



UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT



UTAH DIVISION

FIRST SUBDIVISION
SECOND SUBDIVISION
THIRD SUBDIVISION
PROVO SUBDIVISION
AND BRANCHES

TIME-TABLE No. 100

Effective Friday,
August 1, 1941
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME TABLE

EASTWARD

SECOND CLASS			FIRST CLASS					Distance from Salt Lake City to Los Angeles Union Station	Time-Table No. 100 August 1, 1941	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS		
259 Time Freight	257 Time Freight	253 Freight	5 Mail and Express	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger				14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	264 Time Freight	262 Time Freight	
Daily	Daily	Daily	Daily	★ See Note below	Daily	Daily	Daily											
7.30PM	6.30AM	3.30AM	11.25PM	6.10PM	10.05AM	10.00AM	1.15AM	0.0	SALT LAKE CITY	784.0	A 6.25AM	A 10.24AM	A 5.50PM	A 6.00PM	A 6.10PM	A 7.00AM	A 4.50AM	
8.24	7.40	4.06	11.51PM	6.29	10.37	10.27	1.41	15.7	GARFIELD	768.3	5.59	10.02	5.23	5.35	5.44	5.23	3.20	
9.19PM	8.35AM	4.48	12.15AM	6.49	11.12AM	10.59AM	2.10	35.8	WARNER	748.2	5.33	9.43	4.59	5.11	5.22	4.48	1.45AM	
2.15AM	12.15PM	7.35	2.05	8.07	1.30PM	1.15PM	4.28	118.1	LYNN DYL	665.9	3.18	8.22	3.01	3.15	3.39	1.30AM	10.15PM	
6.35	4.00	11.05AM	4.00	9.17	4.00	3.40	6.23	207.2	MILFORD	576.8	1.05	7.10	1.08	1.30	1.50	9.30PM	5.30	
7.54	5.04	12.17PM	4.44	9.44	4.46	4.26	7.10	242.6	LUND	541.4	12.15AM	6.44	12.17PM	12.41PM	1.01PM	7.25	2.45PM	
11.45AM	8.00	3.20	5.55	10.23PM	6.10	5.50	8.15	324.5	PT CALIENTE MT	459.5	10.02PM	5.04	10.10AM	10.45AM	11.05AM	4.00PM	10.30AM	
2.59PM	10.57PM	6.02	7.53	12.10AM	8.18	8.01	10.22	400.9	MOAPA	383.1	6.39	2.11	6.38	7.18	7.53	11.00AM	4.32	
8.00PM	3.00AM	A 7.45PM	9.10AM	1.06	9.40PM	9.20PM	11.40AM	449.8	LAS VEGAS	334.2	5.35	1.22AM	5.40	6.20	7.00	9.15AM	2.30AM	
8.00AM	12.15PM		1.00PM	4.03	2.45AM	2.30AM	4.00PM	620.8	YERMO	163.2	1.10	10.07PM	1.15	1.45	3.07	11.00PM	3.50PM	
8.40AM	1.00		1.25	4.22	3.25	3.10	4.30	634.2	BARSTOW	150.1	12.40PM	9.50	12.45AM	1.10AM	2.48	9.00	12.40PM	
1.30PM	5.45		3.37	6.16	5.48	5.38	6.30	715.0	SAN BERNARDINO	67.3	10.20AM	8.08	10.25PM	10.35PM	12.37	4.00	8.00AM	
1.40	5.55		3.44	6.23	5.56	5.46	6.40	718.8	COLTON	64.5	10.02	7.56	10.07	10.17	12.25	2.00	3.00	
2.10	6.15		4.02	6.37	6.16	6.06	6.57	725.5	RIVERSIDE	67.5	9.50	7.47	9.55	10.05	12.12AM	1.20PM	2.00AM	
A 4.00PM	A 9.00PM		A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	A 8.45PM	784.7	LOS ANGELES	0.0	8.00AM	6.30PM	8.00PM	8.05PM	10.45PM	11.30AM	11.30PM	
											Daily	★ See note below	Daily	Daily	Daily	Daily	Daily	
(45.30) 17.2	(39.30) 19.8	(17.15) 26.0	(19.25) 46.4	(14.50) 52.9	(23.80) 33.4	(23.80) 33.4	(20.30) 38.3	Thru Time.....	(21.25) 36.8	(14.54) 52.6	(20.59) 37.6	(20.55) 37.5	(18.25) 42.02	(42.30) 18.4	(52.20) 15.0		

★Note. No. 103 leaves Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.
No. 104 leaves Los Angeles on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

F. C. PAULSEN,

General Manager

P. J. LYNCH,

Superintendent Transportation

R. E. TITUS, General Supt. Salt Lake City, Utah

A. E. STODDARD, Superintendent Salt Lake City, Utah

W. J. MORRISON, Asst. Supt. Salt Lake City, Utah

J. V. ROCHEK, Trainmaster Salt Lake City, Utah

G. H. SEAL, Trainmaster Milford, Utah

Third and Provo Subdivisions and Branches

C. E. AYE, Chief Train Dispatcher
O. J. LANGSTON, Assistant Chief Train Dispatcher
J. C. HAYMOND, Assistant Chief Train Dispatcher

L. G. CAMPBELL
F. J. HOLDERMAN
L. W. FLAHERTY
L. E. STORRS
R. CRISPINO

} Train Dispatchers,
Salt Lake City, Utah

First and Second Subdivision and Branches

E. R. GUYE, Chief Train Dispatcher
C. C. LOBACK, Ass't Chief Train Dispatcher

R. L. GUNDY
W. B. DUMAS
O. B. OLSON
W. C. HYDE
M. L. BUNTIN
C. A. PREWITT

} Train Dispatchers,
Milford, Utah

2 (R). 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
 Salt Lake City.....H. B. Miller Co., 460 W. 2d South St.
 Lehi.....E. N. Webb
 Provo.....W. E. Mitchell, 34 West Center St.
 Eureka.....John Morley & Son
 Cedar City.....W. F. Mullet
 Milford.....Corner Drug Store

3 (R). Standard clocks are located as shown below:

North Yard.....Telegraph Office
 North Yard.....Enginemen's Register Room
 Salt Lake City.....Union Depot Telegraph Office
 Salt Lake City.....Train Dispatcher's Office
 Cedar City.....Telegraph Office
 Provo.....Joint Yard Telegraph Office
 Provo.....Local Freight Office
 Tintie.....Telegraph Office
 Lyndyl.....Telegraph Office
 Milford.....Train Dispatcher's Office
 Milford.....M. J. Christensen
 Milford.....Enginemen's Locker Room
 Lund.....Telegraph Office
 Caliente.....Depot Register Room
 Caliente.....Enginemen's Register Room

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha, Neb.	All.
Douglas L. Gamette	District Surgeon	Los Angeles, Calif.	All.
John F. Hill	Surgeon	Caliente, Nev.	Crestline to Moapa.
J. W. Bergstrom	Surgeon	Cedar City, Utah	Cedar City to Avon.
R. R. Shannon	Surgeon	Milford, Utah	Crestline to Clear Lake.
W. H. Wright	Surgeon	Delta, Utah	Black Rock to Lyndyl.
Steele Bailey, Jr.	Surgeon	Eureka, Utah	Boulter to Adams and Tintie District.
J. H. Peck	Surgeon	Tooele, Utah	Warner to Lake Point.
F. H. Beckstead	Surgeon	Nephi, Utah	Santaquin to Lyndyl.
T. W. Allred	Surgeon	Nephi, Utah	Santaquin to Lyndyl.
L. D. Stewart	Surgeon	Payson, Utah	Spanish Fork to Sandy.
F. W. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
F. R. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
B. C. Linebaugh	Surgeon	Pleasant Grove, Utah	Draper to Vineyard.
Kenneth E. Noyes	Surgeon	American Fork, Utah	American Fork to 5 Mile Pass.
Spencer Wright	Division Surgeon	Salt Lake City, Utah	All.
L. J. Taufer	Surgeon	Salt Lake City, Utah	All.
F. L. Stauffer	Surgeon	Salt Lake City, Utah	All.
H. O. Frazier	Surgeon	Salt Lake City, Utah	All.
F. R. Slopansky	Surgeon	Salt Lake City, Utah	All.
F. J. Winget	Surgeon	Salt Lake City, Utah	All.
W. M. Clinger	Surgeon	Salt Lake City, Utah	All.
Rees H. Anderson	Surgeon	Salt Lake City, Utah	All.
R. E. Smith	Surgeon	Salt Lake City, Utah	All.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
80"	120.	52"	69.2	1' 15"	48.
81"	116.1	53"	67.9	1' 20"	45.
82"	112.5	54"	66.6	1' 25"	42.3
83"	109.1	55"	65.4	1' 30"	40.
84"	105.9	56"	64.2	1' 35"	37.9
85"	102.9	57"	63.1	1' 40"	36.
86"	100.	58"	62.	1' 45"	34.3
87"	97.3	59"	61.	1' 50"	32.7
88"	94.7	1'	60.	1' 55"	31.3
89"	92.3	1' 1"	59.	2'	30.
90"	90.	1' 2"	58.	2' 15"	26.6
91"	87.8	1' 3"	57.1	2' 30"	24.
92"	85.7	1' 4"	56.2	2' 45"	21.8
93"	83.7	1' 5"	55.3	3'	20.
94"	81.8	1' 6"	54.5	3' 30"	17.1
95"	80.	1' 7"	53.7	4'	15.
96"	78.3	1' 8"	52.9	5'	12.
97"	76.6	1' 9"	52.1	6'	10.
98"	75.	1' 10"	51.4	7'	8.6
99"	73.5	1' 11"	50.7	8'	7.5
100"	72.	1' 12"	50.	10'	6.

MILEAGE:

Main Line 458.8
 Branches 167.8
Total 626.6

WESTWARD

PROVO SUBDIVISION

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 100 August 1, 1941	Distance from First Street, Los Angeles	SECOND CLASS			
	93 Local Freight	479 Local Freight	305 Mixed				306 Mixed	94 Local Freight		
	Daily	Daily	Daily							
WFTYOP	11.30AM	* 7.45AM	2.00AM	0.0	DN-R SALT LAKE CITY VN-C	800.0	A 1.45PM	A 7.30PM		
	11.40	8.00	2.30	1.3	1.3 EIGHTH SOUTH ST.	798.7	1.30	7.05		
				2.1	0.8 SALT LAKE & UTAH CROSS'G	797.9				
3,907 P	11.50AM	8.10	2.40	2.6	0.5 OFFICER	797.4	1.20	6.55		
				3.4	0.8 D. & R. G. W. CROSSING	796.6				
4,002	12.05PM	8.25	2.45	4.7	1.3 HUSLER'S	795.3	1.10	6.45		
2,492 P	12.15	A 8.45AM	f 2.55	7.3	2.6 MURRAY FN	792.7	f 1.00	6.35		
3,055 WP				7.9	0.6 PALLAS	792.1	12.55			
811 P	12.20		3.05	9.6	1.7 ATWOOD	790.4				
				12.3	2.7 D. & R. G. W. CROSSING	787.7				
2,998	12.30		f 3.20	12.6	0.3 SANDY BR	787.4	f 12.30	6.15		
2,488 WP	12.45		f 3.40	17.1	4.5 DRAPER A	782.9	f 12.15PM	6.05		
3,655 West 3,453 East P	1.00		f 3.55	24.5	7.4 MOUNT	775.5	f 11.40AM	5.45	<i>Mallon Riders</i>	
3,503 WYP	1.20		f 4.05	29.0	4.5 CUTLER	771.0	f 11.25	5.30		
1,697 P	1.45		f 4.10	30.5	1.5 LEHI HI	769.5	f 11.15	5.20		
2,245 P	2.00		f 4.20	33.5	3.0 AMERICAN FORK AF	766.5	f 11.05	5.05		
				34.0	0.5 S. L. & U. CROSSING	766.0				
3,702 P	2.15		f 4.30	36.5	2.5 PLEASANT GROVE GO	763.5	f 10.50	4.50		
807				40.9	4.4 VINEYARD	759.1	f 10.35	4.35		
3,708 P	2.30		f 4.40	42.6	1.7 LAKEVIEW	757.4	f 10.25	4.30		
				42.7	0.1 D. & R. G. W. CROSSING	757.3				
A I WFTYOP	A 2.45PM		s 5.00 6.00	47.3	4.8 DN-R PROVO VO UR	752.7	s 10.15 9.15	4.15PM	<i>Catching Bullock goat</i>	
733			f 6.10	52.0	4.7 SPRINGVILLE	748.0	f 9.00			
1,601 P			f 6.20	55.6	3.6 D SPANISH FORK SF	744.4	f 8.47			
2,702 P			f 6.26	58.4	2.8 BENJAMIN	741.6	f 8.40		<i>Rheims?</i>	
2,647 WP			f 6.45	63.2	4.8 D PAYSON CN	736.8	f 8.30			
			f 6.55	67.4	4.2 BARRY LCL	732.6	f 8.15			
2,686 P			f 7.00	69.3	1.9 SANTAQUIN	730.7	f 8.11			
1,431 P			f 7.06	72.0	2.7 YORK	728.0	f 8.05			
2,665 WP			f 7.18	78.0	6.0 STARR	722.0	f 7.50		<i>Mallon Van</i>	
827			f 7.26	81.6	3.6 MONA	718.4	f 7.40			
2,214 P			f 7.35	83.3	1.7 BURRISTON	716.7	f 7.35			
2,650 WYP			f 8.15	89.2	5.9 D NEPHI NI	710.8	s 7.15			
2,712 P			f 8.35	96.4	7.2 SHARP	703.6	f 6.45			
2,679 WP			f 9.00	103.7	7.3 JUAB	696.3	f 6.20			
2,636 WP			f 9.20	110.7	7.0 MILLS	689.3	f 6.00			
1,310 P			f 9.40	118.9	8.2 PARLEY	681.1	f 5.40			
646 P			f 9.45	121.0	2.1 SOMA	679.0	f 5.30			
1,511 P			f 10.00	128.7	7.7 LEAMINGTON	671.3	f 5.15			
WFTYP			A 10.30AM	134.1	5.4 DN-R LYNN DYL NY	665.9	5.00AM			
					134.1		Daily	Daily		

(3.15) (1.00) (8.30) Thru Time (8.45) (3.15)
 14.5 7.3 15.8 Average speed per hour 15.5 14.5

Eastward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

WESTWARD

THIRD SUBDIVISION

EASTWARD

Time-Table No. 100

August 1, 1941

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS								Distance from Salt Lake City	
	259	257	253	5	583	103	581	579	717	7	577		21
	Time Freight	Time Freight	Freight	Mall and Express	Motor Passenger	Streamliner Passenger	Motor Passenger	Motor Passenger	Challenger Passenger	Passenger	Motor Passenger		Passenger
WFTYOP	7.30PM	6.30AM	3.30AM										
	8.00	6.59	3.50										
WFTYOP				11.26PM	10.46PM	6.10PM	2.46PM	10.45AM	10.05AM	10.00AM	6.45AM	1.15AM	
				11.32PM	10.52PM	6.16PM	2.52PM	10.53AM	10.18AM	10.06AM	6.53AM	1.21AM	
I													
I													
8,887 2,991 P	8.00	6.59	3.50	11.40	11.00	6.20	3.00	10.59	10.24	10.12	6.59	1.29	
4,781 P	8.12	7.25	3.58	11.46	11.08	6.24	3.08	11.06	10.30	10.19	7.06	1.35	
8,169 WP	8.24	7.40	4.06	11.51	11.16	6.29	3.16	11.15	10.37	10.27	7.15	1.41	
I													
924		7.55		11.54	11.20		3.20	11.22			7.22		
YP					11.23PM		3.23PM	11.26AM			7.25AM		
4,844 P	8.34	8.00	4.17	11.57PM		6.33			10.43	10.33		1.47	
3,485 P	8.44	8.10	4.24	12.01AM		6.37			10.49	10.39		1.52	
4,558 WP	8.54	8.18	4.32	12.05		6.41			10.56	10.45		1.57	
4,500 P	9.07	8.25	4.40	12.10		6.45			11.03	10.52		2.03	
3,782 YP	9.19	8.35	4.48	12.15		6.49			11.12	10.59		2.10	
2,181 P													
6,270 WP	9.33	8.44	4.58	12.22		6.55			11.27	11.10		2.17	
4,808 P	9.48	9.00	5.14	12.30		7.01			11.35	11.18		2.33	
4,608 P	9.58	9.27	5.24	12.37		7.06			11.44	11.27		2.41	
2,619 3,905 WP	10.13	9.40	5.33	12.43		7.11			11.52AM	11.37		2.50	
4,567 P	10.33	9.55	5.43	12.51		7.17			12.02PM	11.50		3.01	
4,551 P	10.48	10.02	5.49	12.55		7.21			12.08	11.56AM		3.07	
4,523 WP	11.03	10.15	5.57	1.00		7.26			12.16	12.04PM		3.14	
3,725 3,767 P	11.25	10.30	6.07	1.08		7.32			12.26	12.14		3.22	
3,561 WFY 3,584 OP	11.40PM	10.45	6.20	1.16		7.38			12.36	12.24		3.34	
4,503 P	12.05AM	10.57	6.30	1.24		7.44			12.44	12.32		3.42	
3,571 WP	12.25	11.09	6.40	1.32		7.50			12.52	12.40		3.50	
4,440 P	12.40	11.18	6.49	1.39		7.55			1.00	12.47		4.00	
3,599 P	12.50	11.27	6.56	1.44		7.58			1.06	12.52		4.06	
4,786 P	12.58	11.35	7.03	1.48		8.01			1.12	12.57		4.11	
WFTYP	1.15AM	11.45AM	7.15AM	1.55AM		8.07PM			1.20PM	1.05PM		4.18AM	

STATIONS	
0.0	DN-R NORTH YARD C
1.1	S.L.G. & W. CROSSING
1.2	D. & R.G.W. CROSSING
2.3	WEST. PAC. CROSSING
4.4	D BUENA VISTA BV
0.0	DN-R SALT LAKE CITY
1.3	EIGHTH SO. ST. Vh
1.5	D. & R.G.W. CROSSING
1.6	D. & R.G.W. CROSSING
4.8	D BUENA VISTA BV
10.3	RITER
15.7	DN GARFIELD GF
16.9	B. & G. CROSSING
17.2	SMELTER
18.0	R WYE
19.6	LAKE POINT
23.5	MORRIS
27.6	ERDA
31.7	SHIELDS
35.8	D WARNER DU
39.2	BAUER
41.4	DN STOCKTON KN
47.9	DN ST. JOHN SJ
54.8	AJAX
60.7	FAUST
66.8	PEHRSON
69.9	DUNBAR
74.1	LOFGREEN
79.8	BOULTER
85.4	DN TINTIC U
92.1	McINTYRE
98.7	JERIOHO
104.5	DYER
109.0	CHAMPLIN
118.0	ADAMS
118.1	DN-R LYNNDYL NY

Block Signal

Freight Line
Passenger Line

(5.45) 20.5 (5.15) 22.5 (3.45) 31.9 (2.30) 47.2 (0.38) 28.4 (1.57) 60.6 (0.38) 28.4 (0.40) 27.0 (3.15) 36.3 (3.05) 38.3 (0.40) 27.0 (3.03) 38.7 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. No. 5 is superior to No. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 584 is superior to No. 586. 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 and extra trains.
No. 717 will stop between Salt Lake City and Lyndyl to pick up revenue passengers for San Bernardino and West.
No. 717 will stop at Warner, Stockton, St. John and Tintic to let off revenue passengers from Salt Lake City and East.

No. 5 will stop at any station to let off revenue passengers from Cheyenne and Colorado Division.
No. 21 will stop to pick up or discharge revenue passengers at any station.

THIRD SUBDIVISION

EASTWARD

Time-Table No. 100

August 1, 1941

STATIONS	Distance from First Street Los Angeles	FIRST CLASS										SECOND CLASS		
		14 Passenger	578 Motor Passenger	104 Streamliner Passenger	580 Motor Passenger	582 Motor Passenger	584 Motor Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	586 Motor Passenger	264 Time Freight	262 Time Freight	
DN-R NORTH YARD	C 783.6												A 7.00AM	A 4.50AM
S. L. G. & W. CROSSING	782.5													
D. & R. G. W. CROSSING	782.4													
WEST. PAC. CROSSING	781.3													
D BUENA VISTA	BV 779.2													4.10
DN-R SALT LAKE CITY	VN 784.0	A 6.25AM	A 8.35AM	A 10.24AM	A 12.35PM		A 4.35PM	A 5.05PM	A 5.50PM	A 6.00PM	A 6.10PM	A 12.34AM	6.05AM	
EIGHTH SO. ST.	782.7	6.17AM	8.27AM	10.18AM	12.27PM		4.27PM	4.57PM	5.42PM	5.53PM	6.02PM	12.26AM	5.55AM	
D. & R. G. W. Crossing	782.5													Via Passenger Line
D. & R. G. W. Crossing	782.4													
D BUENA VISTA	BV 779.2	6.11	8.15	10.12	12.18		4.18	4.49	5.34	5.46	5.54	12.16	5.40	4.10
RITER	778.7	6.05	8.06	10.07	12.11		4.11	4.41	5.29	5.41	5.49	12.09	5.31	3.58
DN GARFIELD	GF 768.3	f 5.59	8.75	10.02	12.05		4.04	4.34	5.23	5.35	5.44	12.02AM	5.23	3.20
B. & G. CROSSING	767.1													
SMELTER	766.8		8.15		12.01PM		4.00	4.30				11.59PM		
R WYE	766.0		7.35AM		11.35AM		3.40PM	3.45PM				11.43PM		
LAKE POINT	764.4	f 5.53		9.58					5.17	5.29	5.39		5.13	2.50
MORRIS	760.5	5.49		9.54					5.13	5.25	5.35		5.07	2.35
ERDA	756.4	5.44		9.50					5.08	5.20	5.30		5.01	2.20
SHIELDS	752.3	5.39		9.46					5.03	5.15	5.26		4.54	2.03
D WARNER	DU 748.2	s 5.33		9.43					f 4.59	5.11	f 5.22		4.48	1.45
BAUER	744.8													
DN STOCKTON	KN 742.6	f 5.24		9.38					4.51	5.04	5.16		4.38	1.30
DN ST. JOHN	SJ 736.1	f 5.14		9.32					4.43	4.56	5.09		4.22	1.15
AJAX	729.2	5.04		9.27					4.36	4.49	5.02		4.08	1.00
FAUST	728.3	f 4.57		9.23					4.30	4.43	4.56		3.59	12.43
PEHRSON	717.2	4.47		9.18					4.23	4.37	4.50		3.49	12.28
DUNBAR	714.1	4.43		9.15					4.19	4.33	4.46		3.42	12.20
LOFGREEN	709.9	f 4.38		9.10					4.13	4.28	4.40		3.32	12.10AM
BOULTER	704.2	4.28		9.04					4.04	4.20	4.32		3.22	11.55PM
DN TINTIC	U 698.6	s 4.18		8.57					f 3.54	4.10	f 4.23		2.50	11.40
McINTYRE	691.9	4.04		8.49					3.42	3.58	4.12		2.32	11.15
JERIOHO	685.8	3.50		8.41					3.31	3.47	4.03		2.18	11.00
DYER	679.5	3.41		8.35					3.22	3.38	3.57		2.05	10.45
CHAMPLIN	675.0	3.33		8.30					3.15	3.32	3.51		1.58	10.35
ADAMS	671.0	3.26		8.27					3.09	3.26	3.46		1.48	10.25
DN-R LYNDYL	NY 665.9	3.18AM		8.22AM					3.01PM	3.18PM	3.39PM		1.30AM	10.15PM

Block Signals

Thru Time.....	(3.07)	(1.00)	(2.02)	(1.00)	(0.55)	(1.20)	(2.49)	(2.42)	(2.31)	(0.54)	(5.30)	(6.35)
Average Speed Per Hour.....	37.9	18.0	53.4	18.0	19.6	13.5	41.9	43.7	46.9	20.0	21.5	17.9

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. No. 5 is superior to No. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586. See Rule 8-72.
 *Note. No. 104 will run only on the following dates: Due to leave Lyndyl 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 and extra trains.
 No. 578, No. 580, No. 582, No. 584 and No. 586 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.
 No. 818 will stop at Tintic, St. John, Stockton, Warner and Garfield to let off passengers from San Bernardino and West.

No. 818 will stop at Tintic, St. John, Stockton and Warner to pick up revenue passengers for Salt Lake City and East.
 No. 14 will stop at any station to pick up or discharge revenue passengers.
 No. 6 will stop on flag at Stockton to pick up U. S. mail pouch.

WESTWARD

SECOND SUBDIVISION

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 100 August 1, 1941
	257 Time Freight	253 Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express		
	Daily	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily		
WFTYP	12.15PM	7.35AM	2.15AM	8.07PM	1.30PM	1.15PM	4.28AM	2.05AM	118.1	DN-R LYNN DYL NY
3,507 P	12.25	7.45	2.30	8.12	1.38	1.22	4.35	2.11	123.7	5.6 CLINE
4,743 P	12.33	8.12	2.51	8.16	1.45	1.27	4.40	2.16	128.5	4.8 STRONG
2,448 4,679 WYP	12.42	8.25	3.05	8.22	f 1.53	f 1.34	s 4.53	2.23	134.6	6.1 DN DELTA AK
3,628 P	12.50	8.35	3.15	8.26	1.59	1.40	s 5.00	2.31	139.6	5.0 OASIS
4,596 P	12.57	8.41	3.23	8.29	2.05	1.45	5.05	2.36	144.1	4.5 VAN
3,973 P	1.04	8.49	3.31	8.32	2.12	1.50	5.09	2.41	148.5	4.4 JEROME
3,987 P	1.11	8.57	3.40	8.35	2.17	1.55	f 5.14	2.46	153.0	4.5 D CLEAR LAKE CK
4,553 P	1.20	9.06	3.50	8.38	2.25	2.00	5.19	2.51	158.1	5.1 NEELS
4,563 P	1.28	9.14	4.00	8.41	2.40	2.20	5.24	2.56	163.0	4.9 BORDEN
3,628 P	1.48	9.28	4.15	8.47	2.49	2.33	5.31	3.05	169.4	6.4 BLOOM
4,538 P	2.08	9.37	4.25	8.51	2.55	2.39	5.36	3.11	174.4	5.0 CRUZ
4,506 P	2.20	9.45	4.35	8.55	3.02	2.47	5.41	3.17	179.4	5.0 PUMICE
4,582 WP	2.30	9.53	4.45	8.59	3.09	2.54	f 5.46	3.23	184.6	5.2 DN BLACK ROCK KO
4,492 P	2.40	10.01	4.55	9.03	3.16	3.00	5.51	3.29	189.3	4.7 MALONE
3,600 P	2.50	10.09	5.05	9.07	3.23	3.07	5.56	3.34	194.3	5.0 READ
4,543 P	2.57	10.17	5.15	9.10	3.30	3.14	6.01	3.39	198.9	4.6 ZENDA
3,583 P	3.05	10.24	5.25	9.13	3.39	3.20	6.05	3.43	203.0	4.1 OPAL
WFTYOP	A 3.20PM	A 10.35AM	A 5.40AM	A 9.17PM	A 3.50PM	A 3.30PM	A 6.13AM	A 3.50AM	207.2	4.2 DN-R MILFORD FD

(3.05)
23.9

(3.00)
29.7

(3.25)
26.8

(1.10)
76.4

(2.20)
38.2

(2.15)
39.6

(1.45)
50.9

(1.45)
50.9

..... 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 and extra trains.

No. 717 will stop at Cline, Oasis, Clear Lake, Borden, Bloom, Pumice, Black Rock and Read to pick up revenue passengers for San Bernardino and West.

No. 717 will stop at Black Rock to let off revenue passengers from Salt Lake City and East.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

No. 21 will stop to pick up or discharge revenue passengers at stations where no flag stop or regular stop is shown in time-table for trains No. 717 or No. 21.

SECOND SUBDIVISION

EASTWARD

Length of sidings in feet, etc. See Rule 6(A).	Time-Table No. 100		Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
	August 1, 1941			14	104	8	818	6	262	264
	STATIONS			Passenger	Streamliner Passenger	Passenger	Challenger Passenger	Mail and Express	Time Freight	Time Freight
	WFTYP	DN-R LYNN DYLA NY	665.9	A 3.08AM	A 8.22AM	A 2.51PM	A 3.08PM	A 3.29PM	A 9.15PM	A 12.30AM
	3,507 P	OLINE 5.8 4.8	660.3	2.58	8.16	2.43	3.01	3.22	9.00	12.16
	4,743 P	STRONG 6.1	655.5	2.51	8.12	2.38	2.56	3.17	8.40	12.08AM
	2,448 WYP 4,679	DN DELTA AK	649.4	s 2.42	8.07	f 2.30	f 2.49	s 3.10	8.22	11.57PM
	3,628 P	OASIS 5.0 4.5	644.4	f 2.31	8.02	2.22	2.43	3.03	8.00	11.43
	4,596 P	VAN 4.4	639.9	2.21	7.59	2.17	2.38	2.58	7.50	11.33
	3,973 P	JEROME 4.5	635.5	2.15	7.56	2.12	2.34	2.54	7.40	11.25
	3,987 P	D OLEAR LAKE CK	631.0	f 2.09	7.53	2.05	2.30	2.50	7.30	11.14
	4,553 P	NEELS 5.1 4.9	625.9	2.02	7.50	2.00	2.25	2.45	7.15	11.03
	4,563 P	BORDEN 6.4	621.0	1.56	7.46	1.55	2.20	2.40	7.05	10.55
	3,628 P	BLOOM 5.0	614.6	1.48	7.40	1.48	2.13	2.33	6.50	10.41
	4,538 P	CRUZ 5.0	609.6	1.42	7.36	1.43	2.08	2.25	6.40	10.31
	4,506 P	PUMIOE 5.2	604.6	1.37	7.32	1.38	2.03	2.20	6.30	10.21
	4,582 WP	DN BLACK ROCK KO	599.4	f 1.31	7.28	1.33	1.58	2.15	6.20	10.12
	4,492 P	MALONE 5.0	594.7	1.25	7.24	1.28	1.53	2.10	6.10	10.02
	3,600 P	READ 4.8	589.7	1.20	7.20	1.23	1.48	2.05	6.00	9.54
	4,533 P	ZENDA 4.1	585.1	1.15	7.17	1.18	1.43	2.00	5.50	9.47
	3,588 P	OPAL 4.2	581.0	1.11	7.14	1.14	1.39	1.56	5.40	9.40
	WFTYOP	DN-R MILFORD FD	576.8	1.05AM	7.10AM	1.08PM	1.33PM	1.50PM	5.30PM	9.30PM
		89.1		Daily	★ See note below	Daily	Daily	Daily	Daily	Daily

Thru Time (2.03)
Average speed per hour..... 43.5

(1.12)
74.1

(1.43)
51.9

(1.35)
56.3

(1.39)
54.0

(3.45)
23.8

(3.00)
29.7

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 and extra trains.

No. 818 will stop at Black Rock and Oasis to let off revenue passengers from San Bernardino and West.

No. 818 will stop at Black Rock to pick up revenue passengers for Salt Lake City and East.

No. 14 will stop between Milford and Lynndyl to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

No. 14 will stop to pick up or discharge revenue passengers at stations where no flag stop or regular stop is shown in time-table for trains No. 818 or No. 14.

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 100			
	257	253	259	103	717	7	21	5		August 1, 1941			
	Time Freight	Freight	Time Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger	Mail and Express		STATIONS			
Daily	Daily	Daily	*See note below	Daily	Daily	Daily	Daily	Daily					
WFTYOP	4.05PM	11.05AM	6.35AM	9.17PM	4.00PM	3.40PM	6.23AM	4.00AM	207.2	DN-R	MILFORD	FD	
5.103 P	4.15	11.15	7.04	9.22	4.07	3.48	6.30	4.06	212.3		5.1		
4.987 P	4.22	11.23	7.12	9.26	4.13	3.55	6.35	4.11	217.4		UPTON		
4.948 WP	4.29	11.31	7.20	9.29	4.19	4.01	6.40	4.16	222.4		5.1		
4.593 P	4.39	11.42	7.30	9.34	4.26	4.08	f 6.53	4.23	229.2		LAHO		
5.105 P	4.47	11.50	7.38	9.37	4.31	4.13	6.58	4.28	238.5		5.0		
4.639 P	4.55	11.57AM	7.45	9.40	4.36	4.18	7.03	4.33	238.2		THERMO		
4.180 WFYP	5.04	12.17PM	7.54	9.44	f 4.46	f 4.26	f 7.10	s 4.44	242.6		6.8		
3.624 P	5.12	12.36	8.02	9.48	4.53	4.33	7.15	4.51	247.6		NADA		
4.789 P	5.20	12.48	8.10	9.51	4.59	4.39	7.20	4.56	252.5		4.3		
3.619 WP	5.28	12.58	8.18	9.55	5.04	4.44	7.25	5.01	257.3		LATIMER		
3.608 P	5.36	1.09	8.26	9.59	5.10	4.50	7.31	5.07	262.9		4.7		
4.563 P	5.44	1.18	8.34	10.03	5.16	4.56	7.36	5.13	268.2		KERR		
4.653 WFYP	5.57	1.42	8.45	10.08	5.25	5.05	f 7.43	f 5.20	274.2		4.4		
3.575 P	6.05	1.49	8.53	10.11	5.30	5.10	7.49	5.24	278.1	DN	LUND	UN	
3.649 P	6.12	1.56	9.00	10.15	5.36	5.16	7.54	5.29	282.8		5.0		
2.510 P	6.20	2.01	9.08	10.19	5.43	5.23	7.59	5.33	286.2		FORD		
5.507 YP	6.29	2.15	9.17	10.27	5.52	5.32	8.07	5.41	290.3		4.9		
4.746 P	6.40	2.24	9.27	10.33	5.58	5.38	8.12	5.54	294.7		ZANE		
3.615 WP	6.51	2.34	9.38	10.40	6.06	5.46	8.18	6.00	299.4		4.8		
3.588 P	7.06	2.46	9.53	10.48	6.15	5.55	8.26	6.08	305.4		BERYL		
4.947 YP	7.16	2.59	10.01	10.54	6.21	6.01	8.33	6.14	308.7		5.6		
4.454 P	7.40	3.22	10.26	11.08	6.38	6.18	8.49	6.30	315.6		YALE		
4.836 P	7.50	3.30	10.53 11.12	11.14	6.45	6.25	8.55	6.36	319.7		5.3		
WFTYP	A 8.00PM	A 3.40PM	A 11.45AM	A 11.23PM	A 6.55PM	A 6.35PM	A 9.05AM	A 6.46AM	324.5	DN	HEIST	NA	
											6.0		
											8.9		
											4.7		
											UVADA		
											3.4		
											LIEN		
											4.1		
											DN	CRESTLINE	NE
											4.4		
											BROWN		
											4.7		
											ACOMA		
											6.0		
											BARCLAY		
											3.8		
											DN	ISLEN	SN
											6.9		
											MINTO		
											4.1		
											ECCLES		
											4.8		
											DN-R	CALIENTE	CS
											117.3		

(3.55)
29.0

(4.35)
25.5

(5.10)
22.7

(2.06)
86.6

(2.55)
40.2

(2.55)
40.2

(2.42)
43.4

(2.46)
42.4

.....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 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 and extra trains.

No. 717 will stop at Nada, Modena, Crestline and Islen to pick up revenue passengers for San Bernardino and West.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

No. 21 will stop to pick up or discharge revenue passengers at stations where no flag stop or regular stop is shown in time-table for trains No. 717 or No. 21.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 100

August 1, 1941

FIRST CLASS

SECOND CLASS

Length of sidings in feet, etc. See Rule 6(A).	WFTYOP	STATIONS	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS		Index no.
				104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger	262 Time Freight	264 Time Freight	
		DN-R MILFORD 5.1 FD	576.8	A 7.10AM	A 12.58PM	A 1.23PM	A 1.40PM	A 12.55AM	A 4.30PM	A 8.45PM	
5.103	P	UPTON 5.1	571.7	7.04	12.50	1.16	1.34	12.47	4.15 3.48	8.25	
4.987	P	LAHO 5.0	566.6	7.01	12.45	1.11	1.29	12.42	3.28	8.15	
4.948	WP	THERMO 6.8	561.6	6.58	12.40	1.06	1.24	12.37	3.20	8.05	
4.593	P	NADA 4.3	554.8	6.53	12.33	12.59	1.17	12.30	3.12	7.50	
5.105	P	LATIMER 4.7	550.5	6.50	12.28	12.55	1.12	12.25	3.05	7.40	
4.639	P	KERR 4.4	545.8	6.47	12.23	12.50	1.07	12.20	2.55	7.32	
4.100	WFYP	DN LUND 5.0 UN	541.4	6.44	f 12.17	f 12.44	s 1.01	s 12.15	2.45	7.25	
3.624	P	FORD 4.9	536.4	6.39	12.07	12.36	12.53	12.04AM	2.30	7.15	
4.762	P	ZANE 4.8	531.5	6.36	12.02PM	12.31	12.48	11.59PM	2.20	7.05	
3.619	WP	BERYL 5.6	526.7	6.32	11.57AM	12.26	12.43	11.54	2.10	6.56	
3.608	P	YALE 5.3	521.1	6.28	11.51	12.21	12.37	11.48	1.59	6.47	
4.563	P	HEIST 6.0	515.8	6.24	11.45	12.16	12.32	11.42	1.51	6.39	
4.853	WFYP	DN MODENA 3.9 NA	509.8	6.19	11.38	12.10	f 12.26	f 11.36	1.42	6.30	
3.575	P	TOMAS 4.7	505.9	6.16	11.32	12.06	12.22	11.29	1.32	6.20	
3.649	P	UVADA 3.4	501.2	6.12	11.27	12.02PM	12.17	11.24	1.22	6.12	
2.510	P	LIEN 4.1	497.8	6.08	11.22	11.58AM	12.12	11.19	1.16	6.02	5000
5.507	YP	DN ORESTLINE 4.4 NE	493.7	6.00	11.14	11.50	12.05PM	11.12	1.05	5.52 5.32	5005
4.746	P	BROWN 4.7	489.3	5.54	11.05	11.41	11.59AM	11.05	12.45	5.15	5010
3.615	WP	ACOMA 6.0	484.6	5.47	10.58	11.34	11.51	10.57	12.30	5.06	5015
3.588	P	BARCLAY 3.3	478.6	5.39	10.49	11.25	11.42	f 10.48	12.10PM	4.52	5020
4.947	YP	DN ISLEN 6.9 SN	475.3	5.33	10.43	11.20	11.35	10.36	11.55AM	4.42	5025
4.454	P	MINTO 4.1	468.4	5.19	10.26	11.04	11.19	10.19	11.30	4.20	5030
4.836	P	EOCLES 4.8	464.3	5.13	10.18	10.58	11.12	10.11	11.12 10.45	4.10	5035
WFTYOP		DN-R CALIENTE 117.3 CS	459.5	5.04AM	10.10AM	10.50AM	11.05AM	10.02PM	10.30AM	4.00PM	5040

Thru Time.....	(2.06)	(2.48)	(2.33)	(2.35)	(2.53)	(6.00)	(4.45)
Average speed per hour.....	56.0	41.9	45.5	45.4	40.6	19.5	24.7

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 and extra trains.

No. 818 stop at Modena and Beryl to let off revenue passengers from San Bernardino and West.

No. 14 will stop between Caliente and Milford to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

No. 14 will stop to pick up or discharge revenue passengers at stations where no flag stop or regular stop is shown in time-table for trains No. 818 or No. 14.

Westward—EUREKA BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	Distance from Tintic	Time-Table No. 100 August 1, 1941		Distance from Eureka
		STATIONS		
WFYOP	0.0	DN	TINTIC	U 3.6
	0.8		TINTIC WYE	2.8
	1.6		MAMMOTH JCT.	2.0
295	3.6	D	EUREKA	RK 0.0
			3.6	

Westward—SILVER CITY BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	Distance from Tintic	Time-Table No. 100 August 1, 1941		Distance from Silver City
		STATIONS		
WFYOP	0.0	DN	TINTIC	U 2.4
	0.8		TINTIC WYE	1.6
	2.4		SILVER CITY	0.0
			2.4	

West'd—MAMMOTH BRANCH—East'd

Distance from Mammoth June.	Time-Table No. 100 August 1, 1941		Distance from Mammoth
	STATIONS		
0.0		MAMMOTH JCT.	1.6
0.8		U. P. & D. & R. G. W. CROSSING	0.8
1.6		MAMMOTH	0.0
		1.6	

Eastward trains are superior to trains of the same class in the opposite direction—See Rule S-72.

Trains running between Union Pacific crossing and Mammoth will be governed by rules and regulations of the D. & R. G. W. R. R.

Westward—FAIRFIELD BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS	Distance from Outier	Time-Table No. 100 August 1, 1941	Distance from 5 Mile Pass	SECOND CLASS
	415 Local Freight				416 Local Freight
	Thursday Only		STATIONS		
3,503 WFYP	10.00AM	0.0	R CUTLER	23.6	A 1.40PM
		1.9	S. L. & U. CROSSING	21.7	
		2.6	ROBERTS (Spur)	21.0	
	10.15	4.9	OLINTON	18.7	1.25
453		12.7	DAHL (Spur)	10.9	
		15.2	CEDAR FORT	8.4	
450		17.4	FLOYD (Spur)	6.2	
1,160	11.40	20.3	FAIRFIELD	3.3	12.37
845	A 11.55AM	23.6	5 MILE PASS	0.0	12.25PM
			23.6		Thursday Only
	(1.55) 12.3		Time	(1.15) 18.9	
			Average Speed per hour.....		

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 415 is superior to No. 416.—See Rule S-72.

Westward—FILLMORE BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	Distance from Delta	Time-Table No. 100 August 1, 1941		Distance from Fillmore
		STATIONS		
WYP	0.0	DN	DELTA	AK 32.2
911	8.7		HARDING	23.5
931	15.5		McCORNIOK	16.7
1,689	21.7		GREENWOOD	10.5
468	24.8		EDWARDS (Spur)	7.4
473	27.3		FLANDRO (Spur)	4.9
1,492 WY	32.2	D	FILLMORE	FI 0.0
			32.2	

Westward—FRISCO BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	Distance from Milford	Time-Table No. 100 August 1, 1941		Distance from Frisco
		STATIONS		
WFTYOP	0.0	DN-R	MILFORD	FD 16.9
	2.0		MOSCOW	14.9
	6.2		HICKORY <i>None</i>	10.7
621	9.9		SOLUS	7.0
388	16.9		FRISCO	0.0
			16.9	

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Westward—CEDAR CITY BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS		Distance from Cedar City	FIRST CLASS		SECOND CLASS			
	417		315			314		418			
	Local Freight		Mixed			Mixed		Local Freight			
	Daily Except Sunday		Daily					Daily Except Sunday			
WFYP	7.30AM	7:30P	5.15AM	0.0	DN-R	LUND	UN	32.5	A 11.45PM	7:00P	A 7.00AM
1,721 P	7.55		5.40	9.4		AVON		23.1	11.20		6.30
3,979 WYOP	8.20		6.05	21.0	D	IRON SPRINGS	GS	11.5	10.55		6.05
1,227 P	8.45		6.15	25.2		HALIVAH		7.3	10.45		5.20
P				29.9		STOCK YARDS (Spur)		2.6			
1,440 LoopWP	A 9.30AM	9:00P	A 6.30AM	32.5	DN-R	CEDAR CITY	CD	0.0	10.30PM	5:00P	5.00AM
						32.5			Daily		Daily Except Sunday
	(2.00)		(1.15)	..... Thru Time				(1.15)			(2.00)
	16.2	(1.35)	26.0	..... Average speed per hour				26.0			16.2

Eastward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

West'd—IRON MOUNTAIN BRANCH—East'd

Length of sidings in feet, etc. See Rule 6(A).	Distance from Iron Springs	Time-Table No. 100		Distance from Iron Mountain	
		August 1, 1941			
		STATIONS			
WYOP	0.0	D	IRON SPRINGS	GS	14.7
	3.9		DESERT MOUND		10.8
2,089 Y	13.3		WYE		1.4
1,445	14.7		IRON MOUNTAIN		0.0
			14.7		

Eastward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

Westward—PIOCHE BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	SECOND CLASS		Distance from Caliente	Time-Table No. 100		Distance from Pioche	SECOND CLASS	
	403			August 1, 1941			404	
	Local Freight						Local Freight	
	Daily Except Sunday						Daily Except Sunday	
WFYP	7.30AM	0.0	DN-R	CALIENTE	CS	32.7	A	2.00PM
		6.0		PECK		26.7		
109		11.9		COMET (Spur)		20.8		
1,492 s	8.43	14.5		PANAOA		18.2	s	12.47
W		20.4		WATER TANK		12.3		
1,051 s	9.18	21.4		DELMUES		11.3	s	12.12PM
737 WY	A 10.15AM	32.7	D	PIOCHE	RM	0.0		11.15AM
				32.7				Daily Except Sunday
	(2.45)	..... Time						(2.45)
	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.

Westward—PRINCE BRANCH—Eastward

Length of sidings in feet, etc. See Rule 6(A).	Distance from Prince Jct.	Time-Table No. 100		Distance from Prince	
		August 1, 1941			
		STATIONS			
737 WY		D	PIOCHE	RM	
	0.0		PRINCE JCT.		8.6
	2.4		P. P. T. L. CROSSING		6.2
340	4.1		MENDHA (Spur)		4.5
	6.5		CASELTON		2.1
2,066	8.6		PRINCE		0.0
			8.6		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

