

SOUTHERN PACIFIC COMPANY



SALT LAKE DIVISION TIMETABLE

64

EFFECTIVE SUNDAY, MARCH 20, 1949

AT 12:01 A. M.

PACIFIC STANDARD TIME

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

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

R. Q. BURLEY.....Ogden
H. R. MADISON.....Montello
W. S. HOBBS.....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

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.

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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
Inlay.....	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
Reno.....	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

LOCATION OF STANDARD CLOCKS

Carlin.....	Train-order Office	Ogden... OUR&D Yard	Train-order Office
Carlin.....	Roundhouse	Ogden.....	Roundhouse
Hazen.....	Train-order Office	Sparks.....	Train-order Office
Inlay.....	Train-order Office	Sparks.....	Dispatcher's Office
Likely.....	Train-order Office	Sparks.....	Roundhouse
Mina.....	Train-order Office	Susanville.....	Train-order Office
Montello.....	Train-order Office	Wells.....	Train-order Office
Montello.....	Roundhouse	Wells.....	Roundhouse
Ogden.....	Train-order Office	Wendel.....	Train-order Office
Ogden.....	Dispatcher's Office	Westwood.....	Train-order Office

SPARKS SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS						Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Sparks	
		606	28	26	22	24				102
		Mixed Leave Daily Ex. Sunday	San Francisco Overland Leave Daily	Passenger (c) Leave Daily	Mail Leave Daily	Gold Coast Leave Daily				Streamliner City of San Francisco 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	
P								249.1	2.9 VISTA	
118 P	f	9.39						253.1	4.0 HAFED	
116 WP	f	9.47						257.3	4.2 PATRICK	
114 P	f	9.55						262.1	4.8 CLARK	
126 P	f	10.03						266.7	4.6 THISBE	
116 P	f	10.11						271.4	4.7 GILPIN	
274 WYP	s	10.21		s 9.10	c	c		276.1	4.7 FERNLEY	
116 P								280.4	4.3 ARGO	
123 P								284.4	4.0 DARWIN	
130 124 BKWYP		s 10.45 PM		s 9.45	s 6.35	f 6.05		288.1	3.7 TO HAZEN	
116 122 P			7.55	9.55	6.41	6.13	12.54	292.5	4.4 MASSIE	
96 P				10.03	6.46	6.19		297.4	4.9 FALAIS	
118 P			8.04	10.10	6.51	6.25	1.00	302.0	4.6 UPSAL	
100 P				10.18	6.56	6.30	1.09	306.8	4.8 DESERT	
118 WP			8.13	10.24	7.01	6.35	1.12	311.7	4.9 TO PARRAN	
95 P				10.30	7.06	6.40		316.1	4.4 HUXLEY	
117 P			8.21	10.36	7.10	6.45	1.17	320.0	3.9 OCALA	
94 P				10.42	7.14	6.50		324.2	4.2 MIRIAM	
119 P			8.28	10.48	7.19	6.55	1.22	328.4	4.2 TO TOY	
98 P				10.53	7.23	6.59		331.8	3.4 TOULON	
99 P			8.36	10.59	7.28	7.04	1.27	336.4	4.6 GRANITE POINT	
YP			8.40	11.05	7.33	7.09	1.30	340.5	4.1 PERTH	
W 130 E 120 WP			c 8.45	s 11.15	s 7.43	s 7.17	1.34	344.3	3.8 TO LOVELOCK	
P			8.58	s 11.40	7.58	7.33	1.44	357.8	13.5 OREANA	
M 122 P			9.07	AM 11.50	8.07	7.42	1.50	366.0	8.2 RYE PATCH	
WP			9.17	PM 12.01	8.19	7.54	1.58	377.0	11.0 HUMBOLDT	
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	
		Arrive Daily Ex. Sunday		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.....	

STATIONS

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 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 where Rule D-251 applies, and 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)	373.0	8

SPARKS SUBDIVISION

Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Inlay	WESTWARD											
			FIRST CLASS						SECOND CLASS					
			101 Streamliner City of San Francisco	27 San Francisco Overland	605 Mixed	21 Mall	23 Gold Coast	25 Passenger (c)	561 Freight	563 Freight	565 Freight	567 Freight		
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	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 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	135.2	1.59	10.40	5.30	7.15	9.55	11.30						
253.1	HAFED 4.2	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	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	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	c 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 where Rule D-251 applies, and 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

WINNEMUCCA SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings		28	26	22	24	102	Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Imlay		
		San Francisco Overland	Passenger (c)	Mail	Gold Coast	Streamliner City of San Francisco					
Yard Limits BKWOYP		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	P	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		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 9.17	s 8.54	2.33	417.3		5.2	TO WINNEMUCCA	33.0
	IP	10.13	PM 1.33	AM 9.22	AM 9.00	AM 2.36	420.9		3.6	TO-R WESO (WP Conn.)	36.6
98	P						423.3		2.4	TULE	39.0
76	P						428.9		5.6	EGLON	44.6
88	P						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	
	P						520.3	12.1	BARTH (WP Conn.)	136.0	
17	P						525.7	5.4	PALISADE	141.4	
79	P						531.2	5.5	TYROL	146.9	
Carlin yard BKWOTP							534.5	3.3	TO-R CARLIN (WP Conn.)	150.2	
									(150.2)		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Time over District		
		(0.41) 53.56	(1.03) 34.85	(0.47) 46.74	(0.50) 43.92	(0.32) 68.62			Average Speed per Hour		

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
Plute.....(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:

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

...Schedule time and train-order time at end of double track...
...insulated joints...
...main track and insulated joints...
...meeting and passing points...
...Automatic Block System...

WINNEMUCCA SUBDIVISION

Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Carlin	WESTWARD										
			FIRST CLASS										
			17 West. Pac. Streamliner California Zephyr	27 San Francisco Overland	21 Mail	1 West. Pac. Royal Gorge (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	Arrive Daily							
384.1	TO-R IMLAY 4.6	150.2											
388.7	MILL CITY 8.3	145.6	s 8.13	s 4.28				s 6.29	s 8.01	AM 12.07			
397.0	COSGRAVE 9.6	137.3						c 6.23	f 7.55	AM 12.02			
406.6	TO ROSE CREEK 5.3	127.7								PM 11.56			
406.8	BENIN 5.2	122.4											
412.1													
417.3	TO WINNEMUCCA 3.6	117.2			s 3.48			s 5.54	s 7.20	11.39			
420.9	TO-R WESO (WP Conn.) 2.4	113.6	AM 3.53	7.34	3.36	PM 3.54	5.46	7.07	11.35				
423.3	TULE 5.6	111.2	3.50	7.31	3.33	3.50	5.43	7.03	11.32				
428.9	EGLON 5.1	105.6		7.26	3.27	3.44	5.37	6.57					
434.0	TO GOLCONDA 5.3	100.5	3.42	7.21	3.21	3.39	c 5.31	s 6.51	11.24				
439.3	PREBLE (WP Conn.) 8.8	95.2		7.16	3.15	3.34	5.25	6.42					
448.1	IRON POINT 13.2	86.4	3.32	7.08	3.05	3.26	5.16	6.32	11.14				
461.3	VALMY 5.0	73.2	3.22	6.55	2.48	3.13	5.02	6.16	11.04				
466.3	MOTE 9.5	68.2		6.50	2.43	3.08	4.57	6.11					
475.8	TO BATTLE MOUNTAIN 6.2	58.7	3.12	6.41	s 2.32	c 2.58	f 4.48	s 6.00	10.54				
482.0	ROSNY 10.9	52.5	3.08	6.35	2.22	2.51	4.38	5.48	10.50				
492.9	MOSEL 5.6	41.6	3.01	6.25	2.11	2.40	4.26	5.36	10.43				
498.5	SHOSHONE 9.7	36.0		6.20	2.05	2.35	4.19	5.28					
508.2	TO BEOWAWE (WP Conn.) 12.1	26.3	2.48	6.11	1.55	2.25	c 4.06	s 5.16	10.30				
520.3	BARTH (WP Conn.) 5.4	14.2		5.58	1.41	2.12	3.52	5.01					
525.7	PALISADE 5.5	8.8	2.29	5.52	1.35	2.06	c 3.45	s 4.55	10.11				
531.2	TYROL 3.3	3.3											
534.5	TO-R CARLIN (WP Conn.)	0.0	2.19 AM	5.41 AM	1.23 PM	1.55 PM	3.32 PM	4.40 PM	10.01 PM				
	(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	Time over District.....		(1.34)	(2.32)	(3.05)	(1.59)	(2.57)	(3.21)	(2.06)				
	Average Speed per Hour.....		72.51	59.28	48.71	57.27	50.91	44.83	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. 17, 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. 17, 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:

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

WINNEMUCCA SUBDIVISION

Capacity of sidings		Mile Post Location	Timetable No. 64 March 20, 1949		Distances from Carlin	WESTWARD						
						SECOND CLASS						
						571	61	573	77	575	53	577
						Freight	West. Pac. Fast Freight	Freight	West. Pac. Fast Freight	Freight	West. Pac. Fast Freight	Freight
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			STATIONS									
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								
	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
95 P	412.1	TO	WINNEMUCCA 3.6	117.2	2.46			10.06		2.50		9.05
E 96 W 90 WP	417.3	TO-R	WESO (WP Conn.) 2.4	113.6	2.37	AM 3.00		9.57	AM 11.00	2.42	PM 8.00	8.57
IP	420.9		TULE 5.6	111.2								
98 P	423.3		EGLON 5.1	105.6								
76 P	428.9	TO	GOLCONDA 5.3	100.5	2.17	2.40		9.37	10.40	2.22	7.35	8.37
88 P	434.0		PREBLE (WP Conn.) 8.8	95.2								
P	439.3		IRON POINT 13.2	86.4								
117 P	448.1		VALMY 5.0	73.2	1.43			9.03		1.48		8.03
68 WP	461.3		MOTE 9.5	68.2								
97 P	466.3	TO	BATTLE MOUNTAIN 6.2	58.7	1.25	1.50		8.45	9.50	1.30	6.45	7.45
68 WP	475.8		ROSNY 10.9	52.5								
68 P	482.0		MOSEL 5.6	41.6								
98 P	492.9		SHOSHONE 9.7	36.0								
46 P	498.5	TO	BEOWAWE (WP Conn.) 12.1	26.3	12.50	1.10		8.10	9.10	12.55	6.05	7.10
95 P	508.2		BARTH (WP Conn.) 5.4	14.2								
P	520.3		PALISADE 5.5	8.8	12.26			7.46		12.31		6.46
17 P	525.7		TYROL 3.3	3.3								
79 P	531.2	TO-R	CARLIN (WP Conn.)	0.0	12.10 AM	12.25 AM		7.30 AM	8.25 AM	12.15 PM	5.25 PM	6.30 PM
Carlin yard BKWOTP	534.5				Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					(150.2)							
Time over District.....						(3.25)	(2.35)	(3.25)	(2.35)	(3.25)	(2.35)	(3.25)
Average Speed per Hour.....						43.96	43.97	43.96	43.97	43.96	43.97	43.96

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. 17, 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. 17, 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:

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

[Faint mirrored text from reverse side of page]

ELKO SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	101	22	24	102	28	Mile Post Location	FIRST CLASS					
							Passenger (c)	Mail	Gold Coast	Streamliner City of San Francisco	San Francisco Overland	
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Carlin yard BKWOTP						534.5						
78 P						537.5						
68 P						550.3						
V.d. Lmts. {	70 P	Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon.					554.3					
		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.					556.0				
84 WP						560.5						
96 P						573.4						
78 P						576.7						
108 P						581.2						
						589.6						
						591.1						
118 P						599.1						
82 IP						603.6	PM 6.01	PM 12.50	PM 12.25	AM 5.32	AM 1.24	
W 100 Yard Limits						607.5	s 6.25	s 1.02	s 12.37	5.37	1.30	
E 118 BKWOYP												
W 113 Yard Limits						616.4	6.40	1.23	12.58	5.51	1.48	
E 98 YP												
94 P						620.1	6.49	1.31	1.06	5.56	1.52	
117 P						624.1	6.55	1.37	1.12	6.00	1.57	
111 P						627.5	7.01	1.42	1.17	6.04	2.01	
119 P						631.8	7.07	1.47	1.22	6.08	2.06	
111 P						636.8	7.13	1.53	1.28	6.14	2.12	
Yard Limits W 117 WYP						640.6	7.19	1.58	1.33	6.18	2.16	
61 P						644.8	s 7.25			6.23		
M 90 WP						649.8	7.34	2.09	1.44	6.28	2.27	
Yard Limits BKWOYP						661.9	s 7.52	s 2.25	s 2.01	6.43	s 2.44	
							PM	PM	PM	AM	AM	
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
							(1.51)	(1.35)	(1.36)	(1.11)	(1.20)	
							31.52	36.81	36.43	49.26	43.72	

Timetable No. 64

March 20, 1949

STATIONS

TO-R	STATION	Distance from Carlin
	CARLIN (WP Conn.)	0.0
	VIVIAN	3.0
	AVENEL	15.8
	WEST ELKO (WP Conn.)	19.8
TO-R	ELKO	21.5
	COIN	26.0
	ELBURZ (WP Conn.)	38.9
	HALLECK	42.2
	RASID	46.7
TO	DEETH	55.1
	WPRR Connection	56.6
	TULASCO	64.6
TO-R	ALAZON (WP Conn.)	69.1
TO-R	WELLS	73.0
TO	MOOR	81.9
	ANTHONY	85.6
	HOLBORN	89.6
TO	FENELON	93.0
	PEQUOP	97.3
	ICARUS	102.3
TO	VALLEY PASS	106.1
	COBRE	110.3
	LORAY	115.3
TO-R	MONTELLO	127.4
	(127.4)	
.....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. 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:

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

ELKO SUBDIVISION

WESTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location	Timetable No. 64 March 20, 1949		Distance from Montello	WESTWARD						
		FIRST CLASS									
					17	27	21	1	23	25	101
					West Pac. Streamliner California Zephyr	San Francisco Overland	Mall	West Pac. Royal Gorge (c)	Gold Coast	Passenger (c)	Streamliner City of San Francisco
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		STATIONS									
	Carlin yard BKWOTP 534.5	TO-R CARLIN (WP Conn.) 3.0	127.4	AM 2.19	s 5.33	s 1.13	PM 1.55	s 3.22	s 4.30	s 9.56	
	78 P 537.5	VIVIAN 12.8	124.4	2.13	5.27	1.05	1.49	3.14	4.22	9.50	
	68 P 550.3	AVENEL 4.0	111.6			12.52	1.37	2.59	4.07		
	554.3	WEST ELKO (WP Conn.) 1.7	107.6			12.48		2.54	4.02		
	70 P 556.0	TO-R ELKO 4.5	105.9	s 1.58	c 5.08	s 12.45	s 1.30	s 2.51	s 3.59	9.35	
	79 P 560.5	COIN 12.9	101.4	s 1.56		12.33	s 1.20	2.40	3.44		
	84 WP 573.4	ELBURZ (WP Conn.) 3.3	88.5	1.40	4.50	12.18	1.00	2.25	3.28	9.18	
	96 P 576.7	HALLECK 4.5	85.2			12.15	12.56	c 2.20	s 3.23		
	78 P 581.2	RASID 8.4	80.7			12.10	12.50	2.15	3.17		
	108 P 589.6	TO DEETH 1.5	72.3	1.28	4.35	12.02 PM	12.41	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	12.31	1.53	2.46		
	82 IP 603.6	TO-R ALAZON (WP Conn.) 3.9	58.3	1.17 AM	4.21	11.47	12.27 PM	1.48	2.39	8.55	
W 100 Yard Limits E 118 BKWOYP	607.5	TO-R WELLS 8.9	54.4		4.16	s 11.40		s 1.41	s 2.32	8.50	
W 113 Yard Limits E 98 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	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	
W 117 Yard Limits 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	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 MONTELLA	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	Leave Daily	
		Time over District.....		(1.02)	(2.42)	(3.06)	(1.28)	(3.13)	(3.37)	(2.16)	
		Average Speed per Hour.....		66.87	47.18	41.09	47.45	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. 17, 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. 17, 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.

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

ELKO SUBDIVISION

Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Montello	WESTWARD									
			SECOND CLASS									
			571	77	573	53	575	61	577			
Freight	West. Pac. Fast Freight	Freight	West. Pac. Fast Freight	Freight	West. Pac. Fast Freight	Freight	Freight					
STATIONS			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 5.10	AM 8.25	AM 11.40	PM 5.25	PM 6.10	AM 12.25	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		7.45 Via WP yard		4.45 Via WP yard		11.45 Via WP yard				
556.0	TO-R ELKO 4.5	105.9	4.40	6.30	11.10	3.15	5.40	10.45 PM	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	4.13	6.05	10.43	2.50	5.13	10.20	11.13			
581.2	RASID 8.4	80.7										
589.6	TO DEETH 1.5	72.3	3.57	5.49	10.27	2.34	4.57	10.04	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	3.40	5.30 AM	10.10	2.15 PM	4.40	9.45 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.....		(4.10)	(2.55)	(4.10)	(3.10)	(4.10)	(2.40)	(4.10)			
	Average Speed per Hour.....		30.57	23.69	30.57	21.82	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.

RULE 86. Inferior first-class trains must be clear of main track and insulated joints for Nos. 17, 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. 17, 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

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
Nardl.....(Spur)	594.4	32P
Tloga.....(Spur)	653.4	2P

OGDEN SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS					Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Montello		
			26	22	24				102	28
			Passenger (c)	Mail	Gold Coast				Streamliner City of San Francisco	San Francisco Overland
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits BKWOYP			PM 8.02	PM 2.33	PM 2.09	AM 6.43	AM 2.51	661.9		
E 109 P				2.42	2.18	6.49	2.59	668.3		
Grouse W 117 P								674.3		
E 117 W 159 WYP			s 8.32	2.54	c 2.29	6.58	3.11	679.8		
118 P								684.5		
115 P								688.8		
115 P								693.2		
117 P								697.6		
122 117 WP			8.59	3.18	2.53	7.14	3.32	702.1		
117 P								706.4		
117 P								711.1		
137 P								716.3		
118 P								720.7		
117 P								724.8		
117 P								730.0		
119 OP			s 9.45	3.56	3.31	7.36	4.04	734.6		
								739.7		
132 P								741.1		
113 P								744.8		
85 P								750.1		
134 P			10.35	4.44	4.17	8.09	4.48	752.9		
								758.5		
M 123 P				5.01	4.34	8.21	5.05	767.2		
								776.3		
Ogden yard I								781.4		
BKWOTYP			s 11.30 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			
			(3.28) 34.73	(2.57) 40.81	(2.51) 42.24	(1.57) 61.74	(2.34) 47.04			

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 BEPPA	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 TRENDA	77.8
	1.4 ENGL	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&GW Crossing	119.5
TO-R	OGDEN	120.4

Automatic Block System

Double Track

Centralized Traffic Control

D. T.

Double Track

.....Time over District.....
.....Average Speed per Hour.....

RULE 86. On eastward track between Montello and Lucin inferior first-class trains must be clear of main track and insulated joints for No. 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 No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

On eastward track between Montello and Lucin, second-class trains and engines must be clear of main track and insulated joints at meeting and passing points for No. 28.

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

OGDEN SUBDIVISION

Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Ogden	WESTWARD					EASTWARD					
			FIRST CLASS										
			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									
STATIONS													
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		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		102.5	2.23	9.32	c 11.35	s 12.18 PM	7.21					
684.5	PIGEON 4.3	Centralized Traffic Control	97.8										
688.8	TECK 4.4		93.5										
693.2	JACKSON 4.4	Automatic Block System	89.1										
697.6	BEPPU 4.5		84.7										
702.1	LEMAY 4.3	Automatic Block System	80.2	2.02	9.09	11.09	11.50 AM	7.03					
706.4	NEWFOUNDLAND 4.7		75.9										
711.1	GROOME 5.2	Automatic Block System	71.2										
716.3	ALLEN 4.4		66.0										
720.7	HOGUP 4.1	Automatic Block System	61.6										
724.8	OLNEY 5.2		57.5										
730.0	STRONGKNOB 4.6	Automatic Block System	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	D. T.	42.6										
741.1	ENGL 3.7		41.2										
744.8	MIDLAKE 5.3	Automatic Block System	37.5										
750.1	COLIN 2.8		32.2										
752.9	BRIDGE 5.6	Automatic Block System	29.4	12.49	7.50	9.50	10.15	6.10					
758.5	PROMONTORY POINT 8.7		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		6.0										
781.4	D&RGW Crossing 0.9	Automatic Block System	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)	(2.44)	(2.46)	(3.15)	(1.55)					
Average Speed per Hour.....				49.13	44.34	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.

WADSWORTH SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Wendel	WESTWARD		
Capacity of sidings	SECOND CLASS					SECOND CLASS		
	552 Freight	550 Freight				559 Freight	557 Freight	
	Leave Daily	Leave Daily	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	8.8 TO 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	3.9 TO-R 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.....		(4.20) 19.06	(4.30) 18.35	
				Average Speed per Hour.....				

ADDITIONAL STATIONS		
Name	Mile Post	Capacity
Pyramid	319.64	.....

EASTWARD			Mile Post Location	Timetable No. 64 March 20, 1949	Distance from Mason	WESTWARD		
Capacity of sidings	SECOND CLASS					THIRD CLASS		
	546 Local Freight					545 Local Freight		
	Leave Daily	Ex. Sunday	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	8.4 TO 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	7.0 TO 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	7.1 TO-R MASON	0.0	9.30 AM		
	Arrive Daily	Ex. Sunday		(48.5)		Leave Daily	Ex. Sunday	
	(2.35) 18.77			Time over District.....		(2.50) 17.12		
				Average Speed per Hour.....				

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				

ALTURAS SUBDIVISION

EASTWARD			Alte Post Location	WESTWARD		
Capacity of sidings	SECOND CLASS			Distance from Alturas	SECOND CLASS	
	558 Freight	554 Freight			553 Freight	551 Freight
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	
Timetable No. 64						
March 20, 1949						
STATIONS						
Yard Limits BKWOYP	PM 1.30	AM 1.30	358.7	TO-R	WENDEL	98.2
64 P	2.00	2.00	365.6		6.9 VIEWLAND	91.3
99 WP	2.25	2.25	374.7		9.1 KARLO	82.2
65 P	2.55	3.15	383.6		8.9 SECRET	73.3
WP	3.15	3.35	388.0		4.4 HORSE LAKE	68.9
113 YP	3.35	4.05	392.5		4.5 CREST	64.4
Yard Limits BKWOYP	3.50	4.25	397.9	TO	5.4 RAVENDALE	59.0
100 WP	4.10	4.45	404.7		6.8 TERMO	52.2
25 P	4.10	4.45	404.7		14.2 MADELINE	38.0
79 WYP	4.55	5.30	418.9	TO	4.4 SAGE HEN	33.6
112 YP	5.15	5.50	423.3		10.7 INDIAN CAMP	22.9
66 WP	6.00	6.35	434.0		4.7 LIKELY	18.2
111 KWYP	6.25	7.00	438.7	TO	4.9 BAYLEY	13.3
P	6.45	7.20	443.6		2.8 McARTHUR	10.5
P	6.55	7.30	446.4		10.5 ALTURAS	0.0
Yard Limits BKWOYP	7.30 PM	8.20 AM	456.9	TO-R	(98.2)	
	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily
	(6.00) 16.30	(6.50) 14.37			(5.30) 17.85	(5.30) 17.85
					.....Time over District.....	
					.....Average Speed per Hour.....	

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

WESTWARD			Alte Post Location	EASTWARD		
Capacity of sidings	THIRD CLASS			Distance from Alturas	THIRD CLASS	
	558 Freight	554 Freight			553 Freight	551 Freight
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	
Timetable No. 64						
March 20, 1949						
STATIONS						
Yard Limits BKWOYP	PM 1.30	AM 1.30	358.7	TO-R	WENDEL	98.2
64 P	2.00	2.00	365.6		6.9 VIEWLAND	91.3
99 WP	2.25	2.25	374.7		9.1 KARLO	82.2
65 P	2.55	3.15	383.6		8.9 SECRET	73.3
WP	3.15	3.35	388.0		4.4 HORSE LAKE	68.9
113 YP	3.35	4.05	392.5		4.5 CREST	64.4
Yard Limits BKWOYP	3.50	4.25	397.9	TO	5.4 RAVENDALE	59.0
100 WP	4.10	4.45	404.7		6.8 TERMO	52.2
25 P	4.10	4.45	404.7		14.2 MADELINE	38.0
79 WYP	4.55	5.30	418.9	TO	4.4 SAGE HEN	33.6
112 YP	5.15	5.50	423.3		10.7 INDIAN CAMP	22.9
66 WP	6.00	6.35	434.0		4.7 LIKELY	18.2
111 KWYP	6.25	7.00	438.7	TO	4.9 BAYLEY	13.3
P	6.45	7.20	443.6		2.8 McARTHUR	10.5
P	6.55	7.30	446.4		10.5 ALTURAS	0.0
Yard Limits BKWOYP	7.30 PM	8.20 AM	456.9	TO-R	(98.2)	
	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily
	(6.00) 16.30	(6.50) 14.37			(5.30) 17.85	(5.30) 17.85
					.....Time over District.....	
					.....Average Speed per Hour.....	

SPECIAL INSTRUCTIONS - WYNNEMUKCA SUBDIVISION

RULE 5. If a positive signal is shown between the main and branch tracks, the train must stop at the main track. If a negative signal is shown, the train may proceed on the branch track. The signal on the branch track is to be used only to permit a train to proceed on the branch track. It is not to be used to permit a train to proceed on the main track.

RULE 6. All freight trains must stop at the main track when they are ordered to do so. They must not proceed on the branch track until they are ordered to do so.

MINA SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 64 March 20, 1949		Distance from Tonopah Jct.	WESTWARD	
Capacity of sidings	SECOND CLASS			Mina Branch	STATIONS		THIRD CLASS	
		606 Mixed					605 Mixed	
		Leave Daily Ex. Sunday				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	11.6 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	6.5 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	15.1 THORNE	41.6	s 12.01 PM	
		s 5.37	408.2		23.8 LUNING	17.8	s 10.55 AM	
Yard Limits BKWOY		s 6.05 AM	417.0	TO-R	8.8 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.....		(5.56) 23.24	
					.....Average Speed per Hour.....			

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

EASTWARD			Mile Post Location	Timetable No. 64 March 20, 1949		Distance from Fallon	WESTWARD	
Capacity of sidings	SECOND CLASS			Fallon Branch	STATIONS		THIRD CLASS	
		602 Mixed					603 Mixed	
		Leave Daily Ex. Sunday				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	5.8 FALLON	0.0	11.45 AM	
		Arrive Daily Ex. Sunday			(15.8)		Leave Daily Ex. Sunday	
		(0.35) 27.08			.....Time over District.....		(0.35) 27.08	
					.....Average Speed per Hour.....			

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)	
1	Any station.....	Flag.....	Daily.....		Salt Lake City.....	
1	Battle Mountain.....	Flag.....	Daily.....	Beyond Winnemucca.....	Salt Lake City.....	
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.....	
3	Golconda.....	Flag.....	Daily.....	Colfax.....	Ogden.....	
3	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.
3	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

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.

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

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 re-issued 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

		First Track	Second Track	Miles
Lawton to Ogden.....	C. P. Ry	542.42	161.65	
	U. P. R. R.....	.05	.15	
	O. U. R. & D....	.82	.87	
Fernley to Alturas.....	C. P. Ry.....	178.82		
Total.....		<u>722.11</u>	<u>162.67</u>	
Total Main Lines.....				884.78

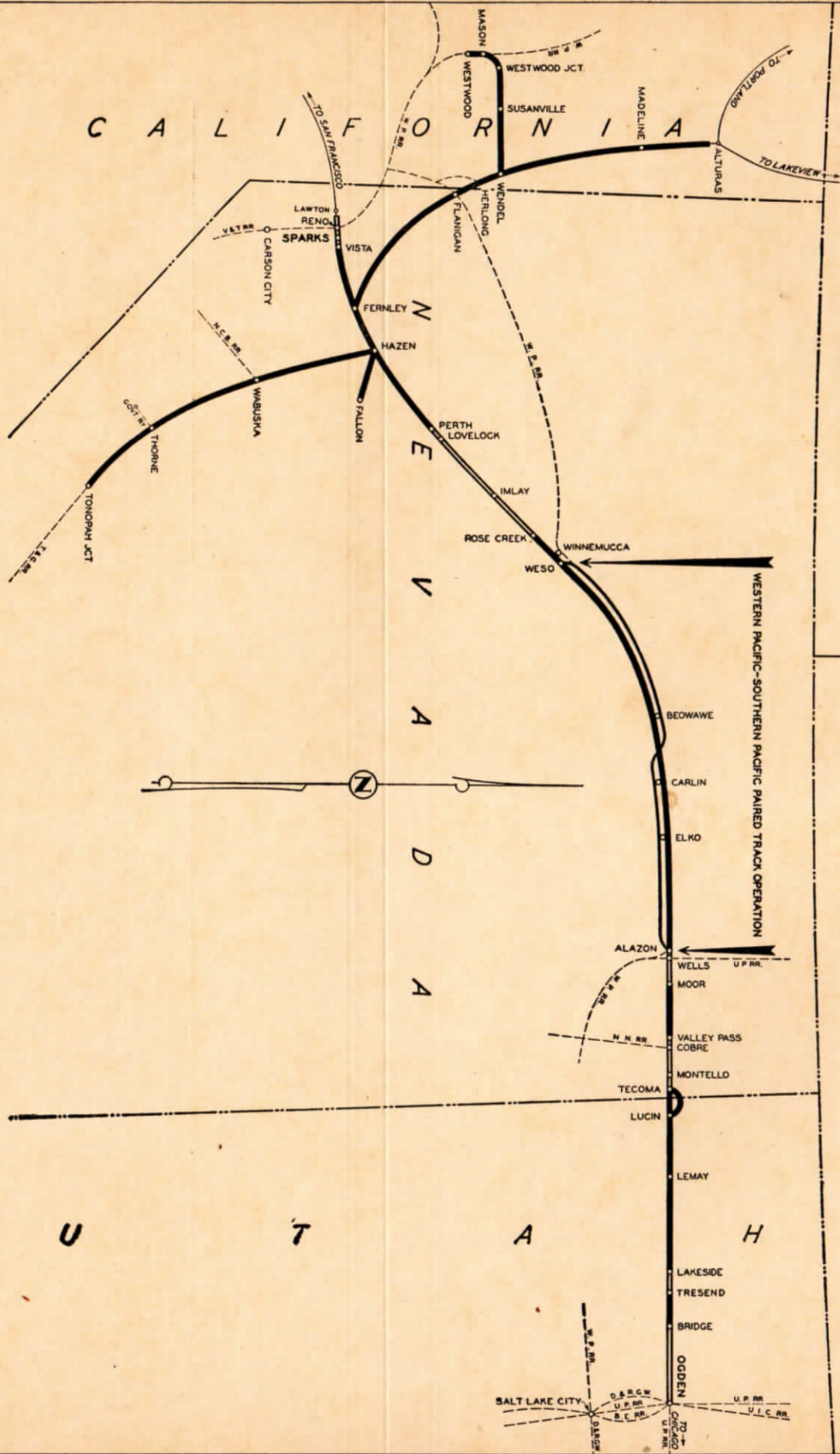
BRANCHES

Fallon—Hazen to Fallon....	C. P. Ry.....	15.85		
Mina—Hazen to Tonopah Jet.....	C. P. Ry.....	137.68		
Westwood—Wendel to Westwood.....	C. P. Ry.....	53.76		
Total Branches.....				<u>207.29</u>
Total Salt Lake Division.....				<u>1092.07</u>

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



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