

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Lynndyl, between east and west water columns.	15	15	15	Shields Between M.P. 754.2 and 755.5.	60	50	40
Lynndyl, over old cinder pit on inbound roundhouse lead.		5	5	Erda Between M.P. 757.1 and 758.8.	55	45	35
Champlin Between M.P. 678.9 and 679.2.	65	55	40	Morris Between M.P. 760.9 and 761.9.	70	60	45
Dyer Between M.P. 680.5 and 684.5.	60	50	40	Between M.P. 762.8 and 763.3.	65	55	45
Jericho Between M.P. 685.7 and 686.0.	70	60	45	Lake Point American Smelting and Refining Co. high line.			15
Between M.P. 686.2 and 687.0.	65	55	40	Between M.P. 767.2 and 767.5.	60	50	40
Between M.P. 687.3 and 688.9.	60	50	40	Garfield Between M.P. 770.1 and 770.6.	70	60	45
McIntyre Between M.P. 692.8 and 693.4.	70	60	45	Buena Vista Between M.P. 779.2 and 779.6.	65	55	45
Tintic West switch.	30	30	20	Between Buena Vista and North Yard, Freight Line.	20	20	20
West leg of wye.			5	All trains and engines using Provo or Third Subdivision main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.			
Between M.P. 699.6 and 699.9.	70	60	45	Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.	12	12	12
Between M.P. 702.1 and 703.8.	70	60	45	Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.			5
Boulter Between M.P. 705.8 and 715.8.	55	45	35				
Pehrson Between M.P. 719.6 and 721.0.	60	50	40				
Stockton Between M.P. 742.1 and 743.3.	60	50	40				
Between M.P. 743.5 and 744.1.	55	45	35				
Running track between Warner and Stockton.	15	15	15				
Warner wye.			5				

PROVO SUBDIVISION

Maximum speed.	50	40	40	American Fork City limits, between M.P. 765.8 and 767.5.	20	20	20
800, 3800 and 3900 class engines.		30	30	Lehi Sugar Factory trackage.			5
Through interlocking.	20	20	20	Cutler Emsco Spur, over No. 7 switch.			5
Lynndyl Between house track switch and standpipe.	5	5	5	Mount Between M.P. 773.5 and 778.0.	40	30	20
Leamington Between M.P. 674.6 and 685.8.	40	30	20	Draper Between M.P. 781.0 to 783.0 eastward. Between M.P. 784.0 to 781.0 westward.	20	20	20
Mills Between M.P. 691.8 and 694.4.	40	30	20	Midvale All tracks except main track.			12
Nephi City limits, between M.P. 709 and 712.	20	20	20	Sandy All trains and engines using Provo or Third Subdivision main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.	30	30	30
Santaquin Between M.P. 732.9 and 733.5.	40	30	20	Within yard limits between Salt Lake City and Atwood.	15	15	15
Provo City limits, between M. P. 751.0 and 754.8	20	20	15				
Geneva Steel Plant Over road crossings.			15				
Pleasant Grove Wasatch Oil Spur.			10				
City limits, between M.P. 762.9 and 764.0.	20	20	20				

BRANCHES

Fairfield Branch.	15	15		Cedar City, oil track No. 12, Commissary Spur and freight house lead.			5
Pioche Branch. Between M.P. 0.0 and 17.0.	20	20		Iron Mountain Branch.	15	15	
Between M.P. 17.0 and 22.0.	10	10		Fillmore Branch.	20	20	
Between M.P. 22.0 and 32.7.	20	20		Fillmore Branch, at M.P. 12.4, 12.8, 13.5 and 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.			
Prince Branch.	15	15		Eureka Branch.	12	12	
Cedar City Branch.	30	30		Eureka, within city limits.	6	6	
Trains handling 5 or more cars of ore.			20				
Cedar City Loop, over spring switch.	10	10					

F. C. PAULSEN, General Manager
H. E. SHUMWAY, General Superintendent Transportation
E. MARKSHEFFEL, General Superintendent

W. J. MORRISON, Superintendent, Salt Lake City, Utah
C. C. LARKIN, Asst. Supt. Salt Lake City, Utah
H. G. HAGGLUND, Terminal Trainmaster
Salt Lake City, Utah
G. A. CUNNINGHAM, Trainmaster
Salt Lake City, Utah
W. A. SMITH, Trainmaster Milford, Utah
J. R. FROHOFF, Master Mechanic
Los Angeles, Calif.
R. E. ROOT, Road Foreman of Engines
Salt Lake City, Utah
G. H. BAKER, Road Foreman of Engines . . Milford, Utah
M. DEVEREAUX, Road Foreman of Engines
Salt Lake City, Utah
L. F. RACINE, Division Engineer . Salt Lake City, Utah
B. ESBENSON, Gen'l Roadmaster . Salt Lake City, Utah

First and Second Subdivisions and Branches

E. R. GUYE, Chief Train Dispatcher
Milford, Utah
C. C. LOBACK, Asst. Chief Train Dispatcher
Milford, Utah
F. P. CRISPINO, Asst. Chief Train Dispatcher
Milford, Utah

Third and Provo Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher
Salt Lake City, Utah
L. G. CAMPBELL, Asst. Chief Train Dispatcher
Salt Lake City, Utah
E. C. BULLIS, Asst. Chief Train Dispatcher
Salt Lake City, Utah

Standard clocks are located as shown below:

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

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



UTAH DIVISION

FIRST SUBDIVISION
SECOND SUBDIVISION
THIRD SUBDIVISION
PROVO SUBDIVISION
AND BRANCHES

TIME-TABLE
No. 111

Effective Thursday,
May 15, 1947
at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD								SECOND SUBDIVISION								Distance from Salt Lake City	Time-Table No. 111 May 15, 1947		
SECOND CLASS				FIRST CLASS				STATIONS	FIRST CLASS		SECOND CLASS								
195	199	157	1	103	37	3	4		2	104	38	152	174	196					
Freight	Time Freight	Freight	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger		Passenger	Streamliner Passenger	Passenger	Freight	Freight	Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
Yard OPT WY	9.30P ³⁸	1.35P ³⁸	3.05AM	9.22P ³⁸	9.20P ³⁸		12.05P ³⁸	1.00AM	118.1	DN-R LYNN DYL YL NY									
99 P	9.40	1.43	3.15	9.23	9.25		12.12	1.06	123.7	CLINE 5.6									
99 P	9.47	1.48	3.35 ²	9.32	9.29		12.17	1.10	128.5	CLINE 4.8									
47 96 PWY	10.00	1.55	3.48	9.38	9.35		12.25	1.16	134.6	STRONG 6.1									
73 P	10.10	2.01	3.58	9.43	9.39		12.33	1.21	139.6	DN DELTA YL AK									
94 P	10.16	2.06	4.04	9.47	9.42		12.38	1.25	144.1	OASIS 5.0									
72 P	10.22	2.11	4.10	9.51	9.45		12.50 ³⁸	1.29	148.5	OASIS 4.5									
81 P	10.28	2.16	4.18	9.55	9.48		12.59	1.34 ⁴	153.0	VAN 4.4									
94 P	10.36	2.22	4.26	9.59	9.52		1.06	1.38	158.1	MIRAGE 4.5									
96 P	10.43	2.27	4.33	10.03	9.55		1.11	1.42 ¹⁵²	163.0	DN CLEAR LAKE CK									
73 P	10.54	2.34	4.44	10.09	10.00		1.19	1.48	169.4	NEELS 5.1									
94 P	11.03	2.40	4.52	10.13	10.04		1.25	1.52	174.4	BORDEN 4.9									
94 P	11.12	2.46	5.01	10.17	10.08		1.30	1.56	179.4	BORDEN 6.4									
94 PW	11.20	2.52	5.10	10.21	10.13		1.38	2.00	184.6	BLOOM 5.0									
94 P	11.26	2.57	5.17	10.25	10.16		1.44	2.04	189.3	CRUZ 5.0									
73 P	11.34	3.03	5.45 ¹⁰⁴	10.29	10.20		1.50	2.08	194.3	PUMICE 5.2									
94 P	11.41	3.08	5.52	10.33	10.23		1.55	2.12	198.9	DN BLACK ROCK KO									
74 P	11.47	3.13	5.59	10.37	10.26		2.00	2.16	203.0	MALONE 4.7									
Yard OPT WY Z	A 11.55P ³⁸	A 3.20P ³⁸	A 6.05AM	A 10.45P ³⁸	A 10.30P ³⁸		A 2.10P ³⁸	A 2.22AM ²	207.2	READ 4.6									
										MURDOCK 4.1									
										KIPP 4.2									
										DN-R MILFORD YL FD									
										89.1									

(2.25) 36.8 (1.45) 50.9 (3.00) 29.63 (1.23) 64.4 (1.10) 76.3 (2.05) 42.7 (1.22) 65.2 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 and No. 199 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 199 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 103 will register at Milford by train registering ticket.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
37	Any station.	Any station.	Any station.

SECOND SUBDIVISION								EASTWARD								Distance from Salt Lake City	Time-Table No. 111 May 15, 1947		
SECOND CLASS				FIRST CLASS				STATIONS	FIRST CLASS		SECOND CLASS								
195	199	157	1	103	37	3	4		2	104	38	152	174	196					
Freight	Time Freight	Freight	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger		Passenger	Streamliner Passenger	Passenger	Freight	Freight	Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
Yard OPT WY	9.30P ³⁸	1.35P ³⁸	3.05AM	9.22P ³⁸	9.20P ³⁸		12.05P ³⁸	1.00AM	118.1	DN-R LYNN DYL YL NY									
99 P	9.40	1.43	3.15	9.23	9.25		12.12	1.06	123.7	CLINE 5.6									
99 P	9.47	1.48	3.35 ²	9.32	9.29		12.17	1.10	128.5	CLINE 4.8									
47 96 PWY	10.00	1.55	3.48	9.38	9.35		12.25	1.16	134.6	STRONG 6.1									
73 P	10.10	2.01	3.58	9.43	9.39		12.33	1.21	139.6	DN DELTA YL AK									
94 P	10.16	2.06	4.04	9.47	9.42		12.38	1.25	144.1	OASIS 5.0									
72 P	10.22	2.11	4.10	9.51	9.45		12.50 ³⁸	1.29	148.5	OASIS 4.5									
81 P	10.28	2.16	4.18	9.55	9.48		12.59	1.34 ⁴	153.0	VAN 4.4									
94 P	10.36	2.22	4.26	9.59	9.52		1.06	1.38	158.1	MIRAGE 4.5									
96 P	10.43	2.27	4.33	10.03	9.55		1.11	1.42 ¹⁵²	163.0	DN CLEAR LAKE CK									
73 P	10.54	2.34	4.44	10.09	10.00		1.19	1.48	169.4	NEELS 5.1									
94 P	11.03	2.40	4.52	10.13	10.04		1.25	1.52	174.4	BORDEN 4.9									
94 P	11.12	2.46	5.01	10.17	10.08		1.30	1.56	179.4	BORDEN 6.4									
94 PW	11.20	2.52	5.10	10.21	10.13		1.38	2.00	184.6	BLOOM 5.0									
94 P	11.26	2.57	5.17	10.25	10.16		1.44	2.04	189.3	CRUZ 5.0									
73 P	11.34	3.03	5.45 ¹⁰⁴	10.29	10.20		1.50	2.08	194.3	PUMICE 5.2									
94 P	11.41	3.08	5.52	10.33	10.23		1.55	2.12	198.9	DN BLACK ROCK KO									
74 P	11.47	3.13	5.59	10.37	10.26		2.00	2.16	203.0	MALONE 4.7									
Yard OPT WY Z	A 11.55P ³⁸	A 3.20P ³⁸	A 6.05AM	A 10.45P ³⁸	A 10.30P ³⁸		A 2.10P ³⁸	A 2.22AM ²	207.2	READ 4.6									
										MURDOCK 4.1									
										KIPP 4.2									
										DN-R MILFORD YL FD									
										89.1									

Thru Time (1.28) 60.7 (1.23) 64.4 (1.10) 76.3 (1.50) 48.6 (3.04) 29.6 (2.50) 31.5 (2.50) 31.5

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 and No. 199 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 199 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 4, No. 2 and No. 104 will register at Lyndyl by train registering ticket.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
38	Any station.	Any station.	Any station.

WESTWARD				FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 111	
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS			May 15, 1947			
	199	181	177	1	103	37	3		STATIONS	
	Time Freight	Freight	Freight	Passenger	Streamliner Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Yard OPTWYZ	3.25PM	8.30AM	12.30AM ⁴	10.55PM	10.30PM		2.20PM	2.30AM	207.2	DN-R MILFORD YL FD
105 P	3.35	8.40	12.45	11.02	10.35		2.30	2.37	212.3	5.1 UPTON
103 P	3.41	8.50	12.55	11.06	10.39		2.36	2.42	217.4	5.1 LAHO
102 PW	3.47	8.58	1.05	11.10	10.43		2.42	2.46	222.4	5.0 THERMO
94 P	3.54	9.08	1.15	11.16	10.48		2.50	2.52	229.2	6.8 NADA
103 P	3.59	9.14	1.21	11.20	10.51		2.55	2.56	233.5	4.8 LATIMER
94 P	4.04	9.20	1.36 ²	11.24	10.54		2.59	3.00	238.2	4.7 KERR
80 122 OPWY	4.12	9.30	1.45	f 11.30	10.59		s 3.15	s 3.15 ¹⁵⁴	242.6	4.4 DN LUND YL UN
73 P	4.19	9.38	1.55	11.40 ⁴	11.04		3.23	3.21	247.6	5.0 FORD
98 P	4.24	9.45	2.02	11.50	11.08		3.28	3.25	252.5	4.9 ZANE
73 PW	4.29	9.52	2.10	11.55PM	11.11		3.36	3.30	257.8	4.8 BERYL
73 P	4.35	10.01	2.20	12.01AM	11.16 ⁴		3.45	3.35	262.9	5.6 YALE
94 P	4.42	10.14 ³⁸	2.30 ¹⁵⁴	12.07	11.20		3.53	3.40	268.2	5.3 HEIST
99 99 OPWY	4.59	10.25	2.45	12.14	11.26		s 4.05	3.47	274.2	6.0 DN MODENA YL NA
73 P	5.04	10.35 ¹⁷⁶	2.55	12.18	11.30		4.10	3.51	278.1	3.9 TOMAS
73 52 P	5.10	10.43	3.05	12.22	11.34		4.15	3.55	282.8	4.7 UVADA
52 P	5.15	10.52	3.15	12.26	11.37		4.20	3.59	286.2	3.4 LIEN
116 PY RCS	5.26 ¹⁹⁸	11.10	3.40	12.37 ²	11.43		4.28	4.08	290.3	4.1 DN CRESTLINE YL NE
99 P	5.34	11.20	3.50	12.45	11.48		4.34	4.22 ¹⁰⁴	294.7	4.4 BROWN
74 PW	5.44	11.30	4.15 ¹⁰⁴	12.52	11.55PM		4.40	4.29	299.4	4.7 ACOMA
73 P	5.55	11.42	4.28	1.01	12.02AM		4.50 ¹⁹⁸	4.38	305.4	6.0 BARCLAY
102 PY RCS	6.08	11.55AM	4.43 ³	1.07 ¹⁵⁴	12.06 ²		4.56	4.43 ¹⁷⁷	308.7	3.8 DN ISLEN SN
92 P	6.29	12.13PM	5.04	1.24	12.20		5.19	5.00	315.6	6.9 MINTO
99 P	6.37	12.23	5.14	1.32	12.25 ¹⁵⁴		5.25	5.07	319.7	4.1 ECCLES
Yard OPTWY	A 6.50PM	A 12.35PM	A 5.30AM	A 1.45AM	A 12.35AM		A 5.40PM	A 5.15AM	324.5	4.8 DN-R CALIENTE YL CS
										(117.3)
	(3.25) 34.3	(4.05) 28.7	(5.00) 23.4	(2.50) 41.4	(2.05) 56.3		(3.20) 35.1	(2.45) 42.7		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 and No. 199 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 199 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 103 will stop at Lund to pick up passengers from and discharge passengers for Utah Parks.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
37	Any station.	Any station.	Any station.

FIRST SUBDIVISION				EASTWARD						
Car capacity of sidings, etc. See Rule 6 (A).	FIRST CLASS			SECOND CLASS			Distance from Salt Lake City	Time-Table No. 111		
	104	38	4	2	154	176		198	May 15, 1947	
	Streamliner Passenger	Passenger	Passenger	Passenger	Freight	Freight		Freight	STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Yard OPTWYZ	DN-R MILFORD YL FD	576.8	A 5.35AM		A 11.35AM	A 12.30AM ¹⁷⁷	A 2.10AM	A 4.20AM	A 12.50PM	A 8.15PM
105 P	5.1 UPTON	571.7	5.30		11.25	12.25	2.01	4.11	12.38	8.01
103 P	5.1 LAHO	566.6	5.26		11.19	12.20	1.56	4.03	12.30	7.54
102 PW	5.0 THERMO	561.6	5.22		11.14	12.16	1.51	3.55	12.22	7.46
94 P	6.8 NADA	554.8	5.17		11.06	12.10	1.45	3.45	12.12	7.36
103 P	4.8 LATIMER	550.5	5.14		11.01	12.06	1.41	3.38	12.06PM	7.30
94 P	4.7 KERR	545.8	5.11		10.56	12.02AM	1.36 ¹⁷⁷	3.30	11.59AM	7.23
80 122 OPWY	4.4 DN LUND YL UN	541.4	5.08		s 10.50	s 11.57PM	f 1.31	3.15 ³	11.50	7.15
73 P	5.0 FORD	536.4	5.03		10.36	11.40 ¹	1.25	2.58	11.34	6.59
98 P	4.9 ZANE	531.5	5.00		10.31	11.30	1.20	2.51	11.27	6.52
73 PW	4.8 BERYL	526.7	4.57		s 10.26	11.25	1.15	2.44	11.20	6.45
73 P	5.6 YALE	521.1	4.53		10.20	11.16 ¹⁰³	1.10	2.37	11.10	6.35
94 P	5.3 HEIST	515.8	4.49		10.14 ¹⁸¹	11.11	1.05	2.30 ¹⁷⁷	11.00	6.25
99 99 OPWY	6.0 DN MODENA YL NA	509.8	4.44		s 10.07	11.05	12.59	2.20	10.50	6.15
73 P	3.9 TOMAS	505.9	4.40		9.59	11.01	12.54	2.07	10.35 ¹⁸¹	5.52
73 52 P	4.7 UVADA	501.9	4.36		9.54	10.56	12.49	2.01	10.16	5.45
52 P	3.4 LIEN	497.8	4.33		9.49	10.52	12.45	1.55	10.10	5.35
116 PY RCS	4.1 DN CRESTLINE YL NE	493.7	4.26		9.42	10.45	12.37 ¹	1.45	10.00	5.26 ¹⁹⁹
99 P	4.4 BROWN	489.3	4.22 ³		9.29	10.36	12.30	1.33	9.45	5.10
74 PW	4.7 ACOMA	484.6	4.15 ¹⁷⁷		9.22	10.29	12.23	1.26	9.35	5.02
73 P	6.0 BARCLAY	476.6	4.07		9.12	10.20	12.13	1.14	9.24	4.50 ³⁷
102 PY RCS	3.8 DN ISLEN SN	475.3	4.02		9.07	10.15	12.06 ¹⁰³	1.07 ¹	9.18	4.43
92 P	6.9 MINTO	468.4	3.48		8.50	9.59	11.48PM	12.35	8.59	4.25
99 P	4.1 ECCLES	464.8	3.42		8.42	9.52	11.42	12.25 ¹⁰³	8.50	4.15
Yard OPTWY	4.8 DN-R CALIENTE YL CS	459.5	3.35AM		8.35AM	9.45PM	11.35PM	12.01AM	8.40AM	4.00PM
		117.3	Daily		Daily	Daily	Daily	Daily	Daily	Daily
		Thru Time	(2.00)		(3.00)	(2.45)	(2.35)	(4.19)	(4.10)	(4.15)
		Average speed per hour	58.6		39.1	42.7	45.4	27.0	23.0	27.6

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 and No. 199 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 199 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 104 will register at Milford by train registering ticket. No. 104 will stop at Lund to pick up passengers from and discharge passengers for Utah Parks.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
88	Any station.	Any station.	Any station.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 111 May 15, 1947	Mile Post	SECOND CLASS				
	Daily	93 Local Freight	305 Mixed				306 Mixed	94 Local Freight			
		Daily	Daily								
STATIONS											
Yard CoPTWYZ		4.00PM	7.30AM	0.0	DN R	SALT LAKE CITY YL SA C	36.8	A 1.45PM	A 11.45PM		
P		4.10	7.45	1.3		1.3 EIGHTH SOUTH ST. YL	37.6	1.30	11.25		
IP				2.1		0.8 S. L. & U. CROSSING YL	38.4				
77		4.15	7.50	2.6		0.5 OFFICER YL	38.9	1.20	11.15		
				3.4		0.8 D. & R. G. W. CROSSING YL	39.7				
77 P		4.20	7.56	4.7		1.3 HUSLER'S YL	41.0	1.10	11.05		
47 P		4.30	8.10	7.3	DN	2.6 MURRAY YL FN	43.6	f 1.00	10.55		
60 PW		4.35	8.13	7.9		0.6 PALLAS YL	44.2	12.55			
12 P				9.6		1.7 ATWOOD YL	45.9	12.40	10.35		
20				11.2		1.6 CUSHING	47.5				
I				12.3		1.1 D. & R. G. W. CROSSING	48.6				
102 P		4.50	8.25	12.6		0.3 SANDY	48.9	f 12.30	10.25		
48 PW		5.15	9.05	17.1	D	4.5 DRAPER A	782.9	s 12.15PM	10.10		
WS 73 ES 70 P		5.35	9.25	24.5		7.4 MOUNT	775.5	f 11.40AM	9.50		
73 PWY		5.55	9.35	29.0		4.5 CUTLER YL	771.0	f 11.25	9.30		
81 P		6.05	9.50	30.5	D	1.5 LEHI YL HI	769.5	f 11.15	9.25		
45 P		6.20	10.25	33.5	D	3.0 AMERICAN FORK AF	766.5	f 11.05	9.15		
I				34.0		0.5 S. L. & U. CROSSING	766.0				
73 P		6.30	10.50 ³⁰⁶	36.5	D	2.5 PLEASANT GROVE GO	763.5	f 10.50 ³⁰⁶	9.05		
11				40.9		4.4 VINEYARD	759.1	f 10.35			
73 P		6.55	11.00AM	42.0		1.1 GENEVA	758.0	f 10.25	8.50		
AI				42.7		0.7 D. & R. G. W. CROSSING	757.3				
Yard CoPTWYZ		7.30 ⁹⁴	1.00PM	47.3	DN-R	4.6 PROVO YL VO	752.7	s 10.15	7.30 ⁹³		
25		8.40	1.10	52.0		4.7 SPRINGVILLE	748.0	f 9.00	7.00		
29 P		8.50	1.20	55.6	D	3.6 SPANISH FORK SF	744.4	f 8.47	6.51		
52 P		8.57	1.27	58.4		2.8 BENJAMIN	741.6	f 8.40	6.45		
55 PW		9.10	1.44	63.2	D	4.8 PAYSON CN	736.8	f 8.30	6.30		
52 P		9.25	1.57	69.3		6.1 SANTAQUIN	730.7	f 8.11	6.18		
60 P		9.32	2.03	72.0		2.7 YORK	728.0	f 8.05	6.12		
51 PW		9.50	2.15	78.0		8.0 STARR	722.0	f 7.50	5.58		
13		10.00	2.22	81.6		3.8 MONA	718.4	f 7.40	5.40		
41 P		10.05	2.26	83.3		1.7 BURRISTON	716.7	f 7.35	5.36		
52 PWY		10.30	3.00	89.2	DN	5.9 NEPHI NI	710.8	s 7.15	5.24		
53 P		10.50	3.15	96.4		7.2 SHARP	703.6	f 6.45	5.09		
75 P		11.05	3.30	103.7		7.3 JUAB	696.3	f 6.20	4.54		
52 PW		11.20	3.45	110.7		7.0 MILLS	689.3	f 6.00	4.36		
60 P		11.40	4.11 ⁹⁴	118.9		8.2 PARLEY	681.1	f 5.40	4.11 ³⁰⁶		
9 P		11.47PM	4.16	121.0		8.1 SOMA	679.0	f 5.30	4.05		
26 P		12.05AM	4.31	128.7		7.7 LEAMINGTON	671.3	f 5.15	3.44		
60 P		12.10	4.36	130.1		1.4 MACK	669.9	f 5.10	3.40		
Yard oPTWY		A 12.30AM	A 4.45PM	134.1	DN-R	2.0 LYNNDYL YL NY	665.9	5.00AM	3.30PM		
(134.1)											
						Daily		Daily			
						(8.30) 15.7		(8.15) 14.5		Thru Time..... Average speed per hour.....	
						(8.45) 15.8		(8.15) 16.2			

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

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

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

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

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

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

GENERAL							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	45	Trains handling 5 or more cars ore.			30
Stock special, No. 199.			55	Diesel switch engines in road service.		35	35
Inspection bus cars.		45	45	Within yard limits—			
When caboose is handled in train consisting of passenger train equipment.		50		On main line.	50	40	25
3800 and 3900 class and 2-10-2 and 4-10-2 type engines.		50	45	On branch lines and on Provo Subdivision.	30	30	15
MacArthur type engines with 63-inch drivers.		50	45	Through tunnels.	40	40	25
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement.	20	20	20
4000 and 9000 class engines.		45	45	Over spring switches where movement is over facing point switch, except at Caliente, Minto and Buena Vista.	20	20	20
Ten Wheeler type engines.		35	35	When using cross-overs or turnouts.	15	15	15
Mallet type engines.		30	30	9000 class engines running backwards, when using crossovers and turnouts.		6	6
Consolidation type engines.		30	30	On wye tracks.	6	6	6
0-6-0 and 0-8-0 type yard engines.		20	20	Through interlocking.	30	30	30
Engines running backward.	20	20	20	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20
Trains handling scale test cars—				Jordan spreaders and other machines of spreader type, when in operation.			15
On main line.			30				
On branch lines.			20				
Trains handling loaded wooden Hart convertible cars.			30				
Trains handling company roadway machines on their own wheels—							
On straight track.			30				
On curves.			25				

FIRST SUBDIVISION							
Between Caliente and east switch Lien.			Between M.P. 480.4 and 481.6.				
Caliente, between public crossing east of passenger station and Signal 4592.	20	20	20	Between M.P. 484.5 and 486.6.	50	40	30
Caliente				Between M.P. 486.8 and 488.7.	30	30	25
Between M.P. 460.0 and 460.3.	45	35	25	Brown			
Between M.P. 461.2 and 461.7.	30	25	20	Between M.P. 489.1 and 489.2.	50	40	30
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 489.7 and 489.9.	45	35	30
Eccles				Between M.P. 490.6 and 491.5.	50	40	30
Between M.P. 466.0 and 466.9.	45	35	25	Between M.P. 491.9 and 492.1.	40	30	25
Minto				Crestline			
Between M.P. 468.1 and 468.3.	55	45	35	Over east and west switches.	30	30	25
Between M.P. 469.1 and 477.2.	30	25	20	Between M.P. 494.1 and 494.4.	40	30	25
Islen to Minto				Between M.P. 495.0 and 497.3.	30	25	20
Engines backing up.	12	12	12	Lien			
Islen				Between M.P. 498.2 and 498.5.	60	50	40
Over west switch.	30	25	20	Between M.P. 499.7 and 499.9.	70	60	45
Barclay				Uvada			
Between M.P. 479.1 and 479.4.	40	30	25	Between M.P. 502.0 and 502.4.	70	60	45
Between M.P. 479.8 and 480.0.	50	40	25				

SECOND SUBDIVISION							
Black Rock			Delta—East leg of wye.				
Between M.P. 600.5 and 600.7.	70	60	45	Between M.P. 650.7 and 653.2.	70	60	45
Cruz				Between M.P. 654.1 and 654.7.	60	50	40
Between M.P. 615.2 and 615.8.	60	50	40	Strong			
Delta				Between M.P. 655.8 and 656.4.	70	60	45
Hal Oil Spur.			5				