

TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

F. M. DUFFY.....Ogden
W. B. KNIGHT.....Sparks
B. E. EAGER.....Sparks
G. V. ABBAY.....Sparks

ROAD FOREMEN OF ENGINES

E. O. FINK.....Ogden
J. M. STOUT.....Sparks

ASST. ROAD FOREMEN OF ENGINES

O. S. YOUNG.....Ogden
J. D. BROWN.....Sparks

ASSISTANT TRAINMASTERS

G. N. HUEY.....Ogden
L. J. McHUGH.....Carlin
J. W. OSMUN.....Imlay

CHIEF TRAIN DISPATCHERS

F. W. SMITH.....Ogden
L. R. NORRIS.....Sparks

D. W. TANNER

Assistant Superintendent, Ogden

SOUTHERN PACIFIC COMPANY



SALT LAKE DIVISION TIMETABLE

79

EFFECTIVE SUNDAY, APRIL 28, 1957

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

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

M. A. McINTYRE,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

| LOCATION | NAME | TITLE |
|------------------------|---------------------------|-------------------------------------|
| San Francisco..... | Dr. W. W. Washburn..... | Chief Surgeon |
| Ogden..... | Dr. K. A. Stratford..... | Division Physician and Surgeon |
| Ogden..... | Dr. L. S. Sycamore..... | District Physician and Surgeon |
| Ogden..... | Dr. W. F. Loomis..... | District Physician and Surgeon |
| Ogden..... | Dr. D. C. Barker..... | District Physician and Surgeon |
| Ogden..... | Dr. Harold DeMars..... | Aurist |
| Ogden..... | Dr. Ralph Pugmire..... | Oculist |
| Montello..... | Nurse in attendance | |
| Wells..... | Dr. W. E. Kuhn..... | Emergency Surgeon |
| Elko..... | Dr. A. J. Hood..... | District Physician and Surgeon |
| Elko..... | Dr. E. H. Bastian..... | District Physician and Surgeon |
| Elko..... | Dr. Dale Hadfield..... | Asst. Dist. Physician and Surgeon |
| Elko..... | Dr. Thomas Hood..... | Asst. Dist. Physician and Surgeon |
| Elko..... | Dr. L. A. Moren..... | Asst. Dist. Physician and Surgeon |
| Elko..... | Dr. J. M. Reid..... | Asst. Dist. Physician and Surgeon |
| Elko..... | Dr. H. S. Collett..... | Asst. Dist. Physician and Surgeon |
| Battle Mountain..... | Dr. Chas. C. Hyde..... | District Physician and Surgeon |
| Winnemucca..... | Dr. Kurt L. Hartoch..... | District Physician and Surgeon |
| Lovelock..... | Dr. J. M. Presti..... | District Physician and Surgeon |
| Sparks..... | Dr. A. J. Roche..... | District Physician and Surgeon |
| Reno..... | Dr. Elwood Reno..... | Division Surgeon |
| Reno..... | Dr. R. C. Sherets..... | District Physician and Surgeon |
| Reno..... | Dr. L. E. Lombardi..... | District Physician and Surgeon |
| Reno..... | Dr. P. S. McCarran..... | District Physician and Surgeon |
| Reno..... | Dr. L. D. Nannini..... | Asst. Dist. Physician and Surgeon |
| Reno..... | Dr. Geo. R. Magee..... | Oculist |
| Reno..... | Dr. G. R. Farrell..... | Aurist |
| Fallon..... | Dr. H. W. Sawyer..... | District Physician and Surgeon |
| Fallon..... | Dr. A. J. Dingacci..... | Associate Dist. Physician & Surgeon |
| Susanville..... | Dr. J. W. Crever..... | District Physician and Surgeon |
| Susanville..... | Dr. C. C. Henriquez..... | Asst. Dist. Physician and Surgeon |
| Hawthorne-Babbitt..... | Dr. N. B. Smith..... | Emergency Physician and Surgeon |
| Yerrington..... | Dr. Stanley Tebbe..... | Emergency Surgeon |
| Alturas..... | Dr. J. Paul McKenney..... | District Physician and Surgeon |
| Alturas..... | Dr. Phillip W. McKenney.. | Asst. Dist. 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 | Ogden.....W. P. England | |
| Winnemucca.....Bosch & Son | Alturas.....Virgil Pratt | |
| Elko.....W. N. Blohm | Lakeview.....B. H. Amos | |
| Elko.....C. E. Cox | Susanville.....Chas. H. Courvoisier | |
| Ogden.....Anderson Jewelry Co. | | |

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

| INITIALS | KIND OF CAR | Inside Length | AIR CONDITIONED | | | | | | NON AIR COND.-TIONED | Steel Under-Frame | NON-COOLING SEASON | | | | | | | | |
|----------|-------------------------|---------------|-----------------|------|-----|--------------------|-----|------|----------------------|-------------------|--------------------|-----|-----|--------------------|-----|-----|--|--|--|
| | | | COOLING SEASON | | | NON-COOLING SEASON | | | | | COOLING SEASON | | | NON-COOLING SEASON | | | | | |
| | | | ACI | ACEM | ACW | ACS | ACI | ACEM | | | ACW | ACS | ACI | ACEM | ACW | ACS | | | |
| SP | Conventional Equipment: | 41' | | | | | | 22 | | | | | | | | | | | |
| SP | Box—Express | 60' | | | | | | 40 | | | | | | | | | | | |
| SP | Baggage | 61' | | | | | | 45 | | | | | | | | | | | |
| SP | Baggage | 66' | | | | | | 65 | | | | | | | | | | | |
| SP | Baggage | 70' | | | | | | 63 | | | | | | | | | | | |
| SP | Baggage and Mail | 60' | | | | | | 56 | | | | | | | | | | | |
| SP | Baggage and Mail | 66' | | | | | | 68 | | | | | | | | | | | |
| SP | Baggage and Mail | 69' | | | | | | 64 | | | | | | | | | | | |
| SP | Baggage and Mail | 70' | | | | | | 66 | | | | | | | | | | | |
| SP | Baggage and Psgr | 60' | | | | | | 51 | | | | | | | | | | | |
| SP | Baggage and Psgr | 61' | | | | | | 58 | | | | | | | | | | | |
| SP | Baggage—Horse | 70' | | | | | | 67 | | | | | | | | | | | |
| SP | Baggage—Horse | 80' | | | | | | 75 | | | | | | | | | | | |
| SP | Postal | 40' | | | | | | 42 | | | | | | | | | | | |
| SP | Postal | 60' | | | | | | 59 | | | | | | | | | | | |
| SP | Postal—Storage | 60' | | | | | | 54 | | | | | | | | | | | |
| SP | Postal—Storage | 61' | | | | | | 61 | | | | | | | | | | | |
| SP | Club | 75' | | | | | | 83 | | | | | | | | | | | |
| SP | Club | 77' | | | | | | 70 | | | | | | | | | | | |
| SP | Chair | 60' | | | | | | 82 | | | | | | | | | | | |
| SP | Chair | 72' | | | | | | 78 | | | | | | | | | | | |
| SP | Chair | 73' | | | | | | 90 | | | | | | | | | | | |
| SP | Chair | 74' | | | | | | 88 | | | | | | | | | | | |
| SP | Coach | 60' | | | | | | 67 | | | | | | | | | | | |
| SP | Coach | 70' | | | | | | 78 | | | | | | | | | | | |
| SP | Coach | 81' | | | | | | 81 | | | | | | | | | | | |
| SP | Coach | 74' | | | | | | 63 | | | | | | | | | | | |
| SP | All Day Lunch | 60' | | | | | | 51 | | | | | | | | | | | |
| SP | Cafe—Lounge | 72' | | | | | | 86 | | | | | | | | | | | |
| SP | Diner | 73' | | | | | | 79 | | | | | | | | | | | |
| SP | Diner | 77' | | | | | | 92 | | | | | | | | | | | |
| SP | Diner | 79' | | | | | | 100 | | | | | | | | | | | |
| SP | Diner | 80' | | | | | | 105 | | | | | | | | | | | |
| SP | Lounge | 75' | | | | | | 85 | | | | | | | | | | | |
| SP | Lounge | 80' | | | | | | 95 | | | | | | | | | | | |
| SP | Observation—Lounge | 75' | | | | | | 78 | | | | | | | | | | | |
| SP | Observation—Smoking | 69' | | | | | | 83 | | | | | | | | | | | |
| SP | Observation—Smoking | 72' | | | | | | 78 | | | | | | | | | | | |
| SP | Observation—Smoking | 74' | | | | | | 79 | | | | | | | | | | | |
| SP | Official | Var. | | | | | | 79 | | | | | | | | | | | |
| Pull | Standard Sleeper | " | | | | | | 92 | | | | | | | | | | | |
| Pull | Lounge | " | | | | | | 90 | | | | | | | | | | | |
| Pull | Troop Sleeper | " | | | | | | 38 | | | | | | | | | | | |
| Pull | Troop Kitchen | " | | | | | | 39 | | | | | | | | | | | |
| USA | Kitchen | " | | | | | | 40 | | | | | | | | | | | |
| USA | Ward | " | | | | | | 86 | | | | | | | | | | | |
| USA | Dressing | " | | | | | | 79 | | | | | | | | | | | |
| USA | Mortuary | " | | | | | | 84 | | | | | | | | | | | |
| USA | Hospital (89200-01) | " | | | | | | 78 | | | | | | | | | | | |
| USA | Hospital (89340-52) | " | | | | | | 84 | | | | | | | | | | | |

CODE: ACI: Air Conditioned—Ice System
 ACEM: Air Conditioned—Electro-Mechanical System
 ACW: Air Conditioned—Waukesha System
 ACS: Air Conditioned—Steam Ejector System

SPARKS SUBDIVISION

EASTWARD

FIRST CLASS

Timetable No. 79

April 28, 1957

| Capacity of sidings | | | | | | | Mile Post Location | STATIONS | | Distance from Sparks | |
|----------------------|--|--|--|--|--|--|-----------------------|------------------------|--------------|----------------------|--|
| | | | | | | | | STATIONS | | | |
| | | | | | | | | STATIONS | | | |
| Yard Limits BKWDOTYP | | | | | | | 102 | 28 | 22 | | |
| | | | | | | | City of San Francisco | San Francisco Overland | Mall | | |
| | | | | | | | Leave Daily | Leave Daily | Leave Daily | | |
| | | | | | | | PM 11.32 | PM 7.00 | AM 6.10 | 246.2 | |
| P | | | | | | | | | | 249.1 | |
| 118 P | | | | | | | | | | 253.1 | |
| 116 P | | | | | | | | | | 257.3 | |
| 114 P | | | | | | | | | | 262.1 | |
| 125 P | | | | | | | | | | 266.7 | |
| 116 P | | | | | | | | | | 271.4 | |
| 274 WYP | | | | | | | | | | 276.1 | |
| 116 P | | | | | | | | | | 280.4 | |
| 123 P | | | | | | | | | | 284.4 | |
| 130 P | | | | | | | | | | 288.1 | |
| 124 P | | | | | | | | | | | |
| 116 P | | | | | | | AM 12.18 | 7.50 | 7.16 | 292.5 | |
| 122 P | | | | | | | 12.26 | 7.59 | 7.26 | 302.0 | |
| 119 P | | | | | | | | | | 306.8 | |
| 96 P | | | | | | | | | | | |
| 118 P | | | | | | | 12.34 | 8.08 | 7.36 | 311.7 | |
| 95 P | | | | | | | | | | 316.1 | |
| 118 P | | | | | | | 12.41 | 8.16 | 7.46 | 320.0 | |
| 95 P | | | | | | | | | | 324.2 | |
| 119 P | | | | | | | 12.48 | 8.24 | 7.56 | 328.4 | |
| 98 P | | | | | | | | | | 331.8 | |
| 99 P | | | | | | | | 8.31 | 8.05 | 336.4 | |
| P | | | | | | | 12.58 | | 8.09 | 340.5 | |
| W 130 P | | | | | | | c 1.03 | c 8.40 | s 8.22 | 344.3 | |
| E 120 P | | | | | | | 1.15 | 8.52 | 8.39 | 357.8 | |
| P | | | | | | | 1.22 | 9.00 | 8.49 | 366.0 | |
| M 126 P | | | | | | | 1.31 | 9.10 | 8.59 | 377.0 | |
| P | | | | | | | 1.37 AM | f 9.18 PM | s 9.09 AM | 384.1 | |
| Yard Limits BKWYP | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | | | | | | | 102 | 28 | 22 | | |

Automatic Block Signal System

DT

Centralized Traffic Control

Double Track

RULE 5. Time at Perth applies at end of double track. Time at Lovelock applies at passenger station.

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

| ADDITIONAL STATIONS | | | | | |
|--|----|-----------|---------|--------|----------------|
| Capacity and Direction of entry into Spurs | | Mile Post | NAME | | Station Number |
| 13E | P | 348.7 | Kodak | (Spur) | 13002 |
| 52-81E | P | 350.1 | Colado | (Spur) | 13005 |
| 24E | .. | 352.8 | Woolsey | (Spur) | 13007 |
| 8W | .. | 372.8 | Valery | (Spur) | 13027 |

SPARKS SUBDIVISION

| Mile Post Location | Timetable No. 79 April 28, 1957 | Station Number | Distance from Inlay | WESTWARD | | | | | | | | |
|--------------------|------------------------------------|----------------|---------------------|-----------------------|------------------------|--------------|--|--------------|--------------|--------------|--------------|--------------|
| | | | | FIRST CLASS | | | | SECOND CLASS | | | | |
| | | | | 101 | 27 | 21 | | | 561 | 563 | 565 | 567 |
| | | | | City of San Francisco | San Francisco Overland | Mail | | | Freight | Freight | Freight | Freight |
| | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| 246.2 | TO-R SPARKS 2.9 | 11455 | 138.1 | AM 2.31 | AM 7.15 | PM 6.30 | | | AM 3.35 | AM 11.30 | PM 3.05 | PM 8.35 |
| 249.1 | VISTA 4.0 | 12903 | 135.2 | 2.21 | 6.55 | 6.10 | | | | | | |
| 253.1 | HAFED 4.2 | 12907 | 131.2 | | | | | | | | | |
| 257.3 | PATRICK 4.8 | 12911 | 127.0 | | | | | | | | | |
| 262.1 | CLARK 4.6 | 12916 | 122.2 | | | | | | | | | |
| 266.7 | THISBE 4.7 | 12921 | 117.6 | | | | | | | | | |
| 271.4 | GILPIN 4.7 | 12925 | 112.9 | | | | | | | | | |
| 276.1 | FERNLEY 4.3 | 12930 | 108.2 | | | | | | | | | |
| 280.4 | ARGO 4.0 | 12934 | 103.9 | | | | | | | | | |
| 284.4 | DARWIN 3.7 | 12938 | 99.9 | | | | | | | | | |
| 288.1 | HAZEN 4.4 | 12942 | 96.2 | 1.44 | 6.07 | 5.34 | | | | | | |
| 292.5 | MASSIE 9.5 | 12946 | 91.8 | 1.40 | 6.01 | 5.22 | | | 2.33 | 10.28 | 2.03 | 7.33 |
| 302.0 | UPSAL 4.8 | 12956 | 82.3 | 1.32 | 5.50 | 5.12 | | | 2.21 | 10.16 | 1.51 | 7.21 |
| 306.8 | DESERT 4.9 | 12961 | 77.5 | | 5.45 | 5.07 | | | 2.15 | 10.10 | 1.45 | 7.15 |
| 311.7 | TO PARRAN 4.4 | 12966 | 72.6 | 1.24 | 5.40 | 5.03 | | | 2.09 | 10.04 | 1.39 | 7.09 |
| 316.1 | HÖXLEY 3.9 | 12970 | 68.2 | | 5.35 | 4.59 | | | 2.04 | 9.59 | 1.34 | 7.04 |
| 320.0 | OCALA 4.2 | 12974 | 64.3 | 1.17 | 5.31 | 4.55 | | | 1.59 | 9.54 | 1.29 | 6.59 |
| 324.2 | MIRIAM 4.2 | 12978 | 60.1 | | 5.26 | 4.51 | | | 1.54 | 9.49 | 1.24 | 6.54 |
| 328.4 | TOY 3.4 | 12982 | 55.9 | 1.08 | 5.21 | 4.47 | | | 1.49 | 9.44 | 1.19 | 6.49 |
| 331.8 | TOULON 4.6 | 12986 | 52.5 | | 5.16 | 4.43 | | | 1.45 | 9.40 | 1.15 | 6.45 |
| 336.4 | GRANITE POINT 4.1 | 12990 | 47.9 | | 5.11 | 4.39 | | | 1.40 | 9.35 | 1.10 | 6.40 |
| 340.5 | PERTH 3.8 | 12994 | 43.8 | 12.58 | 5.06 | 4.34 | | | 1.35 | 9.30 | 1.05 | 6.35 |
| 344.3 | TO LOVELOCK 13.5 | 12998 | 40.0 | 12.54 | 4.58 | 4.29 | | | | | | |
| 357.8 | OREANA 8.2 | 13012 | 26.5 | | 4.43 | 4.11 | | | | | | |
| 366.0 | RYE PATCH 11.2 | 13020 | 18.3 | 12.36 | 4.34 | 4.03 | | | | | | |
| 377.0 | HUMBOLDT 7.1 | 13031 | 7.1 | | 4.24 | 3.53 | | | | | | |
| 384.1 | TO-R IMLAY | 13038 | 0.0 | 12.21 AM | 4.16 AM | 3.43 PM | | | 12.45 AM | 8.40 AM | 12.15 PM | 5.45 PM |
| | (138.1) | | | Leave Daily | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | | 101 | 27 | 21 | | | 561 | 563 | 565 | 567 |

RULE 5. Time at Perth applies at end of double track. Time at Lovelock applies at passenger station.

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

WINNEMUCCA SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | | | | | | | | 28 | 22 | 102 | Mile Post Location | Timetable No. 79 April 28, 1957 | Distance from Imlay | | |
|---------------------|--|---|--|--|--|--|--|------------------------|--------------|-----------------------|--------------------|------------------------------------|---------------------|-------|--|
| Yard Limits BKWYP | | | | | | | | San Francisco Overland | Mail | City of San Francisco | | | | | |
| | | | | | | | | Leave Daily | Leave Daily | Leave Daily | | | | | |
| | | | | | | | | PM 9.18 | AM 9.10 | AM 1.37 | 384.1 | | | | |
| | | | | | | | | 9.23 | 9.17 | | 388.7 | | | | |
| M 126 P | | | | | | | | 9.31 | 9.27 | 1.48 | 397.0 | | | | |
| | | | | | | | | 9.41 | 9.39 | 1.56 | 406.6 | | | | |
| 130 P | | | | | | | | c 9.52 | s 9.59 | c 2.04 | 417.3 | | | | |
| | | | | | | | | 9.58 PM | 10.05 AM | 2.08 AM | 420.9 | | | | |
| 99 P | | | | | | | | | | | | | | 423.3 | |
| 109 P | | | | | | | | | | | | | | 434.0 | |
| | | | | | | | | | | | | | | 439.3 | |
| 119 P | | Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Weso and Carlin. | | | | | | | | | | | | 448.1 | |
| | | | | | | | | | | | | | | 461.3 | |
| 97 P | | | | | | | | | | | | | | 466.3 | |
| 130 P | | | | | | | | | | | | | | 475.8 | |
| 98 P | | | | | | | | | | | | | | 492.9 | |
| 130 P | | On SP tracks between Carlin and Weso Automatic Block Signal System governs westward movement only, except between Carlin and west portal Tunnel No. 1, Palisade, signals govern movements in both directions. | | | | | | | | | | | | 508.2 | |
| | | | | | | | | | | | | | | 520.3 | |
| | | | | | | | | | | | | | | 525.7 | |
| Yard Limits BKWDTP | | | | | | | | | | | | | | 534.5 | |
| | | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| | | | | | | | | 28 | 22 | 102 | | | | | |

Automatic Block Signal System
ABS Westward Only
ABS

| STATIONS | | | Distance from Imlay |
|----------|--------------------|--|---------------------|
| TO-R | IMLAY | | |
| | 4.6 | | |
| | MILL CITY | | 4.6 |
| | 8.3 | | |
| | COSGRAVE | | 12.9 |
| | 9.6 | | |
| TO | ROSE CREEK | | 22.5 |
| | 10.5 | | |
| 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 |
| | 17.1 | | |
| | MOSEL | | 108.6 |
| | 15.3 | | |
| TO | BEOVAWE (WP Conn.) | | 123.9 |
| | 12.1 | | |
| | BARTH (WP Conn.) | | 136.0 |
| | 5.4 | | |
| | PALISADE | | 141.4 |
| | 8.8 | | |
| TO-R | CARLIN (WP Conn.) | | 150.2 |
| | (150.2) | | |

RULE 5. Time at Rose Creek applies at end of double track.
RULE S-72. Exception: No. 102 is superior to Nos. 27 and 21.

WINNEMUCCA SUBDIVISION

| Mile Post Location | Timetable No. 79 April 28, 1957 | | Station Number | Distance from Carlin | WESTWARD | | | | | | | | |
|--------------------|------------------------------------|-----------------------------------|-------------------------|----------------------|------------------------|------------------------------|--------------|------------------------|-----------------------|--------------|-------------|-------------|-------------|
| | | | | | FIRST CLASS | | | | | SECOND CLASS | | | |
| | | | | | 27 | 17 | 21 | 1 | 101 | 571 | 573 | 575 | 577 |
| | | | | | San Francisco Overland | West. Pac. California Zephyr | Mail | West. Pac. Zephyrette | City of San Francisco | Freight | Freight | Freight | Freight |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sun. Wed. & Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| STATIONS | | | | | | | | | | | | | |
| 384.1 | TO-R | IMLAY 4.6 | 13038 | 150.2 | AM | | PM | | AM | AM | PM | PM | |
| 388.7 | | MILL CITY 8.3 | 13043 | 145.6 | f 4.16 | | s 3.40 | | 12.21 | 3.17 | 9.52 | 3.32 | 9.37 |
| 397.0 | | COSGRAVE 9.6 | 13051 | 137.3 | | | | | 12.11 | | | | |
| 406.6 406.8 | TO | ROSE CREEK 10.5 | 13060 | 127.7 | | | | | 12.03 AM | 2.51 | 9.26 | 3.06 | 9.11 |
| 417.3 | TO | WINNEMUCCA 3.6 | 13071 | 117.2 | c 3.42 | | s 3.05 | | c 11.52 PM | 2.39 | 9.14 | 2.54 | 8.59 |
| 420.9 | TO-R | WESO (WP Conn.) 2.4 | 13075 | 113.6 | 3.35 | AM | PM | | 11.49 | 2.35 | 9.10 | 2.50 | 8.55 |
| 423.3 | | TULE 10.7 | 13502 | 111.2 | | | | | | | | | |
| 434.0 | TO | GOLCONDA 5.3 | 13513 | 100.5 | 3.24 | 3.34 | f 3.36 | | 11.38 | 2.19 | 8.54 | 2.34 | 8.39 |
| 439.3 | | PREBLE (WP Conn.) 8.8 | 13518 | 95.2 | | | | | | | | | |
| 448.1 | | IRON POINT 13.2 | 13527 | 86.4 | 3.13 | 3.23 | 2.29 | 3.22 | 11.27 | | | | |
| 461.3 | | VALMY 5.0 | 13540 | 73.2 | 3.01 | 3.12 | 2.15 | 3.10 | 11.17 | 1.47 | 8.22 | 2.02 | 8.07 |
| 466.3 | | MOTE 9.5 | 13545 | 68.2 | | | 2.09 | | | | | | |
| 475.8 | TO | BATTLE MOUNTAIN 17.1 | 13555 | 58.7 | c 2.49 | 3.00 | c 1.58 | s 2.54 | 11.05 | 1.30 | 8.05 | 1.45 | 7.50 |
| 492.9 | | MOSEL 15.3 | 13572 | 41.6 | 2.34 | 2.46 | 1.40 | 2.36 | 10.52 | | | | |
| 508.2 | TO | BEOWAWE (WP Conn.) 12.1 | 13587 | 26.3 | 2.22 | 2.34 | c 1.25 | f 2.20 | 10.39 | 12.50 | 7.25 | 1.05 | 7.10 |
| 520.3 | | BARTH (WP Conn.) 5.4 | 13599 | 14.2 | | | 1.12 | | | | | | |
| 525.7 | | PALISADE 8.8 | 13605 | 8.8 | 2.06 | 2.18 | c 1.05 | 1.58 | 10.23 | 12.26 | 7.01 | 12.41 | 6.46 |
| 534.5 | TO-R | CARLIN (WP Conn.) | 13614 | 0.0 | 1.56 AM | 2.08 AM | 12.50 PM | 1.45 PM | 10.13 PM | 12.10 AM | 6.45 AM | 12.25 PM | 6.30 PM |
| | | (150.2) | | | Leave Daily | Leave Daily | Leave Daily | Leave Sun. Wed. & Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | | | | 27 | 17 | 21 | 1 | 101 | 571 | 573 | 575 | 577 |

RULE 5. Time at Rose Creek applies at end of double track.
RULE S-72. Exception: No. 102 is superior to Nos. 27 and 21.

| ADDITIONAL STATIONS | | | |
|--|-----------|----------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 15E P | 470.4 | Piute..... | 13550 |
| 64E P | 481.6 | Rosny..... (Spur) | 13561 |
| 23E P | 487.7 | Argenta..... (Spur) | 13567 |
| 22E P | 498.3 | Shoshone..... (Spur) | 13578 |
| .. P | 517.0 | Harney..... (Spur) | 13596 |
| .. P | 521.3 | Gerald..... | 13601 |

ELKO SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | | | | | | | | | | Mile Post Location | Timetable No. 79 April 28, 1957 | | Distance from Carlin | | |
|--------------------------|--|--|--|--|--|--|--|--|--|--------------------|------------------------------------|------------------------|----------------------|--------------------|-------|
| | | | | | | | | | | | ABS West Only | STATIONS | | | |
| | | | | | | | | | | | | ABS West Only | | | |
| | | | | | | | | | | 22 | 102 | 28 | | | |
| | | | | | | | | | | Mail | City of San Francisco | San Francisco Overland | | | |
| | | | | | | | | | | Leave Daily | Leave Daily | Leave Daily | | | |
| Yard Limits BKWDTP | | | | | | | | | | 534.5 | TO-R CARLIN (WP Conn.) | | 0.0 | | |
| P | | | | | | | | | | 537.5 | 3.0 VIVIAN | | 3.0 | | |
| 67 | | | | | | | | | | 554.3 | 16.8 WEST ELKO (WP Conn.) | | 19.8 | | |
| P | | | | | | | | | | 556.0 | 1.7 TO-R ELKO | | 21.5 | | |
| P | | | | | | | | | | 560.5 | 4.5 COIN | | 26.0 | | |
| P | | | | | | | | | | 573.3 | 12.8 ELBURZ (WP Conn.) | | 38.8 | | |
| 96 | | | | | | | | | | 576.7 | 3.4 HALLECK | | 42.2 | | |
| 110 | | | | | | | | | | 589.6 | 12.9 DEETH | | 55.1 | | |
| P | | | | | | | | | | 591.1 | 1.5 WPRR Connection | | 56.6 | | |
| 119 | | | | | | | | | | 599.1 | 8.0 TULASCO | | 64.6 | | |
| IP | | | | | | | | | | 603.6 | 4.5 ALAZON (WP Conn.) | | 69.1 | | |
| W 103 Yard Limits BKWDYP | | | | | | | | | | s 2.00 | 5.00 | 1.16 | 607.5 | 3.9 TO-R WELLS | 73.0 |
| E 125 Yard Limits YP | | | | | | | | | | 2.21 | 5.19 | 1.40 | 616.4 | 8.9 TO MOOR | 81.9 |
| P | | | | | | | | | | 2.27 | | 1.45 | 620.1 | 3.7 ANTHONY | 85.6 |
| 118 | | | | | | | | | | 2.32 | 5.28 | 1.50 | 624.1 | 4.0 HOLBORN | 89.6 |
| 112 | | | | | | | | | | 2.37 | 5.32 | 1.54 | 627.5 | 3.4 FENELON | 93.0 |
| 119 | | | | | | | | | | 2.43 | 5.36 | 1.59 | 631.8 | 4.3 PEQUOP | 97.3 |
| 110 | | | | | | | | | | 2.49 | 5.42 | 2.05 | 636.8 | 5.0 ICARUS | 102.3 |
| Yard Limits W 117 YP | | | | | | | | | | 2.54 | 5.46 | 2.09 | 640.6 | 3.8 TO VALLEY PASS | 106.1 |
| 61 | | | | | | | | | | 3.00 | | | 644.8 | 4.2 COBRE | 110.3 |
| P | | | | | | | | | | 3.12 | 5.55 | 2.20 | 649.8 | 5.0 LORAY | 115.3 |
| Yard Limits BKWYP | | | | | | | | | | s 3.28 | 6.09 | 2.36 | 661.9 | 12.1 TO-R MONTELLO | 127.4 |
| | | | | | | | | | | PM | AM | AM | | (127.4) | |
| | | | | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| | | | | | | | | | | 22 | 102 | 28 | | | |

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

On SP tracks between Alazon and Carlin Automatic Block Signal 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.

RULE 5. Time at Moor and Valley Pass applies at end of double track.

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

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. 79 April 28, 1957 | | Station Number | Distances from Montello | WESTWARD | | | | | | | | |
|---------------------|----|--------------------|------------------------------------|-------|----------------|-------------------------|-----------------------------|--------------|-------------------------|-----------------------|------------------------|--------------|--------------|--------------|--|
| | | | | | | | FIRST CLASS | | | | | SECOND CLASS | | | |
| | | | | | | | 17 | 21 | 1 | 101 | 27 | 571 | 573 | 575 | |
| | | | | | | | West Pac. California Zephyr | Mall | West Pac. Zephyrette | City of San Francisco | San Francisco Overland | Freight | Freight | Freight | |
| | | | | | | | Arrive Daily | Arrive Daily | Arrive Sun. Wed. & Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| Yard Limits BKWDTP | | 534.5 | TO-R CARLIN (WP Conn.) 3.0 | 13614 | 127.4 | AM 2.08 | s 12.36 PM | s 1.45 PM | s 10.08 PM | s 1.48 AM | AM 4.50 | PM 12.20 | PM 8.20 | | |
| P | | 537.5 | VIVIAN 16.8 | 13617 | 124.4 | 2.02 | 12.27 | 1.39 | 10.02 | 1.41 | | | | | |
| Y.L.Lims. { | 67 | 554.3 | WEST ELKO (WP Conn.) 1.7 | ... | 107.6 | | 12.13 | 1.23 | | 1.25 | | | | | |
| | | 556.0 | TO-R ELKO 4.5 | 13635 | 105.9 | s 1.45 s 12.10 | s 1.40 PM | s 1.20 PM | c 9.44 | s 1.22 | 4.20 | 11.50 AM | 7.50 | | |
| P | | 560.5 | COIN 12.8 | 13640 | 101.4 | 1.35 | 11.57 AM | 12.44 | 9.37 | 1.13 | | | | | |
| P | | 573.3 | ELBURZ (WP Conn.) 3.4 | 13653 | 88.6 | 1.25 | 11.47 AM | 12.29 | 9.27 | 1.03 | | | | | |
| P | | 576.7 | HALLECK 12.9 | 13656 | 85.2 | 1.22 | c 11.43 | 12.26 | 9.24 | 1.00 | | | | | |
| P | | 589.6 | DEETH 1.5 | 13669 | 72.3 | 1.12 | c 11.27 | f 12.14 | 9.15 | 12.48 | | | | | |
| P | | 591.1 | WPRR Connection 8.0 | 13670 | 70.8 | | | | | | | | | | |
| P | | 599.1 | TULASCO 4.5 | 13678 | 62.8 | 1.04 | | 12.04 PM | | | | | | | |
| IP | | 603.6 | ALAZON (WP Conn.) 3.9 | 13252 | 58.3 | 1.00 AM | 11.12 | 11.59 AM | 9.03 | 12.35 | 3.22 | 10.52 | 6.52 | | |
| Yard Limits BKWDYP | | 607.5 | TO-R WELLS 8.9 | 13256 | 54.4 | | s 11.07 | | 9.00 | c 12.30 | 3.16 | 10.46 | 6.46 | | |
| Yard Limits YP | | 616.4 | TO MOOR 3.7 | 13265 | 45.5 | | 10.50 | | 8.50 | 12.17 | 2.54 | 10.24 | 6.24 | | |
| P | | 620.1 | ANTHONY 4.0 | 13269 | 41.8 | | | | | | 2.49 | 10.19 | 6.19 | | |
| P | | 624.1 | HOLBORN 3.4 | 13273 | 37.8 | | 10.41 | | 8.42 | 12.27 | 2.43 | 10.13 | 6.13 | | |
| P | | 627.5 | FENELON 4.3 | 13276 | 34.4 | | 10.37 | | 8.38 | 12.02 AM | 2.38 | 10.08 | 6.08 | | |
| P | | 631.8 | PEQUOP 5.0 | 13280 | 30.1 | | 10.32 | | 8.33 | 11.57 PM | 2.32 | 10.02 | 6.02 | | |
| P | | 636.8 | ICARUS 3.8 | 13285 | 25.1 | | 10.27 | | 8.27 | 11.51 | 2.26 | 9.55 | 5.55 | | |
| Yard Limits YP | | 640.6 | TO VALLEY PASS 4.2 | 13289 | 21.3 | | 10.21 | | 8.22 | 11.46 | 2.16 | 9.45 | 5.45 | | |
| P | | 644.8 | COBRE 5.0 | 13293 | 17.1 | | | | | | | | | | |
| P | | 649.8 | LORAY 12.1 | 13298 | 12.1 | | 10.03 | | 8.08 | 11.29 | | | | | |
| Yard Limits BKWYP | | 661.9 | TO-R MONTELLO | 13310 | 0.0 | | 9.38 AM | | 7.52 PM | 11.05 PM | 1.00 AM | 8.30 AM | 4.30 PM | | |
| | | | (127.4) | | | | Leave Daily | Leave Daily | Leave Sun. Wed. & Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | | | | | | | 17 | 21 | 1 | 101 | 27 | 571 | 573 | 575 | |

RULE 5. Time at Moor and Valley Pass applies at end of double track.
RULE S-72. Exception: No. 102 is superior to Nos. 27 and 21.

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 113

| ADDITIONAL STATIONS | | | |
|--|-----------|---------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 50-11 E-E P | 544.5 | Moleen (Spur) | 13624 |
| 48 E P | 564.8 | Osino (Spur) | 13644 |
| 16 E P | 568.4 | Ryndon (Spur) | 13648 |
| .. P | 580.9 | Rasid | 13660 |

OGDEN SUBDIVISION

| EASTWARD | | | | | Mile Post Location | Timetable No. 79 April 28, 1957 | Station Number | Distance from Ogden | WESTWARD | | |
|---------------------|--------------|-----------------------|------------------------|--------------------|---------------------|------------------------------------|----------------|---------------------|-------------|-----------------------|------------------------|
| FIRST CLASS | | | | | | | | | FIRST CLASS | | |
| Capacity of sidings | 22 | 102 | 28 | Mile Post Location | | | | | 21 | 101 | 27 |
| | Mall | City of San Francisco | San Francisco Overland | | | | | | Mall | City of San Francisco | San Francisco Overland |
| | Leave Daily | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| Yard Limits BKWYP | PM 3.30 | AM 6.09 | AM 2.36 | 661.9 | TO-R MONTELLO 6.4 | 13310 | 121.2 | AM 9.35 | PM 7.52 | PM 11.05 | |
| P | 3.39 | 6.15 | 2.43 | 668.3 | TECOMA 12.3 | 13317 | 114.8 | 9.29 | 7.46 | 10.57 | |
| E 117 W 159 | c 3.52 | 6.24 | 2.54 | 679.8 | LUCIN 4.7 | 13328 | 102.5 | c 9.10 | 7.35 | 10.42 | |
| 115 | | | | 684.5 | PIGEON 4.3 | 13333 | 97.8 | | | | |
| 115 | | | | 688.8 | TECK 4.4 | 13337 | 93.5 | | | | |
| 115 | | | | 693.2 | JACKSON 4.4 | 13342 | 89.1 | | | | |
| 117 | | | | 697.6 | BEPO 4.5 | 13346 | 84.7 | | | | |
| 122 117 | | | | 702.1 | LEMAY 4.3 | 13351 | 80.2 | 8.45 | 7.18 | 10.20 | |
| 117 | 4.15 | 6.43 | 3.16 | 706.4 | NEWFOUNDLAND 4.7 | 13355 | 75.9 | | | | |
| 116 | | | | 711.1 | GROOME 5.2 | 13360 | 71.2 | | | | |
| 137 | | | | 716.3 | ALLEN 4.4 | 13365 | 66.0 | | | | |
| 118 | | | | 720.7 | HOGUP 4.1 | 13369 | 61.6 | | | | |
| 117 | | | | 724.8 | OLNEY 4.7 | 13373 | 57.5 | | | | |
| 117 | | | | 729.5 | STRONGKNOB 5.1 | 13379 | 52.8 | | | | |
| 115 | c 5.05 | 7.11 | 3.50 | 734.6 | LAKESIDE 5.1 | 13383 | 47.7 | 8.04 | 6.50 | 9.45 | |
| P | | | | 739.7 | TRESEND 1.4 | 13388 | 42.6 | | | | |
| 137 | | | | 741.1 | ENGLE 3.7 | 13390 | 41.2 | | | | |
| 94 | | | | 744.8 | MIDLAKE 5.3 | 13393 | 37.5 | | | | |
| 85 | | | | 750.1 | COLIN 2.8 | 13399 | 32.2 | | | | |
| 136 | P 5.50 | 7.43 | 4.25 | 752.9 | BRIDGE 3.3 | 13401 | 29.4 | 7.28 | 6.19 | 9.10 | |
| P | c 5.55 | | | 755.2 | SALINE 12.0 | 13404 | 27.1 | c 7.23 | | | |
| M 127 | P 6.10 | 7.56 | 4.40 | 767.2 | LITTLE MOUNTAIN 9.1 | 13416 | 15.1 | 7.09 | 6.08 | 8.54 | |
| P | 6.20 | 8.04 | 4.50 | 776.3 | WEST WEBER 6.0 | 13425 | 6.0 | | | | |
| Yard Limits BKWDTYP | s 6.45 PM | s 8.20 AM | s 5.10 AM | 782.3 | TO-R OGDEN | 13431 | 0.0 | 6.50 AM | 5.50 PM | 8.35 PM | |
| | Arrive Daily | Arrive Daily | Arrive Daily | | (121.2) | | | Leave Daily | Leave Daily | Leave Daily | |
| | 22 | 102 | 28 | | | | | 21 | 101 | 27 | |

| ADDITIONAL STATIONS | | | |
|--|-----------|-------------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 15E P | 670.5 | Grouse (Spur) | 13320 |
| 22-29 W-E P | 758.5 | Promontory Point (Spur) | 13407 |
| 19W P | 763.7 | Bagley (Spur) | 13412 |

WADSWORTH SUBDIVISION

| EASTWARD | | | Mile Post Location | Timetable No. 79 April 28, 1957 | Station Number | 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 9.20 | AM 7.40 | 276.1 | TO-R FERNLEY | 12930 | 82.6 | AM 10.50 | PM 6.45 | AM 2.35 |
| P | 9.34 | 7.50 | 278.1 | 2.0 WADSWORTH | 13702 | 80.6 | 10.40 | 6.35 | 2.25 |
| 104 | P 9.48 | 8.01 | 281.2 | 3.1 DODGE | 13705 | 77.5 | 10.29 | 6.25 | 2.15 |
| P | | | 299.4 | 18.2 HESLIP | 13723 | 59.3 | | | |
| 108 | WP 10.53 | 8.50 | 308.2 | 8.8 TO SUTCLIFFE | 13732 | 50.5 | 8.50 | 4.45 | 12.35 AM |
| P | 11.38 | 9.30 | 321.8 | 13.6 BIG CANYON | 13746 | 36.9 | 8.12 | 4.07 | 11.57 PM |
| 109 | P 11.47 | 9.40 | 326.1 | 4.3 ZENOBIA | 13750 | 32.6 | 8.02 | 3.57 | 11.47 |
| 52 | P 12.05 | 10.00 | 335.6 | 9.5 EASTON | 13759 | 23.1 | 7.40 | 3.35 | 11.25 |
| IP | | 10.03 | 336.4 | 0.8 FLANIGAN | 13760 | 22.3 | 7.35 | 3.30 | 11.20 |
| 108 | P 12.28 | 10.23 | 345.2 | 8.8 STACY | 13769 | 13.5 | 7.15 | 3.10 | 11.00 |
| | 12.39 | 10.32 | 349.8 | 4.6 HERLONG | 13774 | 8.9 | 6.59 | 2.55 | 10.45 |
| 64 | P 12.48 | 10.42 | 354.8 | 5.0 AMEDEE | 13779 | 3.9 | 6.50 | 2.45 | 10.35 |
| Yard Limits BKDOYP | 12.58 AM | 10.50 AM | 358.7 | 3.9 TO-R WENDEL | 13783 | 0.0 | 6.30 AM | 2.25 PM | 10.15 PM |
| | Arrive Daily | Arrive Daily | | (82.6) | | | Leave Daily | Leave Daily | Leave Daily |
| | 552 | 550 | | | | | 549 | 557 | 559 |

| ADDITIONAL STATIONS | | | |
|--|-----------|-----------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | Name | Station Number |
| 31E .. | 328.6 | Roop..... | 13753 |

| EASTWARD | | | Mile Post Location | Timetable No. 79 April 28, 1957 | Station Number | Distance from Mason | WESTWARD | | |
|-----------------------|-----------------|--|--------------------|------------------------------------|----------------|---------------------|----------|--|--|
| Capacity of sidings | Westwood Branch | | | | | | STATIONS | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Yard Limits BKDOYP | | | 358.7 | TO-R WENDEL | 13783 | 48.5 | | | |
| 51 | P | | 367.1 | 8.4 LITCHFIELD | 14208 | 40.1 | | | |
| Yard Limits | P | | 381.9 | 14.8 TO SUSANVILLE | 14223 | 25.3 | | | |
| 15 | P | | 400.1 | 18.2 WESTWOOD JCT. | 14241 | 7.1 | | | |
| | P | | 407.2 | 7.1 TO MASON | 14249 | 0.0 | | | |
| | | | | (48.5) | | | | | |

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

| | | | | | | | | | |
|--|--|--|-------|-----------------|-------|--|--|--|--|
| | | | 407.2 | MASON | 14249 | | | | |
| | | | 411.3 | 4.1 WESTWOOD | 14253 | | | | |

| ADDITIONAL STATIONS | | | | |
|--|-----------|-------|--------------------|-------|
| Capacity and Direction of entry into Spurs | Mile Post | Name | Station Number | |
| 16E .. | P | 394.8 | Goumaz..... (Spur) | 14236 |
| | P | 374.9 | Leavitt..... | 14216 |

ALTURAS SUBDIVISION

| EASTWARD | | | Mile Post Location | Timetable No. 79 April 28, 1957 | Station Number | Distance from Alturas | WESTWARD | | | |
|---------------------|-------------------------------|-------------------------------|--------------------|------------------------------------|----------------|-----------------------|--------------------------------|--------------------------------|--------------------------------|-------------|
| SECOND CLASS | | | | | | | SECOND CLASS | | | |
| Capacity of sidings | 558 Freight Leave Daily | 554 Freight Leave Daily | | | | | 551 Freight Arrive Daily | 553 Freight Arrive Daily | 555 Freight Arrive Daily | |
| Yard Limits BKDOYP | PM 1.55 | AM 4.30 | 358.7 | TO-R | WENDEL | 13783 | 98.2 | AM 5.31 | PM 1.25 | PM 9.25 |
| 64 P | 2.25 | 5.00 | 365.6 | | VIEWLAND | 13790 | 91.3 | 5.00 | 12.55 | 8.55 |
| 99 WP | 2.50 | 5.20 | 374.7 | | KARLO | 13799 | 82.2 | 4.30 | 12.25 PM | 8.25 |
| 65 P | 3.20 | 6.00 | 383.6 | | SECRET | 13808 | 73.3 | 4.00 | 11.55 AM | 7.55 |
| P | 3.40 | 6.20 | 388.0 | | HORSE LAKE | 13812 | 68.9 | 3.35 | 11.40 | 7.25 |
| Yard Limits 112 YP | 4.00 | 6.40 | 392.5 | | CREST | 13816 | 64.4 | 3.20 | 11.30 | 7.10 |
| Yard Limits 100 WP | 4.15 | 6.55 | 397.9 | TO | RAVENDALE | 13822 | 59.0 | 3.06 | 11.15 | 6.56 |
| 15 P | 4.35 | 7.15 | 404.7 | | TERMO | 13829 | 52.2 | 2.45 | 10.35 | 6.35 |
| 117 P | 4.50 | 7.25 | 408.1 | | MORAN | 13832 | 48.8 | 2.35 | 10.25 | 6.25 |
| 79 P | 5.20 | 7.50 | 418.9 | | MADELINE | 13843 | 38.0 | 2.05 | 9.55 | 5.55 |
| Yard Limits 112 YP | 5.38 | 8.10 | 423.3 | | SAGE HEN | 13847 | 33.6 | 1.48 | 9.38 | 5.38 |
| P | 6.23 | 9.00 | 434.0 | | INDIAN CAMP | 13858 | 22.9 | 1.10 | 9.00 | 5.00 |
| 112 KP | 6.48 | 9.20 | 438.7 | TO | LIKELY | 13863 | 18.2 | 12.50 | 8.45 | 4.45 |
| P | 7.08 | 9.35 | 443.6 | | BAYLEY | 13868 | 13.3 | 12.35 | 8.30 | 4.30 |
| P | 7.18 | 9.45 | 446.4 | | MCARTHUR | 13870 | 10.5 | 12.25 | 8.20 | 4.20 |
| Yard Limits BKWDOYP | 7.50 PM | 10.15 AM | 456.9 458.3 | TO-R | ALTURAS | 13881 | 0.0 | 12.01 AM | 7.55 AM | 3.55 PM |
| | Arrive Daily | Arrive Daily | | | (98.2) | | | Leave Daily | Leave Daily | Leave Daily |
| | 558 | 554 | | | | | | 551 | 553 | 555 |

RULE 5. Time at Alturas applies at train-order office.

MINA SUBDIVISION

| EASTWARD | | | | Mina Branch | Timetable No. 79 April 28, 1957 | Station Number | Distance from Mina | WESTWARD | | | |
|---------------------|--------------------|-------------|------------------|-------------|------------------------------------|-----------------|--------------------|---------------------|--------------------|-------------|--------------|
| SECOND CLASS | | | | | | | | SECOND CLASS | | | |
| Capacity of sidings | Mile Post Location | Leave Daily | Arrive Daily | | | | | Capacity of sidings | Mile Post Location | Leave Daily | Arrive Daily |
| Yard Limits P | 288.1 | TO-R | HAZEN | 12942 | 128.9 | Yard Limits P | 288.1 | TO-R | HAZEN | 12942 | 15.8 |
| 57 | 307.0 | | 18.9 APPIAN | 13919 | 110.0 | Yard Limits WYP | 303.9 | TO-R | 15.8 FALLON | 14116 | 0.0 |
| | 313.8 | | 6.8 WEEKS | 13926 | 103.2 | | | | (15.8) | | |
| Yard Limits 77 P | 328.0 | TO | 14.2 WABUSKA | 13940 | 89.0 | | | | | | |
| | 331.9 | | 3.9 LUX | 13944 | 85.1 | | | | | | |
| | 347.7 | | 15.8 RESERVATION | 13960 | 69.3 | | | | | | |
| 58 -P | 354.2 | | 6.5 SCHURZ | 13966 | 62.8 | | | | | | |
| | 369.3 | | 15.1 NOLAN | 13981 | 47.7 | | | | | | |
| Yard Limits 40 P | 384.4 | TO | 15.1 THORNE | 13996 | 32.6 | | | | | | |
| | 408.2 | | 23.8 LUNING | 14020 | 8.8 | | | | | | |
| Yard Limits BKYP | 417.0 | TO-R | 8.8 MINA | 14029 | 0.0 | | | | | | |
| | | | (128.9) | | | | | | | | |

| ADDITIONAL STATIONS | | | |
|--|-----------|----------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME | Station Number |
| 5 E .. | 292.9 | Bango.....(Spur) | 13905 |
| 19 W .. | 316.5 | Churchill.....(Spur) | 13928 |
| | 367.2 | Gillis..... | 13979 |

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. | |
| 21 | Saline | Stop | Daily exc. Sunday | | | Passengers, Express, Mail and Baggage. |
| 21 | Lakeside | Stop | Saturdays | | | Express. |
| 21 | Lucin | Stop | Daily exc. Sunday and Holidays | Regular Stops | Ogden | Mail. |
| 21 | Deeth | Stop | Daily | | | Exchange mail. |
| 21 | Halleck | Stop | Daily | | | Exchange mail. |
| 21 | Palisade | Stop | Daily exc. Sunday and Holidays | Regular Stops | Ogden | Mail. |
| 21 | Beowawe | Stop | Daily | Regular Stops | Ogden | Mail and Express. |
| 21 | Battle Mountain | Stop | Daily | Regular Stops | Ogden | Mail and Express. |
| 22 | Lucin | Stop | Daily exc. Sunday and Holidays | Regular Stops | Reno | Mail. |
| 22 | Lakeside | Stop | Saturday | Regular Stops | Reno | Employees for Ogden. |
| 22 | Saline | Stop | Daily exc. Sunday | | Reno | Passengers, Express, Mail and Baggage. |
| 27 | Lakeside | Stop | Sunday | | | Detrain employees from Ogden. |
| 27 | Wells | Flag | Daily | Reno | Ogden | |
| 27 | Battle Mountain | Flag | Daily | Reno | Ogden | |
| 27 | Winnemucca | Flag | Daily | Reno | Ogden | |
| 27 | Lovelock | Flag | Daily | Reno | Ogden | |
| 27 | Hazen | Flag | Daily | Sacramento | Ogden | |
| 28 | Hazen | Flag | Daily | Ogden | Sacramento | |
| 28 | Lovelock | Flag | Daily | Ogden | Reno | |
| 28 | Winnemucca | Flag | Daily | Ogden | Reno | |
| 28 | Wells | Flag | Daily | Ogden | Reno | |
| 101 | Elko | Stop | Daily | Reno | Ogden | Exchange first class mail. |
| 101 | Winnemucca | Stop | Daily | Sacramento | Ogden | Exchange first class mail and mail clerks. |
| 101 | Lovelock | Stop | Daily | Sacramento | Ogden | Exchange first class mail and mail clerks. |
| 102 | Lovelock | Stop | Daily | Ogden | Sacramento | Exchange first class mail and mail clerks. |
| 102 | Winnemucca | Stop | Daily | Ogden | Sacramento | Exchange first class mail and mail clerks. |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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, 6 and 7.

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 83. If visual identification is made between Imlay and Humboldt; or Rye Patch and Perth, it will apply at end of double track. Trains to be identified will reduce speed sufficiently to permit identification and regular trains carrying signals will sound signal 14(k).

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

Imlay First-class trains and extra trains not required to stop.

RULE D-97-A will apply:

Between Sparks and beginning of CTC Vista.

RULE 105. The following are designated for use as sidings:
The track north of main track at:
Parran and Huxley.

RULE 204. Trains of Sparks or Winnemucca Subdivision with the same conductor and engineer operating through Imlay may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221. Fernley is a train-order office for trains originating only.

Hazen is a train-order office for eastward trains and trains originating only.

RULE D-251. Will apply as follows:

On both tracks between Sparks and beginning of CTC Vista.

SPECIAL INSTRUCTIONS—WINNEMUCCA SUBDIVISION

RULE 83. If visual identification is made between Imlay and Rose Creek it will apply at end of double track. Trains to be identified will reduce speed sufficiently to permit identification and regular trains carrying signals will sound signal 14(k).

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

Carlin Westward WPRR first-class trains.
Imlay First-class trains, and extra trains not required to stop.

RULE 204. Trains of Sparks or Winnemucca Subdivision with the same conductor and engineer operating through Imlay may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

SPECIAL INSTRUCTIONS—ELKO SUBDIVISION

RULE 82-A. Eastward SP regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

RULE 83. If visual identification is made between Alazon and Moor it will apply at end of double track. Westward trains except first class must identify eastward superior trains between Montello and Valley Pass incl., and apply such check at Valley Pass.

Trains to be identified will reduce speed sufficiently to permit identification and regular trains carrying signals will sound signal 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 . . First-class trains and extra trains not required to stop.

Wells First-class trains.

Carlin Westward WPRR first-class trains.

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

RULE D-97-A. applies:

Between Alazon and Moor.

Between Valley Pass and Montello.

From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 105. 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.

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 208. Third and fourth paragraphs 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.

RULE 221. Elko is a train order office for trains originating only.

RULE D-251. Will apply as follows:

On both tracks between Alazon and Wells.

Alazon to Carlin, except for engines using main track within Elko yard limits.

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 train dispatcher, and from yardmaster or his representative.

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

Montello . . First-class trains and extra trains not required to stop.

RULE D-97-A applies:

Between Montello and Lucin and 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. Will apply as follows:

On westward track Lucin to Montello; and on both tracks between Bridge and Ogden.

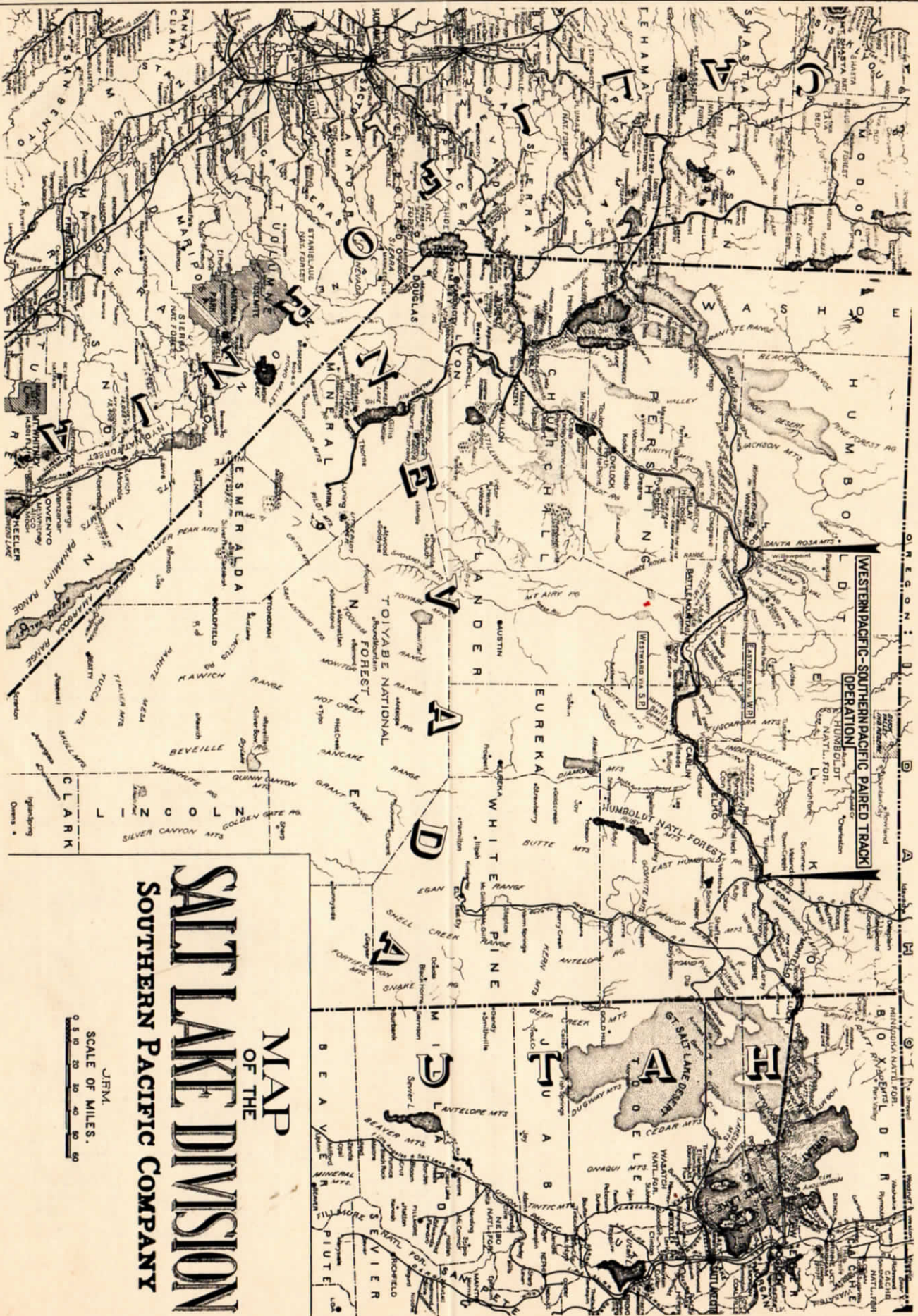
SPECIAL INSTRUCTIONS—WADSWORTH SUBDIVISION

RULE 82-A. 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 WPRR clearance at Westwood.

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

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 |



WESTERN PACIFIC-SOUTHERN PACIFIC PAIRED TRACK
OPERATION

**MAP OF THE
SALT LAKE DIVISION
SOUTHERN PACIFIC COMPANY**

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