

# TIME TABLE.

## HUMBOLDT DIVISION.

### WELLS TO WINNEMUCCA.

G. W. CODDINGTON, *Division Superintendent.*

WEST FROM OMAHA.			SACRAMENTO TIME.		EAST FROM CALIFORNIA.			
Daily Emigrant and freight.	Daily Express 1st & 2d cl's	Distance from Omaha.	STATIONS.			Daily Express 1st & 2d cl's	Daily Emigrant and freight.	
8:45 p m	5:55 a m	1250	Lv.....	†WELLS.....	Ar.....	5628	8:15 p m	11:00 a m
9:30	6:15	1258	.....	Tulasco.....	.....	5483	7:45	10:15
10:05	6:25	1263	.....	Bishop's.....	.....	5400	7:33	9:45
11:00	6:45	1270	.....	Deeth.....	.....	5340	7:18	9:00
12:25 a m	7:15	1283	.....	†Halleck.....	.....	5227	6:40	7:45
12:47	7:23	1287	.....	Peko.....	.....	5204	6:38	7:23
2:00	7:50	1298	.....	Osina.....	.....	5135	6:03	6:10
3:00	8:15 *	1307	.....	†Elko.....	.....	5065	5:20 *	5:25
4:20	9:07	1319	.....	Moleen.....	.....	4981	4:48	4:20
5:35	9:35	1330	.....	†Carlin.....	.....	4903	4:05	3:20
8:00	10:15	1339	.....	Palisade.....	.....	4840	3:36	1:30
9:15	11:45	1349	.....	Cluro.....	.....	4766	3:11	12:25 a m
10:00	11:05	1358	.....	†Be-o-wa-we.....	.....	4690	2:52	11:35
11:00	11:30	1368	.....	Shoshone.....	.....	4636	2:30	10:35
12:00	12:00 m	1379	.....	Argenta.....	.....	4548	2:06	9:25
1:40 p m	12:30 * a m	1390	.....	†Battle Mountain.....	.....	4508	1:20 *	7:50
2:05	1:05	1395	.....	Piute.....	.....	4506	1:05	7:15
2:40	1:24	1403	.....	Coin.....	.....	4505	12:48 p m	6:25
3:15	1:40	1410	.....	Stone House.....	.....	4505	12:20	5:40
4:20	2:09	1423	.....	Iron Point.....	.....	4421	11:05	4:20
5:40	2:40	1436	.....	†Golconda.....	.....	4375	11:35	2:40
6:50	3:06	1445	.....	Tule.....	.....	4387	11:10	1:25
7:30 p m	3:20 p m	1451	Ar.....	†WINNEMUCCA.....	Lv.....	4315	10:55 a m	12:45 p m

† Day Telegraph. ‡ Day and Night Telegraph. \* Meals.

— The passenger's attention is directed to the elevation of each station.

rather rough, broken plateau, bent upward in the middle, forming a natural road-bed from the desert to the Humboldt Valley. It was once covered with scrub cedar, which has been cut off for use by the Railroad Company and others. Some is still obtained in the mountains to the northward. About 15 miles to the north a high, craggy peak marks the point where Thousand Spring Valley bends to the southward, and from its divide slopes down to the valley of the Humboldt. Descending 2.65 miles is **Cedar**—a small side-track, and six miles further brings our train to the end of the Salt Lake Division and to Humboldt Wells.

**Wells**—is now the commencement of the Humboldt Division, where are located the usual round-house and machine shops of a division. The station is 1,250 miles from Omaha, and 664 from San Francisco, with an elevation of 5,628 feet. Owing to

the location of railroad shops at this place much improvement is noticeable in the last few years. It contains a population of about 200.

The chief points of interest around the station are the celebrated

**HUMBOLDT WELLS**—around which the emigrants, in early times, used to camp while they recruited their teams after a long, hard journey across the desert. The wells are situated in the midst of a beautiful meadow or valley, which, from this point, slopes away until it joins with the Humboldt or main valley. The springs, or wells—about twenty in number—are scattered over this little valley; one from which the company obtain their supply of water being within 200 yards of the road, and about that distance west of the station. A house has been built over it, and the water is raised into the tanks by means of an engine.