

**The Salt Lake & Utah Railroad
Corporation**

**Employees'
Time Table No. 45
Effective 4:01 A.M.
Saturday, February 24th
1945**

(SPECIAL RULES AND REGULATIONS)

If any rules and instructions contained in this Time Table conflict with those contained in Book of Rules, employees will be governed by rules and instructions contained herein.

This Time Table is for the use and government of Employees only, and is not intended for the information of the public, or as an advertisement of time of any train. The Company reserves the right to vary from it at pleasure.

Employees engaged in movement of trains must provide themselves with

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Employes engaged in movement of trains must provide themselves with a copy of the current time table, and always have a copy with them while on duty.

All wires along the line of The Salt Lake & Utah Railroad Corporation are alive and carry ELECTRIC CURRENT, and all employes and especially trainmen working on the top of or about cars are CAUTIONED to watch at all times for LOW or LOOSE WIRES, and are definitely WARNED not to TOUCH, CUT or in any manner whatever handle any broken or hanging wires.

The overhead construction is suspended from a line of poles alongside of track and employes are cautioned to watch out for these poles while working on the top or side or around cars and trains, and not to work on top or sides of cars unless they know there is sufficient clearance for safety.

Before making adjustments or repairs on or beneath a motor and before coupling or uncoupling light or power jumpers, the trolley must be pulled down and fastened.

Trolley must not be replaced unless it is known that no one is under the motor. Trolley poles must not be handled with anything but the trolley rope.

In the event of fire on any car or locomotive, the trainmen must pull trolley down immediately, and if possible put the fire out with fire extinguishers which are located in each car, then report same to Dispatcher for instructions. (Do not use water unless absolutely necessary.)

Under no circumstances must a motor be allowed to pass from 750 to 1500 volts, at Sixth South St., Salt Lake City, until the change-over switch on the motor has been adjusted by the Motorman for 1500 volts.

The 750 volt side of the change-over switch must be used when north of Sixth South Street, Salt Lake City. Motormen will be held responsible for the position of the change-over switch. This also applies to Dead-head Motors.

E. J. HAYMOND,
Trainmaster.

THEO SCHNEIDER,
Acting General Manager.

**STANDARD CLOCKS ARE LOCATED AT DISPATCHER'S OFFICE, SPRINGVILLE,
AND SALT LAKE TERMINAL WAITING ROOM
SPEED RESTRICTIONS**

Passenger trains must not exceed a speed of 60 miles per hour.
 Freight trains must not exceed a speed of 40 miles per hour.
 Trains will reduce speed to 10 miles per hour over inter-locking plants at South Salt Lake, Chipman, and over all spring switches.
 Trains will reduce speed to 10 miles per hour entering and leaving switches.
 Trains approaching double track at Granger, must be under control.
 Trains must not exceed 20 miles per hour between Provo Jct., and Fifth West St. and 15 miles per hour between Fifth West and Second South Streets, Provo.
 Trains must be under control, while running on city streets.
 Trains will observe the speed for points not mentioned above, as indicated on slow boards, and will run carefully and sound proper signals through all towns and cities.
 Passenger trains will not exceed a speed of 45 miles per hour and freight trains 30 miles per hour over interlocking plants at Ironton and Springville.

RAILROAD CROSSINGS

SOUTH SALT LAKE.	UNION PACIFIC.	INTERLOCKED.
CHIPMAN.	UNION PACIFIC.	INTERLOCKED.
IRONTON.	UNION PACIFIC.	INTERLOCKED.
SPRINGVILLE.	D. & R. G. W.	INTERLOCKED.
LEHI ROLLER MILLS.	UNION PACIFIC.	CROSSING GATE.
PROVO SAND SPUR.	D. & R. G. W.	CROSSING GATE.
PROVO 2ND WEST.	D. & R. G. W.	FULL STOP.
WEST JORDAN.	D. & R. G. W.	FULL STOP.
JORDAN RIVER BRIDGE.	UNION PACIFIC.	FULL STOP.
MAPLETON SUGAR FACTORY	D. & R. G. W.	20 miles per hour.

INTERCHANGES

SALT LAKE TERMINAL.....	BAMBERGER RAILROAD
SOUTH SALT LAKE.....	UNION PACIFIC
SALT LAKE JCT.....	W. P.—D. & R. G. W.
WEST JORDAN FACTORY.....	D. & R. G. W.
PROVO JUNCTION	D. & R. G. W.
URYCHANGE	UTAH RAILROAD
IRONTON	UNION PACIFIC

WHENEVER POWER GOES OFF, TRAINS MUST STOP IMMEDIATELY

Current must not be used while motors are passing over either of D. & R. G. W. crossings south of Springville.

At Chipman and South Salt Lake, interlocking plants, all trainmen and motormen must familiarize themselves with their operation. After passage of trains through plant, line up must be made for Union Pacific main track.

Trainmen must not commence to reset levers after a train has passed, until it is entirely clear of the last detector bar, and time release must not be operated when an approaching train on the foreign line has reached the distant signal.

Motormen must shut off current while trolleys are passing Circuit Breakers.

Switch lights have been removed from all switches on Magna Branch. Trains will run prepared to stop short of an improperly aligned switch and will not use switches unless properly set.

OFFICIAL WATCH INSPECTORS

**HUBBARD DENN JEWELRY CO., SALT LAKE CITY
HEINSELN JEWELRY CO., PROVO**

LIST OF SURGEONS AND HOSPITALS

DR. SPENCER WRIGHT, Chief Surgeon.....Office 3-5848—Res. 3-3764.....Salt Lake

LOCAL DOCTORS

DR. L. J. TAUFER.....Office 3-5848—Res. 3-1994.....Salt Lake
DR. R. E. SMITH.....Office 3-5848—Res. 5-3643.....Salt Lake
DR. S. C. B. SORENSON.....Office 99-J3—Res. 99-J2.....Riverton
DR. E. EDDINGTON.....Office 22—Res. 50.....Lehi
DR. J. F. NOYES.....Office and Res. 9.....American Fork
DR. B. C. LINEBAUGH.....Office and Res. Dial 2241.....Pleasant Grove
DR. FRED R. TAYLOR.....Office 1600—Res. 128.....Provo
DR. GEORGE ANDERSON.....Office and Res. 64.....Springville
DR. J. W. HAGAN.....Office and Res. 32.....Spanish Fork

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DR. J. W. HAGAN.....Office and Res. 32.....Spanish Fork
DR. L. D. STEWART.....Office and Res. 34.....Payson
DR. GEORGE E. McBRIDE.....Office 53-W—Res. 31-W.....Magna

L. D. S. HOSPITAL, SALT LAKE CITY
8th Ave and C—Dial 3-5881

Stretchers Located At All Stations and on All Passenger Trains

In case of accident or injury to passengers, employes, or trespassers, the nearest District Surgeon is to be called.

This Company will not be responsible for any expense incurred when any but its regular Surgeons are called, and the L. D. S. Hospital at Salt Lake, should be notified and arrangements will be made to meet train.

THEO SCHNEIDER.....Salt Lake City.....Phone 3-6547.....
HAROLD C. DAVIS.....Salt Lake City.....Phone 4-3035.....
H. M. FRIEDEL.....Holladay.....Phone Hol. 299-W.....
H. J. HINTZE.....Salt Lake City.....Phone 3-4219.....
E. J. HAYMOND.....Springville.....Phone Spr. 245-J.....
WM. THOMPSON.....Salt Lake City.....Phone 6-7061.....
J. E. WESTPHAL.....Provo.....Phone Provo 1239.....
GENERAL OFFICE.....Salt Lake City.....Phone 3-4581.....
FREIGHT OFFICE.....Salt Lake City.....Phone 3-8891.....
DISPATCHERS OFFICE.....Springville.....Phone Spr. 61.....

SIDINGS OR SPURS NOT IN STATION COLUMN

Main Line

T Pike	mile post 4.0	capacity 30 cars siding
Earl	mile post 7.1	capacity 8 cars siding
T Taylorsville	mile post 8.8	capacity 15 cars spur
T Bluffdale	mile post 20.9	capacity 15 cars siding
T Hickey	mile post 29.9	capacity 20 cars siding
Lehi Cereal Mill	mile post 30.1	capacity 5 cars spur
Lehi Factory	mile post 32.4	capacity 20 cars spur
Manilla Beet	mile post 36.0	capacity 14 cars siding
Manilla Clay	mile post 36.5	capacity 6 cars spur
Karen	mile post 38.0	capacity 2 cars spur
T Lindon	mile post 39.0	capacity 9 cars spur
Kofford	mile post 41.5	capacity 3 cars spur
Stratton	mile post 42.5	capacity 6 cars spur
T Snow	mile post 43.1	capacity 13 cars siding 33 cars spur
T Lincoln	mile post 43.8	capacity 19 cars siding
Lakeview	mile post 45.8	capacity 6 cars spur
Grundy	mile post 49.0	capacity 10 cars spur
Glengarry	mile post 53.4	capacity 18 cars spur
Springville Poultry	mile post 55.3	capacity 25 cars spur
Springville Canning Co.	mile post 55.4	capacity 12 cars spur
Miner	mile post 55.9	capacity 16 cars siding
Springville Mapleton	mile post 56.5	capacity 50 cars spur
T McBeth	mile post 57.5	capacity 13 cars siding
Del Monte	mile post 60.5	capacity 12 cars spur
Keeler Sand	mile post 62.0	capacity 2 cars spur
Salem Beet	mile post 64.0	capacity 16 cars siding
Dixon	mile post 65.4	capacity 5 cars siding

Magna Branch

Warr	mile post 08.0	capacity 15 cars spur
Harmon	mile post 09.5	capacity 10 cars spur
Whipple	mile post 013.6	capacity 9 cars spur

THE SALT LAKE & UTAH RAILROAD

SOUTHBOUND

Time Table No. 45

Effective 4:01 A. M.
February 24, 1945

FIRST CLASS

Capacity of Spurs and Sidings	13 Mixed	27 Mixed	11 Mixed	25 Mixed	9 Mixed	7 Mixed	5 Mixed	23 Mixed	3 Mixed	21 Mixed	1 Mixed	Distance From Salt Lake	STATIONS	Distance From Payson	
	Daily	Daily	Daily	Daily Except Sundays and Holidays	Daily	Daily	Daily	Daily	Daily	Daily Except Sundays and Holidays	Daily				
Yard Y	M-12 10.30 PM	M-26-10-28 6.45 PM	M-10-26 6.15 PM	M-8-10-26 5.10 PM	M-8-26 4.30 PM	M-24-6 2.30 PM	M-4-24 12.01 PM	M-24-4 11.55 AM	M-2-22 9.50 AM	M-22 7.55 AM	L7.00AM	0.0	R-T	SALT LAKE 2.1	66.9
Yard	10.42	6.57	6.25	5.20	4.40	2.40	12.10	12.05	10.00	8.05	7.12	2.1	T	SOUTH SALT LAKE 1.2	F 64.8
Yard	10.44	6.59	6.27	5.24	4.42	2.42	12.12	12.07	10.02	8.07	7.14	3.3	T	SALT LAKE JUNCTION 2.8	F 63.6
Yard Y	10.50	7.05 PM	6.35	5.30 PM	M-10 4.50	M-8 2.50	M-6 12.20	M-6 12.18 PM	M-4 10.10	8.12AM	M-22 7.20	6.1	D-R-T	GRANGER 3.0	S 60.8
Siding 14	10.54		6.40		4.55	2.54	12.25		10.15		7.25	9.1	T	NORBERG 1.3	F 57.8
Siding 18	10.56		6.43		4.57	2.57	12.28		10.17		7.27	10.4	T	BENNION 2.3	F 56.5
Yard 30	10.59		6.47		5.00	3.01	12.31		10.20		7.31	12.7	T	WEST JORDAN 2.6	S 54.2
Siding 35	11.04		6.51		5.05	3.05	12.36		10.24		7.35	15.3	T	REDWOOD 2.9	F 51.6
Siding 24	M-14 11.09		6.57		5.12	3.12	12.42		10.30		7.40	18.2	D-T	RIVERTON 5.5	S 48.7
Siding 18	11.15		7.04		5.17	3.17	12.47		10.34		7.45	20.9	T	BLUFFDALE 2.8	F 46.0
Siding 30	11.18		7.08		5.21	3.20	12.51		10.39		7.48	23.7	T	BRINGHURST 1.8	F 43.2
Siding 24	11.20		M-12 7.15		5.24	3.23	12.54		10.42		7.51	25.5	T	CAMP WILLIAMS 1.8	F 41.4
Siding 17	11.26		7.22		5.30	3.29	1.01		10.48		M-2 8.00	29.3	T	HICKEY 1.1	F 37.6
Yard 7	11.28		7.25		5.33	3.30	1.06		10.50		8.03	30.4	D-T	LEHI 1.8	S 36.5
Siding 30	11.31		7.28		5.35	3.32	1.09		10.52		8.06	32.2	T	CUTLER 1.5	F 34.7
Yard	11.36		7.33		5.40	3.37	1.17		10.56		8.11	33.7	D-T	AMERICAN FORK 0.8	S 33.2
Siding 15	11.38		7.40		5.46	M-10 3.47	1.21		11.02		8.15	34.5	T	CHIPMAN 2.7	F 32.4
Yard 31	11.43		7.45		5.52	3.52	1.28		11.08		8.22	37.2	D-T	PLEASANT GROVE 3.2	S 29.7
Siding 16	11.46		7.48		5.54	3.55	1.31		M-6 11.14		8.25	39.0	T	LINDON 2.7	F 27.5
Spur 9	11.49		7.50		5.57	3.58	1.34		11.17		8.28	40.3	T	HARRIS 1.4	F 26.6
Yard 32	11.52		7.53		6.02	4.00	M-8 1.39		11.22		8.32	41.7	D-T	OREM 2.3	S 25.2
Siding 28	11.57		7.58		6.08	4.04	1.43		11.28		8.37	44.0	T	CURTIS 3.7	F 22.9
Belt Line	12.04		8.05		M-12 6.20	4.10	1.50		11.34		M-4 8.45	47.7	R-T-O	PROVO JUNCTION 1.8	F 19.2
Yard	12.10		8.15		6.30	4.20	2.08		11.40		8.50	48.8	D-T	PROVO 1.8	S 18.1
Siding 40	12.17		8.20		6.35	4.25	2.13		11.44		8.57	50.6	T	URY CHANGE 0.8	F 16.3
Spur 20 Siding 30	12.18		8.21		6.36	4.26	2.14		11.45		8.58	51.4	T	IRONTON 3.0	F 15.5
Spur 6	12.23		8.27		6.45	4.34	2.24		11.56		9.09	54.4	D-T	SPRINGVILLE 1.5	S 12.5
Siding 16	12.26		8.30		6.49	4.38	2.27		11.59		9.12	55.9		MINER 3.6	F 11.0
Spur 12	12.35		8.37		7.00	4.45	2.40		12.07		9.23	59.5	D-T	SPANISH FORK 2.4	S 7.4
Siding 7	12.38		8.39		7.02	4.48	M-10 2.42		12.13		9.28	61.9	T	DEL MONTE 1.8	F 5.0
Siding 14	12.46		8.45		7.06	4.52	2.49		12.15		9.31	63.7	T	SALEM 3.2	F 3.2
Yard Y	A1.00PM		M-14 A9.00 PM		M-14 A7.15 PM	M-10-12 A5.00 PM	M-12 A3.00 PM		M-8 A12.25 PM		M-6 A9.40 AM	66.9	D-R-T	PAYSON	0.0

SOUTHBOUND

MAGNA BRANCH

NORTHBOUND

Capacity of Spurs and Sidings	FIRST CLASS				Distance From Salt Lake	TIME TABLE No. 45 Effective February 24, 1945	Stations	Distance From Magna	FIRST CLASS				Capacity of Spurs and Sidings	
	27 Mixed	25 Mixed	23 Mixed	21 Mixed					22 Mixed	24 Mixed	26 Mixed	28 Mixed		
Daily	Daily	Daily Except Sundays and Holidays	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Yard Y	7.05PM	5.30PM	12.20PM	8.15AM	15.0	D-R-T	GRANGER	S	8.9	7.15AM	11.15AM	4.00PM	6.15PM	Yard Y
Spur 5	7.23	5.42	12.35	8.29	12.0	T	BELLO	F	3.0	6.57	10.55	3.40	6.01	Spur 5
Yard Y	A7.35PM	M-28 A5.50 PM	M-26 A12.45 PM	M-24 A8.40 AM	15.0	D-R-T	MAGNA	S	0.0	L6.50AM	M-21 L10.45 AM	M-23 L3.30 PM	M-25 L5.55 PM	Yard Y

BULLETIN BOOKS—Salt Lake Terminal, Salt Lake Freight, Provo Jct., Payson

—HOLIDAYS MAGNA BRANCH—

—REGISTER STATIONS—
Salt Lake Terminal—All Trains Provo Jct.—Freight Trains Only
Granger—Magna Branch Trains Only Payson—All Trains

New Year's Day Thanksgiving Day
Memorial Day Christmas Day
July Fourth

Full Face Type or Heavy Black Figures indicate positive meet-under control. If train to be met not there, call Dispatcher immediately.
At meeting points southward trains will take siding.
Main line and Magna Branch trains scheduled to connect passengers when there are any.

UTAH RAILROAD CORPORATION

Time Table No. 45

Effective 4:01 A. M.
February 24, 1945

NORTHBOUND

Distance From Salt Lake	STATIONS	Distance From Payson	FIRST CLASS										Capacity of Spurs and Sidings	
			22 Mixed	2 Mixed	4 Mixed	24 Mixed	6 Mixed	8 Mixed	26 Mixed	10 Mixed	28 Mixed	12 Mixed		14 Mixed
0.0	R-T SALT LAKE	66.9	M-21-3 A7.40AM	M-3 A8.55AM	M-23-5 A10.35AM	M-5-23 A11.40AM	M-7 A12.45PM	M-9 A3.15PM	M-9-25 A4.25PM	M-25-11 A5.10PM	M-27-25 A6.35PM	M-13 A8.10PM	A11.55PM	Yard Y
2.1	T SOUTH SALT LAKE	F 64.8	7.17	8.46	10.19	11.24	12.30	2.58	4.11	4.58	M-11 6.25	7.57	11.40	Yard
3.3	T SALT LAKE JUNCTION	F 63.6	7.14	8.44	10.16	11.22	12.26	2.56	4.09	4.56	6.19	7.54	11.34	Yard
6.1	D-R-T GRANGER	S 60.8	M-1 7.20AM	8.40	M-3 10.10	11.18AM	M-5-23 12.20PM	M-7 2.50	4.05PM	M-9 4.50	6.15PM	7.49	11.30	Yard Y
9.1	T NORBERG	F 57.8		8.34	10.02		12.15	2.44		4.39		7.45	11.24	Siding 14
10.4	T BENNION	F 56.5		8.32	10.00		12.13	2.42		4.37		7.43	11.22	Siding 18
12.7	T WEST JORDAN	S 54.2		8.26	9.56		12.09	2.37		4.33		7.39	11.18	Yard 30
15.3	T REDWOOD	F 51.6		8.22	9.53		12.04	2.32		4.28		7.35	11.14	Siding 35
18.2	D-T RIVERTON	S 48.7		8.17	9.48		11.59	2.27		4.23		7.30	M-13 11.09	Siding 24
20.9	T BLUFFDALE	F 46.0		8.13	9.41		11.52	2.22		4.16		7.25	11.06	Siding 18
23.7	T BRINGHURST	F 43.2		8.10	9.36		11.49	2.19		4.13		7.18	11.04	Siding 30
25.5	T CAMP WILLIAMS	F 41.4		8.07	9.32		11.46	2.16		4.10		M-11 7.15	11.02	Siding 24
29.3	T HICKEY			M-1 8.00	9.25		11.38	2.09		4.02		7.06	10.54	Siding 17
30.4	D-T LEHI	S 36.5		7.58	9.24		11.37	2.08		4.01		7.05	10.53	Yard 7
32.2	T CUTLER	F 34.7		7.55	9.20		11.33	2.03		3.57		7.01	10.51	Siding 30
33.7	D-T AMERICAN FORK	S 33.2		7.50	9.15		11.30	2.00		3.53		6.58	10.45	Yard
34.5	T CHIPMAN	F 32.4		7.45	9.10		11.24	1.55		M-7 3.47		6.51	10.41	Siding 15
37.2	D-T PLEASANT GROVE	S 29.7		7.39	9.04		11.18	1.49		3.41		6.46	10.34	Yard 31
39.0	T LINDON	F 27.5		7.35	9.00		M-3 11.14	1.45		3.37		6.41	10.31	Siding 16
40.3	T HARRIS	F 26.6		7.33	8.58		11.12	1.43		3.35		6.38	10.28	Spur 9
41.7	D-T OREM	S 25.2		7.31	8.56		11.10	M-5 1.39		3.33		6.35	10.26	Yard 32
44.0	T CURTIS	F 22.9		7.26	8.51		11.05	1.35		3.28		6.29	10.21	Siding 28
47.7	R-T-O PROVO JUNCTION	F 19.2		7.20	M-1 8.45		10.58	1.29		3.21		M-9 6.20	10.15	Belt Line
48.8	D-T PROVO	S 18.1		7.15	8.40		10.52	1.25		3.15		6.15	10.10	Yard
50.6	T URY CHANGE			7.04	8.28		10.38	1.16		3.03		5.59	10.01	Siding 40
51.4	T IROTON	F 15.5		7.02	8.27		10.37	1.15		3.02		5.58	10.00	Spur 20 Siding 30
54.4	D-T SPRINGVILLE	S 12.5		6.57	8.22		10.34	1.10		2.57		5.55	9.54	Spur 6
55.9	MINER	F 11.0		6.51	8.17		10.30	1.05		2.51		5.51	9.51	Siding 16
59.5	D-T SPANISH FORK	S 7.4		6.45	8.11		10.24	12.59		2.44		5.44	9.44	Spur 12
61.9	T DEL MONTE	F 5.0		6.39	8.05		10.18	12.55		M-5 2.42		5.38	9.38	Spur 12
63.7	T SALEM	F 3.2		6.36	8.01		10.16	12.51		2.36		5.36	9.36	Siding 14
66.9	D-R-T PAYSON	0.0		L6.30AM	L7.55AM		M-1 10.10AM	M-3 L12.45PM		M-3 L2.30PM		M-5-7 L5.30PM	M-9-11 L9.30PM	Yard Y

NORTHBOUND

26 Mixed	28 Mixed	Capacity of Spurs and Sidings
Daily Except Sundays and Holidays	Daily	
4.00PM	6.15PM	Yard Y
3.40	6.01	Spur 5
M-23 3.30PM	M-25 L5.55PM	Yard Y

No. 8 has right over No. 23—Granger to Salt Lake
No. 10 take siding at Del Monte for No. 5
No. 2 has right over No. 21—Granger to Salt Lake
No. 4 has right over No. 21—Granger to Salt Lake
No. 24 has right over No. 3—Granger to Salt Lake
No. 28 has right over No. 9—Granger to Salt Lake
No. 12—Has right over Nos. 25 and 27—Granger to Salt Lake
No. 26 has right over No. 7—Granger to Salt Lake
No. 7 has right over No. 24—Granger to Salt Lake
No. 28 take siding at South Salt Lake for No. 11
No. 5 and No. 8 will meet on spur at Orem.

"S" at right of station indicates all trains make regular stop. "F" stop on flag only. All trains will stop on flag on main line at 3rd So., 6th So., 9th So., 13th So. and 8th West, Salt Lake City, Chesterfield, Earl, Taylorsville, Hibbard, Gardner, Niles, Bluffdale, Mile Post 22-32, Bringhurst School Stop, Jordan Narrows, Kirkham, U. P. Cross at M. P. 27.4, Lehi Roller Mills, Lehi Sugar Factory, Manilla, Karen, Harris, Snow, Lincoln, South Curtis, Lakeview, 5th So. and University, Provo, Provo, 4th No. Springville, Jefferson School, Springville, South Miner, McBeth, 7th No., Spanish Fork, Dixon, 8th East, Payson.

Flag stops on Magna Branch: Grant, Warr, Paul, Peterson, Harmon, Fassio, Marihall St., 5450 West, Walk, Hunter, Newton, Shafer, Whipple, Flangas, Belva Ave.

J. E. WESTPHAL, Chief Train Dispatcher.
E. R. BLACKETT, Train Dispatcher.
D. B. DENNIS, Train Dispatcher.

Face Type or Heavy Black Figures indicate positive meet—approach meeting points control. If train to be met not there, call Dispatcher immediately.
meeting points southward trains will take siding.
in line and Magna Branch trains scheduled to connect at Granger will wait for cars when there are any.