57	10.27	11.19	4.57	8.19	10.57
591.1	**WPRR Connection** 8.0	70.8							
599.1	**TULASCO** 4.5	62.8							
603.6	TO-R **ALAZON (WP Conn.)** 3.9	58.3	3.00 AM	3.40	10.10	11.00 AM	4.40	8.00 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		**2.16**	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		(3.25)	(4.10)	(4.10)	(3.25)	(4.10)	(2.25)	(4.10)
	Average Speed per Hour		20.22	30.57	30.57	20.22	30.57	28.73	30.57

A.B.S. West Only: 534.5–554.3; 556.0–560.5
A.B.S.: 573.4
A.B.S. West Only: 576.7–599.1
Automatic Block System: 603.6–661.9
D.T.: 603.6–607.5; 640.6–661.9

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

RULE 86. Inferior first-class trains must be clear of main track and insulated joints for Nos. 101 and 102 not less than five minutes before the arriving, or leaving, or train-order time at that station, and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 101 and 102 not less than 10 minutes before the arriving, or leaving, or train-order time at that station.

Second-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:

		Capacity
Anthony	South of main track	46
Fenelon	North of main track	46

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	32P
Tioga (Spur)	653.4	2P

EASTWARD

Capacity of sidings		FIRST CLASS									Mile Post Location	Timetable No. 63 October 31, 1948	Distance from Montello
						26 Passenger (c)	22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland			
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
Yard Limits BKWOYP						PM 8.02	PM 2.33	PM 2.09	AM 6.43	AM 2.51	661.9	TO-R MONTELLO	0.0
E 109	P						2.42	2.18	6.49	2.59	668.3	6.4 TECOMA	6.4
Grouse W 117	P										674.3	6.0 GARTNEY	12.4
E 117 W 159	WYP					s 8.32	2.54	c 2.29	6.58	3.11	679.8	5.5 LUCIN	17.9
118	P										684.5	4.7 PIGEON	22.6
115	P										688.8	4.3 TECK	26.9
115	P										693.2	4.4 JACKSON	31.3
117	P										697.6	4.4 BEPPO	35.7
122 117	WP					8.59	3.18	2.53	7.14	3.32	702.1	4.5 LEMAY	40.2
117	P										706.4	4.3 NEWFOUNDLAND	44.5
117	P										711.1	4.7 GROOME	49.2
137	P										716.3	5.2 ALLEN	54.4
118	P										720.7	4.4 HOGUP	58.8
117	P										724.8	4.1 OLNEY	62.9
117	P										730.0	5.2 STRONGKNOB	68.1
119	OP					s 9.45	3.56	3.31	7.36	4.04	734.6	4.6 LAKESIDE (D. T.)	72.7
											739.7	5.1 TRESEND	77.8
132	P										741.1	1.4 ENGLE	79.2
113	P										744.8	3.7 MIDLAKE	82.9
85	P										750.1	5.3 COLIN	88.2
134	P					10.35	4.44	4.17	8.09	4.48	752.9	2.8 BRIDGE	91.0
	WP										758.5	5.6 PROMONTORY POINT	96.6
M 123	P						5.01	4.34	8.21	5.05	767.2	8.7 LITTLE MOUNTAIN	105.3
	P										776.3	9.1 WEST WEBER	114.4
Ogden yard	I										781.4	5.1 D&RGW Crossing	119.5
	BKWOTYP					s 11.30 PM	s 5.30 PM	s 5.00 PM	s 8.40 AM	s 5.25 AM	782.3	TO-R 0.9 OGDEN	120.4
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)	
						(3.28) 34.73	(2.57) 40.81	(2.51) 42.24	(1.57) 61.74	(2.34) 47.04		Time over District / Average Speed per Hour	

Automatic Block System

Double Track — Centralized Traffic Control — Double Track

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)	739.3	51P
Saline.....(Spur)	755.0	13 P
Bagley.....(Spur)	763.7	19-20P
Reese.....(Spur)	772.5	19 P

WESTWARD

FIRST CLASS

Timetable No. 63
October 31, 1948

Mile Post Location	STATIONS		Distance from Ogden	27 San Francisco Overland	21 Mail	23 Gold Coast	25 Passenger (c)	101 Streamliner City of San Francisco
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
661.9	TO-R MONTELLO 6.4	Double Track	121.2	AM s 2.46	AM s 9.59	PM s 12.01	PM s 12.45	PM 7.40
668.3	TECOMA 2.8	Double Track	114.8	2.37	9.50	11.52 AM	12.37	7.33
671.1	GROUSE 9.5	Double Track	112.0					
679.8	LUCIN 4.7	Double Track	102.5	2.23	9.32	c 11.35	s 12.18 PM	7.21
684.5	PIGEON 4.3	Double Track	97.8					
688.8	TECK 4.4	Double Track	93.5					
693.2	JACKSON 4.4	Double Track	89.1					
697.6	BEPPO 4.5	Double Track	84.7					
702.1	LEMAY 4.3	Double Track	80.2	2.02	9.09	11.09	11.50 AM	7.03
706.4	NEWFOUNDLAND 4.7	Centralized Traffic Control	75.9					
711.1	GROOME 5.2	Centralized Traffic Control	71.2					
716.3	ALLEN 4.4	Centralized Traffic Control	66.0					
720.7	HOGUP 4.1	Centralized Traffic Control	61.6					
724.8	OLNEY 5.2	Centralized Traffic Control	57.5					
730.0	STRONGKNOB 4.6	Centralized Traffic Control	52.3					
734.6	LAKESIDE 5.1	D. T.	47.7	1.32	8.37	10.37	s 11.02	6.42
739.7	TRESEND 1.4	D. T.	42.6					
741.1	ENGLE 3.7	Centralized Traffic Control	41.2					
744.8	MIDLAKE 5.3	Centralized Traffic Control	37.5					
750.1	COLIN 2.8	Centralized Traffic Control	32.2					
752.9	BRIDGE 5.6	Double Track	29.4	12.49	7.50	9.50	10.15	6.10
758.5	PROMONTORY POINT 8.7	Double Track	23.8					
767.2	LITTLE MOUNTAIN 9.1	Double Track	15.1	12.34	7.33	9.33	9.50	5.59
776.3	WEST WEBER 5.1	Double Track	6.0					
781.4	D&RGW Crossing 0.9	Double Track	0.9					
782.3	TO-R OGDEN	Double Track	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)	(2.44)	(2.46)	(3.15)	(1.55)
	Average Speed per Hour			49.13	43.80	43.80	37.29	63.23

Automatic Block System

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.

EASTWARD			Mile Post Location	Timetable No. 63 October 31, 1948		Distance from Wendel	WESTWARD			
	SECOND CLASS						SECOND CLASS			
Capacity of sidings	552 Freight	550 Freight					559 Freight	557 Freight		
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily		
Yard Limits WYP	PM 9.00	AM 8.10	276.1	TO-R	FERNLEY	82.6	AM 9.40	PM 8.30		
WP	9.15	8.15	278.1		2.0 WADSWORTH	80.6	9.30	8.19		
104 P	9.30	8.22	281.2		3.1 DODGE	77.5	9.19	7.59		
52 P	9.50	**8.40**	290.5		9.3 NUMANA	68.2	**8.40**	7.20		
13 P	10.02	9.14	295.5		5.0 LIBBY	63.2	8.15	6.55		
53 P	10.11	9.23	299.4		3.9 HESLIP	59.3	8.05	6.45		
108 WP	10.35	9.48	308.2	TO	8.8 SUTCLIFFE	50.5	7.40	6.20		
53 P	10.55	10.08	316.6		8.4 BRISTOL	42.1	7.15	5.55		
24 WP	11.20	10.28	321.8		5.2 BIG CANYON	36.9	7.02	5.42		
109 P	11.29	10.37	326.1		4.3 ZENOBIA	32.6	6.52	5.32		
52 P	PM 11.47	10.57	335.6		9.5 EASTON	23.1	6.30	5.10		
IP		11.00	336.4		0.8 FLANIGAN	22.3	6.25	5.05		
108 P	AM 12.10	11.20	345.2		8.8 STACY	13.5	6.05	4.45		
	12.21	11.40	349.8		4.6 HERLONG	8.9	5.49	4.30		
64 P	12.30	11.51	354.8		5.0 AMEDEE	3.9	5.40	4.20		
Yard Limits BKWOYP	12.40 AM	11.59 AM	358.7	TO-R	3.9 WENDEL	0.0	5.20 AM	4.00 PM		
	Arrive Daily	Arrive Daily			(82.6)		Leave Daily	Leave Daily		
	(3.40) 22.52	(3.49) 21.64			.....Time over District..... .....Average Speed per Hour.....		(4.20) 19.06	(4.30) 18.35		

ADDITIONAL STATIONS

Name	Mile Post	Capacity
Pyramid	319.64	.....

EASTWARD			Mile Post Location	Timetable No. 63 October 31, 1948		Distance from Mason	WESTWARD			
	SECOND CLASS						THIRD CLASS			
Capacity of sidings		546 Local Freight		Westwood Branch			545 Local Freight			
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday			
Yard Limits BKWOYP		AM 6.00	358.7	TO-R	WENDEL	48.5	PM 12.20			
51 P		6.20	367.1	TO	8.4 LITCHFIELD	40.1	11.50 AM			
60 P		6.40	374.9		7.8 LEAVITT	32.3	11.35			
Yard Limits YKP		7.15	381.9	TO	7.0 SUSANVILLE	25.3	11.20			
56 P		7.40	390.1		8.2 BUNNEL	17.1	10.45			
50 WP		7.55	394.8		4.7 GOUMAZ	12.4	10.20			
58 YP		8.15	400.1		5.3 WESTWOOD JCT.	7.1	10.00			
P		8.35 AM	407.2	TO-R	7.1 MASON	0.0	9.30 AM			
		Arrive Daily Ex. Sunday			(48.5)		Leave Daily Ex. Sunday			
		(2.35) 18.77			.....Time over District..... .....Average Speed per Hour.....		(2.50) 17.12			

ADDITIONAL STATIONS

Name	Mile Post	Capacity
Antola.....	361.60	.....

Be governed by current Timetable, Bulletins and Rules of Western Pacific R. R. Co. between Mason and Westwood.

			407.2	MASON					
			410.1	2.9 CONMAN					
			411.3	1.2 WESTWOOD					

EASTWARD			Mile Post Location	Timetable No. 63 October 31, 1948		Distance from Alturas	WESTWARD		
	SECOND CLASS						SECOND CLASS		
Capacity of sidings	558 Freight	554 Freight					553 Freight	551 Freight	
	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	
Yard Limits BKWOYP	PM 1.30	AM 1.30	358.7	TO-R	WENDEL	98.2	AM 11.40	AM 1.00	
64 P	2.00	2.00	365.6		6.9 VIEWLAND	91.3	11.10	12.30 AM	
99 WP	2.25	2.25	374.7		9.1 KARLO	82.2	10.40	11.59 PM	
65 P	2.55	3.15	383.6		8.9 SECRET	73.3	10.10	11.30	
WP	3.15	3.35	388.0		4.4 HORSE LAKE	68.9	9.45	11.00	
113 YP	3.35	4.05	392.5		4.5 CREST	64.4	9.30	10.45	
Yard Limits 100 WP	3.50	4.25	397.9	TO	5.4 RAVENDALE	59.0	9.16	10.31	
25 P	4.10	4.45	404.7		6.8 TERMO	52.2	8.55	10.10	
79 WYP	4.55	5.30	418.9	TO	14.2 MADELINE	38.0	8.15	9.30	
112 YP	5.15	5.50	423.3		4.4 SAGE HEN	33.6	7.58	9.13	
66 WP	6.00	6.35	434.0		10.7 INDIAN CAMP	22.9	7.20	8.35	
111 KWYP	6.25	7.00	438.7	TO	4.7 LIKELY	18.2	7.00	8.20	
P	6.45	7.20	443.6		4.9 BAYLEY	13.3	6.45	8.05	
P	6.55	7.30	446.4		2.8 McARTHUR	10.5	6.35	7.55	
Yard Limits BKWOYP	7.30 PM	8.20 AM	456.9	TO-R	10.5 ALTURAS	0.0	6.10 AM	7.30 PM	
	Arrive Daily	Arrive Daily			(98.2)		Leave Daily	Leave Daily	
	(6.00) 16.30	(6.50) 14.37			.....Time over District..... .....Average Speed per Hour.....		(5.30) 17.85	(5.30) 17.85	

RULE 5. Schedule time and train order time at Alturas apply at train-order office.

EASTWARD			Mile Post Location	Timetable No. 63 October 31, 1948 Mina Branch		Distance from Tonopah Jct.	WESTWARD		
	SECOND CLASS						THIRD CLASS		
Capacity of sidings		606 Mixed					605 Mixed		
		Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday		
Yard Limits BKWYP		PM 11.15	288.1	TO-R	HAZEN	137.9	PM s 4.26		
40		11.27	292.9	4.8	BANGO	133.1	f 4.15		
40		PM f 11.41	297.9	5.0	RUGBY	128.1	f 4.02		
57		AM f 12.05	307.0	9.1	APPIAN	119.0	f 3.38		
		f 12.23	313.8	6.8	WEEKS	112.2	f 3.20		
31		f 12.29	316.4	2.6	CHURCHILL	109.6	f 3.14		
Yard Limits 48 W		s 1.16	328.0	TO	WABUSKA	98.0	s 2.41		
		1.31	331.9	3.9	LUX	94.1	f 2.24		
27		f 2.17	347.7	15.8	RESERVATION	78.3	f 1.44		
58 W		s 2.39	354.2	TO	SCHURZ	71.8	s 1.24		
57		f 3.20	367.3	13.1	GILLIS	58.7	f 12.44		
		f	369.3	2.0	NOLAN	56.7			
Yard Limits 39 WY		s 4.20	384.4	TO	THORNE	41.6	s 12.01 PM		
		s 5.37	408.2	23.8	LUNING	17.8	s 10.55		
Yard Limits BKWOY		s 6.05 AM	417.0	TO-R	MINA	9.0	10.30 AM		
			425.4	8.4	RHODES	0.6			
			426.0	0.6	TONOPAH JCT.	0.0			
		Arrive Daily Ex. Monday		(137.9)			Leave Daily Ex. Sunday		
		(6.50) 20.18		.....Time over District..... .....Average Speed per Hour.....			(5.56) 23.24		

When using wye at Thorne, do so under flag protection.

EASTWARD			Mile Post Location	Timetable No. 63 October 31, 1948 Fallon Branch		Distance from Fallon	WESTWARD		
	SECOND CLASS						THIRD CLASS		
Capacity of sidings		602 Mixed					603 Mixed		
		Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday		
Yard Limits BKWYP		AM 7.45	288.1	TO-R	HAZEN	15.8	PM s 12.20		
11		f 8.10	298.1	10.0	MIRAGE	5.8			
Yard Limits WYP		s 8.20 AM	303.9	TO-R	FALLON	0.0	11.45 AM		
		Arrive Daily Ex. Sunday		(15.8)			Leave Daily Ex. Sunday		
		(0.35) 27.08		.....Time over District..... .....Average Speed per Hour.....			(0.35) 27.08		

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
22	Fernley	10 MPH	Daily			To dispatch U. S. Mail
23	Lucin	Flag	Daily	Colfax	Ogden	
23	Deeth	Flag	Daily	Colfax	Ogden	
23	Halleck	Flag	Daily	Colfax	Ogden	
23	Palisade	Flag	Daily	Colfax	Ogden	
23	Beowawe	Flag	Daily	Colfax	Ogden	
23	Golconda	Flag	Daily	Colfax	Ogden	
23	Mill City	Flag	Daily	Colfax	Ogden	
23	Fernley	Flag	Daily	Colfax	Ogden	
24	Fernley	Flag	Daily	Ogden	Colfax	
24	Mill City	Flag	Daily	Ogden	Colfax	
24	Lucin	Flag	Daily	Ogden		
25	Any station	Flag	Daily	Any station	Any station	or to receive or discharge employes, or mail, baggage or express.
26	Any station	Flag	Daily	Any station	Any station	or to receive or discharge employes, or mail, baggage or express.
27	Elko	Flag	Daily	Reno	Ogden	
27	Lovelock	Stop	Daily ex. Mon.			To exchange mail clerks
27	Lovelock	5 MPH	Monday			To receive U. S. Mail
28	Lovelock	Stop	Daily ex. Mon.			To exchange mail clerks
39	Any station	Flag	Daily		Beyond Salt Lake City	
39	Battle Mountain	Flag	Daily	Beyond Winnemucca	Salt Lake City	

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on pages 2, 3, 4, 5, 7 and 8.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

RULE 82 (A). Trains originating at Fernley and Hazen must obtain clearance.

RULE 83. If a positive observation check is made between Imlay and Humboldt; Rye Patch and Perth; it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Imlay.....No. 102 and westward first-class trains.

RULE D-97 (A) will apply:
Between Sparks and Vista.

RULE 105. The following are designated for use as sidings:
The track north of main track at:
Parran and Huxley.
The track south of the main track at:
Falais, Desert, Ocala and Miriam.

RULE D-251. Applies as follows:
On both tracks between Sparks and Vista.

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISION

RULE 83. If a positive observation check is made between Imlay and Rose Creek, it will apply at end of the double track.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Imlay.....No. 102 and westward first-class trains.

RULE 105. The following are designated for use as sidings:

Winnemucca. First track south of main track is eastward siding; second track south of main track is westward siding, and connects with eastward siding at both ends. West switch of westward siding must be left lined for movement from westward siding and east switch of westward siding must be left lined for movement from eastward siding.

RULE 83. If a positive observation check is made between Alazon and Moor, it will apply at end of the double track.

Westward trains except first-class must identify opposing trains between Cobre and Valley Pass, inc., and apply such check at Valley Pass.

Trains approaching each other between these stations will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

RULE 83 (A). At the following stations only the trains indicated will register.

Wells—First-class, and trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Montello.....Nos. 101 and 102.
Wells.....First-class trains.

Helper engineers will register at roundhouse instead of train-order office at Wells and Montello.

RULE D-97 (A) will apply:
Between Alazon and Moor.
Between Valley Pass and Montello.

RULE 105. The track north of main track at Anthony, and the track south of main track at Fenelon are designated as sidings.

Moor. Track south of main track is eastward siding and must not be used by westward trains except by train-order authority. Track north of main track is westward siding.

Valley Pass. Track north of main track is westward siding and must not be used by eastward trains except by train-order authority.

RULE 204. Any train order received by helper engineer on going trip Montello to Valley Pass, or Wells to Moor, will be respected on return trip unless fulfilled, superseded or annulled, but must not be acted upon after completion of round trip unless reissued when beginning another trip.

RULE 211 (E) will not apply to eastward trains at Moor, and to westward trains at Valley Pass, when train to which restricting order is addressed is entering siding. If order restricts train from entering siding, order must not be delivered until train has stopped.

RULE 221. At Alazon, unless otherwise instructed, operator may clear the train-order signal for westward SP trains when no orders are held for westward SP trains.

RULE D-251. Applies as follows:
On eastward track Alazon to Wells.

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

RULE 83. Conductors of westward freight trains at Ogden will notify train dispatcher through operator at 21st St. when their train is ready to leave, but will not depart until permission received from dispatcher, and from yardmaster or his representative.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Montello.....Nos. 101 and 102.

Helper engineers will register at roundhouse instead of train-order office at Montello.

RULE D-97 (A) will apply:
Between Montello and Lucin.
Between Bridge and Ogden.

RULE D-251. Applies on westward track Lucin to Montello; and on both tracks between Bridge and Ogden.

Westward trains at Ogden and eastward trains at Montello must obtain clearance. Clearance for section of regular schedule must read "No Signals" or "Green Signals" and signal order will not be required on Ogden Subdivision.

SPECIAL INSTRUCTIONS—WADSWORTH SUBDIVISION

RULE 82 (A). Trains may leave Mason without clearance if no operator on duty.

Trains originating at Westwood, to move westward from Mason, may be given train orders at Westwood, and in such cases must receive SP clearance in addition to WP clearance at Westwood.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Mason.....Nos. 545 and 546.

RULE 221. Light will not be displayed in train-order signal on Westwood Branch, except when train-order operator is on duty.

DIVISION MILEAGE

MAIN LINES

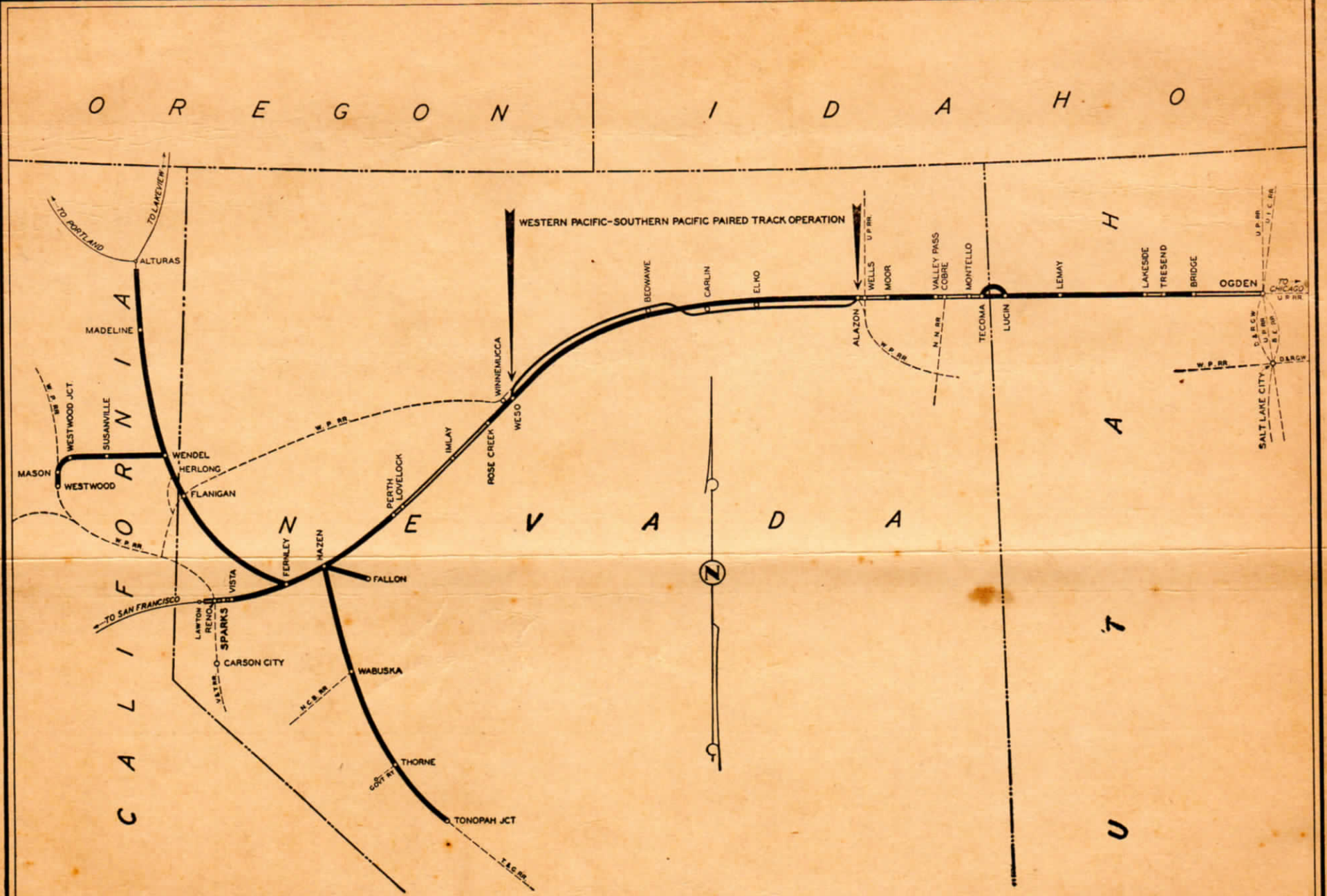
MP 238.8 west of Reno to Ogden	C. P. Ry.	542.42	
	U. P. R. R.	.05	
	O. U. R. & D. Co.	.82	
MP 238.8 west of Reno to Ogden second track	C. P. Ry.	162.30	
	U. P. R. R.	.16	
	O. U. R. & D. Co.	.87	
MP 275.856 Fernley to end division MP 454.66	C. P. Ry.	178.82	
Total Main Lines			885.44

BRANCHES

Fallon	C. P. Ry.	Hazen to Fallon	15.92	
Mina	C. P. Ry.	Hazen to Tonopah Jct.	137.68	
Westwood	C. P. Ry.	Wendel to Westwood	53.76	
Total Branches				207.36
Total Salt Lake Division				1092.80

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6



SALT LAKE DIVISION