

**F. C. PAULSEN,**  
General Manager

**H. E. SHUMWAY,**  
General Superintendent Transportation

**G. C. FISH,**  
Ass't General Manager

**E. MARKSHEFFEL,**  
General Superintendent

**D. F. WENGERT, Superintendent,**  
Salt Lake City, Utah

W. B. GROOME, Asst. Supt. . . . . Salt Lake City, Utah

C. C. LARKIN, Terminal Trainmaster  
Salt Lake City, Utah

A. G. FERGUSON, Trainmaster . . Salt Lake City, Utah

R. F. TRUEX, Trainmaster . . . . . Milford, Utah

G. O. HIMSTREET, Road Foreman of Engines  
Salt Lake City, Utah

K. B. COON, Road Foreman of Engines . . . Milford Utah

L. F. RACINE, Division Engineer . Salt Lake City, Utah

O. J. ROBINSON, Master Mechanic  
Salt Lake City, Utah

B. ESBENSON, Gen'l Roadmaster . Salt Lake City, Utah

First and Second Subdivisions and Branches

E. R. GUYE, Chief Train Dispatcher  
Milford, Utah

C. C. LOBACK, Asst. Chief Train Dispatcher  
Milford, Utah

Third and Provo Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher  
Salt Lake City, Utah

L. G. CAMPBELL, Asst. Chief Train Dispatcher  
Salt Lake City, Utah

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**UTAH DIVISION**

**FIRST SUBDIVISION**  
**SECOND SUBDIVISION**  
**THIRD SUBDIVISION**  
**PROVO SUBDIVISION**  
**AND BRANCHES**

**TIME-TABLE**  
**No. 108**

**Effective Sunday,**  
**June 2, 1946**  
**at 12:01 A. M. Mountain Time**

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

| Time-Table No. 108<br>June 2, 1946 |                 |                                 |                    |                              |                 |       | Distance<br>from<br>Ogden           | STATIONS |
|------------------------------------|-----------------|---------------------------------|--------------------|------------------------------|-----------------|-------|-------------------------------------|----------|
| 43<br>Passenger                    | 1<br>Passenger  | 103<br>Streamliner<br>Passenger | 3<br>Passenger     | 7<br>Challenger<br>Passenger | 37<br>Passenger |       |                                     |          |
| Daily                              | Daily           | ★ See note<br>below             | Daily              | Daily                        | Daily           |       |                                     |          |
| 9.55PM                             | 8.40PM          | 6.45PM                          | 4.30PM             | 7.15AM                       | 7.05AM          | 0.0   | MT OGDEN                            |          |
| 10.50<br>11.15PM                   | 9.30<br>9.45PM  | 7.25<br>7.30                    | 5.20<br>5.35       | 8.10<br>8.55AM               | 7.55<br>8.45    | 36.3  | SALT LAKE CITY                      |          |
| 2.10AM                             | 12.09AM         | 9.25                            | 7.58               | 12.05PM                      | 11.55AM         | 154.4 | LYNN DYL                            |          |
| 4.20                               | 1.45            | 10.35                           | 9.30               | 2.10                         | 2.00PM          | 243.5 | MILFORD                             |          |
| 5.10                               | 2.24            | 11.02PM                         | 10.05PM            | 3.05                         | 2.50            | 278.9 | LUND                                |          |
| 7.40<br>6.55                       | 4.20<br>3.30    | 12.40AM<br>11.45PM              | 12.05AM<br>11.15PM | 5.30<br>4.45                 | 5.15<br>4.30    | 360.8 | MT PT CALIENTE                      |          |
| 10.30AM                            | 6.25            | 2.30AM                          | 2.10AM             | 8.35PM                       | 8.10PM          | 486.1 | LAS VEGAS                           |          |
| 2.40PM                             | 10.05           | 5.17                            | 6.00               | 1.15AM                       | 12.50AM         | 657.1 | YERMO                               |          |
| 3.10                               | 10.25AM         | 5.35                            | 6.20               | 1.50                         | 1.25            | 670.5 | BARSTOW                             |          |
| 5.30                               | 12.35PM         | 7.33                            | 8.25               | 4.30                         | 4.20            | 751.3 | SAN BERNARDINO                      |          |
| 5.38                               | 12.41           | 7.40                            | 8.32               | 4.40                         | 4.30            | 754.8 | COLTON                              |          |
| 5.55                               | 12.55           | 7.54                            | 8.45               | 5.05                         | 4.55            | 761.8 | RIVERSIDE                           |          |
| 6.28                               | 1.21            | 8.16                            | 9.09               | 5.43                         | 5.33            | 781.5 | ONTARIO                             |          |
| 6.35                               | 1.29            | 8.22                            | 9.17               | 5.50                         | 5.40            | 787.3 | POMONA                              |          |
| A 7.45PM                           | A 2.20PM        | A 9.15AM                        | A 10.20AM          | A 7.10AM                     | A 7.00AM        | 821.0 | PT LOS ANGELES                      |          |
| (22.50)<br>35.9                    | (18.40)<br>43.9 | (15.30)<br>52.9                 | (18.50)<br>43.5    | (24.55)<br>32.9              | (24.55)<br>32.9 |       | Thru Time<br>Average speed per hour |          |

★Note. No. 103 leaves Ogden on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

MILEAGE

|           |       |
|-----------|-------|
| Main Line | 458.8 |
| Branches  | 150.9 |
| Total     | 609.7 |

| TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR | TIME PER MILE | MILES PER HOUR |
|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|
| 30"           | 120.           | 41"           | 87.8           | 52"           | 69.2           | 1' 3"         | 57.1           | 1' 20"        | 45.            | 2' 30"        | 24.            |
| 31"           | 116.1          | 42"           | 85.7           | 53"           | 67.9           | 1' 4"         | 56.2           | 1' 25"        | 42.8           | 2' 45"        | 21.8           |
| 32"           | 112.5          | 43"           | 83.7           | 54"           | 66.6           | 1' 5"         | 55.3           | 1' 30"        | 40.            | 3'            | 20.            |
| 33"           | 109.1          | 44"           | 81.8           | 55"           | 65.4           | 1' 6"         | 54.5           | 1' 35"        | 37.9           | 3' 30"        | 17.1           |
| 34"           | 105.9          | 45"           | 80.            | 56"           | 64.2           | 1' 7"         | 53.7           | 1' 40"        | 36.            | 4'            | 15.            |
| 35"           | 102.9          | 46"           | 78.8           | 57"           | 63.1           | 1' 8"         | 52.9           | 1' 45"        | 34.3           | 5'            | 12.            |
| 36"           | 100.           | 47"           | 76.6           | 58"           | 62.            | 1' 9"         | 52.1           | 1' 50"        | 32.7           | 6'            | 10.            |
| 37"           | 97.3           | 48"           | 75.            | 59"           | 61.            | 1' 10"        | 51.4           | 1' 55"        | 31.8           | 7'            | 8.6            |
| 38"           | 94.7           | 49"           | 73.5           |               | 60.            | 1' 11"        | 50.7           | 2'            | 30.            | 8'            | 7.5            |
| 39"           | 92.3           | 50"           | 72.            |               | 59.            | 1' 12"        | 50.            | 2' 15"        | 26.6           | 10'           | 6.             |
| 40"           | 90.            | 51"           | 70.6           |               | 58.            | 1' 15"        | 48.            |               |                |               |                |

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 108  
June 2, 1946

FIRST CLASS

| Time-Table No. 108<br>June 2, 1946 |       | Mile Post     | 44<br>Passenger | 4<br>Passenger | 2<br>Passenger   | 104<br>Streamliner<br>Passenger | 38<br>Passenger | 8<br>Challenger<br>Passenger |
|------------------------------------|-------|---------------|-----------------|----------------|------------------|---------------------------------|-----------------|------------------------------|
| STATIONS                           |       |               |                 |                |                  |                                 |                 |                              |
| OGDEN                              | MT    | 0.0           | A 8.55AM        | A 5.35AM       | A 7.20AM         | A 9.10AM                        | A 7.00PM        | A 7.10PM                     |
| SALT LAKE CITY                     |       | 36.3<br>784.0 | 7.50<br>7.15    | 4.45<br>4.30   | 6.30<br>6.15     | 8.30<br>8.25                    | 6.10<br>5.30    | 6.15<br>5.35                 |
| LYNN DYL                           |       | 665.9         | 4.05            | 2.05           | 3.50             | 6.25                            | 3.00            | 3.10                         |
| MILFORD                            |       | 576.8         | 1.40            | 12.35AM        | 2.20             | 5.15                            | 1.10            | 1.20                         |
| LUND                               |       | 541.4         | 12.35AM         | 11.57PM        | 1.35AM           | 4.48                            | 12.15PM         | 12.25PM                      |
| CALIENTE                           | MT PT | 459.5         | 10.20PM<br>9.10 | 10.00<br>8.50  | 11.35PM<br>10.25 | 3.10<br>2.05AM                  | 10.05AM<br>8.50 | 10.20AM<br>9.05              |
| LAS VEGAS                          |       | 334.2         | 5.45            | 6.00           | 7.30             | 11.25PM                         | 5.35            | 5.55                         |
| YERMO                              |       | 163.2         | 1.25            | 2.25           | 3.55             | 8.12                            | 1.30            | 1.50                         |
| BARSTOW                            |       | 150.1         | 12.50PM         | 1.50PM         | 3.20             | 7.55                            | 12.50AM         | 1.10AM                       |
| SAN BERNARDINO                     |       | 67.3          | 10.35AM         | 11.50AM        | 1.20             | 6.10                            | 10.40PM         | 10.50PM                      |
| COLTON                             |       | 64.5          | 10.17           | 11.37          | 1.05             | 5.57                            | 10.20           | 10.32                        |
| RIVERSIDE                          |       | 57.5          | 10.05           | 11.27          | 12.55            | 5.48                            | 10.10           | 10.20                        |
| ONTARIO                            |       | 37.8          | 9.22            | 11.00          | 12.29            | 5.27                            | 9.33            | 9.38                         |
| POMONA                             |       | 32.0          | 9.08            | 10.52          | 12.21PM          | 5.20                            | 9.25            | 9.30                         |
| LOS ANGELES                        | PT    | 0.0           | 8.00AM          | 10.00AM        | 11.30AM          | 4.30PM                          | 8.30PM          | 8.35PM                       |
| (820.3)                            |       |               | Daily           | Daily          | Daily            | ★ See note<br>below             | Daily           | Daily                        |
| Thru Time                          |       | (23.55)       | (18.35)         | (18.60)        | (15.40)          | (21.30)                         | (21.35)         |                              |
| Average speed per hour             |       | 34.2          | 44.1            | 43.5           | 52.4             | 38.2                            | 38.0            |                              |

★Note. No. 104 leaves Los Angeles on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

Time Inspectors are located as shown below:

| THE BALL RAILROAD TIME SERVICE                  | Chicago                                |
|---|--|
| R. V. Owens, General Supervisor of Time Service | Omaha                                  |
| Salt Lake City                                  | Hubbard-Denn Company, 217 S. Main St.  |
| Salt Lake City                                  | H. B. Miller Co., 460 W. 2nd South St. |
| Lehi  | E. N. Webb                             |
| Provo   | W. E. Mitchell, 34 West Center St.     |
| Milford   | L. B. Eldridge                         |
| Cedar City                                      | W. F. Mullet                           |
| Caliente  | J. D. Morris                           |

Standard clocks are located as shown below:

|                |  |
|----------------|--|
| Salt Lake City | Yardmaster's Office, 13th North                  |
| Salt Lake City | South Yard Office, First North Street            |
| Salt Lake City | Telegraph Office, Passenger Station              |
| Salt Lake City | Train Dispatcher's Office                        |
| Salt Lake City | North Yard Telegraph Office                      |
| Salt Lake City | Engineer's Register Room, Roundhouse, North Yard |
| Salt Lake City | Switchman's Register Room, North Yard            |
| Provo          | Joint Yard Telegraph Office                      |
| Provo          | Joint Passenger Station                          |
| Provo          | Local Freight Office                             |
| Tintic         | Telegraph Office                                 |
| Lynn dyl       | Telegraph Office                                 |
| Milford        | Train Dispatcher's Office                        |
| Milford        | Enginemen's Locker Room                          |
| Milford        | Telegraph Office                                 |
| Cedar City     | Telegraph Office                                 |
| Modena         | Telegraph Office                                 |
| Caliente       | Depot Register Room                              |
| Caliente       | Enginemen's Register Room                        |
| Caliente       | Telegraph Office                                 |

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

| NAME               | TITLE            | PLACE                | TERRITORY   |
|--------------------|------------------|----------------------|---|
| Douglas L. Gamette | Medical Director | Los Angeles, Calif.  |   |
| John B. Demman     | Surgeon          | Caliente, Nev.       | Crestline to Moapa.   |
| Reed W. Farnsworth | Surgeon          | Cedar City, Utah     | Cedar City to Avon.   |
| L. V. Broadbent    | Surgeon          | Cedar City, Utah     | Cedar City to Sandy.  |
| Owen L. Felt       | Surgeon          | Milford, Utah        | Crestline to Clear Lake.  |
| M. E. Bird         | Surgeon          | Delta, Utah          | Black Rock to Lynn dyl.   |
| Steele Bailey, Jr. | Surgeon          | Eureka, Utah         | Boulder to Adams, including Eureka, Silver City and Mammoth Branches. |
| T. M. Aldous       | Surgeon          | Tooele, Utah         | Warner to Lake Point.   |
| F. H. Beckstead    | Surgeon          | Neph, Utah           | Santaquin to Lynn dyl.  |
| L. D. Stewart      | Surgeon          | Payson, Utah         | Spanish Fork to Sandy.  |
| J. J. Weight       | Surgeon          | Provo, Utah          | Spanish Fork to Vineyard.   |
| Albert R. Taylor   | Surgeon          | Provo, Utah          | Spanish Fork to Vineyard.   |
| B. C. Linebaugh    | Surgeon          | Pleasant Grove, Utah | Draper to Vineyard.   |
| K. E. Noyes        | Surgeon          | American Fork, Utah  | Draper to Vineyard.   |
| Spencer Wright     | Medical Director | Salt Lake City, Utah |   |
| L. J. Tauffer      | Division Surgeon | Salt Lake City, Utah | Salt Lake City to Caliente.   |
| M. L. Crandall     | Surgeon          | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| E. B. Fairbanks    | Oculist & Aurist | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| F. R. Slopanskey   | Oculist & Aurist | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| F. J. Winget       | Surgeon          | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| W. M. Clinger      | Senior Internist | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| R. E. Smith        | Surgeon          | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| J. R. Anderson     | Surgeon          | Salt Lake City, Utah | Salt Lake City to Sandy.  |
| R. H. Anderson     | Surgeon          | Salt Lake City, Utah | Salt Lake City to Sandy.  |

| WESTWARD                                      |                     | THIRD SUBDIVISION   |                 |                      |                              |                     |                           |                 | Distance from Salt Lake City | Time-Table No. 108                    |  |
|---|---------------------|---------------------|-----------------|----------------------|------------------------------|---------------------|---------------------------|-----------------|------------------------------|---------------------------------------|--|
| SECOND CLASS                                  |                     | FIRST CLASS         |                 |                      |                              |                     |                           |                 |                              | June 2, 1948                          |  |
| Car capacity of sidings, etc. See Rule 6 (A). | 455<br>Time Freight | 477<br>Time Freight | 43<br>Passenger | 1<br>Passenger       | 103<br>Streamliner Passenger | 3<br>Passenger      | 7<br>Challenger Passenger | 37<br>Passenger | STATIONS                     |                                       |  |
|   | Daily               | Daily               | Daily           | Daily                | ★See note below              | Daily               | Daily                     | Daily           |                              |                                       |  |
| Yard WFT YOP                                  | 7.00PM              | 6.40AM              |                 |                      |                              |                     |                           |                 | 0.0                          | DN-R NORTH YARD YL C                  |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 1.1                          | S.L.G.&W. CROSSING YL                 |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 1.2                          | D.&R.G.W. CROSSING YL                 |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 2.3                          | WEST. PAC. CROSSING YL                |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 4.4                          | (EAST CROSSOVER)<br>DN BUENA VISTA BV |  |
| Yard WFT YOP                                  | 7.35PM              | 7.10AM              | 11.15PM         | 9.45PM               | 7.30PM                       | 5.35PM              | 8.55AM                    | 8.45AM          | 0.0                          | DN-R SALT LAKE CITY YL SA             |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 1.3                          | EIGHTH SO. ST. YL                     |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 1.5                          | D.&R.G.W. CROSSING YL                 |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 1.6                          | D.&R.G.W. CROSSING YL                 |  |
| 78 58 P                                       | 7.41 <sup>103</sup> | 7.15                | 11.27           | 9.57                 | 7.41 <sup>455</sup>          | 5.47                | 9.09                      | 8.59            | 4.8                          | DN BUENA VISTA BV                     |  |
| 98 P  | 7.51                | 7.25                | 11.32           | 10.02 <sup>156</sup> | 7.45                         | 5.52                | 9.15                      | 9.05            | 10.3                         | RITER                                 |  |
| 90 WP   | 8.01                | 7.35                | 11.38           | 10.07                | 7.49                         | 5.57                | 9.21                      | 9.11            | 15.7                         | DN GARFIELD GF                        |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 16.9                         | B. & G. CROSSING                      |  |
| 100 P   | 8.08                | 8.00 <sup>104</sup> | 11.43           | 10.12                | 7.53                         | 6.01                | 9.27                      | 9.17            | 19.6                         | LAKE POINT                            |  |
| 73 P  | 8.16                | 8.10                | 11.48           | 10.17                | 7.57                         | 6.06                | 9.32                      | 9.22            | 23.5                         | MORRIS                                |  |
| 94 WP   | 8.26                | 8.20                | 11.53           | 10.22                | 8.01                         | 6.11                | 9.38                      | 9.28            | 27.6                         | ERDA                                  |  |
| 94 P  | 8.36                | 8.30                | 11.58PM         | 10.27                | 8.05                         | 6.16                | 9.44                      | 9.34            | 31.7                         | SHIELDS                               |  |
| 85 YP   | 8.46                | 8.40                | 12.06AM         | 10.32                | 8.09                         | 6.21                | 9.50                      | 9.40            | 35.8                         | DN WARNER DU                          |  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 39.2                         | BAUER                                 |  |
| 138 WP  | 9.05 <sup>156</sup> | 9.00                | 12.16           | 10.39                | 8.15                         | 6.28                | 10.03                     | 9.53            | 41.4                         | DN STOCKTON YL KN                     |  |
| 139 P   | 9.15                | 9.10                | 12.26           | 10.45                | 8.20                         | 6.34                | 10.11                     | 10.01           | 47.9                         | DN ST. JOHN SJ                        |  |
| 102 P   | 9.22                | 9.17                | 12.31           | 10.49                | 8.23                         | 6.38                | 10.17                     | 10.07           | 52.3                         | CLOVER                                |  |
| 94 P  | 9.26                | 9.21                | 12.34           | 10.51                | 8.25                         | 6.40                | 10.20                     | 10.10           | 54.8                         | AJAX                                  |  |
| 51 73 WP                                      | 9.40                | 9.35                | 12.42           | 10.57                | 8.29 <sup>156</sup>          | 6.46                | 10.28                     | 10.18           | 60.7                         | FAUST                                 |  |
| 94 P  | 9.55                | 9.50                | 12.51           | 11.04                | 8.35                         | 6.53                | 10.37                     | 10.27           | 66.8                         | PEHRSON                               |  |
| 94 P  | 10.03               | 9.58                | 12.55           | 11.08                | 8.38                         | 6.57                | 10.42                     | 10.32           | 69.9                         | DUNBAR                                |  |
| 94 WP   | 10.13               | 10.08               | 1.01            | 11.13                | 8.42                         | 7.02                | 10.48                     | 10.38           | 74.1                         | LOFGREEN                              |  |
| 80 78 P                                       | 10.26               | 10.21               | 1.10            | 11.20                | 8.49                         | 7.09                | 10.56                     | 10.46           | 79.8                         | BOULTER                               |  |
| 73 93 WFT YP                                  | 10.45               | 10.41               | 1.20            | 11.35                | 8.55                         | 7.24 <sup>156</sup> | 11.07                     | 10.57           | 85.4                         | DN TINTIC YL U                        |  |
| 94 P  | 10.55               | 10.51               | 1.29            | 11.42                | 9.01                         | 7.31                | 11.17                     | 11.07           | 92.1                         | McINTYRE                              |  |
| 73 WP   | 11.05               | 11.01               | 1.38            | 11.49                | 9.07                         | 7.38                | 11.27                     | 11.17           | 98.7                         | JERICHO                               |  |
| 94 P  | 11.14               | 11.10               | 1.45            | 11.55                | 9.13                         | 7.44                | 11.35                     | 11.25           | 104.5                        | DYER                                  |  |
| 73 P  | 11.21               | 11.17               | 1.50            | 11.59PM              | 9.17                         | 7.48                | 11.40                     | 11.30           | 109.0                        | CHAMPLIN                              |  |
| 98 P  | 11.27               | 11.23               | 1.54            | 12.03AM              | 9.20                         | 7.52                | 11.45                     | 11.35           | 113.0                        | ADAMS                                 |  |
| Yard WFT YP                                   | A 11.35PM           | A 11.30AM           | A 2.00AM        | A 12.09AM            | A 9.25PM                     | A 7.58PM            | A 11.55AM                 | A 11.45AM       | 118.1                        | DN-R LYNN DYL YL NY                   |  |
|   | (4.35)<br>25.7      | (4.50)<br>24.4      | (2.45)<br>42.9  | (2.24)<br>49.2       | (1.55)<br>61.6               | (2.23)<br>49.5      | (3.00)<br>39.4            | (3.00)<br>39.4  |                              | 118.1                                 |  |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.  
 ★Note. No. 103 will run only on the following dates: Due to leave Salt Lake City on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.  
 The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains and not less than fifteen minutes by second class, extra trains and yard engines.  
 Unless otherwise directed, eastward extra trains will use passenger line between Buena Vista and Salt Lake City.  
 No. 7 will stop at Warner, Stockton and Tintic, to let off revenue passengers from Salt Lake City and beyond, and pick up passengers for San Bernardino and west.  
 No. 43 will stop to pick up or discharge revenue passengers at any station.

| WESTWARD                                      |                     | THIRD SUBDIVISION   |                 |                      |                              |                     |                           |                 | EASTWARD     |                                       |
|---|---------------------|---------------------|-----------------|----------------------|------------------------------|---------------------|---------------------------|-----------------|--------------|---------------------------------------|
| SECOND CLASS                                  |                     | FIRST CLASS         |                 |                      |                              |                     |                           |                 | SECOND CLASS |                                       |
| Car capacity of sidings, etc. See Rule 6 (A). | 455<br>Time Freight | 477<br>Time Freight | 43<br>Passenger | 1<br>Passenger       | 103<br>Streamliner Passenger | 3<br>Passenger      | 7<br>Challenger Passenger | 37<br>Passenger | STATIONS     | Mile Post                             |
|   | Daily               | Daily               | Daily           | Daily                | ★See note below              | Daily               | Daily                     | Daily           |              |                                       |
| Yard WFT YOP                                  | 7.00PM              | 6.40AM              |                 |                      |                              |                     |                           |                 | 33.7         | DN-R NORTH YARD YL C                  |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 34.8         | S.L.G.&W. CROSSING YL                 |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 34.9         | D.&R.G.W. CROSSING YL                 |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 36.0         | WEST. PAC. CROSSING YL                |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 779.2        | (EAST CROSSOVER)<br>DN BUENA VISTA BV |
| Yard WFT YOP                                  | 7.35PM              | 7.10AM              | 11.15PM         | 9.45PM               | 7.30PM                       | 5.35PM              | 8.55AM                    | 8.45AM          | 86.8         | DN-R SALT LAKE CITY YL SA             |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 87.6         | EIGHTH SO. ST. YL                     |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 87.8         | D.&R.G.W. CROSSING YL                 |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 87.9         | D.&R.G.W. CROSSING YL                 |
| 78 58 P                                       | 7.41 <sup>103</sup> | 7.15                | 11.27           | 9.57                 | 7.41 <sup>455</sup>          | 5.47                | 9.09                      | 8.59            | 779.2        | DN BUENA VISTA BV                     |
| 98 P  | 7.51                | 7.25                | 11.32           | 10.02 <sup>156</sup> | 7.45                         | 5.52                | 9.15                      | 9.05            | 773.7        | RITER                                 |
| 90 WP   | 8.01                | 7.35                | 11.38           | 10.07                | 7.49                         | 5.57                | 9.21                      | 9.11            | 768.3        | DN GARFIELD GF                        |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 767.1        | B. & G. CROSSING                      |
| 100 P   | 8.08                | 8.00 <sup>104</sup> | 11.43           | 10.12                | 7.53                         | 6.01                | 9.27                      | 9.17            | 764.4        | LAKE POINT                            |
| 73 P  | 8.16                | 8.10                | 11.48           | 10.17                | 7.57                         | 6.06                | 9.32                      | 9.22            | 760.5        | MORRIS                                |
| 94 WP   | 8.26                | 8.20                | 11.53           | 10.22                | 8.01                         | 6.11                | 9.38                      | 9.28            | 756.4        | ERDA                                  |
| 94 P  | 8.36                | 8.30                | 11.58PM         | 10.27                | 8.05                         | 6.16                | 9.44                      | 9.34            | 752.3        | SHIELDS                               |
| 85 YP   | 8.46                | 8.40                | 12.06AM         | 10.32                | 8.09                         | 6.21                | 9.50                      | 9.40            | 748.2        | DN WARNER DU                          |
|   |                     |                     |                 |                      |                              |                     |                           |                 | 744.8        | BAUER                                 |
| 138 WP  | 9.05 <sup>156</sup> | 9.00                | 12.16           | 10.39                | 8.15                         | 6.28                | 10.03                     | 9.53            | 742.6        | DN STOCKTON YL KN                     |
| 139 P   | 9.15                | 9.10                | 12.26           | 10.45                | 8.20                         | 6.34                | 10.11                     | 10.01           | 736.1        | DN ST. JOHN SJ                        |
| 102 P   | 9.22                | 9.17                | 12.31           | 10.49                | 8.23                         | 6.38                | 10.17                     | 10.07           | 731.7        | CLOVER                                |
| 94 P  | 9.26                | 9.21                | 12.34           | 10.51                | 8.25                         | 6.40                | 10.20                     | 10.10           | 729.2        | AJAX                                  |
| 51 73 WP                                      | 9.40                | 9.35                | 12.42           | 10.57                | 8.29 <sup>156</sup>          | 6.46                | 10.28                     | 10.18           | 723.3        | FAUST                                 |
| 94 P  | 9.55                | 9.50                | 12.51           | 11.04                | 8.35                         | 6.53                | 10.37                     | 10.27           | 717.2        | PEHRSON                               |
| 94 P  | 10.03               | 9.58                | 12.55           | 11.08                | 8.38                         | 6.57                | 10.42                     | 10.32           | 714.1        | DUNBAR                                |
| 94 WP   | 10.13               | 10.08               | 1.01            | 11.13                | 8.42                         | 7.02                | 10.48                     | 10.38           | 709.9        | LOFGREEN                              |
| 80 78 P                                       | 10.26               | 10.21               | 1.10            | 11.20                | 8.49                         | 7.09                | 10.56                     | 10.46           | 704.2        | BOULTER                               |
| 73 93 WFT YP                                  | 10.45               | 10.41               | 1.20            | 11.35                | 8.55                         | 7.24 <sup>156</sup> | 11.07                     | 10.57           | 698.6        | DN TINTIC YL U                        |
| 94 P  | 10.55               | 10.51               | 1.29            | 11.42                | 9.01                         | 7.31                | 11.17                     | 11.07           | 691.9        | McINTYRE                              |
| 73 WP   | 11.05               | 11.01               | 1.38            | 11.49                | 9.07                         | 7.38                | 11.27                     | 11.17           | 685.3        | JERICHO                               |
| 94 P  | 11.14               | 11.10               | 1.45            | 11.55                | 9.13                         | 7.44                | 11.35                     | 11.25           | 679.5        | DYER                                  |
| 73 P  | 11.21               | 11.17               | 1.50            | 11.59PM              | 9.17                         | 7.48                | 11.40                     | 11.30           | 675.0        | CHAMPLIN                              |
| 98 P  | 11.27               | 11.23               | 1.54            | 12.03AM              | 9.20                         | 7.52                | 11.45                     | 11.35           | 671.0        | ADAMS                                 |
| Yard WFT YP                                   | A 11.35PM           | A 11.30AM           | A 2.00AM        | A 12.09AM            | A 9.25PM                     | A 7.58PM            | A 11.55AM                 | A 11.45AM       | 665.9        | DN-R LYNN DYL YL NY                   |
|   | (4.35)<br>25.7      | (4.50)<br>24.4      | (2.45)<br>42.9  | (2.24)<br>49.2       | (1.55)<br>61.6               | (2.23)<br>49.5      | (3.00)<br>39.4            | (3.00)<br>39.4  |              | 118.1                                 |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.  
 ★Note. No. 104 will run only on the following dates: Due to leave Lynndyl on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.  
 The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains and not less than fifteen minutes by second class, extra trains and yard engines.  
 Unless otherwise directed, eastward extra trains will use passenger line between Buena Vista and Salt Lake City.  
 No. 8 will stop at Tintic, St. John, Warner, let off revenue passengers from San Bernardino and west, and pick up passengers for Salt Lake City and beyond.  
 No. 44 will stop at any station to pick up or discharge revenue passengers.

WESTWARD

SECOND SUBDIVISION

| Car capacity of sidings, etc. See Rule 6 (A). | SECOND CLASS        |                     | FIRST CLASS               |             |                         |                    |                    |                        | Distance from Salt Lake City | Time-Table No. 108   |  |
|---|---------------------|---------------------|---------------------------|-------------|-------------------------|--------------------|--------------------|------------------------|------------------------------|----------------------|--|
|   | 477 Time Freight    | 455 Time Freight    | 103 Streamliner Passenger | 3 Passenger | 7 Challenger Passenger  | 37 Passenger       | 43 Passenger       | 1 Passenger            |                              | June 2, 1946         |  |
|   | Daily               | Daily               | ★ See note below          | Daily       | Daily                   | Daily              | Daily              | Daily                  |                              | STATIONS             |  |
| Yard WFT YFP                                  | 12.15PM             | 12.30AM             | 9.25PM                    | 7.58PM      | 12.05PM                 | 11.55AM            | 2.10AM             | 12.09AM                | 118.1                        | DN-R LYNN DY L YL NY |  |
| 112 P   | 12.27               | 12.42               | 9.30                      | 8.05        | 12.13                   | 12.03PM            | 2.17               | 12.16                  | 123.7                        | CLINE 4.8            |  |
| 99 P  | 12.35               | 12.50               | 9.34                      | 8.10        | 12.19                   | 12.09              | 2.23               | 12.21                  | 128.5                        | STRONG 6.1           |  |
| 47 96 WYP                                     | 12.45               | 1.00 <sup>160</sup> | 9.40                      | 8.17        | 12.30                   | 12.20              | 2.35               | 12.28                  | 134.6                        | DN DELTA YL AK       |  |
| 78 P  | 12.53               | 1.08                | 9.44                      | 8.22        | 12.36                   | 12.26              | 2.43               | 12.34                  | 139.6                        | OASIS 4.5            |  |
| 94 P  | 1.00                | 1.15                | 9.47                      | 8.26        | 12.41                   | 12.31              | 2.48               | 12.38 <sup>160</sup>   | 144.1                        | VAN 4.4              |  |
| 78 P  | 1.08                | 1.32 <sup>4</sup>   | 9.50                      | 8.30        | 12.46                   | 12.36              | 2.55 <sup>44</sup> | 12.42                  | 148.5                        | JEROME 4.5           |  |
| 81 P  | 1.15                | 1.45                | 9.53                      | 8.34        | 12.51                   | 12.41              | 3.02               | 12.46                  | 153.0                        | D CLEAR LAKE CK      |  |
| 94 P  | 1.22                | 1.52                | 9.57                      | 8.38        | 12.56                   | 12.46              | 3.09 <sup>2</sup>  | 12.50                  | 158.1                        | NEELS 4.9            |  |
| 96 P  | 1.30                | 2.00                | 10.00                     | 8.42        | 1.02                    | 12.52              | 3.15               | 12.54                  | 163.0                        | BORDEN 6.4           |  |
| 78 P  | 1.51 <sup>38</sup>  | 2.12                | 10.06                     | 8.48        | 1.09                    | 12.59              | 3.22               | 1.00                   | 169.4                        | BLOOM 5.0            |  |
| 94 P  | 2.11                | 2.24 <sup>44</sup>  | 10.10                     | 8.53        | 1.14                    | 1.04               | 3.28               | 1.07 <sup>4</sup>      | 174.4                        | CRUZ 5.0             |  |
| 94 P  | 2.19                | 2.34                | 10.14                     | 8.57        | 1.19                    | 1.09               | 3.33               | 1.12                   | 179.4                        | PUMICE 5.2           |  |
| 94 WP   | 2.27                | 2.44 <sup>2</sup>   | 10.18                     | 9.02        | 1.24                    | 1.14               | 3.40               | 1.17                   | 184.6                        | DN BLACK ROCK KO     |  |
| 94 P  | 2.35 <sup>156</sup> | 3.04                | 10.21                     | 9.06        | 1.31 <sup>38</sup>      | 1.19               | 3.46               | 1.21                   | 189.3                        | MALONE 5.0           |  |
| 78 P  | 2.43                | 3.12                | 10.25                     | 9.10        | 1.36 <sup>8</sup>       | 1.26 <sup>38</sup> | 3.52               | 1.25                   | 194.3                        | READ 4.6             |  |
| 94 P  | 2.51                | 3.20                | 10.28                     | 9.14        | 1.41                    | 1.31 <sup>8</sup>  | 3.58               | 1.29                   | 198.9                        | MURDOCK 4.1          |  |
| 74 P  | 2.58                | 3.27                | 10.31                     | 9.18        | 1.47                    | 1.37               | 4.02               | 1.33                   | 203.0                        | OPAL 4.2             |  |
| Yard WFT YFP                                  | A 3.15PM            | A 3.40AM            | A 10.35PM                 | A 9.25PM    | A 2.00PM <sup>156</sup> | A 1.50PM           | A 4.10AM           | A 1.40AM <sup>44</sup> | 207.2                        | DN-R MILFORD YL FD   |  |
|   |                     |                     |                           |             |                         |                    |                    |                        |                              | 89.1                 |  |

(3.00) 29.7 (3.10) 28.1 (1.10) 76.3 (1.27) 61.4 (1.55) 46.4 (1.55) 46.4 (2.00) 44.5 (1.31) 58.7 ..... Thru Time ..... Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.

\*Note. No. 103 will run only on the following dates: Due to leave Lynndyl on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.

No. 7 will stop at Oasis, Clear Lake, Borden, Bloom and Read to pick up revenue passengers for San Bernardino or West.

No. 43 will stop to pick up or discharge revenue passengers at any station.

SECOND SUBDIVISION

EASTWARD

| Car capacity of sidings, etc. See Rule 6 (A). | SECOND CLASS        |                     | FIRST CLASS         |                           |                     |                        |                     |                     | Mile Post | Time-Table No. 108   |  |
|---|---------------------|---------------------|---------------------|---------------------------|---------------------|------------------------|---------------------|---------------------|-----------|----------------------|--|
|   | 4 Passenger         | 44 Passenger        | 2 Passenger         | 104 Streamliner Passenger | 38 Passenger        | 8 Challenger Passenger | 156 Time Freight    | 160 Time Freight    |           | June 2, 1946         |  |
|   | Daily               | Daily               | Daily               | Daily                     | Daily               | Daily                  | Daily               | Daily               |           | STATIONS             |  |
| Yard WFT YFP                                  | A 2.05AM            | A 3.45AM            | A 3.50AM            | A 6.25AM                  | A 2.50PM            | A 3.00PM               | A 4.40PM            | A 1.35AM            | 665.9     | DN-R LYNN DY L YL NY |  |
| 112 P   | 1.58                | 3.34                | 3.43                | 6.20                      | 2.42                | 2.52                   | 4.28                | 1.20                | 680.3     | CLINE 4.8            |  |
| 99 P  | 1.53                | 3.29                | 3.38                | 6.16                      | 2.37                | 2.47                   | 4.20                | 1.12                | 655.5     | STRONG 6.1           |  |
| 47 96 WYP                                     | 1.46                | 3.20                | 3.31                | 6.11                      | 2.30                | 2.40                   | 4.10                | 1.00 <sup>455</sup> | 649.4     | DN DELTA YL AK       |  |
| 78 P  | 1.40                | 3.08                | 3.25                | 6.06                      | 2.21                | 2.31                   | 3.58                | 1.248               | 644.4     | OASIS 4.5            |  |
| 94 P  | 1.36                | 3.00                | 3.21                | 6.03                      | 2.17                | 2.27                   | 3.50                | 1.238 <sup>1</sup>  | 639.9     | VAN 4.4              |  |
| 78 P  | 1.32 <sup>455</sup> | 2.55 <sup>43</sup>  | 3.17                | 6.00                      | 2.12                | 2.22                   | 3.43                | 1.217               | 635.5     | JEROME 4.5           |  |
| 81 P  | 1.28                | 2.48                | 3.13                | 5.57                      | 2.08                | 2.18                   | 3.35                | 1.209               | 631.0     | D CLEAR LAKE CK      |  |
| 94 P  | 1.24                | 2.42                | 3.09 <sup>43</sup>  | 5.53                      | 2.03                | 2.13                   | 3.27                | 1.201AM             | 625.9     | NEELS 4.9            |  |
| 96 P  | 1.19                | 2.36                | 3.05                | 5.50                      | 1.58                | 2.08                   | 3.19                | 1.153PM             | 621.0     | BORDEN 6.4           |  |
| 78 P  | 1.12                | 2.29                | 2.58                | 5.44                      | 1.51 <sup>477</sup> | 2.01 <sup>477</sup>    | 3.10                | 1.144               | 614.6     | BLOOM 5.0            |  |
| 94 P  | 1.07 <sup>1</sup>   | 2.24 <sup>455</sup> | 2.54                | 5.40                      | 1.46                | 1.56                   | 3.02                | 1.136               | 609.6     | CRUZ 5.0             |  |
| 94 P  | 1.02                | 2.18                | 2.49                | 5.36                      | 1.41                | 1.51                   | 2.54                | 1.128               | 604.6     | PUMICE 5.2           |  |
| 94 WP   | 12.57               | 2.11                | 2.44 <sup>455</sup> | 5.32                      | 1.36                | 1.46                   | 2.45                | 1.120               | 599.4     | DN BLACK ROCK KO     |  |
| 94 P  | 12.53               | 2.03                | 2.39                | 5.29                      | 1.31 <sup>7</sup>   | 1.41                   | 2.35 <sup>477</sup> | 1.112               | 594.7     | MALONE 5.0           |  |
| 78 P  | 12.49               | 1.57                | 2.35                | 5.25                      | 1.26 <sup>37</sup>  | 1.36 <sup>7</sup>      | 2.24                | 1.104               | 589.7     | READ 4.6             |  |
| 94 P  | 12.45               | 1.52                | 2.31                | 5.22                      | 1.21                | 1.31 <sup>37</sup>     | 2.17                | 1.057               | 585.1     | MURDOCK 4.1          |  |
| 74 P  | 12.41               | 1.47                | 2.26                | 5.19                      | 1.17                | 1.27                   | 2.10                | 1.050               | 581.0     | OPAL 4.2             |  |
| Yard WFT YFP                                  | 12.35AM             | 1.40AM <sup>1</sup> | 2.20AM              | 5.15AM                    | 1.10PM              | 1.20PM                 | 2.00PM <sup>7</sup> | 10.40PM             | 576.8     | DN-R MILFORD YL FD   |  |
|   |                     |                     |                     |                           |                     |                        |                     |                     |           | 89.1                 |  |

Thru Time..... (1.30) 59.4 (2.05) 42.7 (1.30) 59.4 (1.10) 76.3 (1.40) 53.4 (1.40) 53.4 (2.40) 33.4 (2.55) 30.5 Average speed per hour.....

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.

\*Note. No. 104 will run only on the following dates: Due to leave Milford on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.

No. 8 will stop at Black Rock and Oasis to let off revenue passengers from San Bernardino or West.

No. 44 will stop to pick up or discharge revenue passengers at any station.

| WESTWARD            |                     | FIRST SUBDIVISION            |                     |                           |                     |                     |                     |                     | Distance from Salt Lake City | Time-Table No. 108     |  |
|---------------------|---------------------|------------------------------|---------------------|---------------------------|---------------------|---------------------|---------------------|---------------------|------------------------------|------------------------|--|
| SECOND CLASS        |                     | FIRST CLASS                  |                     |                           |                     |                     |                     |                     |                              | June 2, 1946           |  |
| 477<br>Time Freight | 455<br>Time Freight | 103<br>Streamliner Passenger | 3<br>Passenger      | 7<br>Challenger Passenger | 37<br>Passenger     | 43<br>Passenger     | 1<br>Passenger      | STATIONS            |                              |                        |  |
| Daily               | Daily               | ★See note below              | Daily               | Daily                     | Daily               | Daily               | Daily               | DN-R MILFORD YL FD  |                              |                        |  |
| Yard WFTYOP         | 4.15PM              | 4.45AM                       | 10.35PM             | 9.30PM                    | 2.10PM              | 2.00PM              | 4.20AM              | 1.45AM              | 207.2                        | 5.1                    |  |
| 105 P               | 4.25                | 5.10 <sup>104</sup>          | 10.40               | 9.37                      | 2.19                | 2.09                | 4.28                | 1.52                | 212.3                        | UPTON 5.1              |  |
| 103 P               | 4.33                | 5.20                         |                     | 9.41                      | 2.26                | 2.16                | 4.33                | 1.59 <sup>2</sup>   | 217.4                        | LAHO 5.0               |  |
| 102 WP              | 4.41                | 5.28                         | 10.47               | 9.45                      | 2.33                | 2.23                | 4.38                | 2.04                | 222.4                        | THERMO 6.8             |  |
| 94 P                | 4.51                | 5.38                         | 10.52               | 9.51                      | 2.40                | 2.30                | 4.45                | 2.10                | 229.2                        | NADA 4.3               |  |
| 103 P               | 4.58                | 5.45                         | 10.55               | 9.55                      | 2.45                | 2.35                | 4.55 <sup>104</sup> | 2.14                | 233.5                        | LATIMER 4.7            |  |
| 94 P                | 5.06                | 5.53                         | 10.58               | 9.59                      | 2.50                | 2.40                | 5.01                | 2.18                | 238.2                        | KERR 4.4               |  |
| 80 122 WFP          | 5.15                | 6.01                         | 11.02               | 10.05                     | s 3.05              | s 2.50              | s 5.10              | 2.24                | 242.6                        | DN LUND YL UN 5.0      |  |
| 73 P                | 5.24                | 6.10                         | 11.06               | 10.11                     | 3.12                | 2.57                | 5.18                | 2.30                | 247.6                        | FORD 4.9               |  |
| 98 P                | 5.32                | 6.18                         | 11.10               | 10.15                     | 3.18                | 3.03                | 5.24                | 2.34                | 252.5                        | ZANE 4.8               |  |
| 73 WP               | 5.40                | 6.26                         | 11.14               | 10.19                     | 3.24                | 3.09                | 5.30                | 2.38                | 257.3                        | BERYL 5.6              |  |
| 73 P                | 5.49                | 6.35                         | 11.18               | 10.24                     | 3.30                | 3.15                | 5.36                | 2.43                | 262.9                        | YALE 5.3               |  |
| 94 P                | 5.58                | 6.44                         | 11.22               | 10.29                     | 3.36                | 3.21                | 5.42                | 2.48                | 268.2                        | HEIST 6.0              |  |
| 99 99 WFP           | 6.20                | 7.05                         | 11.27 <sup>4</sup>  | 10.35                     | f 3.47              | 3.32                | f 5.52              | 2.54                | 274.2                        | DN MODENA YL NA 3.9    |  |
| 73 P                | 6.27                | 7.12                         | 11.31               | 10.40                     | 3.52                | 3.37                | 5.57                | 2.59                | 278.1                        | TOMAS 4.7              |  |
| 73 52 P             | 6.36                | 7.21                         | 11.35               | 10.45                     | 3.59                | 3.44                | 6.03                | 3.04                | 282.8                        | UVADA 3.4              |  |
| 52 P                | 6.44                | 7.29                         | 11.39 <sup>44</sup> | 10.49                     | 4.05                | 3.50                | 6.08                | 3.08                | 286.2                        | LIEN 4.1               |  |
| 116 YP              | 6.55 <sup>160</sup> | 7.40                         | 11.46               | 11.00 <sup>4</sup>        | 4.15                | 4.00                | f 6.18              | 3.16                | 290.3                        | DN CRESTLINE YL NE 4.4 |  |
| 99 P                | 7.03                | 7.48                         | 11.51               | 11.06                     | 4.24                | 4.09                | 6.26                | 3.22                | 294.7                        | BROWN 4.7              |  |
| 74 WP               | 7.13                | 7.58                         | 11.57PM             | 11.13 <sup>44</sup>       | 4.34                | 4.19                | 6.34                | 3.30                | 299.4                        | ACOMA 6.0              |  |
| 73 P                | 7.27                | 8.12                         | 12.05AM             | 11.21                     | 4.44                | 4.29                | 6.43                | 3.44 <sup>104</sup> | 305.4                        | BARCLAY 3.3            |  |
| 102 YP              | 7.37                | 8.22                         | 12.10 <sup>2</sup>  | 11.27                     | 4.50                | 4.35                | f 6.50              | 3.50                | 308.7                        | DN ISLEN SN 6.9        |  |
| 92 P                | 8.00                | 8.45 <sup>156</sup>          | 12.25               | 11.49 <sup>2</sup>        | 5.08                | 4.53                | 7.08                | 4.06                | 315.6                        | MINTO 4.1              |  |
| 99 P                | 8.10                | 8.53                         | 12.30               | 11.56PM                   | 5.16 <sup>160</sup> | 5.01 <sup>160</sup> | 7.16                | 4.12                | 319.7                        | ECCLES 4.8             |  |
| Yard WFTYP          | A 8.30PM            | A 9.10AM                     | A 12.40AM           | A 12.05AM                 | A 5.30PM            | A 5.15PM            | A 7.40AM            | A 4.20AM            | 324.5                        | DN-R CALIENTE YL CS    |  |

|        |        |        |        |        |        |        |        |       |                        |
|--------|--------|--------|--------|--------|--------|--------|--------|-------|------------------------|
| (4.15) | (4.25) | (2.05) | (2.35) | (3.20) | (3.15) | (3.20) | (2.35) | ..... | Thru Time              |
| 27.5   | 26.5   | 56.3   | 45.3   | 35.1   | 36.0   | 35.1   | 45.3   | ..... | Average speed per hour |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.

★Note. No. 103 will run only on the following dates: Due to leave Milford on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.

No. 7 will stop at Nada, Crestline and Islen to pick up revenue passengers for San Bernardino or West.

No. 43 will stop to pick up or discharge revenue passengers at any station.

| WESTWARD                     |                     | FIRST SUBDIVISION         |                |                      |                      |                        |                     |                     | Distance from Salt Lake City | Time-Table No. 108     |  |
|------------------------------|---------------------|---------------------------|----------------|----------------------|----------------------|------------------------|---------------------|---------------------|------------------------------|------------------------|--|
| SECOND CLASS                 |                     | FIRST CLASS               |                |                      |                      |                        |                     |                     |                              | June 2, 1946           |  |
| 104<br>Streamliner Passenger | 38<br>Passenger     | 8<br>Challenger Passenger | 4<br>Passenger | 44<br>Passenger      | 2<br>Passenger       | 156<br>Time Freight    | 160<br>Time Freight | STATIONS            |                              |                        |  |
| Daily                        | Daily               | Daily                     | Daily          | Daily                | Daily                | Daily                  | Daily               | DN-R MILFORD YL FD  |                              |                        |  |
| Yard WFTYOP                  | 5.15AM              | 1.00PM                    | 1.10PM         | 12.30AM              | 1.30AM               | 2.15AM                 | 12.30PM             | 9.20PM              | 576.8                        | 5.1                    |  |
| 105 P                        | 5.10 <sup>455</sup> | 12.52                     | 1.01           | 12.22                | 1.17                 | 2.04                   | 12.20               | 9.12                | 571.7                        | UPTON 5.1              |  |
| 103 P                        |                     | 12.46                     | 12.55          | 12.17                | 1.10                 | 1.59 <sup>1</sup>      | 12.12               | 9.04                | 566.6                        | LAHO 5.0               |  |
| 102 WP                       |                     | 12.40                     | 12.49          | 12.13                | 1.03                 | 1.54                   | 12.04PM             | 8.56                | 561.6                        | THERMO 6.8             |  |
| 94 P                         |                     | 12.33                     | 12.42          | 12.08                | 12.55                | 1.48                   | 11.54AM             | 8.46                | 554.8                        | NADA 4.3               |  |
| 103 P                        |                     | 12.28                     | 12.37          | 12.05                | 12.49                | 1.44                   | 11.47               | 8.39                | 550.5                        | LATIMER 4.7            |  |
| 94 P                         |                     | 12.23                     | 12.32          | 12.01AM              | 12.42                | 1.40                   | 11.39               | 8.31                | 545.8                        | KERR 4.4               |  |
| 80 122 WFP                   |                     | s 12.15                   | s 12.25        | 11.57PM              | s 12.35              | 1.35                   | 11.32               | 8.24                | 541.4                        | DN LUND YL UN 5.0      |  |
| 73 P                         |                     | 12.03PM                   | 12.13          | 11.51                | 12.24                | 1.28                   | 11.24               | 8.16                | 536.4                        | FORD 4.9               |  |
| 98 P                         |                     | 11.58AM                   | 12.08          | 11.47                | 12.19                | 1.24                   | 11.16               | 8.08                | 531.5                        | ZANE 4.8               |  |
| 73 WP                        |                     | 11.53                     | 12.03PM        | 11.43                | 12.14                | 1.19                   | 11.08               | 8.01                | 526.7                        | BERYL 5.6              |  |
| 73 P                         |                     | 11.47                     | 11.58AM        | 11.38                | 12.08                | 1.14                   | 11.00               | 7.53                | 521.1                        | YALE 5.3               |  |
| 94 P                         |                     | 11.42                     | 11.53          | 11.33                | 12.02AM              | 1.09                   | 10.52               | 7.45                | 515.8                        | HEIST 6.0              |  |
| 99 99 WFP                    |                     | 11.35                     | f 11.47        | 11.27 <sup>103</sup> | s 11.55PM            | 1.03                   | 10.40               | 7.34                | 509.8                        | DN MODENA YL NA 3.9    |  |
| 73 P                         |                     | 11.29                     | 11.41          | 11.17                | 11.49                | 12.57                  | 10.26               | 7.20                | 505.9                        | TOMAS 4.7              |  |
| 73 52 P                      |                     | 11.24                     | 11.36          | 11.12                | 11.44                | 12.53                  | 10.19               | 7.13                | 501.2                        | UVADA 3.4              |  |
| 52 P                         |                     | 11.19                     | 11.32          | 11.08                | 11.39 <sup>103</sup> | 12.49                  | 10.12               | 7.07                | 497.8                        | LIEN 4.1               |  |
| 116 YP                       |                     | 11.11                     | 11.24          | 11.00 <sup>3</sup>   | f 11.30              | 12.41                  | 10.00               | 6.55 <sup>477</sup> | 493.7                        | DN CRESTLINE YL NE 4.4 |  |
| 99 P                         |                     | 11.02                     | 11.16          | 10.53                | 11.22                | 12.34                  | 9.48                | 6.34                | 489.3                        | BROWN 4.7              |  |
| 74 WP                        |                     | 10.55                     | 11.09          | 10.46                | 11.13 <sup>3</sup>   | 12.27                  | 9.35                | 6.21                | 484.6                        | ACOMA 6.0              |  |
| 73 P                         |                     | 10.46                     | 11.00          | 10.37                | 11.01                | 12.18                  | 9.18                | 6.03                | 478.6                        | BARCLAY 3.3            |  |
| 102 YP                       |                     | 10.39                     | 10.53          | 10.31                | f 10.54              | 12.10AM <sup>103</sup> | 9.10                | 5.55                | 475.3                        | DN ISLEN SN 6.9        |  |
| 92 P                         |                     | 10.21                     | 10.36          | 10.15                | 10.37                | 11.49PM <sup>3</sup>   | 8.45 <sup>455</sup> | 5.30                | 468.4                        | MINTO 4.1              |  |
| 99 P                         |                     | 10.14                     | 10.29          | 10.09                | 10.30                | 11.43                  | 8.15                | 5.16 <sup>7</sup>   | 464.3                        | ECCLES 4.8             |  |
| Yard WFTYP                   | 3.10AM              | 10.05AM                   | 10.20AM        | 10.00PM              | 10.20PM              | 11.35PM                | 8.00AM              | 4.30PM              | 459.5                        | DN-R CALIENTE YL CS    |  |

|                             |        |        |        |        |        |        |        |        |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| Average speed per hour..... | (2.05) | (2.55) | (2.50) | (2.30) | (3.10) | (2.40) | (4.30) | (4.50) |
| Thru Time.....              | 56.3   | 40.2   | 41.4   | 46.9   | 37.0   | 43.9   | 26.0   | 24.2   |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.

★Note. No. 104 will run only on the following dates: Due to leave Caliente on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class, extra trains and yard engines.

No. 8 will stop at Beryl to let off revenue passengers from San Bernardino or West.

No. 44 will stop to pick up or discharge revenue passengers at any station.

No. 2 will stop at Lund to pick up revenue passengers for points east of Cheyenne.

| WESTWARD   |                     |              |       | PROVO SUBDIVISION            |                                    |                                  |                | EASTWARD            |                      |           |                     |
|--|---------------------|--------------|-------|------------------------------|------------------------------------|----------------------------------|----------------|---------------------|----------------------|-----------|---------------------|
| Car capacity of sidings, etc. See Rule 6 (A).  | SECOND CLASS        |              |       | Distance from Salt Lake City | Time-Table No. 108<br>June 2, 1946 | Mile Post                        | SECOND CLASS   |                     |                      | Mile Post |                     |
|  | 93<br>Local Freight | 305<br>Mixed | Daily |                              |                                    |                                  | 306<br>Mixed   | 94<br>Local Freight | Daily                |           | STATIONS            |
|  |                     |              |       |                              |                                    |                                  |                |                     |                      |           |                     |
| Yard WFTYOP  |                     |              |       | 0.0                          | DN R                               | SALT LAKE CITY YL SA C           | 36.3           | A                   | 1.45PM               | A         | 11.15PM             |
|  |                     |              |       | 1.3                          |                                    | EIGHTH SOUTH ST. YL              | 37.6           |                     | 1.30                 |           | 10.50               |
|  |                     |              |       | 2.1                          |                                    | S. L. & U. CROSSING YL           | 38.4           |                     |                      |           |                     |
| 77   |                     |              |       | 2.6                          |                                    | OFFICER YL                       | 38.9           |                     | 1.20                 |           | 10.46               |
|  |                     |              |       | 3.4                          |                                    | D. & R. G. W. CROSSING YL        | 39.7           |                     |                      |           |                     |
| 77 P   |                     |              |       | 4.7                          |                                    | HUSLER'S YL                      | 41.0           |                     | 1.10                 |           | 10.39               |
| 47 P   |                     |              |       | 7.3                          | DN                                 | MURRAY YL FN                     | 43.6           | f                   | 1.00                 | f         | 10.31 <sup>93</sup> |
| 60 WP  |                     |              |       | 7.9                          |                                    | PALLAS YL                        | 44.2           |                     | 12.55                |           |                     |
| 12 P   |                     |              |       | 9.6                          |                                    | ATWOOD YL                        | 45.9           |                     | 12.40                |           | 10.16               |
| 20   |                     |              |       | 11.2                         |                                    | CUSHING                          | 47.5           |                     |                      |           |                     |
|  |                     |              |       | 12.3                         |                                    | D. & R. G. W. CROSSING           | 48.6           |                     |                      |           |                     |
| 58 P   |                     |              |       | 12.6                         |                                    | SANDY                            | 48.9           | f                   | 12.30                |           | 10.06               |
| 48 WP  |                     |              |       | 17.1                         | DN                                 | DRAPER A                         | 782.9          | s                   | 12.15PM              |           | 9.56                |
| 73 W.B. P<br>70 E.B.   |                     |              |       | 24.5                         |                                    | MOUNT                            | 775.5          | f                   | 11.40AM              |           | 9.36                |
| 73 WYP   |                     |              |       | 29.0                         |                                    | CUTLER YL                        | 771.0          | f                   | 11.25                |           | 9.16                |
| 31 P   |                     |              |       | 30.5                         | D                                  | LEHI YL HI                       | 769.5          | f                   | 11.15                |           | 9.10                |
| 45 P   |                     |              |       | 33.5                         | D                                  | AMERICAN FORK AF                 | 766.5          | f                   | 11.05                |           | 9.03                |
|  |                     |              |       | 34.0                         |                                    | S. L. & U. CROSSING              | 766.0          |                     |                      |           |                     |
| 73 P   |                     |              |       | 36.5                         | D                                  | PLEASANT GROVE GO                | 763.5          | f                   | 10.50 <sup>306</sup> |           | 8.53                |
| 11   |                     |              |       | 40.9                         |                                    | VINEYARD                         | 759.1          | f                   | 10.35                |           |                     |
| 73 P   |                     |              |       | 42.0                         |                                    | GENEVA                           | 758.0          | f                   | 10.25                |           | 8.42                |
|  |                     |              |       | 42.7                         |                                    | D. & R. G. W. CROSSING           | 757.3          |                     |                      |           |                     |
| Yard WFTYOP  |                     |              |       | 47.3                         | DN-R                               | PROVO YL VO UR                   | 752.7          | s                   | 10.15                |           | 8.30                |
| 25   |                     |              |       | 52.0                         |                                    | SPRINGVILLE                      | 748.0          | f                   | 9.00                 |           | 6.59                |
| 29 P   |                     |              |       | 55.6                         | D                                  | SPANISH FORK SF                  | 744.4          | f                   | 8.47                 |           | 6.51                |
| 52 P   |                     |              |       | 58.4                         |                                    | BENJAMIN                         | 741.6          | f                   | 8.40                 |           | 6.45                |
| 55 WP  |                     |              |       | 63.2                         | D                                  | PAYSON CN                        | 736.8          | f                   | 8.30                 |           | 6.30                |
| 52 P   |                     |              |       | 69.3                         |                                    | SANTAQUIN                        | 730.7          | f                   | 8.11                 |           | 6.18                |
| 60 P   |                     |              |       | 72.0                         |                                    | YORK                             | 728.0          | f                   | 8.05                 |           | 6.12                |
| 51 WP  |                     |              |       | 78.0                         |                                    | STARR                            | 722.0          | f                   | 7.50                 |           | 5.58                |
| 13   |                     |              |       | 81.6                         |                                    | MONA                             | 718.4          | f                   | 7.40                 |           | 5.40                |
| 41 P   |                     |              |       | 83.3                         |                                    | BURRISTON                        | 716.7          | f                   | 7.35                 |           | 5.36                |
| 52 WYP   |                     |              |       | 89.2                         | DN                                 | NEPHI NI                         | 710.8          | s                   | 7.15                 |           | 5.24                |
| 53 P   |                     |              |       | 96.4                         |                                    | SHARP                            | 703.6          | f                   | 6.45                 |           | 5.09                |
| 75 P   |                     |              |       | 103.7                        |                                    | JUAB                             | 696.3          | f                   | 6.20                 |           | 4.54                |
| 52 WP  |                     |              |       | 110.7                        |                                    | MILLS                            | 689.3          | f                   | 6.00                 |           | 4.36                |
| 60 P   |                     |              |       | 118.9                        |                                    | PARLEY                           | 681.1          | f                   | 5.40                 |           | 4.11 <sup>306</sup> |
| 9 P  |                     |              |       | 121.0                        |                                    | SOMA                             | 679.0          | f                   | 5.30 <sup>93</sup>   |           | 4.05                |
| 26 P   |                     |              |       | 128.7                        |                                    | LEAMINGTON                       | 671.3          | f                   | 5.15                 |           | 3.44                |
| 60 P   |                     |              |       | 130.1                        |                                    | MACK                             | 669.9          | f                   | 5.10                 |           | 3.40                |
| Yard WFTYOP  |                     |              |       | 134.1                        | DN-R                               | LYNNDYL YL NY                    | 665.9          |                     | 5.00AM               |           | 3.30PM              |
|  |                     |              |       | (134.1)                      |                                    |                                  |                | Daily               |                      | Daily     |                     |
|  |                     |              |       | (8.10)<br>16.4               |                                    | .....Thru Time.....              | (8.45)<br>15.3 |                     | (7.45)<br>17.3       |           |                     |
|  |                     |              |       | (9.15)<br>14.5               |                                    | .....Average speed per hour..... |                |                     |                      |           |                     |
| Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. |                     |              |       |                              |                                    |                                  |                |                     |                      |           |                     |

| Westward  |                      |                     |       | FAIRFIELD BRANCH                   |                |                      |                     | Eastward              |                |   |                      | Westward  |                |                                    |           | PIOCHE BRANCH  |                     |                |           | Eastward   |                      |                     |             | Westward                           |           |                      |                     | PRINCE BRANCH |           |                      |                      | Eastward                           |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|----------------------|---------------------|-------|------------------------------------|----------------|----------------------|---------------------|-----------------------|----------------|---|----------------------|---|----------------|------------------------------------|-----------|--|---------------------|----------------|-----------|--|----------------------|---------------------|-------------|------------------------------------|-----------|----------------------|---------------------|---------------|-----------|----------------------|----------------------|------------------------------------|----------------------|----------------------|----------------------|--|--|--|--|--|--|--|--|--|--|--|--|------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Car capacity of sidings, etc. See Rule 6 (A).   | SECOND CLASS         |                     |       | Time-Table No. 108<br>June 2, 1946 | Mile Post      | SECOND CLASS         |                     |                       | Mile Post      | Car capacity of sidings, etc. See Rule 6 (A). | SECOND CLASS         |   |                | Time-Table No. 108<br>June 2, 1946 | Mile Post | SECOND CLASS   |                     |                | Mile Post | Car capacity of sidings, etc. See Rule 6 (A).  | SECOND CLASS         |                     |             | Time-Table No. 108<br>June 2, 1946 | Mile Post | SECOND CLASS         |                     |               | Mile Post |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   | 403<br>Local Freight | Daily Except Sunday | Daily |                                    |                | 404<br>Local Freight | Daily Except Sunday | Daily                 |                |   | 403<br>Local Freight | Daily Except Sunday   | Daily          |                                    |           | 404<br>Local Freight   | Daily Except Sunday | Daily          |           |  | 403<br>Local Freight | Daily Except Sunday | Daily       |                                    |           | 404<br>Local Freight | Daily Except Sunday | Daily         |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           | 403<br>Local Freight | 404<br>Local Freight | 403<br>Local Freight               | 404<br>Local Freight | 403<br>Local Freight | 404<br>Local Freight |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 73 W<br>YP  |                      |                     |       | 0.0                                | R              | CUTLER YL            | 0.0                 |                       | Yard WFTYOP    | 7.30AM  | DN-R                 | CALIENTE YL CS  | 0.0            | A                                  | 4.45PM    | 16WY   | D                   | PIOCHE YL RM   | 0.0       |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       | 1.9                                |                | S. L. & U. CROSSING  | 1.9                 |                       |                |   |                      | PECK  | 6.0            |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15  |                      |                     |       | 4.9                                | 26             | CLINTON              | 4.9                 |                       |                | s   | 8.45                 |   | PANACA         | 14.5                               | s         | 3.30   | 7                   |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8   |                      |                     |       | 12.7                               |                | DAHL (Spur)          | 12.7                |                       | w              |   |                      |   | WATER TANK     | 20.4                               |           |  | 4                   |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8   |                      |                     |       | 17.4                               |                | FLOYD (Spur)         | 17.4                |                       | 1              | s   | 9.20                 |   | DELMUES (Spur) | 21.4                               | s         | 2.45   | 4 wo                |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20  |                      |                     |       | 20.3                               |                | FAIRFIELD            | 20.3                |                       | 16WY           | A   | 10.15AM              | D   | PIOCHE YL RM   | 32.7                               |           | 2.00PM   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16  |                      |                     |       | 23.6                               |                | 5 MILE PASS          | 23.6                |                       |                |   |                      |   |                |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       | 23.6                               |                |                      |                     |                       |                |   |                      |   |                |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.      |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      | (2.45) .....Thru Time..... (2.45)<br>11.9 .....Average speed per hour..... 11.9 |                |                                    |           | Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404.—See Rule S-72. |                     |                |           | Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Westward  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | Eastward   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| SECOND CLASS  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | SECOND CLASS   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time-Table No. 108<br>June 2, 1946  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | Time-Table No. 108<br>June 2, 1946   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| STATIONS  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | STATIONS   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 80<br>122 WYYP  |                      |                     |       | 3.00PM                             |                | 5.30AM               | DN-R                | LUND YL UN            | 0.0            | A   | 2.05PM               | A   | 12.15AM        | WYOP                               | R         | IRON SPRINGS YL  | 0.0                 |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 50 P  |                      |                     |       | 3.25                               |                | 5.50                 |                     | AVON                  | 9.4            |   | 1.40                 |   | 11.54PM        | 42 Y                               | D         | IRON MOUNTAIN YL MN  | 14.7                |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 84 WYOP   |                      |                     |       | 4.07                               |                | 6.13                 | R                   | IRON SPRINGS YL       | 21.0           |   | 1.10                 |   | 11.31          |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20 P  |                      |                     |       | 4.20                               |                | 6.22                 |                     | HALIVAH               | 25.2           |   | 12.50                |   | 11.22          |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       |                                    |                |                      |                     | STOCK YARDS YL (Spur) | 29.9           |   |                      |   |                |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 43 Loop WP  |                      |                     |       | A 4.45PM                           |                | A 6.45AM             | DN-R                | CEDAR CITY YL CD      | 32.5           |   | 12.30PM              |   | 11.00PM        |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       |                                    |                |                      |                     |                       | 32.5           |   | Daily Except Sunday  |   | Daily          |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (1.45) (1.15) .....Thru Time..... (1.35) (1.15)<br>18.2 26.0 .....Average speed per hour..... 20.5 26.0 |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Westward  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | Eastward   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| FILLMORE BRANCH   |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | EUREKA BRANCH  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      | SILVER CITY BRANCH                 |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  | MAMMOTH BRANCH                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time-Table No. 108<br>June 2, 1946  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | Time-Table No. 108<br>June 2, 1946   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      | Time-Table No. 108<br>June 2, 1946 |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  | Time-Table No. 108<br>June 2, 1946 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| STATIONS  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | STATIONS   |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      | STATIONS                           |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  | STATIONS                           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 47 W<br>96 PY   |                      |                     |       | DN                                 | DELTA YL AK    | 0.0                  |                     |                       | 73 W<br>93 YOP |   |                      |   | DN             | TINTIC YL U                        | 0.0       |  |                     | 73 W<br>93 YOP |           |  |                      | DN                  | TINTIC YL U | 0.0                                |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       |                                    |                |                      |                     | GREENWOOD (Spur)      | 21.7           |   |                      |   |                | TINTIC WYE YL                      | 0.8       |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 26WY  |                      |                     |       | D                                  | FILLMORE YL FJ | 32.2                 |                     |                       |                |   |                      |   |                | MAMMOTH JCT. YL                    | 1.6       |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       |                                    |                |                      |                     |                       | 6              |   |                      |   | D              | EUREKA YL RK                       | 3.6       |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32.2  |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           | 3.6  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      | 2.4                                |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  | 1.6                                |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.      |                      |                     |       |                                    |                |                      |                     |                       |                |   |                      |   |                |                                    |           |  |                     |                |           |  |                      |                     |             |                                    |           |                      |                     |               |           |                      |                      |                                    |                      |                      |                      |  |  |  |  |  |  |  |  |  |  |  |  |                                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**SPEED RESTRICTIONS**

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment;  
Train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When a Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

| Location  | Miles Per Hour |       |      | Location  | Miles Per Hour |       |      |
|---|----------------|-------|------|---|----------------|-------|------|
|   | Str.           | Psgr. | Frt. |   | Str.           | Psgr. | Frt. |
| Maximum speed.  | 90             | 75    | 45   | Within yard limits—   |                |       |      |
| Inspection bus cars.  |                | 45    | 45   | On main line.   | 50             | 40    | 25   |
| When caboose is handled in train consisting of passenger equipment. |                | 50    |      | On branch lines and on Provo Subdivision.   |                | 30    | 15   |
| 3800 and 3900 class and 2-10-2 type engines.                        |                | 50    | 45   | Through tunnels.  | 40             | 40    | 25   |
| MacArthur type engines with 63-inch drivers.                        |                | 50    | 45   | Over spring switches, when using turnouts.  | 15             | 15    | 15   |
| MacArthur type engines with 57-inch drivers.                        |                | 35    | 35   | Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement.                 | 20             | 20    | 20   |
| 4000 and 9000 class engines.  |                | 45    | 45   | Over spring switches where movement is over facing point switch, except at Caliente, Minto and Buena Vista.                             | 20             | 20    | 20   |
| Ten Wheeler type engines.   |                | 35    | 35   | When using cross-overs or turnouts.   | 15             | 15    | 15   |
| Mallet and Consolidation type engines.                              |                | 35    | 35   | When using cross-overs, turnouts or any wye track, with 9000 class engines.   |                | 6     | 6    |
| 0-6-0 and 0-8-0 type yard engines.                                  |                | 20    | 20   | Through interlocking.   | 30             | 30    | 30   |
| Engines running backward.   | 20             | 20    | 20   | Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over the crossing. | 20             | 20    | 20   |
| Trains handling scale test cars—                                    |                |       |      | Jordan spreaders and other machines of spreader type, when in operation.  |                |       | 15   |
| On main line.   |                |       | 30   |   |                |       |      |
| On branch lines.  |                |       | 20   |   |                |       |      |
| Trains handling loaded wooden Hart convertible cars.                |                |       | 30   |   |                |       |      |
| Trains handling company roadway machines on their own wheels—       |                |       |      |   |                |       |      |
| On straight track.  |                |       | 30   |   |                |       |      |
| On curves.  |                |       | 25   |   |                |       |      |
| 1100 class Diesel switch engines in road service.                   |                | 35    | 35   |   |                |       |      |

**FIRST SUBDIVISION**

| Location   | Str. | Psgr. | Frt. | Location              | Str. | Psgr. | Frt. |
|--|------|-------|------|-----------------------|------|-------|------|
| Between Caliente and east switch Lien.                                       | 60   | 50    | 40   | On curves as follows: |      |       |      |
| Caliente, between public crossing east of passenger station and Signal 4592. | 20   | 20    | 20   | Between Mile Posts—   |      |       |      |
| West switch at Islen.  | 30   | 25    | 20   | Caliente              | 40   | 35    | 25   |
| Islen to Minto, engines backing up.  |      |       | 12   | 460.0 and 460.3       |      |       |      |
| West switch at Crestline.  | 30   | 30    | 25   | 461.2 and 461.7       | 30   | 25    | 20   |
| East switch at Crestline.  | 30   | 30    | 25   | 461.7 and 463.9       | 45   | 35    | 25   |
|  |      |       |      | Eccles                | 45   | 35    | 25   |
|  |      |       |      | 466.0 and 466.9       |      |       |      |
|  |      |       |      | Minto                 | 55   | 45    | 35   |
|  |      |       |      | 468.1 and 468.3       |      |       |      |

**FIRST SUBDIVISION (Continued)**

| Location              | Miles Per Hour |       |      | Location              | Miles Per Hour |       |      |
|-----------------------|----------------|-------|------|-----------------------|----------------|-------|------|
|                       | Str.           | Psgr. | Frt. |                       | Str.           | Psgr. | Frt. |
| On curves as follows: |                |       |      | On curves as follows: |                |       |      |
| Between Mile Posts—   |                |       |      | Between Mile Posts—   |                |       |      |
| 469.1 and 477.2       | 30             | 25    | 20   | 490.6 and 491.5       | 50             | 40    | 30   |
| Barclay               |                |       |      | 491.9 and 492.1       | 40             | 30    | 25   |
| 479.1 and 479.4       | 40             | 30    | 25   | Crestline             |                |       |      |
| 479.8 and 480.0       | 50             | 40    | 25   | 494.1 and 494.4       | 40             | 30    | 25   |
| 480.4 and 481.6       | 30             | 25    | 20   | 495.0 and 497.3       | 30             | 25    | 20   |
| Acoma                 |                |       |      | Lien                  |                |       |      |
| 484.5 and 484.7       | 50             | 40    | 30   | 498.2 and 498.5       | 60             | 50    | 40   |
| 485.0 and 486.5       | 50             | 40    | 30   | 499.7 and 499.9       | 70             | 60    | 45   |
| 486.8 and 488.7       | 30             | 30    | 25   | Uvada                 |                |       |      |
| Brown                 |                |       |      | 502.0 and 502.4       | 70             | 60    | 45   |
| 489.1 and 489.2       | 50             | 40    | 30   | 505.1 and 565.2       | 85             | 65    | 45   |
| 489.7 and 489.9       | 45             | 35    | 30   | Laho                  |                |       |      |

**SECOND SUBDIVISION**

| Location              | Str. | Psgr. | Frt. | Location              | Str. | Psgr. | Frt. |
|-----------------------|------|-------|------|-----------------------|------|-------|------|
| Delta                 |      |       |      | On curves as follows: |      |       |      |
| Hal Oil Spur.         |      |       | 5    | Between Mile Posts—   |      |       |      |
| East leg of wye.      |      |       | 5    | Delta                 |      |       |      |
| On curves as follows: |      |       |      | 650.7 and 653.2       | 70   | 60    | 45   |
| Between Mile Posts—   |      |       |      | 653.4 and 654.1       | 90   | 70    | 45   |
| Milford               |      |       |      | 654.1 and 654.7       | 60   | 50    | 40   |
| 580.0 and 596.4       | 90   | 70    | 45   | Strong                |      |       |      |
| Black Rock            |      |       |      | 655.8 and 656.4       | 70   | 60    | 45   |
| 600.5 and 600.7       | 70   | 60    | 45   | 657.4 and 657.6       | 90   | 70    | 45   |
| 601.6 and 614.3       | 90   | 70    | 45   | Cline                 |      |       |      |
| Bloom                 |      |       |      |                       |      |       |      |
| 615.2 and 615.8       | 60   | 50    | 40   |                       |      |       |      |
| 619.0 and 644.8       | 90   | 70    | 45   |                       |      |       |      |

**THIRD SUBDIVISION**

| Location   | Str. | Psgr. | Frt. | Location              | Str. | Psgr. | Frt. |
|--|------|-------|------|-----------------------|------|-------|------|
| Lynndyl, between east and west water columns.  | 15   | 15    | 15   | On curves as follows: |      |       |      |
| Lynndyl, over old cinder pit on inbound roundhouse lead.   |      | 5     | 5    | Between Mile Posts—   |      |       |      |
| Tintic, west switch.   | 30   | 30    | 20   | Champlin              |      |       |      |
| Tintic, west leg of wye.   |      |       | 5    | 678.9 and 679.2       | 65   | 55    | 40   |
| Clover, Deseret Chemical area.   |      |       | 5    | Dyer                  |      |       |      |
| Running track between Warner and Stockton.   | 15   | 15    | 15   | 679.8 and 680.2       | 85   | 65    | 45   |
| Warner, wye.   |      |       | 5    | 680.5 and 684.5       | 60   | 50    | 40   |
| Lake Point, American Smelting & Refining Co. high line.  |      |       | 15   | Jericho               |      |       |      |
| Between Buena Vista and North Yard, Freight Line.  | 20   | 20    | 20   | 685.7 and 686.0       | 70   | 60    | 45   |
| All trains and engines using Provo or Third Subdivision main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street. |      |       |      | 686.2 and 687.0       | 65   | 55    | 40   |
| Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.  | 12   | 12    | 12   | 687.3 and 688.9       | 60   | 50    | 40   |
| Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.  |      |       | 5    | 689.6 and 690.1       | 85   | 65    | 45   |
| On curves as follows:  |      |       |      | McIntyre              |      |       |      |
| Between Mile Posts—  |      |       |      | 691.6 and 692.1       | 85   | 65    | 45   |
| Adams  |      |       |      | 692.8 and 693.4       | 70   | 60    | 45   |
| 671.3 and 678.4  | 85   | 65    | 45   | 694.9 and 696.3       | 85   | 65    | 45   |
|  |      |       |      | Tintic                |      |       |      |
|  |      |       |      | 699.6 and 699.9       | 65   | 55    | 40   |
|  |      |       |      | 700.6 and 701.0       | 60   | 50    | 40   |
|  |      |       |      | 702.1 and 703.8       | 70   | 60    | 45   |
|  |      |       |      | Boulter               |      |       |      |
|  |      |       |      | 705.8 and 709.9       | 55   | 45    | 35   |
|  |      |       |      | Lofgreen              |      |       |      |
|  |      |       |      | 710.2 and 714.2       | 55   | 45    | 35   |
|  |      |       |      | Dunbar                |      |       |      |
|  |      |       |      | 714.9 and 715.3       | 60   | 50    | 40   |
|  |      |       |      | 715.5 and 715.8       | 55   | 45    | 40   |
|  |      |       |      | 716.6 and 716.8       | 60   | 50    | 40   |

THIRD SUBDIVISION (Continued)

| Location  | Miles Per Hour |       |      | Location   | Miles Per Hour |       |      |
|---|----------------|-------|------|--|----------------|-------|------|
|   | Str.           | Psgr. | Frt. |  | Str.           | Psgr. | Frt. |
| On curves as follows:<br>Between Mile Posts—<br><b>Pehrson</b><br>719.6 and 721.0 | 55             | 45    | 35   | On curves as follows:<br>Between Mile Posts—<br><b>Morris</b><br>760.9 and 761.9 | 70             | 60    | 45   |
| 721.1 and 723.3   | 65             | 55    | 45   | 762.8 and 763.3  | 65             | 55    | 45   |
| <b>Faust</b><br>724.9 and 741.1   | 85             | 65    | 45   | <b>Lake Point</b><br>764.9 and 765.5   | 70             | 60    | 45   |
| <b>Stockton</b><br>743.9 and 744.1  | 60             | 50    | 40   | 767.2 and 767.5  | 60             | 50    | 40   |
| 745.6 and 749.0   | 90             | 70    | 45   | <b>Garfield</b><br>770.1 and 770.6   | 70             | 60    | 45   |
| <b>Shields</b><br>754.2 and 755.5   | 60             | 50    | 40   | <b>Riter</b><br>776.6 and 776.8  | 90             | 70    | 45   |
| <b>Erda</b><br>755.9 and 756.3  | 90             | 70    | 45   | <b>Buena Vista</b><br>779.2 and 779.6  | 65             | 55    | 45   |
| 757.1 and 758.8   | 55             | 45    | 35   |  |                |       |      |
| 759.7 and 760.2   | 90             | 70    | 45   |  |                |       |      |

PROVO SUBDIVISION

|  |    |    |    |  |    |    |    |
|--|----|----|----|--|----|----|----|
| Maximum speed.   | 50 | 40 | 40 | American Fork City Limits, between Mile Posts<br>765.8 and 767.5 | 20 | 20 | 20 |
| 3800 and 3900 class engines.   |    | 30 | 30 | Lehi, Sugar Factory trackage.                                    |    |    | 5  |
| All trains and engines using Provo or<br>Third Subdivision main tracks on Third<br>West St., Salt Lake City, must consume<br>not less than 6 minutes between First<br>South Street and Ninth South Street. |    |    |    | Cutler, Emsco Spur, over No. 7 switch.                           |    |    | 5  |
| Between Salt Lake City and Sandy.  | 30 | 30 | 30 | Midvale, all tracks except Main Track.                           |    |    | 12 |
| Within yard limits between Salt Lake<br>City and Atwood.   | 15 | 15 | 15 | On curves as follows:<br>Between Mile Posts—                     |    |    |    |
| Through interlocking.  | 20 | 20 | 20 | <b>Leamington</b><br>674.6 and 685.8                             | 40 | 30 | 20 |
| Lynnndyl to Geneva, trains handling iron ore.  |    |    | 30 | <b>Mills</b><br>691.8 and 694.4                                  | 40 | 30 | 20 |
| Lynnndyl, between house track switch and<br>standpipe.   | 5  | 5  | 5  | <b>Santaquin</b><br>732.9 and 733.5                              | 40 | 30 | 20 |
| Nephi City Limits, between Mile Posts<br>709 and 712.  | 20 | 20 | 20 | <b>Cutler</b><br>773.5 and 778.0                                 | 40 | 30 | 20 |
| Provo City Limits, between Mile Posts<br>751.0 and 754.8   | 20 | 20 | 20 | <b>Mount</b><br>781.0 to 783.0 eastward                          | 20 | 20 | 20 |
| Geneva Steel Plant, over road crossings.   |    |    | 15 | 784.0 to 781.0 westward  | 20 | 20 | 20 |
| Pleasant Grove City Limits, between Mile Posts<br>762.9 and 764.0  | 20 | 20 | 20 | <b>Sandy</b>   |    |    |    |

BRANCHES

|  |  |    |    |  |  |    |    |
|--|--|----|----|--|--|----|----|
| <b>Fairfield Branch.</b>                                     |  | 15 | 15 | Cedar City, oil track No. 12, Commissary<br>Spur and freight house lead.   |  |    | 5  |
| <b>Pioche Branch.</b><br>Between Mile Posts—<br>0.0 and 17.0 |  | 20 | 20 | <b>Iron Mountain Branch.</b>   |  | 15 | 15 |
| 17.0 and 22.0  |  | 10 | 10 | <b>Fillmore Branch.</b>  |  | 20 | 20 |
| 22.0 and 32.7  |  | 15 | 15 | Fillmore Branch, at M.P. 12.4, 12.8, 13.5<br>and 18.5, account drifting sand, all trains<br>and engines must move prepared to stop<br>if track is not clear. |  |    |    |
| <b>Prince Branch.</b>  |  | 15 | 15 | <b>Eureka Branch.</b>  |  | 12 | 12 |
| <b>Cedar City Branch.</b>                                    |  | 30 | 20 | Eureka, within city limits.  |  | 6  | 6  |
| Cedar City Loop, over spring switch.                         |  | 10 | 10 |  |  |    |    |