

BEFORE THE
INTERSTATE COMMERCE COMMISSION

Finance Docket No. 13771

IN THE MATTER OF THE APPLICATION OF LOS ANGELES & SALT LAKE RAILROAD COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AUTHORIZING THE ABANDONMENT OF THE FILLMORE BRANCH IN MILLARD COUNTY, UTAH, AND AUTHORIZING UNION PACIFIC RAILROAD COMPANY, LESSEE, TO ABANDON OPERATION THEREOF.

RETURN TO QUESTIONNAIRE

Los Angeles & Salt Lake Railroad Company and its lessee, Union Pacific Railroad Company, hereinafter called applicants, has made application to the Interstate Commerce Commission pursuant to Paragraph 18 of Section 1, Part I of the Interstate Commerce Act for a certificate of public convenience and necessity authorizing the former to physically abandon and the latter to abandon operation of a branch line of railroad known as the Fillmore Branch, extending from Delta to Fillmore, Millard County, Utah, a distance of 31.24 miles, together with incidental side and spur tracks, which application is filed in the office of the Interstate Commerce Commission in Finance Docket No. 13771 and notice of the application is being published in the form prescribed by the Commission and said notice has been posted and proof of publication and affidavit of posting of

notice will be furnished to the Commission as soon as the same are available.

Applicants also submit the following information required by the Commission's order dated November 27, 1941:

1. Complete statement of the purpose of the application.

ANSWER: As before stated, the purpose of this application is to secure authority of the Interstate Commerce Commission to abandon the applicants' Fillmore Branch. The principal point at which rail freight traffic is originated or terminated is Fillmore, a town of approximately 1,785 inhabitants.

This town is situated at the end of the branch and on a first-class, all-weather highway, which is the main highway between Salt Lake City, Utah, and Los Angeles, California. There are a substantial number of common carrier and other motor carriers operating over this highway and they provide adequate freight and passenger service and are able to provide all the transportation service which is required by the town of Fillmore and the surrounding territory and therefore there is no public necessity for rail service.

Begin → Approximately 97% of the freight traffic handled by the applicants over the branch line originated or terminated at Fillmore and the balance of the rail traffic is negligible. The applicants are confronted

with a loss of approximately 45% of the petroleum products traffic as a result of restrictions placed upon the transportation of these commodities by the Office of Defense Transportation. The loss of revenue on this traffic will amount to approximately \$10,213 or 15.24% of the total revenue received from all traffic moving on and off the branch. During the months of May to September, inclusive, the traffic originating on the branch in 1941 amounted to only 30 cars, and in November and December, 1941, to only 24 cars. 2

The use of this line by the shipping public has required the operation of service twice each week and generally only a very few carloads of freight are handled per trip, which indicates that the public use of the branch does not warrant its continued operation and that the transportation needs of the community could be adequately served by other carriers in the event the branch line is abandoned.

The branch is laid with 29 miles of 90 pound rail. The current demand for rail for the maintenance of absolutely essential rail service for handling troops, munitions and other war materials so far exceeds the supply that the railroads generally, including the applicants, will have great difficulty in maintaining their properties in condition to meet these unusual and vital traffic demands, and this is especially true with respect to applicants' railroad.

The railroads have been repeatedly urged by the Office of Production Management, the War Production Board and the United States War Department to supply, for war purposes, every last bit of relay rail and scrap metal that they can do without and not jeopardize their ability to meet the transportation requirements resulting from the all-out war efforts of the Government, and the railroads have been unable to meet either their own requirements or those of the Government. The need for relay rail and scrap metal is so serious that applicants aver continued operation of the line is unwarranted because of the war emergency and the slight use made of the line by the shipping public.

2. When, by whom, and for what purpose the line was constructed, and its proprietary history.

ANSWER: The Fillmore Branch was constructed by the Los Angeles & Salt Lake Railroad Company, and was opened to the public for traffic on January 15, 1923. This line was constructed for the purpose of securing traffic from anticipated development of a large area of irrigable and dry farming agricultural lands. Such traffic has not materialized except to a very limited extent. This branch was operated from date of construction to January 1, 1936, by the Los Angeles & Salt Lake Railroad Company, and since the latter date has been and is being operated by the Union Pacific Railroad Company under lease approved

by the Interstate Commerce Commission on July 26, ^{End}
1935, in Finance Docket No. 9422, Union Pacific Rail-
road Company Unification, 207 I.C.C. 543.

3. A copy of the applicant's general balance sheet of the latest date available, and a copy of the applicant's income account for each of the last five calendar years, and for that portion of the current year for which the information is available.

ANSWER: Attached to this return and identified as follows, are:

- (a) Exhibit No. 1, copy of general balance sheet for Los Angeles & Salt Lake Railroad Company as of March 31, 1942 (which is the latest date for which said statement is available);
- (b) Exhibit No. 2, copy of general balance sheet for Union Pacific Railroad Company as of March 31, 1942 (which is the latest date for which said statement is available);
- (c) Exhibit No. 3, copy of income account for Los Angeles & Salt Lake Railroad Company for the years 1937 to 1941, inclusive, and the three months ended March 31, 1942;
- (d) Exhibit No. 4, copy of income account for Union Pacific Railroad Company for the years 1937 to 1941, inclusive, and the three months ended March 31, 1942.

4. The present state of maintenance of the line.

ANSWER: The line has been maintained in suitable condition for the class and volume of

traffic offered, maintenance expenditures having been confined to the minimum consistent with safe operation.

5. The estimated salvage value of the line, with a general statement of the basis of the estimate.

ANSWER: Estimated salvage value of the line is as follows:

Rail - relayer 90 lb, 29.4 mi.	4157.9 GT @	\$28.00	\$116,421
Rail - scrap	466.7 GT @	19.00	8,867
Rail joints	506.7 GT @	23.48	11,897
Switches and frogs	24.1 GT @	21.50	518
Tie plates, spikes, bolts, etc.	638.2 GT @	20.50	13,083
Switch stands and derails	1.4 GT @	15.50	22
Guard rails	6.5 GT @	19.00	124
Scrap wire	38.4 GT @	5.50	211
Bumping post	16.0 Cwt.	0.20	3
			<u>\$151,146</u>
Less estimated cost of removal			16,419
			<u>\$134,727</u>
Estimated salvage value of land			23,426
Net salvage value of line			<u>\$158,153</u>

6. The names of all railroads with which the line connects for interchange of traffic and the points of such interchange.

ANSWER: None, other than Union Pacific at Delta, Utah.

7. A brief description of the present train service on the line, and of important changes made in the past five years.

ANSWER: Consists of one freight train round trip on Tuesday and Friday of each week. No changes have been made in the past five years.

8. The names of all stations on the line, stated in order with milepost numbers, with the approximate population of each, and the authority for the information, showing for each place the names of all other railroads by which it is served, or its distance by highway from the nearest other railroad. Distinguish non-agency stations.

ANSWER: Delta, the initial terminal, has a population of approximately 1,304 and the names of the other stations on the line with their mileposts and population are:

<u>Station</u>	<u>Mile Post</u>	<u>Population</u>
Harding (non-agency)	8.7	None
McCormick (non-agency)	15.5	None
Greenwood (non-agency)	21.7	None
Edwards (non-agency spur)	24.8	None
Flandro (non-agency spur)	27.3	None
Fillmore	32.2	1785

The population figures were taken from Rand-McNally Commercial Atlas, 73d Edition, 1942.

The highway distance between Delta and Fillmore is approximately the same as the rail distance.

The foregoing information was furnished by applicants' operating and maintenance officials having personal knowledge of the facts.

9. The approximate population of the territory served by the line, explaining how the limits of this territory are defined.

ANSWER: As stated above, the population of the town of Fillmore is approximately 1,785 and the surrounding territory served by this community includes an additional 1,215, making the total population served by the branch line of 3,000.

10. A detailed statement of the location and nature of the highways available for the movement of the traffic now handled by the line, and of the common-carrier truck and bus service on such highways, if any.

ANSWER: Fillmore is served by Highway No. 91, which is the main highway Salt Lake City to Las

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Also Owen George has contract with the Union Pacific covering transportation of passengers, baggage and express between Delta and Fillmore and is also an intrastate carrier operating under certificate from the State of Utah.

Passenger Motor Carriers:

Owen George has an intrastate certificate authorizing him to carry passengers between Delta and Fillmore.

Interstate Transit Lines and Burlington Trailways, operating between Salt Lake City and Los Angeles and intermediate points under permit as ICC carriers of passengers provide passenger service by highway to and from Fillmore on the one hand and all parts of the Continental United States on the other.

11. The nature of the industries in the tributary territory (such as farming, mining, lumbering, manufacturing, etc.) how long established, and the extent to which each is dependent upon the line for transportation. State location and other facts concerning the most important plants served.

ANSWER: Industries located in this territory include farming and stock raising, and while there have been some shipments of wheat, potatoes, cattle, sheep and hogs by rail, the agricultural and stock raising industries are not exclusively dependent upon the branch line railroad for transportation for their products may be moved to various destinations by

motor carrier, or to Delta for rail transportation.

The McBride Lumber Company located at Fillmore, retail lumber dealer, receives a few carloads of lumber, shingles, lath and other building materials, which have been delivered at Fillmore, but may be moved to Delta by rail and thence by truck to Fillmore. In the town of Fillmore there are various stores, filling stations, etc., which receive a few shipments of various commodities, including gasoline, fuel oil, lubricating oil and grease. All of these commodities are susceptible to movement by truck or by rail to Delta and thence by truck to Fillmore. *End*

12. The passenger traffic handled on the line in each of the last two calendar years, and for that part of the current year for which the information is available, giving separately the number of local and connecting-line passengers (if the latter designation is applicable) and the revenue from each class.

ANSWER: The passenger traffic handled on the line in each of the years 1940 and 1941 and for the three months ended March 31, 1942, is as follows:

		On the Branch		Off the Branch	
		Passengers	Revenue	Passengers	Revenue
Local to the Branch	1940	-	\$ -	-	\$ -
	1941	2	1	-	-
	3 Mos. 1942	-	-	-	-
Originating or terminating off the Branch	1940	93	56	93	2,032
	1941	53	39	53	737
	3 Mos. 1942	1	1	1	2
Originating or terminating on the Branch	1940	95	57	95	2,036
	1941	2	1	2	39
	3 Mos. 1942	1	1	1	2

13. The freight tonnage handled by the line for each of the last two calendar years, and for that part of the current year for which the information is available, showing the number of cars and the tonnage of carload freight, classified by principal commodities, and the tonnage of less-than-carload freight. Show in separate statements (a) local freight originated at and destined to points on the line, (b) freight moved between points on the line and points beyond it, and (c) freight neither originated at nor destined to points on the line (overhead or bridge traffic).

ANSWER: (a) Exhibit No. 5 shows the cars and tons of carload revenue freight, by commodities, and tons of less-than-carload revenue freight originated at or destined to points on the Fillmore Branch, Delta to Fillmore, for the years 1940 and 1941, and for the three months ended March 31, 1942.

(b) Exhibit No. 6 shows the cars and tons of carload revenue freight, by commodities, and tons of less-than-carload revenue freight, originated at and destined to points on the Fillmore Branch, Delta to Fillmore and points beyond for the years 1940, 1941, and for the three months ended March 31, 1942.

(c) None.

14. (1) If the line to be abandoned is less than the entire mileage operated by the applicant, a statement showing the effect of the proposed abandonment on the net railway operating income of the applicant.

ANSWER: The line to be abandoned is less than the entire mileage operated by the applicants.

LOS ANGELES & SALT LAKE RAILROAD COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

Cars and tons of carload revenue freight, by commodities, and tons of less-than-carload revenue freight moved between points on the Fillmore Branch, Delta to Fillmore, Utah, and points beyond it, for the years 1937 to 1941, inclusive, and for the five months ended May 31, 1942.

Line	Commodity	Year										5 Months of 1942	
		1937		1938		1939		1940		1941		Cars	Tons
		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons		
29	Brought forward	170	3 597	228	4 391	272	5 821	180	3 657	227	4 251	123	2 242
30	Petroleum oils, refined, and all other gasolines	112	2 862	104	2 655	102	2 644	116	2 837	136	3 391	37	890
31	Fuel, road and petroleum residual oils, NOS	10	392			2	49	5	136	5	152	8	193
32	Lubricating oils and greases	1	27			4	63	5	90	4	78	2	31
33	Iron and steel pipe and fittings, NOS					1	12						
34	Iron and steel, NOS	1	30							2	46		
35	Machinery and boilers	2	28									1	28
36	Cement	2	86										
37	Brick, NOS, and building tile							1	25				
38	Plaster (stucco or wall) and dry kalsomine					2	54						
39	Agricultural implements and parts, NOS	1	10	4	63	1	15	1	17	3	37		
40	Tractors and parts	1	10	1	10					1	13		
41	Automobiles (passenger)	20	119	7	41	10	59	11	66	21	127	1	8
42	Autotrucks	1	6			3	19	10	62				
43	Printing paper, NOS	1	40										
44	Sulphuric acid	1	40										
45	Canned food products, NOS							1	37				
46	Paperboard, pulpboard, and wallboard (paper)	2	56	2	54	2	52	1	25				
47	Building paper and prepared roofing materials	2	43	2	44	2	51	2	54	1	22	1	21
48	Manufactures and miscellaneous, NOS			2	80	2	24	8	42	3	56	1	12
49	Total Carload Traffic	327	7 346	350	7 338	403	8 863	341	7 048	403	8 173	174	3 425
50	All L.C.L. freight	-	140	-	147	-	132	-	110	-	126	-	52
51	Total Carload and L.C.L.	327	7 486	350	7 485	403	8 995	341	7 158	403	8 299	174	3 477

LOS ANGELES & SALT LAKE RAILROAD COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

Cars and tons of carload revenue freight, by commodities, and tons of less-than-carload revenue freight moved between points on the Fillmore Branch, Delta to Fillmore, Utah, and points beyond it, for the years 1937 to 1941, inclusive, and for the five months ended May 31, 1942.

Line	Commodity	Year										5 Months of 1942	
		1937		1938		1939		1940		1941		Cars	Tons
		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons		
1	Wheat	6	273			4	145			23	890		
2	Barley and rye							1	32				
3	Mill products, NOS	4	88	1	20	1	20	1	20	1	25	4	101
4	Hay and alfalfa											1	11
5	Cotton in bales									1	16		
6	Oranges and grapefruit (other than California)			1	16								
7	Potatoes, other than sweet	34	620	44	805	59	1 129	23	461	28	562	21	421
8	Sugar beets			2	100	20	1 000	15	600				
9	Products of agriculture, NOS									2	40		
10	Cattle and calves, single-deck	38	475	96	1 227	90	1 154	70	896	100	1 180	59	748
11	Sheep and goats, single-deck	1	6					1	7	3	18		
12	Sheep and goats, double-deck	21	215	7	70	8	85	7	70	17	168	8	80
13	Hogs, single-deck	2	16	1	9	5	43	2	16	2	16		
14	Hogs, double-deck	2	26	18	258	28	385	18	268	16	233	8	122
15	Cheese	1	10			1	13						
16	Wool	3	50	3	56	3	52	2	33	2	36	3	66
17	Bituminous coal	12	509	6	279	10	444	4	182	5	214	3	140
18	Ores and concentrates, NOS	9	285	7	213	3	70					1	40
19	Petroleum, crude			2	78								
20	Asphalt (natural, by-product, or petroleum)	7	249	18	701	16	613	11	429	11	462	1	31
21	Salt	1	20										
22	Sulphur (brimstone)	7	280	4	130	6	231	6	179	1	30		
23	Products of mines, NOS	3	70	5	145	4	120	3	90			9	360
24	Posts, poles, and piling									1	19		
25	Lumber, shingles and lath	18	392	13	284	13	297	15	344	14	342	5	122
26	Turpentine					1	20						
27	Products of forests, NOS	1	13					1	30				
28	Carried forward	170	3 597	228	4 391	272	5 821	180	3 657	227	4 251	123	2 242

LOS ANGELES & SALT LAKE RAILROAD COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

Revenues, Expenses and Net Income or Deficit of Union Pacific Railroad Company from operation of the Fillmore Branch, Delta, Utah, for each of the years 1937 to 1941, inclusive, and for the five months ended May 31, 1942.

Line No.	Item	Year																	
		1937			1938			1939			1940			1941			5 Months of 1942		
		On the Branch	Off the Branch	Total	On the Branch	Off the Branch	Total	On the Branch	Off the Branch	Total	On the Branch	Off the Branch	Total	On the Branch	Off the Branch	Total	On the Branch	Off the Branch	Total
REVENUES																			
1	Freights:																		
2	Local to the branch	\$ 86	\$ -	\$ 86	\$ 152	\$ -	\$ 152	\$ 59	\$ -	\$ 59	\$ 181	\$ -	\$ 181	\$ 85	\$ -	\$ 85	\$ 7	\$ -	\$ 7
3	Originating on and terminating off the branch	1 197	16 918	18 115	1 442	22 995	24 437	1 918	28 006	29 924	1 249	19 436	20 685	1 321	25 560	26 881	914	14 541	15 455
4	Originating off and terminating on the branch	3 786	35 610	39 396	3 482	29 856	33 338	3 490	34 513	38 003	3 702	32 021	35 723	4 337	33 924	38 261	1 186	9 163	10 349
5	Total freight revenue	5 069	52 528	57 597	5 076	52 851	57 927	5 467	62 519	67 986	5 132	51 457	56 589	5 743	59 484	65 227	2 107	23 704	25 811
6	Passenger:																		
7	Local to the branch	14	-	14	-	-	-	2	-	2	-	-	-	1	-	1	1	-	1
8	Originating on and terminating off the branch	1	27	28	1	4	5	-	-	-	56	2 032	2 088	39	737	776	1	2	3
9	Originating off and terminating on the branch	5	36	41	1	12	13	144	2 733	2 877	57	2 036	2 093	1	39	40	1	2	3
10	Total passenger revenue	20	63	83	2	16	18	146	2 733	2 879	113	4 068	4 181	41	776	817	3	4	7
11	Express	214	-	214	210	-	210	219	-	219	227	-	227	279	-	279	176	-	176
12	Milk and cream	184	356	540	253	227	480	352	164	516	332	131	463	447	171	618	153	60	213
13	Storage - Freight	17	-	17	11	-	11	40	-	40	38	-	38	3	-	3	-	-	-
14	Demurrage	175	-	175	-	-	-	37	-	37	-	-	-	-	-	-	-	-	-
15	Telegraph and telephone	226	-	226	208	-	208	227	-	227	200	-	200	244	-	244	86	-	86
16	Miscellaneous revenue	81	-	81	152	-	152	131	-	131	111	-	111	131	-	131	96	-	96
17	Miscellaneous rent income	55	-	55	61	-	61	51	-	51	69	-	69	72	-	72	29	-	29
18	Total revenues	\$ 6 041	\$ 52 947	\$ 58 988	\$ 5 973	\$ 53 094	\$ 59 067	\$ 6 670	\$ 65 416	\$ 72 086	\$ 6 222	\$ 55 656	\$ 61 878	\$ 6 960	\$ 60 431	\$ 67 391	\$ 2 650	\$ 23 768	\$ 26 418
EXPENSES																			
19	Maintenance of way and structures	\$ 4 165	\$ -	\$ 4 165	\$ 4 347	\$ -	\$ 4 347	\$ 3 812	\$ -	\$ 3 812	\$ 4 688	\$ -	\$ 4 688	\$ 5 813	\$ -	\$ 5 813	\$ 1 722	\$ -	\$ 1 722
20	Maintenance of equipment	1 531	-	1 531	1 222	-	1 222	1 479	-	1 479	1 426	-	1 426	1 809	-	1 809	726	-	726
21	Transportation	7 051	-	7 051	6 906	-	6 906	6 998	-	6 998	6 673	-	6 673	7 671	-	7 671	3 104	-	3 104
22	Total operating expenses	12 747	-	12 747	12 475	-	12 475	12 289	-	12 289	12 787	-	12 787	15 293	-	15 293	5 552	-	5 552
23	Taxes	8 419	-	8 419	8 419	-	8 419	8 365	-	8 365	8 376	-	8 376	7 858	-	7 858	3 313	-	3 313
24	Equipment rents - Debit	540	-	540	417	-	417	532	-	532	627	-	627	594	-	594	165	-	165
25	Payments for truck service 1/	1 926	-	1 926	1 920	-	1 920	1 920	-	1 920	1 920	-	1 920	1 924	-	1 924	800	-	800
26	Total expenses on the branch	\$ 23 632	\$ -	\$ 23 632	\$ 23 231	\$ -	\$ 23 231	\$ 23 106	\$ -	\$ 23 106	\$ 23 710	\$ -	\$ 23 710	\$ 25 669	\$ -	\$ 25 669	\$ 9 830	\$ -	\$ 9 830
27	Estimated expenses off the branch for movement of freight to and from the branch based on U.P.R.R. Freight Operating Ratios (line 30), applied to the proportions of freight revenue earned off the branch (line 5)	-	31 638	31 638	-	30 759	30 759	-	36 917	36 917	-	31 049	31 049	-	37 427	37 427	-	14 915	14 915
28	Total expenses on and off the branch	\$ 23 632	\$ 31 638	\$ 55 270	\$ 23 231	\$ 30 759	\$ 53 990	\$ 23 106	\$ 36 917	\$ 60 023	\$ 23 710	\$ 31 049	\$ 54 759	\$ 25 669	\$ 37 427	\$ 63 096	\$ 9 830	\$ 14 915	\$ 24 745
29	Net Income or Deficit	(D) \$ 17 591	\$ 21 309	\$ 3 718	(D) \$ 17 258	\$ 22 335	\$ 5 077	(D) \$ 16 436	\$ 28 499	\$ 12 063	(D) \$ 17 488	\$ 24 607	\$ 7 119	(D) \$ 18 709	\$ 23 004	\$ 4 295	(D) \$ 7 180	\$ 8 853	\$ 1 673
30	Freight Operating Ratios of Union Pacific R.R. Co.		60.23			58.20			59.05			60.34		62.92				2/62.92	

(D) Denotes Deficit.

1/ Represents amounts paid contract carrier for truck service hauling passengers, express and milk and cream between Delta and Fillmore for applicants, such amounts were charged against the appropriate revenue accounts in accordance with I.C.C. requirements, but for purposes of this return are set out separately as an expense.

2/ Freight Operating Ratio used is for the year 1941 - similar ratio for 5 months of 1942 is not available as such ratios are determined on a calendar year basis after the close of the year.

4.2.13771

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EXHIBIT ^{NO. 1}
COMMERCE COMMISSION

**LOS ANGELES & SALT LAKE RAILROAD COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)**

Cars and tons of carload revenue freight, by commodities, and tons of less-than-carload revenue freight, originated at and destined to points on the Fillmore Branch, Delta to Fillmore, Utah, for the years 1937 to 1941, inclusive, and for the five months ended May 31, 1942.

Line	Commodity	Year										5 Months of 1942	
		1937		1938		1939		1940		1941		Cars	Tons
		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons		
1	Cattle and calves - single-deck	2	24	5	65	-	-	1	11	-	-	-	-
2	Sheep and goats - double-deck	-	-	-	-	-	-	5	50	-	-	-	-
3	Total Carload Traffic	2	24	5	65	-	-	6	61	-	-	-	-
4	All L.C.L. freight	-	6	-	5	-	7	-	7	-	9	-	-
5	Total Carload and L.C.L.	2	30	5	70	-	7	6	68	-	9	-	-

4 copies

Exhibit No. 6

LOS ANGELES & SALT LAKE RAILROAD COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

5

Exhibit No.

Cars and Tons of Carload Revenue Freight, by Commodities, and Tons of Less-Than-Carload Revenue Freight, Originated at and Destined to Points on the Fillmore Branch, Delta to Fillmore, Utah, for the Years 1940, 1941 and for the 3 Months Ended March 31, 1942.

Cars and Tons of Carload Revenue Freight, by Commodities, and Tons of Less-Than-Carload Revenue Freight, Originated at and Destined to Points on the Fillmore Branch, Delta to Fillmore, Utah, for the Years 1940, 1941 and for the 3 Months Ended March 31, 1942.

Line		Year				3 Months of 1942	
		1940		1941		Cars	Tons
		Cars	Tons	Cars	Tons		
1	Cattle & Calves, Single Deck	1	11	26	34	42	414
2	Sheep & Goats, Double Deck	5	50				
3	Total Carload Freight	6	61	26	34	42	414
4	All L.C.L. Freight	-	7	17	9	8	6
5	Total Carload and L.C.L.	6	68	43	43	50	420

6	Wool	1	1	1	1	1	1
7	Wool, Greasy	1	1	1	1	1	1
8	Wool, Clean	1	1	1	1	1	1
9	Wool, Washed	1	1	1	1	1	1
10	Wool, Spun	1	1	1	1	1	1
11	Wool, Knives	1	1	1	1	1	1
12	Wool, Combs	1	1	1	1	1	1
13	Wool, Cards	1	1	1	1	1	1
14	Wool, Roving	1	1	1	1	1	1
15	Wool, Yarn	1	1	1	1	1	1
16	Wool, Cloth	1	1	1	1	1	1
17	Wool, Hosiery	1	1	1	1	1	1
18	Wool, Suits	1	1	1	1	1	1
19	Wool, Ties	1	1	1	1	1	1
20	Wool, Socks	1	1	1	1	1	1
21	Wool, Undershirts	1	1	1	1	1	1
22	Wool, Handkerchiefs	1	1	1	1	1	1
23	Wool, Towels	1	1	1	1	1	1
24	Wool, Blankets	1	1	1	1	1	1
25	Wool, Carpets	1	1	1	1	1	1
26	Wool, Mattresses	1	1	1	1	1	1
27	Wool, Bedspreads	1	1	1	1	1	1
28	Wool, Pillows	1	1	1	1	1	1
29	Wool, Cushions	1	1	1	1	1	1
30	Wool, Rugs	1	1	1	1	1	1
31	Wool, Drapes	1	1	1	1	1	1
32	Wool, Curtains	1	1	1	1	1	1
33	Wool, Upholstery	1	1	1	1	1	1
34	Wool, Miscellaneous	1	1	1	1	1	1
35	Total Carload Freight	41	7,043	401	8,135	403	2,958
36	All L.C.L. Freight		110		117		50
37	Total Carload and L.C.L.	41	7,153	401	8,252	403	3,008