

TRAINMASTERS

G. M. JOYCE.....Ogden
M. H. HOWARD.....Carlin
J. F. McCUITION.....Sparks
J. J. HENDERSON.....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

J. D. BROWN.....Ogden
O. S. YOUNG.....Ogden
J. M. STOUT.....Sparks
M. R. FRIBERG.....Sparks

ASSISTANT TRAINMASTERS

C. E. NAPPER.....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

D. W. TANNER
Assistant Superintendent, Ogden

SOUTHERN PACIFIC COMPANY



SALT LAKE DIVISION TIMETABLE

67

**EFFECTIVE SUNDAY, APRIL 29, 1951
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.
V. E. ANDERSON,
Superintendent of Transportation.
F. E. KALBAUGH,
Superintendent.

Timetable 66 eff 30 Apr 50
68 30 Sept 51

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. D. C. Barker | District Physician and Surgeon |
| Ogden | Dr. Harold DeMars | Oculist and Aurist |
| Ogden | Dr. Ralph Pugmire | Oculist and Aurist |
| Montello | Nurse in attendance | |
| Wells | Dr. F. K. Root | District Physician and Surgeon |
| 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 |
| Reno | Dr. J. C. Elia | 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 |
| Hazen | Roundhouse | Sparks | Train-order Office |
| Imlay | 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 |
| Ogden | Train-order Office | Wells | Roundhouse |
| Ogden | Dispatcher's Office | Wendel | Train-order Office |
| | | Wendel | Roundhouse |
| | | Westwood | Train-order Office |

SPARKS SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | FIRST CLASS | | | | | Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Sparks | |
|---------------------|-------------|------------------------|-------------------------|------------------------|-----------------|--------------------|------------------------------------|----------------------|----------------|
| | | 102 | 606 | 28 | 22 | | | | 24 |
| | | City of San Francisco | Mixed | San Francisco Overland | Mail | | | | Gold Coast (c) |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | | | | |
| Sparks yard BKWOTYP | | PM 11.10 | PM 10.25 | PM 6.32 | AM 6.45 | AM 3.30 | 246.2 | | |
| P | | | | | | | 249.1 | | |
| 118 P | | | f 10.39 | | | | 253.1 | | |
| 116 WP | | | f 10.47 | | | | 257.3 | | |
| 114 P | | | f 10.55 | | | | 262.1 | | |
| 126 P | | | f 11.03 | | | | 266.7 | | |
| 116 P | | | f 11.11 | | | | 271.4 | | |
| 274 WYP | | | s 11.21 | | c | | 276.1 | | |
| 116 P | | | | | | | 280.4 | | |
| 123 P | | | | | | | 284.4 | | |
| 130 124 BKWYP | | | s 11.45 PM | | s 7.40 | f 4.30 | 288.1 | | |
| 116 122 P | | PM 11.54 | | 7.25 | 7.46 | 4.35 | 292.5 | | |
| 96 P | | | | | 7.51 | 4.40 | 297.4 | | |
| 118 P | | AM 12.02 | | 7.34 | 7.55 | 4.45 | 302.0 | | |
| 100 P | | 12.06 | | | | | 306.8 | | |
| 118 P | | 12.10 | | 7.43 | 8.04 | 4.54 | 311.7 | | |
| 95 P | | | | | 8.09 | 5.04 | 316.1 | | |
| 117 P | | 12.17 | | 7.51 | 8.14 | 5.08 | 320.0 | | |
| 94 P | | | | | 8.19 | 5.13 | 324.2 | | |
| 119 P | | 12.24 | | 7.59 | 8.24 | 5.18 | 328.4 | | |
| 98 P | | | | | 8.28 | 5.22 | 331.8 | | |
| 99 P | | | | 8.06 | 8.32 | 5.27 | 336.4 | | |
| P | | 12.34 | | 8.10 | 8.36 | 5.32 | 340.5 | | |
| W 130 E 120 WP | | c 12.38 | | 8.15 | s 8.46 | s 5.40 | 344.3 | | |
| P | | 12.49 | | 8.28 | 9.01 | 5.56 | 357.8 | | |
| M 122 P | | 12.56 | | 8.37 | 9.10 | 6.06 | 366.0 | | |
| P | | | | 8.47 | 9.21 | 6.18 | 377.0 | | |
| Yard Limits BKOWYP | | 1.10 AM | | s 8.56 PM | s 9.30 AM | s 6.25 AM | 384.1 | | |
| | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| | | (2.00) 68.95 | (1.20) 31.42 | (2.24) 57.45 | (2.45) 50.14 | (2.55) 47.28 | | | |

| STATIONS | | D. T. | Distance from Sparks |
|----------------------------------|-------------------|-----------------------------|----------------------|
| TO-R | SPARKS | | |
| | 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 |
| | 3.7 HAZEN | | 41.9 |
| | 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 | 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 | |
| | (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.

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) | 352.8 | 24 P |
| Valery (Spur) | 372.8 | 8 |

SPARKS SUBDIVISION

| Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Imlay | WESTWARD | | | | | | | | | | | | | | | | | | |
|--------------------|------------------------------------|-------------------------|------------------------|------------------------|--------------|----------------|-----------------------|--------------|--------------|--------------|--------------|-------------|-------------|--|--|--|--|--|--|--|--|
| | | | FIRST CLASS | | | | | SECOND CLASS | | | | | | | | | | | | | |
| | | | 27 | 605 | 21 | 23 | 101 | 561 | 563 | 565 | 567 | | | | | | | | | | |
| | | | San Francisco Overland | Mixed | Mail | Gold Coast (C) | City of San Francisco | Freight | Freight | Freight | Freight | | | | | | | | | | |
| STATIONS | 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 6.18 | PM s 5.40 | PM s 7.40 | PM s 9.45 | AM s 1.03 | | | | | | | | | | | | | | |
| 249.1 | VISTA 4.0 | 135.2 | 6.10 | 5.30 | 7.15 | 9.20 | 12.53 | | | | | | | | | | | | | | |
| 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 | | 4.31 PM | s 6.24 | f 8.35 | | | | | | | | | | | | | | | |
| 292.5 | MASSIE 4.9 | 91.8 | 5.27 | | 6.14 | 8.26 | 12.10 | | | 2.40 | 10.36 AM | 2.06 | 7.46 | | | | | | | | |
| 297.4 | FALAIS 4.6 | 86.9 | 5.22 | | 6.09 | 8.21 | 12.06 | | | 2.33 | 10.30 | 2.00 | 7.40 | | | | | | | | |
| 302.0 | UPSAL 4.8 | 82.3 | 5.17 | | 6.04 | 8.15 | 12.02 AM | | | 2.27 | 10.24 | 1.54 | 7.34 | | | | | | | | |
| 306.8 | DESERT 4.9 | 77.5 | | | 5.59 | 8.08 | | | | 2.21 | 10.18 | 1.48 | 7.28 | | | | | | | | |
| 311.7 | TO PARRAN 4.4 | 72.6 | 5.08 | | 5.54 | 8.02 | 11.49 PM | | | 2.15 | 10.12 | 1.42 | 7.22 | | | | | | | | |
| 316.1 | HUXLEY 3.9 | 68.2 | 5.04 | | 5.50 | 7.56 | | | | 2.09 | 10.06 | 1.36 | 7.16 | | | | | | | | |
| 320.0 | OCALA 4.2 | 64.3 | 5.00 | | 5.46 | 7.51 | 11.42 | | | 2.04 | 10.00 | 1.30 | 7.10 | | | | | | | | |
| 324.2 | MIRIAM 4.2 | 60.1 | 4.56 | | 5.42 | 7.41 | | | | 1.58 | 9.54 | 1.24 | 7.04 | | | | | | | | |
| 328.4 | TO TOY 3.4 | 55.9 | 4.52 | | 5.38 | 7.33 | 11.35 | | | 1.52 | 9.48 | 1.18 | 6.58 | | | | | | | | |
| 331.8 | TOULON 4.6 | 52.5 | 4.49 | | 5.34 | 7.26 | | | | 1.47 | 9.42 | 1.12 | 6.52 | | | | | | | | |
| 336.4 | GRANITE POINT 4.1 | 47.9 | 4.45 | | 5.29 | 7.20 | | | | 1.41 | 9.36 | 1.06 | 6.46 | | | | | | | | |
| 340.5 | PERTH 3.8 | 43.8 | 4.41 | | 5.25 | 7.10 | 11.23 | | | 1.35 | 9.30 | 1.00 | 6.40 | | | | | | | | |
| 344.3 | TO LOVELOCK 13.5 | 40.0 | 4.37 | | s 5.20 | s 7.01 | c 11.19 | | | | | | | | | | | | | | |
| 357.8 | OREANA 8.2 | 26.5 | 4.25 | | 5.02 | 6.55 | | | | | | | | | | | | | | | |
| 366.0 | RYE PATCH 11.2 | 18.3 | 4.17 | | 4.54 | 6.25 | 11.02 | | | | | | | | | | | | | | |
| 377.0 | HUMBOLDT 7.1 | 7.1 | 4.07 | | 4.43 | 6.10 | | | | | | | | | | | | | | | |
| 384.1 | TO-R IMLAY | 0.0 | 4.00 AM | | 4.35 PM | 6.00 PM | 10.47 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 | | (2.18) | (1.09) | (3.05) | (3.45) | (2.16) | | | (3.35) | (3.35) | (3.35) | (3.45) | | | | | | | | |
| | Average Speed per Hour | | 60.04 | 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 92. First sentence does not apply to Nos. 21 and 23 arriving Sparks.

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

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. 67 April 29, 1951 | Distance from Imlay |
|---------------------|----|--|--|--|--|------------------------|-----------------|-----------------|-----------------------|--------------------|------------------------------------|------------------------|
| | | | | | | San Francisco Overland | Mail | Gold Coast (c) | City of San Francisco | | | |
| Yard Limits BKWOYP | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | |
| | | | | | | PM 9.02 | AM 9.35 | AM 6.30 | AM 1.10 | 384.1 | | TO-R IMLAY |
| | P | | | | | 9.07 | 9.40 | 6.38 | | 388.7 | 4.6 | |
| M 122 | WP | | | | | 9.16 | 9.49 | 6.48 | 1.20 | 397.0 | TO-R | 12.9 |
| | P | | | | | 9.26 | 9.58 | 6.58 | 1.28 | 406.6 | | 8.3 |
| 94 | P | | | | | 9.31 | 10.03 | 7.04 | | 406.8 | 9.6 | ROSE CREEK |
| E 96 | WP | | | | | c 9.37 | s 10.14 | s 7.20 | 1.38 | 412.1 | 5.3 | BENIN |
| W 90 | WP | | | | | 9.43 PM | 10.22 AM | 7.30 AM | 1.43 AM | 417.3 | 5.2 | WINNEMUCCA |
| | IP | | | | | | | | | 420.9 | 3.6 | TO-R WESO (WP Conn.) |
| 98 | P | | | | | | | | | 423.3 | 2.4 | TULE |
| 109 | P | | | | | | | | | 434.0 | 10.7 | TO GOLCONDA |
| | P | | | | | | | | | 439.3 | 5.3 | PREBLE (WP Conn.) |
| 117 | P | | | | | | | | | 448.1 | 8.8 | IRON POINT |
| 68 | WP | | | | | | | | | 461.3 | 13.2 | VALMY |
| 97 | P | | | | | | | | | 466.3 | 5.0 | MOTE |
| 68 | WP | | | | | | | | | 475.8 | 9.5 | TO BATTLE MOUNTAIN |
| 68 | P | | | | | | | | | 482.0 | 6.2 | ROSNY |
| 98 | P | | | | | | | | | 492.9 | 10.9 | MOSEL |
| 15 | P | | | | | | | | | 498.5 | 5.6 | SHOSHONE |
| 95 | P | | | | | | | | | 508.2 | 9.7 | TO BEOWAWE (WP Conn.) |
| | P | | | | | | | | | 520.3 | 12.1 | BARTH (WP Conn.) |
| 17 | P | | | | | | | | | 525.7 | 5.4 | PALISADE |
| 79 | P | | | | | | | | | 531.2 | 5.5 | TYROL |
| Carlin yard BKWOTP | | | | | | | | | | 534.5 | 3.3 | TO-R CARLIN (WP Conn.) |
| | | | | | | | | | | | (150.2) | |
| | | | | | | 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 |
| | 9.6 | |
| TO | ROSE CREEK | 22.5 |
| | 5.3 | |
| | BENIN | 27.8 |
| | 5.2 | |
| TO | WINNEMUCCA | 33.0 |
| | 3.6 | |
| TO-R | WESO (WP Conn.) | 36.6 |
| | 2.4 | |
| | TULE | 39.0 |
| | 10.7 | |
| TO | GOLCONDA | 49.7 |
| | 5.3 | |
| | PREBLE (WP Conn.) | 55.0 |
| | 8.8 | |
| | IRON POINT | 63.8 |
| | 13.2 | |
| | VALMY | 77.0 |
| | 5.0 | |
| | MOTE | 82.0 |
| | 9.5 | |
| TO | BATTLE MOUNTAIN | 91.5 |
| | 6.2 | |
| | ROSNY | 97.7 |
| | 10.9 | |
| | MOSEL | 108.6 |
| | 5.6 | |
| | SHOSHONE | 114.2 |
| | 9.7 | |
| TO | BEOWAWE (WP Conn.) | 123.9 |
| | 12.1 | |
| | BARTH (WP Conn.) | 136.0 |
| | 5.4 | |
| | PALISADE | 141.4 |
| | 5.5 | |
| | TYROL | 146.9 |
| | 3.3 | |
| TO-R | CARLIN (WP Conn.) | 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.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Egdon..... (Spur) | 428.7 | 20 P |
| Herrin..... (Spur) | 452.7 | 20 P |
| Piute..... (Spur) | 470.4 | 20 P |
| Argenta..... (Spur) | 487.7 | 55 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. 67 April 29, 1951 | | Distance from Carlin | | WESTWARD | | | | | | | | | | | | | | |
|--------------------|------|------------------------------------|----------------|----------------------|---|------------------------|------------------------------|--------------|-------------------------|----------------|-----------------------|-------|-------|-------|--|--|--|--|--|--|
| | | | | | | FIRST CLASS | | | | | | | | | | | | | | |
| | | | | | | 27 | 17 | 21 | 1 | 23 | 101 | | | | | | | | | |
| | | | | | | San Francisco Overland | West. Pac. California Zephyr | Mail | West. Pac. Zephyrette | Gold Coast (c) | City of San Francisco | | | | | | | | | |
| | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sun. Wed. & Fri. | Arrive Daily | Arrive Daily | | | | | | | | | |
| 384.1 | TO-R | IMLAY 4.6 | } Double Track | 150.2 | | AM | | PM | | PM | PM | | | | | | | | | |
| 388.7 | | MILL CITY 8.3 | | 145.6 | s | 3.55 | | s | 4.28 | | s | 5.50 | PM | 10.47 | | | | | | |
| 397.0 | | COSGRAVE 9.6 | | 137.3 | | 3.41 | | 4.11 | | | 5.30 | | 10.37 | | | | | | | |
| 406.6 406.8 | TO | ROSE CREEK 5.3 | | 127.7 | | 3.32 | | 4.00 | | | 5.15 | | 10.29 | | | | | | | |
| 412.1 | | BENIN 5.2 | | 122.4 | | 3.27 | | 3.54 | | | 5.05 | | | | | | | | | |
| 417.3 | TO | WINNEMUCCA 3.6 | | 117.2 | c | 3.21 | | s | 3.48 | | s | 4.58 | 10.19 | | | | | | | |
| 420.9 | TO-R | WESO (WP Conn.) 2.4 | | 113.6 | | 3.16 | AM | 3.36 | PM | 4.45 | 10.15 | | | | | | | | | |
| 423.3 | | TULE 10.7 | | 111.2 | | 3.13 | 4.16 | 3.33 | 3.50 | 4.40 | | | | | | | | | | |
| 434.0 | TO | GOLCONDA 5.3 | | 100.5 | | 3.03 | 4.04 | 3.21 | f | 3.35 | 4.25 | 10.04 | | | | | | | | |
| 439.3 | | PREBLE (WP Conn.) 8.8 | | 95.2 | | 2.58 | | 3.15 | | | | | | | | | | | | |
| 448.1 | | IRON POINT 13.2 | | 86.4 | | 2.50 | 3.53 | 3.05 | 3.18 | 4.05 | 9.53 | | | | | | | | | |
| 461.3 | | VALMY 5.0 | | 73.2 | | 2.37 | 3.42 | 2.48 | 3.03 | 3.48 | 9.43 | | | | | | | | | |
| 466.3 | | MOTE 9.5 | | 68.2 | | 2.32 | | 2.43 | | 3.40 | | | | | | | | | | |
| 475.8 | TO | BATTLE MOUNTAIN 6.2 | | 58.7 | | 2.23 | 3.30 | s | 2.32 | s | 2.50 | f | 3.25 | 9.32 | | | | | | |
| 482.0 | | ROSNY 10.9 | | 52.5 | | 2.17 | | 2.22 | 2.41 | 3.15 | | | | | | | | | | |
| 492.9 | | MOSEL 5.6 | | 41.6 | | 2.07 | 3.17 | 2.11 | 2.30 | 3.00 | 9.19 | | | | | | | | | |
| 498.5 | | SHOSHONE 9.7 | | 36.0 | | 2.02 | | 2.05 | 2.25 | 2.50 | | | | | | | | | | |
| 508.2 | TO | BEOVAWE (WP Conn.) 12.1 | | 26.3 | | 1.53 | 3.04 | 1.55 | f | 2.15 | 2.40 | 9.06 | | | | | | | | |
| 520.3 | | BARTH (WP Conn.) 5.4 | | 14.2 | | 1.40 | | 1.41 | | 2.25 | | | | | | | | | | |
| 525.7 | | PALISADE 5.5 | | 8.8 | | 1.34 | 2.48 | 1.35 | 1.55 | 2.18 | 8.50 | | | | | | | | | |
| 531.2 | | TYROL 3.3 | | 3.3 | | | | | | | | | | | | | | | | |
| 534.5 | TO-R | CARLIN (WP Conn.) | | 0.0 | | 1.23 AM | 2.38 AM | 1.23 PM | 1.40 PM | 2.03 PM | 8.39 PM | | | | | | | | | |
| | | (150.2) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Sun. Wed. & Fri. | Leave Daily | Leave Daily | | | | | | | | | |
| | |Time over District..... | | | | (2.32) | (1.38) | (3.05) | (2.15) | (3.47) | (2.08) | | | | | | | | | |
| | |Average Speed per Hour..... | | | | 59.28 | 69.55 | 48.71 | 50.48 | 39.70 | 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.

WINNEMUCCA SUBDIVISION

| | | WESTWARD | | | | | | | | | | |
|-----------------------------|--------------------|------------------------------------|----------------------|--------------------------|-------------------------|--------------|-------------------------|--------------|-------------------------|--------------|---------|------|
| | | SECOND CLASS | | | | | | | | | | |
| Capacity of sidings | Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Carlin | 571 | 61 | 573 | 77 | 575 | 53 | 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 | | |
| Yard Limits BKWOYP | 384.1 | Automatic Block System | Double Track | 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 | |
| 94 P | 412.1 | | | TO WINNEMUCCA 3.6 | 117.2 | 2.50 | | 9.57 | | 2.50 | 9.05 | |
| E 96 W 90 WP | 417.3 | | | TO-R 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 | | | TULE 10.7 | 111.2 | | | | | | | |
| 98 P | 423.3 | | | TO GOLCONDA 5.3 | 100.5 | 2.20 | 2.40 | 9.34 | 10.40 | 2.22 | 7.35 | 8.37 |
| 109 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 | | | | | | | | | |
| 15 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.

ELKO SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | | | | | 22 | 24 | 102 | 28 | Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Carlin | |
|--------------------------|--|--|--|-----------------|---|-----------------|-----------------------|------------------------|--------------------|------------------------------------|-----------------------------|-------|
| | | | | | Mail | Gold Coast (c) | City of San Francisco | San Francisco Overland | | | | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | STATIONS | | | | |
| Carlin yard BKWOTP | | | | | | | | | 534.5 | | TO-R CARLIN (WP Conn.) | 0.0 |
| 78 P | | | | | Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon. | | | | 537.5 | | 3.0 VIVIAN | 3.0 |
| Yd. Limits 70 P | | | | | | | | | 554.3 | | 16.8 WEST ELKO (WP Conn.) | 19.8 |
| | | | | | | | | | 556.0 | | 1.7 TO-R ELKO | 21.5 |
| 79 P | | | | | On SP tracks between Alazon and Carlin Automatic Block System governs westward movements only, except from Carlin to Signal 5389, Signal 5396 at west portal Tunnel No. 2 to Signal 5439 at west switch Moleen, and from Signal 5666 at west portal Tunnel No. 3 to Signal 5727 at west switch Elburz, signals govern movements in both directions. | | | | 560.5 | | 4.5 COIN | 26.0 |
| 84 WP | | | | | | | | | 573.4 | | 12.9 ELBURZ (WP Conn.) | 38.9 |
| 96 P | | | | | | | | | 576.7 | | 3.3 HALLECK | 42.2 |
| 78 P | | | | | | | | | 581.2 | | 4.5 TO-R RASID | 46.7 |
| 108 P | | | | | | | | | 589.6 | | 8.4 TO DEETH | 55.1 |
| P | | | | | | | | | 591.1 | | 1.5 WPRR Connection | 56.6 |
| 118 P | | | | | | | | | 599.1 | | 8.0 TULASCO | 64.6 |
| IP | | | | | PM 1.55 | AM 11.55 | AM 4.30 | AM 12.54 | 603.6 | | 4.5 TO-R ALAZON (WP Conn.) | 69.1 |
| W 100 Yard Limits BKWOYP | | | | | s 2.07 | s 12.11 | 4.36 | 1.00 | 607.5 | | 3.9 TO-R WELLS | 73.0 |
| E 98 Yard Limits YP | | | | | 2.28 | 12.32 | 4.50 | 1.18 | 616.4 | | 8.9 TO MOOR | 81.9 |
| 94 P | | | | | 2.36 | 12.40 | | 1.22 | 620.1 | | 3.7 ANTHONY | 85.6 |
| 117 P | | | | | 2.42 | 12.46 | 4.59 | 1.27 | 624.1 | | 4.0 HOLBORN | 89.6 |
| 111 P | | | | | 2.47 | 12.52 | 5.03 | 1.31 | 627.5 | | 3.4 TO FENELON | 93.0 |
| 117 P | | | | | 2.52 | 12.58 | 5.07 | 1.36 | 631.8 | | 4.3 PEQUOP | 97.3 |
| 108 P | | | | | 2.58 | 1.04 | 5.13 | 1.42 | 636.8 | | 5.0 ICARUS | 102.3 |
| Yard Limits W 117 WYP | | | | | 3.03 | 1.10 | 5.17 | 1.46 | 640.6 | | 3.8 TO VALLEY PASS | 106.1 |
| 61 P | | | | | | | | | 644.8 | | 4.2 COBRE | 110.3 |
| M 94 P | | | | | 3.14 | 1.24 | 5.26 | 1.57 | 649.8 | | 5.0 LORAY | 115.3 |
| Yard Limits BKWOYP | | | | | s 3.30 PM | s 1.41 PM | 5.39 AM | s 2.14 AM | 661.9 | | 12.1 TO-R MONTELLO | 127.4 |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| | | | | (1.35) 36.82 | (1.46) 33.00 | (1.09) 50.69 | (1.20) 43.72 | | | | | |
| | | | | | | | | | | | Time over District..... | |
| | | | | | | | | | | | Average Speed per Hour..... | |

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

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

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 |
|------|---------------------|--------------|

ELKO SUBDIVISION

| Capacity of sidings | | Mile Post Location | Timetable No. 67 April 29, 1951 | | Distance from Montello | WESTWARD | | | | | |
|---------------------|--------------------|--------------------|------------------------------------|-------|------------------------|-----------------------------|-------------------|-------------------------|----------------|-----------------------|------------------------|
| | | | | | | FIRST CLASS | | | | | |
| | | | | | | 17 | 21 | 1 | 23 | 101 | 27 |
| | | | | | | West Pac. California Zephyr | Mail | West Pac. Zephyrette | Gold Coast (C) | City of San Francisco | San Francisco Overland |
| | | | | | | Arrive Daily | Arrive Daily | Arrive Sun. Wed. & Fri. | Arrive Daily | Arrive Daily | Arrive Daily |
| | | | STATIONS | | | | | | | | |
| | Carlin yard BKWOTP | 534.5 | TO-R CARLIN (WP Conn.) 3.0 | 127.4 | AM 2.38 | PM 1.13 | PM 1.40 | PM 1.53 | PM 8.34 | AM 1.15 | |
| | 78 P | 537.5 | VIVIAN 16.8 | 124.4 | 2.33 | 1.04 | 1.34 | 1.45 | 8.29 | 1.06 | |
| Y.Limits. | | 554.3 | WEST ELKO (WP Conn.) 1.7 | 107.6 | | 12.45 | | 1.25 | | 12.50 | |
| | 70 P | 556.0 | TO-R ELKO 4.5 | 105.9 | s 2.15 s 2.13 | s 12.42 | s 1.15 s 12.45 | s 1.22 | 8.12 | c 12.47 | |
| | 79 P | 560.5 | COIN 12.9 | 101.4 | | 12.26 | 12.39 | 1.10 | | | |
| | 84 WP | 573.4 | ELBURZ (WP Conn.) 3.3 | 88.5 | | 12.08 | 12.23 | 12.53 | | 12.29 | |
| | 96 P | 576.7 | HALLECK 4.5 | 85.2 | 1.54 | 12.04 PM | 12.19 | 12.48 | 7.51 | 12.25 | |
| | 78 P | 581.2 | RASID 8.4 | 80.7 | | 11.59 AM | 12.15 | 12.41 | | | |
| | 108 P | 589.6 | TO DEETH 1.5 | 72.3 | 1.44 | 11.51 | f 12.06 PM | 12.31 | 7.41 | 12.13 | |
| | | 591.1 | WPRR Connection 8.0 | 70.8 | | | | | | | |
| | 118 P | 599.1 | TULASCO 4.5 | 62.8 | 1.36 | 11.39 | 11.55 AM | 12.15 | 7.33 | 12.02 AM | |
| | IP | 603.6 | TO-R ALAZON (WP Conn.) 3.9 | 58.3 | 1.32 AM | 11.34 | 11.50 AM | 12.10 | 7.29 | 11.57 PM | |
| W 100 Yard Limits | E 118 BKWOYP | 607.5 | TO-R WELLS 8.9 | 54.4 | | s 11.28 | | s 12.04 PM | 7.26 | 11.52 | |
| E 98 Yard Limits | YP | 616.4 | TO MOOR 3.7 | 45.5 | | 11.08 | | 11.39 AM | 7.16 | 11.40 | |
| | 94 P | 620.1 | ANTHONY 4.0 | 41.8 | | 11.04 | | 11.34 | 7.12 | 11.36 | |
| | 117 P | 624.1 | HOLBORN 3.4 | 37.8 | | 10.59 | | 11.28 | 7.08 | 11.31 | |
| | 111 P | 627.5 | TO FENELON 4.3 | 34.4 | | 10.55 | | 11.22 | 7.04 | 11.27 | |
| | 117 P | 631.8 | PEQUOP 5.0 | 30.1 | | 10.50 | | 11.16 | 6.59 | 11.22 | |
| | 108 P | 636.8 | ICARUS 3.8 | 25.1 | | 10.44 | | 11.10 | 6.54 | 11.16 | |
| W 117 Yard Limits | WYP | 640.6 | TO VALLEY PASS 4.2 | 21.3 | | 10.37 | | 11.03 | 6.49 | 11.09 | |
| | 61 P | 644.8 | COBRE 5.0 | 17.1 | | 10.32 | | | 6.45 | 11.03 | |
| M 94 Yard Limits | BKWOYP | 649.8 | LORAY 12.1 | 12.1 | | 10.18 | | 10.41 | 6.36 | 10.52 | |
| | | 661.9 | TO-R MONTELLO | 0.0 | | 9.59 AM | | 10.23 AM | 6.20 PM | 10.33 PM | |
| | | | | | (127.4) | Leave Daily | Leave Daily | Leave Sun. Wed. & Fri. | Leave Daily | Leave Daily | Leave Daily |
| | | | | | | (1.06) | (3.14) | (1.50) | (3.30) | (2.14) | (2.42) |
| | | | | | | 62.81 | 39.40 | 37.69 | 36.40 | 57.04 | 47.18 |

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.

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

ELKO SUBDIVISION

| Timetable No. 67 April 29, 1951 | | 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 | | | | | | | |
| 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.

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 |
|------------|--------------------------|-----------------|

| ADDITIONAL STATIONS | | |
|---------------------|--------------|----------|
| NAME | Mile Post | Capacity |
| Tonka | (Spur) 540.1 | 10P |
| Moleen | (Spur) 544.5 | 50-11P |
| Avenel | (Spur) 549.9 | 19P |
| Osino | (Spur) 564.8 | 48P |
| Ryndon | (Spur) 567.8 | 51P |
| Nardi | (Spur) 594.4 | 32P |
| Tioga | (Spur) 653.4 | 2P |

OGDEN SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | FIRST CLASS | | | | | | | | Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Montello |
|---------------------|-------------|--|--|--|-----------------|-----------------|-----------------------|------------------------|--------------------|------------------------------------|------------------------|
| | | | | | 22 | 24 | 102 | 28 | | | |
| | | | | | Mail | Gold Coast (c) | City of San Francisco | San Francisco Overland | | | |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Yard Limits BKWOYP | | | | | PM 3.38 | PM 1.50 | AM 5.39 | AM 2.21 | 661.9 | TO-R MONTELLO | 0.0 |
| E 109 P | | | | | 3.47 | 1.58 | 5.45 | 2.29 | 668.3 | 6.4 TECOMA | 6.4 |
| Grouse W 117 P | | | | | | | | | 674.3 | 6.0 GARTNEY | 12.4 |
| E 117 W 159 WYP | | | | | 3.59 | 2.15 | 5.54 | 2.41 | 679.8 | 5.5 LUCIN | 17.9 |
| 117 P | | | | | | | | | 684.5 | 4.7 PIGEON | 22.6 |
| 115 P | | | | | | | | | 688.8 | 4.3 TECK | 26.9 |
| 115 P | | | | | | | | | 693.2 | 4.4 JACKSON | 31.3 |
| 117 P | | | | | | | | | 697.6 | 4.4 BEPPO | 35.7 |
| 122 117 WP | | | | | 4.23 | 2.45 | 6.12 | 3.02 | 702.1 | 4.4 LEMAP | 40.2 |
| 117 P | | | | | | | | | 706.4 | 4.3 NEWFOUNDLAND | 44.5 |
| 117 P | | | | | | | | | 711.1 | 4.7 GROOME | 49.2 |
| 137 P | | | | | | | | | 716.3 | 5.2 ALLEN | 54.4 |
| 118 P | | | | | | | | | 720.7 | 4.4 HOGUP | 58.8 |
| 117 P | | | | | | | | | 724.8 | 4.1 OLNEY | 62.9 |
| 117 P | | | | | | | | | 729.5 | 4.7 STRONGNOB | 67.6 |
| 115 P | | | | | 4.58 | 3.36 | 6.37 | 3.34 | 734.6 | 5.1 LAKESIDE | 72.7 |
| | | | | | | | | | 739.7 | 5.1 TREND | 77.8 |
| 132 P | | | | | | | | | 741.1 | 1.4 ENGL | 79.2 |
| 113 P | | | | | | | | | 744.8 | 3.7 MIDLAKE | 82.9 |
| 85 P | | | | | | | | | 750.1 | 5.3 COLIN | 88.2 |
| 134 P | | | | | 5.49 | 4.26 | 7.08 | 4.18 | 752.9 | 2.8 BRIDGE | 91.0 |
| | | | | | | | | | 758.5 | 5.6 PROMONTORY POINT | 96.6 |
| M 127 P | | | | | 6.07 | 4.50 | 7.20 | 4.35 | 767.2 | 8.7 LITTLE MOUNTAIN | 105.3 |
| | | | | | | | | | 776.3 | 9.1 WEST WEBER | 114.4 |
| Ogden yard I | | | | | | | | | 781.4 | 5.1 D&RGW Crossing | 119.5 |
| BKWOTYP | | | | | s 6.35 PM | s 5.30 PM | s 7.40 AM | s 4.55 AM | 782.3 | 0.9 OGDEN | 120.4 |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (120.4) | |
| | | | | | (2.57) 40.81 | (3.40) 32.83 | (2.01) 59.70 | (2.34) 46.90 | |Time over District..... | |
| | | | | | | | | | |Average Speed per Hour..... | |

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

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) | 755.2 | 13 P |
| Bagley..... (Spur) | 763.7 | 19-20P |
| Reese..... (Spur) | 772.5 | 19 P |

OGDEN SUBDIVISION

| Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Ogden | WESTWARD | | | | | | | | | | | |
|--------------------|------------------------------------|---------------------|-------------------|--------------|--------------------------|---------------------------|--|--|--|--|--|--|--|--|
| | | | FIRST CLASS | | | | | | | | | | | |
| | | | 23 | 21 | 101 | 27 | | | | | | | | |
| | | | Gold Coast (c) | Mail | City of San Francisco | San Francisco Overland | | | | | | | | |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | |
| | STATIONS | | | | | | | | | | | | | |
| 661.9 | TO-R MONTELLO 6.4 | 121.2 | AM s 10.15 | AM s 9.51 | PM 6.20 | PM s 10.28 | | | | | | | | |
| 668.3 | TECOMA 2.8 | 114.8 | 10.06 | 9.42 | 6.14 | 10.19 | | | | | | | | |
| 671.1 | GROUSE 9.5 | 112.0 | | | | | | | | | | | | |
| 679.8 | LUCIN 4.7 | 102.5 | 9.45 | 9.26 | 6.03 | 10.05 | | | | | | | | |
| 684.5 | PIGEON 4.3 | 97.8 | | | | | | | | | | | | |
| 688.8 | TECK 4.4 | 93.5 | | | | | | | | | | | | |
| 693.2 | JACKSON 4.4 | 89.1 | | | | | | | | | | | | |
| 697.6 | BEPPU 4.5 | 84.7 | | | | | | | | | | | | |
| 702.1 | LEMAY 4.3 | 80.2 | 9.15 | 9.03 | 5.46 | 9.44 | | | | | | | | |
| 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 4.7 | 57.5 | | | | | | | | | | | | |
| 729.5 | STRONGKNOB 5.1 | 52.8 | | | | | | | | | | | | |
| 734.6 | LAKESIDE 5.1 | 47.7 | 8.30 | 8.32 | 5.21 | 9.14 | | | | | | | | |
| 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 | 7.40 | 7.49 | 4.50 | 8.31 | | | | | | | | |
| 758.5 | PROMONTORY POINT 8.7 | 23.8 | | | | | | | | | | | | |
| 767.2 | LITTLE MOUNTAIN 9.1 | 15.1 | 7.17 | 7.33 | 4.38 | 8.16 | | | | | | | | |
| 776.3 | WEST WEBER 5.1 | 6.0 | | | | | | | | | | | | |
| 781.4 | D&RGW Crossing 0.9 | 0.9 | | | | | | | | | | | | |
| 782.3 | TO-R OGDEN | 0.0 | 7.00 AM | 7.15 AM | 4.22 PM | 8.00 PM | | | | | | | | |
| | (121.2) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | | | |
| |Time over District..... | | (3.15) | (2.36) | (1.58) | (2.28) | | | | | | | | |
| |Average Speed per Hour..... | | 37.29 | 46.61 | 61.62 | 49.12 | | | | | | | | |

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. 67 April 29, 1951 | Distance from Wendel | WESTWARD | | |
|---------------------|-----------------|-----------------|--------------------|------------------------------------|----------------------|-----------------|-----------------|-----------------|
| Capacity of sidings | SECOND CLASS | | | | | SECOND CLASS | | |
| | 552 Freight | 550 Freight | | | | 549 Freight | 557 Freight | 559 Freight |
| | Leave Daily | Leave Daily | Arrive 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 4.45 | PM 11.00 |
| WP | 9.15 | 8.15 | 278.1 | 2.0 WADSWORTH | 80.6 | 9.30 | 4.34 | 10.49 |
| 104 P | 9.30 | 8.22 | 281.2 | 3.1 DODGE | 77.5 | 9.19 | 4.14 | 10.29 |
| 52 P | 9.50 | 8.40 | 290.5 | 9.3 NUMANA | 68.2 | 8.40 | 3.35 | 9.50 |
| 13 P | 10.02 | 9.14 | 295.5 | 5.0 LIBBY | 63.2 | 8.15 | 3.10 | 9.32 |
| 53 P | 10.11 | 9.23 | 299.4 | 3.9 HESLIP | 59.3 | 8.05 | 3.00 | 9.23 |
| 108 WP | 10.35 | 9.48 | 308.2 | 8.8 TO SUTCLIFFE | 50.5 | 7.40 | 2.35 | 8.50 |
| 53 P | 10.55 | 10.08 | 316.6 | 8.4 BRISTOL | 42.1 | 7.15 | 2.10 | 8.25 |
| 24 WP | 11.20 | 10.28 | 321.8 | 5.2 BIG CANYON | 36.9 | 7.02 | 1.57 | 8.12 |
| 109 P | 11.29 | 10.37 | 326.1 | 4.3 ZENOBIA | 32.6 | 6.52 | 1.47 | 8.02 |
| 52 P | PM 11.47 | 10.57 | 335.6 | 9.5 EASTON | 23.1 | 6.30 | 1.25 | 7.40 |
| IP | | 11.00 | 336.4 | 0.8 FLANIGAN | 22.3 | 6.25 | 1.20 | 7.35 |
| 108 P | AM 12.10 | 11.20 | 345.2 | 8.8 STACY | 13.5 | 6.05 | 1.00 | 7.15 |
| | 12.21 | 11.40 | 349.8 | 4.6 HERLONG | 8.9 | 5.49 | 12.45 | 7.00 |
| 64 P | 12.30 | 11.51 | 354.8 | 5.0 AMEDEE | 3.9 | 5.40 | 12.35 | 6.50 |
| Yard Limits BKWOYP | AM 12.40 | 11.59 AM | 358.7 | 3.9 TO-R WENDEL | 0.0 | 5.20 AM | 12.15 PM | 6.30 PM |
| | Arrive Daily | Arrive Daily | | (82.6) | | Leave Daily | Leave Daily | Leave Daily |
| | (3.40) 22.52 | (3.49) 21.64 | |Time over District..... | | (4.20) 19.06 | (4.30) 18.35 | (4.30) 18.35 |
| | | | |Average Speed per Hour..... | | | | |

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| Name | Mile Post | Capacity |
| Pyramid..... | 319.6 | |

| EASTWARD | | | Mile Post Location | Timetable No. 67 April 29, 1951 | Distance from Mason | WESTWARD | | |
|---------------------|----------------------------|---------------------------|----------------------------|------------------------------------|----------------------------|---------------------------|--|--|
| Capacity of sidings | SECOND CLASS | | | | | THIRD CLASS | | |
| | | 546 Local Freight | | | | 545 Local Freight | | |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive 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) 18.77 | | |Time over District..... | | (2.50) 17.12 | | |
| | | | |Average Speed per Hour..... | | | | |

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| Name | Mile Post | Capacity |
| Antola..... | 361.6 | |
| Bunnel..... | 390.1 | 16P |
| Goumaz..... | 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. 67 April 29, 1961 | Distance from Alturas | WESTWARD | | |
|---------------------|-----------------------|-----------------------|--------------------|------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Capacity of sidings | SECOND CLASS | | | | | SECOND CLASS | | |
| | 558 Freight | 554 Freight | | | | 551 Freight | 553 Freight | 555 Freight |
| | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard Limits BKWOYP | PM 1.30 | AM 1.30 | 358.7 | TO-R | 98.2 | AM 11.40 | PM 6.00 | AM 1.00 |
| 64 P | 2.00 | 2.00 | 365.6 | | 91.3 | 11.10 | 5.30 | 12.30 AM |
| 99 WP | 2.25 | 2.25 | 374.7 | | 82.2 | 10.40 | 4.59 | 11.59 PM |
| 65 P | 2.55 | 3.15 | 383.6 | | 73.3 | 10.10 | 4.30 | 11.30 |
| P | 3.15 | 3.35 | 388.0 | | 68.9 | 9.45 | 4.15 | 11.00 |
| Yard Limits 113 YP | 3.35 | 4.05 | 392.5 | | 64.4 | 9.30 | 4.05 | 10.45 |
| Yard Limits 100 WP | 3.50 | 4.25 | 397.9 | TO | 59.0 | 9.16 | 3.50 | 10.31 |
| 25 P | 4.10 | 4.45 | 404.7 | | 52.2 | 8.55 | 3.10 | 10.10 |
| 79 WYP | 4.55 | 5.30 | 418.9 | TO | 38.0 | 8.15 | 2.30 | 9.30 |
| Yard Limits 112 YP | 5.15 | 5.50 | 423.3 | | 33.6 | 7.58 | 2.13 | 9.13 |
| 66 WP | 6.00 | 6.35 | 434.0 | | 22.9 | 7.20 | 1.35 | 8.35 |
| 111 KWYP | 6.25 | 7.00 | 438.7 | TO | 18.2 | 7.00 | 1.20 | 8.20 |
| P | 6.45 | 7.20 | 443.6 | | 13.3 | 6.45 | 1.05 | 8.05 |
| P | 6.55 | 7.30 | 446.4 | | 10.5 | 6.35 | 12.55 | 7.55 |
| Yard Limits BKWOYP | 7.30 PM | 8.20 AM | 456.9 | TO-R | 0.0 | 6.10 AM | 12.30 PM | 7.30 PM |
| | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily |
| | (6.00) 16.37 | (6.50) 14.37 | | | | (5.30) 17.85 | (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.

MINA SUBDIVISION

| EASTWARD | | | Mile Post Location | Timetable No. 67 April 29, 1951 Mina Branch STATIONS | Distance from Mina | WESTWARD | |
|---------------------|---------------------|---|--------------------|--|----------------------------------|--------------------|--|
| Capacity of sidings | SECOND CLASS | | | | | THIRD CLASS | |
| | | 606 Mixed Leave Daily Ex. Monday | | | | | 605 Mixed Arrive Daily Ex. Sunday |
| Yard Limits BKWYP | | AM 12.15 | 288.1 | TO-R | HAZEN | 128.9 | PM s 4.26 |
| 40 | | 12.27 | 292.9 | | 4.8 BANGO | 124.1 | f 4.15 |
| 40 | | f 12.41 | 297.9 | | 5.0 RUGBY | 119.1 | f 4.02 |
| 57 | | f 1.05 | 307.0 | | 9.1 APIAN | 110.0 | f 3.38 |
| | | f 1.23 | 313.8 | | 6.8 WEEKS | 103.2 | f 3.20 |
| 31 | | f 1.29 | 316.4 | | 2.6 CHURCHILL | 100.6 | f 3.14 |
| 77 Yard Limits W | | s 2.16 | 328.0 | TO | 11.6 WABUSKA | 89.0 | s 2.41 |
| | | 2.31 | 331.9 | | 3.9 LUX | 85.1 | f 2.24 |
| 27 | | f 3.17 | 347.7 | | 15.8 RESERVATION | 69.3 | f 1.44 |
| 58 W | | s 3.39 | 354.2 | TO | 6.5 SCHURZ | 62.8 | s 1.24 |
| 57 | | f 4.20 | 367.3 | | 13.1 GILLIS | 49.7 | f 12.44 |
| | | f | 369.3 | | 2.0 NOLAN | 47.7 | |
| 39 Yard Limits WY | | s 5.20 | 384.4 | TO | 15.1 THORNE | 32.6 | s 12.01 PM |
| | | s 6.37 | 408.2 | | 23.8 LUNING | 8.8 | s 10.55 AM |
| Yard Limits BKWOY | | s 7.05 AM | 417.0 | TO-R | 8.8 MINA | 0.0 | 10.30 AM |
| | | Arrive Daily Ex. Monday | | | (128.9) | | Leave Daily Ex. Sunday |
| | | (6.50) 18.86 | | |Time over District..... | | (5.56) |
| | | | | |Average Speed per Hour..... | | 21.72 |

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

| EASTWARD | | | Mile Post Location | Timetable No. 67 April 29, 1951 Fallon Branch STATIONS | Distance from Fallon | WESTWARD | |
|---------------------|---------------------|---|--------------------|--|----------------------------------|--------------------|--|
| Capacity of sidings | SECOND CLASS | | | | | THIRD CLASS | |
| | | 608 Mixed Leave Daily Ex. Sunday | | | | | 607 Mixed Arrive Daily Ex. Sunday |
| Yard Limits BKWYP | | AM 7.45 | 288.1 | TO-R | HAZEN | 15.8 | PM s 12.25 |
| | | f 8.10 | 298.1 | | 10.0 MIRAGE | 5.8 | |
| Yard Limits WYP | | s 8.25 AM | 303.9 | TO-R | 5.8 FALLON | 0.0 | 11.45 AM |
| | | Arrive Daily Ex. Sunday | | | (15.8) | | Leave Daily Ex. Sunday |
| | | (0.40) 23.70 | | |Time over District..... | | (0.40) |
| | | | | |Average Speed per Hour..... | | 23.70 |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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 | Sun., Wed., Fri. | | 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, incl., 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 reissued when beginning another trip.

Trains of Elko or Ogden Subdivisions with the same conductor and engineer operating through Montello may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

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 92. First sentence does not apply arriving Ogden.

RULE D-97 (A) will apply:

Between Montello and Lucin.

Between Bridge and Ogden.

RULE 204. Trains of Elko or Ogden Subdivisions with the same conductor and engineer operating through Montello may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

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. 607 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

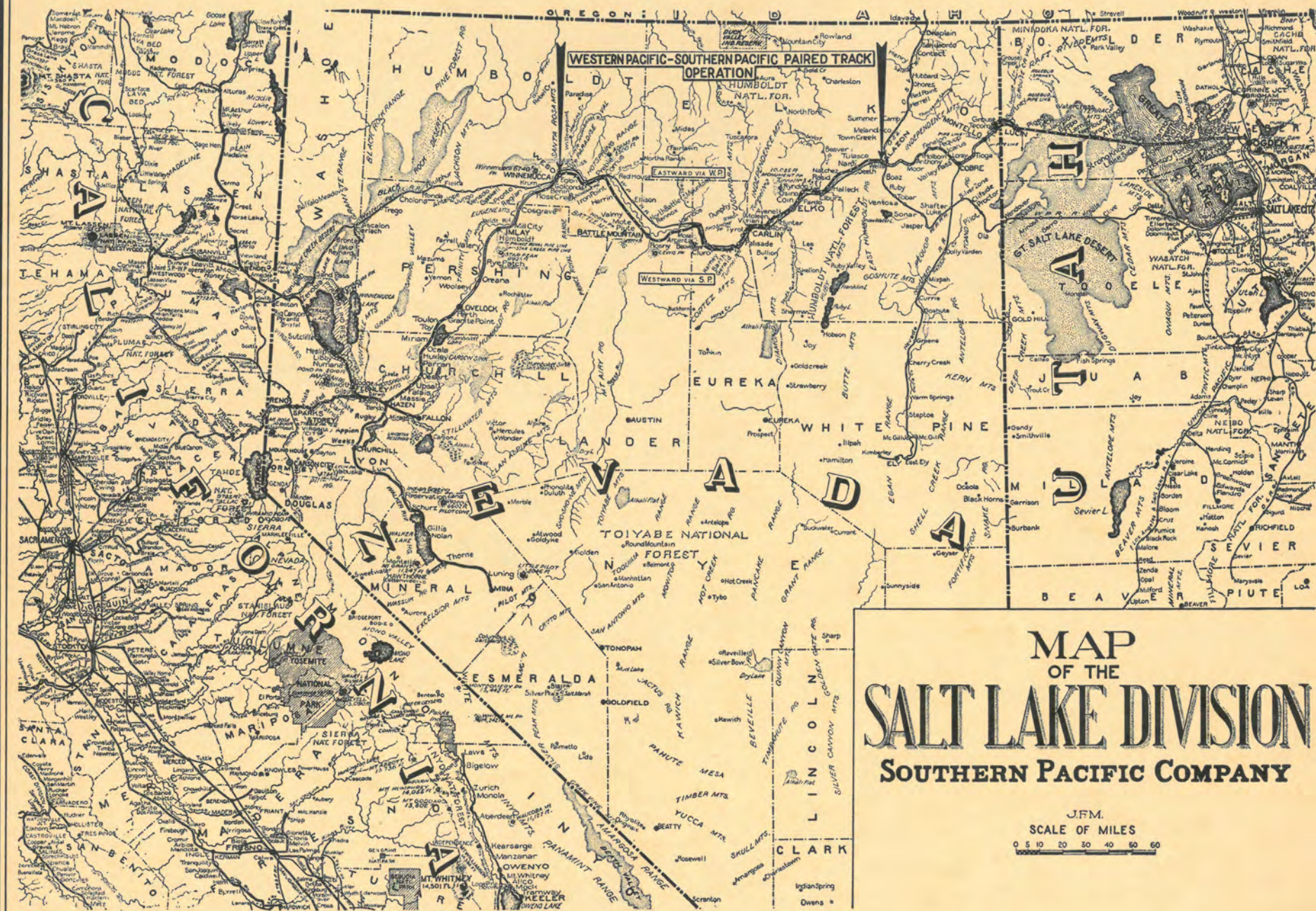
| MAIN LINES | | First Track | Second Track | Miles |
|-------------------------|-------------------|-------------|--------------|--------|
| Lawton to Ogden..... | C. P. Ry..... | 542.42 | 161.65 | |
| | U. P. R. R..... | .05 | .15 | |
| | O. U. R. & D..... | .82 | .87 | |
| Fernley to Alturas..... | 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 |



MAP
OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY

J.F.M.
SCALE OF MILES
0 5 10 20 30 40 50 60