

R. E. TITUS, General Manager
P. J. LYNCH, General Superintendent Transportation

J. W. MYERS, General Superintendent. Salt Lake City, Utah

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

J. V. ROCHEK, Ass't Superintendent
Salt Lake City, Utah

L. W. FLAHERTY, Trainmaster. Milford, Utah

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

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

T. C. HIMSTREET, Road Foreman Eng.
Salt Lake City, Utah

A. E. SMITH, Road Foreman Eng. Milford, Utah

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

B. ESBENSON, General Roadmaster
Salt Lake City, Utah

First and Second Subdivision and Branches

E. R. GUYE, Chief Train Dispatcher

R. L. GUNDY, Assistant Chief Train Dispatcher

C. C. LOBACK, Assistant Chief Train Dispatcher

W. B. DUMAS	} Train Dispatchers Milford, Utah
O. B. OLSON	
W. C. HYDE	
M. L. BUNTIN	
C. A. PREWITT	
F. P. CRISPINO	
S. H. VERNON	
J. E. MUNCEY	

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION

CEDAR CITY BRANCH
IRON MOUNTAIN BRANCH
PIOCHE BRANCH
PRINCE BRANCH

SUPPLEMENT NO. 1 TO
TIME-TABLE
No. 103

Effective Sunday,
October 11, 1942
at 12:01 A. M. Mountain Time

"THINK!"

FOR EMPLOYES ONLY

WESTWARD				CEDAR CITY BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Distance from Lund	Supplement No. 1 to Time-Table No. 103 October 11, 1942		Distance from Cedar City	FIRST CLASS		SECOND CLASS	
	417 Local Freight	Daily Except Sunday	531 Motor Passenger	529 Motor Passenger		530 Motor Passenger	532 Motor Passenger		418 Local Freight			
	Daily		Daily	Daily		Daily	Daily Except Sunday					
85 WFP	10.00AM		4.30PM	8.15AM	0.0	DN-R	LUND	UN	32.5	A 7.00AM	A 11.40AM	A 9.00AM
36 P	10.25		4.50	8.35 ⁴¹⁸	9.4		9.4 AVON		23.1	6.24	11.18	8.35 ⁵²⁹
84 WYOP	10.55 ⁵³²		5.12	8.59	21.0		4.2 IRON SPRINGS		11.5	6.00	10.55 ⁴¹⁷	8.00
26 P	11.15		5.20	9.10	25.2		4.7 HALIVAH		7.3	5.50	10.46	7.20
P			5.30	9.20	29.9		2.6 STOCK YARDS (Spur)		2.6	5.36	10.36	
30 Loop WP	A 11.45AM	A	5.40PM	A 9.45AM	32.5	DN-R	CEDAR CITY	CD	0.0	5.30AM	10.30AM	7.00AM
							32.5			Daily	Daily	Daily Except Sunday
	(1.45) 18.2		(1.10) 27.9	(1.30) 21.7			Thru Time			(1.30) 21.7	(1.10) 27.9	(2.00) 16.2
Average speed per hour												
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.												

Westward				IRON MOUNTAIN BRANCH				Eastward				WESTWARD				PRINCE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Iron Springs	Supplement No. 1 to Time-Table No. 103 October 11, 1942		Distance from Iron Mountain	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Prince Jct.	Supplement No. 1 to Time-Table No. 103 October 11, 1942		Distance from Prince														
		STATIONS					STATIONS																
84 WYOP	0.0	IRON SPRINGS		14.7	15 WY	0.0	D	PIOCHE	RM														
	3.9	3.9		10.8		0.2		0.0		8.6													
44 Y	13.3	DESERT MOUND		1.4		6.2		0.2		6.2													
30	14.7	0.4 WYE		0.0	10	6.2		0.2		6.0													
		1.4 IRON MOUNTAIN			4	4.1		0.2		4.5													
		14.7				6.5		0.2		2.1													
					41	8.6		0.2		0.0													
								8.6															

WESTWARD				PIOCHE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Caliente	Supplement No. 1 to Time-Table No. 103 October 11, 1942		Distance from Pioche	SECOND CLASS				
		403 Local Freight		STATIONS			404 Local Freight				
	Daily Except Sunday	Daily Except Sunday					Daily Except Sunday				
Yard WFP		7.30AM	0.0	DN-R	CALIENTE	CS	32.7	A 4.45PM			
			6.0		6.0 PECK		26.7				
2			11.9		5.9 COMET (Spur)		20.8				
31		s 8.45	14.5		2.6 PANACA		18.2	s 3.30			
W			20.4		5.9 WATER TANK		12.3				
1		s 9.20	21.4		1.0 DELMUES (Spur)		11.3	s 2.45			
15 WY		A 10.15AM	32.7	D	11.3 PIOCHE	RM	0.0	2.00PM			
					32.7			Daily Except Sunday			

(2.45) Thru 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.