

*J. H. Phelps, 206 UP Bldg
Salt Lake City, Ut.
Marked*

UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT



UTAH DIVISION

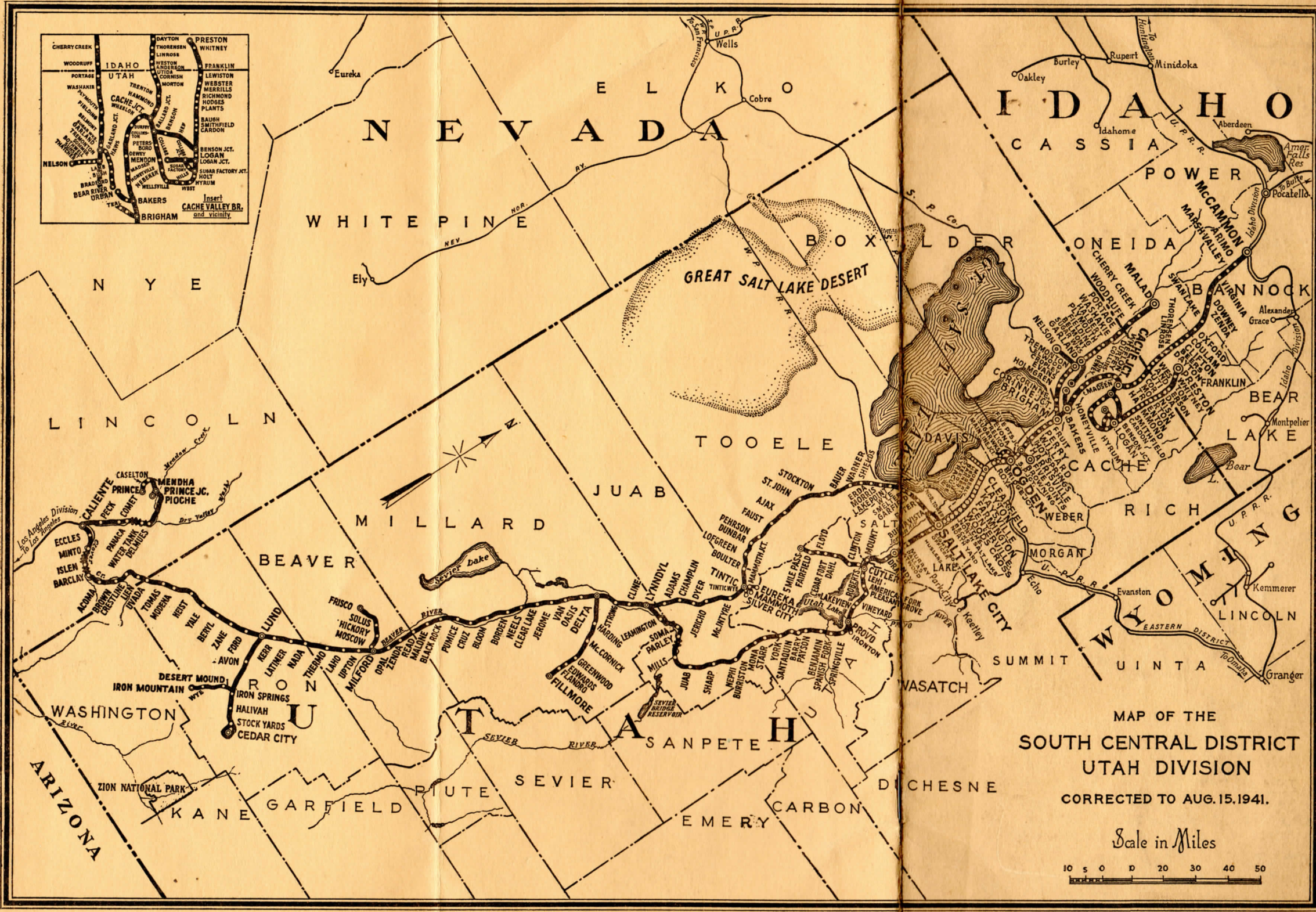
- FIRST SUBDIVISION
- SECOND SUBDIVISION
- THIRD SUBDIVISION
- PROVO SUBDIVISION
- AND BRANCHES

**TIME-TABLE
No. 105**

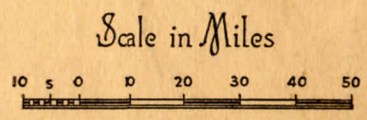
**Effective Wednesday,
August 4, 1943**
at 12:01 A. M. Mountain Time

WORK SAFELY TODAY

FOR EMPLOYEES ONLY



MAP OF THE
SOUTH CENTRAL DISTRICT
UTAH DIVISION
CORRECTED TO AUG. 15, 1941.



WESTWARD				CONDENSED TIME-TABLE				Distance from Salt Lake City	Time Table No. 105	
SECOND CLASS			FIRST CLASS				August 4, 1943			
499 Freight	455 Time Freight	477 Time Freight	103 Streamliner Passenger	7 Challenger Passenger	37 Passenger	23 Passenger	STATIONS			
Daily	Daily	Daily	★ See note below	Daily	Daily	Daily		MT		SALT LAKE CITY
7.30PM	11.00AM	2.00AM	7.25PM	11.55AM	10.15AM	6.40AM		LYNNDYL		
2.30AM	7.00PM	9.30AM	9.23	3.30PM	1.40PM	10.20AM		MILFORD		
6.30	11.30PM	2.00PM	10.35	6.05	4.15	12.55PM		LUND		
7.35	12.42AM	3.15	11.03PM	7.00	5.05	1.58		CALIENTE		
11.30 11.45AM	6.30 7.00	8.00 8.35PM	12.46AM 11.50PM	9.20 8.35	7.25 6.40	4.45 4.00	MT PT	MOAPA		
3.55PM	10.35AM	12.32AM	1.34AM	10.40PM	8.45	6.10		LAS VEGAS		
9.30PM	5.00PM	8.00AM	2.40	12.20AM	10.20PM	7.50PM		YERMO		
10.30AM	5.00AM	9.00PM	5.42	5.50	3.50AM	1.25AM		BARSTOW		
11.30AM	6.00AM	10.00PM	6.02	6.25	4.25	2.00		SAN BERNARDINO		
6.30PM	12.30PM	5.30AM	7.58	9.00	6.55	4.40		COLTON		
7.00	1.00	6.00	8.05	9.10	7.05	4.50		RIVERSIDE		
7.30	1.30	6.45	8.17	9.30	7.25	5.15		ONTARIO		
8.30	2.15	7.45	8.41	10.05	8.02	6.00		POMONA		
9.00	2.30	8.15	8.48	10.14	8.13	6.12		LOS ANGELES		
A 11.30PM	A 4.30PM	A 10.00AM	A 9.45AM	A 11.30AM	A 9.30AM	A 7.30AM	PT			
(53.00) 14.8	(54.30) 14.4	(57.00) 13.7	(15.20) 51.1	(24.35) 31.9	(24.15) 32.4	(25.50) 30.4		Thru Time Average speed per hour		

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

R. E. TITUS,
General Manager

P. J. LYNCH,
General Superintendent Transportation

E. MARKSHEFFEL, General Supt., Salt Lake City, Utah

W. J. MORRISON, Superintendent, Salt Lake City, Utah

L. W. FLAHERTY, Asst. Supt., Salt Lake City, Utah

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

J. C. GUNNING, Master Mechanic, Salt Lake City, Utah

V. W. SMITH, Trainmaster, Salt Lake City, Utah

C. C. LOBACK, Trainmaster, Milford, Utah

F. D. GOFF, Asst. Trainmaster, Salt Lake City, Utah

T. C. HIMSTREET, Road Foreman of Engines, Salt Lake City, Utah

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

A. E. SMITH, Road Foreman of Engines, Milford, Utah

B. ESBENSON, General Roadmaster, Salt Lake City, Utah

First and Second Subdivisions and Branches

E. R. GUYE, Chief Train Dispatcher
R. L. GUNDY, Asst. Chief Train Dispatcher
O. B. OLSON, Asst. Chief Train Dispatcher

W. B. DUMAS
M. L. BUNTIN
C. A. PREWITT
F. P. CRISPINO
S. H. VERNON
J. E. MUNCEY
J. T. WHISLER

Train Dispatchers,
Milford, Utah

Third and Provo Subdivisions and Branches

C. E. AYE, Chief Train Dispatcher
O. J. LANGSTON, Asst. Chief Train Dispatcher
L. G. CAMPBELL, Asst. Chief Train Dispatcher

J. C. HAYMOND
L. E. STORRS
W. C. JENSEN
C. E. WEICHERS
I. P. BLACK
K. P. VARLEY
W. C. HYDE
W. R. SHAVER

Train Dispatchers,
Salt Lake City, Utah

CONDENSED TIME-TABLE				EASTWARD					
Time Table No. 105		FIRST CLASS					SECOND CLASS		
August 4, 1943		24	104	38	8		156	158	160
STATIONS		Passenger	Streamliner Passenger	Passenger	Challenger Passenger		Time Freight	Time Freight	Time Freight
SALT LAKE CITY	MT	9.00AM	9.10AM	5.30PM	6.30PM		12.30PM	8.30PM	11.00PM
LYNNDYL		5.40	7.03	2.11	3.15		5.00AM	12.45PM	5.00
MILFORD		3.15	5.48	12.01PM	1.05		12.05AM	7.45AM	12.30PM
LUND		2.10AM	5.20	11.02AM	12.05PM		8.10PM	4.00AM	8.55AM
CALIENTE	MT PT	11.35PM 10.20	3.34 2.30	8.50 7.35	9.55AM 8.35		4.00 1.30PM	11.45PM 8.35	5.30 3.20AM
MOAPA		7.35	12.32AM	5.18	6.22		8.25AM	3.30	11.25PM
LAS VEGAS		6.15	11.41PM	4.15AM	5.20		6.30AM	1.15PM	9.20PM
YERMO		1.10	8.12	11.10PM	12.25AM		6.00PM	12.30AM	10.00AM
BARSTOW		12.35PM	7.55	10.30	11.45PM		3.00PM	10.00PM	7.30
SAN BERNARDINO		10.05AM	6.10	8.05	9.20		9.00AM	5.00	2.30AM
COLTON		9.45	5.57	7.42	8.57		6.30	3.00	11.59PM
RIVERSIDE		9.30	5.48	7.30	8.45		2.20	12.15PM	7.00
ONTARIO		8.57	5.27	6.52	8.11		1.45	11.25AM	6.15
POMONA		8.40	5.20	6.44	8.00		1.30	11.08	6.00
LOS ANGELES	PT	7.30AM	4.30PM	5.30PM	6.35PM		12.30AM	10.00AM	5.00PM
		Daily	★ See note below	Daily	Daily		Daily	Daily	Daily
Thru Time		(24.30)	(15.40)	(23.00)	(22.55)		(59.00)	(57.30)	(53.00)
Average speed per hour		32.0	50.0	34.1	34.2		13.3	13.6	14.8

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

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.
Cedar City W. F. Mullet
Milford Corner Drug Store

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

North Yard Switchman's Shanty
North Yard Yardmaster's Office, 13th North
North Yard Telegraph Office
North Yard Enginemen's Register Room
Salt Lake City Union Depot Telegraph Office
Salt Lake City Train Dispatcher's Office
Salt Lake City South Yard Office, First North Street
Cedar City Telegraph Office
Provo Joint Yard Telegraph Office
Provo Joint Passenger Station
Provo Local Freight Office
Tintic Telegraph Office
Lynndyl Telegraph Office
Milford Train Dispatcher's Office
Milford Enginemen's Locker Room
Milford Telegraph Office
Lund Telegraph Office
Caliente Depot Register Room
Caliente Enginemen's Register Room
Caliente Telegraph Office

WESTWARD			THIRD SUBDIVISION								Distance from Salt Lake City	Time Table No. 105	
			SECOND CLASS			FIRST CLASS				August 4, 1943			
Car capacity of sidings, etc. See Rule 6(A).	499 Freight Daily	455 Time Freight Daily	477 Time Freight Daily	103 Streamliner Passenger	7 Challenger Passenger	37 Passenger	23 Passenger			STATIONS			
Yard WFTYOP	7.30PM	11.00AM	2.00AM					0.0	DN-R	NORTH YARD YL C	Freight Line		
								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) BUENA VISTA BV	Passenger Line		
Yard WFTYOP	8.00	11.35	2.35					0.0	DN-R	SALT LAKE CITY YL VN			
				7.25PM	11.55AM	10.15AM	6.40AM	1.3		EIGHTH SO. ST. YL			
				7.30	12.02PM	10.22	6.46	1.5		D.&R.G.W. CROSSING YL			
								1.6		D.&R.G.W. CROSSING YL			
78 R P				7.36	12.09	10.29 ¹⁵⁶	6.53	4.8	DN	BUENA VISTA BV			
98 R P	8.12	11.45	2.45	7.40	12.15	10.35	6.59	10.3		RITER			
63 L WP	8.23	11.55AM	2.55	7.45	12.22	10.42	7.06	15.7	DN	GARFIELD YL GF			
								16.9		B. & G. CROSSING YL			
15 L								17.2		SMELTER			
								18.0		WYE			
100 L P	8.30	12.02PM	3.02	7.49	12.28	10.48	7.13	19.6	DN	LAKE POINT PN			
73 L P	8.37	12.10	3.10	7.53	12.33	10.53	7.19	23.5		MORRIS So			
94 L WP	8.46	12.40 ⁷	3.35	7.57	12.40 ¹⁵⁵	11.00	7.26	27.6		ERDA So			
94 L P	8.55	12.50	3.50	8.01	12.47	11.07	7.33	31.7		SHIELDS So			
75 R P	9.04 ¹⁶⁰	1.01	4.01	8.05	12.55	11.15	7.44 ²⁴	35.8	DN	WARNER DU			
85 R P								39.2		BAUER YL			
117 R P	9.12	1.09	4.09	8.11	1.01	11.21	7.50	41.4	DN	STOCKTON YL KN			
133 R WP	9.35	1.16	4.16	8.17	1.06	11.26	7.57	47.9	DN	ST. JOHN SJ			
98 L P	9.47	1.25	4.25	8.17	1.23	11.35	8.16 ¹⁰⁴	52.3		CLOVER So			
102 L	9.54	1.32	4.32	8.20 ¹⁶⁰	1.29	11.40	8.22	54.8		AJAX So			
94 R P	9.59	1.36	4.36	8.22	1.33	11.43	8.25 ¹⁵⁶	60.7	DN	FAUST So FA			
51-73 L WP	10.10	1.59	4.59	8.26	1.41	11.55AM	8.39	66.8		PEHRSON So			
94 L P	10.30	2.20	5.20	8.32	1.52	12.07PM	8.48	69.9		DUNBAR So			
94 L P	10.38	2.27	5.27	8.35	1.58	12.13	8.53	74.1		LOFGREEN So			
94 L WP	10.47	2.37	5.36	8.40	2.05	12.20	9.01	79.8		BOULTER 2 Pass Eng			
80 L P	10.59	2.50 ¹⁵⁸	5.48	8.47	2.16	12.30	9.12	85.4	DN	TINTIC YL So U			
78 L P								92.1		McINTYRE So			
73 R WP	11.17	3.15 ³⁸	6.05	8.53	2.25 ¹⁵⁸	12.41	9.25	98.7		JERICHO So			
94 L P	11.27	3.27	6.21 ²⁴	8.59	2.33	12.50	9.33	104.5		DYER So			
73 R WP	11.37	3.47 ⁸	6.30	9.05	2.45 ³⁸	12.58	9.41	109.0		CHAMPLIN So			
94 R P	11.46	3.58	6.47	9.11	2.53	1.05	9.48	118.0	DN-R	LYNNDYL YL NY			
73 L P	11.55PM	4.06	7.12 ¹⁰⁴	9.14	2.58	1.11 ¹⁵⁸	9.54	118.1					
98 R P	12.02AM	4.14	7.22	9.17	3.03	1.16	9.59						
Yard WFTYOP	A 1.30AM	A 5.00PM ¹⁶⁰	A 8.30AM	A 9.23PM	A 3.15PM ⁸	A 1.30PM	A 10.10AM						

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.

No. 7 will stop between Salt Lake City and Lynndyl to pick up revenue passengers for San Bernardino and West.

No. 7 will stop at Warner, Stockton, St. John and Tintic to let off revenue passengers from Salt Lake City and beyond.

No. 23 will stop to pick up or discharge revenue passengers at any station.

(6.00)	(6.00)	(6.30)	(1.58)	(3.20)	(3.15)	(3.30)	Thru Time
19.6	19.6	18.6	60.0	35.4	36.3	33.7	Average speed per hour

			THIRD SUBDIVISION								EASTWARD		
			Time Table No. 105								August 4, 1943		
Car capacity of sidings, etc. See Rule 6(A).	STATIONS		Mile Post	FIRST CLASS				SECOND CLASS					
	24 Passenger	104 Streamliner Passenger	38 Passenger	8 Challenger Passenger	156 Time Freight	158 Time Freight	160 Time Freight						
Yard WFTYOP					A 12.30PM	A 8.30PM	A 11.00PM						
Yard WFTYOP					A 9.00AM	A 6.30PM	A 6.30PM	10.50AM	6.40	10.20			
					8.44	9.03	5.19	6.18	10.40	6.25	10.10		
								Via Passenger Line	Via Passenger Line	Via Passenger Line			
78 R P					8.36	8.56	5.12	6.11 ¹⁵⁸	10.29 ³⁷	6.11 ⁸	9.58		
58 R P													
98 R P					8.28	8.52	5.05	6.05	9.55	5.35	9.50		
63 L WP					8.20	8.47	4.58	5.58	9.45	5.23	9.40		
15 L													
100 L P					8.12	8.42	4.51	5.50	9.37	5.13	9.32		
73 L P					8.06	8.38	4.46	5.45	9.31	5.05	9.25		
94 L WP					8.00	8.34	4.41	5.40	9.25	4.55	9.18		
94 L P					7.54	8.30	4.36	5.35	9.19	4.45	9.11		
75 R P					7.44 ²³	8.27	4.30	5.30	9.13	4.35	9.04 ⁴⁹⁹		
85 R P													
117 R P					7.40	8.24	4.24	5.24	8.58	4.26	8.43		
133 R WP					7.36	8.22	4.20 ¹⁵⁸	5.20	8.52	4.20 ³⁸	8.38		
98 R P					7.29	8.16 ²³	4.10	5.10	8.42	3.50	8.28		
102 L					7.23	8.12	4.04	5.04	8.35	3.40	8.20 ¹⁰⁸		
94 R P					7.20	8.10	4.01	5.01	8.25 ²³	3.35	8.00		
51 L WP					7.13	8.06 ¹⁵⁶	3.53	4.53	8.06 ¹⁰⁴	3.25	7.50		
73 L WP					7.05	8.00	3.45	4.45	7.40	3.14	7.32		
94 L P					7.01	7.57	3.41	4.41	7.33	3.08	7.26		
94 L WP					6.56	7.52	3.35	4.35	7.25	3.00	7.20		
80 L P					6.48	7.45	3.27	4.26	7.15	2.50 ⁴⁵⁵	7.10		
78 L P													
73 L WFTYOP					6.38	7.38	3.15 ⁴⁵⁵	4.15	6.55	2.25 ⁷	6.50		
51 L WFTYOP													
94 R P					6.21 ¹⁵⁶	7.30	2.58	3.58	6.21 ²⁴	1.50	6.20		
73 L WP					6.11	7.22	2.45 ⁷	3.47 ⁴⁵⁵	5.50	1.32	6.02		
94 R P					6.01	7.16	2.34	3.37	5.32	1.20	5.47		
73 L P					5.54	7.12 ⁴⁷⁷	2.26	3.30	5.23	1.11 ³⁷	5.23		
98 R P					5.48	7.08	2.19	3.23	5.15	12.55	5.15		
Yard WFTYOP					5.40AM	7.03AM	2.11PM	3.15PM ⁷	5.00AM	12.45PM	5.00PM ⁴⁵⁵		

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No. 8 will stop at Tintic, St. John, Stockton, Warner and Garfield to let off passengers from San Bernardino and West.

No. 8 will stop at Tintic, St. John, Stockton and Warner to pick up revenue passengers for Salt Lake City and East.

No. 24 will stop at any station to pick up or discharge revenue passengers.

Thru Time	(3.20)	(2.07)	(3.19)	(3.15)	(7.30)	(7.45)	(6.00)
Average speed per hour	35.4	55.7	35.6	36.3	15.7	15.2	19.6

WESTWARD										SECOND SUBDIVISION									Distance from Salt Lake City	X Time Table No. 105 August 4, 1943	STATIONS
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS				Distance from Salt Lake City	BLOCK SIGNALS	STATIONS											
	455 Time Freight	477 Time Freight	499 Freight	103 Streamliner Passenger	7 Challenger Passenger	37 Passenger	23 Passenger														
	Daily	Daily	Daily	★ See note below	Daily	Daily	Daily														
Yard WFTYP	7.00PM	9.30AM	2.30AM	9.23PM	3.30PM	1.40PM	10.20AM	118.1	DN-R LYNNDYL YL NY												
73 R P	7.15	9.40	2.43 ¹⁵⁶	9.28	3.40 ¹⁶⁰	1.48 ³⁸	10.28 ¹⁵⁸	123.7	CLINE 4.8 SO												
99 L P	7.23	9.48	2.50	9.32	3.46	1.55	10.34	128.5	STRONG 6.1 SO												
47 96 L WYP	7.40	10.00 ¹⁵⁸	3.05	9.38	s 3.58	s 2.10	s 10.53	134.6	DN SY DELTA YL AK												
73 R YP	7.50	10.15	3.14	9.42	4.05	2.10 ⁸	11.03	139.6	OASIS 4.5 SO												
94 R P	7.58	10.22	3.21	9.45	4.11	2.32	11.09	144.1	VAN 4.4 SO												
73 L P	8.05	10.30	3.28	9.48	4.17	2.37 ¹⁶⁰	11.14	148.5	JEROME 4.5 SO												
81 L P	8.12	10.37	3.35	9.51	4.24	2.43	11.20	153.0	DN SY CLEAR LAKE SR CK												
94 R P	8.20	10.45	3.43	9.55	4.31	2.50	11.26	158.1	NEELS 4.9 SO												
95 R P	8.28	10.53	3.51	9.59	4.37	2.56	11.31	163.0	BORDEN 6.4 SO												
73 R P	8.40	11.04	4.06 ²⁴	10.04	4.45	3.03	11.38	169.4	BLOOM 5.0 SO												
94 L P	8.48	11.12	4.16	10.08	4.53	3.09	11.43	174.4	CRUZ 5.0 SO												
94 L P	8.56	11.20	4.25	10.12	5.01	3.15	11.48	179.4	PUMICE 5.2 SO												
94 R WP	9.13	11.35	4.35	10.16	5.09	3.22	s 11.54	184.6	DN SY BLACK ROCK KO												
94 R P	9.25	11.59 ²³	4.45	10.20	5.15	3.28	11.59 ⁴⁷⁷	189.3	MALONE 5.0 SO												
73 R P	9.33	12.18 ³⁸	4.53	10.24	5.23	3.35	12.04 ^{PM}	194.3	READ 4.6 SO												
94 R P	9.40	12.26	5.00	10.27	5.30	3.41	12.13 ³⁸	198.9	MURDOCK 4.1 SO												
74 L P	9.46	12.40 ¹⁶⁰	5.07	10.30	5.35	3.46	12.20	203.0	OPAL 4.2 SO												
Yard WFTYOP	A 10.15PM	A 1.05 ⁸ PM	A 5.30AM	A 10.35PM	A 5.50PM	A 4.00PM	A 12.30 ¹⁶⁰ PM	207.2	DN-R MILFORD YL FD												
									89.1												
	(3.15) 27.3	(3.35) 24.8	(3.00) 29.4	(1.12) 74.2	(2.20) 38.1	(2.10) 41.1		Thru Time.....													
								Average speed per hour.....													

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★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, Black Rock and Read to pick up revenue passengers for San Bernardino or West.

No. 7 will stop at Black Rock to let off revenue passengers from Salt Lake City or East.

No. 23 will stop to pick up or discharge revenue passengers at any station.

WESTWARD										SECOND SUBDIVISION									Distance from Salt Lake City	X Time Table No. 105 August 4, 1943	STATIONS
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS				Distance from Salt Lake City	BLOCK SIGNALS	STATIONS											
	156 Time Freight	158 Time Freight	160 Time Freight	24 Passenger	104 Streamliner Passenger	38 Passenger	8 Challenger Passenger														
	Daily	Daily	Daily	Daily	Daily	Daily	Daily														
Yard WFTYP	4.00AM	11.45AM	4.15PM	5.25AM	7.03AM	2.01PM	3.05PM	665.9	DN-R LYNNDYL YL NY												
73 P	2.43 ⁴⁹⁹	10.28 ²³	3.40 ⁷	5.13	6.57	1.48 ³⁷	2.50	660.3	CLINE 4.8 SO												
99 P	2.33	10.15	3.23	5.06	6.53	1.40	2.43	655.5	STRONG 6.1 SO												
47 96 L WYP	2.20	10.00 ⁴⁷⁷	3.10	s 4.56	6.47	f 1.30	f 2.33	649.4	DN DELTA YL AK												
73 YP	2.08	9.45	2.53	4.43	6.41	1.22	2.25 ³⁷	644.4	OASIS 4.5 SO												
94 P	2.01	9.38	2.45	4.36	6.38	1.17	2.19	639.9	VAN 4.4 SO												
73 P	1.54	9.31	2.37 ³⁷	4.31	6.35	1.12	2.13	635.5	JEROME 4.5 SO												
81 P	1.47	9.24	2.20	f 4.25	6.32	1.07	2.08	631.0	DN CLEAR LAKE CK												
94 P	1.39	9.17	2.09	4.18	6.28	1.01	2.02	625.9	NEELS 4.9 SO												
95 P	1.31	9.10	2.01	4.13	6.24	12.55	1.57	621.0	BORDEN 6.4 SO												
73 P	1.21	9.00	1.50 ⁸	4.06 ⁴⁹⁹	6.18	12.48	1.50 ¹⁶⁰	614.6	BLOOM 5.0 SO												
94 P	1.13	8.52	1.33	4.00	6.14	12.42	1.45	609.6	CRUZ 5.0 SO												
94 P	1.05	8.45	1.25	3.54	6.10	12.36	1.40	604.6	PUMICE 5.2 SO												
94 WP	12.55	8.35	1.15	s 3.47	6.06	12.30	1.34	599.4	DN BLACK ROCK KO												
94 P	12.39	8.18	1.02	3.39	6.02	12.24	1.28	594.7	MALONE 5.0 SO												
73 P	12.31	8.11	12.54	3.33	5.58	12.18 ⁴⁷⁷	1.22	589.7	READ 4.6 SO												
94 P	12.24	8.04	12.47	3.28	5.55	12.13 ²³	1.17	585.1	MURDOCK 4.1 SO												
74 P	12.17	7.57	12.40 ⁴⁷⁷	3.23	5.52	12.08	1.12	581.0	OPAL 4.2 SO												
Yard WFTYOP	12.05AM	7.45AM	12.30 ²³ PM	3.15AM	5.48AM	12.01PM	1.05 ⁴⁷⁷ PM	576.8	DN-R MILFORD YL FD												
									89.1												
	(3.55) 22.7	(4.00) 22.2	(3.45) 23.7	(2.10) 41.1	(1.15) 71.2	(2.00) 44.5	(2.00) 44.5	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. 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. 8 will stop at Black Rock to pick up revenue passengers for Salt Lake City or East.

No. 24 will stop to pick up or discharge revenue passengers at any station.

WESTWARD				FIRST SUBDIVISION				Distance from Salt Lake City	Time Table No. 105 August 4, 1943								
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS			STATIONS		Mile Post	FIRST CLASS			SECOND CLASS				
	455 Time Freight	477 Time Freight	499 Freight	103 Streamliner Passenger	7 Challenger Passenger	37 Passenger				23 Passenger	104 Streamliner Passenger	38 Passenger	8 Challenger Passenger	24 Passenger	160 Time Freight	156 Time Freight	158 Time Freight
	Daily	Daily	Daily	★ See note below	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Yard WFTYOP	11.30PM	2.00PM	6.30AM	10.35PM	6.05PM	4.15PM	12.55PM ⁸	207.2	DN-R MILFORD YL FD	576.8	A 5.48AM	A 11.50AM	A 12.55PM ²³	A 3.00AM	A 11.00AM	A 10.15PM	A 5.30AM
105 L P	11.45	2.15	6.42	10.41	6.13	4.23	1.05	212.3	5.1	571.7	5.43	11.38	12.45	2.47	9.46	9.01	5.00
103 L P	11.53PM	2.23	6.50	10.44	6.20	4.29	1.12	217.4	5.1	566.6	5.39	11.32	12.38	2.41	9.38	8.53	4.50
102 L WP	12.01AM	2.31	6.58	10.48	6.27	4.35	1.19	222.4	5.0	561.6	5.35	11.26	12.32	2.35	9.30	8.45	4.40
94 R P	12.11	2.41	7.08	10.53	6.35	4.42	1.28	229.2	6.8	554.8	5.30	11.18	12.23	2.27	9.20	8.35	4.28
103 L P	12.18	2.48	7.15	10.56	6.40	4.47	1.34	233.5	4.3	550.5	5.27	11.13	12.18	2.22	9.13	8.28	4.20
94 L P	12.26	2.56	7.23	10.59	6.46	4.52	1.40	238.2	4.7	545.8	5.24	11.08	12.12	2.16	9.05	8.20	4.10
72 91 L WFYP	12.42	3.15	7.35	11.03	s 7.00	s 5.05	s 1.58	242.6	4.4	541.4	5.20	s 11.02	s 12.05PM	s 2.10	8.55	8.10	4.00
73 R P	12.52	3.28	7.45	11.07	7.08	5.13	2.06	247.6	5.0	536.4	5.15	10.52	11.54AM	1.52	8.42	7.56	3.40
98 L P	1.00	3.37	7.53	11.11	7.14	5.19	2.13	252.5	4.9	531.5	5.11	10.46	11.49	1.47	8.34	7.48	3.30
73 L WP	1.08	3.45	8.01	11.15	7.20	5.24	2.20	257.3	4.8	526.7	5.07	10.40	11.44	1.41	8.26	7.40	3.20
73 L P	1.17	3.54	8.13 ¹⁶⁰	11.19	7.27 ¹⁵⁶	5.30	2.28	262.9	5.6	521.1	5.03	10.33	11.38	1.35	8.13 ⁴⁹⁹	7.27 ⁷	3.10
94 L P	1.29 ²⁴	4.03	8.21	11.23	7.34	5.36	2.36	268.2	5.3	515.8	4.59	10.27	11.32	1.29 ⁴⁵⁵	8.05	7.10	3.00
99 L WFYP	1.48	4.30	8.40	11.29	7.43	5.46	2.48	274.2	6.0	509.8	4.53	10.20	11.25	f 1.21	7.55	6.58	2.45
73 R P	2.00	4.40	8.50	11.33	7.48	5.51	2.54	278.1	3.9	505.9	4.49	10.14	11.19	1.12	7.40	6.40	2.28
73 52 R P	2.18 ¹⁵⁸	4.48	8.58	11.37	7.54	5.56	3.01	282.8	4.7	501.2	4.45	10.09	11.14	1.06	7.32	6.32	2.18 ⁴⁵⁵
52 L P	2.27	4.57	9.07	11.41	8.00	6.02	3.08	286.2	3.4	497.8	4.41	10.04	11.09	1.00	7.25	6.25	2.10
116 L YP	2.50	5.30	9.30	11.49	8.10	6.14 ¹⁵⁶	3.18	290.3	4.1	493.7	4.34	9.56	11.01	12.53	7.15	6.14 ⁸⁷	2.00
99 L P	3.00	5.47 ¹⁵⁶	9.47 ⁸⁸	11.55PM	8.17	6.21	3.26	294.7	4.4	489.3	4.27	9.47 ⁴⁹⁹	10.52	12.40	6.57	5.47 ⁴⁷⁷	1.42
74 L WP	3.10	5.57	9.55	12.02AM	8.24	6.28	3.34	299.4	4.7	484.6	4.20	9.40	10.45	12.33	6.47	5.37	1.32
73 R P	3.25	6.10	10.10	12.10	8.33	6.37	3.44	305.4	6.0	478.6	4.11	9.31	10.36	12.23	6.27	5.17	1.15
102 R YP	4.05 ¹⁰⁴	6.30	10.29	12.15 ²⁴	8.40	6.44	3.51	308.7	3.3	475.3	4.05 ⁴⁵⁵	9.24	10.29 ⁴⁹⁹	12.15 ¹⁰³	6.17	5.07	1.04
92 R P	4.32	7.02 ³⁷	11.00	12.32 ¹⁵⁸	8.58	7.02 ⁴⁷⁷	4.15	315.6	6.9	468.4	3.49	9.06	10.11	11.51PM	5.55	4.40	12.32 ¹⁰³
99 L P	5.45 ¹⁶⁰	7.15	11.08	12.38	9.05	7.09	4.25 ¹⁵⁶	319.7	4.1	464.3	3.43	8.59	10.04	11.43	5.45 ⁴⁵⁵	4.25 ²³	12.01AM
Yard WFTYOP	A 6.30AM	A 8.00PM	A 11.30AM	A 12.46AM	A 9.20PM	A 7.25PM	A 4.45PM	324.5	4.8	459.5	3.34AM	8.50AM	9.55AM	11.35PM	5.30AM	4.00PM	11.45PM
								117.3	DN-R CALIENTE YL CS		★ See note below	Daily	Daily	Daily	Daily	Daily	Daily
	(7.00)	(6.00)	(5.00)	(2.11)	(3.15)	(3.10)	(3.50)		Thru Time	(2.14)	(3.00)	(3.00)	(3.25)	(5.30)	(6.15)	(6.45)	
	16.7	19.5	23.4	53.8	36.1	37.0	30.6		Average speed per hour	52.5	39.1	39.1	34.2	21.3	18.8	20.4	

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, Modena, Crestline and Islen to pick up revenue passengers for San Bernardino or West.

No. 23 will stop to pick up or discharge revenue passengers at any station.

WESTWARD				FIRST SUBDIVISION				Distance from Salt Lake City	Time Table No. 105 August 4, 1943								
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS			STATIONS		Mile Post	FIRST CLASS			SECOND CLASS				
	455 Time Freight	477 Time Freight	499 Freight	103 Streamliner Passenger	7 Challenger Passenger	37 Passenger				23 Passenger	104 Streamliner Passenger	38 Passenger	8 Challenger Passenger	24 Passenger	160 Time Freight	156 Time Freight	158 Time Freight
	Daily	Daily	Daily	★ See note below	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Yard WFTYOP	11.30PM	2.00PM	6.30AM	10.35PM	6.05PM	4.15PM	12.55PM ⁸	207.2	DN-R MILFORD YL FD	576.8	A 5.48AM	A 11.50AM	A 12.55PM ²³	A 3.00AM	A 11.00AM	A 10.15PM	A 5.30AM
105 L P	11.45	2.15	6.42	10.41	6.13	4.23	1.05	212.3	5.1	571.7	5.43	11.38	12.45	2.47	9.46	9.01	5.00
103 L P	11.53PM	2.23	6.50	10.44	6.20	4.29	1.12	217.4	5.1	566.6	5.39	11.32	12.38	2.41	9.38	8.53	4.50
102 L WP	12.01AM	2.31	6.58	10.48	6.27	4.35	1.19	222.4	5.0	561.6	5.35	11.26	12.32	2.35	9.30	8.45	4.40
94 R P	12.11	2.41	7.08	10.53	6.35	4.42	1.28	229.2	6.8	554.8	5.30	11.18	12.23	2.27	9.20	8.35	4.28
103 L P	12.18	2.48	7.15	10.56	6.40	4.47	1.34	233.5	4.3	550.5	5.27	11.13	12.18	2.22	9.13	8.28	4.20
94 L P	12.26	2.56	7.23	10.59	6.46	4.52	1.40	238.2	4.7	545.8	5.24	11.08	12.12	2.16	9.05	8.20	4.10
72 91 L WFYP	12.42	3.15	7.35	11.03	s 7.00	s 5.05	s 1.58	242.6	4.4	541.4	5.20	s 11.02	s 12.05PM	s 2.10	8.55	8.10	4.00
73 R P	12.52	3.28	7.45	11.07	7.08	5.13	2.06	247.6	5.0	536.4	5.15	10.52	11.54AM	1.52	8.42	7.56	3.40
98 L P	1.00	3.37	7.53	11.11	7.14	5.19	2.13	252.5	4.9	531.5	5.11	10.46	11.49	1.47	8.34	7.48	3.30
73 L WP	1.08	3.45	8.01	11.15	7.20	5.24	2.20	257.3	4.8	526.7	5.07	10.40	11.44	1.41	8.26	7.40	3.20
73 L P	1.17	3.54	8.13 ¹⁶⁰	11.19	7.27 ¹⁵⁶	5.30	2.28	262.9	5.6	521.1	5.03	10.33	11.38	1.35	8.13 ⁴⁹⁹	7.27 ⁷	3.10
94 L P	1.29 ²⁴	4.03	8.21	11.23	7.34	5.36	2.36	268.2	5.3	515.8	4.59	10.27	11.32	1.29 ⁴⁵⁵	8.05	7.10	3.00
99 L WFYP	1.48	4.30	8.40	11.29	7.43	5.46	2.48	274.2	6.0	509.8	4.53	10.20	11.25	f 1.21	7.55	6.58	2.45
73 R P	2.00	4.40	8.50	11.33	7.48	5.51	2.54	278.1	3.9	505.9	4.49	10.14	11.19	1.12	7.40	6.40	2.28
73 52 R P	2.18 ¹⁵⁸	4.48	8.58	11.37	7.54	5.56	3.01	282.8	4.7	501.2	4.45	10.09	11.14	1.06	7.32	6.32	2.18 ⁴⁵⁵
52 L P	2.27	4.57	9.07	11.41	8.00	6.02	3.08	286.2	3.4	497.8	4.41	10.04	11.09	1.00	7.25	6.25	2.10
116 L YP	2.50	5.30	9.30	11.49	8.10	6.14 ¹⁵⁶	3.18	290.3	4.1	493.7	4.34	9.56	11.01	12.53	7.15	6.14 ⁸⁷	2.00
99 L P	3.00	5.47 ¹⁵⁶	9.47 ⁸⁸	11.55PM	8.17	6.21	3.26	294.7	4.4	489.3	4.27	9.47 ⁴⁹⁹	10.52	12.40	6.57	5.47 ⁴⁷⁷	1.42
74 L WP	3.10	5.57	9.55	12.02AM	8.24	6.28	3.34	299.4	4.7	484.6	4.20	9.40	10.45	12.33	6.47	5.37	1.32
73 R P	3.25	6.10	10.10	12.10	8.33	6.37	3.44	305.4	6.0	478.6	4.11	9.31	10.36	12.23	6.27	5.17	1.15
102 R YP	4.05 ¹⁰⁴	6.30	10.29	12.15 ²⁴	8.40	6.44	3.51	308.7	3.3	475.3	4.05 ⁴⁵⁵	9.24	10.29 ⁴⁹⁹	12.15 ¹⁰³	6.17	5.07	1.04
92 R P	4.32	7.02 ³⁷	11.00	12.32 ¹⁵⁸	8.58	7.02 ⁴⁷⁷	4.15	315.6	6.9	468.4	3.49	9.06	10.11	11.51PM	5.55	4.40	12.32 ¹⁰³
99 L P	5.45 ¹⁶⁰	7.15	11.08	12.38	9.05	7.09	4.25 ¹⁵⁶	319.7	4.1	464.3	3.43	8.59	10.04	11.43	5.45 ⁴⁵⁵	4.25 ²³	12.01AM
Yard WFTYOP	A 6.30AM	A 8.00PM	A 11.30AM	A 12.46AM	A 9.20PM	A 7.25PM	A 4.45PM	324.5	4.8	459.5	3.34AM	8.50AM	9.55AM	11.35PM	5.30AM	4.00PM	11.45PM
								117.3	DN-R CALIENTE YL CS		★ See note below	Daily	Daily	Daily	Daily	Daily	Daily
	(7.00)	(6.00)	(5.00)	(2.11)	(3.15)	(3.10)	(3.50)		Thru Time	(2.14)	(3.00)	(3.00)	(3.25)	(5.30)	(6.15)	(6.45)	
	1																

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Salt Lake City	Time Table No. 105 August 4, 1943	Mile Post	SECOND CLASS				
	93 Local Freight	479 Local Freight	305 Mixed				306 Mixed	94 Local Freight			
	Daily	Daily	Daily								
Yard WFTYOP	11.30AM	7.45AM	5.00AM	0.0	DN R SALT LAKE CITY YL VN C	36.8	A 1.45PM	A 7.30PM			
	11.40	8.00	5.30	1.8	1.3 EIGHTH SOUTH ST. YL	37.6	1.30	7.05			
I				2.1	0.8 S. L. & U. CROSSING YL	38.4					
77 P	11.50AM	8.10	5.40	2.6	0.5 OFFICER YL	38.9	1.20	6.55			
				3.4	0.8 D. & R. G. W. CROSSING	39.7					
77	12.05PM	8.25	5.47	4.7	1.3 HUSLER'S	41.0	1.10	6.45			
47 P	12.15	A 8.45AM	f 5.55	7.3	2.6 DN MURRAY YL FN	43.6	f 1.00	6.35			
60 WP			6.05	7.9	0.6 PALLAS YL	44.2	12.55	6.30			
12 P	12.20			9.6	1.7 ATWOOD YL	45.9	12.40	6.25			
20				11.2	1.6 CUSHING	47.5					
I				12.3	1.1 D. & R. G. W. CROSSING	48.6					
58 P	12.30	306	f 6.20	12.6	0.3 SANDY	48.9	f 12.30	93 6.15			
48 WP	12.45		s 6.40	17.1	4.5 DN DRAPER A	782.9	s 12.15PM	6.05			
73 West P	1.00		f 6.55	24.5	7.4 MOUNT	775.5	f 11.40AM	5.45			
73 WYP	1.20		f 7.05	29.0	4.5 CUTLER YL	771.0	f 11.25	5.30			
31 P	1.45		f 7.10	30.5	1.5 DN LEHI YL HI	769.5	f 11.15	5.20			
45 P	2.00		f 7.20	33.5	3.0 D AMERICAN FORK AF	766.5	f 11.05	5.05			
I				34.0	0.5 S. L. & U. CROSSING	766.0					
73 P	2.15		f 7.30	36.5	2.5 DN PLEASANT GROVE GO	763.5	f 10.50	4.50			
11				40.9	4.4 VINEYARD	759.1	f 10.35	4.35			
73 P	2.30		f 7.40	42.6	1.7 GENEVA	757.4	f 10.25	4.30			
I				42.7	0.1 D. & R. G. W. CROSSING	757.3					
Yard WFTYOP	A 2.45PM		s 8.00 9.15 306	47.3	4.6 DN-R PROVO YL VO UR	752.7	s 10.15 9.15 306	4.15PM			
25			f 9.25	52.0	4.7 SPRINGVILLE	748.0	f 9.00				
29 P			s 9.35	55.6	3.6 DN SPANISH FORK SF	744.4	f 8.47				
52 P			f 9.42	58.4	2.8 BENJAMIN	741.6	f 8.40				
55 WP			s 9.59	63.2	4.8 DN PAYSON CN	736.8	f 8.30				
52 P			f 10.12	69.3	6.1 SANTAQUIN	730.7	f 8.11				
60 P			f 10.18	72.0	2.7 YORK	728.0	f 8.05				
51 WP			f 10.30	78.0	8.0 STARR	722.0	f 7.50				
13			f 10.37	81.6	3.6 MONA	718.4	f 7.40				
41 P			f 10.41	83.3	1.7 BURRISTON	716.7	f 7.35				
52 WYP			s 11.15	89.2	5.9 DN NEPHI NI	710.8	s 7.15				
53 P			f 11.30	96.4	7.2 SHARP	703.6	f 6.45				
75 P			f 11.45AM	103.7	7.3 JUB	696.3	f 6.20				
52 WP			f 12.01PM	110.7	7.0 MILLS	689.3	f 6.00				
60 P			f 12.20	118.9	8.2 PARLEY	681.1	f 5.40				
9 P			f 12.25	121.0	2.1 SOMA	679.0	f 5.30				
26 P			f 12.40	128.7	7.7 LEAMINGTON	671.3	f 5.15				
60			f 12.45	130.1	1.4 MACK	669.9	f 5.10				
Yard WFTYP			A 2.00PM	134.1	4.0 DN-R LYNDYL YL NY	665.9	5.00AM				
					134.1		Daily	Daily			

(3.15) (1.00) (9.00) Thru Time (8.45) (3.15)
14.5 7.3 14.9 Average speed per hour 15.3 14.5

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

WESTWARD				FAIRFIELD BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Cutler	Time Table No. 105 August 4, 1943	Mile Post	SECOND CLASS				
	415 Local Freight						416 Local Freight				
	Thursday Only										
73 WYP	10.00AM		0.0	R	CUTLER YL	0.0	A 2.05PM				
			1.9		1.9 S. L. & U. CROSSING	1.9					
15	10.20		4.9		3.0 CLINTON	4.9	1.42				
8			12.7		7.8 DAHL (Spur)	12.7					
8			17.4		4.7 FLOYD (Spur)	17.4					
20	11.22		20.3		2.9 FAIRFIELD	20.3	12.40				
16	A 11.40AM		23.6		3.3 5 MILE PASS	23.6	12.25PM				
					23.6		Thursday Only				

(1.40) Thru Time (1.40)
14.1 Average speed per hour 14.1

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			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Delta	Time Table No. 105 August 4, 1943	Mile Post	SECOND CLASS				
			415 Local Freight								
			Thursday Only								
47 96 WYP			0.0	DN	DELTA YL AK	0.0					
9			21.7		21.7 GREENWOOD (Spur)	21.7					
26 WY			32.2	D	10.5 FILLMORE YL FI	32.2					
					32.2						

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

WESTWARD				CEDAR CITY BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS	FIRST CLASS		Distance from Lund	Time Table No. 105 August 4, 1943	Mile Post	FIRST CLASS		SECOND CLASS			
	417 Local Freight	531 Motor Passenger	529 Motor Passenger				530 Motor Passenger	532 Motor Passenger	418 Local Freight			
	Daily Except Sunday	Daily	Daily		STATIONS							
72 91	WFYP	10.00AM	7.15PM	2.05PM	0.0	DN-R	LUND YL	UN	0.0	A 10.45AM	A 4.55PM	A 9.00AM
							9.4					
50	P	10.22 ⁵³⁰	7.37	2.27	9.4		AVON		9.4	10.22 ⁴¹⁷	4.32	8.10
							11.6					
84	WYOP	10.52	7.59	2.52	21.0	DN-R	IRON SPRINGS YL	GS	21.0	9.57	4.07	7.40
							4.2					
20	P	11.06	8.09	3.02	25.2		HALIVAH		25.2	9.47	3.57	7.20
							4.7					
	P		8.19	3.11	29.9		STOCK YARDS YL (Spur)		29.9	9.37	3.47	
							2.6					
43	Loop WP	A 11.45AM	A 8.30PM	A 3.20PM	32.5	DN-R	CEDAR CITY YL	CD	32.5	9.30AM	3.40PM	7.00AM
							32.5			Daily	Daily	Daily Except Sunday

(1.45) (1.15) (1.15) Thru Time (1.15) (1.15) (2.00)
 18.2 26.0 26.0 Average speed per hour 26.0 26.0 16.2

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 529 is superior to No. 532.—See Rule S-72. *via 530PM to connect with No. 7.*

WESTWARD				IRON MOUNTAIN BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Iron Springs	Time Table No. 105 August 4, 1943		Mile Post	STATIONS		Distance from Iron Springs	Time Table No. 105 August 4, 1943	Mile Post	STATIONS	
84	WYOP			0.0	DN-R	IRON SPRINGS YL	GS	0.0			
						14.7					
42	Y			14.7		IRON MOUNTAIN YL		14.7			
						14.7					

WESTWARD				PIOCHE BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Caliente	Time Table No. 105 August 4, 1943	Mile Post	SECOND CLASS		Distance from Caliente	Time Table No. 105 August 4, 1943	Mile Post	SECOND CLASS	
		403 Local Freight				404 Local Freight						
	Daily Except Sunday	Daily		STATIONS					STATIONS			
Yard	WFYP	7.30AM	0.0	DN-R	CALIENTE YL	CS	0.0	A 4.45PM				
					6.0							
					PECK		6.0					
					8.5							
26		s 8.45	14.5		PANACA		14.5	s 3.30				
					5.9							
	W		20.4		WATER TANK		20.4					
					1.0							
1		s 9.20	21.4		DELMUES (Spur)		21.4	s 2.45				
					11.3							
16	WY	A 10.15AM	32.7	D	PIOCHE YL	RM	32.7	2.00PM				
					32.7			Daily Except Sunday				

(2.45) (2.45) Thru Time (2.45)
 11.9 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				EUREKA BRANCH				EASTWARD				WESTWARD				SILVER CITY BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Tintic	Time Table No. 105 August 4, 1943		Mile Post	STATIONS		Distance from Tintic	Time Table No. 105 August 4, 1943	Mile Post	STATIONS		Distance from Tintic	Time Table No. 105 August 4, 1943	Mile Post	STATIONS		Distance from Tintic	Time Table No. 105 August 4, 1943	Mile Post	STATIONS			
73 51	WFYOP	0.0	DN	TINTIC YL	U	0.0						73 51	WFYOP	0.0	DN	TINTIC YL	U	0.0					
				0.8																			
				TINTIC WYE YL		0.8																	
				0.8																			
				1.6		MAMMOTH JCT. YL		1.6															
				2.0																			
6		3.6	D	EUREKA YL	RK	3.6																	
				3.6																			

WESTWARD				MAMMOTH BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Mammoth Jct.	Time Table No. 105 August 4, 1943		Mile Post	STATIONS		Distance from Mammoth Jct.	Time Table No. 105 August 4, 1943	Mile Post	STATIONS	
		0.0			MAMMOTH JCT. YL		0.0				
					0.8						
		0.8			D. & R. G. W. CROSSING YL		0.8				
					0.8						
		1.6			MAMMOTH YL		1.6				
					1.6						

Trains are governed by D.&R.G.W. Rules and Regulations while using their tracks between D.&R.G.W. crossing and Mammoth.

WESTWARD				PRINCE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Pioche	Time Table No. 105 August 4, 1943		Mile Post	STATIONS		Distance from Pioche	Time Table No. 105 August 4, 1943	Mile Post	STATIONS	
16	WY	0.0	D	PIOCHE YL	RM	0.0					
				0.0							
				2.6		PRINCE JCT.		2.6			
				2.6		ATLANTA		2.6			
7				4.1		MENDHA (Spur)		4.1			
				4.1							
4				6.5		CASELTON		6.5			
				6.5		2.1					
4	WY			8.6		PRINCE		8.6			
						8.6					

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	Chief Surgeon	Los Angeles, Calif.	
John B. Demman	Surgeon	Caliente, Nev.	Crestline to Moapa.
Reed W. Farnsworth	Surgeon	Cedar City, Utah	Cedar City to Avon.
Max Schlachter	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 including: Eureka, Silver City and Mammoth Branches.
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. R. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
J. J. Weight	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
R. C. Linebaugh	Surgeon	Pleasant Grove, Utah	Draper to Vineyard.
Spencer Wright	Chief Surgeon	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	Eye, Ear, Nose, Throat	Salt Lake City, Utah.	Salt Lake City to Sandy.
F. R. Slopansky	Eye, Ear, Nose, Throat	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	Surgeon	Salt Lake City, Utah.	Salt Lake City to Sandy.
R. E. Smith	Surgeon	Salt Lake City, Utah.	Salt Lake City to Sandy.
J. F. Clinton	Surgeon	Salt Lake City, Utah.	Salt Lake City to Sandy.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1' 15"	48.
31"	116.1	53"	67.9	1' 20"	45.
32"	112.5	54"	66.6	1' 25"	42.3
33"	109.1	55"	65.4	1' 30"	40.
34"	105.9	56"	64.2	1' 35"	37.9
35"	102.9	57"	63.1	1' 40"	36.
36"	100.	58"	62.	1' 45"	34.3
37"	97.3	59"	61.	1' 50"	32.7
38"	94.7	1'	60.	1' 55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2' 15"	26.6
41"	87.8	1' 3"	57.1	2' 30"	24.
42"	85.7	1' 4"	56.2	2' 45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3' 30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1' 10"	51.4	7'	8.6
49"	73.5	1' 11"	50.7	8'	7.5
50"	72.	1' 12"	50.	10'	6.
51"	70.6				

MILEAGE:

Main Line	458.8
Branches	150.9
Total	609.7