

TRAINMASTERS

D. W. TANNER.....Ogden
G. M. JOYCE.....Carlin
J. F. McCUISTION.....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
J. J. HENDERSON.....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

66

EFFECTIVE SUNDAY, APRIL 30, 1950

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

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

M. S. OLSEN,
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 Physician and 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.....	Oculist and Aurist
Montello.....	Nurse in attendance	
Elko.....	Dr. A. J. Hood.....	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. Chas. C. Hyde.....	District Physician and Surgeon
Winnemucca.....	Dr. Kurt L. Hartoch.....	District Physician and Surgeon
Winnemucca.....	Dr. George F. Pope.....	District Physician and Surgeon
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. Leo Corvino.....	District Physician and Surgeon
Reno.....	Dr. Geo. R. Magee.....	Oculist and Aurist
Reno.....	Dr. Clyde Bibb.....	Emergency Oculist and Aurist
Fallon.....	Dr. H. W. Sawyer.....	District Physician and Surgeon
Susanville.....	Dr. J. W. Crever, Jr.....	District Physician and Surgeon
Hawthorne-Babbitt.....	Dr. E. F. Hanson.....	Emergency Physician and Surgeon
Mina.....	Dr. D. A. Smith.....	District Physician and 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, C. D. Fabrin, Manager of Time Service, 65 Market St.	
Sparks.....	W. R. Adams & Son
Winnemucca.....	Bosch & Son
Elko.....	W. N. Blohm
Elko.....	C. E. Cox
Ogden.....	Chas. D. Anderson
Ogden.....	E. E. Dahlin
Alturas.....	Virgil Pratt
Lakeview.....	A. E. Rugg
Susanville.....	Jeffries and Courvoisier

LOCATION OF STANDARD CLOCKS

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

STATION SUBDIVISION

EASTWARD

FIRST CLASS

MILE	STATION	MILE	FIRST CLASS					MILE	STATION
			100	25	50	75	100		
1.0	STATION	1.0						STATION	
1.1	STATION	1.1						STATION	
1.2	STATION	1.2						STATION	
1.3	STATION	1.3						STATION	
1.4	STATION	1.4						STATION	
1.5	STATION	1.5						STATION	
1.6	STATION	1.6						STATION	
1.7	STATION	1.7						STATION	
1.8	STATION	1.8						STATION	
1.9	STATION	1.9						STATION	
2.0	STATION	2.0						STATION	
2.1	STATION	2.1						STATION	
2.2	STATION	2.2						STATION	
2.3	STATION	2.3						STATION	
2.4	STATION	2.4						STATION	
2.5	STATION	2.5						STATION	
2.6	STATION	2.6						STATION	
2.7	STATION	2.7						STATION	
2.8	STATION	2.8						STATION	
2.9	STATION	2.9						STATION	
3.0	STATION	3.0						STATION	
3.1	STATION	3.1						STATION	
3.2	STATION	3.2						STATION	
3.3	STATION	3.3						STATION	
3.4	STATION	3.4						STATION	
3.5	STATION	3.5						STATION	
3.6	STATION	3.6						STATION	
3.7	STATION	3.7						STATION	
3.8	STATION	3.8						STATION	
3.9	STATION	3.9						STATION	
4.0	STATION	4.0						STATION	
4.1	STATION	4.1						STATION	
4.2	STATION	4.2						STATION	
4.3	STATION	4.3						STATION	
4.4	STATION	4.4						STATION	
4.5	STATION	4.5						STATION	
4.6	STATION	4.6						STATION	
4.7	STATION	4.7						STATION	
4.8	STATION	4.8						STATION	
4.9	STATION	4.9						STATION	
5.0	STATION	5.0						STATION	

These stations are listed in order of increasing distance from the starting point of the line. The distance between stations is given in miles and tenths of a mile. The total distance between the first and last station is 5.0 miles.

These stations are listed in order of increasing distance from the starting point of the line. The distance between stations is given in miles and tenths of a mile. The total distance between the first and last station is 5.0 miles.

SPARKS SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS					Mile Post Location	Timetable No. 66 April 30, 1950	Distance from Sparks
	606	28	22	24	102			
	Mixed Leave Daily Ex. Sunday	San Francisco Overland Leave Daily	Mail Leave Daily	Gold Coast (c) Leave Daily	Streamliner City of San Francisco Leave Daily			
Sparks yard BKWOTYP	PM 9.25	PM 7.02	AM 6.45	AM 3.30	AM 12.10	246.2	STATIONS	
P						249.1	TO-R SPARKS	
118 P	f 9.39					253.1	2.9 VISTA	
116 WP	f 9.47					257.3	4.0 HAFED	
114 P	f 9.55					262.1	4.2 PATRICK	
126 P	f 10.03					266.7	4.8 CLARK	
116 P	f 10.11					271.4	4.6 THISBE	
274 WYP	s 10.21		c			276.1	4.7 GILPIN	
116 P						280.4	4.7 FERNLEY	
123 P						284.4	4.3 ARGO	
130 124 BKWYP	s 10.45 PM		s 7.40	f 4.30		288.1	4.0 DARWIN	
116 122 P		7.55	7.46	4.35	12.54	292.5	3.7 HAZEN	
96 P			7.51	4.40		297.4	4.4 MASSIE	
118 P		8.04	7.55	4.45	1.02	302.0	4.9 FALAIS	
100 P					1.06	306.8	4.6 UPSAL	
118 P		8.13	8.04	4.54	1.10	311.7	4.8 DESERT	
95 P			8.09	4.59		316.1	4.9 PARRAN	
117 P		8.21	8.14	5.03	1.17	320.0	4.4 HUXLEY	
94 P			8.19	5.08		324.2	3.9 OCALA	
119 P		8.29	8.24	5.12	1.24	328.4	4.2 MIRIAM	
98 P			8.28	5.16		331.8	4.2 TOY	
99 P		8.36	8.32	5.21		336.4	3.4 TOULON	
P		8.40	8.36	5.26	1.34	340.5	4.6 GRANITE POINT	
W 130 E 120 WP		8.45	s 8.46	s 5.36	c 1.38	344.3	4.1 PERTH	
P		8.58	9.01	5.52	1.49	357.8	3.8 LOVELOCK	
M 122 P		9.07	9.10	6.02	1.56	366.0	13.5 OREANA	
WP		9.17	9.21	6.14		377.0	8.2 RYE PATCH	
Yard Limits BKOWYP		s 9.26 PM	s 9.30 AM	s 6.22 AM	2.10 AM	384.1	11.0 HUMBOLDT	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7.1 IMLAY	
	(1.20) 31.42	(2.24) 57.45	(2.45) 50.14	(2.52) 48.08	(2.00) 68.95		(137.9)	

STATIONS		D.T.	Distance from Sparks
TO-R	SPARKS				0.0
	2.9 VISTA	Centralized Traffic Control	2.9
	4.0 HAFED		6.9
	4.2 PATRICK		11.1
	4.8 CLARK		15.9
	4.6 THISBE		20.5
	4.7 GILPIN		25.2
	4.7 FERNLEY		29.9
	4.3 ARGO		34.2
	4.0 DARWIN		38.2
TO	3.7 HAZEN		
	4.4 MASSIE		46.3
	4.9 FALAIS		51.2
	4.6 UPSAL		55.8
	4.8 DESERT		60.6
TO	4.9 PARRAN		65.5
	4.4 HUXLEY		69.9
	3.9 OCALA		73.8
	4.2 MIRIAM		78.0
TO	4.2 TOY		82.2
	3.4 TOULON		85.6
	4.6 GRANITE POINT		90.2
	4.1 PERTH	Double Track	94.3
TO	3.8 LOVELOCK		98.1
	13.5 OREANA		111.6
	8.2 RYE PATCH		119.8
	11.0 HUMBOLDT		130.8
TO-R	7.1 IMLAY		137.9
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 and 23 except within Centralized Traffic Control System.
RULE 86. Except where Rule D-251 applies, and except within Centralized Traffic Control System, 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.

Trains operate by C.T.C. between Vista and Massie, but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Woolsey..... (Spur)	353.4	24 P
Valery..... (Spur)	373.0	8

SPARKS SUBDIVISION

Timetable No. 66

April 30, 1950

WESTWARD

Mile Post Location	STATIONS	Distance from Imlay	FIRST CLASS					SECOND CLASS				
			27	605	21	23	101	561	563	565	567	
			San Francisco Oggrland Arrive Daily	Mixed Arrive Daily Ex. Sunday	Mail Arrive Daily	Gold Coast (C) Arrive Daily	Streamliner City of San Francisco Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	
246.2	TO-R SPARKS 2.9	138.1	AM s 10.48	PM s 5.40	PM s 7.40	PM s 9.45	AM s 2.03					
249.1	VISTA 4.0	135.2	10.40	5.30	7.15	9.20	1.53					
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							
280.4	ARGO 4.0	103.9										
284.4	DARWIN 3.7	99.9										
288.1	HAZEN 4.4	96.2										
292.5	MASSIE 4.9	91.8	9.48	4.31 PM	s 6.24	f 8.30						
297.4	FALAIS 4.6	86.9	9.43		6.14	8.20	1.10		2.40	10.36 AM	2.06	7.46
302.0	UPSAL 4.8	82.3	9.38		6.09	8.14	1.06		2.33	10.30	2.00	7.40
306.8	DESERT 4.9	77.5	9.33		6.04	8.04	1.02		2.27	10.24	1.54	7.34
311.7	TO PARRAN 4.4	72.6	9.28		5.59	7.56			2.21	10.18	1.48	7.28
316.1	HUXLEY 3.9	68.2	9.24		5.54	7.49	12.49		2.15	10.12	1.42	7.22
320.0	OCALA 4.2	64.3	9.20		5.50	7.41			2.09	10.06	1.36	7.16
324.2	MIRIAM 4.2	60.1	9.16		5.46	7.35	12.42		2.04	10.00	1.30	7.10
328.4	TO TOY 3.4	55.9	9.12		5.42	7.28			1.58	9.54	1.24	7.04
331.8	TOULON 4.6	52.5	9.09		5.38	7.22	12.35		1.52	9.48	1.18	6.58
336.4	GRANITE POINT 4.1	47.9	9.05		5.34	7.16			1.47	9.42	1.12	6.52
340.5	PERTH 3.8	43.8	9.01		5.29	7.10			1.41	9.36	1.06	6.46
344.3	TO LOVELOCK 13.5	40.0	8.57		5.25	7.03	12.23		1.35	9.30	1.00	6.40
357.8	OREANA 8.2	26.5	8.45		s 5.20	s 6.55	c 12.19					
366.0	RYE PATCH 11.2	18.3	8.37		5.02	6.35						
377.0	HUMBOLDT 7.1	7.1	8.26		4.54	6.25	12.02 AM					
384.1	TO-R IMLAY	0.0	8.18 AM		4.35 PM	6.00 PM	11.47 PM		12.25 AM	8.30 AM	12.05 PM	5.35 PM
	(138.1)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District.....		(2.30)	(1.09)	(3.05)	(3.45)	(2.16)		(3.35)	(3.35)	(3.35)	(3.45)
	Average Speed per Hour.....		55.24	36.43	44.78	36.82	60.92		38.53	38.53	38.53	36.82

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 and 23 except within Centralized Traffic Control System.

RULE 86. Except where Rule D-251 applies, and except within Centralized Traffic Control System, 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.

Trains operate by C.T.C. between Vista and Massie, but at stations where time is shown must not depart ahead of time.

RULE 92. First sentence does not apply to Nos. 21 and 23 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	22	24	102	Mile Post Location	Timetable No. 66 April 30, 1950	Distance from Imlay
					San Francisco Overland	Mail	Gold Coast (c)	Streamliner City of San Francisco			
				Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard Limits BKWOYP					PM 9.32	AM 9.35	AM 6.30	AM 2.10	384.1	Automatic Block System	STATIONS TO-R IMLAY 0.0 4.6 MILL CITY 4.6 8.3 COSGRAVE 12.9 TO ROSE CREEK 22.5 5.3 BENIN 27.8 TO WINNEMUCCA 33.0 TO-R WESO (WP Conn.) 36.6 2.4 TULE 39.0 TO GOLCONDA 49.7 5.3 PREBLE (WP Conn.) 55.0 8.8 IRON POINT 63.8 13.2 VALMY 77.0 5.0 MOYE 82.0 TO BATTLE MOUNTAIN 91.5 6.2 ROSNY 97.7 10.9 MOSEL 108.6 5.6 SHOSHONE 114.2 TO BEOWAWE (WP Conn.) 123.9 12.1 BARTH (WP Conn.) 136.0 5.4 PALISADE 141.4 5.5 TYROL 146.9 TO-R CARLIN (WP Conn.) 150.2 (150.2)
P					9.37	9.40	6.38		388.7		
M 122 WP					9.46	9.49	6.48	2.20	397.0		
P					9.56	9.58	6.58	2.28	406.6		
95 P					10.01	10.03	7.04		406.8		
E 96 W 90 WP					c 10.07	s 10.14	s 7.20	2.38	412.1		
IP					10.13 PM	10.22 AM	7.30 AM	2.43 AM	417.3		
98 P									420.9		
109 P									423.3		
P									434.0		
P									439.3		
117 P									448.1		
68 WP									461.3		
97 P									466.3		
68 WP									475.8		
68 P									482.0		
98 P									482.0		
25 P									492.9		
95 P									498.5		
P									508.2		
17 P									520.3		
79 P									525.7		
Carlin yard BKWOTP									531.2		
									534.5		
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
					(0.41) 53.56	(0.47) 46.72	(1.00) 36.60	(0.33) 66.54			

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.

TO-R IMLAY	0.0
4.6 MILL CITY	4.6
8.3 COSGRAVE	12.9
TO ROSE CREEK	22.5
5.3 BENIN	27.8
TO WINNEMUCCA	33.0
TO-R WESO (WP Conn.)	36.6
2.4 TULE	39.0
TO GOLCONDA	49.7
5.3 PREBLE (WP Conn.)	55.0
8.8 IRON POINT	63.8
13.2 VALMY	77.0
5.0 MOYE	82.0
TO BATTLE MOUNTAIN	91.5
6.2 ROSNY	97.7
10.9 MOSEL	108.6
5.6 SHOSHONE	114.2
TO BEOWAWE (WP Conn.)	123.9
12.1 BARTH (WP Conn.)	136.0
5.4 PALISADE	141.4
5.5 TYROL	146.9
TO-R CARLIN (WP Conn.)	150.2
(150.2)	

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

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 and 23.

RULE 86. 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
Egdon.....(Spur)	428.9	20P
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

WINNEMUCCA SUBDIVISION

Mile Post Location	Timetable No. 66 April 30, 1950	Distance from Carlin	WESTWARD										
			FIRST CLASS										
			17 West. Pac. Streamliner California Zephyr	27 San Francisco Overland	21 Mall	23 Gold Coast (c)	1 West. Pac. Royal Gorge (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	150.2		AM 8.13	PM 4.28	PM 5.50							
388.7	MILL CITY 8.3	145.6		8.07	4.21	5.40							
397.0	TO COSGRAVE 9.6	137.3		7.59	4.11	5.30				11.37			
406.6 406.8	TO ROSE CREEK 5.3	127.7		7.50	4.00	5.15				11.29			
412.1	BENIN 5.2	122.4		7.45	3.54	5.05							
417.3	TO WINNEMUCCA 3.6	117.2		c 7.39	s 3.48	s 4.58				11.19			
420.9	TO-R WESO (WP Conn.) 2.4	113.6	AM 3.56	7.34	3.36	4.45	PM 4.10			11.15			
423.3	TULE 10.7	111.2		7.31	3.33	4.40	4.07						
434.0	TO GOLCONDA 5.3	100.5	3.45	7.21	3.21	4.25	3.53			11.04			
439.3	PREBLE (WP Conn.) 8.8	95.2		7.16	3.15								
448.1	IRON POINT 13.2	86.4	3.34	7.08	3.05	4.05	3.40			10.53			
461.3	VALMY 5.0	73.2	3.23	6.55	2.48	3.48	3.28			10.43			
466.3	MOTE 9.5	68.2		6.50	2.43	3.40							
475.8	TO BATTLE MOUNTAIN 6.2	58.7	3.11	6.41	s 2.32	f 3.25	c 3.16			10.32			
482.0	ROSNY 10.9	52.5		6.35	2.22	3.15	3.10						
492.9	MOSEL 5.6	41.6	2.58	6.25	2.11	3.00	3.00			10.19			
498.5	SHOSHONE 9.7	36.0		6.20	2.05	2.50	2.54						
508.2	TO BEOWAWE (WP Conn.) 12.1	26.3	2.45	6.11	1.55	2.40	2.45			10.06			
520.3	BARTH (WP Conn.) 5.4	14.2		5.58	1.41	2.25	2.33						
525.7	PALISADE 5.5	8.8	2.29	5.52	1.35	2.18	2.27			9.50			
531.2	TYROL 3.3	3.3											
534.5	TO-R CARLIN (WP Conn.)	0.0	2.18 AM	5.41 AM	1.23 PM	2.03 PM	2.15 PM			9.39 PM			
	(150.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	.....Time over District.....		(1.38)	(2.32)	(3.05)	(3.47)	(1.55)	(2.08)					
	.....Average Speed per Hour.....		69.55	59.28	48.71	39.70	59.26	70.40					

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 and 23.

RULE 86. 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.

WINNEMUCCA SUBDIVISION

		WESTWARD		SECOND CLASS								
Capacity of sidings	Mile Post Location	Timetable No. 66 April 30, 1950		Distance from Carlin	571	61	573	77	575	53	577	
		STATIONS			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	
Yard Limits BKWOYP	384.1	TO-R	IMLAY 4.6	150.2	AM 3.35		AM 10.55		PM 3.40		PM 9.55	
P	388.7		MILL CITY 8.3	145.6								
M 122 WP	397.0		COSGRAVE 9.6	137.3								
P	406.6	TO	ROSE CREEK 5.3	127.7	3.05		10.13		3.06		9.21	
P	406.8		BENIN 5.2	122.4	2.57		10.03		2.58		9.13	
95 P	412.1		WINNEMUCCA 3.6	117.2	2.50		9.57		2.50		9.05	
E 96 W 90 WP	417.3	TO	WESO (WP Conn.) 2.4	113.6	2.43	AM 3.00	9.50	AM 11.00	2.42	PM 8.00	8.57	
IP	420.9	TO-R	TULE 10.7	111.2								
98 P	423.3		GOLCONDA 5.3	100.5	2.20	2.40	9.34	10.40	2.22	7.35	8.37	
109 P	434.0	TO	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		BATTLE MOUNTAIN 6.2	58.7	1.25	1.50	8.45	9.50	1.30	6.45	7.45	
68 WP	475.8	TO	ROSNY 10.9	52.5								
P	482.0		MOSEL 5.6	41.6								
98 P	492.9		SHOSHONE 9.7	36.0								
25 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. 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.

ELKO SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings					22	24	102	28	Mile Post Location	Timetable No. 66 April 30, 1950	Distance from Carlin	
	FIRST CLASS											
												Mail	Gold Coast (c)	Streamliner City of San Francisco	San Francisco Overland
				Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Carlin yard BKWOTP Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon.												
78	P									534.5		
79	P									537.5		
84	WP									554.3		
96	P									556.0		
78	P									560.5		
108	P									565.0		
118	P									573.4		
118	P									576.7		
118	P									581.2		
118	P									589.6		
118	P									591.1		
118	P									599.1		
IP					PM 1.50	AM 11.55	AM 5.30	AM 1.24	603.6			
W 100	Yard Limits				s 2.02	s 12.11	5.36	1.30	607.5			
E 118	BKWOYP											
E 98	Yard Limits YP				2.23	12.32	5.50	1.48	616.4			
94	P				2.31	12.40		1.52	620.1			
117	P				2.37	12.46	5:59	1.57	624.1			
111	P				2.42	12.52	6.03	2.01	627.5			
119	P				2.47	12.58	6.07	2.06	631.8			
111	P				2.53	1.04	6.13	2.12	636.8			
W 117	Yard Limits WYP				2.58	1.10	6.17	2.16	640.6			
61	P								644.8			
M 90	WP				3.09	1.24	6.26	2.27	649.8			
Yard Limits BKWOYP					s 3.25	s 1.41	6.39	s 2.44	661.9			
					PM	PM	AM	AM				
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
					(1.35)	(1.46)	(1.09)	(1.20)				
					36.82	33.00	50.69	43.72				

STATIONS		
TO-R	CARLIN (WP Conn.)	0.0
	3.0 VIVIAN	3.0
	16.8 WEST ELKO (WP Conn.)	19.8
TO-R	ELKO	21.5
	1.7 COIN	26.0
	4.5 ELBURZ (WP Conn.)	38.9
	3.3 HALLECK	42.2
	4.5 RASID	46.7
TO	8.4 DEETH	55.1
	1.5 WPRR Connection	56.6
	8.0 TULASCO	64.6
	4.5 TO-R ALAZON (WP Conn.)	69.1
TO-R	3.9 WELLS	73.0
TO	8.9 MOOR	81.9
	3.7 ANTHONY	85.6
	4.0 HOLBORN	89.6
TO	3.4 FENELON	93.0
	4.3 PEQUOP	97.3
	5.0 ICARUS	102.3
TO	3.8 VALLEY PASS	106.1
	4.2 COBRE	110.3
	5.0 LORAY	115.3
TO-R	12.1 MONTELLO	127.4
	(127.4)	

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 and 23.

RULE 86. 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:

Anthony	Capacity 46
Fenelon	Capacity 46

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

Moor	Capacity 113
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ELKO SUBDIVISION

WESTWARD

FIRST CLASS

Timetable No. 66
April 30, 1950

Distance from
Montello

STATIONS

Capacity of sidings	Mile Post Location			17 West Pac. Streamliner California Zephyr	27 San Francisco Overland	21 Mail	23 Gold Coast (c)	1 West Pac. Royal Gorge (e)	101 Streamliner City of San Francisco
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Carlin yard BKWOTP	534.5	TO-R CARLIN (WP Conn.) 3.0	127.4	AM 2.18	s 5.33	s 1.13	s 1.53	PM 2.15	s 9.34
78 P	537.5	VIVIAN 16.8	124.4	2.14	5.27	1.04	1.45	2.09	9.30
Yd. Limits. 70 P	554.3	WEST ELKO (WP Conn.) 1.7	107.6			12.46	1.25		
	556.0	TO-R ELKO 4.5	105.9	s 1.57 s 1.55	c 5.08	s 12.43	s 1.22	s 1.50 s 1.23	9.12
79 P	560.5	COIN 12.9	101.4			12.28	1.10	1.17	
84 WP	573.4	ELBURZ (WP Conn.) 3.3	88.5		4.50	12.11	12.53		
96 P	576.7	HALLECK 4.5	85.2	1.35		12.07	12.48	12.57	8.51
78 P	581.2	RASID 8.4	80.7			12.02 PM	12.41	12.51	
108 P	589.6	TO DEETH 1.5	72.3	1.25	4.35	11.53 AM	12.31	12.42	8.41
P	591.1	WPRR Connection 8.0	70.8						
118 P	599.1	TULASCO 4.5	62.8			11.43	12.15	12.32	
IP	603.6	TO-R ALAZON (WP Conn.) 3.9	58.3	1.14 AM	4.21	11.38	12.10	12.27 PM	8.30
W 100 Yard Limits E 118 BKWOYP	607.5	TO-R WELLS 8.9	54.4		4.16	s 11.32	s 12.04 PM		8.26
E 98 Yard Limits YP	616.4	TO MOOR 3.7	45.5		4.04	11.18	11.39 AM		8.16
94 P	620.1	ANTHONY 4.0	41.8		4.00	11.14	11.34		8.12
117 P	624.1	HOLBORN 3.4	37.8		3.55	11.09	11.28		8.08
111 P	627.5	TO FENELON 4.3	34.4		3.51	11.04	11.22		8.04
119 P	631.8	PEQUOP 5.0	30.1		3.46	10.59	11.16		7.59
111 P	636.8	ICARUS 3.8	25.1		3.40	10.53	11.10		7.54
Yard Limits W 117 WYP	640.6	TO VALLEY PASS 4.2	21.3		3.35	10.46	11.03		7.49
61 P	644.8	COBRE 5.0	17.1						
M 90 WP	649.8	LORAY 12.1	12.1		3.10	10.25	10.41		7.36
Yard Limits BKWOYP	661.9	TO-R MONTELLO	0.0		2.51 AM	10.07 AM	10.23 AM		7.20 PM
		(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District.....		(1.04)	(2.42)	(3.06)	(3.30)	(1.48)	(2.14)
		Average Speed per Hour.....		64.78	47.18	41.09	36.40	38.39	57.04

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 and 23.

RULE 86. 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

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

Moor.....	North of main track.....	Capacity 113
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ELKO SUBDIVISION

Mile Post Location	Timetable No. 66 April 30, 1950	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				
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 16.8	124.4											
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	7.00	11.10	3.00	5.40	11.00 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	6.35	10.43	2.35	5.13	10.35	11.13				
581.2	RASID 8.4	80.7											
589.6	TO DEETH 1.5	72.3	3.57	6.19	10.27	2.19	4.57	10.19	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	3.40	6.00 AM	10.10	2.00 PM	4.40	10.00 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.....		(4.10)	(2.25)	(4.10)	(3.25)	(4.10)	(2.25)	(4.10)				
	Average Speed per Hour.....		30.57	28.59	30.57	20.22	30.57	28.59	30.57				

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

RULE 86. 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

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

Moor	North of main track	Capacity 113
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ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Tonka	(Spur) 540.3	10P
Moleen	(Spur) 544.5	50-11P
Avenel	(Spur) 550.3	15P
Osino	(Spur) 564.8	48P
Ryndon	(Spur) 567.8	51P
Natchez	(Spur) 585.3	49P
Nardi	(Spur) 594.4	32P
Tloga	(Spur) 653.4	2P

OGDEN SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings					22	24	102	28	Mile Post Location	Timetable No. 66 April 30, 1950	Distance from Montello
					Mall	Gold Coast (c)	Streamliner City of San Francisco	San Francisco Overland			
Yard Limits BKWOYP				Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				PM 3.33	PM 1.50	AM 6.39	AM 2.51	661.9			
E 109	P			3.42	1.58	6.45	2.59	668.3			
Grouse W 117	P							674.3			
E 117 W 159	WYP			3.54	2.15	6.54	3.11	679.8			
118	P							684.5			
115	P							688.8			
115	P							693.2			
117	P							697.6			
122 117	WP			4.18	2.45	7.12	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	P			4.56	3.36	7.37	4.04	734.6			
	P							739.7			
132	P							741.1			
113	P							744.8			
85	P							750.1			
134	P			5.44	4.26	8.08	4.48	752.9			
	WP							758.5			
M 123	P			6.01	4.50	8.20	5.05	767.2			
	P							776.3			
Ogden yard	I							781.4			
	BKWOTYP			s 6.35 PM	s 5.30 PM	s 8.40 AM	s 5.25 AM	782.3			
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
				(3.02) 39.69	(3.40) 32.83	(2.01) 59.70	(2.34) 46.90				

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 BEPP0	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 TRESPEND	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&RGW 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 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.

Trains operate by C.T.C. between Lucin and Bridge, but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Rambo..... (Spur)	739.3	25 P
Saline..... (Spur)	755.0	13 P
Bagley..... (Spur)	763.7	19-20P
Reese..... (Spur)	772.5	19 P

OGDEN SUBDIVISION

Mile Post Location	Timetable No. 66 April 30, 1950	Distance from Ogden	WESTWARD							
			FIRST CLASS							
			27 San Francisco Overland	23 Gold Coast (c)	21 Mail	101 Streamliner City of San Francisco				
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
661.9	TO-R MONTELLO 6.4	121.2	AM 2.46	AM 10.15	AM 9.59	PM 7.20				
668.3	TECOMA 2.8	114.8	2.37	10.06	9.50	7.14				
671.1	GROUSE 9.5	112.0								
679.8	LUCIN 4.7	102.5	2.23	9.45	9.32	7.03				
684.5	PIGEON 4.3	97.8								
688.8	TECK 4.4	93.5								
693.2	JACKSON 4.4	89.1								
697.6	BEPPO 4.5	84.7								
702.1	LEMAY 4.3	80.2	2.02	9.15	9.09	6.46				
706.4	NEWFOUNDLAND 4.7	75.9								
711.1	GROOME 5.2	71.2								
716.3	ALLEN 4.4	66.0								
720.7	HOGUP 4.1	61.6								
724.8	OLNEY 5.2	57.5								
730.0	STRONGNOB 4.6	52.3								
734.6	LAKESIDE 5.1	47.7	1.32	8.30	8.37	6.21				
739.7	TRESEND 1.4	42.6								
741.1	ENGL 3.7	41.2								
744.8	MIDLAKE 5.3	37.5								
750.1	COLIN 2.8	32.2								
752.9	BRIDGE 5.6	29.4	12.49	7.40	7.50	5.50				
758.5	PROMONTORY POINT 8.7	23.8								
767.2	LITTLE MOUNTAIN 9.1	15.1	12.34	7.17	7.33	5.38				
776.3	WEST WEBER 5.1	6.0								
781.4	D&RGW Crossing 0.9	0.9								
782.3	TO-R OGDEN	0.0	12.18 AM	7.00 AM	7.15 AM	5.22 PM				
	(121.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	Time over District.....		(2.28)	(3.15)	(2.44)	(1.58)				
	Average Speed per Hour.....		49.12	37.29	44.34	61.62				

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.

Trains operate by C.T.C. between Lucin and Bridge, but at stations where time is shown must not depart ahead of time.

WADSWORTH SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 66 April 30, 1950	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	AM 12.40	AM 11.59	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)	(3.49)		.....Time over District.....		(4.20)	(4.30)	
	22.52	21.64		.....Average Speed per Hour.....		19.06	18.35	

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

EASTWARD			Mile Post Location	Timetable No. 66 April 30, 1950	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		
58 YP	8.15		400.1	18.2 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)			.....Time over District.....		(2.50)		
	18.77			.....Average Speed per Hour.....		17.12		

ADDITIONAL STATIONS		
Name	Mile Post	Capacity
Antola	361.60	.....
Bunel	390.1	16P
Goumas	394.8	16WP

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			Mile Post Location	Timetable No. 66		Distance from Alturas	WESTWARD			
SECOND CLASS				April 30, 1950			SECOND CLASS			
Capacity of sidings	558 Freight	554 Freight		STATIONS			553 Freight	551 Freight		
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	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) 16.37	(6.50) 14.37			.....Time over District.....		(5.30)	(5.30)	
					.....Average Speed per Hour.....		17.85	17.85	

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

SPECIAL INSTRUCTIONS - WESTWARD SUBDIVISION

<p style="text-align: center;">WESTWARD</p> <p style="text-align: center;">YARD LIMITS</p> <p style="text-align: center;">558</p> <p style="text-align: center;">554</p> <p style="text-align: center;">553</p> <p style="text-align: center;">551</p>	<p style="text-align: center;">EASTWARD</p> <p style="text-align: center;">YARD LIMITS</p> <p style="text-align: center;">558</p> <p style="text-align: center;">554</p> <p style="text-align: center;">553</p> <p style="text-align: center;">551</p>
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MINA SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 66 April 30, 1950 Mina Branch STATIONS	Distance from Mina	WESTWARD		
Capacity of sidings	SECOND CLASS					THIRD CLASS		
		606 Mixed						605 Mixed
		Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		
Yard Limits BKWYP		PM 11.15	288.1	TO-R	128.9	PM 4.26		
40		11.27	292.9		124.1	f 4.15		
40		PM f 11.41	297.9		119.1	f 4.02		
57		AM f 12.05	307.0		110.0	f 3.38		
		f 12.23	313.8		103.2	f 3.20		
31		f 12.29	316.4		100.6	f 3.14		
Yard Limits 77 W		s 1.16	328.0	TO	89.0	s 2.41		
		1.31	331.9		85.1	f 2.24		
27		f 2.17	347.7		69.3	f 1.44		
58 W		s 2.39	354.2	TO	62.8	s 1.24		
57		f 3.20	367.3		49.7	f 12.44		
		f	369.3		47.7			
Yard Limits 39 WY		s 4.20	384.4	TO	32.6	s 12.01 PM		
		s 5.37	408.2		8.8	s 10.55 AM		
Yard Limits BKWOY		s 6.05 AM	417.0	TO-R	0.0	10.30 AM		
		Arrive Daily Ex. Monday				Leave Daily Ex. Sunday		
		(6.50) 18.86				(5.56) 21.72		
				.....Time over District.....				
				.....Average Speed per Hour.....				

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

EASTWARD			Mile Post Location	Timetable No. 66 April 30, 1950 Fallon Branch STATIONS	Distance from Fallon	WESTWARD		
Capacity of sidings	SECOND CLASS					THIRD CLASS		
		602 Mixed						603 Mixed
		Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		
Yard Limits BKWYP		AM 7.45	288.1	TO-R	15.8	PM s 12.25		
11		f 8.10	298.1		5.8			
Yard Limits WYP		s 8.25 AM	303.9	TO-R	0.0	11.45 AM		
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
		(0.40) 23.70				(0.40) 23.70		
				.....Time over District.....				
				.....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	Any station.....	Flag.....	Daily.....	Any station.....	Any station.....	or to receive or discharge employes, or mail, baggage or express.
24	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	Winnemucca.....	Flag.....	Daily.....	Sacramento.....	Ogden.....	.....
28	Winnemucca.....	Flag.....	Daily.....	Ogden.....	Sacramento.....	.....
101	Lovelock.....	Stop.....	Daily.....	.....	.....	To exchange mail clerks.
102	Lovelock.....	Stop.....	Daily.....	.....	.....	To exchange mail clerks.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 4. Designated holidays:
 New Year's Day, January 1st.
 Washington's Birthday, February 22nd.
 Decoration Day, May 30th.
 Independence Day, July 4th.
 Labor Day, first Monday in September.
 Thanksgiving Day, fourth Thursday in November.
 Christmas Day, December 25th.

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

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.

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.

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.

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.

SPECIAL INSTRUCTIONS—MINA SUBDIVISION

RULE 82 (A). No. 603 may leave Fallon without clearance if no operator on duty.

No. 605 may leave Mina on Saturday and holidays without clearance if no operator 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.....		722.11	162.67	
Total Main Lines.....				884.78

BRANCHES

Fallon—Hazen to Fallon....	C. P. Ry.....	15.85		
Mina—Hazen to Mina.....	C. P. Ry.....	129.71		
Westwood—Wendel to Westwood.....	C. P. Ry.....	53.76		
Total Branches.....				199.32
Total Salt Lake Division.....				1084.10

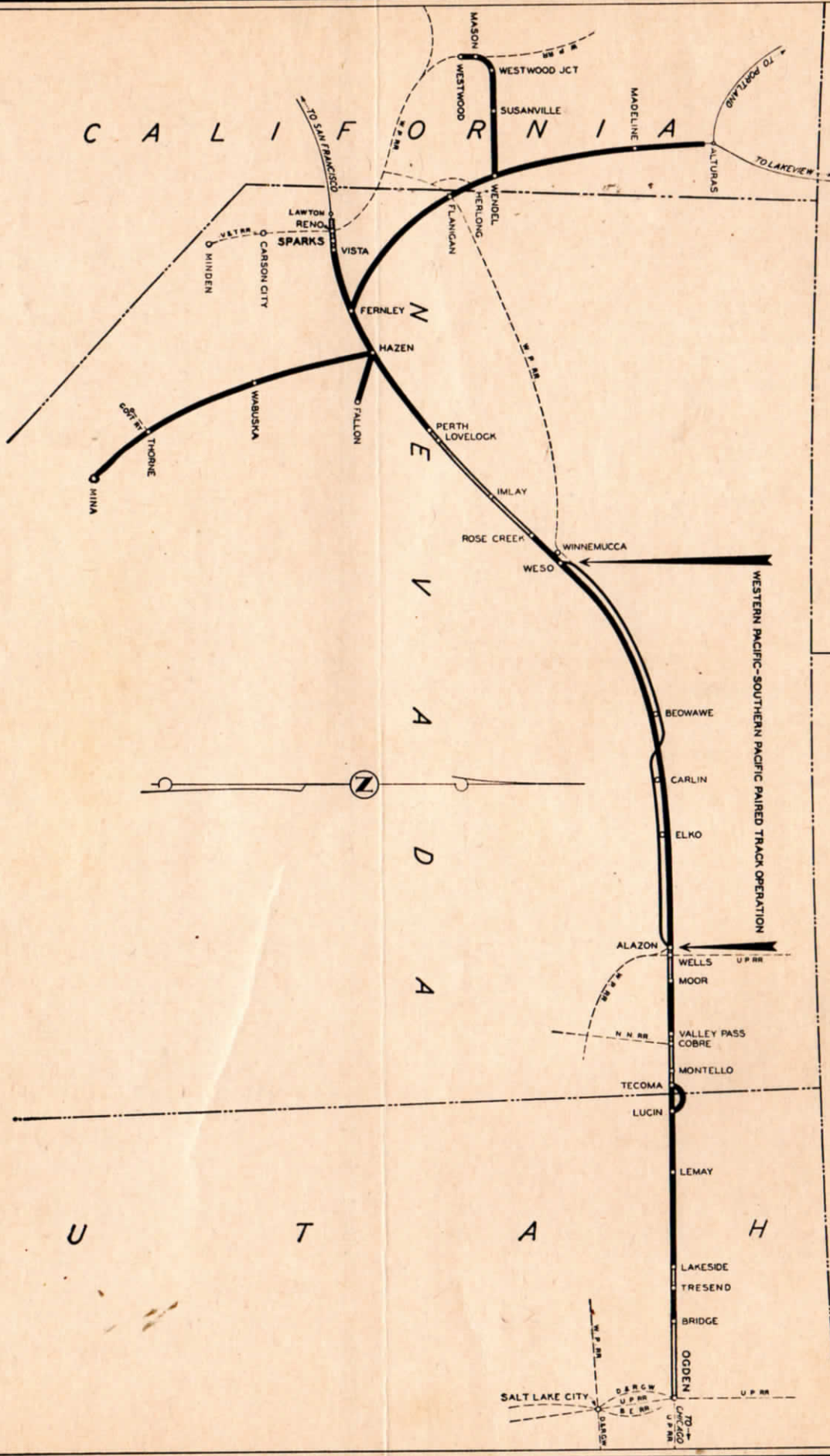
SPEED TABLE

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

C A L I F O R N I A

O R E G O N

I D A H O



SALT LAKE DIVISION

U T A H

