

UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT



UTAH DIVISION

CEDAR CITY BRANCH

IRON MOUNTAIN BRANCH

PIOCHE BRANCH

PRINCE BRANCH

SUPPLEMENT NO. 2

Superseding Sup. No. 1 to

TIME-TABLE No. 103

Effective Sunday,
Nov. 1, 1942

at 12:01 A. M. Mountain Time

"THINK!"

FOR EMPLOYEES ONLY

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

A. E. SMITH, Road Foreman Engs.
Salt Lake City, Utah

W. G. WHITE, Road Foreman Engs. 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	

Empty table grid for the time-table supplement.

WESTWARD				CEDAR CITY BRANCH				EASTWARD						
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS		Distance from Lund	Supplement No. 2 to Time-Table No. 103 November 1, 1942		Distance from Cedar City	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								
85	WFYP	10.00AM	4.30PM	1.20PM	0.0	DN-R	LUND	UN	32.5	A 11.30AM	A 3.40PM	A 9.00AM		
36	P	10.20	4.48	1.38	9.4		9.4 AVON		23.1	11.12	3.22	8.35		
84	WYOP	10.51 ⁵³⁰	5.09	1.59	21.0	R	11.6 IRON SPRINGS		11.5	10.51 ⁴¹⁷	3.01	8.00		
26	P	11.05	5.17	2.07	25.2		4.2 HALIVAH		7.3	10.43	2.53	7.20		
	P		5.25	2.15	29.9		4.7 STOCK YARDS (Spur)		2.6	10.35	2.45			
30	Loop WP	A 11.45AM	A 5.30PM	A 2.20PM	32.5	DN-R	2.6 CEDAR CITY	CD	0.0	10.30AM	2.40PM	7.00AM		
							32.5			Daily	Daily	Daily Except Sunday		
		(1.45) 18.2	(1.00) 32.5	(1.00) 32.5			Thru Time			(1.00) 32.5	(1.00) 32.5	(2.00) 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.

Westward				IRON MOUNTAIN BRANCH				Eastward			
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Iron Springs	Supplement No. 2 to Time-Table No. 103 November 1, 1942		Distance from Iron Mountain	WESTWARD		PRINCE BRANCH		EASTWARD		
		STATIONS			Car capacity of sidings, etc. See Rule 6 (A).	Distance from Prince Jct.	Supplement No. 2 to Time-Table No. 103 November 1, 1942		Distance from Prince		
							STATIONS				
84	WYOP	0.0	IRON SPRINGS	14.7	15	WY	D	PIOCHE	RM		
		3.9	3.9 DESERT MOUND	10.8				0.0		8.6	
44	Y	13.3	9.4 WYE	1.4				0.2		6.2	
30		14.7	1.4 IRON MOUNTAIN	0.0	10			6.2		6.0	
			14.7		4			4.1		4.5	
						wo		6.5		2.1	
					41			8.6		0.0	
										8.6	

WESTWARD				PIOCHE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Caliente	Supplement No. 2 to Time-Table No. 103 November 1, 1942		Distance from Pioche	SECOND CLASS				
	403 Local Freight			STATIONS			404 Local Freight				
	Daily Except Sunday										
Yard	WFYP	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)
11.9 Thru Time (2.45)
11.9 Average speed per hour
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.