

	EX-CC 630, UPD&G 630 (1890), 33 (1896).										
144	4-4-0	C-2F	18x24	69	102,100	13,410	140	H&W*	4/67*	?	Reblt. 5/86.
	Ex-UP ??, 825 (1886), UPD&G 825 (1890), 34 (1896).										Dism. 1906.
145	4-4-0	C-2F	18x24	69	100,600	13,410	140	H&W*	7/68*	?	Reblt. 1892.
	Ex-UP ??, UPD&G 830 (1892), 35 (1896).										Dism. 12/14.

\*There is a great deal of confusion as to the origin of engines 144-145. The 144 most probably was UP 1st 19, *Black Hawk*; UP 6, *Black Hawk* (1866); CC 3 (1871); CC 1391 (1885); CC 825 (1886); UPD&G 825 (1890); UPD&G 34 (1896)—a Hinkley & Williams engine of 1866. No. 145 may not have been Hinkley-built at all. The builders and dates shown are from official C&S records, but this does not make them correct.